

TxDOT Internet E-Mail

From :

Wed, Sep 22, 2010 12:07 PM

Subject : TxDOT Internet E-Mail

To : TPP TXTRANPLAN <TPP_TXTRANPLAN@txdot.gov>

Address:

Texarkana, TX 75503

Comment: I attended the 8/10/2010 Public Meeting in Atlanta, TX. As a bicyclist and board member of the Texarkana Bicycle Club and president of the Partnership for the Pathway, I can't stress enough how important safe trails and highways are for everyone. I would like to see you include in your plan: smoother, wider (4' to 6') shoulders with appropriate markings, marked bike lanes, a break in rumble strips, more signage "Watch for Bikers", and more public meetings to not only invite public comment, but to educate the public. I also support the Northeast Texas Rural Recreation Trail System (NTRRTS) and ask that you include this 130 mile trail in your planning. This rails-to-trails will run from New Boston to Farmersville, Texas. Trails promote community improvement and healthy lifestyles, benefiting local residents and visitors. They are free to use, open to the public and perfect for promoting outdoor activities and improve everyone's quality of life. Maintenance costs are nominal and offset by volunteers and increased sales tax revenues. This trail will put Northeast Texas on the map. It will go through 19 Northeast Texas towns and 7 counties. It will be the longest in Texas and the 5th longest in the USA. It will increase tourism and visitors into our towns. People love trails. By having this trail system, many recreational activities can be made possible such as walking, biking, hiking, jogging, in-line skating, wheel chair accessibility and even horseback riding. The NTRRTS will conserve our environment, promote nature and preserve Texas heritage. This trail will preserve historic Texas railway corridors and bridges and serve as a wildlife conservation corridor. Let's make this Dream and Reality.
Thank you.

Last Page:

http://www.txdot.gov/txdot_library/publications/transportation_plan.htm

11/9/2010

TxDOT Response:

We appreciate your suggestions. We will work with our District offices, Metropolitan Planning Organizations (MPOs), and cyclists to implement mutually beneficial solutions to address your comments.

TxDOT Internet E-Mail

From :

Thu, Sep 23, 2010 03:39 PM

Subject : TxDOT Internet E-Mail

To : TPP TXTRANPLAN <TPP_TXTRANPLAN@txdot.gov>

Name:

Address:

Texarkana, Texas 75503

Comment: I would like to see more off road pedestrian and bike paths along with bike lanes in urban settings where it is not possible to put an off road trail. Additionally, I would like to see you include in the Transportation Plan the Northeast Texas Rural Trail that is a rails-to-trails right of way that runs from New Boston, Texas to Farmersville, Texas. A Tiger II Grant has been applied for paving and bridges. This would be a low cost way to expand your transportation network.

Last Page:

<http://www.txddc.state.tx.us/resources/publications/fyi/fyimay10/fyistate05-10.asp>

11/9/2010

TxDOT Response:

We appreciate your suggestions. We will work with our District offices, MPOs, and cyclists to implement mutually beneficial solutions to address your comments. We will also consider broader coverage of the numerous transportation initiatives, such as the Northeast Texas Rural Recreation Trail System, in future updates to the SLRTP.



OPEN-HOUSE STYLE PUBLIC MEETING 2

Statewide Long-Range Transportation Plan 2035

COMMENT FORM

This form is provided to receive your comments regarding the Statewide Long-Range 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: transportation plan 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: _____

Mail your comments to:

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

Please Print:

Your Name _____

Address _____

TxDOT Response:

We appreciate your comment and encourage your continued support for projects that support economic growth and enhance and expand our transportation system.

Stamp
Here

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

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

TxDOT Internet E-Mail

From :

Mon, Sep 27, 2010 11:01 PM

Subject : TxDOT Internet E-Mail

To : TPP TXTRANPLAN <TPP_TXTRANPLAN@txdot.gov>

Name:

Address:

Austin, TX 78701

Comment: Hello,

I am very much against the idea of tolling existing roadways, even for adding managed lanes or expanding capacity or expanding right of way.

Please do not toll existing roadways such as:

- [completed] RR 620 at Parmer lane -- non-tolled capacity reduced by 2 lanes in each direction
- Loop 1 from Parmer to Cesar Chavez
- HWY 290 at 183
- HWY 183

My secondary request is that we find a new way to pay for these roads. For example, we should reduce the diversions of the gas tax, or increase it.

Last Page:

http://www.dot.state.tx.us/public_involvement/transportation_plan/default.htm

11/9/2010

TxDOT Response:

We appreciate your comment and your suggestions regarding ways to increase revenues.

TxDOT Internet E-Mail

From :

Mon, Sep 27, 2010 03:43 PM

Subject : TxDOT Internet E-Mail

To : TPP TXTRANPLAN <TPP_TXTRANPLAN@txdot.gov>

Name:

Address:

Houston, TX 77084

Comment: In the SLRTP newsletter, under the heading "What Transportation Stakeholders Had to Say", there is a statement reading "Social/cultural change away from personal vehicles and single occupancy vehicles". I do not know where the people making that comment live, but they cannot live in Houston Texas. There is absolutely no evidence of such a shift here. We in Houston, I am guessing the vast majority of the State of Texas, love our automobiles and will continue to do so for many more decades.

Last Page:

http://www.dot.state.tx.us/public_involvement/transportation_plan/default.htm

TxDOT Response:

We appreciate your comment.

TxDOT Internet E-Mail

From :

Mon, Sep 27, 2010 03:54 PM

Subject : TxDOT Internet E-Mail

To : TPP TXTRANPLAN <TPP_TXTRANPLAN@txdot.gov>

Name:

Address:

Austin, TX 78745

Comment: The 2035 Plan focuses on Mobility and Air Quality. I saw nothing that pertains to the pedestrian access needs such as sidewalks. The minimum requirements made by TxDOT are curb ramps along the right of way. Ramps that lead to ditches, grass, mud, stone, all barriers for pedestrians. In Austin, this lack of sidewalks have led to gaps along major public transit routes, barriers to businesses by pedestrians and safety concerns for visually impaired and wheelchair users alike. I would like to know, in all the infrastructure plans if and when sidewalks will be installed to aid the non-vehicular traffic. Not everyone drives a car. And if TxDOT wants to talk safety, try getting along 290W once dropped off by a bus when using a wheelchair...actually having to dodge traffic to reach your destination in Oak Hill. Why is this not addressed? Sidewalks are a needed segment to integrate the mobility needs of all Texans--not just those who drive.

Last Page:

http://www.dot.state.tx.us/public_involvement/transportation_plan/default.htm

11/9/2010

TxDOT Response:

We appreciate your suggestions. We will work with our District offices and MPOs to implement mutually beneficial solutions to address your comments. We will also consider broader coverage of the safety aspects of sidewalks in future updates to the SLRTP.

TxDOT Internet E-Mail

From :

Mon, Sep 27, 2010 08:52 AM

Subject : TxDOT Internet E-Mail

To : TPP TXTRANPLAN <TPP_TXTRANPLAN@txdot.gov>

Name:

Address:

Texarkana, TX 75503

Comment: Trails are good for the environment, the economy, citizen's health and property values. The proposed Northeast Texas Trail from New Boston to Farmersville will help 19 Texas small towns with their high unemployment and low per capita income.

Last Page:

http://www.txdot.gov/public_involvement/transportation_plan/default.htm

TxDOT Response:

We appreciate your comment and encourage your continued support for projects that support economic growth and enhance and expand our transportation system.

TxDOT Internet E-Mail

From :

Mon, Sep 27, 2010 01:43 PM

Subject : TxDOT Internet E-Mail

To : TPP TXTRANPLAN <TPP_TXTRANPLAN@txdot.gov>

Name:

Address:

Cibolo, Tx 78108

Comment: A connection between IH35 and IH10 has already been talked about and a proposed route has been recommended. However no one wants to talk about it! FM1103, in Cibolo, is probably the best plan to connect the two Interstates, simply because the land south of FM 78 is still undeveloped and still reasonably cheap compared to any other plan now in effect. This route would allow traffic heading South beyond San Antonio, to go to IH10 and bypass an extremely busy portion of IH 35, namely that section starting at FM3009 through the center of San Antonio.

Last Page:

http://www.dot.state.tx.us/public_involvement/transportation_plan/default.htm

11/9/2010

TxDOT Response:

We appreciate your comment and will share it with our San Antonio District office. We encourage you to work and share your suggestions about this project with your local district office to ensure that your voice is heard by those making decisions regarding projects in your area.

TxDOT Internet E-Mail

From :

Mon, Sep 27, 2010 08:54 PM

Subject : TxDOT Internet E-Mail

To : TPP TXTRANPLAN <TPP_TXTRANPLAN@txdot.gov>

Name:

Address:

Austin, TX 78730

Comment: In the future, you should not use toll roads as a source of revenue. As you can see, the public will not use toll roads. If you build them, we will not come! I will go miles and hours out of my way to avoid toll roads. Public roads should be free - funded my gasoline tax, sales tax, registration fees, etc.

Last Page:

http://www.dot.state.tx.us/public_involvement/transportation_plan/default.htm

11/9/2010

TxDOT Response:

We appreciate your comments.

TxDOT Internet E-Mail

From :

Fri, Oct 01, 2010 04:08 PM

Subject : TxDOT Internet E-Mail

To : TPP TXTRANPLAN <TPP_TXTRANPLAN@txdot.gov>

Name:

Address:

Nacogdoches, TX 75965

Comment: The number one priority must be alternative transportation in the form of bicycle and pedestrian routes, for multiple reasons: ozone alerts, national/global obesity and heart disease epidemic, increased costs of auto roads and parking garages over bike trails, decreased quality of life from traffic jams, on and on...Texas and the US lose global competitiveness due to these costs.

Last Page:

http://www.dot.state.tx.us/public_involvement/transportation_plan/default.htm

11/9/2010

TxDOT Response:

Bicycle and pedestrian facilities are types of facilities that, along with others, compose the multimodal transportation system in Texas. We appreciate your comment in support of these facilities and we strive to enhance transportation for users of all modes in the system.

Paragraph on the Bayou Greenway Initiative for TxDOT's Statewide Long-Range Transportation Plan 2035

Fri, Oct 01, 2010 05:14 PM

From :

Subject : Paragraph on the Bayou Greenway Initiative for TxDOT's Statewide Long-Range Transportation Plan 2035

1 attachment

To :

Cc :

Reply To :

Hello Rakesh! Thanks again for meeting with GHP and Coalition members yesterday. As we discussed, below and attached is a brief paragraph on the *Bayou Greenway Initiative* for inclusion in the TxDOT's Statewide Long-Range Transportation Plan 2035. Thank you for your assistance in submitting this language into the Plan under Section 2.9.1 (MPO Bicycle and Pedestrian Plans) during the final drafting period that continues this month. Please let us know if you need any additional information in this regard. All the best! *Deborah*

Paragraph on the *Bayou Greenway Initiative*:

In 2010, civic and business leaders in the Houston Region came together with Harris County, the City of Houston and HGAC (the Houston/Galveston COG) to develop a comprehensive "hike and bike" master trail plan that develops miles of land along Harris County's 10 major bayous, creating an enormous system of "linear parks." These 10 bayous all flow from west to east into Galveston Bay after meandering through multiple neighborhoods all over the region. This *Bayou Greenway Initiative* for the Houston Region includes almost 250 miles of new or upgraded hike-and-bike trails, miles of canoe/paddle trails and more than 50 new parks that also serve flood-retention basins and wetlands that improve the quality of the region's groundwater and flood runoff. The *Bayou Greenway Initiative* will also serve as the trunk line for an even larger network of trails and linear parks that will provide park and trail access to almost every community within Houston and Harris County and provide connectivity between communities, businesses and retail establishments. The Initiative will create a substantial alternative transportation source for urban residents and visitors alike.

Houston, Texas 77002



Paragraph on the Bayou Greenway Initiative for TxDOT Statewide Transp Plan (Oct 1 2010).docx

54 KB

11/9/2010

TxDOT Response:

We appreciate your comment and have included much of your suggested wording into the document. We encourage your continued support for projects that will enhance and expand our transportation system.

TxDOT Internet E-Mail

From :

Fri, Oct 01, 2010 10:25 AM

Subject : TxDOT Internet E-Mail

To : TPP TXTRANPLAN <TPP_TXTRANPLAN@txdot.gov>

Name:

Address:

College Station, Texas 77842

Comment: Within you priority corridors list, key interchange or grade separated railroad crossing were not mentioned. Yes these key interchange locations may not be part of a priority corridor but the function of these key interchange locations have an effect on safety and traffic operations. One such interchange that the City of College Station wishes to be put on a priority list is the George Bush (FM 2347) Wellborn Rd (FM 2154) Interchange Project. This is a multimodal project that would improve rail operations, vehicle, transit pedestrian and bicyclist operations. Please consider putting this project on the priority corridor project list.

Last Page:

http://www.dot.state.tx.us/public_involvement/transportation_plan/default.htm

11/9/2010

TxDOT Response:

We appreciate your comment and will share it with our Bryan District office. The District office will work with the Bryan-College Station MPO to evaluate your suggestion.

TxDOT Internet E-Mail

From :

Fri, Oct 01, 2010 10:09 AM

Subject : TxDOT Internet E-Mail

To : TPP TXTRANPLAN <TPP_TXTRANPLAN@txdot.gov>

Name:

Address:

Lubbock, Tx 79424

Comment: In the Executive Summary discussing the various MPO offices throughout the state, the Amarillo region was ommitted, even though it has more popultation than the Abilene, and other smaller areas.

Last Page:

http://www.dot.state.tx.us/public_involvement/transportation_plan/default.htm

TxDOT Response:

Thank you. Errors to the list of MPOs have been corrected.

TxDOT Internet E-Mail

From :

Fri, Oct 08, 2010 10:07 AM

Subject : TxDOT Internet E-Mail

To : TPP TXTRANPLAN <TPP_TXTRANPLAN@txdot.gov>

Name:

Address:

Cypress, TX 77433

Comment: Hello Peggy -

I noticed in your newsletter that the number of bike riders have increased by 38%.

What does that really mean? Would you say there are 1,000 people riding bikes to work or less?

This is just for my information only.... Thanks!

Last Page:

http://www.dot.state.tx.us/public_involvement/transportation_plan/default.htm

11/9/2010

TxDOT Response:

Based on U.S. Census data from 1990 and 2000, and American Community Survey (ACS) data from the years 2005, 2006, and 2007; in 1990, 18,460 persons in Texas bicycled to work. In 2007, 25,483 persons bicycled to work. The percentage increase or change from 1990 to 2007 is 38%.

Re: TxDOT Internet E-Mail

From :

Mon, Oct 11, 2010 12:39 PM

Subject : Re: TxDOT Internet E-Mail

To :

It came from the Alliance for Biking and Walking *Bicycling and Walking in the United States 2010 Benchmarking Report page 172 of 196.*

In 1990 18,400 people biked to work, by 2007 it had increased to 25,483. This is a statewide number.

Peggy Thurin

[www. peoplepoweredmovement.org/site/](http://www.peoplepoweredmovement.org/site/)

>>> On 10/8/2010 at 9:07 AM, in message <TXDOT-INETpQq5pneeF0000038a@www.dot.state.tx.us>, <mary@cyfairchamber.com> wrote:

Name:
Address:
Cypress, TX 77433

Comment: Hello Peggy -

I noticed in your newsletter that the number of bike riders have increased by 38%.

What does that really mean? Would you say there are 1,000 people riding bikes to work or less?

This is just for my information only.... Thanks!

Last Page:
http://www.dot.state.tx.us/public_involvement/transportation_plan/default.htm

=====
Texas Transportation Forum
www.texastransportationforum.com

11/9/2010

TxDOT Internet E-Mail

From :

Sat, Oct 30, 2010 05:31 PM

Subject : TxDOT Internet E-Mail

To : TPP TXTRANPLAN <TPP_TXTRANPLAN@txdot.gov>

Name:

Address:

League City, Texas 77573

Comment: The Texas Long Range State Transportation Plan should forbid statewide taxes and/or fees for high speed intercity rail. Also, the Plan should require that any high speed rail in Texas be self-supporting in regards to both its capital and operational costs. Otherwise, Texans get another unsustainable project with its own constituency of self-serving special interests.

The number of personal vehicles will increase with the gradual adoption of electric power. With its large land area and southern location, Texas has abundant solar energy to supply the grid for building as well as vehicular use. Therefore, highway construction and maintenance should not be neglected, nor should resources be diverted.

Exhortations for increased public transportation and cultural change should be met with skepticism. Since small, dense city cores do not exist in Texas as they do on the east and west coasts, their solutions should not be forced upon Texas. Urban utopia junkies who demand mass transit, and who despise personal vehicles, should take their single track minds elsewhere.

Last Page:

http://www.dot.state.tx.us/public_involvement/transportation_plan/default.htm

TxDOT Response:

We appreciate your comments.



CITY OF KILLEEN
OFFICE OF THE MAYOR

September 7, 2010

Richard Skopik, P.E.
Waco District Engineer
Texas Department of Transportation
100 South Loop Drive
Waco, Texas 76704-2858

1	DE	(RS)
	DDE	
	PIO	
	IR	
	DADM	
2	DTPD	
	DCON	
	DMNT	
	DTRF	
	AE (5)	
	MS (9)	
	I-35	
	DE-HFR	
	FILE	

9/13/2010
→ Andy.
Pls. submit
to TRP and
prepare draft
response for my
signature to
Mayor acknowledging
receipt of letter. (RS)

*RESPOND
RECEIVED
SEP 09 2010
TEXAS DEPT. OF TRANS.
WACO DISTRICT

While the Statewide Long-Range Transportation Plan 2035 must address the growing congestion in our states' metropolitan regions, it must also address the linkage to and from those regions. We must continue to upgrade our interstate system to facilitate regional mobility, freight movement and economic development.

It has been almost twenty years (1991) since the U.S. Congress designated U.S. 59, 77 and 281 as part of I-69, an interstate corridor from Indiana to and through Texas to our state's Gulf ports and U.S./Mexico border. The Interstate 69 corridor is vital to the movement of people and freight in Texas. Because the Long-Range Plan provides the foundation for other federal, state and local planning efforts, it is essential that I-69 and component projects be specifically listed and included in Plan 2035 analysis.

The proposed Gulf Coast State Highway (GCSH)/I-14 should be included in the Long-Range Plan as a connector to and component project of I-69 in Texas. These North/South and East/West routes provide an efficient alternate way for traffic to travel from the international port of entry at Laredo in southwest Texas to I-69 at Livingston and on to Texarkana in northeast Texas without entering the air sheds of either Houston/Galveston or Dallas/Fort Worth, both of which are in non-attainment under the Federal Clean Air Act.

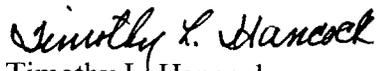
These same routes can be used to link the Port of Corpus Christi to Fort Hood, Fort Bliss and Fort Polk in Louisiana outside of the non-attainment regions of both states. For that reason the GCSH route provides statewide benefits, which can be included in the ongoing environmental studies for I-69. The largest employer in Texas is the United States Department of Defense. Infrastructure that supports our largest employer should be made part of the Statewide Long-Range Transportation Plan 2035.

The Long-Range 2035 Plan must focus on developing low carbon-emitting freight transportation facilities, such as the Universal Fright Shuttle being developed through the Texas Transportation

Institute. Texas currently leads the nation in exports. Our imports and exports have been doubling every 10 years. Three Texas metro areas - Houston, Dallas-Fort Worth and Austin - were recently ranked as among the top fifteen cities for economic growth in the nation. In order to maintain this growth, the State must have an efficient means of moving freight to and from these population centers while at the same time providing economic opportunities in rural areas of the state. This system would also support U.S. Department of Defense facilities. The system could move containers and vehicles from Fort Hood, Fort Bliss and Fort Polk to and from the state's strategic military ports at Corpus Christi and Beaumont as well as between the three forts for training exercises.

The Statewide Long-Range Transportation Plan should clearly identify strategies to develop low carbon-emitting freight transportation facilities, such as the Universal Freight Shuttle, as well as how to complete essential roadway projects, like I-69 and GCSH, to ensure a seamless freight system that will maintain the economic competitiveness of the State.

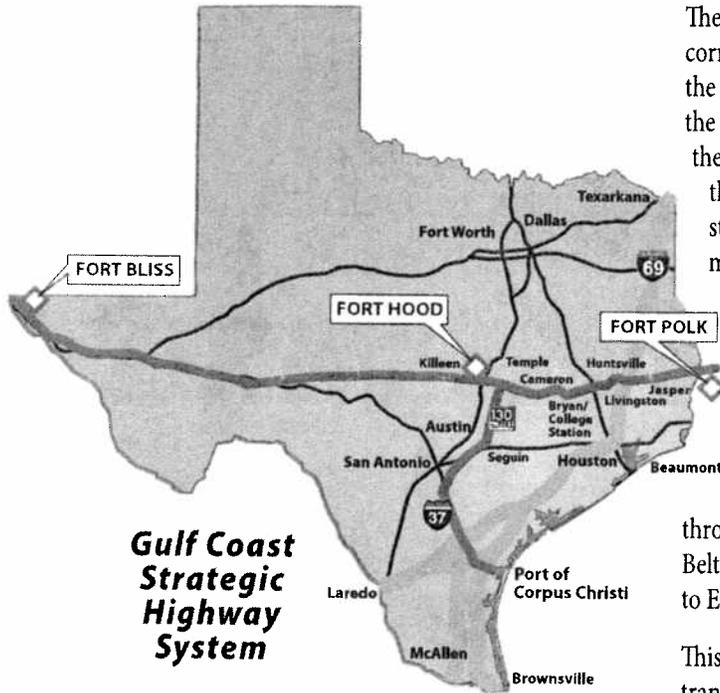
Thank you for your consideration.


Timothy L. Hancock
Mayor

TxDOT Response:

We appreciate your comment and encourage your continued support for projects that will enhance and expand our transportation system. We will also consider broader coverage of the numerous transportation initiatives in future updates to the SLRTP.

Public Comment on the Statewide Long-Range Transportation Plan 2035



Gulf Coast Strategic Highway System

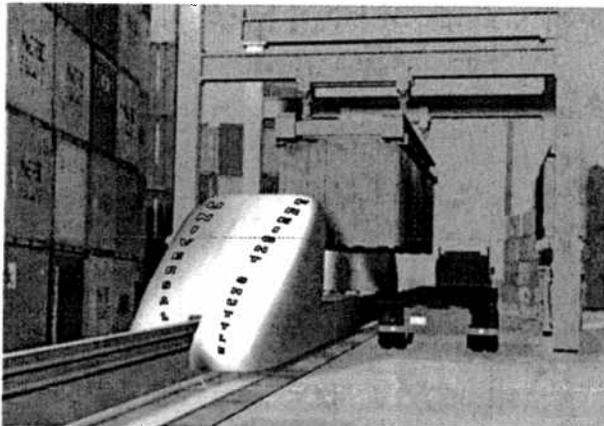
The Gulf Coast Strategic Highway System transportation corridors from Fort Bliss to Fort Polk and from Fort Hood to the Port of Corpus Christi should be prominently included in the Long-Range Transportation Plan under development by the Texas Department of Transportation. Improvement of the existing highways in this corridor to interstate highway standard and creating appropriate connectors is essential to meeting the current and future mobility and connectivity needs of several of the state's economic regions.

This corridor takes advantage of the existing Interstate 37 and US 181 in South Texas and follows SH 130 and I-35 in Central Texas. The east-west route follows SH 63 from the Sabine River, becoming US 190 at Jasper and then extending westward generally along US 190 through Livingston, Huntsville, Bryan-College Station, Temple-Belton and Killeen. To the west it connects to I-10 and then on to El Paso and Fort Bliss.

This system will be an important part of the statewide transportation system in the coming decades. The components provide vital connectivity for interstate commerce, international trade and for the vital needs of U.S. Department of Defense installations.

Additionally, the 2035 Plan should address how the State will take advantage of new efficient freight movement concepts such as the Universal Freight Shuttle being developed by the Texas Transportation Institute. Specifically, the plan should address how the State can provide leased air rights in public rights of way for such systems.

Please consider these comments in preparing the Final Report of the Long-Range Transportation Plan 2035.



Universal Freight Shuttle concept



Name Timothy L. Hancock
 Representing City of Killeen
 Contact Info: 254-501-7700
P O Box 1329
Killeen, TX 76540-1329

TxDOT Response:

We appreciate your comment and have included much of your recommended language. We encourage your continued support for projects that will enhance and expand our transportation system. We will also consider broader coverage of the numerous transportation initiatives, such as the Gulf Coast Strategic Highway System, in future updates to the SLRTP.

Peter Wang
League Cycling Instructor
7711 Silent Star Ct
Houston, TX 77095
October 9, 2010
pwang@ctchouston.org
(281) 630-8255

Comments on Draft Texas Statewide Long-Range Transportation Plan 2035 as it pertains to bicycle accommodations

Section 2.9, page 2-89

“Bicycle and pedestrian modes are not, however, appropriate for most trips. According to national data, the bicycle mode is most often utilized for trips shorter than 2 miles and the pedestrian mode is most often utilized for trips shorter than one-quarter of a mile, considerably shorter than the average 12-mile commute to work. While these modes may be appropriate for short trips near home, such as errands to local stores or visits to nearby friends and family, three-quarters of trips shorter than 1 mile are currently made with motor vehicles.”

The observation is approximately correct, that bicycles are most often used for trips of 2 miles or shorter, but the report then jumps to the wrong conclusion.

It's the same intellectual mistake one would make if upon going to a poor African country, where the average lifespan is 45 years, one were to conclude that the national health system should only take measures to support human health up to age 45, because that's all we see actually exhibited in the population. Obviously, you could find exceptional individuals, or well cared for individuals, who age much better. This would tip you off that there is a whole lot of potential for lifespan improvement for everyone, if widespread improvements were made to health care.

Similarly, Texas bicycling behaviors are suppressed by a lack of good infrastructure, by unsafe and hostile motorist behaviors, and also by cultural factors. It's cool to bike to work in Denver, but not so much in Houston, but these cultural norms are changing rapidly, and TxDOT needs to plan on where transportation demand is going to be in the future, not on where it's been. It is definitely strongly going in a two-wheeled, human-powered direction, all over the USA. Texas lags the rest of the Nation by a few years, but we will get there eventually.

In the case of the bicyclist population, if you look what somewhat (but not very) exceptional individuals do right here in Texas, or if you look at bicyclist behavior in other cities, you will find that people ride much farther than 2 miles very commonly. Last week I rode 5 miles one-way to get my hair cut. That's an easy thing to do, and I do it every three weeks. Three times a week, I ride 9 miles one-way with a friend to work. And I'm a little bit overweight right now, and have hardly ridden my bike at all in 2010 due to work demands, and I'm

going to be 50 years old in 2011, and I'm a slow bike rider compared to, say, all riders who ride the MS150 (I'm in the slower 50%, definitely).

People ride from Katy, TX along the George Bush Park trail to employment at BP (British Petroleum) at the Energy Corridor in Houston, which is about 10 miles. BP estimates that they have more than 100 people who routinely bike to work, and 200 - 300 people show up every year for the Energy Corridor's Bike To Work Day celebration in May. Their bike rack in the parking garage is several hundred feet long (I have been there, I parked there myself in order to attend a business meeting at BP).

TxDOT should really plan not on the 2 mile trip radius assumption, but 5 mile at the absolute minimum, and 10 miles in special cases (like where a residential subdivision is located 10 miles from a particularly valuable destination, like a major employment center or transit facility). "If you build it, they will come".

3.3.1 Bicycle and Pedestrian (needs forecasting), page 3-8

"There is no reliable method for forecasting either needs or available funding. Planned facilities will be included in an MPO's MTP, but may or may not have funding for implementation. Bicycle and pedestrian projects being funded in the next 4 years in MPOs and in the rural areas of the state can be found in the MPO TIPs and TxDOT's STIP (<http://www.txdot.gov/business/governments/stips.htm>)"

This is a very critical problem that TxDOT needs to come to grips with, because it is unacceptable that TxDOT just says, "We don't know how to measure this" (which often is just another way of saying "We don't have the money or desire to measure this"), therefore we won't plan for it. Not planning for bicycle mode demand means that bicyclists, who have a legal right enshrined in State Law to be on the road, are endangered and dying. Just looking at best practices and behaviors in other U.S. States, one can clearly see that there is pent-up demand in the population for bicycle access, and that Texas' efforts lag far behind those of other States, like Colorado, or Washington State.

A few years I went to MPO planning meetings for an FM-529 rebuild, and I was shocked to find out that zero bike demand was forecast. Digging further, I found that they put a zero in because they just didn't do any kind of bike study at all. In lieu of real data, they made up data, and the easiest data to put in was, you guessed it, zero. Teri Kaplan of TxDOT, however, worked very hard and FM-529 was made bike-accessible after all, and cyclists do use it, and pedestrians as well... student going to Langham Creek High School in the Cy-Fair District.

Instead of a traffic study with vehicles being counted by optical counters or by tire strikes, which isn't going to capture bikes at all, why not ask local bike clubs and organizations which roads are most utilized in their areas? Why not ask volunteers to do a bike count? Asking real live people is a perfectly legitimate way to collect data, and probably cheaper and more effective than buying and field deploying some fancy, costly gadget. Lots of bike riders map their bike routes on the Internet, and share them with other bike riders. There is

data out there, often for free... TxDOT just has to think outside of the box to figure how to get it and use it and apply it.

6.5 - Bicycle and Pedestrian Safety, page 6-8

“Bicycle and pedestrian safety is addressed by MPOs in their MTPs or in stand-alone Bicycle and Pedestrian Plans. These plans may be obtained on an MPO or Council of Government (COG)website. TxDOT safety objectives and countermeasures for bicyclists and pedestrians are included in the 2009 update to the SHSP.”

This is an unacceptable minimization of the importance of pedestrian and bicyclist safety. Bicyclist and pedestrian safety goals have to be explicitly in the Plan 2035, and not just delegated down to MPOs / MTPs. As a State, we do such a poor job of bike/ped safety, we have to be a better and more consistent job of it, and make sure best practices are implemented wherever they are needed. We should have State goals like a 10% reduction in bike/ped fatalities, year-on-year, and a 40% reduction over five years... and not just by forcing people bike or walk less by building worse and worse infrastructure.

We have in excess of 400 pedestrian fatalities per year in Texas. If this doesn't constitute a State emergency, I don't know what qualifies. If 400 innocent Texans were killed every year by narco-gangs in the border regions of Texas, we'd be living in a police state right now; the Government would react. Why should it be any different when more than 400 innocent men, women, and children get mown down by motor vehicles every year?

Why do we have almost 92% more per-capita pedestrian fatalities than Washington State? Why 78% more per-capita pedestrian fatalities than Colorado? That's obscene, and it doesn't make sense, and it can't continue.

We have to measure and track bike/ped safety performance on a State-wide basis. People in TxDOT need to have accountability, namely annual evaluations, promotions, bonuses, and career advancement opportunities based on how well the fatality rates come down over time. If they don't come down dramatically over time... why are we taxpayers paying them?

In these times, Tea Party-leaning taxpayers want to pay for government to perform, or we want that ineffectual arm of government reformed or done away with. TxDOT is not working on the side of bicyclist and pedestrian users at present as regards safety, and user / taxpayers are completely fed up about it.

General comments on CMAQ Funding, and why it should be used to fund more bicycle projects

CMAQ funding gets used to de-bottleneck roadways, so that cars & trucks and get through without slowing, which kills fuel mileage and increases air pollution.

However, this short-term tactic generates a longer-term problem, which is **induced demand**.

When you create a new resource (the added capacity at a de-bottlenecked location), and you don't charge money for this resource (that's why we call them FREEways), then demand will quickly increase to consume all of the resource you've added. So instead of 10,000 delayed cars, after you debottleneck, in ten years you have 20,000 delayed cars. This is a short-term tactic which fails to deliver long-term results.

CMAQ funding should be strongly diverted instead to those modes which by their very inherent nature cannot cause incremental air pollution and congestion via induced demand. Induced bicycle demand creates no added pollution and little added congestion; many bikes can fit in the same space consumed by a car and the buffer space in front and behind it; maybe 10 bikes.

Induced transit demand creates no added congestion (a full train takes up same space as any empty train), and little added pollution (a full train takes incrementally more energy to move than an empty train, but not much more).

Sincerely,
Peter Wang

TxDOT Response:

We appreciate your comments. Some of your issues were addressed in the final document.

October 22, 2010

Peggy Thurin, P.E.
Texas Department of Transportation
Statewide Transportation Plan 2035
4544 Post Oak Place, Suite 224
Houston, TX 77027

Re: Texas Statewide Long-Range Transportation Plan 2035

Dear Ms. Thurin:

Thank you for allowing the City of College Station the opportunity to comment on this long-range transportation plan that is vital to the transportation needs of our state and specifically our region. To address some of our current and future transportation needs, I've described two projects below that are needed for regional mobility in the College Station area. One of these projects is currently on the plan, but is currently listed in the Development stage.

SH 6 & Rock Prairie Road interchange

Rock Prairie Road through College Station is a major regional roadway that crosses over SH 6. The interchange of these two major arterials is in the heart of the city's medical corridor. College Station Medical Center, which is west of the interchange, is developing expansion plans. Additionally, Scott & White Health Center is developing plans to construct a medical center (a 140-bed hospital and 255,000 square feet of medical and dental office space), which will also have commercial pad sites on the east side of the interchange. The Rock Prairie Road bridge is a five-lane bridge section with minimal lane widths. Widening the bridge structure will create needed capacity for the facility. Additionally, bicyclists are routinely seen using this bridge to cross SH 6. Providing bike lanes and sidewalks will improve safety of these transportation modes and increase these uses in the area. To address some of the mobility issues at the interchange, the City of College Station is working on plans to widen Rock Prairie Road to improve the capacity of the roadway approaching the bridge. Because these improvements are greatly needed, this project should be moved from the "Development" list to the "Construction" list.

FM 2154 and FM 2347 intersection

The intersection of FM 2154 (Wellborn Road) and FM 2347 (George Bush Drive) is adjacent to Texas A&M University. Therefore there are a significant number of buses, bicyclists, and pedestrians that use this intersection traveling to and from the University.

As if conflicts with vehicles aren't enough, the intersection is adjacent to the Union Pacific Railroad, with FM 2347 intersecting the tracks via an at-grade crossing. With approximately 26 trains per day crossing at this intersection, safety and mobility are significantly compromised. The Texas Department of Transportation has already completed some preliminary designs and public meetings, environmental clearance has been issued with a finding of no significant impact (FONSI) related to the interchange improvement, so TxDOT, the City, and the community are aware of this great need to eliminate the at-grade crossing and grade separate FM 2154, FM 2347, and the railroad. For these reasons, this project should be included in the plan.

Because of the significant improvement to safety and mobility that this project will make, the City has tried other avenues to get funding, including the 2009 TIGER grant process; however, the project was not selected.

I urge you to consider these changes to the Texas Statewide Long-Range Transportation Plan 2035 to help address some of the regional mobility limitations experienced in the College Station area. Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script that reads "Nancy Berry". The signature is written in black ink and is positioned above the printed name and title.

Nancy Berry
Mayor

TxDOT Response:

We appreciate your comments and will share them with our Bryan District office and the Bryan-College Station MPO. We encourage you to work and share your suggestions about this project with them as well and encourage your continued support for projects that enhance and expand our transportation system.



Terri Beth Carter
Sherman County Judge

P.O. Box 165 • Stratford, Texas 79084
(806) 366-2021 • (806) 366-3011 Fax



October 25, 2010

Mr. James L. Randall, P.E.
Transportation Planning & Programming Division
118 East Riverside Drive
Austin TX 78704

Dear Mr. Randall:

I would like to comment on the Long-Range Transportation Plan for Texas Department of Transportation. As County Judge of a small county in the Texas panhandle, I receive comments on a regular basis from residents of this agriculture-based county about the condition of our highways.

The main concern is the volume of semi-truck traffic that we see all day, everyday. Two major highways for interstate commerce pass through the county seat of Stratford. Of the 4 highways entering town, only one is 4-lane divided. The large volume of truck traffic, particularly during harvest, causes congestion and jockeying for position among the trucks leaving town. There are school crossings on both of these highways through town which causes a safety concern.

A second concern is that we seem to be losing our rest stops. Stratford is a small town with limited parking for semi-trucks. The closing of area rest stops creates another safety issue because truckers have no adequate place to stop. I have seen many very nice, even elaborate, rest areas on other highways. It always strikes me as excessive to build "show case" rest areas along one highway and totally eliminate the rest areas on another highway. It would seem fiscally reasonable to make more practical rest areas and fewer elaborate rest areas.

Third, the only public transportation in this area is Panhandle Transit District which mostly serves elderly people for medical day trips. There are 2 railroads that parallel the 2 highways in the county, but there is no passenger service. We are totally dependent on the highway system for all of our transportation needs. Therefore, I sincerely request that the small towns and remote areas not be ignored as you develop the long-range plans for transportation in Texas.

Sincerely,

Terri Beth Carter
Sherman County Judge

RECEIVED TPP

0224 OCT 27 10

TPP Received 10/27/10

TxDOT Response:

We appreciate your comments. We will share them with our Amarillo District office, Maintenance Division, and Public Transportation Division as they work to improve transportation in Sherman county and Texas.



October 27, 2010

Sent by Email

Ms. Peggy Thurin, P.E.
Statewide Long-Range Transportation Plan 2035
Texas Department of Transportation (TxDOT)
4544 Post Oak Place, Suite 224
Houston, TX 77027

Re: BikeTexas Review of and Comments on Draft TxDOT Statewide Long-Range
Transportation Plan 2035 as follow-up to BikeTexas Testimony at TxDOT Public
Hearing on October 1, 2010, Austin, Texas

Dear Ms. Thurin,

Thank you and the many TxDOT professionals who have contributed to the September, 2010 draft TxDOT Texas Statewide Long-Range Transportation Plan 2035 (Long Range Plan) and the comprehensive public outreach effort that has surrounded this process.

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.

BikeTexas views this plan as a living guide in achieving an optimized transportation system for the current 25 million Texans and the many new Texans expected to join us in the next 25 years. Through this plan, TxDOT is well-positioned to provide leadership to Texas communities large and small to help make decisions that support this optimization of mode shares.

The positive economic impact of development of infrastructure for motor vehicles in Texas and the nation since the first federal highway act and the formation of the Texas Highway Department in 1917 by the 35th Texas Legislature is obvious. However, federal transportation experts now observe that the return on investment of a maturing highway infrastructure is declining and is not sufficient to address our projected increases in population and transportation capacity needs¹. As stated in the current draft of the Long Range Plan, a multi-modal system must be optimized per resources available and carrying capacity delivered to meet of transportation needs.

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 miles². The IRS grants a maximum of \$240/year deduction for bicycle

commuting costs³; actual cost is frequently much lower. Annual cost of for obesity-related disease alone in Texas is at least \$11 billion in 2001 and is projected up to \$40 billion in 2030, according to the Texas Department of State Health Services⁴. 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 both vehicle operation cost reduction and a reduction of health care costs can translate into a significant benefit to the local economy.

BikeTexas commends the inclusion of many references to a bicycling and walking mode shift in the draft Long Range Plan, but believes mechanisms should be further outlined to actually drive this mode shift. BikeTexas staff offers the following comments on the draft Long Range Plan and is available for a continued productive dialogue on the development and implementation of the plan.

Comments on Section 9.2.2

BikeTexas strongly concurs with the statement in Section 9.2.2 Strategy Demand; Recommendation B: Consider capital investments that support modal shifts during peak hours: "Another innovation is to adopt a corridor level approach to planning for bicycling routes and facilities. Typically bike trails are developed in a piecemeal fashion, with little regard to trip making patterns, signage, bicycle priority at traffic signals, continuous dedicated bike trails/lanes that avoid traffic congestion entirely, and bike parking."

BikeTexas agrees that a "corridor level approach" for bicycle and pedestrian routes is critical to a shift for a more effective balance of all transportation modes. Because of the nation-wide and state-wide trend over the past 60 years to prioritize motor-vehicle infrastructure over bicycle and pedestrian infrastructure, BikeTexas believes a specific mechanism must be implemented if sufficient momentum is to be attained for a bicycle-pedestrian mode shift that effectively delivers capacity and service to the overall transportation system.

To initiate this momentum, BikeTexas requests that the Long Range Plan include action items for development of a statewide bicycle and pedestrian mode shift plan. For this purpose, pedestrians include persons with disabilities. To help facilitate this plan development, BikeTexas respectfully submits the following draft action items for inclusion in the Long Range Plan.

Proposed Long Range Plan Action Items:

- A. TxDOT shall develop a statewide bicycle and pedestrian mode shift plan to facilitate a significant mode shift for bicycle and pedestrian trips in Texas communities. This process will involve Metropolitan Planning Organizations (MPO) and other regional and local organizations and the public.
- B. TxDOT shall adopt a corridor level approach to planning for bicycling routes and facilities, with focus on factors including but not limited to trip-making patterns, signage, bicycle priority at traffic signals, continuous dedicated bike trails/lanes that avoid traffic congestion entirely, and bike parking.
- C. TxDOT shall set goals for 2035 for bicycling and walking based on a public input process, a review of the transportation research literature and a review of work and experience including benefits in other communities and regions. [Note: Based on

review of bicycle and pedestrian mode share in other cities, BikeTexas submits the preliminary goals in the following table. BikeTexas staff will be glad to further discuss its rationale for these preliminary goals with TxDOT staff.]

Population Center	Percent Bicycle Mode Share	Percent Pedestrian Mode Share including Combination with Public Transit
Large Urban	20	30
Medium Urban	15	15
Rural Centers	10	5

- D. TxDOT shall review existing and emerging technology to secure measurement systems for bicycle and pedestrian trips that meet data quality objectives comparable to systems used to measure motorized traffic.
- E. TxDOT shall adopt a "Complete Streets Policy" for on-system roadways and shall encourage use of such policy for regional and local roadway networks by counties, municipalities and other transportation authorities.
- F. TxDOT shall provide funding for projects supporting bicycle and pedestrian mode shift through project funds directed to incremental bicycle and pedestrian improvements in existing projects pursuant to implementation of a Complete Streets Policy and through existing programs such as Transportation Enhancements, Congestion Mitigation and Air Quality (CMAQ) Improvement Program, Safe Routes to School and other appropriate funding sources that may be designated through federal, state or local initiatives.
- G. TxDOT shall use available in-house resources to assist District and Area Engineers to employ effective seal coat methods and strategies to the greatest extent practicable to accommodate safe bicycle travel along on-system roads and shall serve as a resource to the greatest extent practicable for employment of these methods and strategies to counties, municipalities, and other entities with authority and responsibility for road and street maintenance^{5,6}.
- H. TxDOT shall develop and implement a specific statewide bicyclist and pedestrian safety plan with set objectives to educate cyclists, pedestrians and motorists to reduce risk of injury or death to an established attainable and acceptable residual and to provide a realistic sense of safety with vigilance for all road users. This plan shall seek to affect roadway user attitudes as well as to facilitate education in techniques and practices for use by bicyclists, pedestrians and motorists in a wide range of traffic situations. To this end, TxDOT shall engage other Texas transportation safety professionals promoting a Traffic Safety Culture as outlined in the research literature^{7,8,9}.

BikeTexas is prepared to provide assistance as needed to TxDOT to develop these action items.

TxDOT incorporation of U.S. Department of Transportation (USDOT) Policy Statement on Bicycle and Pedestrian Accommodation, Regulations and Recommendations, March 11, 2010¹⁰

BikeTexas respectfully requests that TxDOT outline in the Long Range Plan how the USDOT March 11, 2010 policy statement on bicycle and pedestrian accommodation is to be incorporated to attain a substantial bicycling and pedestrian mode shift.

Comments on Section 2.9 Texas Bicycle and Pedestrian Plans

BikeTexas strongly disagrees with the first sentence of the third paragraph of Section 2.9: "Bicycle and pedestrian modes are not, however, appropriate for most trips." The observation in the following sentence refers to current bicycling/walking data but does not note that the low percent mode share is a direct function of many decades of priority of investment in movement of motor vehicles at the expense of bicycling and pedestrians accommodations to the extent that these modes are excluded in practice. Experience in many communities across the nation and around the world clearly demonstrates when the commitment is made, bicycling and pedestrian modes rise toward levels that will provide great benefit to communities^{11,12,13}.

BikeTexas respectfully submits the following language to replace the third paragraph.

"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 vehicles¹⁴. Of all driving trips, 43% are three miles or less, or a 20-minute bike ride¹⁴. Of all driving trips, 20% are one mile or less, or a 20-minute walk¹⁴. If half of these short motor vehicle trips were replaced with bicycling and pedestrian trips in congested urban areas, 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 miles¹⁵. Persons of average but not exceptional physical fitness can easily cover these distances, even up to and beyond the 12-mile average motor vehicle commute distance. Investment in infrastructure, education and encouragement for bicycling in communities such as Seattle, WA; Portland, OR; Minneapolis, MN and Copenhagen, Denmark has resulted in significant increases in the number of bicyclists and increase in trip distances for transportation purposes. Copenhagen currently has 36% bicycle commuters¹² with a goal of 50% for 2015¹³. Public transportation systems, especially those with bicycle accommodations, facilitate even greater pedestrian and bicycle commuting distances."

Relationship of Transportation and Recreational Bicycling and Pedestrian Modes

BikeTexas believes the relationship between recreation and transportation of all modes needs to be addressed and respectfully requests the insertion of the following text in Section 9.

"Recreational motoring, in terms of travel as well as destinations, has for nearly one hundred years been recognized in Texas as a significant economic generator for great personal and community benefit. Highway infrastructure investment has effectively supported the multiple purposes of commuting, business travel, commercial transportation and recreational motoring. A similar relationship exists between both transportation and

recreational bicycling and pedestrian activities. For example, recreational cycling can help generate the motivation and skill to begin bicycle commuting, and vice versa. Also, charity fundraising challenges depending on cyclists, runners and walkers will benefit greatly if those persons have daily venues through which they can condition and train themselves for these events. Roadway infrastructure investment projects shall take recreational cycling, running and walking into consideration as a legitimate use of the roadway."

Comments on Section 2.9.1 MPO Bicycle and Pedestrian Plans

Section 2.9.1 Paragraph 7 outlines the challenges of "the lack of documentation on usage and demand" of bicycle and pedestrian modes. Documentation methods and technology for bicycle and pedestrian use are being developed and implemented in Texas and other communities¹⁶. BikeTexas respectfully requests insertion of the following sentence at the beginning of the seventh paragraph.

"Effective methods for counting bicyclists and pedestrians have been and continue to be developed and refined that can now be implemented in Texas to help facilitate a significant increase in bicycling and pedestrian modes in Texas."

Proposed Section 2.9.2.3 Texas Bicycle Tourism Trails Act

BikeTexas respectfully requests insertion of the following language into a new Section 2.9.2.3.

"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. This infrastructure can serve local bicycle and pedestrian transportation network needs."

Comments on Section 3.3.1 Other Modal Needs: Bicycles and Pedestrians

BikeTexas respectfully submits the following language to replace the first sentence of the paragraph Under Section 3.3.1.

Replace "There is no reliable method for forecasting either needs or available funding" with "Using data and methods developed from communities that made significant investment and have seen significant increases in bicycle and pedestrian mode share, goals for optimal levels of bicycle and pedestrian mode share shall be determined so that needed levels for future funding can be better determined than as is currently."

BikeTexas believes the Action Items in the above-recommended Bicycle and Pedestrian Mode Shift Plan will help to address this problem.

Photograph of Cyclists on Cover of Long Range Plan

BikeTexas commends the use of a photograph of cyclists riding with motorized traffic on the cover with photographs of other transportation modes as an endorsement by TxDOT of the importance of achieving a bicycling and pedestrian mode shift. BikeTexas respectfully requests two technical modifications of the photograph.

First, BikeTexas requests the cover photograph be reversed (i.e. flipped) back to the original orientation as seen on page 25 of the draft Executive Summary. There are several scenarios by which the cyclists could be legally riding on the left side of the road. However, in most situations pursuant to Texas Transportation Code (TTC) Section 551, cyclists are to ride in the rightmost lane. BikeTexas is concerned that the photo will be misinterpreted in its current configuration.

Second, BikeTexas requests that the rear-most cyclist be cropped from the photo. It is difficult to tell if the cyclists are riding two abreast or three abreast. While there are valid arguments that cyclists can safely ride three abreast in a lane, current Texas law pursuant to TTC Section 551 permits no more than two abreast. Again, BikeTexas is concerned that the photo will be misinterpreted in its current configuration.

This is a good photo, showing persons of apparent average physical conditioning in everyday clothing riding safely with motorized vehicles in a city, and BikeTexas believes it should be used. Please contact BikeTexas if we can be of any assistance in modifying this photo.

Schedule for Long Range Plan Update

BikeTexas commends the commitment by TxDOT to update this plan every four years. We believe goals in each plan should be clearly stated, based on the strategy for the future, and an evaluation report reviewing performance in relation to these goals should be developed as each plan update is prepared.

Conclusion

Thank you for your consideration of these comments. BikeTexas is committed to working with TxDOT toward the goal of a successful Long Range Plan. 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 if we can be of further assistance.

Sincerely,



Robin Stallings
Executive Director

cc: Mr. Paul Douglas, TxDOT Statewide Bicycle and Pedestrian Coordinator

References

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10. *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation, Regulations and Recommendations, March 11, 2010.* <http://www.dot.gov/affairs/2010/bicycle-ped.html>
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TxDOT Response:

We appreciate your comments. Many of your comments were incorporated into the final document.



The Alliance for I-69 Texas

Encouraging Cooperation and Seeking Solutions Since 1994

October 28, 2010

Peggy Thurin, P.E.
Statewide Transportation Plan 2035
4544 Post Oak Place, Suite 224
Houston, Texas 77027

REF: Recommended Text for State Long-Range Transportation Plan 2035

Thank you for this opportunity to offer proposed additions to provisions relating to the I-69 Corridor in the Statewide Long-Range Transportation Plan 2035 (SLRTP).

Recognizing that the SLRTP is a blueprint for the planning process that will guide future collaborative planning efforts, we find that Section 5.6 dealing with Ongoing Corridor Studies is a concise summary of the current status of the planning process for the Interstate 69 Corridor.

Below we offer a couple of minor edits and recommend inclusion of language we believe will provide additional context. It is important to help readers understand that Interstate 69 in Texas is not a single massive project that might be undertaken at some point in the future. Rather, it is a system made up of many projects to upgrade existing highways. Readers are likely unaware that this process is well underway with more than 160 corridor miles in 17 counties already having been improved to interstate highway standard.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "John P. Thompson".

Judge John P. Thompson
County Judge, Polk County
Chairman, Alliance for I-69 Texas

(Recommended Additions to 5.6.2, page 5-19, [shown in blue](#))

5.6.2 Interstate 69

I-69 was legislatively authorized by the United States Congress and signed into law under the Transportation Equity Act for the 21st Century (TEA-21) in 1991. It is proposed to extend the existing I-69 (which currently exists from Indianapolis, Indiana to the Canadian border at Port Huron, Michigan) to the Texas-Mexico border. The I-69 Corridor Program being studied in Texas extends from Texarkana, Texas, and Stonewall, Louisiana, to Laredo and the Lower Rio Grande Valley of Texas. With Houston near the midpoint, Interstate 69 will improve regional mobility and provide new freight movement capacity accessing seaports at Houston, Freeport, Victoria, Point Comfort, Corpus Christi and Brownsville. It will extend the reach of Texas ports into new national and international markets.

Interstate 69 in Texas is being implemented as a series of upgrades to existing highways including US 59, US 77, US 281, SH 44, US 83 and US 84. Over time, these projects will bring the entire route to interstate highway standard. The process has been underway for two decades and TxDOT has been designing and building all new projects along these routes to interstate standard. More than 160 miles of freeway has been completed along these highway routes in anticipation of being added to the Interstate Highway System. This includes a 75-mile-long continuous section of US 59 through Montgomery, Harris and Fort Bend counties.

The Texas Transportation Commission appointed the I-69 Corridor Advisory Committee to evaluate the current and long-term needs for the I-69 Corridor. The committee published a report in December 2008 that provided similar recommendations as the I-35 analysis. The I-69 program has five segment committees covering [a broad](#) the corridor along US 59 from Texarkana to Laredo, and the legs along US 77 and US 281 from Victoria to the Lower Rio Grande Valley (LRGV). The five committees cover the following geographic areas:

1. Texarkana to Lufkin
2. Lufkin to Houston
3. Houston to Refugio and Goliad counties
4. Refugio County to LRGV
5. Goliad County to Laredo

To deal more effectively with regional issues, four South Texas counties are included in both segments 4 and 5. The committees have been working since spring 2009 with the primary emphasis on improving the existing highways with provisions for relief routes where needed. The segment committees have been tasked with identifying and prioritizing regional projects that will contribute to the completion of Interstate 69 in Texas. The committees plan to host public meetings on improvement concepts. [in late 2010.](#)

The I-69 Corridor Program is consistent with and compliments the strategic goals outlined in TxDOT's 2011–2015 Strategic Plan as shown in Table 5-8.

**Communities and Organizations Which Provided Letters of Support
For Alliance for I-69 Texas Recommendation**

Bowie County
Panola County
City of Carthage
Shelby County
City of Nacogdoches
City of Lufkin
City of Center
Center Economic Development Board
Angelina County
Polk County
Liberty County Commissioner, Norm Brown
Port of Houston Authority
Greater Fort Bend County Economic Development Council
City of Wharton
Wharton Economic Development Corp.
Port of Victoria
Refugio County
San Patricio County
Nueces County
City of Corpus Christi
Jim Wells County
Kleberg County
City of Kingsville
Greater Kingsville Economic Development Council
Kingsville Area Industrial Foundation
Cameron County
Harlingen Area Chamber of Commerce
The Alliance for I-69 Texas

TxDOT Response:

We appreciate your comments. Your comments were incorporated into the final document.



Polk County Courthouse • 101 West Church Street, Suite 300 • Livingston, Texas 77351
(936) 327-6813 • Fax (936) 327-6891 • www.gulfcoaststrategichighway.org

October 28, 2010

Peggy Thurin, P.E.
Statewide Transportation Plan 2035
4544 Post Oak Place, Suite 224
Houston, Texas 77027

REF: Additions to Long-Range Transportation Plan 2035

Thank you for this opportunity to offer recommendations on the Statewide Long-Range Transportation Plan 2035.

The U.S. Department of Defense is the largest single employer in the state with more than 230,000 military and civilian personnel. A primary objective of the Gulf Coast Strategic Highway Coalition is to assist in meeting the military transportation needs of U.S. Army and National Guard facilities in Texas and the Gulf Coast seaports that serve them to deploy and return combat equipment.

We believe it is appropriate that a third corridor be added to Section 5.6 of the Draft Plan. The US 190 Corridor is a connector to and component project of Interstate 69 in Texas. The upgrade of US 190 plus the upgrade of connectors to strategic seaports at Corpus Christi and Beaumont are vital to supporting the core missions of Fort Hood, Fort Bliss and Fort Polk.

Below is our recommended addition to Section 5.6 along with a list of communities and organizations which filed comments in support of this recommendation.

We hope you will agree that an important objective for the State of Texas is to plan corridor elements – including dedicated freight elements – that support national security and the state's economic wellbeing. Thank you for your consideration.

Sincerely,

Judge John P. Thompson
County Judge, Polk County
Chairman, Gulf Coast Strategic Highway Coalition

RECOMMENDATION

(New subsection starting on Page 5-21)

5.6.3 US 190 Corridor and Port Connectors to Support U.S. Army Forts

The U.S. Department of Defense is the largest single employer in Texas with more than 230,000 active duty military, civilian personnel, and Reserve and National Guard forces. Thousands more work in defense industries and total 2008 military expenditures in Texas were \$65 billion. Fort Hood in Central Texas houses two Army divisions and has an assigned troop strength of more than 50,000 supported by 12,000 civilian employees. After the full implementation of the 2005 BRAC realignments, Fort Bliss in West Texas will also house two divisions and is expected to have more than 37,000 soldiers and 6,000 civilian personnel. These two forts are designated as Army Power Projection Platforms that prepare forces for worldwide deployment and redeployment.

Fort Hood and Fort Bliss deploy and return their equipment mostly by rail through the designated Strategic Deployment Ports at Corpus Christi and Beaumont. Despite rail being the preferred mode for moving equipment, it is important to have efficient highway connectivity both as an alternative for moving equipment and for the movement of personnel.

The US 190 Corridor connects Fort Bliss, Fort Hood and Fort Polk in Louisiana. A feasibility study of the US 190/I-10 Corridor is underway to evaluate future freeway projects. The public will have several opportunities to provide input and comment on proposed improvements. Upgrading portions of the north-south route between Fort Hood and the Port of Corpus Christi is being evaluated as part of the I-35 Corridor planning effort.

The US 190 Corridor segment across Central Texas has been proposed as a connector to and mobility component of the Interstate 69 Corridor. Upgrading US 190 to interstate highway standard from Livingston to the Interstate 35 Corridor is proposed as an efficient alternative route for travel to and from Northeast Texas and South Texas without entering the air quality zones of either Houston/Galveston or Dallas/Fort Worth. It is being considered in the Interstate 69 environmental clearance process because it would provide statewide benefits in the form of enhanced air quality, travel safety and mobility. This corridor segment will serve to better connect Bryan-College Station and industries in the Research Valley with the I-35, I-45 and I-69 corridors.

Communities and Organizations Which Provided Letters of Support For Gulf Coast Strategic Highway Coalition Recommendation

City of Corpus Christi
Port of Corpus Christi Authority
Coastal Bend Council of Governments
San Patricio County
Bee County
Killeen EDC
Greater Killeen Chamber of Commerce
Killeen Industrial Foundation
Research Valley Partnership
City of College Station
Walker County
City of Huntsville
Huntsville Chamber of Commerce
Polk County
Polk County Industrial Economic Corp.
City of Livingston
Tyler County
City of Jasper
Deep East Texas Council of Governments
Gulf Coast Strategic Highway Coalition

TxDOT Response:

We appreciate your comment and have included much of your recommended language. We encourage your continued support for projects that will enhance and expand our transportation system. We will also consider broader coverage of the numerous transportation initiatives, such as the Gulf Coast Strategic Highway System, in future updates to the SLRTP.



Houston-Galveston Area Council

October 29, 2010

Ms. Peggy Thurin, P.E.
Statewide Planning Coordinator
Texas Department of Transportation
Statewide Transportation Plan 2035
4544 Post Oak Place, Suite 224
Houston, TX 77027

Dear Ms. Thurin:

The Houston-Galveston Area Council (H-GAC) would like to offer the following comments concerning the Texas Department of Transportation (TXDOT) Statewide Long-Range Transportation Plan 2035:

1. **Regarding Recommendation B (p.9-4):** This recommendation has direct impacts on H-GAC, as well as on regional planning entities throughout the state. This recommendation proposes that a uniform TXDOT-mandated project selection process should be adopted by all MPOs to ensure consistency in transportation decisions and preferred solutions. H-GAC posits that a uniform process may not allow sufficient flexibility to meet the needs of widely differing regions across the state.
2. **Regarding the Performance Measures (p.9-7, 9-8, 9-9):** These performance measures may not provide the needed flexibility or create the most desirable outcomes, in light of the prior comment.
3. **General Comment regarding the document:** The long-range plan does not address the needs of differing regional entities, such as Rural Planning Organizations, nor does it take into account the different make-up of metropolitan communities (e.g. primarily urban, primarily urban/suburban, or primarily urban/suburban/rural). The generic nature of the document may restrict flexibility and therefore applicability.
4. **General Comment regarding the document:** The discussion of multimodalism is very vague throughout the document and does not provide a definition or operational framework of the concept. This document does not provide adequate direction for multi-modal activities and further development of relationships between modes of transportation.
5. **General Comment regarding the document:** The long-range plan does not establish the connection between land-use planning and transportation. In particular, the plan

Ms. Peggy Thurin, P.E.

October 29, 2010

Page 2 of 2

does not identify how changes in land-uses can affect transportation needs and issues. In order to maximize all available resources in order to meet future transportation infrastructure needs, land-use tools must be explored as a feasible option to relieve congestion and alleviate maintenance demands.

This long-range planning document is an important step for TXDOT that benefits transportation stakeholders, regional and local planning entities, as well as the general public. Our commitment to improving the quality of life of our citizens through the transportation planning process is complemented by state efforts to do the same. As an interested stakeholder, H-GAC remains committed to providing input during this valuable long-range planning process.

Should you or your staff have any questions regarding our review or if we can be of further assistance, please contact me at 713.993.4585.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alan C. Clark', written in a cursive style.

Alan C. Clark
Director, Transportation and Air Quality

AC/lm

TxDOT Response:

We appreciate your comments. Some of your issues were addressed in the final document.



Citizens' Transportation Coalition

PO BOX 66532 HOUSTON TX 77266-6532

Board of directors

November 1, 2010

Jon Boyd
Emily Braswell
Ed Browne
Carol Caul
Tom Dornbusch
Adra Hooks
Ian Hlavacek
Robin Holzer
Marci Perry
Peter Wang

To: James Randall, Director
Transportation Planning & Programming
Peggy Thurin, Project Manager
2035 Statewide Long-Range Transportation Plan (SLRTP)
Texas Department of Transportation (TxDOT)
125 E. 11th St., Austin, TX 78701-2483

Cc: Honorable James Patterson, Chair
Honorable Ed Emmett, Vice Chair
Transportation Policy Council
Alan Clark, Director of Transportation Planning, H-GAC
PO Box 22777, Houston, Texas 77227-2777

Dear Mr. Randall and Ms. Thurin:

Please find below formal comments regarding the 2035 Statewide Long-Range Transportation Plan (SLRTP) from the members of the Citizens' Transportation Coalition (CTC). We sincerely appreciate the opportunity to communicate regarding this important document.

Thanks and best regards,
Robin Holzer, Chair
Citizens' Transportation Coalition (CTC)
rholzer@ctchouston.org
m (713) 301-5716

CTC COMMENTS – TxDOT 2035 SLRTP

Our state's transportation agencies are tasked not only with identifying transportation needs, but also with prioritizing those needs in the context of today's economic reality. Here are just a few of the most-important aspects of our current situation:

- **Fuel costs and construction costs** are likely to rise.
- **Transportation funding is limited** and access to capital is limited.
- **One in five adult Texans cannot drive**. In Harris County alone more than 100,000 households have no car, and across Texas, more than 280,000 workers have no access to a car. All of these Texans must travel by other means.

Until now, TxDOT's mission has remained narrowly focused on finding ways to build more, expensive highways despite rising costs and shrinking funds. Given rising energy costs and changing demographics, we respectfully urge you to reconsider *what* TxDOT is charged to do.

Principles for 21st Century Transportation

Members of the Citizens' Transportation Coalition (CTC) recognize that the public investments we make today will determine the transportation options we have tomorrow. We have identified ten principles to ensure our transportation investment builds the 21st century transportation infrastructure our state needs:

1. Fix it first. Before building new roads, that will themselves have to be maintained, we must restore our crumbling bridges, roadways, and transit systems. We must protect the investments we have made in existing communities.

2. Invest scarce transportation dollars where the people are now. 70% of all Texans live in the Texas Triangle of Houston, Dallas, Fort Worth, Austin, and San Antonio, and that's where the majority of state tax revenue is collected. TxDOT can best serve taxpayers by focusing investment on existing activity centers – the economic engines of our state – to strengthen our economy and improve quality of life.

3. Provide access for all. Across the Houston region and the state, Texans want our transportation system to provide safe and affordable access to jobs and neighborhoods for all travelers. Many young people, seniors, and individuals with disabilities need safe alternatives to achieve desired mobility. One in five adult Texans cannot drive, and across Texas, more than 280,000 workers have no access to a car. We must invest in transit, bike paths, sidewalks, and other transportation alternatives – complete streets – that provide access for all.

CTC articulated our support for complete streets in our Resolution of Support for Transportation Alternatives (attached) which concludes:

RESOLVED, that all transportation agencies must invest in infrastructure to provide excellent access to neighborhoods, jobs, and other destinations using all travel modes, including walking, biking, and mass transit.

Already, two dozen business and civic organizations from across the City of Houston have formally adopted CTC's resolution of Support for Transportation Alternatives:

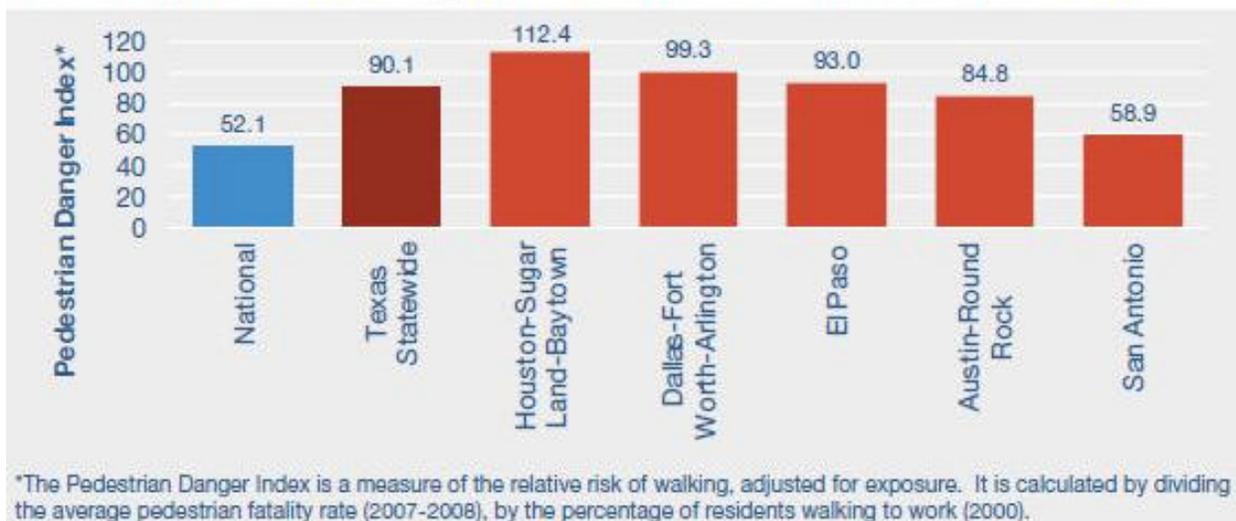
- | | |
|---|--|
| Air Alliance Houston (as GHASP), | Midtown Management District |
| Bolton Place HOA | Montrose Boulevard Conservancy |
| Cottage Grove Civic Association | RichmondRail.org |
| Eastwood Civic Association | Spring Branch Democrats |
| First Ward Civic Council | Spring Branch West Super Neighborhood |
| Greater Fondren Super Neighborhood # 36 | Sustainable Living in Houston |
| Houston Pedestrian & Bicycle Advisory Committee | Museum District Business Alliance (MDBA) |
| Houston Sierra Club | Washington Avenue Super Neighborhood #22 |
| Houston Super Neighborhood Alliance | Westchase District |
| Hyde Park United | Wheeler Place HOA |
| Lafayette Place, section IV HOA | Woodcrest Neighborhood Civic Association |
| | Woodland Heights Civic Association |

Together, these organizations represent thousands of Houstonians, and they are indicative of widespread public support across the state for transportation that supports all users.

4. Design Main Street to be safe for people. In small towns and big cities all across Texas, roadways serve the heart of local community and commerce. However, current design standards often require these roadways to be built like highways instead of functional city streets, ignoring community needs for safe access by all transportation modes. Consider where US-290 passes through downtown Hempstead or Giddings as examples.

As a result of this design mismatch, Texas ranks among the worst in the nation for pedestrian roadway fatalities and injuries. The Houston region, which includes Baytown and Sugarland, ranks as the eighth most dangerous area in the country for pedestrians, according to the report, *Dangerous by Design: Solving the Epidemic of Preventable Pedestrian Deaths (and Making Great Neighborhoods)*. Houston is also the most-dangerous region in Texas.

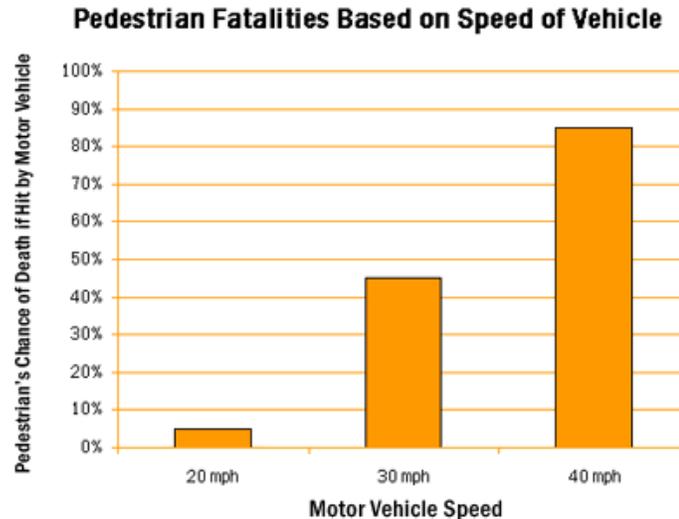
The Risk of Walking in Selected Texas Metro Areas



In 2007-2008, 823 Texans were killed while walking, comprising 12.2% of all traffic fatalities. In the Houston area, 206 pedestrians were killed, comprising 17.4% of all traffic deaths. That's compared to 183 pedestrian fatalities in Dallas-Fort Worth-Arlington, 57 in Austin-Round Rock, and 56 in San Antonio. Interestingly, the data show that in the Texas cities where walking is less dangerous, a greater share of home-to-work trips occur on foot.

Speed is a major factor in fatal crashes. At 20 mph, 80% of pedestrians will survive a crash with a vehicle. At 40 mph, only 20% of pedestrians will live.

According to the *Dangerous by Design* report, many pedestrian deaths occur on arterial roadways, designed for 45 mph or higher. By designing complete streets for moderate speeds, reserving right of way for pedestrians and cyclists, and including safe pedestrian crossings, Texas can reduce crash risk for everyone.



SAFETEA-LU is the federal statute which controls federally-funded surface transportation projects. CTC members strongly support the aggressive safety goals found in SAFETEA-LU, and we also urge full utilization of the 10% funding set aside for transportation enhancements to assist in reaching that goal. The FHWA notes in its SAFETEA-LU summary:

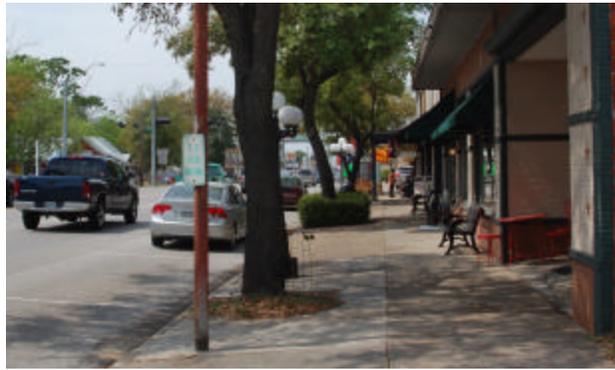
SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment, featuring:

Safety – SAFETEA-LU establishes a new core Highway Safety Improvement Program that is structured and funded to make significant progress in reducing highway fatalities. It creates a positive agenda for increased safety on our highways by almost doubling the funds for infrastructure safety and requiring strategic highway safety planning, focusing on results. Other programs target specific areas of concern, such as work zones, older drivers, and pedestrians, including children walking to school, further reflect SAFETEA-LU's focus on safety.

<http://www.fhwa.dot.gov/safetealu/summary.htm>

In 2009, TxDOT incorporated ITE's context-sensitive solutions for walkable thoroughfares into its design manual. CTC supports TxDOT's effort and urges you to go even further, to ensure that Texas roadway design standards always prioritize safety and community access for all users, and ensure that all TxDOT engineers are aware of these concepts.

FM roads don't have to be deadly. At left, FM 2920 near Spring has no safe place for cyclists or pedestrians. At right, FM 2920 in Tomball is designed to support local commerce.



5. Fair share from trucks. Truck traffic is a significant cause of roadway congestion, and large trucks are the primary cause of roadway damage. TxDOT should increase truck permits and fees to capture a fair share of the costs caused by trucks. Further, designing all roadways bigger, wider, and stronger for trucks drives up construction costs. TxDOT has the opportunity to adopt a roadway hierarchy in which a subset of state roads are designated for the largest trucks, while other roads are designed at a more modest scale for the majority of other vehicles.

6. Invest in the advantages of freight rail. Each rail car takes as many as three trucks off Texas highways, and one train can move one ton of cargo 436 miles on 1 gallon of fuel. Enabling more freight to move by rail will reduce congestion, improve safety on our roadways, reduce pollution, and minimize right-of-way requirements. Texas voters authorized the Freight Rail Relocation & Improvement fund in 2005 and it's time to fund it.

The 2035 SLRTP includes freight forecasts by mode for truck and rail. However, this freight mode forecast is rooted in assumptions about what kind of capacity will be available for each. The plan apparently assumes that TxDOT will continue to build new roadway capacity for trucks with little or no investment in rail capacity. The plan does not go far enough to address the merits of investing in freight rail, the shift in mode split that's likely if we do, or identify the many cost, congestion, and environmental benefits of that mode shift. We urge TxDOT to do more to "take advantage of the strengths offered by non-highway modes of travel."

7. Provide for passenger rail. Texas must develop and modernize rail capacity, for passengers as well as freight. Commercial airline travel uses at least six times more energy than passenger rail for trips of fewer than 600 miles. National studies rank the Houston <> Dallas city-pair in the top 10 US corridors for high speed rail implementation. Rail service will improve energy efficiency, reduce pollution, and improve utilization of existing highway capacity.

8. Support creation of livable centers. Transportation infrastructure affects land use and health. The most cost-effective strategy for reducing congestion is to develop walkable, mixed-use communities where Texans can live closer to where they work, shop, and play. Across our state, the market is creating “livable centers” that bring office, commercial, residential, and entertainment uses into close proximity. Despite the short distances, many Texans must still use cars to access these jobs, homes, and destinations because the streets between them are not safe for walking or bicycling.

Enabling non-car trips in and among livable centers may be the most cost-effective strategy for reducing congestion and vehicle miles traveled. These communities use energy more efficiently, save Texans money, support economic development, and provide excellent access for travelers despite increasing congestion. Texas can support private development of livable centers by designing streets that are safe and convenient for walking, biking, and transit, thereby enabling travel without a car.

9. Reduce our dependence on foreign oil. By planning our transportation system in conjunction with land use, and by utilizing the most-efficient transport modes available, we can reduce our dependence on foreign oil to help ensure our future security, economic success, and personal as well as planetary health.

10. Increase transparency and project accountability. TxDOT must inextricably link project planning and public participation to make better projects. By engaging neighborhood leaders as planning partners, TxDOT can build infrastructure that meets community goals and improves quality of life in our neighborhoods. At the same time, all transportation projects must meet key performance metrics, including measurable improvements in safety, air quality, and access.

CTC members identified these ten principles to ensure that our transportation investments build the 21st century transportation infrastructure Texas needs. We respectfully urge you to revise the 2035 SLRTP and all of TxDOT’s strategic plans to align state transportation efforts with these principles.

Thank you for the opportunity to share our views,

Robin Holzer, Chair
rholzer@ctchouston.org
m (713) 301-5716

Jon Boyd, Vice Chair
jboyd@ctchouston.org
m (713) 515-1872

About the Citizens’ Transportation Coalition

The Citizens’ Transportation Coalition (CTC) is an all-volunteer, grassroots advocacy organization based in Houston, with members across the 8-county Houston-Galveston region. Since 2004, CTC volunteers have worked to engage neighborhood leaders in the planning of transportation projects that affect our neighborhood.

TxDOT Response:

We appreciate your comments. Many of these recommendations are currently being addressed and we encourage your continued support for transportation.

Chairman
Mayor John David Franz
City of Hidalgo

Vice-Chairman
Joe Vera III
City of Hidalgo

Treasurer
Eddie Aldrete
IBC Bank

Executive Committee

Mayor Pat Ahumada
City of Brownsville

Mayor Ramsey Cantu
City of Eagle Pass

Mayor John F. Cook
City of El Paso

Mayor Richard H. Garcia
City of Edinburg

Mayor Chris Boswell
City of Harlingen

Mayor Bobby Fernandez
City of Del Rio

Mayor Raul G. Salinas
City of Laredo

Mayor Richard Cortez
City of McAllen

Mayor Norberto Salinas
City of Mission

Mayor Ruben Villareal
City of Rio Grande City

Mayor Rogelio Ybarra
City of Roma

Judge Jose Aranda, Jr.
Maverick County

Judge Rene A. Ramirez
Hidalgo County

Pat Townsend
Mission EDA

Committee Chairs

John Cook
Transportation

Jose Rodriguez
Healthcare

Blas Castaneda
Workforce Development

Monica Weisberg-Stewart
Immigration & Border
Security

Mission:

**To make Legislative
recommendations to help
the Texas Border Region
grow and prosper
economically.**

File: S (JF, PT)
cc: JLR



October 1, 2010

James L. Randall, P.E.
Director, Transportation Planning and Programming Division
118 East Riverside Drive
Austin, Texas, 78704.

Dear Mr. Randall:

The Texas Border Coalition appreciates this opportunity to share our suggestions for improvement of the Texas Department of Transportation's Texas Statewide Long-Range Transportation Plan 2035.

TxDOT's has major responsibilities for Texas land ports of entry, including the planning and design of border transportation projects; issuing and recording Texas and Mexico commercial vehicle registrations; improving coordination of U.S.-Mexico and Texas border transportation infrastructure planning; and approving international bridge construction projects before bridge sponsors request a Presidential Permit.

As you know, in 2009 President of the United States Barack Obama promised President of Mexico Felipe Calderon that the United States would fight the southbound cross-border transport of bulk cash and weapons, two of the most important contributions U.S. residents make to the drug cartels in Mexico that President Calderon is fighting to defeat.

Nearly all of the southbound cash and arms exiting the United States to Mexico crosses the border via a land port of entry, the same way most of the illegal drugs enter our nation.

While spot southbound checks are mostly the responsibility of the Federal government, the State of Texas maintains the authority to enforce state laws within her territory. Because our land ports of entry infrastructure did not anticipate the necessity of southbound spot inspections, our physical facilities for southbound checks are nearly non-existent.

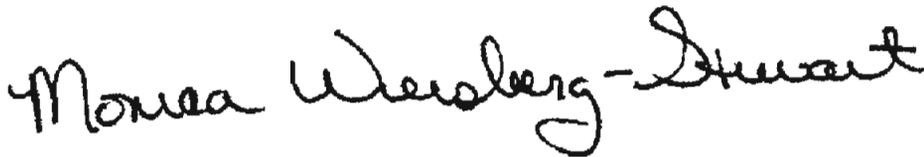
Under current law, TxDOT is authorized to plan and design border transportation projects. TxDOT could help facilitate southbound inspection by engineering and executing, together with federal law enforcement officials, improved southbound facilities.

The Texas Border Coalition suggests that before the Texas Statewide Long-Range Transportation Plan 2035 is published in its final form, provisions be included for the construction of facilities that would enhance the ability of law enforcement officials to prevent the smuggling of bulk cash and firearms out of the United States.

Our nation's ability to effectively secure our borders depends more every day on the success of President Calderon's effort to defeat the drug cartels operating in both of our countries. TxDOT has the opportunity to contribute to that success, and the Texas Border Coalition urges you to join the fight.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Monica Weisberg-Stewart". The signature is written in a cursive, flowing style.

Monica Weisberg-Stewart
Chairman, Immigration and Ports of Entry Committee
Texas Border Coalition

RECEIVED TPP
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TxDOT Response:

We appreciate your comments on ways to enhance the safety of our citizens. We will share it with our border district offices, border MPO's, and local ports of entry. We encourage you to work and share your suggestions with them as well and encourage your continued support for transportation.

TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE LONG-RANGE TRANSPORTATION PLAN
PUBLIC HEARING

Room 1A.2
TxDOT Riverside Campus
200 E. Riverside Drive
Austin, Texas

Friday,
October 1, 2010
10:15 a.m.

BEFORE:

ANGIE PARKER

ORIGINAL

ON THE RECORD REPORTING
(512) 450-0342

I N D E X

<u>SPEAKER</u>	<u>PAGE</u>
Angie Parker	3
Mark Stine	6

P R O C E E D I N G S

1
2 MS. PARKER: I will now open this hearing. It
3 is approximately 10:15 in the morning, Friday, October 1,
4 2010. My name is Angie Parker, and I'm an attorney with
5 the Texas Department of Transportation. I've been
6 appointed as the presiding officer for this hearing.

7 With me this morning is James Randall, director
8 of the department's Transportation Planning & Programming
9 Division, and Mr. Randall has a couple of people that he
10 would like to introduce.

11 MR. RANDALL: Well, primarily Peggy Thurin.
12 Stand up.

13 She's our project manager for the statewide
14 plan. I want to acknowledge her for the tremendous amount
15 of work she's done on this.

16 And Jack Foster -- I think he's outside right
17 now. Anyway, thank you.

18 MS. PARKER: We're here this morning to
19 consider public comment, written on oral, on the Statewide
20 Long-Range Transportation Plan.

21 This hearing is being held pursuant to 23
22 United States Code Section 135, which calls for an
23 opportunity for public comment during the development of
24 the plan.

25 I will enter into the record Exhibit 1, a copy

1 of volume 35, *Texas Register*, pages 8541 to 8542, from the
2 *Texas Register* of September 17, 2010, which was the
3 published announcement of this proceeding. The court
4 reporter has that exhibit, and it is now in the record.

5 (The document marked for
6 identification as Exhibit 1
7 was received in evidence.)

8 MS. PARKER: At this time I'll go over a few
9 procedures for this hearing. The purpose is to receive
10 comments from the public. Questions from the floor will
11 not be entertained, nor will any debate be entered into
12 during this hearing.

13 All interested persons may offer comments,
14 either orally or in writing, and written comments will
15 also be accepted for the record today or may be submitted
16 to Mr. James Randall, PE, Director of the Transportation
17 Planning & Programming Division, 118 East Riverside Drive,
18 Austin, Texas 78703. And the deadline for the receipt of
19 any written comments is 4:00 p.m. on November 1, 2010.

20 All interested persons that wish to make
21 comments or presentation today for the record should have
22 registered or may register at any time during this hearing
23 at the table that's by the door.

24 And every interested person who is registered
25 will be granted an opportunity to present their comments,

1 but I reserve the right to restrict testimony in terms of
2 time and any repetitive content. And questioning of
3 persons making oral comments will reserve to me as the
4 presiding officer.

5 We do have a court reporter transcribing these
6 proceedings, and if you wish to receive a transcript of
7 this hearing, you can make arrangements with her after the
8 hearing is concluded.

9 If you represent a group, I would please ask
10 you to appoint a spokesperson for that group rather than
11 have all members of your group repeat the same comments.

12 And if you have not registered to speak, I
13 please ask that you do so at this time. That is the only
14 way that I'll know that you wish to make written [sic]
15 comments today for the record.

16 I do have several people who have scheduled to
17 speak, and I'll call their names as they are on the list.

18 Mr. Jafar?

19 MR. JAFAR: I think we signed up wrong. We
20 thought we were --

21 MS. PARKER: So you don't want to make oral
22 comments?

23 MR. JAFAR: No.

24 MS. PARKER: Okay. Same for Mr. Esmail?

25 MR. ESMAIL: Yes.

1 MS. PARKER: Okay. Mr. Curtis Toews?

2 MR. TOEWS: No, no comment.

3 MS. PARKER: All right.

4 And, finally, Mr. Mark Stine.

5 MR. STINE: Right here.

6 MS. PARKER: All right. Please go ahead and
7 take a seat. And if you would please state your name for
8 the record and who you represent, if it's an organization.

9 MR. STINE: Good morning. My name is Mark
10 Stine. I'm special projects manager with BikeTexas. We
11 are the statewide bicycle and pedestrian advocacy group,
12 and we do a lot of safety work around Texas, including
13 contracts with TxDOT over the last 12 years.

14 First I want to say thank you to Peggy Thurin
15 and her staff for all the great work they've done in
16 bringing this craft together. We can understand what a
17 tremendous effort it's been. And I'm sure that it's been
18 a lot of long hours.

19 I'd also like to thank Ms. Thurin for the
20 interaction -- opportunity to submit comments to this
21 point, and I will have more detailed written comments to
22 submit by November 1.

23 I do want to just touch on one item, having
24 read the draft. We'd like to submit more information to
25 show that pedestrian and bicycle trips can be much longer

1 than a couple miles, especially pedestrian trips in
2 conjunction with transit. And there are plenty of data
3 around the country for this.

4 There are tremendous gains to be made from
5 pedestrian and bicycling in terms of the overall economic
6 picture of transportation. For example, Copenhagen,
7 Denmark, which has made a tremendous investment, has 37
8 percent bicycle commuters.

9 I'm not sure that we'll get to that in any
10 Texas city, but we can certainly look for double-digit
11 commuting for pedestrians and bicyclists.

12 So, again, thank you very much, and I'll submit
13 my comments, and I appreciate the opportunity to work with
14 you.

15 MS. PARKER: Thank you.

16 I don't have anyone else on this list. Is
17 there anyone else in attendance that would like to testify
18 this morning?

19 (No response.)

20 MS. PARKER: I also remind you that you can
21 also submit written comments today before you leave, if
22 you have any, or you also have an opportunity to submit
23 them after this hearing, as I previously stated.

24 If there isn't anyone else here to testify,
25 then I will declare this hearing adjourned.

1
2
3

Thank you very much.

(Whereupon, at 10:20 a.m., the public hearing
was concluded.)

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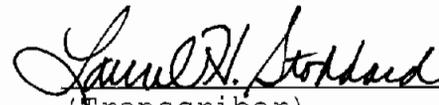
IN RE: Statewide Long-Range Transportation

Plan public hearing

LOCATION: Austin, Texas

DATE: October 1, 2010

I do hereby certify that the foregoing pages, numbers 1 through 9, inclusive, are the true, accurate, and complete transcript prepared from the verbal recording made by electronic recording by Penny Bynum before the Texas Department of Transportation.

 10/7/2010
(Transcriber) (Date)

On the Record Reporting
3307 Northland, Suite 315
Austin, Texas 78731

munications Service (LDMTS) Tariff, Sections 2 and 4. The Applicant also proposed to remove the obsolete Service charges for Operator, Station-to-Station, Collect, Fully Automated, and Billed to Third Number, Fully Automated, that are no longer provided by the Cooperative's Operator Service Provider, AT&T Texas in the LDMTS Tariff.

The Applicant has also filed an affidavit and revised tariff sheets from John Staurulakis, Inc. withdrawing Central Texas Telephone Cooperative, Inc., as an issuing carrier in its LDMTS Tariff. The Applicant also submitted its LDMTS Tariff Sheets to replace in its entirety the current LDMTS Tariff Services and rates on file with the commission, with an approval date of December 1, 2010. In the Applicant's revisions, they are requesting minor text changes to remove and update information in its General Exchange Tariff and LDMTS Tariff.

The proposed effective date for the proposed rate changes is December 1, 2010. The estimated annual revenue increase recognized by Cooperative is \$26,154.14 or less than 0.48% of Cooperative's gross annual intrastate revenues. Cooperative has 6,491 access lines (residence and business) in service in the state of Texas.

If the commission receives a complaint(s) relating to this application signed by 5% of the affected local service customers to which this application applies by October 31, 2010, the application will be docketed. The 5% limitation will be calculated based upon the total number of customers of record as of the calendar month preceding the commission's receipt of the complaint(s).

Persons wishing to comment on this application should contact the Public Utility Commission of Texas by October 31, 2010. Requests to intervene should be filed with the commission's Filing Clerk at P.O. Box 13326, Austin, Texas 78711-3326, or you may call the commission at (512) 936-7120 or toll-free at 1-800-735-2989. Hearing and speech-impaired individuals with text telephones (TTY) may contact the commission at (512) 936-7136. All correspondence should refer to Tariff Control Number 38598.

TRD-201005204

Adriana A. Gonzales

Rules Coordinator

Public Utility Commission of Texas

Filed: September 7, 2010

Texas Department of Transportation

Aviation Division - Request for Proposal for Professional Engineering Services

The City of Corsicana, through its agent the Texas Department of Transportation (TxDOT), intends to engage an aviation professional services firm for services pursuant to Government Code, Chapter 2254, Subchapter A. TxDOT Aviation Division will solicit and receive proposals for professional services as described below:

Airport Sponsor: City of Corsicana C. David Campbell Field-Corsicana Municipal Airport. TxDOT CSJ No. 11MPCORSI. Scope: Prepare an Airport Master Plan which includes, but is not limited to, information regarding existing and future conditions, proposed facility development to meet existing and future demand, constraints to develop, anticipated capital needs, financial considerations, management structure and options, as well as an updated Airport Layout Plan. The Airport Master Plan should be tailored to the individual needs of the airport.

There is no HUB goal. TxDOT Project Manager is Michelle Hannah.

Interested firms shall utilize the Form AVN-551, titled "Aviation Planning Services Proposal." The form may be requested from TxDOT Avi-

ation Division, 125 East 11th Street, Austin, Texas 78701-2483, telephone number, 1-800-68-PILOT (74568). The form may be emailed by request or downloaded from the TxDOT web site at <http://www.txdot.gov/business/projects/aviation.htm>. The form may not be altered in any way. All printing must be in black on white paper, except for the optional illustration page. Firms must carefully follow the instructions provided on each page of the form. Proposals may not exceed the number of pages in the proposal format. The proposal format consists of seven pages of data plus two optional pages consisting of an illustration page and a proposal summary page. A prime provider may only submit one proposal. If a prime provider submits more than one proposal, that provider will be disqualified. Proposals shall be stapled but not bound in any other fashion. PROPOSALS WILL NOT BE ACCEPTED IN ANY OTHER FORMAT.

ATTENTION: To ensure utilization of the latest version of Form AVN-551, firms are encouraged to download Form AVN-551 from the TxDOT web site as addressed above. Utilization of Form AVN-551 from a previous download may not be the exact same format. Form AVN-551 is a PDF Template.

Please note:

Five completed, unfolded copies of Form AVN-551 **must be received** by TxDOT Aviation Division at 150 East Riverside Drive, 5th Floor, South Tower, Austin, Texas 78704 no later than October 12, 2010, 4:00 p.m. Electronic facsimiles or forms sent by email will not be accepted. Please mark the envelope of the forms to the attention of Edie Stimach.

The consultant selection committee will be composed of Aviation Division staff members. The final selection by the committee will generally be made following the completion of review of proposals. The committee will review all proposals and rate and rank each. The criteria for evaluating consultants for airport planning projects can be found 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 Michelle Hannah, Project Manager for technical questions at 1-800-68-PILOT (74568).

TRD-201005187

Joanne Wright

Deputy General Counsel

Texas Department of Transportation

Filed: September 3, 2010

Public Hearing Notice - Statewide Long-Range Transportation

The Texas Department of Transportation (department) will hold a public hearing on Friday, October 1, 2010 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 Statewide Long-Range Transportation Plan (SLRTP). The SLRTP is the 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 U.S.C. §5301, et

seq.). Sections 135(a) and (e) require 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 SLRTP 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 Building 118, Second Floor, 118 East Riverside Drive, Austin, Texas, and on the department's website at

www.txdot.gov

Persons wishing to review the SLRTP 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 Thursday, September 30, 2010, 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 Government and Public Affairs Division, at 125 East 11th Street, Austin, Texas 78701-2483, (512) 463-9957. 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 SLRTP 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 written 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 Transportation Planning and Programming office by Monday, November 1, 2010 at 4:00 p.m.

TRD-201005233

Leonard Reese

Associate General Counsel

Texas Department of Transportation

Filed: September 8, 2010

Public Hearing Notice - Texas Rail Plan

The Texas Department of Transportation (department) will hold a public hearing on Wednesday, October 6, 2010, at 1:30 p.m. at the Texas

Department of Transportation, 200 East Riverside Drive, Auditorium 1A-1, Austin, Texas to receive public comments on the Texas Rail Plan. The Texas Rail Plan serves as a policy document that establishes a state vision and objectives for freight and passenger rail service in the state. The plan includes details about the current state of passenger and freight rail as well as establishes a short and long-range investment program which will guide improvements and expansion of the state rail transportation system.

A copy of the Texas Rail Plan will be available for review, at the time this notice of hearing is published, at the department's Rail Division offices located in Building 118, Second Floor, 118 East Riverside Drive, Austin, Texas, and on the department's website at: www.txdot.gov (keywords: rail plan). Persons wishing to review the Texas Rail Plan may do so online or contact the Rail Division at (512) 486-5230.

Persons wishing to speak at the hearing may register at the hearing location beginning at 1:00 p.m. on the day of the hearing. Speakers will be allowed three minutes each, and 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 Government and Public Affairs Division, at 125 East 11th Street, Austin, Texas 78701-2483, (512) 463-9957. 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 Texas Rail Plan may be obtained from Jennifer Moczygemba, Rail Division, 118 East Riverside Drive, Austin, Texas 78704, (512) 486-5127. Written comments on the Texas Rail Plan may be submitted to William E. Glavin, Director, Rail Division, 118 East Riverside Drive, Austin, Texas 78704. Comments may also be submitted on-line at www.txdot.gov (keywords: rail plan). The deadline for receipt of comments is 5:00 p.m. on Friday, November 5, 2010.

TRD-201005234

Leonard Reese

Associate General Counsel

Texas Department of Transportation

Filed: September 8, 2010

Stephen F. Austin State University

Notice of Consultant Contract Award

In compliance with the provisions of Chapter 2254, Subchapter B, Texas Government Code, Stephen F. Austin State University furnishes this notice of contract award to University's contract with URS Corporation, 10550 Richmond Avenue, Suite 155, Houston, Texas 77042. The contract is not to exceed \$50,052. The original contract availability notice was published in the June 4, 2010, issue of the *Texas Register* (35 TexReg 4765).

No documents, films, recording, or reports of intangible results will be required to be presented by the outside consultant. Services are provided on an as-needed basis.

For further information, please contact Diana Boubel, Director of Procurement, at (936) 468-4037.