

**CROSS PLAINS RURAL TRANSPORTATION COUNCIL  
MINUTES  
April 19, 2012  
Thursday, 10:00 a.m.  
Nortex Regional Planning Commission Conference Room  
4309 Jacksboro Highway - Wichita Falls, Texas 76302**

**Voting Members**

Gary Beesinger, Archer County Judge, CPRTC Chairman  
Linda Rogers, Baylor County Judge  
Kenneth Liggett, Clay County Judge  
Al Smith, Proxy for Cooke County  
Ron Sellman, Proxy for Mayor Jim Goldsworthy, City of Gainesville  
Vanessa Price, Proxy for Mayor Frances West, City of Callisburg  
John Studer, Proxy for, Mayor Ronald Reeves, City of Seymour  
James Yohe, Proxy for Mayor Robert Fenoglio, City of Nocona  
Joe Singer, Proxy for Mayor Joe Ward, City of Iowa Park  
Mike Whaley, Proxy for Mayor Carl Law, City of Burkburnett  
David Casteel, Proxy for Mayor Barry White, City of Graham

**Other Participants**

Jennifer Moczygemba, TxDOT- Rail Road Division  
Robert Harrison – Center for Transportation Research  
Joe Gambill, Nortex Regional Planning Commission  
Jennifer Rhone, for Representative Lanham Lyne  
Bob Cochran, City of Vernon  
DJ Templeton, City of Vernon  
Tim James, City of Burkburnett  
Mary Ward, City of Wichita Falls Council

**TxDOT Staff**

Larry D. Tegtmeyer, P.E., District Engineer  
Mike Beaver, P.E., Design Engineer  
Carole Mayo, WFS Administration  
Allan Moore, P.E., Director of Construction  
Tim Hertel, P.E., Director of Operations  
Brady Woolsey, Business Services Coord.  
Adele Lewis, Public Information Officer  
Ben Coker, Public Information Officer  
Jesse Fleming, P.E., Graham Area Engineer  
James Kelley, P.E., Wichita Falls Area Engineer

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The Cross Plains Rural Transportation Council (CPRTC) met at the Nortex Regional Planning Commission Conference Room on April 19, 2012. Meeting began at 10:00 a.m.

1. **Welcome & Opening Remarks** – Judge Gary Beesinger, Chairman welcomed everyone to the quarterly CPRTC Meeting.
2. **Self Introductions** – Introductions were made around the room.
3. **Public Comments** – There were no public comments.

4. **Approval of CPRTC minutes from January 19, 2012** – A motion was made and seconded to approve the minutes and the motion carried.

5. **Topics**

• **High Speed Rail Plans for Texas – Jennifer Moczygemba – Rail System Section Director of the Rail Division of TxDOT**

Ms. Moczygemba discussed the Texas Rail Plan. The 2010 Rail Plan concludes the different Regions have different needs and includes a 5-Year Short Term Program and a 20-Year Long Range Program (What we would like to do but is not funded).

The research is provided by Texas Technical Institute (TTI), looking at corridors between major cities. They also look at the different modes of transportation such as air traffic, the existing rail, and bus. TTI evaluates 18 inter-city corridors including IH-35 and US 281, combining the data.

TxDOT / TTI are conducting a statewide travel analysis to look at population density/centers and potential ridership in those areas.

A meeting is schedule the end of May in Dallas, with groups representing the Metro areas.

The model should be completed in August 2012 and decisions completed by March 2013.

Rail Projects in Texas will probably be Public/Private Partnerships (PPP's)

The funding we have at this point:

- \$5.6 million in grants (= 80% of 1/2 needed for the study)
- \$15 million for Preliminary Engineering (ENV clearance to work)
- \$11 million for Construction
- \$4 million Signal Timing (w/BNSF RR)

TxDOT envisions rail from Oklahoma to South Texas (Oklahoma to Fort Worth, to Dallas, to Waco, to Austin, to Brownsville, to Laredo.

Researchers are looking at all different service levels

- Speeds
- Frequency of service
- Stations (locations served)
- We will evaluate alternative routes

We currently have the Oklahoma to Dallas route which is 750 miles with 80,000 riders per year. It is the best for customer service in the country. We are looking at adding a reverse route by adding 9 miles of track and later expanding the trip to Kansas City. TTI determined leisure travel is a good percentage of the ridership.

The proposed south route projected is for the super commuters and picking up air travel passengers.

Rail requires a steady stream of financing and we have none right now. Most sources in the near term will be PPP's, TIF's and TURF's. TTI is researching where the risks should lie.

• **Plans to Facilitate Canal Traffic – Robert Harrison – Center for Transportation Research**

The Panama Canal is 50 miles long with the Atlantic on one side and the Pacific on the other. The French began building the Canal in 1800s. Later the US extended the project. The Canal Authority is building 3 additional sets of locks, allowing many more and much larger ships to pass. The expansion will extend the Canal's area of influence and TxDOT is planning for the Panama Canal.

- 1990s NAFTA was a US and Texas Focus
- 2000-2012 Global Trade becomes significant and impacts US and Texas trade corridors at several deep water ports and air hubs
- Larger Panama Canal locks raise efficiencies for major US ports of imports and exports

TxDOT will partner with deep water ports, railroad companies and key canal users. Texas will monitor new services for bulk, break bulk and containers imports and exports. Researchers will determine potential constraints: accessing ports (channels), terminal efficiencies and landside connections, highway, rail and barge.

In the short term, Texas is doing well, current facilities will serve the increases in trade volumes. In medium term, we need to improve rail access to deep water terminals and plan new terminals near deep water with 50ft. channels. Long term, we can expect diversion from our ports to other trade corridors if our channels remain at 45ft.

Overall, Texas is a trade beneficiary, especially for exports. Texas exports more than we import. Texas exports \$472 Billion annually and California exports \$470 Billion annually.

Manufacturing is moving out of China and much of it is moving into Mexico. We may move some of Asia's products through the Panama Canal and move coal from Corpus to India. If Texas does not prepare channels and ports, other ports in other states will. We will see imports when the channel opens, our ports will have rail connections. If the shippers do not want to ship to California, they can go to Mexico and rail shipments to Texas and then North.

Railroads are very important and have put a lot of investment in their infrastructure. A large amount of container items will remain in Texas. We have big containers arriving in Texas already. This is impacting rail and is not a major impact to our roads. Future impacts may be different.

We have to do a lot of scenario planning; most ports will need to be served by US Highways and rail. If we can load to barges to ship products north it will be better for the environment.

- **Long Range Rural Plan (LRRP) Update**

Maps were provided indicating the proposed projects for the LRRP in green. Projects to let in June are indicated in red. A public meeting was held at the TxDOT District Headquarters for the LRRP in March 2012. The purpose of the meeting was to discuss the proposed LRRP projects and to receive the public input on the Plan.

The final report for the planning has been submitted and will be presented to the TxDOT Commission during the May 2012 Commission Meeting.

- **Discussion of the LRRP Criteria**

Judge Beesing invited Joe Gambill to discuss the criteria. Joe stated the criteria questions are skewed to more densely populated areas and this is what prompted the Childress RPO, Rolling Plains, to write a letter to TxDOT. Judge Beesinger wanted to know if CPRTC agrees that changes should be made in the criteria to reflect the needs of RPOs such as the CPRTC and if so, should the CPRTC also write a letter requesting specific changes in the criteria.

Judge Liggett stated the Childress RPO letter was well written, but the CPRTC should write our own letter.

A motion was made, seconded and carried for Joe Gambill to compose the letter and upon the approval of Chairman Beesinger, the letter will be forwarded immediately to TxDOT TPP Division.

**6. Other Business** – Larry Tegtmeyer, P.E. – District Engineer

- **TxDOT was allotted \$2 Billion**

Wichita Falls District's allocation, utilizing the formula for the MPO and Cat 2 projects, is \$2.6 Million of the \$2 Billion. The proposed needed projects, that are CPRTC priorities, must be obligated by September 2012. The projects have to be let by December 2012.

The Wichita Falls MPO received an allocation of \$2.8 Million. The MPO is looking at opportunities.

The projects have to be regionally significant and there can be no overlays or standard rehab projects. The WFS proposed project is the widening of US 277 from Seymour to Knox county line. The project is \$16 Million; we have to piece it together with various funding or we can do about 1/3 of the project.

Mr. James Yohe with the City of Nocona reminded the Commission of the priority project, US 82 widening from Henrietta to Nocona. He asked if there is a way we can look at breaking this project and other large projects into smaller, more manageable projects. It was agreed to add this as a meeting topic for the July 2012 meeting.

**7. Next Meeting Date** - Thursday, July 19, 2012 at 10 a.m.

**8. Topics for Next Meeting**

- Breakdown the larger corridors on the Priority List to reasonable limits that will facilitate actually someday allow progress on the corridor to be made.
- Projects we are moving forward to spend the allocation of the \$2B

**9. Adjourned** at 11:47 am