MEETING AGENDA

TxDOT Bicycle and Pedestrian Advisory Committee (BPAC) Meeting
April 25, 2022 - 9:30 A.M.

Note: This meeting will be held remotely via Zoom
Teleconference instructions below

1. Call to Order.
2. Safety briefing.
3. Approval of minutes from January 14, 2022 BPAC meeting. (Action)
4. Report from TxDOT’s Public Transportation Division (PTN) Director regarding statewide bicycle and pedestrian matters.
5. Vice Chair election. (Action)
6. Discussion on TxDOT ADA Transition Plan. (Action)
7. Facilitated discussion on Strategic Direction Report for TxDOT’s Bicycle and Pedestrian Program. (Action)
8. Briefing on micromobility research.
9. Update on TA Program changes due to the Infrastructure Investment and Jobs Act (IIJA).
10. Updates from committee members on local and statewide issues.
11. Public comment – Due to the virtual format of the meeting, public comments may be submitted by email to BikePed@txdot.gov by May 5, 2022, to be included as part of the meeting record.
12. Discussion of agenda items for future BPAC meetings. (Action)
13. Adjourn. (Action)

The BPAC meeting will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided for you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend or participate in the BPAC meeting, please contact Noah Heath, PTN, at (361) 876-7184 no later than 4 p.m. CT, April 11, 2022. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.
BPAC Members

Karla Weaver, Chair, Dallas/Ft. Worth
Chris Tabb, Wimberley
Clint McManus, Houston
Eddie Church, Cedar Park
Eva Garcia, Brownsville
Frank Rotnofsky, Laredo
Jeff Pollack, Corpus Christi
Mike Schofield, Austin
Rick Ogan, San Angelo
Zack Magallanez, San Antonio

TdOT Technical Staff

Eric Gleason, Director, Public Transportation Division (PTN)
Bonnie Sherman, Bicycle & Pedestrian Program Manager, PTN
Noah Heath, Bicycle & Pedestrian Planner, PTN
Greg Reininger, Bicycle & Pedestrian Planner, PTN
Carl Seifert, Transportation Planner (Contractor), Jacobs

* * *

Teleconference instructions:

Event address for attendees:

https://us02web.zoom.us/j/84246095548?pwd=QzVCak9XQnA2TUpWaWswMUDWQkFwZz09

Passcode: 123456
Or One tap mobile:
US: +13462487799,,84246095548#,,,,,*123456# or +12532158782,,84246095548#,,,,,*123456#
Or Telephone:
Dial (for higher quality, dial a number based on your current location):
US: +1 346 248 7799 or +1 253 215 8782 or +1 669 900 6833 or +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799 or 833 548 0276 (Toll Free) or 833 548 0282 (Toll Free) or 877 853 5257 (Toll Free) or 888 475 4499 (Toll Free)
Webinar ID: 842 4609 5548
Passcode: 123456

International numbers available: https://us02web.zoom.us/u/kdaFUuPfTy

* * *
AGENDA ITEM 1: Call to Order.
Karla Windsor, calls the meeting to order at 9:31 A.M.

AGENDA ITEM 2: Safety briefing.
Bonnie Sherman presented this item beginning at 9:34 A.M.

Comments: No Comments

AGENDA ITEM 3: Approval of minutes from October 8, 2021 BPAC meeting. (Action)
Karla Windsor introduced this item at 9:43 A.M.

**MOTION**
Frank Rotnofsky moved to approve the October, 8 2021 BPAC meeting minutes.

**SECOND**
Eddie Church seconded the motion.

The motion passed unanimously at 9:38 A.M.

Comments: no comments

AGENDA ITEM 4: Report from TxDOT’s Public Transportation Division (PTN) Director regarding statewide bicycle and pedestrian matters.
Eric Gleason and Bonnie Sherman delivered the Director’s report beginning at 9:38 A.M.

Eric Gleason provided an update on Bicycle and Pedestrian Program activities including an update on the TxDOT Safety Task Force and Bicycle and Pedestrian Subcommittee, 2021
TxDOT Transportation Alternatives Call for Projects, and an overview of the Transportation Alternatives Program implementation progress. Bonnie Sherman provided an overview of the Infrastructure Investment and Jobs Act (IIJA) and impacts to the TxDOT Transportation Alternatives Program.

Comments: Clint McManus

**AGENDA ITEM 5: Facilitated discussion on communications strategy for bicycle and pedestrian program. (Action)**

Adam Hammons presented this item at 9:45am.

Adam facilitated a discussion on TxDOT’s communications strategy for the bicycle and pedestrian program and asked for feedback from the BPAC.


**AGENDA ITEM 6: Update on TxDOT Safety Task Force Pedestrian and Bicycle Subcommittee. (Action)**

Noah Heath and Karla Windsor presented this item at 10:20 A.M.

Comments/Questions: Clint McManus, Eva Garcia, and Mike Schofield

**AGENDA ITEM 7: Workshop on updating the Strategic Direction Report for TxDOT’s Bicycle and Pedestrian Program. (Action)**

Carl Seifert presented this item at 10:45 A.M.


**AGENDA ITEM 8: Updates from committee members on local and statewide issues.**

Tabled due to time

**AGENDA ITEM 9: Public comment – Due to the virtual format of the meeting, public comments may be submitted by email to BikePed@txdot.gov by January 24, 2022, to be included as part of the meeting record.**

Karla Windsor introduced this item at 11:55 A.M.

No public comments were submitted for the January 14, 2022 BPAC meeting.

**AGENDA ITEM 10: Adjourn. (Action)**

**MOTION**  Eva Garcia

**SECOND**  Chris Tabb

Meeting adjourned at 11:58 A.M.
Public Outreach Discussion

Updated ADA Self-Evaluation & Transition Plan 2022

- Background & purpose
- What we evaluated
- How we assessed compliance
- Overview of findings
- Costs & determining priorities
- Public outreach & survey
- Questions & answers
What Is an ADA Self-Evaluation & Transition Plan

- **Self-Evaluation** = *a review of programs, services, and activities*
  - The purpose is to identify barriers that people with disabilities may encounter
  - The self-evaluation identifies the actual physical barriers that limit accessibility
  - This include public-facing services, policies, practices, activities, and programs which include facilities, pedestrian access (sidewalks, curb ramps, bus stops, traffic signals), and communications

- **Transition Plan** = *an action plan, which includes:*
  - A plan or methods to remediate or remove barriers
  - The name of the official(s) responsible to implement the plan
  - A schedule to get the work completed
  - Cost to remove barriers

What TxDOT Evaluated

- **Policies & Practices**
  - **Public Rights-of-Way** – *100% of PROW*
  - **Facilities** – *157 public facing facilities*
    - TxDOT owned buildings, open to the public
    - Safety Rest Areas
    - Travel Information Centers
    - Ferries
  - **Websites** – *6,000 webpages; 3 manually tested (txdot.gov Included)*
How TxDOT Collected and Assessed Compliance

ADA Self-Evaluation and Transition Plan Overview

ADA Self-Evaluation Findings – Overview

General Findings

- Our presentation provided a high-level of information, to Include:
  - Public Rights-of-Way
  - Facilities
  - Websites

- We discussed:
  - The summation of the total inventory collected statewide
  - The most common issues revealed
  - Detailed compliance reports were compiled for each element of inventory collected and evaluated
  - Newly constructed facilities tend to have higher compliance than older facilities
The ADA Self-Evaluation and Transition Plan Report is available on the website, which provides more thorough information.

### Cost Estimates – PROW (Public Rights-of-Way)

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Preliminary Cost Barrier Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk (Detailed)</td>
<td>$913,620,575</td>
</tr>
<tr>
<td>Sidewalk (Visual)</td>
<td>$196,556,280</td>
</tr>
<tr>
<td>Sidewalk Connectivity</td>
<td>$84,332,839</td>
</tr>
<tr>
<td>Curb Ramps</td>
<td>$329,588,453</td>
</tr>
<tr>
<td>Curb Cuts (Medlans)</td>
<td>$25,381,394</td>
</tr>
<tr>
<td>Bus Stops</td>
<td>$8,339,711</td>
</tr>
</tbody>
</table>

**Total Planning-Level Estimate**: $1,557,819,252

- The above table represents the cost estimates to remove barriers identified.
- The cost estimates reflect planning level estimates at the time of assessment.
- Actual costs can only be firmly determined via standard design and construction process.
Cost Estimates – Facilities

<table>
<thead>
<tr>
<th>DOJ Priority Level</th>
<th>General TXDOT Administrative</th>
<th>Safety Rest Area</th>
<th>Travel Information Center</th>
<th>Ferry</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – Entry</td>
<td>$1,404,465</td>
<td>$2,614,330</td>
<td>$690,725</td>
<td>$600</td>
<td>$4,710,120</td>
</tr>
<tr>
<td>2 – Services</td>
<td>$919,650</td>
<td>$445,460</td>
<td>$43,200</td>
<td>$450</td>
<td>$1,408,760</td>
</tr>
<tr>
<td>3 – Restrooms</td>
<td>$3,286,935</td>
<td>$2,208,730</td>
<td>$433,240</td>
<td>$6,885</td>
<td>$5,935,790</td>
</tr>
<tr>
<td>4 – Other</td>
<td>$271,300</td>
<td>$227,850</td>
<td>$19,450</td>
<td>$0</td>
<td>$518,600</td>
</tr>
<tr>
<td>Total</td>
<td>$5,879,450</td>
<td>$5,499,270</td>
<td>$1,186,615</td>
<td>$7,935</td>
<td>$12,573,270</td>
</tr>
</tbody>
</table>

- The above tables depict costs of correcting non-compliant items by priority level for facilities
- The cost estimates reflect planning level estimates at the time of assessment
- Actual costs can only be firmly determined via standard design and construction process

Prioritization Methodology

**Hundreds of thousands of data points require technological approach**
- Algorithms within Geographic Information System (GIS) assign severity score and activity score based on criteria

- Public comment and feedback on priorities are considered in prioritizing remediation
Geographic Information System (GIS) – ‘TCAP’ Web Application

- Contains all detailed data, compliance reports, photos, videos
- Micro to macro data for costs, project planning, and tracking remediation
- GIS Exemption (not available to the public)
Planning and Executing Accessibility Improvements

- With significant non-compliant issues, prioritizing inventory is essential
- TxDOT anticipates ADA improvements will be on-going for decades
- TxDOT anticipates that it may modify priorities:
  - to allow flexibility in accommodating community requests
  - petitions for reasonable modifications from persons with disabilities
  - changes in TxDOT programs
  - ongoing evaluation and changes in environment
  - funding constraints
  - funding opportunities
- Public comment and feedback on priorities are considered in prioritizing remediation
- TxDOT will use the TCAP WebApp to plan, execute, and track projects as a ‘living’ ADA Transition Plan

ADA Self-Evaluation and Transition Plan Overview

Implementation Schedules – PROW Example

- TxDOT Divisions and Districts create implementation schedules on a 4-year cycle to coordinate with funding sources
- TxDOT plans to invest over $500 million between FY 2022 and FY 2025
  - Below is a sample abbreviated table as seen in the ADA Transition Plan

District (FY22-FY25) Implementation Schedule – PROW abbreviated sample

<table>
<thead>
<tr>
<th>CSJ</th>
<th>HIGHWAY</th>
<th>Type of Work</th>
<th>County</th>
<th>Letting Year</th>
<th>Proposed Pedestrian Improvements</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>052102041</td>
<td>SL 13</td>
<td>SAFETY IMPROVEMENT PROJECTS</td>
<td>Bexar</td>
<td>2022</td>
<td>$20,250</td>
<td>$101,114</td>
</tr>
<tr>
<td>143301032</td>
<td>FM 2252</td>
<td>SAFETY IMPROVEMENT PROJECTS</td>
<td>Bexar</td>
<td>2022</td>
<td>$59,650</td>
<td>$82,034</td>
</tr>
<tr>
<td>002509085</td>
<td>FM 78</td>
<td>SAFETY IMPROVEMENT PROJECTS</td>
<td>Bexar</td>
<td>2022</td>
<td>$59,850</td>
<td>$339,581</td>
</tr>
<tr>
<td>029103076</td>
<td>SH 16</td>
<td>SAFETY IMPROVEMENT PROJECTS</td>
<td>Kerr</td>
<td>2022</td>
<td>$62,250</td>
<td>$306,181</td>
</tr>
<tr>
<td>127201021</td>
<td>FM 1101</td>
<td>SAFETY IMPROVEMENT PROJECTS</td>
<td>Comal</td>
<td>2022</td>
<td>$63,350</td>
<td>$316,707</td>
</tr>
<tr>
<td>143301031</td>
<td>FM 2252</td>
<td>SAFETY IMPROVEMENT PROJECTS</td>
<td>Bexar</td>
<td>2022</td>
<td>$74,724</td>
<td>$74,724</td>
</tr>
</tbody>
</table>
Implementation Schedules – Facilities Example

- TxDOT Divisions and Districts create implementation schedules on a 4-year cycle to coordinate with funding sources
- TxDOT plans to invest over $500 million between FY 2022 and FY 2025
  - Below is a sample abbreviated table as seen in the ADA Transition Plan

### Safety Rest Areas (FY22-FY26) Implementation Schedule – Facility abbreviate example

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>TxDOT Asset ID</th>
<th>FY2022</th>
<th>FY2023</th>
<th>FY2024</th>
<th>FY2025</th>
<th>FY2026</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gray County WB SRA</td>
<td>NA</td>
<td></td>
<td></td>
<td>$88,400</td>
<td></td>
<td>$76,330</td>
</tr>
<tr>
<td>Donley County SB SRA</td>
<td>NA</td>
<td></td>
<td></td>
<td>$76,300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Donley County NB SRA</td>
<td>NA</td>
<td></td>
<td></td>
<td>$99,055</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardee County SB SRA</td>
<td>NA</td>
<td></td>
<td></td>
<td>$105,655</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardee County NB SRA</td>
<td>NA</td>
<td></td>
<td></td>
<td>$73,740</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Van Zandt County WB SRA</td>
<td>NA</td>
<td></td>
<td></td>
<td>$88,680</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Van Zandt County EB SRA</td>
<td>NA</td>
<td></td>
<td></td>
<td>$178,980</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Navarro County NB SRA</td>
<td>NA</td>
<td>$108,235</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bell County SB SRA</td>
<td>NA</td>
<td>$42,415</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hopkins County WB SRA</td>
<td>NA</td>
<td></td>
<td>$91,935</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walker County NB SRA</td>
<td>NA</td>
<td></td>
<td>$66,590</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walker County SB SRA</td>
<td>NA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Donley County EB SRA</td>
<td>NA</td>
<td></td>
<td>$113,275</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bell County NB SRA</td>
<td>NA</td>
<td>$101,120</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Question & Answer**

**Q**

**A**
Thank You
For Your Time & Involvement
Strategic Direction Report
Update Project
April 25, 2022

Presentation agenda

1. Review of SDR update progress
2. BPAC preference/prioritization on unstarted strategies/actions
3. Schedule and next steps
Proposed revision to SDR Update Focus Areas

- Expand the bicycle and pedestrian networks
- Build safer and better bicycle and pedestrian accommodations
- Provide training for engineers, planners, and construction staff
- Educate and encourage the public on safe driving, bicycling and walking
- Encourage people to walk and bicycle
- Develop statewide management systems for bicycle and pedestrian information
- Fund more bicycle and pedestrian projects

Discussion Item:
Do BPAC members concur? Thoughts?

Summary: Combining new ideas with in-process and on-going strategies and actions

- 6 Focus Areas
- 18 Strategies
- 48 Actions

Origins of SDR Update Strategies
- 45%
- 22%
- 33%

Current Status: Strategies
- 33%
- 50%
- 17%
- Not yet started

SDR Update: Actions by mode
- 56%
- 27%
- 15%
- 2%
Virtual engagement activity

**Purpose:**
- Review preferences for new/unstarted strategies

**Tool:**
- Social Pinpoint
- Links were sent directly only to BPAC members

**Details:**
- Stepping through each unstarted strategy/action, we will walk through members’ most important new strategies/actions
- Discuss, revise, and comment on strategies/actions
- Project team is taking notes and saving ideas under “parking lot”
- Facilitator will call on people as necessary

Switch to virtual engagement software in internet browser...
Schedule and next steps

**April to July**
Compile District, BPAC, and Division stakeholder input on strategies/actions

**July BPAC**
Implementation plan and draft report for BPAC action

**Implementation** *(next five years)*
Action by action, execute strategies to continue creating a safer place for bicyclists and pedestrians in Texas.

On-going tasks
- Email communication with BPAC members
- Internal coordination meetings between TxDOT Divisions
- Research and data analysis
- Report development

Contact info

Please send additional questions and comments to TxDOT’s Bike/Ped Group:

**Bonnie Sherman, AICP**  
Statewide Bicycle and Pedestrian Coord.  
Bonnie.Sherman@txdot.gov  
(512) 486-5972

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Bicycle and Pedestrian Planner  
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**Greg Reininger**  
Bicycle and Pedestrian Planner  
Gregory.Reininger@txdot.gov  
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**Carl Seifert, AICP**  
Bicycle and Pedestrian Planner  
Cseife-c@txdot.gov

**Alexandra Quintero**  
Transportation Planner  
Alexandra.Quintero@jacobs.com

**Stephanie Lind, AICP**  
Senior Transportation Planner  
Stephanie.Lind@jacobs.com
Micromobility Research Overview
April 25, 2022

Presentation agenda

1. Micromobility overview
2. Trends in Texas
3. Safety, Equity, and Sidewalk Access
4. Micromobility in the Texas Transportation Code
5. Micromobility at the Federal Level
Micromobility Device Types

<table>
<thead>
<tr>
<th>E-Scooter</th>
<th>E-Bike</th>
<th>Bicycle (Bikeshare)</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 20 mph</td>
<td>&lt; 20 mph</td>
<td>Up to 10-12 mph</td>
<td>Up to 9-15 mph</td>
</tr>
<tr>
<td>&lt; 20 pounds</td>
<td>&lt; 20 pounds</td>
<td>&lt; 20 pounds</td>
<td>Weight varies but &lt;50 lbs</td>
</tr>
<tr>
<td>Average trip length is 1-1.5 miles/11-12 minutes</td>
<td>Average trip length is highly variable depending on trip type</td>
<td>Average trip length is 1-1.5 miles/11-12 minutes</td>
<td>Trip length varies</td>
</tr>
</tbody>
</table>

Summary of Micromobility Operations

- Generally, operate in urban environments
- Trips tend to be short (1 – 1.5 miles) or 11 – 12 minutes
- User base not demographically diverse
- Trips are generally utilitarian
- Weather influences use
- Operations and devices are constantly evolving
Micromobility In Texas and Trends

Industry characterized by diversification and growth

The first bikeshare program in Texas was in San Antonio in 2011

COVID impacted micromobility operations, but impacts varied

Bikeshare transitioning to eBikes in some cities (ex: Bcycle)

### Bikeshare and E-Scooter Systems over time

<table>
<thead>
<tr>
<th></th>
<th>2015*</th>
<th>2019</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Docked Bikeshare systems</td>
<td>182</td>
<td>103</td>
<td>66</td>
</tr>
<tr>
<td>Dockless Bikeshare systems</td>
<td>0</td>
<td>71</td>
<td>60</td>
</tr>
<tr>
<td>E-Scooter systems</td>
<td>0</td>
<td>239</td>
<td>214</td>
</tr>
</tbody>
</table>

*Bikeshare & E-scooter Systems (2021)*

Dockless bikeshare and e-scooters emerged in 2017.

Micromobility Safety – Research Findings

- E-scooter riders do not face significantly higher risk of road traffic death or injury compared to cyclists
- A car or motorcycle trip in a dense urban area is more likely to result in the death of a road user than a micromobility trip
- Motor vehicles are involved in 80 percent of all fatal crashes with e-scooters and bicycles
- E-scooters
  - E-scooter riders were more often injured on sidewalk than in vehicle lanes
  - One journal found that 1/3rd of e-scooter riders were first-time riders.
- Evidence of low helmet use for e-scooter and bikeshare users
- Bikeshare have lower rates of collision than personal bicyclists

Please refer to the Micromobility Research Brief for citations and additional information.
**Equity Concerns**

*Distribution equity*
- Options for users without smartphones or bank access
- Discounts for public benefits program participants

*Older adults and pedestrian advocates*
- Shared sidewalk space leads to crashes, trip hazards, parking concerns, and concerns about new technology
- Mobility/access constraints
- Vendors requiring picture of parked device
- Vendors geofencing off crowded pedestrian areas

*Urban-rural divide*
- Access for less dense areas

**Sidewalk Access**

*Dockless Micromobility Parking and Shared Space*
- One 2021 five-city study found:
  - Parking non-compliance rates for e-scooters at only 1.7% and dockless bicycles at 0.3%
  - Motor vehicle non-compliance parking access at 24.7%
- Parking management
  - Parking corrals
  - Geofencing
- Sharing space with on-street bicycle infrastructure
  - Atlanta changing bicycle lanes to “light individual transportation” (LIT) lanes
**Texas Transportation Code (TTC) and Micromobility Regulation**

<table>
<thead>
<tr>
<th>Question</th>
<th>Section</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is riding on the sidewalk allowed?</td>
<td>§551.352</td>
<td>Yes</td>
</tr>
<tr>
<td>Is riding in the bikeway allowed?</td>
<td>§551.352</td>
<td>Yes</td>
</tr>
<tr>
<td>Is riding on the street allowed?</td>
<td>§551.352</td>
<td>Yes, eScooters are allowed on roads where the speed limit is less than 35 mph. Crossing higher speed roads is allowed. All bicycles must follow Texas Motor Vehicle Laws while using the vehicle travel lanes.</td>
</tr>
<tr>
<td>Is there an age limit?</td>
<td>N/A</td>
<td>Not specified in TTC</td>
</tr>
<tr>
<td>Are helmets required?</td>
<td>N/A</td>
<td>Not specified in TTC</td>
</tr>
<tr>
<td>Are e-scooters motor vehicles?</td>
<td>§551.352</td>
<td>No</td>
</tr>
</tbody>
</table>

- Other local laws seen across Texas:
  - Use of portable electronic devices are not allowed while operating
  - No other occupants/riders, and
  - Provide reasonable assistance and contact info if you cause injury or property damage

**Micromobility at the Federal Level**

- **IIJA (2021)**
  - Broadens “nonmotorized road user” to include scooters and personal conveyances
  - Instructs US DOT to track “personal conveyance” crash data

- Transportation Alternative Funding
  - TA funding can be used for bikeshare and e-scooter shared system docks, equipment and other capital costs.

- Governmental cooperation
  - FHWA developing research briefs and other research
  - Bureau of Transportation Statistics tracking micromobility programs
  - Other office coordinating on safety and accessibility research
Future Micromobility Research Opportunities

- The safety impacts of micromobility for pedestrians
- Successful micromobility integration strategies with transit, first/last-mile, Mobility as a Service (MaaS), Mobility on Demand (MOD) and other trip planning applications
- Effectiveness and applicability of geofencing technologies with micromobility vehicles as it relates to equity, safety, accessibility, among other issues
- Micromobility user behavior, specifically if people use the right-of-way differently on rented or owned e-scooters
- Demand and safety impacts of future micromobility modes
- In-depth analyses/surveys to determine modal shifts resulting from micromobility
- Design parameters and guidance to accommodate micromobility devices

Contact info

Please send additional questions and comments to TxDOT's Bike/Ped Group:

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Update on TA Program
Changes due to IIJA

April 25, 2022

Infrastructure Investment and Jobs Act: Transportation Alternatives

Transportation Alternatives Set-Aside (TA) Program updates:

- TA Program will increase 63% above FAST Act levels in FY 22 and continue to grow another 8% over the life of the bill
- Suballocation will be 59%, a higher portion than Fast Act at 50%
- Any Area funds
  - Reduced to 41% of state TA distribution
  - May only be transferred after:
    - State DOT holds competitive call
    - Provides technical assistance and
    - Demonstrates no suitable applications remain
- New population breakout for Small Urban areas:
  - 5,000 to 49,999 (Small urban)
  - 50,000 to 200,000 (Medium Urban)
- Non-infrastructure SRTS and planning projects eligible
- New eligibilities for small MPOs and non-profits
- Allows 5% TA funds for technical and application assistance
**Infrastructure Investment and Jobs Act: Transportation Alternatives**

<table>
<thead>
<tr>
<th>Population Area</th>
<th>FAST Act FY 21</th>
<th>FAST Act FY 22</th>
<th>IIJA / BIL FY 26**</th>
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</thead>
<tbody>
<tr>
<td>TxDOT Subtotal</td>
<td>$13.3 M</td>
<td>$26.1 M</td>
<td>$28.4 M</td>
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<tr>
<td>MPO Subtotal</td>
<td>$25.6 M</td>
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<tr>
<td>Any Area</td>
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<td>$57.5 M</td>
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<tr>
<td>Total</td>
<td>$77.8 M</td>
<td>$129.2 M</td>
<td>$140.2 M</td>
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</tbody>
</table>

* Federal program totals only
** FY 26 amounts are estimated

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**TxDOT’s Implementation Strategy**

- **TxDOT Suballocated funds:**
  - Continue current approach
  - Community-based projects for areas under 200,000
  - Solicit community-based project proposals from:
    - Non-urban (under 5,000)
    - Small urban (5,000 – 49,999)
    - Medium urban (50,000 - 200,000)

- **TxDOT Any Area (statewide) funds:**
  - *NEW* Statewide Active Transportation Infrastructure Projects
    - Add a project category to TxDOT’s biennial call for projects
      - Large scale (i.e. $10m to $25m) and/or
      - High impact projects that substantively improve mobility options
    - Open to eligible project sponsors statewide regardless of population size
Statewide Active Transportation Improvement category

- What types of projects may be eligible?
  - Long-distance active transportation routes (e.g., bicycle tourism trails)
  - Comprehensive accessibility improvements
  - Intermodal hubs
  - Shared use paths in rail or utility corridors
  - Improvements that mitigate barriers to bicycling and walking
  - Others?

Implementation Schedule and BPAC feedback

- Targeting October 2022 Call for Projects Kick-off
- TBD 2023 Award
- Will ask for BPAC feedback at July meeting
  - Potential TAC rule changes are being proposed to:
    - Optimize timely obligation of funds
    - Add eligible funding activities
    - TA Program Evaluation Criteria
    - Potential refinement of current criteria for Community Based Projects
    - Criteria for Large Active Transportation Infrastructure Projects
Questions?

Considerations?

Please send additional questions and comments to:

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