

TEXAS DEPARTMENT OF TRANSPORTATION

BICYCLE ADVISORY COMMITTEE

FRIDAY, JULY 17, 2020

9:30 A.M.

VIA TELECONFERENCE

TRANSCRIBED BY: Angelica Mathews

TRANSCRIPTION DATE: AUGUST 3, 2020

1 PRESENT:

2 Committee Chair: Karla Weaver (Not present)

3 Committee Members:

4 Bobby Gonzales, Committee Vice-Chair

5 Clint McManus

6 David Ham

7 Eva Garcia

8 Frank Rotnofsky

9 Jeff Pollack

10 Mike Schofield

11 Rick Ogan

12 Trent Brookshire

13

14

15 TX-DOT PRESENT AND PARTICIPATING:

16 Eric Gleason, Public Transportation Division - PTN

17 Bonnie Sherman, Bicycle & Pedestrian Program Mgr - PTN

18 Noah Heath, Bicycle & Pedestrian Planner - PTN

19 Carl Seifert, Transportation Planner (Contractor) -

20 Jacobs

21 Terry Pence, Traffic Safety Section Director - TRF

22 Donna Roberts

23 Brittany Gernhard

24

25

1 (BEGINNING OF PROCEEDINGS.)

2 BOBBY GONZALES: Alright. Well good morning,  
3 everyone. This is Bobby Gonzales. I would like to  
4 call this meeting to order. It's 9:46. Before we begin  
5 I want to -- I have a real quick reminder. During the  
6 meeting if you have a comment, question or wish to  
7 speak please state your name before speaking for the  
8 record. This meeting is being recorded. Thank you.

9 I want to do a real quick roll call, if you  
10 don't mind. I'm gonna go down the list starting with  
11 TxDOT staff. Just say "here" when you hear your name.  
12 Eric?

13 ERIC GLEASON: I'm here.

14 BOBBY GONZALES: Donna?

15 DONNA ROBERTS: Here.

16 BOBBY GONZALES: Bonnie?

17 BONNIE SHERMAN: Here.

18 BOBBY GONZALES: Noah?

19 NOAH HEATH: Here.

20 BOBBY GONZALES: Carl?

21 CARL SEIFERT: Here.

22 BOBBY GONZALES: And then now to the BAC  
23 members. Is Clint on?

24 BONNIE SHERMAN: He'll be joining us at 10.

25 BOBBY GONZALES: Clint McManus? Okay. David

1 Ham?

2 DAVID HAM: Here.

3 BOBBY GONZALES: Eva Garcia?

4 EVA GARCIA: Present.

5 BOBBY GONZALES: Frank?

6 FRANK ROTNOFSKY: Here.

7 BOBBY GONZALES: Jeff?

8 JEFF POLLACK: Here.

9 BOBBY GONZALES: Mike Schofield?

10 MIKE SCHOFIELD: Here.

11 BOBBY GONZALES: Rick? Rick, are you on?

12 RICK OGAN: (Inaudible).

13 BOBBY GONZALES: Trent?

14 TRENT BROOKSHIRE: I'm here. Good morning.

15 BOBBY GONZALES: That was Rick?

16 TRENT BROOKSHIRE: That was Trent.

17 BOBBY GONZALES: Trent, okay. But we didn't

18 hear from Rick. I'm assuming he's on.

19 BONNIE SHERMAN: He is on.

20 RICK OGAN: (Indiscernible).

21 BONNIE SHERMAN: There we go.

22 BOBBY GONZALES: Is there anyone else I may

23 have missed?

24 BONNIE SHERMAN: That should be everyone.

25 BOBBY GONZALES: Okay. Alright. Well next

1 order of business is Bonnie you have our Safety  
2 Briefing.

3 BONNIE SHERMAN: Alright. So, our safety  
4 briefing we simply ask that you continue to practice  
5 the efforts to stem the spread of COVID-19. Practice  
6 social distancing, wear face coverings when social  
7 distance cannot be maintained and wash your hands  
8 frequently. Thank you and let's have a good meeting.

9 BOBBY GONZALES: Thank you, Bonnie. Has  
10 everyone had an opportunity to review the minutes from  
11 our last meeting? If so, can I have a motion?

12 FRANK ROTNOFSKY: I motion that we accept  
13 last month's -- last -- the last meeting.

14 BOBBY GONZALES: Is there a second? That was  
15 who? Frank?

16 FRANK ROTNOFSKY: Yes. I'm sorry. This is  
17 Frank.

18 BOBBY GONZALES: There a second?

19 TRENT BROOKSHIRE: This is Trent --

20 DAVID HAM: David Ham, I second.

21 BOBBY GONZALES: Okay, I'm gonna have to go  
22 down the list again for a vote. Clint? Oh, Clint's  
23 not with us right now. David?

24 DAVID HAM: Yes. Aye.

25 BOBBY GONZALES: Okay. Eva?

1 EVA GARCIA: I approve.

2 BOBBY GONZALES: Frank?

3 FRANK ROTNOFSKY: Approved.

4 BOBBY GONZALES: Jeff?

5 JEFF POLLACK: Yes.

6 BOBBY GONZALES: Mike.

7 MIKE SCHOFIELD: Yes.

8 BOBBY GONZALES: Rick?

9 RICK OGAN: (Inaudible).

10 BOBBY GONZALES: Trent?

11 TRENT BROOKSHIRE: I approve.

12 BOBBY GONZALES: Okay. Eric, you have a

13 report for us regarding statewide bicycle and

14 pedestrian matters?

15 ERIC GLEASON: I do, and I'll keep it short

16 this morning.

17 BOBBY GONZALES: Cool.

18 ERIC GLEASON: Quick update on membership.

19 So, we have been recruiting interested candidates. We

20 have -- actually we will have four vacancies to appoint

21 in August (indiscernible) at the moment that would have

22 been -- forgot his name already. Anyway, a fella from

23 -- a member from Amarillo.

24 UNKNOWN MALE: (Indiscernible).

25 ERIC GLEASON: Yes. And then we have three -

1 - three current terms that are ending in August. That  
2 would be for Karla and David and Jeff. We've received  
3 a total of 24 applications with both Karla and Jeff  
4 indicating an interest to continue their service on the  
5 Committee. So, we are currently working with  
6 Commissioners on a series of recommended appointments.  
7 They've not had a chance to -- not all of them have had  
8 a chance to be briefed on those. We are looking at  
9 having them take action on appointments at their August  
10 meeting.

11 Now, just as an -- for those of you, for  
12 Karla, David and Jeff, if the Commission does not  
13 action in August, if it gets postponed to September or  
14 even beyond, you may continue to serve on the Committee  
15 until they (indiscernible). So, if it does for  
16 whatever reason get delayed, you can continue on past  
17 August 30th -- August 31st.

18 The work that the Committee did, I'm looking  
19 at whether or not to expand their scope to include  
20 pedestrian personal mobility devices. That has been  
21 under discussion with Commissioners and we are moving  
22 forward with some proposed changes to our rules to  
23 expand the scope consistent with the Committee's  
24 recommendation. And so that is how your recommendation  
25 will be put into -- be under consideration at the

1 Commission is the Department will propose rule changes  
2 consistent with that recommendation and we will go  
3 through rule making process to change what is in the  
4 Administrative Code with respect to this Committee's  
5 scope. Now, that can take six to nine months so we  
6 will keep the Committee briefed on that as that  
7 proceeds. I've not necessarily heard anything that  
8 would suggest that they would move ahead with anything  
9 but what your recommendations are, but we will  
10 certainly keep you apprised to that -- of that process  
11 as it proceeds.

12 So, then again, we just completed -- we have  
13 finished last year's Call for Projects. We have  
14 created the final task with closing up that Call was to  
15 create a conditional project list that would be  
16 contingent on future funding. We have that list. We  
17 have notified project sponsors, whether they are on  
18 that list or not and so what we call the 2019  
19 Transportation Alternatives and Safe Routes to School  
20 Call for Projects, that effort has officially finished.

21 And let's see, from a construction standpoint  
22 all of the projects that the Commission have loaded in  
23 2015 have been left to construction with half of those  
24 projects complete. The 2017 award cycle, two-thirds of  
25 those projects have been authorized for construction.

1 So, continue to make progress on construction of  
2 bike/ped projects in areas of the state of under  
3 200,000 in population.

4 We do have an effort to train folks on  
5 bike/ped counters and that was initially thought to be  
6 something that would be delivered in person but we have  
7 worked with a consultant and they are now moving  
8 forward with an online version of those training  
9 modules.

10 And then finally, just a note, common  
11 practice with this Committee has been to identify time  
12 on the agenda where members can report out what's going  
13 on in their community, we accidentally left it off this  
14 agenda and it will return on your next meeting agenda  
15 in October. And that concludes my report. Any  
16 questions of me?

17 EVA GARCIA: No questions. Thank you for  
18 your report.

19 BOBBY GONZALES: Thank you, Eric. I'm gonna go  
20 ahead and switch Items 5 and 6. We're gonna listen --  
21 we're gonna hear 6 first. So, moving on, this  
22 is discussion on the proposed amendment to the Texas  
23 Administrative Code Rules, TA Set-Aside Program.  
24 Noah?

25 NOAH HEATH: Thanks, Bobby. Can everyone see

1 the presentation?

2 EVA GARCIA: Yes, (indiscernible).

3 NOAH HEATH: Okay. Morning everyone. I'll  
4 be presenting today about the proposed amendment to the  
5 Texas Administrative Code Rule TAC Rules for the  
6 Transportation Alternative Set-Aside (TA) Program. The  
7 Transportation Alternative Set-Aside Program or the TA  
8 Program as I'll refer to it throughout this  
9 presentation, is the federal program that provides  
10 funds to state DOT's for bicycle and pedestrian  
11 infrastructure.

12 As far as the agenda for the presentation,  
13 we'll do a quick overview of the TA Program where we  
14 talk about the current rules of the Program and then  
15 also some trends of that PTN has documented over the  
16 last three calls for projects.

17 We'll talk about the goals of the TA Program  
18 rule revisions. The presentation will be an overview  
19 of what the amendments are intended to accomplish, not  
20 a review of the specific language.

21 And then the last item, next steps, we'll  
22 talk about what the process is to present the proposed  
23 rule changes to Commission and then about the BAC's  
24 opportunity to provide formal comment. We'll bring  
25 this Item back to you guys at the next BAC meeting

1 after the Commission has reviewed the proposed rules  
2 and that allow the BAC to provide formal comment at  
3 that time.

4 So, the TA Program Rules are based on Federal  
5 Guidelines. Those Federal Guidelines are under Title  
6 23 of the United States Code, Section 133. These  
7 Guidelines outline for the basic rules of the Federal  
8 TA Funding Program. So, the state based its rules on  
9 those Guidelines and the states rules are located in  
10 the Transportation -- or the Texas Administrative Code  
11 and they're focused on TA funds administered by TxDOT  
12 for population areas for 200,000 or less. MPO's also  
13 established their own TA Program rules. Some of the  
14 TA's funding is sent directly to MPO's because in the  
15 federal guidance it specifies that MPO's designated as  
16 Transportation Management areas conduct an independent  
17 competitive Call for Projects. So, for those MPO Call  
18 for Projects, the NPO establishes its own TA Program  
19 rules except for there is one rule section in the  
20 transit -- the Texas Administrative Code that applies  
21 to MPO's and that's Rule 11.403, Project Selection.

22 Just give you a general overview of how the  
23 funds are kind of split up geographically. This is --  
24 it gets a bit convoluted so bear with me and if you  
25 have any questions just speak up. But, the way that TA

1 Funds are administered in Texas between TxDOT and MPO's  
2 is that projects that are within the Transportation  
3 Management Area, which are within MPO boundaries, so  
4 any project that's within that area are only eligible  
5 for TA funding from their MPO's competitive call for  
6 projects. Then there's the area outside of the  
7 Transportation Management Area but inside of the NPO  
8 boundary. And projects that are located in this area  
9 can either submit project applications to TxDOT  
10 competitive Call for Projects or to MPO competitive  
11 call for projects for TA funding. And then the  
12 projects outside of the NPO boundary, those projects  
13 can only submit applications or project sponsors with  
14 projects within that area can only submit applications  
15 for TA funding for TxDOT competitive call for projects.  
16 And TxDOT further divides the funding that they receive  
17 between communities with population areas of 5,000 or  
18 less located outside of Transportation Management Areas  
19 and those are referred to as non-urban. And then  
20 population areas of 5,001 to 200,000 outside of TMA's,  
21 those are referred to as small urban. That's kind of  
22 how the funding gets divided between MPO's and TxDOT  
23 and then geographically amongst projects.

24           Some of the basic characteristics of TxDOT's  
25 TA Program Administration; currently TxDOT's TA funds

1 are limited to construction and construction related  
2 activities. So, this doesn't include PS&E and  
3 environmental documentation. It's only construction  
4 and then anything related to that construction. And  
5 also, TxDOT's direct state cost for oversight project  
6 development and construction. The Federal TA  
7 guidelines require 20 percent local match, minimum  
8 local match, for construction. TxDOT does offer  
9 flexibility in local match for construction. Local  
10 governments can provide a cash match. It can provide a  
11 combination of cash and in-kind contributions. And in-  
12 kind contributions are a way of alleviating some of the  
13 financial pressure on local governments to meet that 20  
14 percent match. And the way that an in-kind  
15 contribution works for these projects is that the local  
16 government that requests in-kind contributions, they  
17 can receive credit for the PS&E and environmental  
18 documentation cost. So the way that would work is they  
19 would fund the project development, the PS&E and the  
20 environmental documentation up front and then based on  
21 the amount that they requested in their applications  
22 and how much that project development cost, they would  
23 receive credit that they could reduce this 20 percent  
24 local match requirement for construction. So, it's  
25 kind of a delayed credit for some of those PS&E and

1 environmental costs to local government will pay for  
2 upfront.

3 TxDOT also has the Economically Disadvantaged  
4 Counties Program and this program for counties that are  
5 identified in this program. Those projects within  
6 those counties can receive a reduction of the 20  
7 percent local match. So based on certain thresholds,  
8 or economic thresholds for county compared to the  
9 average for the state, depending on how far above or  
10 below those economic thresholds will determine the  
11 amount of reduction that that project within that  
12 county will receive for the 20 percent local match.

13 EVA GARCIA: Can I chime in with a question?

14 NOAH HEATH: Sure.

15 EVA GARCIA: Specifically about the  
16 Economically Disadvantaged Counties Program, out of  
17 clarification, I understand that -- cause Cameron  
18 county is -- does require (indiscernible) eligible for  
19 EDC, but I understand that it has to be for on-system  
20 projects and not for off-system projects. And I'm just  
21 wondering if that's part of the state guidelines and  
22 rules or if that's done at the district level. So does  
23 an off-system project, is it still eligible for EDCP  
24 reduction?

25 NOAH HEATH: Yes, they would still be

1 eligible for EDCP reduction under the state rules.

2 EVA GARCIA: Okay. So, if I -- if we are not  
3 eligible for off-system projects then that's happening  
4 at the district level, correct? Is that allowed? I'm  
5 just curious. 'Cause that's what I understand.

6 NOAH HEATH: Yeah and I --

7 BONNIE SHERMAN: I can answer that.

8 NOAH HEATH: Okay.

9 BONNIE SHERMAN: This is Bonnie and the EDCP  
10 program is a state funded program and it is available  
11 for use on the TxDOT TA Program. However, it is not  
12 necessarily available for use by MPO TA calls for  
13 projects.

14 EVA GARCIA: Okay. That's helpful. Thank  
15 you, Bonnie.

16 BONNIE SHERMAN: You're welcome.

17 BOBBY GONZALES: That was Eva.

18 EVA GARCIA: Yes, this is Eva. Thank you.

19 BOBBY GONZALES: Thank you.

20 NOAH HEATH: Alright and then as far as  
21 overmatch, TxDOT always welcomes local governments to  
22 provide more than the 20% minimum local match  
23 requirement. And in some cases, local governments do  
24 apply more than a 20% match.

25 Another characteristic that Project Sponsors

1 are responsible for 100% of cost overruns for the  
2 project. So whenever a Project Sponsor applies for a  
3 competitive Call for Project and the Commission review  
4 -- you know, the high ranking project Commission  
5 reviews that project and awards funding, the amounts of  
6 federal funds that are awarded that project is fixed.  
7 And so, as the project develops and is led, if there  
8 are project overruns above that fixed award amount,  
9 that's 100% the responsibility of the Project Sponsor.  
10 So it's not an 80/20% split at that point. The local  
11 Sponsor has to cover 100% of those costs.

12 So PTN has administered three Call for  
13 Projects for TA funding, 2015, 2017 and 2019. And  
14 through those, you know, during those three Calls for  
15 Projects we have documented some trends, they're are  
16 outlined on this PowerPoint slide. For smaller  
17 communities with 50,000 or less, these communities are  
18 more likely to request the use of in-kind  
19 contributions. Which in kind contributions is the way  
20 to reduce that financial burden on local government but  
21 in-kind contributions can complicate project  
22 development billing and they also -- in kind-  
23 contributions also can delay project delivery, an  
24 obligation of TA funds. Smaller communities are also  
25 more likely to lack institutional and/or financial

1 resources and expertise to oversee project development  
2 and construction. They're more likely to withdraw  
3 projects from the TA program and they're less likely to  
4 apply for funding leaving excess funds at risk of  
5 lapse. And that risk of lapse is real important to  
6 TxDOT and the program. Whenever TxDOT receives the  
7 federal funding for the TA program and it has a three-  
8 year shelf life. So, there's a three-year window from  
9 when TxDOT receives the funding until the funds are  
10 obligated for project for it avoid a lapse. And what a  
11 lapse means, it means that the funding is at risk for  
12 being taken back by the federal government. So, the  
13 federal government wants us to obligate that funding  
14 within three years and obligating the funding doesn't  
15 mean just awarding a project, it means getting the  
16 project all the way up to construction (indiscernible).  
17 So, the project is fully planned and developed and  
18 ready for construction and that's when that federal  
19 funding is obligated. So anytime a project is  
20 withdrawn or if we don't get as many applications and  
21 there's excess funds, then that -- those excess funds  
22 are at risk of lapse.

23 TA funding awards are typically based on  
24 preliminary cost estimates. This can result in  
25 projects with overruns which can lead to increase

1 financial responsibility for the local government and  
2 can also lead to reduction in scope. The local  
3 government may try to reduce the scope, staying within  
4 the original intent on the project but the reducing the  
5 scope in order to bring that budget back down below the  
6 awarded amount. Or if the overrun is too much of a  
7 financial burden for that local government, they may  
8 choose to withdraw the project.

9 Also, projects can have underruns, which  
10 results in excess funds being sent back to the TA  
11 program. And this also leaves that funding at risk of  
12 lapse. So, both project withdrawal, fewer  
13 applications, and excess funds can leave some of that  
14 TA funding at risk of lapsing. Meaning that it has to  
15 go back to the financial -- or to the federal  
16 government and TxDOT doesn't get to spend it on  
17 projects.

18 As far as --

19 CLINT MCMANUS: Hey, Noah?

20 NOAH HEATH: Yes.

21 CLINT MCMANUS: Sorry, this is Clint. I just  
22 had a question about, and y'all may have covered this  
23 already so apologies, but I have a question about the  
24 previous slide and the smaller communities. Since it  
25 sounds like that is such a chal -- these projects do

1 present such a challenge for them. I know it's also  
2 difficult because we encourage those types of  
3 communities to apply because they do have limited  
4 access to funds. So, is there -- are there any  
5 existing programs that y'all have or are working on to  
6 support those communities in being able to successfully  
7 complete those projects and not lapse on that funding?

8 NOAH HEATH: Yes. We -- in previous slide I  
9 covered the Economically Disadvantaged Counties Program  
10 that TxDOT funds for TxDOT TA funds and so that's a  
11 program that provides a reduction in that 20 percent  
12 match. Depending on whether the counties identified  
13 for the program and then how that county compares to  
14 the average in Texas will determine how much of a  
15 reduction they will receive. So that's a program and,  
16 you know, the purpose of the proposed rule changes is  
17 to help these smaller communities in project delivery  
18 and development. And as we move on to the slide for  
19 the goal of these proposed rule changes, the rule  
20 changes kind of outline how we -- we're hoping that the  
21 proposed rule changes will help with project  
22 development and increase the number of applications  
23 because it'll be a more attractive program for these  
24 smaller communities.

25 So in-kind request by population slide and

1 this slide is basically to show that there is a  
2 financial need for project development. The smaller  
3 community's request in-kind contributions a lot more  
4 than the over 50,000 in population communities. Less  
5 than 5,000 requests in-kind contribution in 71 percent  
6 of the applications we receive. 5,001 to 50,000 or  
7 5,000 or 50,000, 55 percent of the applications request  
8 in kind contribution. So, this points as an overall  
9 need of smaller -- of project development funds by a  
10 smaller community. Over 50,000 communities that side  
11 requested in kind contributions, 25 percent of the  
12 time.

13 So the goals of the TA Program rule revisions  
14 are to encourage additional high quality project  
15 proposals from communities less 50,000 in population  
16 and the rule change -- or the -- generally rule changes  
17 would add PS&E and environmental documentation  
18 activities as eligible activities for reimbursement.  
19 Expand local match options including transportation  
20 development credits and potential state funds. Allow  
21 project sponsors in NPO area to submit projects that  
22 were previously unfunded either to TxDOT or the MPO in  
23 future Call for Projects. The other goal is to ease  
24 administrative challenges by eliminating in-kind  
25 contributions as a local match option. Requiring all

1 MPO's to include TxDOT direct state cost for oversight  
2 of preliminary engineering and construction and TA set  
3 aside project awards. And allow the responsible  
4 division administering the TA program to consider  
5 project overrun, in the event project funds remain or a  
6 return to the program due to cost underruns. And the  
7 overall results of these rule changes would be to  
8 improve bicycle and pedestrian project delivery,  
9 especially in smaller communities. Better manage  
10 fiscal expectations of local project sponsors and  
11 reduce TxDOT's risk of lapse in TA funds.

12 So, the next steps, PTN planning to present  
13 the proposed rule changes at the August Commission  
14 meeting. After those rule changes are presented to the  
15 Commission, PTN will send the proposed rule change  
16 packet to the BAC members. The BAC members can then  
17 send PTN comments to assemble and summarize and then at  
18 our October BAC meeting we'll discuss the comments and  
19 take action on formal comments from the BAC.

20 And with that, does anyone have any  
21 additional questions.

22 CLINT MCMANUS: This is Clint. I have a  
23 clarifying question on the program rules revisions  
24 page, yeah that one, thank you. The box on the left,  
25 the second bullet mentions expanding local match

1 options and then the box on the right the first bullet  
2 describes getting rid of the in-kind local match  
3 option. I just wanted to make sure I understand that  
4 the expansion is -- you're not expanding beyond in-  
5 kind, your kind of expanding in to other monetary  
6 buckets. Is that right? So those two don't contradict  
7 each other, correct?

8 NOAH HEATH: Yeah, and by adding PS&E and  
9 environmental documentation as an eligible activity to  
10 be reimbursed, we are -- for communities of 50,000 or  
11 less, we are providing a more direct fund -- like they  
12 can be reimbursed for PS&E and environmental  
13 documentation instead of in-kind contributions --

14 CLINT MCMANUS: (Indiscernible) --

15 NOAH HEATH: Yeah, where they would get  
16 credit. So, it's a more direct sort of community of  
17 50,000 or less, it would be more a direct way of  
18 funding PS&E and environmental documentation.

19 CLINT MCMANUS: Okay.

20 NOAH HEATH: Does that make sense?

21 ERIC GLEASON: Clint, this is Eric. Beyond  
22 that I think you pointed out maybe we need to work on  
23 this the way we talk about it here. I appreciate that.  
24 I haven't made that connection. It does look a little  
25 odd to be expanding on the left and then eliminating on

1 the right. I get it. Thank you.

2 CLINT MCMANUS: Oh yeah. I appreciate it.  
3 And I think it (indiscernible) -- I do have another  
4 question. Do y'all -- I know that there are  
5 applications budget limits currently, you know, for any  
6 unspecific project, do y'all expect that adding PS&E  
7 and environmental documentation will mean that those  
8 project budgets maximums will need to be increased? Or  
9 do you think that the same -- the projects will still  
10 be able to fit within those budget maximums?

11 NOAH HEATH: So, this would be for --

12 CLINT MCMANUS: Go ahead, Eric.

13 ERIC GLEASON: Yeah, this is Eric. I think  
14 the idea would be to apply to these to future projects  
15 should these rules be in place and not to retroactively  
16 apply back on already approved. That make sense. So,  
17 by applying to future projects it would be part of the  
18 overall budget to begin with? Am I following that  
19 question correctly?

20 CLINT MCMANUS: Okay. Yeah, I was just  
21 thinking about the last Call, you know, there's a -- I  
22 think --

23 ERIC GLEASON: Yes.

24 CLINT MCMANUS: -- I'm probably gonna  
25 misremember the number but there was, you know, the

1 maximum you could apply for was maybe 500,000 for a  
2 specific project. Do you expect that adding the PS&E  
3 and environmental will mean that communities will need  
4 a little bit more funds in order to --

5 ERIC GLEASON: So, so Clint that may have  
6 been something that your MPO had in their call. I'm  
7 not recalling with ours that we limited the overall  
8 budget that way.

9 CLINT MCMANUS: Okay. I might be  
10 misremembering that then. I apologize.

11 ERIC GLEASON: That's confusing, isn't it?  
12 (Indiscernible).

13 NOAH HEATH: Yeah, and these rules would only  
14 apply to the TxDOT TA funding programs. So for the  
15 MPO's, except for the requirement for MPO's to include  
16 TxDOT's direct state cost, other rule would apply to  
17 the TA --- TxDOT's TA Call for Projects only. And we -  
18 - our last Recall for Projects didn't have a project  
19 amount cap or limit for the amount of funds that they  
20 could apply for.

21 EVA GARCIA: This is Eva. I like the  
22 recommendations and obviously the overall results is  
23 what we're striving for but in looking back at, you  
24 know, smaller communities really lacking institutional  
25 expertise to oversee project development, I've always

1 wondered if there could be -- like I know there are  
2 trainings available but I find that often the smaller  
3 communities can't send staff and if there was a way to  
4 incorporate training as a requirement as a funding  
5 award, it may not -- this may not be the best time to  
6 include it and add it, you know, we want to move  
7 forward but just wondering if that was considered in  
8 any way to help with expertise issues.

9           NOAH HEATH: Yeah, and we do require Project  
10 Sponsors to take the local government training for  
11 these projects and they have to have a qualified person  
12 designated but it still is, even with the training can  
13 be a challenge for the smaller communities who haven't  
14 managed one of these projects before.

15           EVA GARCIA: In particularly for bike/ped  
16 infrastructure also. It's a little bit different than  
17 what, you know, they might be used to these local  
18 government sponsors. But thank you.

19           BOBBY GONZALES: Any other questions?

20           NOAH HEATH: Any other questions?

21           BOBBY GONZALES: Sorry.

22           ERIC GLEASON: Bobby, this is Eric. If I  
23 could just, before we leave, just from a schedule  
24 standpoint --

25           BOBBY GONZALES: Sure.

1           ERIC GLEASON: -- these rules progressing  
2 through the Commission. So, we are still in our  
3 internal briefing process and we're targeting the  
4 August Commission as for when they will be first  
5 introduced. So, the first action the Commission takes  
6 in the rule process is to adopt a set of proposed  
7 changes. We then enter into a formal comment period.  
8 And then at a subsequent date, usually no sooner than  
9 three meetings, so it typically takes about three  
10 months to get to what we then call a final package.  
11 Which is supposed to document and identify any changes  
12 to the proposed rules as a result of the public  
13 comment. And so when Noah described working with the  
14 Committee in that during that formal comment period, we  
15 are gonna look to make sure that your next meeting will  
16 follow within it when we establish that -- on that  
17 period. So, we would typically meet with you again in  
18 October and we will make sur -- and we will strive to  
19 do that as long as that meeting will fall reasonably  
20 within the formal comment period on the rules. So stay  
21 tuned for an October date but we're gonna try and make  
22 the next meeting happen so that there's sufficient time  
23 for the Committee to consider the proposed rules in the  
24 way in they recommended changes or -- and then those  
25 recommendations wouldn't become part of the public

1 record. They would be referred to as the  
2 recommendations from the Advisory Committee, we took  
3 action on them and they would be considered along with  
4 the others and documented along with the others on the  
5 final rules. Which I think we're currently targeting  
6 with an August proposed rule action and I think the  
7 soonest we could act would be October -- at the October  
8 Commission meeting more likely that it would be  
9 November.

10 BOBBY GONZALES: Thank you, Eric.

11 ERIC GLEASON: Sure.

12 BOBBY GONZALES: So, if we have no other  
13 questions or comments we'll move on -- we'll move back  
14 to Item Number 5. So, this is a discussion and action  
15 on the bikeway design effort the bikeway selection  
16 guiding principles. First and foremost, I want to  
17 thank the working group, Carl, TxDOT staff for the  
18 hours that they -- that was put into this effort.  
19 We've actually been working on this since last fall and  
20 now bring it to the floor back for your approval and  
21 are asking for your support. So with that, Carl you  
22 want to take it from there?

23 CARL SEIFERT: Absolutely. Good morning  
24 everyone. Let me go ahead and pull this up and switch  
25 those. Alright. Well thank you Bicycle Advisory

1 Committee for giving us a chance to give you an update  
2 on the Bikeway Design Effort. For my presentation --

3 BONNIE SHERMAN: Carl? Carl?

4 CARL SEIFERT: Yes.

5 BONNIE SHERMAN: We can't see your  
6 presentation. We see your windows explorer.

7 EVA GARCIA: That's weird. I can see.

8 CARL SEIFERT: That's unfortunate. How about  
9 now?

10 BOBBY GONZALES: I see it.

11 CARL SEIFERT: Thank you. That is just the  
12 kind of interruption that I encourage. So if anyone  
13 else has any questions, you guys let me know. Those  
14 are important for everyone's viewing experience.  
15 Alright. So, what I was hoping to cover in the  
16 presentation today is 1, allow the working group to get  
17 some updates on Phase 1 of the Bikeway Design Effort.  
18 And then second, to give you a update on the efforts of  
19 the working group and share with you some Guiding  
20 Principles for Bikeway Selection. And lastly any  
21 discussion and action is encouraged as well.

22 So to get started, Phase 1 of the Bikeway  
23 Design Effort was a collaborative process between TxDOT  
24 and the Bicycle Advisory Committee to come up with  
25 opportunities to better incorporate safe bicycle and

1 pedestrian infrastructure and to TxDOT planning and  
2 project development processes. As you can see here the  
3 Area of Concurrence graphic identifies 15 of those  
4 opportunities. And in April's meeting we shared with  
5 you updates on all of those and we wanted to be a  
6 little more streamlined this time and just share with  
7 you -- highlight two in particular. So there's two on  
8 these red boxes here that we'll be discussing.

9           So first, the Area of Concurrence that was  
10 continued to incorporate bicycle criteria into the  
11 Project Safety Scoring Tools. The Project Safety  
12 Scoring Tools was an effort led by the Design Division  
13 and it began either before or during our first Phase --  
14 our Phase 1 and so we are -- our Area of Concurrence  
15 was intended to support that existing effort. Now, two  
16 tools in the Project Safety Scoring Tools have been  
17 developed: one for a two-lane rural roadway and one for  
18 a multi-lane rural roadway. And while multiple  
19 criteria were considered bicycles were not specifically  
20 addressed at this stage for those two tools. However,  
21 there is two tools that are currently up for  
22 development and those are in Urban and Rural  
23 Intersection tools. And they -- will multiple  
24 criteria, including bicyclist and pedestrians, will be  
25 discussed.

1           The second Area of Concurrence that we wanted  
2 to give you an update on was development of District-  
3 level bike/ped design engineering subject matter  
4 expertise. It was pointed out during the process that  
5 districts across the state have varying levels of  
6 experience and in-house expertise with bicycle and  
7 pedestrian infrastructure design and one way to  
8 implement a wider understanding of this subject matter  
9 is to develop a community of practice. Since our April  
10 meeting, two meetings of the TxDOT Bicycle Design  
11 Community of Practice have been held. This involves  
12 TxDOT staff at the division and district level and  
13 these meetings have been well attended and current  
14 actions are creating a charter and scope documents and  
15 identifying champions within TxDOT. Topics explored in  
16 the June meeting were rumble strips and strategic  
17 connections within the Houston district for bike/ped  
18 infrastructure. So with that, that update of Phase 1  
19 and I assure you there are more actions being taken at  
20 the TxDOT level to incorporate those and any follow up  
21 questions on any of that can be directed to Bonnie,  
22 Noah or I and we can get back with y'all after that.

23           But moving on to Phase 2 in which we're  
24 focusing on Bikeway Design Guidance. Before I share  
25 with you those guiding principles, I did want kind of

1 position those within the broader effort of what we're  
2 doing. So, this slide indicates how we get the Guiding  
3 Principles and what those Guiding Principles would  
4 hopefully influence. So as you can see here we are  
5 taking bicycle work -- Advisory Committee Working Group  
6 members, their local experience, along with project  
7 team members experience and blending in federal, state  
8 and local Design Standards and Other Guidance and  
9 Research to craft these Guiding Principles. And  
10 hopefully these Guiding Principles will go a long way  
11 to informing TxDOT Design Standards, policies and  
12 procedures along specifically with the current update  
13 of the TxDOT Roadway Design Manual. And you'll notice  
14 that the AASHTO Bike Guide box here is referring to the  
15 ongoing update of AASHTO's Guide to Development of  
16 Bicycle Facilities, which is currently in the adoption  
17 process or review process and it always seems to be  
18 taking longer than expected.

19 So, seeing how -- what we intend to  
20 influence, I just want to point out this structure of  
21 how this has gone on and how we intend to finish out  
22 Phase 2. So Phase 2 is split up into four design topic  
23 categories; Bikeway Selection, Corridor and Linear  
24 Bikeways, Intersection and conflict points and  
25 Maintenance. And each one of these categories has a

1 number of working group meetings, in which we'll cover  
2 that topic. There was probably four meetings in which  
3 the working group discussed aspects of Bikeway  
4 Selection and as a result a number of Guiding  
5 Principles were developed. And you can see here we  
6 intend on each one of these topic categories to come up  
7 with a set of Guiding Principles which will then flow  
8 into an overall Bikeway Design Guiding Principles  
9 document at the close of this Bikeway Design Effort.

10 So just to give you an idea of some of the  
11 discussion topics, I'm not gonna read these but I just  
12 -- I wanted to show that each one of these categories  
13 has a number of things that the Bikeway Design Working  
14 Group and TxDOT staff will be reviewing and discussing.

15 And so, with that I will go ahead and share  
16 with y'all the Bikeway Selection Guiding Principles.  
17 This represents -- well, hold on. Let me stop there.  
18 Does anyone have any questions? Okay, great. I don't  
19 see a better way to go through this than read it and I  
20 apologize for that, but this is separated into two  
21 pages. And I will -- as you can see here this page has  
22 General Principles and the next one has Specific  
23 Selection Principles. So number one, safe bikeway  
24 accommodations will be considered on all transportation  
25 projects. Number two, the design user on new bikeways

1 should be bicycle-dependent commuters and other  
2 bicyclist who are interested in riding but concerned  
3 about safety. Number three, to the extent practical,  
4 bikeway width and separation from vehicular travel  
5 lanes should be maximized to accommodate the greatest  
6 diversity of riders with the maximum margin of safety.  
7 Number four, reducing frequency in severity of crashes  
8 and conflicts between all users should be the priority  
9 in project design when capacity is being added. Number  
10 five, wide outside lanes increase vehicle speeds and  
11 are not adequate accommodation for the design user.  
12 Any new wide outside lanes for bicycle use should be  
13 considered only after exhausting all other options and  
14 carefully evaluating specific parameters for safety,  
15 anticipated use and context. Number six, design  
16 flexibility is important. Scoping tools should be  
17 created and maintained, and district planning consulted  
18 when selecting bikeway type. Every project should  
19 consider all existing and potential roadway users.  
20 Additional considerations should include land use  
21 context, bikeway connectivity, roadway characteristics,  
22 specifically right of way width, motor vehicle speed,  
23 motor vehicle volume, design life of project and other  
24 project constraints.

25 I have done a lot of talking and that's a lot

1 of words, so I wanted to give another little break here  
2 in case anyone has any questions, comments, thoughts.  
3 And if the Working Group members want to chime in and  
4 share anything as well, I encourage that. If there's  
5 anything you felt led to discuss. Okay. I'll move on.

6 So, the second page here futures Selection  
7 Principles. Number seven --

8 RICK OGAN: Carl?

9 CARL SEIFERT: Yes.

10 RICK OGAN: Carl, this is Rick and just  
11 looking over the (indiscernible), I was wondering if  
12 the bikeways are just being considered or were they put  
13 in just depending on which type of bikeway we want to  
14 use? Or can -- will the bicycle facilities will just  
15 be disregarded if it's inconvenient.

16 CARL SEIFERT: Can you restate that? I don't  
17 think I caught your question very well.

18 RICK OGAN: Okay. Alright.

19 CARL SEIFERT: I'm trying to turn up my  
20 volume.

21 RICK OGAN: I'm sorry. I'm speaking on my  
22 phone. I'll try to speak clear. Bikeway facilities  
23 will be considered whenever new construction is done,  
24 but will they actually be put in or if its inconvenient  
25 will a bikeway facilities just be disregarded, such as

1 bridges, interchanges, things like that.

2 CARL SEIFERT: That is a good question. I  
3 think with the General Principles, specifically if we  
4 look at number one, that bikeway accommodations will be  
5 considered an all transportation projects. Hopefully  
6 with that principle the (indiscernible) pass. As the  
7 introductory tried to allude to these Principles  
8 hopefully will be guiding TxDOT Design Staff in  
9 Principle (indiscernible) when they're referring to the  
10 Roadway Design Manual updates. And so hopefully that  
11 scenario will be taken care of. Does that answer your  
12 question?

13 RICK OGAN: It answers my question. I just  
14 have concerns where the bikeway accommodations would be  
15 considered but not implemented if it's inconvenient and  
16 I would like to see the bikeways implemented even if it  
17 is inconvenient for construction on it.

18 CARL SEIFERT: Certainly. In our second page  
19 here there are some -- there's some language that  
20 refers to that. So maybe I'll read the rest of these  
21 and then if you feel like it hasn't been appropriately  
22 addressed we can go back around, okay?

23 RICK OGAN: Okay.

24 CARL SEIFERT: Yeah. Thank you so much.  
25 Number seven, bikeways on TxDOT roads should be direct

1 and convenient and offer access to and connectivity  
2 between destinations on the transportation network.  
3 Transitions between land use context and bikeway types  
4 should be clear or intuitive. Number eight, where  
5 locally maintained and state maintained roadways  
6 intersect, TxDOT should collaborate with local  
7 jurisdictions on -- to design safe, low-stress bikeways  
8 across TxDOT facilities where indicated by local  
9 planning documents. TxDOT bikeway improvements should  
10 integrate with local bicycle investments and  
11 transportation plans to complete low-stress bicycle  
12 networks for all ages and abilities. Number nine, if a  
13 rural roadway on the Texas -- on the Bicycle Tourism  
14 Trails Example Network, is on the Bicycle Trails --  
15 Tourisms Trails Example Network, then transportation  
16 improvements should consider an appropriate bikeway.  
17 Number 10, bikeway considerations are not necessary  
18 when one of the following conditions is met: either  
19 bikeways are prohibited by law or Commission order on  
20 this roadway or distance between population centers  
21 indicate an absence of need for both current and future  
22 conditions of the anticipated life of the project.

23 So Rick, in particular, because I was  
24 thinking about Number 10 kind of stipulates the only  
25 situation in which considerations are not necessary.

1 And so, I think the Working Group and TxDOT staff tried  
2 to craft these in such a way where they encourage but  
3 also kind of say where the line is.

4 RICK OGAN: Oh, thank you, Carl. I just come  
5 from a background basically in law enforcement where  
6 things can be looked at and considered but can be  
7 disregarded and when you add in the wording "shall"  
8 that means that it will be looked and it would be  
9 implemented such as, you know, arrest procedures,  
10 things like that. Where we're required to make arrests  
11 where as other times its discretion as to whether we do  
12 any type of action and I'm just trying to project that  
13 on into the wording here where the bikeways will be  
14 considered and it's nice thinking about it but if it's  
15 not ever implemented, nothing will get done.

16 BONNIE SHERMAN: Hi Rick, this is Bonnie and  
17 I'd like to just take a moment to say that this Bikeway  
18 Design Effort has been a very collaborative effort  
19 between TxDOT and the BAC members and so the output,  
20 the Guiding Principles that are generated by the BAC  
21 and adopted by the BAC are definitely being taken to  
22 heart and incorporated into TxDOT's Policies and Design  
23 Manual and procedures that are in the process of being  
24 developed and we are definitely working as an agency to  
25 respect and honor the -- this Effort and the intent

1 behind these. And so, I hope that you will see the  
2 results of these Efforts and will continue to report  
3 back to the body on how these Guiding Principles are  
4 then taken in and interpreted into the work that we are  
5 doing as an agency.

6 RICK OGAN: Okay, thank you Bonnie. I'm just  
7 -- I guess I'm just going by my experiences working  
8 with our local TxDOT in San Angelo and trying to make  
9 suggestions on bikeways there and just kind of getting  
10 ignored on some of my suggestions and when they do put  
11 some bikeway facilities in I feel they're a little  
12 dangerous and so I'm just going by past experiences  
13 with dealings with our local TxDOT unit.

14 BONNIE SHERMAN: We understand and appreciate  
15 that perspective and we -- it'll take time to kind of  
16 make this transition to incorporate all of these  
17 recommendations but, you know, please have confidence  
18 that y'all's input is definitely being taken sincerely  
19 by the agency.

20 RICK OGAN: Thank you, Bonnie.

21 ERIC GLEASON: Rick, this is Eric if I could  
22 just chime in. I also want to recognize the work the  
23 Committee did in the time frame leading up to the  
24 design work where they examined the project development  
25 planning and development process extensively as well.

1 And introduced ideas that were accepted and agreed with  
2 by TxDOT on where improvements in that process could be  
3 made to even, you know, to address this issue that  
4 you're raising.

5 At sort of each point along a project life  
6 spectrum that the Department with the Advisory  
7 Committee's input, is really I think tightening up on  
8 its planning processes and looking closely at design in  
9 a collaborative fashion with the Committee so that your  
10 experience over time will be different with the issue  
11 you raise. And I think the Committee has instrumental  
12 in moving the Department along towards that future.  
13 And this is just a next step for us.

14 RICK OGAN: Alright. Thank you, Eric.

15 BOBBY GONZALES: Carl, anything else?

16 CARL SEIFERT: I have a couple more slides.

17 BOBBY GONZALES: Okay.

18 CARL SEIFERT: This one I just wanted to  
19 briefly just talk about the schedule and overview of  
20 where we are. You can see here in July presenting to  
21 the BAC on the first section -- sorry about that, the  
22 Bikeway Selection. And then Working Group has already  
23 concluded discussions on Corridor and Linear Bikeways  
24 and will be presenting those in October. And  
25 Intersections and conflict points will follow in

1 January and then anticipating an April presentation to  
2 the BAC which incorporates all of the interim guidance  
3 and perhaps a full action on the results of Phase 2.  
4 So with that, I will turn it over to you Bobby.

5 BOBBY GONZALES: Thank you, Carl. And if  
6 there are no further questions or comments, I'd like to  
7 go ahead and make a motion if I could in support of the  
8 Guiding Principles for Bikeway Selection developed by  
9 the BAC Working Group, that the Guiding Principles be  
10 used by TxDOT division and district staff as they  
11 update (indiscernible) Design Guidance. Can I get a  
12 second?

13 FRANK ROTNOFSKY: I second. This is Frank, I  
14 second.

15 BOBBY GONZALES: Thank you, Frank. So I'm  
16 gonna ask each one of you separately again for a vote.  
17 Clint?

18 CLINT MCMANUS: I approve. Yes.

19 BOBBY GONZALES: Thank you. David?

20 DAVID HAM: Approved.

21 BOBBY GONZALES: Eva?

22 EVA GARCIA: Approved.

23 BOBBY GONZALES: Frank?

24 FRANK ROTNOFSKY: Yes.

25 BOBBY GONZALES: Jeff?

1 JEFF POLLACK: I strongly approve.

2 BOBBY GONZALES: Mike?

3 MIKE SCHOFIELD: Yes.

4 BOBBY GONZALES: Rick?

5 RICK OGAN: Approve.

6 BOBBY GONZALES: And Trent.

7 TRENT BROOKSHIRE: I approve.

8 BOBBY GONZALES: Thank you all very much.

9 And thanks again for all your hard work on this, the  
10 Working Group, staff and Carl, thank you.

11 Okay, moving on. We're gonna go to Item  
12 Number 7 now, which is a demonstration of Texas bicycle  
13 Tourism Trails Route Prioritization Tool. Bonnie.

14 BONNIE SHERMAN: Good morning. I'm going to  
15 kick this Item off with a brief introduction and an  
16 overview of the background for this Item. There are a  
17 number of you who have joined the Committee since we  
18 developed the Bicycle Tourism Trails Study. In 2018 we  
19 completed the study in collaboration with Bicycle  
20 Advisory Committee and the study identified an example  
21 network based on high level data and qualitative and  
22 quantitative criteria that were established by the  
23 Committee. Development of the network will be subject  
24 to a local stakeholder process as well as local  
25 detailed evaluations of local conditions.

1           The BAC sent a letter to the Commission in  
2     January 2019 requesting that the Network be prioritized  
3     and funded and while a dedicated funding source has not  
4     been currently identified, we have been working with  
5     the consulting team at High Street Consulting to  
6     develop this Prioritization Tool so we will be ready  
7     when funding does become available to identify  
8     potential projects.

9           So with that, Brittany we are looking at the  
10    presenter mode rather than the presentation mode. So  
11    if you click on the display settings there, yeah.  
12    Thank you for joining us Brittany.

13           BRITTANY GERNHARD: Can you hear me Bonnie?

14           BONNIE SHERMAN: Yes.

15           BRITTANY GERNHARD: And you're seeing the  
16    presentation and not the presenter mode, is that right?

17           BONNIE SHERMAN: Yes.

18           BRITTANY GERNHARD: Okay. Thanks so much,  
19    Bonnie. And thank you guys for having me today. So  
20    I'll go through just an agenda of what we'll cover. So  
21    let me cover some project background. I'll go over the  
22    Prioritization Criteria that we're using and just do a  
23    demonstration of the Tool.

24           So we developed the Prioritization Criteria  
25    through a literature review with stakeholder input, we

1 had a working session last year. We collected, we  
2 cleaned, and we overlaid available data sets. And we  
3 prioritized segments of the BTT Example Network and  
4 targeted existing projects for possible inclusions of  
5 bikeway elements.

6 So, we are on Step 4 here where we are  
7 currently developing a tool for selecting projects.  
8 And I'll get to show you a sneak peek. So TxDOT will  
9 use the Prioritization Tool in a few different ways.  
10 They'll use it help identify projects that could be  
11 modified to advance the BTT. They'll prioritize safety  
12 needs along the Example Network and pending available  
13 funding rank projects submitted for a competitive call.

14 So we developed the Criteria, I'll go through  
15 the scenarios we ended up with. These were born out of  
16 the literature review and stakeholder input. We did  
17 meet last year with an update to the BAC where we went  
18 over some of our literature review findings and the  
19 results from the workshop. I have a slide or two in  
20 here though to do kind of a refresh. So last year we  
21 had a working session with PTN, TxDOT, Public  
22 Transportation Division members, TxDOT district office  
23 staff and some MPO staff as well as some external  
24 stakeholder groups and we used that time to talk about  
25 Selection Criteria Prioritization Criteria and

1 weighting that Criteria. So, safety came out on top as  
2 well as connectivity and then economic development and  
3 project readiness were sort of in the middle, followed  
4 by community support, improving quality life and plan  
5 alignment.

6           So what we did with it is we developed three  
7 different prioritization scenarios after going through  
8 literature review, working with PTN, working with  
9 stakeholder feedback. And I'll go through the criteria  
10 and each of these scenarios that we developed. We call  
11 them Safety and Level of Service, Signature Segment and  
12 Low Hanging Fruit. So as we showed in the earlier  
13 slides, safety was the top priority. Safety here we  
14 measured in terms of documented crashes, potential for  
15 conflict and bicyclist comfort, which is measured with  
16 a level of service score. We also included the route  
17 type throughout the prioritization scenarios as a way  
18 to promote the cross-state spines and we also included  
19 population unemployed as an equity measure.

20           The Signature Segment Prioritization scenario  
21 was developed because we heard from stakeholders that  
22 it would be great if communities could have an extended  
23 long distance, this is a statewide long distance route,  
24 that could improve quality of life for residents that  
25 could be marketable. That could draw cyclist of all

1 abilities from possibly outside the area and there  
2 might be some economic benefit to that. And that it  
3 was important that communities that might not already  
4 have a lot of tourism or economic success could still  
5 have a chance to raise to the top.

6 So the Signature Segment criteria focuses on  
7 existing and potential demand. It focuses to  
8 connections to nearby attractions and having a low-  
9 stress level of service that could be accessible to a  
10 wider range of users.

11 The Low Hanging Fruit Prioritization scenario  
12 we developed with a kind of practical consideration of  
13 what other projects TxDOT is planning that are along  
14 the Example Network that could possibly have the  
15 inclusion of a bikeway component and there's a focus as  
16 well on this one for windows of opportunity. For  
17 example, if there's a bridge rehabilitation or bridge  
18 reconstruction acknowledging that window of time where  
19 that segment would need to become a priority.

20 So, I'll try to exit out and show the Tool.  
21 Let's see. Are you able to see my Chrome window?

22 BONNIE SHERMAN: No, it's a grey screen.

23 BRITTANY GERNHARD: Was that a yes, Bonnie?

24 BOBBY GONZALES: No, we see a grey screen.

25 BRITTANY GERNHARD: Oh, you see a grey

1 screen. Let's see. Share. Stop. I'm gonna back out  
2 and just try quickly to share an application and if  
3 that doesn't work, I'll just go back to the PowerPoint.  
4 Do you see Abilene?

5 UNKNOWN MALE: We do.

6 EVA GARCIA: I do, uh-huh.

7 BRITTANY GERNHARD: Great. Perfect. Okay,  
8 so this is the draft Tool that we are developing, and I  
9 have so much fun just playing around in here, so. I  
10 hope that this is something that can be used for many  
11 purposes for folks. So, you can view a statewide view,  
12 or you can go to a specific district and focus on the  
13 Example Network in there as well. And once you have a  
14 district selected, the three prioritization scenarios  
15 that I walked through just a little bit ago, the Low  
16 Hanging Fruit, the Signature Segment and the Safety and  
17 Level of Service come up. And say if we want to look  
18 at Signature Segment, when you go to the Segment Score  
19 Weights tab, the draft weights for each measure will  
20 pop up and you can play around them. And say you found  
21 something that you really liked and you want to save it  
22 as your custom, we call this PTN defaults, and then you  
23 can save it and come back to it later. And then if you  
24 go over to the Segments tab, and on the map as well you  
25 can see some of the highest scoring areas. And so for

1 Signature Segment, for example, the green here shows  
2 projects that overlap. I'm gonna turn those off and  
3 we'll come back to those in a second. But this is one  
4 of the highest scoring Signature Segments areas in the  
5 area and you can see it connects the Falcon  
6 International Reservoir up to Laredo. And you can see  
7 it stops there just because a new district starts. But  
8 so the Signature Segment criteria was designed to try  
9 to connect attractions like parks or historic districts  
10 or bodies of water to population centers. And then the  
11 -- you can see also there's kind of a smooth coloring.  
12 There's longer stretches that are closely scored and  
13 then the Safety Scores are a bit more scattered. It's  
14 more of a look at what's happening at the intersection  
15 level. They can be sorted; the Segments can be sorted  
16 by different measures. So, say if we really wanted to  
17 focus on crashes, we could see which Segments have the  
18 most crashes per population in the surrounding half  
19 mile area. And you can zoom in and see that the two  
20 Segments in this district that have the most crashes  
21 per population are actually right beside each other on  
22 International Boulevard. We have cyclist crashes in  
23 here. So it looks like at some point in the last five  
24 years there were some crashes along here. So it can be  
25 used for things like this where you can sort by each

1 individual measure and try to target sections of the  
2 Network by high crashes or by a poor level of service,  
3 a high number of intersections, things like that.

4           You can also then go to the UTP Projects page  
5 and see if there are any projects occurring in the  
6 area. And it does look like if I turn the Projects  
7 Layer on there is a project planned in the area that  
8 would be a widening project.

9           The Segments can be filtered by the existing  
10 facility type. If I do a reset here to look at  
11 everything and say I only want to look at facilities  
12 that don't meet BTTTS Bikeway Design Guidance or per  
13 Carl's last presentation we want to make wide outside  
14 shoulders something as a last resort, so we would look  
15 at that as well. And you can kind of filter. Here's  
16 where Segments don't currently meet Design Guidance.

17           The Low Hanging Fruit scores, I'll go up to  
18 those, those are designed to highlight projects with an  
19 overlap. And so if we go over to UTP projects, we can  
20 filter these projects by letting year. Say we maybe  
21 only want things that are five years out, that would  
22 filter, I would say we really want to focus on bridge  
23 replacement. We can see that there is a bridge  
24 replacement happening in this district and it's on  
25 Queen Isabella Causeway. It does look like it's

1 planned to let this year so something further out might  
2 be more appropriate, but this would give us an advanced  
3 notice when things like that are coming up. And your  
4 results for both the projects and the Prioritized  
5 Segments can be downloaded. You can always come back  
6 into the application and review the weights that you  
7 saved. Or you can also download your results as well.

8 EVA GARCIA: I love the Tool and the example  
9 of the Queen Isabella Causeway. That region did get  
10 Tiger funding to do some improvements on this Causeway  
11 and there was a life capacity issue with the Causeway  
12 reaching its, you know, I guess there was concern from  
13 TxDOT about the weight bearing load. So just, I guess  
14 out of curiosity if it considers some pieces like that  
15 or if there's like another layer? I don't know. I was  
16 just thinking out loud. Thank you. Sorry. It's a  
17 great Tool though.

18 BRITTANY GERNHARD: Thank you, yeah. So,  
19 you're thinking underlying issues within infrastructure  
20 and why they might need to rebuild?

21 EVA GARCIA: Uh-huh.

22 BRITTANY GERNHARD: Okay.

23 EVA GARCIA: It might be difficult. I  
24 imagine it would be difficult to add that data but I  
25 see this, you know, obviously being great for tourism

1 but in the attempt to make a bicycle/pedestrian bridge  
2 adjacent to this Causeway, it seemed to not be approved  
3 at the state level. But, yeah, I know that's not what  
4 this presentation is about, so I don't mean to like  
5 take this off topic. This is Eva by the way for the  
6 record. Thank you.

7 BRITTANY GERNHARD: No, I was actually just  
8 about to open up -- open it up for questions or  
9 comments, so if anyone has anything else please speak  
10 up.

11 CLINT MCMANUS: Hi, this is Clint. I also  
12 want to say this Tool is really, really cool. And I  
13 remember the meeting where I think a year ago where we  
14 talked about this and I really liked what the three --  
15 Signature Segment, Low Hanging Fruit and Safety, those  
16 feel useful for this type of exercise. I have a  
17 question about the Bicycle Level of Service Criteria on  
18 Safety and specific to Segments. I'm curious, does  
19 that mean, so for the Signature Segment for example, if  
20 there is a lower Level of Service, then it gets a  
21 higher priority? Is that what -- is that what that  
22 means?

23 BRITTANY GERNHARD: That's right. If it's a  
24 higher-stress area, then it has a higher priority as  
25 it's something that we would be prioritizing for some

1 development.

2 CLINT MCMANUS: Okay, great. That's what I  
3 thought. I just wanted to make sure.

4 JEFF POLLACK: And if I -- this is Jeff. I  
5 can make a comment on this and please forgive me if  
6 this was explained. I actually had an unexpected  
7 interruption here for a second but in terms of how you  
8 all are establishing that relative Level of Service  
9 sounds like we're just sort of assuming this inverse  
10 relationship between stress level and service, which I  
11 totally agree with, but did you -- did you mention what  
12 the -- the -- if there are any quantitative metrics to  
13 that or what the scale is? And again, please forgive  
14 me if I missed that.

15 BRITTANY GERNHARD: Yeah, let me see if I can  
16 share my PowerPoint again. It's the volume of traffic  
17 in a 15-minute time period, the total number of thru  
18 lanes, percent trucks, speed limit and outside shoulder  
19 width is the -- are the factors for the level of  
20 service.

21 BONNIE SHERMAN: Brittany, we see a grey  
22 screen.

23 BRITTANY GERNHARD: Oh boy, okay.

24 JEFF POLLACK: Can you just repeat those one  
25 more time? That's okay if we can't see it.

1 BRITTANY GERNHARD: I'm trying to show --

2 JEFF POLLACK: Shoulder width, speed --

3 BRITTANY GERNHARD: Shoulder width, speed  
4 limit --

5 JEFF POLLACK: Uh-huh.

6 BRITTANY GERNHARD: -- percent trucks, number  
7 of thru lanes and volume of directional traffic in a  
8 15-minute time period.

9 JEFF POLLACK: Okay. Yeah, I mean I know  
10 this is relatively (indiscernible) part of the whole  
11 story and I really appreciate the sort of quantitative  
12 and objective approach to Segment Prioritization, I  
13 think that's great. I think there's some question  
14 about whether any of those things really -- or  
15 individually or aggregate really add up to be a  
16 reasonable either direct indicator of or proxy for a  
17 Level of Service. I think, and this is sort of -- this  
18 is sort of something that I dug in to for quite a  
19 while, this notion of how we quantify bicycle Level of  
20 Service and I'm not sure I concluded that it's  
21 reasonable to do it or even worth doing it, which is a  
22 whole another story I know, but depending on how  
23 heavily that criteria is weighted, I think it might  
24 bare a little more discussion but again I -- not, you  
25 know, don't want to hijack this venue for it if it's

1 weighted such that it doesn't merit the discussion.

2 BRITTANY GERNHARD: Yeah, it was rated  
3 relatively high in the Signature Segment criteria but  
4 that's something that we can talk to -- have further  
5 discussion about if it should have a lower weight -- a  
6 lower default weight, something that could be easily  
7 changed. Any other questions?

8 BOBBY GONZALES: Thank you, Brittany. I  
9 appreciate your time.

10 BRITTANY GERNHARD: No, thank you for having  
11 me.

12 JEFF POLLACK: I'm sorry I do have one  
13 question. Really quick. Is there any way we can play  
14 around with the tool or are y'all still working on it?

15 BRITTANY GERNHARD: That's a question for  
16 Bonnie. We are -- still about to push some more  
17 changes probably a few times this month, possibly again  
18 in August but it is up on a site if TxDOT --

19 BONNIE SHERMAN: Hi, this is Bonnie. We have  
20 been working to develop this tool for internal use with  
21 TxDOT districts having access to the Tool for their  
22 local planning purposes, as well as PTN's statewide  
23 planning purposes.

24 JEFF POLLACK: Yeah, that makes sense.

25 BOBBY GONZALES: Thanks again, Brittany. And

1 if there are no further questions, I'd like to move on  
2 to Item Number 8. Which is a presentation on Texas  
3 Highway Safety and Strategic Highway Plans. So we have  
4 Mr. Terry Pence, TxDOT's Traffic Safety Division  
5 Director. Terry, you still with us?

6 TERRY PENCE: I'm -- let me unmute here.

7 BONNIE SHERMAN: We could hear you before.

8 TERRY PENCE: Okay.

9 BONNIE SHERMAN: Terry, I think you're muted  
10 now.

11 TERRY PENCE: Okay, can you hear me now?

12 BOBBY GONZALES: There you go.

13 TERRY PENCE: Alright. Well good and can you  
14 see the presentation on the screen right now?

15 BOBBY GONZALES: We cannot.

16 TERRY PENCE: You cannot. Okay. Let me go  
17 back to share content here. How about now?

18 BOBBY GONZALES: Got it.

19 TERRY PENCE: Okay, great.

20 BONNIE SHERMAN: We are -- Terry?

21 TERRY PENCE: Yes.

22 BONNIE SHERMAN: We are viewing the Presenter  
23 Mode with your notes. If you go up to the display  
24 settings at the top.

25 TERRY PENCE: Okay.

1           BONNIE SHERMAN: There should be an option --  
2 Swap presenter -- yeah.

3           TERRY PENCE: Okay, so now can you see the  
4 screen okay?

5           EVA GARCIA: Yes.

6           TERRY PENCE: Okay, great. Well, thank you  
7 and good morning. I appreciate the opportunity to be  
8 able to come and talk to the Bicycle Advisory Committee  
9 and share some information about two really important  
10 plans that the Department of Transportation  
11 coordinates. I'm gonna talk just briefly about the  
12 upcoming fiscal year '21 Highway Safety Plan as well as  
13 the 2017 through 2022 Strategic Highway Safety Plan.  
14 And again, TxDOT serves in the coordination roll in  
15 terms of putting those together.

16           Alright. We received federal funds through  
17 the National Highway Traffic Safety Administration.  
18 TxDOT serves as the Governor's Highway Safety  
19 Representative for the state of Texas and part of that  
20 responsibility is putting together the Annual Highway  
21 Safety Plan and that Highway Safety Plan then lays out  
22 a number of programs and projects to help us address  
23 and identify traffic safety programs in the state. And  
24 you can see on the slide here, several of the areas  
25 I'll be talking about today in terms of Highway Safety

1 Plan and some of the key areas where we've identified  
2 we'd like to have projects and programs to help us  
3 address the problems. From child passenger safety, to  
4 bicycle safety to distracted driving, impaired driving.

5 Overall, we have three plans that we help  
6 coordinate within the Traffic Safety Division here at  
7 TxDOT. The Umbrella Plan is called the Strategic  
8 Highway Safety Plan and through that process we know  
9 that by using a combined approach of the three e's;  
10 engineering, education and enforcement, that we can  
11 combine those efforts and make a difference in terms to  
12 what we're doing with traffic safety in the state.  
13 So, the Strategic Plan again is that Umbrella Plan. It  
14 gives us goals, strategies, counter measures and  
15 targets.

16 The Highway Safety Improvement Program is  
17 over in our Traffic Engineering side of our divisions  
18 and these funds engineering projects. And then the  
19 Highway Safety Plan, the group that I provide oversight  
20 for for that section, that provides education and  
21 enforcement grants.

22 Our Highway Safety Plan has various funded  
23 program areas. We go through and identify what our  
24 traffic safety problems are in the state. We plan  
25 solutions and then we go through and apportion what

1 available funds that we receive through the Department  
2 of Transportation again through the National Highway  
3 Traffic Safety Administration to support various  
4 projects and programs. So each of these areas that I  
5 have listed here has at least the performance measure.  
6 We have certain core performance measures as a state  
7 that we report to the National Highway Traffic Safety  
8 Administration. We put together an Annual Report each  
9 year. It's -- we complete that at the end of December.  
10 We work on the federal fiscal year, so our highway  
11 Safety Plan operates from October 1 through the  
12 following September of each year. So again, what I'll  
13 be talking about today is a plan that our Commission  
14 approved the funding for the Highway Safety Plan back  
15 in May and then we just recently submitted our Plan to  
16 the National Highway Traffic Safety Administration for  
17 funding consideration. And they'll have 45 days to  
18 review, process the Plan and then we'll begin the  
19 process the execute the grant.

20 So, as you can see here, we have program  
21 areas from alcohol and other drug countermeasures to  
22 where we're doing education and enforcement and  
23 training. Emergency Medical Services, we're working in  
24 rural and frontier areas of the state to provide more  
25 EMS technicians and also provide continuing education

1 services out in the area.

2           Motorcycle safety, occupant protection, which  
3 is our seatbelt program. Child passenger safety.  
4 Pedestrian/bicycle safety, talk a little more about  
5 that here in just a few minutes. We have Police  
6 Traffic Services where we're working with law  
7 enforcement agencies to help them address the various  
8 types of crashes they've identified at the local level.  
9 We have our Traffic Records Program, working to improve  
10 our data. We work closely with the Department of State  
11 Health Services on the primer registry. We're working  
12 with the Department of Public Safety on their Highway  
13 Safety Operations Center. Lots of data that we're  
14 collecting and also, we're in the process of doing a  
15 lot of exchange of information between those different  
16 systems. You have Driver Education Prog -- Education  
17 Behavior Program area, roadway -- Railroad/Highway  
18 Crossing, Roadway safety, Safe Communities and then we  
19 have a School Bus Safety project.

20           I want to take just a few minutes and give  
21 you an idea of what's taking place with crashes here in  
22 the state. The good news if you look at this data that  
23 since 2016, we've experienced 3794 traffic fatalities  
24 here in the state. And as you can see from '17 it  
25 dropped to 3726. 3652, and in 2019 we were at 3,610.

1 So, we've seen a 4%, almost a 5% decrease in  
2 fatalities. And still it's unacceptable for anybody to  
3 be dying on our roads but the good news is the numbers  
4 are starting to go in the downward direction.

5 This was a statistic that's pretty much,  
6 really hard to believe and this was something we tried  
7 to get the information out there to let people know  
8 that we've had at least one person die on our Texas  
9 highways every day since November 7th of 2000. So,  
10 think about that. This coming November if we don't  
11 have a deathless day on our roads between now and  
12 November 7th, it'll be 20 years since we've gone a day  
13 without having at least one person die on our roads.  
14 So that's 7,192 days we've lost over 69,000 lives in  
15 traffic crashes since that time. You know with the  
16 pandemic going on we're kind of thinking, okay the  
17 vehicle miles traveled are going be down significantly.  
18 People are staying home. Maybe we'll experience a  
19 deathless day during this time period. Unfortunately,  
20 not. I've got a lot of people asking questions, hey,  
21 have we had that deathless day yet and unfortunately it  
22 didn't take place during that time period. It was  
23 interesting to see, I mean, vehicle, the volumes were  
24 down, the miles traveled (indiscernible) about 40% on a  
25 lot of the numbers I've seen but we also saw in a lot

1 of cases around the state that because there were fewer  
2 vehicles out on the road, there were a lot more people  
3 that were driving faster and when you are driving  
4 faster and there's crashes involved the significance of  
5 the injuries and all were severe typically with the  
6 higher speeds. And so, again, this is a message we'd  
7 love for you to help us promote from the Texas  
8 Department of Transportation. We use the  
9 #endthestreaktexas. Again, we're trying to get that  
10 message out that we want to start -- we want to have a  
11 deathless day and turn that into a deathless week, a  
12 deathless month and one of the things we're also very  
13 excited about is this last May, May of 2019, so a year  
14 ago May, our Commission approved the goal for us to be  
15 at zero traffic fatalities in the state of Texas by  
16 2050 with an interim goal to be halfway by 2035. So  
17 it's gonna take all of us working together to make a  
18 difference to help us reduce those numbers.

19 Couple other numbers I just wanted to run  
20 past you fairly quickly. You can see here the vehicle  
21 miles traveled, so that's traveling per 100 million  
22 miles traveled, so fatalities are going down but you  
23 can see that the vehicle miles are going up. We don't  
24 have the numbers in for 2019 yet but we're anticipating  
25 those numbers will be up for 2019 but they should be

1 dropping significantly (indiscernible) for 2020 with  
2 the pandemic going on.

3 Our fatality and fatality rates, again the  
4 numbers are starting down, so that's a good sign. So,  
5 fatalities are going down as well as the fatality rate  
6 per 100 million miles traveled.

7 Alcohol related fatalities from 2017, you can  
8 see we were at 1,216 alcohol related fatalities. In  
9 2019, 1,025. So again, that's a 15.7% decrease since  
10 2017. So that's a good sign.

11 Motorcycle fatalities look at these numbers  
12 here. Motorcyclist typically represent just under 2%  
13 of the vehicle mix that are out on the roads but it's  
14 not uncommon for us to see motorcycle fatalities be  
15 anywhere from 11 ½ to 12, 13, 14% of the total  
16 fatalities. So as you can see in 2016 we experienced  
17 2,000 -- 500, I'm sorry, motorcycle fatalities, 498 in  
18 2017 but in 2019 we're at 410. Again, going in the  
19 right direction.

20 Unfortunately, the pedestrian numbers that  
21 you're gonna see here as well as the bicycle numbers  
22 were down slightly as we can see. They're kind of  
23 hovered in this range in 2016 we had 66, they had  
24 dropped to 57. In 2018 for the bicycle fatalities we  
25 were up 71 as you can see that's the highest number

1 that we had experienced over the previous five years.  
2 And then in 2019 we dropped slightly to 68. Pedestrian  
3 numbers on the other hand, as you can see, they've been  
4 kind of all over the place. In 2016 we were at 680 but  
5 if you go back just to 2014, we were at 488 pedestrian  
6 fatalities in the state. But starting in 2017 the  
7 numbers had dropped but now we're up on the,  
8 unfortunately, on the upward swing and so we had 615 in  
9 2019(sic), 626 in 2018 and then 2019 660. And so this  
10 is definitely an area, the 660 represents about 18% of  
11 our total traffic fatalities in the state. And the  
12 bicycle fatalities accounted for approximately 1.88%.

13 And unrestrained fatalities, this number  
14 here, this is when you take the motorcyclist, the  
15 pedestrian, the bicyclist are out of the picture, so  
16 you're only looking at the vehicles that are inside  
17 occupants and you look at seatbelt usage. We're --  
18 overall have a really solid seatbelt use in the state.  
19 We're at almost 91% seatbelt use. However, when you  
20 look at the people that are dying in these crashes  
21 about 42.4% of those that died in crashes in 2019  
22 weren't wearing their seatbelts. So our enforcement  
23 grants as part of this Highway Safety Plan, we provide  
24 overtime enforcement to work with law enforcement  
25 agencies to address identified needs, anywhere from

1 speeding crashes to looking at intersection violations,  
2 driving while intoxicated, seatbelt, child/passenger  
3 safety and distracted driving.

4 Our Highway Safety Plan funding, again, I  
5 mentioned we get funds out of the National Highway  
6 Traffic Safety Administration, and this on average is  
7 about what we have in terms of federal funds so this --  
8 for fiscal year '21 we're expecting to have around 47.6  
9 million. Our federal funds do require matching funds  
10 to be provided from the state and local level. So, at  
11 the state level we have an additional \$10.5 million  
12 being used to support the Traffic Safety Program and at  
13 the local level \$26.5 million in local match being  
14 provided.

15 So, this is the number of projects that we're  
16 planning for 2021. We've estimated we're gonna have  
17 356 projects that'll make up that \$84.6 million. As  
18 you can see in a Pedestrian and Bicycle area we are  
19 planning to have 17 grants for a total of about \$7  
20 million and those are a combination of programs from  
21 education and training programs from elementary schools  
22 to colleges to general population. We're working --  
23 gonna be doing some media campaign to bring awareness  
24 of Pedestrian and Bicycle Safety laws. And so again,  
25 we've got 17 projects planned for fiscal year '21.

1           And wanted to let everybody know, in case  
2 you're interested, that we go through a Request for  
3 Proposal process to select our projects for each year.  
4 Typically, in the November timeframe, and this is going  
5 to be for the following October. So all the projects  
6 have been selected for Fiscal Year '21. So we're in  
7 the process, we'll be working and issuing a Call for  
8 Proposals in November of 2020, we don't know the exact  
9 date yet. We have to work with our general counsel and  
10 the Texas register will be putting a public  
11 announcement out about the proposals we'll be  
12 soliciting and then proposals will be due, it's usually  
13 early in January. So again, I don't have the exact  
14 date when that's gonna be out, but eligible agencies  
15 that can submit for one of these Traffic Safety Grants  
16 are state and local governmental agencies, educational  
17 institutions and non-profit organizations.

18           I'm gonna switch over now. The other Plan  
19 that talked about, again we do the Highway Safety Plan,  
20 the Highway Safety Improvement Program, the engineering  
21 projects and then the Strategic Highway Safety Plan. I  
22 mentioned this is our Umbrella project. It's a  
23 statewide coordinated Safety Plan that we actually work  
24 with the Federal Highway Administration in terms of  
25 submission of that plan and one of the requirements

1 under the Transportation Bill is put together a five-  
2 year plan. We had plans previously but this most  
3 recent one covers 2017 through 2022. And so the  
4 overall goal is we want to reduce fatalities and  
5 serious injuries on our public roads. The information,  
6 we go through and do a lot of problem ID, analyze that  
7 data to its very data driven. We will update that  
8 every five years. We're in the process right now so in  
9 fiscal year '21, this upcoming fiscal year, we will be  
10 updating our Strategic Highway Safety Plan. And so  
11 that will be a new Plan that will pick up and start in  
12 2022 and move forward for the next five years. So as I  
13 mentioned this falls under the FAST act, the current  
14 Transportation Bill. Again, through that plan you're  
15 gonna see that engineering, education, enforcement and  
16 the combination of those and how they can work together  
17 to help us make a difference.

18 We identified as we went through the planning  
19 process Seven Emphasis Areas, I'm gonna show you those  
20 just real quickly. And under those Emphasis Areas we  
21 do have strategies and countermeasures. And this is  
22 the website for where you can find the Strategic  
23 Highway Safety Plan so it's [Texasshsp.com](http://Texasshsp.com).

24 Those Seven Emphasis Areas, again, after  
25 doing the data analysis, these were the ones determined

1 by the overall Strategic Highway Safety Planning  
2 Committee for us to put our emphasis on to help make a  
3 difference here in this first five-year plan. And that  
4 was distracted driving, impaired driving, roadway lane  
5 departures, speeding, pedestrian safety, intersection  
6 safety and then older users. Each of these we've had  
7 several statewide Traffic Safety Conferences related to  
8 the Strategic Highway Safety Plan and we also -- each  
9 of these areas, these Emphasis Areas have Emphasis  
10 Areas Teams that get together and work on the  
11 particular area that they agreed to work on. If any of  
12 these areas are areas that you would be interested in  
13 participating in you can follow up with me and I'll get  
14 you in contact with our folks with -- we work closely  
15 with the Texas Transportation Institute over at Texas  
16 A&M on coordinating and implementing the Strategic  
17 Highway Safety Plan. If you'd be interested in  
18 participating in one of these Work Groups, please let  
19 us know. Again, you can go out to the [Texasshsp.com](http://Texasshsp.com)  
20 website, get more information, contact information and  
21 you will be able to go in and look at see the different  
22 strategies and actions plans that we've put together  
23 for all these Emphasis Areas.

24 And this is just a little more information I  
25 actually pulled the information from the website and it

1 shows you again those key areas. So this is where you  
2 can go click on one of those areas as it indicates  
3 there if you're interested in the Pedestrian Safety you  
4 go to click on that and that's gonna take you and  
5 provide you statistically information. Great  
6 background information in terms of what the  
7 (indiscernible) teams been working on. Again,  
8 strategies, counter measures and actions that can be  
9 taken to again address these Seven Key Emphasis Areas.

10 And again, we're gonna be going through that  
11 process to update the Plan as we go into fiscal year  
12 '21 for preparation for fiscal year '22 so that if it -  
13 -- you know the area you're interested in helping out  
14 we'd love to have you participate. And with that I'll  
15 close with our endthebreak.

16 DAVID HAM: Terry, this is David Ham.

17 TERRY PENCE: Yes, David.

18 DAVID HAM: The Safe Routes to School Non-  
19 infrastructure and Infrastructure funding, has that  
20 been awarded yet? In your department or --

21 TERRY PENCE: Yes. That's in -- that's not  
22 part of one these. That's a whole separate area in  
23 terms of the Safe Routes to School. So, we're in the  
24 process right now of working on the non-infrastructure  
25 to do some education kits and curriculum from the

1 school. And so, we don't have that all finalized yet  
2 so we're working on that right now. So, we do provide  
3 that oversight for the non-infrastructure projects.

4 DAVID HAM: Okay. Alright. Just curious  
5 cause that fits in with the safety part of it so.

6 TERRY PENCE: Definitely.

7 DAVID HAM: Want to keep the kids safe.

8 TERRY PENCE: Definitely.

9 DAVID HAM: Thank you.

10 TERRY PENCE: That's gonna be a great area.  
11 And you're right, it's a great -- from Safe Routes to  
12 School to our Highway Safety Plans, those do fit  
13 together and work extremely well together.

14 DAVID HAM: Thank you.

15 TERRY PENCE: You bet.

16 BOBBY GONZALES: Any other questions for  
17 Terry? Well Terry, we want to thank you again for  
18 taking time to do your presentation this morning.  
19 Thanks.

20 TERRY PENCE: You bet. Thanks for having me.

21 EVA GARCIA: Yes. It was really good  
22 information, just -- this is Eva -- just wanted to say  
23 it was pretty eye opening and it was nice to hear the  
24 update that you gave.

25 BOBBY GONZALES: With that, this our Public

1 Comment segment and obviously due to the virtual format  
2 of the meeting, public comments can be submitted by  
3 email to bikeped@txdot.gov by July 27th of this year to  
4 be included as part of the meeting record. Bonnie, I'm  
5 assuming we have no comments that were submitted?

6           BONNIE SHERMAN: There were a few questions  
7 uploaded into the Q&A. Let me see. We've been asking  
8 folks to submit them to the email address. Let me see  
9 if I can quickly address them. So, there was a  
10 question about transportation alternatives during that  
11 presentation, can you clarify whether expenses for PS&E  
12 can count as part of a city locals match? And that  
13 question or response really depends on the Program. So  
14 I've asked the individual, Warren Melton to submit that  
15 in writing because there's more information needed to  
16 answer that question.

17           And Susan Jaworski asked with electric bikes  
18 extending the range for users, how will this impact  
19 what is considered bikeable distances between activity  
20 centers in the future? And that's a good question for  
21 us to take back to the folks working on the Bikeway  
22 Design Guidance to mull over. So, we will definitely  
23 take that suggestion back.

24           And another one says, when will this be  
25 available? And I'm not sure what "this" was referring

1 to. I believe it might have been the Tool that is  
2 being developed for Prioritization of Bicycle Tourism  
3 Trails and we're working with High Street Consultants -  
4 - Consulting to finalize that Tool for internal use  
5 within TxDOT and I hope to have it operational by the  
6 fall. And that's all the questions that were in the  
7 Q&A.

8 BOBBY GONZALES: Cool. Thank you very much,  
9 Bonnie. Moving on to discussions items for future BAC  
10 meetings. Does anybody have anything they'd like to  
11 see on -- whether it's the October meeting or any  
12 meetings thereafter. I thought one for sure would be  
13 an update on the Texas Administrative Code changes,  
14 Bonnie?

15 BONNIE SHERMAN: Yes.

16 BOBBY GONZALES: And then, you know if any  
17 BAC member wants to volunteer or maybe do a brief  
18 presentation on efforts in your respective communities  
19 or stuff that you've been working on, even include  
20 maybe a lessons learned from a project implemented in  
21 your community. Does anybody have -- does anybody want  
22 to volunteer a presentation for next time? Or we can  
23 do it like Bill used to do it. He'd used to volunteer  
24 us.

25 EVA GARCIA: This is Eva. I can give an

1 update on the bike/ped counters and some of the  
2 regional stuff happening where Cameron county. I  
3 should have a (indiscernible) update ready but I  
4 haven't pushed it as much as I'd like to -- been able  
5 to.

6 BOBBY GONZALES: Eva, would you like to do  
7 that in October?

8 EVA GARCIA: Yes. Thank you.

9 BOBBY GONZALES: Cool. That's an Item,  
10 Bonnie.

11 FRANK ROTNOFSKY: This is Frank.

12 BONNIE SHERMAN: Great. Thanks for  
13 volunteering.

14 BOBBY GONZALES: Go ahead, Frank.

15 FRANK ROTNOFSKY: This is Frank. I don't  
16 know exactly how to ask this but is there any  
17 information or availability on, I know that like cities  
18 addressing the COVID situation how that's affecting the  
19 bicycle/pedestrian community. Obviously the increase  
20 of riding bikes, you know, nationally/internationally.  
21 Is there any kind of information out there at the state  
22 level regarding bicycling in the age of COVID?

23 BONNIE SHERMAN: We are looking into the data  
24 that is available on our permanent counters or the  
25 permanent counters that are installed throughout the

1 state, mostly by local entities in urbanized areas.  
2 We're also looking at Strava data. We have a summer  
3 intern, Deyu Su, who is looking into that for us. So,  
4 we will look to providing an update on that and may  
5 coordinate with other members who have data. I know  
6 MTP COG has been generating a lot of data related to  
7 COVID impacts on active transportation. So, we'll put  
8 that down as well.

9 BOBBY GONZALES: For October?

10 DAVID HAM: Bonnie, this is David Ham. I  
11 know that bicycle sales/figures are up like 75% since  
12 this started and our local bike shop at Midland that  
13 used to own, they're having record sales too, so. At  
14 some point it's bound to impact it.

15 BONNIE SHERMAN: That is true.

16 EVA GARCIA: This is Eva, I dropped a link  
17 for the members on the Rails to Trails Conservancies  
18 website. they have a lot of resources regarding trails  
19 during COVID. They're Webinar Section particularly  
20 might be of interest to the group. So I can also share  
21 that via email. I'll send it to Noah or Bonnie to  
22 share with the group.

23 BOBBY GONZALES: Thanks, Eva.

24 ERIC GLEASON: Bobby, this is Eric.

25 Wondering if there's interest on the part of the

1 Committee in taking Terry Pence up on his offer to  
2 engage with the updates of the Safety Plans we heard  
3 about today. We could certainly work with Terry and  
4 his group to identify that if that was something the  
5 Committee was interested in.

6 BOBBY GONZALES: I mean I'd be interested in  
7 it. How does the rest of the Committee feel?

8 RICK OGAN: This is Rick. I would be  
9 interested also.

10 EVA GARCIA: Agreed.

11 BOBBY GONZALES: Any other thoughts? Is that  
12 enough for you Bonnie?

13 BONNIE SHERMAN: Yes, that's plenty for us to  
14 work with. I appreciate it.

15 BOBBY GONZALES: Okay. Alright. Well if we  
16 don't have anything else, I guess we can adjourn. Can  
17 I have a motion?

18 EVA GARCIA: This is Eva, I motion to  
19 adjourn.

20 UNKNOW MALE: Motion to adjourn.

21 EVA GARCIA: Okay. Second.

22 BOBBY GONZALES: Do you want me to go down  
23 the list again? Alright. Clint?

24 CLINT MCMANUS: For adjournment? Approved.

25 BOBBY GONZALES: David?

1           DAVID HAM:  Approved.  
2           BOBBY GONZALES:  Eva?  
3           EVA GARCIA:  Approved.  
4           BOBBY GONZALES:  Frank?  
5           FRANK ROTNOFSKY:  Approved.  
6           BOBBY GONZALES:  Jeff.  
7           JEFF POLLACK:  I'm good.  
8           BOBBY GONZALES:  Mike?  
9           MIKE SCHOFIELD:  Approve.  
10          BOBBY GONZALES:  Rick?  
11          RICK OGAN:  Approve.  
12          BOBBY GONZALES:  And Trent?  
13          TRENT BROOKSHIRE:  Strongly approve.  
14          BOBBY GONZALES:  Well thank you all very  
15 much.  Stay healthy and safe.  With that, this meeting  
16 is adjourned.

17                           (END OF PROCEEDINGS.)

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CERTIFICATION PAGE OF AUDIO RECORDING

I, Angelica Mathews, hereby certify that the foregoing is a correct transcription from the audio file of the proceedings in the above-entitled matter.

Please take note that I was not personally present for said recording and, therefore, due to the quality of the audio file provided, inaudibles may have created inaccuracies in the transcription of said recording.

I further certify that I am neither counsel for, related to, nor employed by any of the parties to the action in which this proceeding was taken, and further, that I am not financially or otherwise interested in the outcome of the action.

I further certify that the transcription fee of \$\_\_\_\_\_ was paid/will be paid in full by Texas. Department of Transportation, Austin, Texas.

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1 THE STATE OF TEXAS )

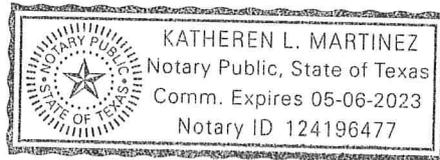
2 COUNTY OF TRAVIS )

3 Before me, Katheren Martinez, on this day  
4 personally appeared Angelica Mathews, known to me to be  
5 the person whose name is subscribed to the foregoing  
6 instrument and acknowledged to me that they executed the  
7 same for the purposes and consideration therein  
8 expressed.

9 Given under my hand and seal of office this.  
10 10th day of August, 2020.

11 

12 NOTARY PUBLIC IN AND FOR  
13 THE STATE OF TEXAS  
14 COMMISSION EXPIRES: 5/6/23



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