

# WELCOME!

# TEXAS RURAL TRANSPORTATION PLAN 2035 (TRTP 2035) OPEN HOUSE

*Help shape the future of rural Texas*

Texas Rural Transportation Plan 2035



# AGENDA

- Sign-in at the registration table
- Pick up a copy of the newsletter
- Watch the TRTP presentation
- Discuss the project with TxDOT staff
- Complete and deposit the comment form
- Other methods for commenting are in your newsletter

# WHAT IS THE TEXAS RURAL TRANSPORTATION PLAN?

Texas Rural Transportation Plan 2035



# Texas Rural Transportation Plan 2035

## What is it?

- TRTP – Texas Rural Transportation Plan 2035
- Component of the Statewide Long-Range Transportation Plan 2035 (SLRTP)
- Ranking of rural highway projects planned beyond 2021
- Identification of rural transportation needs for non-automobile/non-highway modes

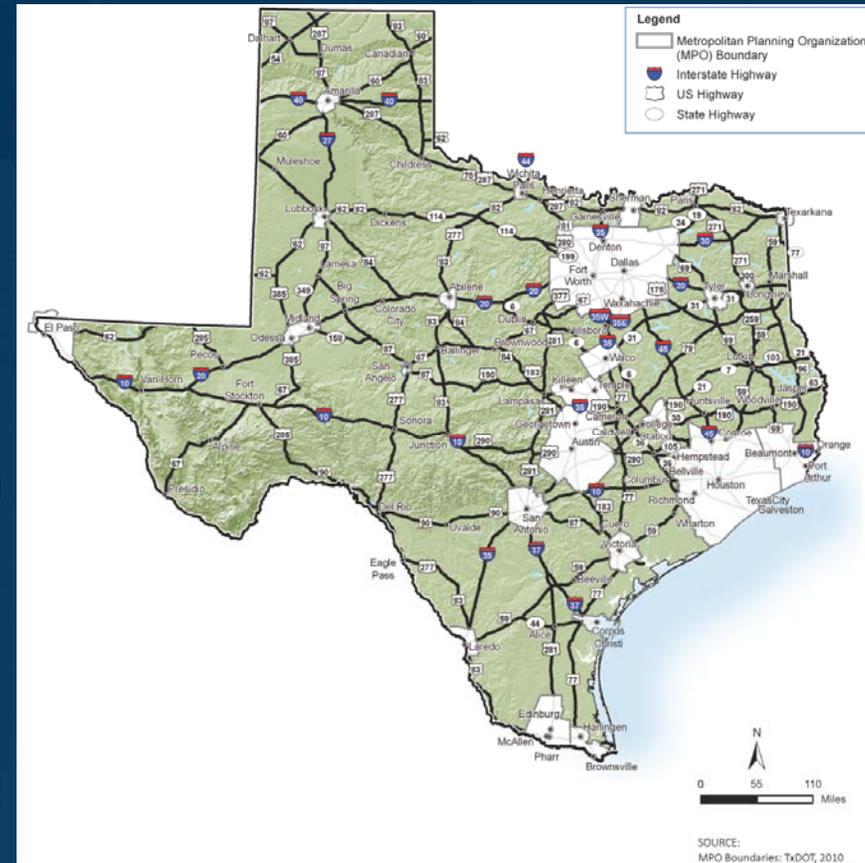
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**What is the TRTP?**



# TRTP Study Area and Projects

- Covers rural areas only (shown in green)
- Considers needs of non-highway modes
- Developed with input from stakeholders and system users of all modes
- Analyzed only unfunded projects



What is the TRTP?



# WHAT HAS BEEN DONE SO FAR?

Texas Rural Transportation Plan 2035



# TRTP Progress So Far

- Consultant team began work in June 2011
- Gathered information on non-highway modes
- Identified nearly 600 unfunded, rural added-capacity highway projects
- Developed highway project ranking criteria
- Ranked projects & reviewed preliminary results
- Results now presented to stakeholders and public for review and comment

Progress to-date on the TRTP



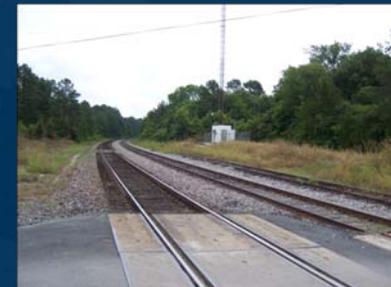
# HOW ARE PUBLIC TRANSPORTATION & OTHER NON-HIGHWAY MODES GOING TO BE INCLUDED?

Non-Highway Modes in the TRTP



# TRTP and Non-Highway Modes

- Goal of TRTP for non-highway modes is
  - To investigate and plan for non-highway mode opportunities in rural Texas
- The TRTP will
  - Discuss rural transportation needs
  - List known non-highway projects
- The TRTP will not rank or prioritize projects for non-highway modes



# Bicycle/Pedestrian Modes



- Important to accommodate bicycles and pedestrians in rural highway design
  - Position of rumble strips on highway shoulders
  - Pavement roughness and the sealant material
- Bicycling and walking provide
  - potential for mobility and quality of life benefits
  - an economic benefit – brings in tourism

# Aviation



- General Aviation (GA) airports
  - Essential component to economic development
  - Not a primary source of passenger travel
- The 2010 Texas Airport System Plan includes needs over the next five years
  - \$251M for 67 Business/Corporate GA's
  - \$171M for 106 Community Service GA's
  - Runway and Taxiway Pavement Maintenance
  - Upgrades to meet higher design standards for corporate jets

# Ports and Waterways



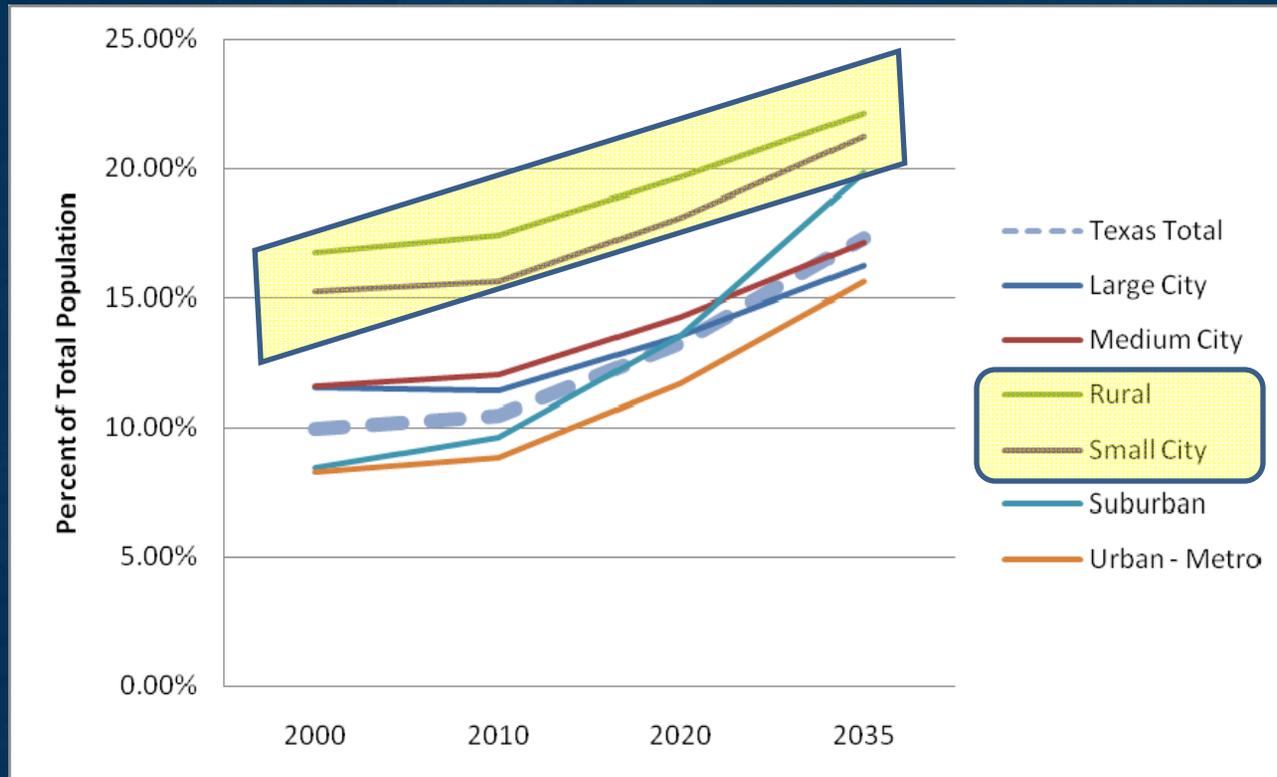
- Coordinating with US Army Corps of Engineers
- Gulf Intracoastal Waterway is a major freight corridor connecting Texas ports
- Most other rural inland waterway use is for recreation
  - Few rural freight or passenger applications
- Research activities are ongoing
  - Red River navigability (Bowie County to Shreveport, LA)
  - There are a few rural ports - only minor needs have been identified

# Freight and Passenger Rail



- Freight
  - Class 1s unlikely to expand business with shortlines
  - Limited opportunity to transfer truck freight to rail
  - Exploring need for rail for new oil/gas production
- Passenger Rail – TxDOT studies ongoing
  - Oklahoma City to South Texas
  - Dallas/Fort Worth to Houston
  - Austin to Houston

# Population 65+ in Rural Areas is Growing



Since the elderly population is growing, it creates an increased need for rural transit services....

# Public Transportation

- Regional Planning Organizations have developed Public Transportation Coordination Plans
  - First round in 2006
  - Second round due early 2012
  - Identify gaps in rural transit service
- TxDOT & TTI are developing a long-range Rural Public Transportation Plan:
  - Capital/facility needs
  - Operational needs
  - Identify best practices



# Rural Transit Coordination

- Rural transit planning is done by “Lead Agencies”
- Rural transit service is provided by “Public Transportation Systems”

**Coordinated regional planning is key to identifying needs, filling service gaps, and enhancing efficiency.**



# HOW WERE HIGHWAY PROJECTS SELECTED FOR THE TRTP?

Highway Projects in the TRTP



# TRTP and Highways

## Sources of Data

- TxDOT District and Stakeholder Input
- TxDOT District project lists
- TxDOT “Super 2” Report

# TRTP and Highways

## Highway Projects Considered

- Added capacity
  - For instance, expanding 2 lanes to 4 lanes
- Capacity enhancements
  - “Super 2” – 1 mile of passing lanes every 5 miles
  - Adding frontage roads
  - 2-way left turn lanes over 1 mile in length
  - Undivided to divided highway

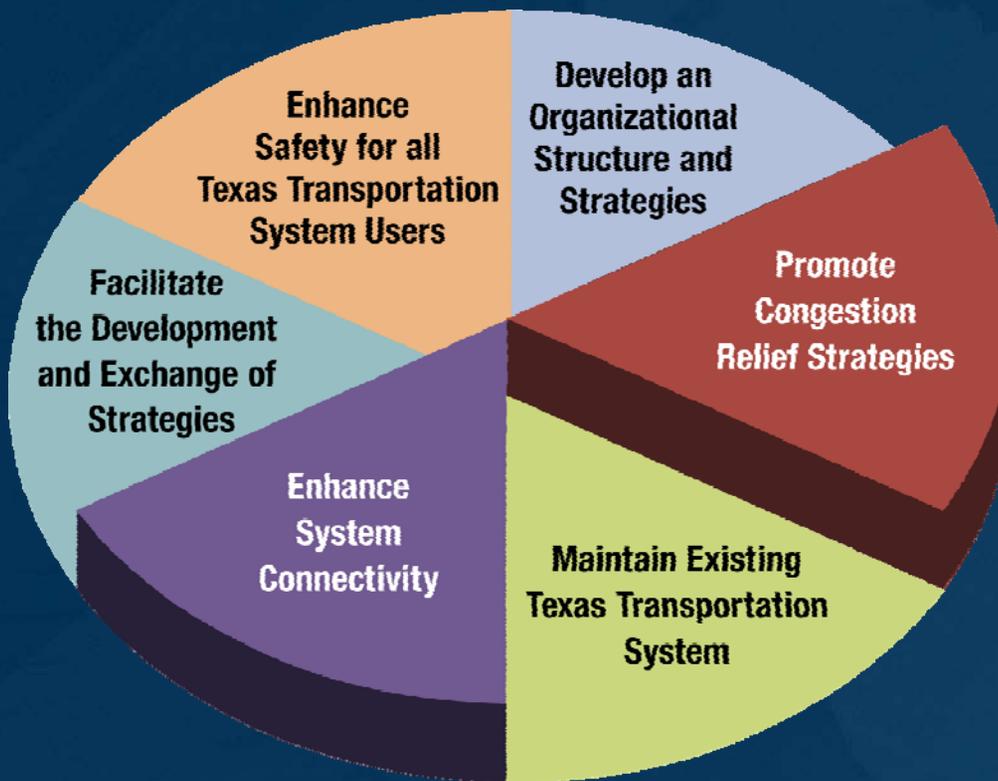
# WHAT CRITERIA WERE USED TO RANK THE HIGHWAY PROJECTS?

Highway Project Ranking Criteria



# TxDOT's 6 Goals

- TRTP criteria are based on two of the six goals:
  - Mobility
  - Connectivity
- *Safety is covered in short-range planning*
- *Maintenance & rehabilitation are on-going*



Highway Project Ranking Criteria

# Highway Scoring Criteria

- **Connectivity**
  - **Trunk System**
  - **System Gap**
  - **Freight Movement**
  - **Accessibility to population centers**
  - **Hurricane Evacuation Route**
- **Mobility**
  - **Population near project (5-mile buffer)**
  - **Cost effectiveness**
  - **Volume-to-capacity ratio (Level of Service)**
  - **Truck and total traffic**
  - **Safe passing needs**

# Connectivity Criteria

- Trunk System
  - Is it on the Trunk System or a Phase 1 Corridor?
- System Gap
  - Does the project fill an existing gap?
- Truck Freight Movement
  - Indirect measure of economic output
  - Measured in dollars and tonnage into and out of county

# Connectivity Criteria cont.

- Accessibility
  - How does the project connect population and employment centers?
- Hurricane Evacuation Route (HER)
  - Is the project on a designated HER or is it on a connector to an HER?

# Mobility Criteria

- Population Buffer
  - How many people live within 5 miles the project?
- Cost Effectiveness
  - What is the project cost for each vehicle mile traveled?
- Volume to Capacity (Level of Service, LOS)
  - Existing traffic LOS on existing facility
  - Future traffic LOS on existing facility
  - Change in LOS if project built

# Mobility Criteria cont.

- Truck Traffic
  - Existing truck percentage of total traffic
  - Existing truck traffic
  - Projected truck traffic
- Total Traffic
  - Existing traffic
  - Forecasted traffic
- Safe Passing Needs
  - Scored on existing facility type and terrain

# WERE THE CRITERIA WEIGHTED?

Highway Project Ranking Criteria



# Stakeholder Meetings and Weightings

- Over 600 public agency & elected officials invited
- Stakeholder Meetings held in 8 Locations (August 2011)
  - Alpine, Lubbock, Wichita Falls, San Angelo, Alice, Lufkin, Atlanta, Belton
- Questionnaire – 100 participants rated each criteria measure
- Summary of results to weight of criteria



## CRITERIA QUESTIONNAIRE

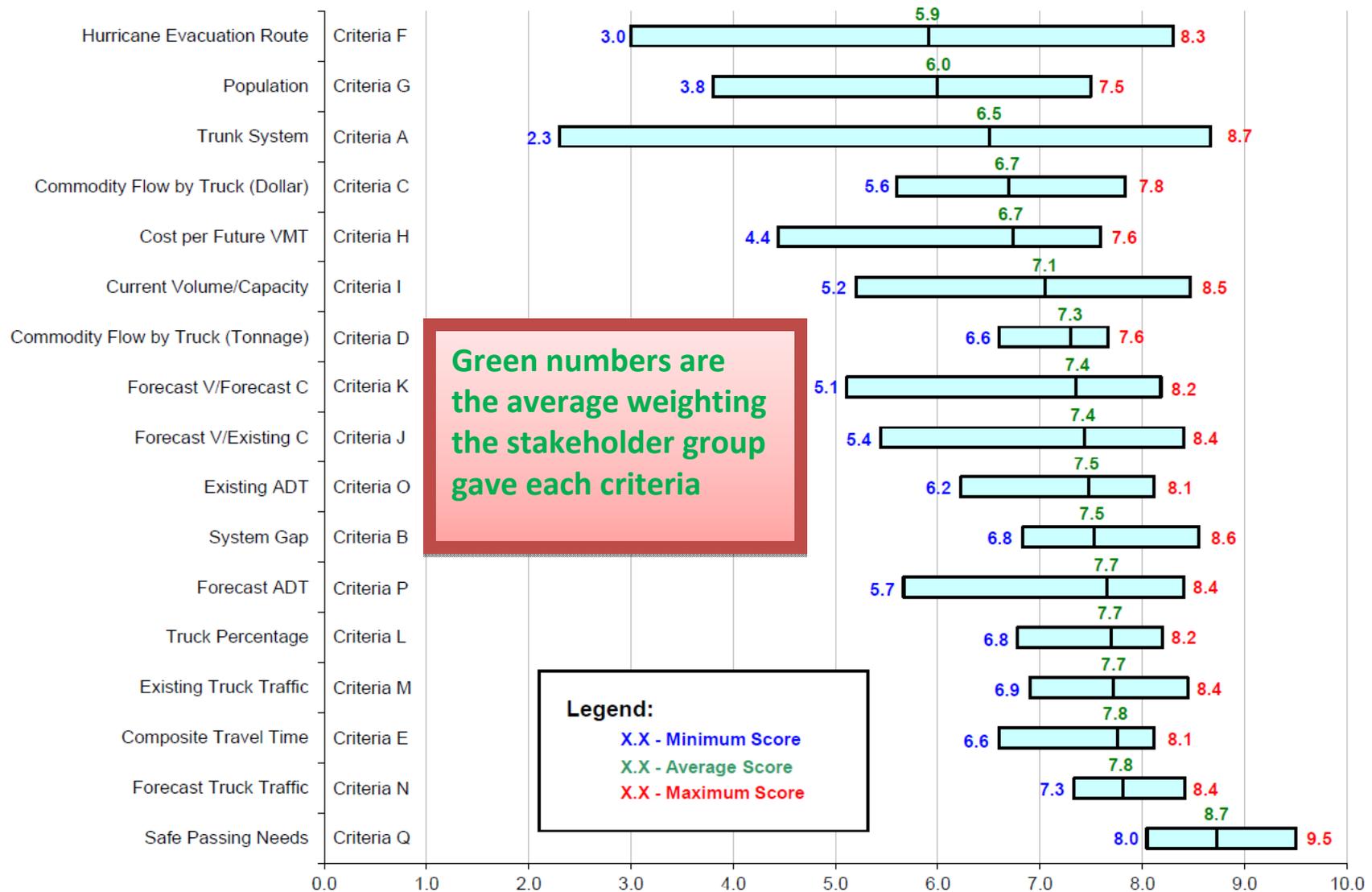
Stakeholder Meeting #1: 2011  
[Location/Date]

Please rate the overall importance of each of the following criteria for prioritization of rural highway projects:

CRITERIA	Criteria Questions	How important is this criteria? (Circle One)												
		Less Important	1	2	3	4	5	6	7	8	9	10	More Important	
Trunk System	Is project on the Texas Trunk System?													
System Gap	Is there a difference in the number of lanes on either end of the project that the proposed project will address either completely or partially?													
Truck Freight Movement: Tonnage	How much TONNAGE of freight is generated in or shipped to the county													
Truck Freight Movement: Dollars	How many DOLLARS of freight are generated in or shipped to the county													
Accessibility	Compared to the other projects, how well does project connect people and jobs?													
Hurricane Evacuation Route	Is the project on Hurricane Evacuation Route or intersect one?													
Population	Compared to other projects, how many people live within X miles of the project?													
Cost Effectiveness (Cost per future VMT)	How does the construction cost compare to the forecasted usage?													
Existing Volume on Existing Capacity (V/C Ratio)	Is there an existing congestion problem?													
Forecast Volume on Existing Capacity (V/C Ratio)	Will there be a congestion problem in the future if the project isn't built?													
Forecast Volume on Future Capacity (V/C Ratio)	How well does the project address the congestion problem?													
Truck Percentage	Is there a large percentage of current truck traffic on the facility that could affect travel? (% trucks)													
Existing Truck Traffic (trucks per day)	How much current truck traffic travels within the project limits that could affect travel? (# of trucks)													
Forecast Truck Traffic (trucks per day)	How many trucks are forecast to be traveling within the project limits that could affect travel?													
Existing Total Traffic (vehicles per day)	What is the current traffic volume within the project limits that could affect travel?													
Forecast Total Traffic (vehicles per day)	What is the forecast traffic volume within the project limits that could affect travel?													
Safe Passing Needs	Can you pass safely on the current highway?													



# Questionnaire Results



# EXAMPLE PROJECTS

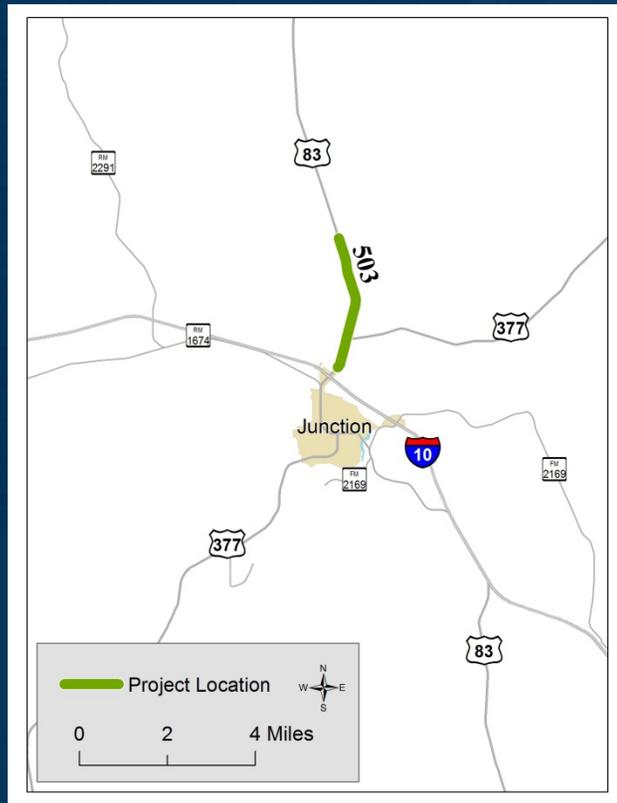
Example Projects



# EXAMPLE PROJECTS

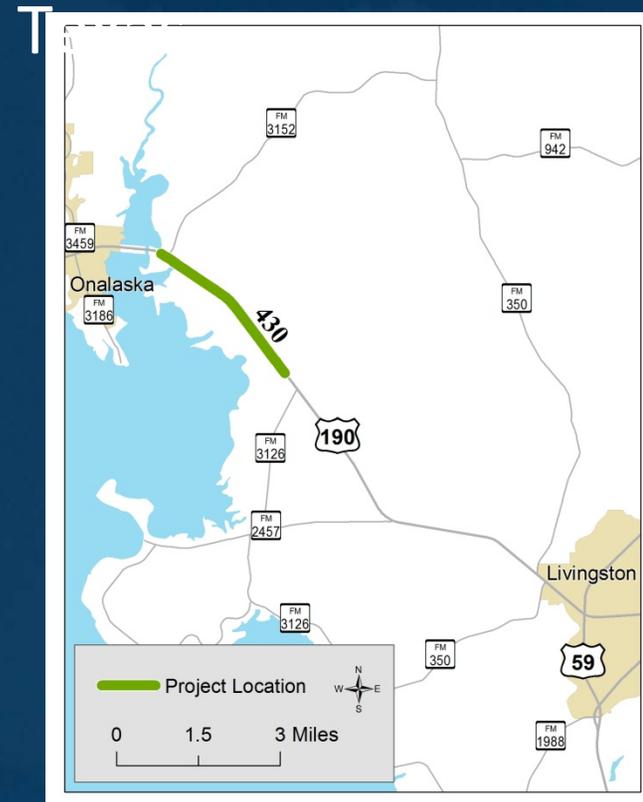
## US 83

Kimble County, west Texas



## US 190

Polk County, east



# Highway Scoring Criteria - Examples

- US 83, San Angelo District, Kimble County
  - 3.2 miles
  - Upgrade rural 2-lane undivided to rural 4-lane divided
- US 190, Lufkin District, Polk County
  - 3.5 miles
  - Upgrade rural 2-lane undivided to rural 4-lane divided

# HOW THE EXAMPLES SCORED

## CONNECTIVITY SCORES

Criteria	US 83	US 190
Trunk system?	Yes, Phase 1 = 10 points	Yes, not Phase 1 = 5 points
Gap completion?	Yes, partially = 2 points	Yes, partially = 1 point
Truck tonnage?	Medium = 5 points	Heavy = 9 points
Value of freight?	Medium = 5 points	Medium-high = 8 points
Connects nearby population centers?	Low = 1 point	Medium = 6 points
Hurricane Evacuation Route?	No = 0 points	No = 0 points

Example Projects



# HOW THE EXAMPLES SCORED

## MOBILITY SCORES

Criteria	US 83	US 190
Population within 5 miles of Project?	Medium-low = 4 points	Medium-high = 7 points
Cost of project compared to level of traffic?	Low = 1 point	Medium = 5 points
Existing Level-of-Service (LOS is traffic "grade", A to F)	LOS "C" = 4 points	LOS "E" = 8 points
Future LOS if project not built?	LOS "C" = 4 points	LOS "E" = 8 points
If project is built, does LOS improve?	Changes LOS "C" to LOS "A" = 2 points	Changes LOS "E" to LOS "B" = 6 points

Example Projects



# HOW THE EXAMPLES SCORED

## MOBILITY SCORES, CONT.

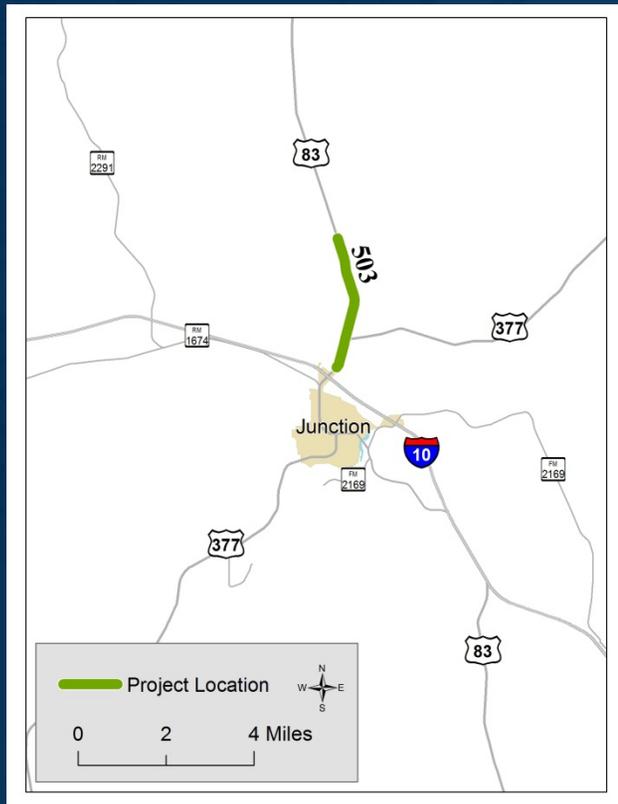
Criteria	US 83	US 190
Existing Truck Percentage	37% Trucks = 10 points	9% Trucks = 2 points
Existing # of Trucks per Day	900 = 7 points	900 = 7 points
Future # of Trucks per Day	1,500 = 7 points	1,400 = 6 points
Existing Total Traffic per Day	2,700 = 3 points	10,600 = 9 points
Future Total Traffic per Day	4,100 = 2 points	16,500 = 9 points
Safe to Pass other vehicles?	2 lanes in rolling terrain = 9 points	2 lanes in rolling terrain = 9 points

Example Projects



# EXAMPLE PROJECTS

**US 83**  
**SCORE: 450**



**US 190**  
**SCORE: 633**





# Your Input Matters

Provide us your comments on:

- Non-Highway Mode
  - Recommendations for additional analysis
- Highway Mode
  - Criteria used to evaluate the project
  - Any additional projects to analyze
  - Any other input you would like to provide

**Your Input Matters!**



# WHAT HAPPENS NEXT?

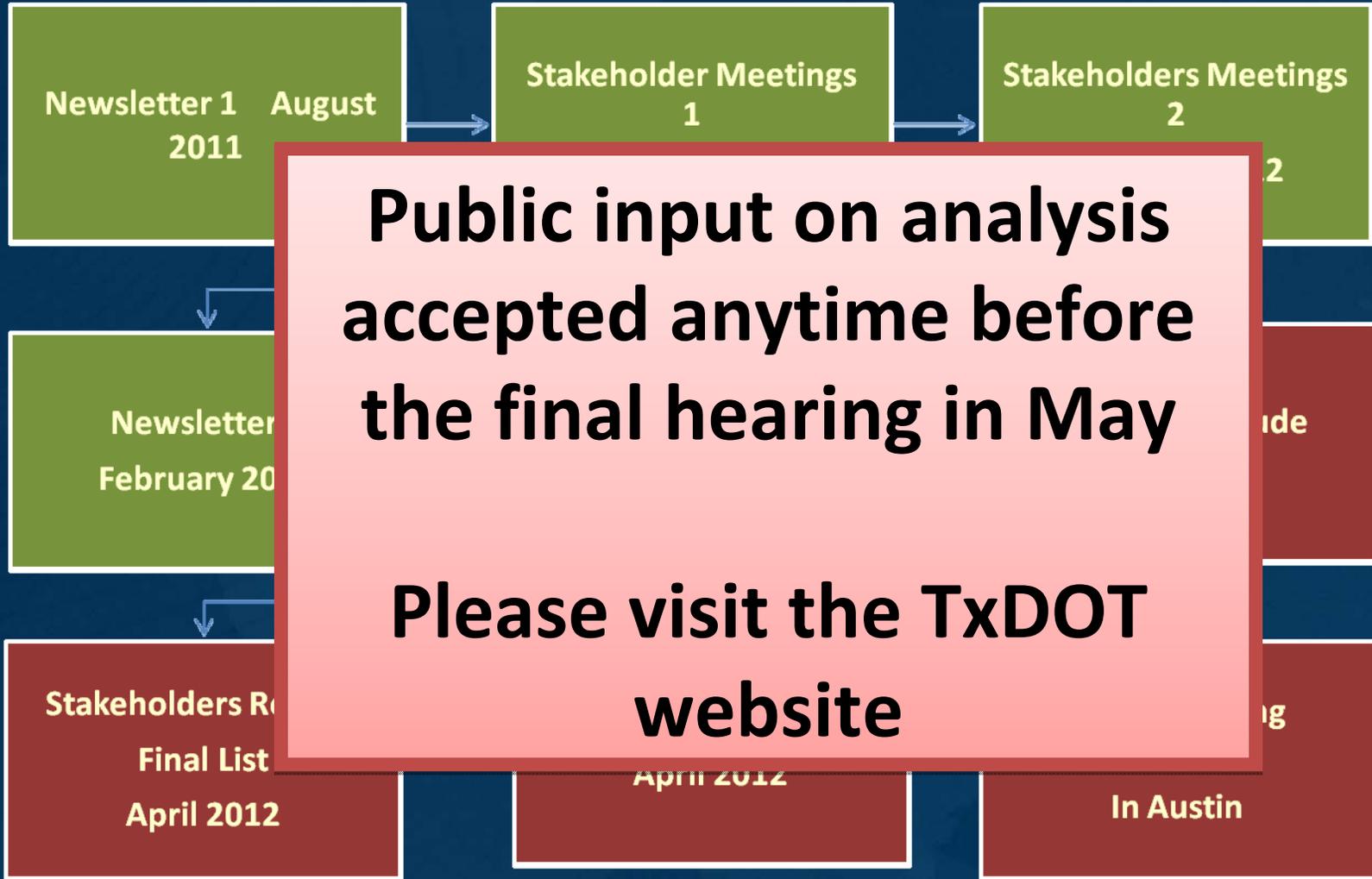
What's Next?



# What's Next?

- All input will be reviewed and included in the TRTP
- Final analysis and ranking of projects based on input
- Final Newsletter – April 2012
- Public hearing (May 2012) in Austin
- TxDOT Commission Adoption – Summer 2012

# Upcoming Events



What's Next?



# How to Stay Informed and Provide Input

- Website:  
([www.txdot.gov/public\\_involvement/rural\\_2035](http://www.txdot.gov/public_involvement/rural_2035))
- E-mail:  
(TPP)
- Mail:  
(454) (27)
- Toll-free:  
1-855-TX-RURAL (1-855-897-8725)
- Facebook, Twitter, and YouTube

**This information is  
available in the Newsletter**

**Please take one with you!**

Please Provide Your Comments



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# Texas Rural Transportation Plan

Thank You!

**This presentation and all other  
information is available on the TxDOT  
website:  
[txdot.gov](http://txdot.gov)  
search word: rural plan**

