

## Public Hearing

A public hearing will be held on Monday, May 21, 2012 at 10:00 a.m. at the Texas Department of Transportation, 200 East Riverside Drive, Room 1A-2, Austin, Texas to receive public comments on the Texas Rural Transportation Plan (TRTP). A copy of the proposed TRTP will be available for review at each of the department's district offices, at the department's Transportation Planning and Programming Division offices located in Building 118, Second Floor, 118 East Riverside Drive, Austin, Texas, and on the department's website at [www.txdot.gov](http://www.txdot.gov).

Persons with disabilities who have special communication or accommodation needs who plan to attend the hearing may contact the Transportation Planning and Programming Division, at 118 East Riverside Drive, Austin, Texas 78704, (512) 486-5038 for assistance. Requests should be made no later than three days prior to the hearing. Every reasonable effort will be made to accommodate your needs.

Interested parties who are unable to attend the hearing may submit comments to James L. Randall, P.E., Director, Transportation Planning and Programming Division, 118 East Riverside Drive, Austin, Texas, 78704. In order to be considered, all written comments must be received by the Transportation Planning and Programming office by 4:00 p.m. (CST), Monday, June 4, 2012.

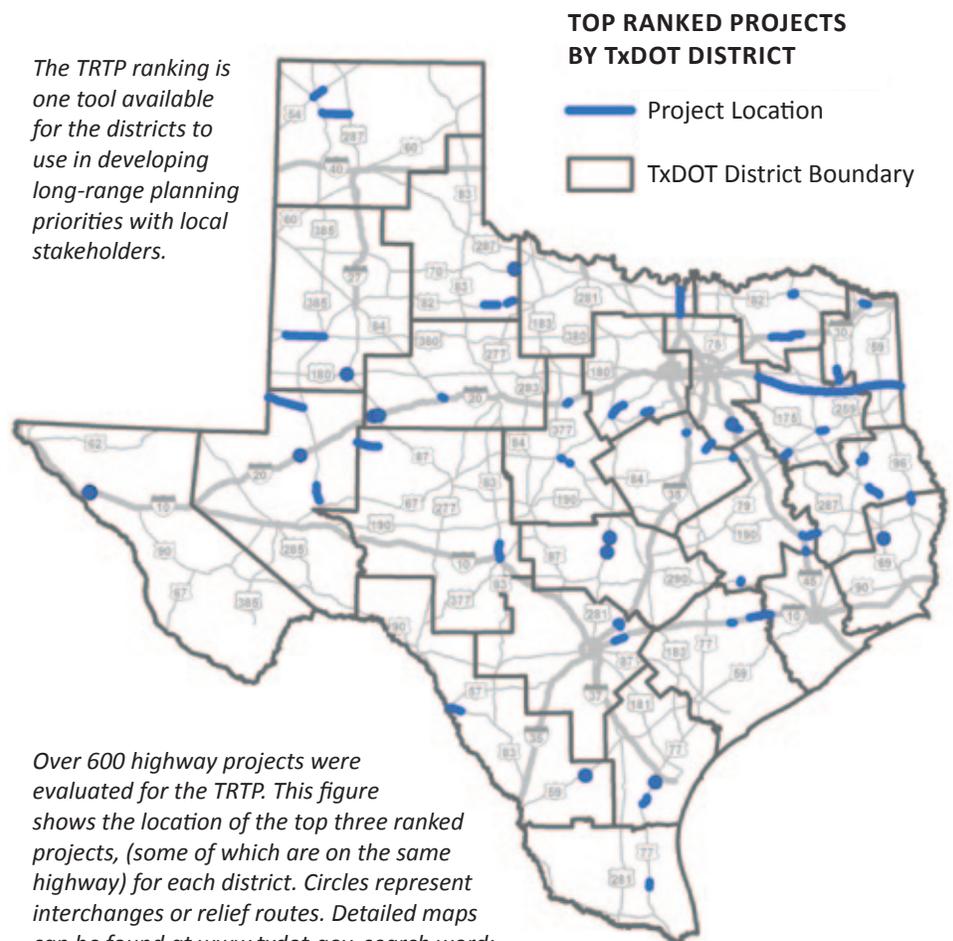
## Draft TRTP Viewing Locations

- Online at [http://www.txdot.gov/public\\_involvement/rural\\_2035/](http://www.txdot.gov/public_involvement/rural_2035/)
- TxDOT District Offices (find locations at [txdot.gov](http://txdot.gov) or 1-855-TX-RURAL)
- TxDOT Transportation Planning & Programming Division offices in Building 118, Second Floor, 118 East Riverside Drive, Austin, Texas

## The Future of Transportation in Texas

The Texas Rural Transportation Plan (TRTP) is a stand alone component of the Statewide Long Range Transportation Plan (SLRTP) 2035. The TRTP is a blueprint for the planning process in the rural areas that will guide the collaborative efforts between the Texas Department of Transportation (TxDOT), local and regional decision-makers, and all transportation stakeholders to reach a consensus on needed transportation projects and services through 2035.

*The TRTP ranking is one tool available for the districts to use in developing long-range planning priorities with local stakeholders.*



*Over 600 highway projects were evaluated for the TRTP. This figure shows the location of the top three ranked projects, (some of which are on the same highway) for each district. Circles represent interchanges or relief routes. Detailed maps can be found at [www.txdot.gov](http://www.txdot.gov), search word: rural plan.*

## What We Found – Texas Transportation Needs

The Texas transportation system is an interconnected network of multimodal infrastructure and facilities. Each contributes to the economic vitality of Texas by moving people and goods into, out of, and across the state. Outlined below are some of the findings relative to needs for each of the modes that make up the rural transportation system. It is important to note that the solution to Texas' future transportation needs may be met with more than just highways; it may include public transportation, rail, or a combination of modes.



### Highway:

Travel needs in rural areas are estimated based on the amount of highway capacity needed to satisfy projected demand in 2035. Over 600 added-capacity rural highway projects were evaluated and ranked. The project

rankings do not indicate the priority in which projects will be funded or constructed. Prioritization will be determined by TxDOT, taking into account any additional local factors that did not lend themselves to inclusion into the statewide ranking process.



### Public Transportation:

TxDOT has worked closely with regional planning organizations to support the development of rural transit coordination plans in each region. Initial plans were developed in 2006, and updated in 2011.

For the TRTP, TxDOT has further developed a long-range plan to identify rural public transportation capital and operations needs. The TRTP highlights recent declines in the level and availability of intercity bus services.



### Bike and Pedestrian:

Bicycle and pedestrian travel are an increasingly important part of the Texas transportation system. In addition to the safety concerns related to surface treatment and positioning of rumble strips, the TRTP identifies the broader

approach to planning and designing the street environment in small cities known as "Complete Streets." This approach considers the respective needs of bicyclists, pedestrians, transit users, and drivers. The TRTP also emphasizes the potential economic impact of biking events and tourism.



### Rail:

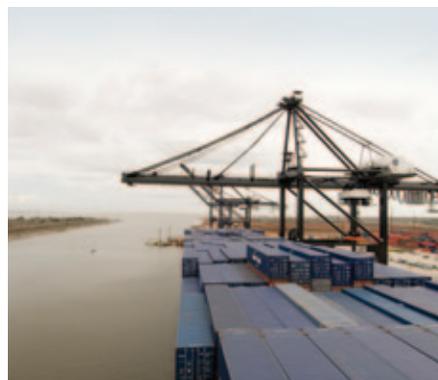
The Texas Rail Plan highlights several areas of concern for the state's rail network. These include: increased bottlenecks hindering the efficient movement of freight; safety at

rail grade crossings; increased amounts of freight capacity at rail yards; limited rail infrastructure contributing to delays in U.S./Mexico border crossing; and an increased number of sidings needed to accommodate longer and heavier trains. Freight rail is provided through a combination of local short-line railroads, which connect with Class I railroads. Improvements for passenger service are being evaluated by TxDOT in four corridors across the state.



### Airports/Air Travel:

General aviation is an important component of rural transportation in Texas. The TRTP emphasizes the potential economic impact of general aviation, through the enhancement of design standards to allow corporate jets.



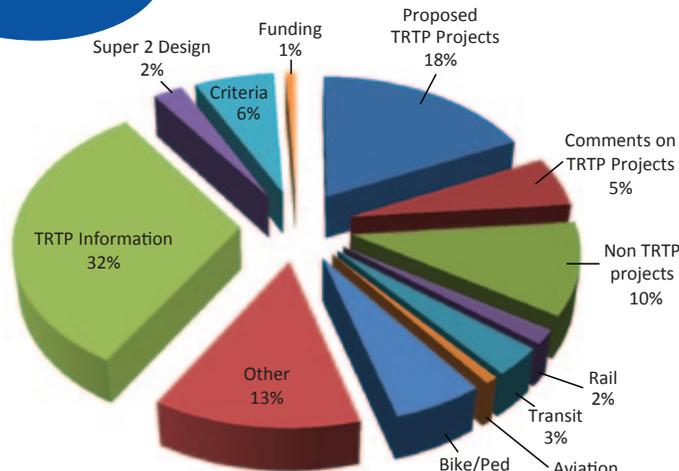
### Inland Waterways:

Texas has a significant marine transportation system that supports commerce, recreation, and tourism. TxDOT has developed a capital program for Texas ports. The emphasis of the capital program

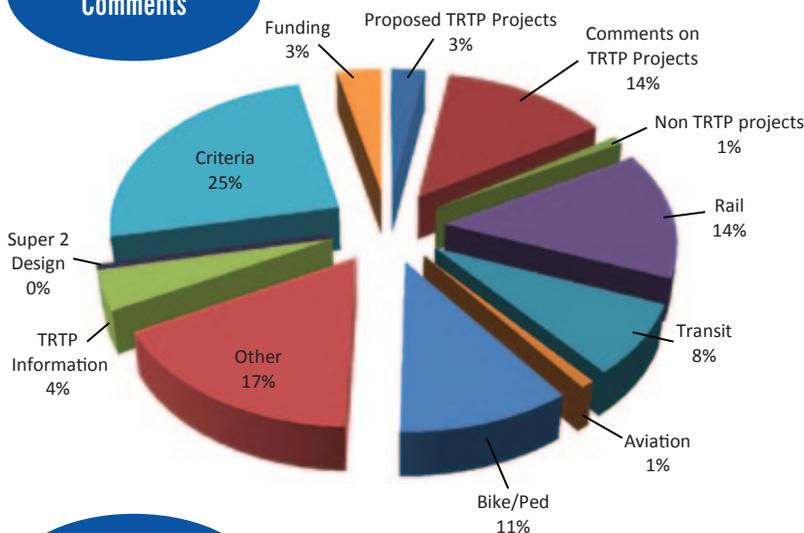
is on deepening channels, landside facilities, and intermodal interchanges.

## What Transportation Stakeholders and the Public Had to Say

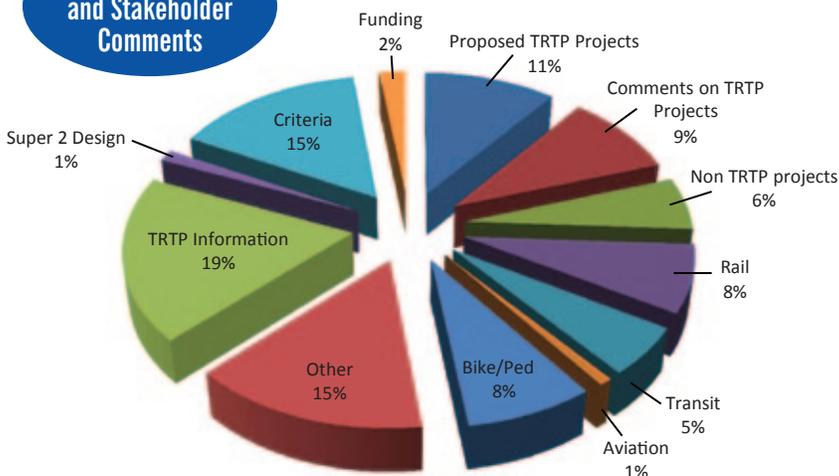
### Public Comments



### Stakeholder Comments



### Combined Public and Stakeholder Comments



After public and stakeholder input, over 50 highway projects were added to the plan.

An important and vital component of the TRTP is feedback from transportation system customers—the public and stakeholders. In addition to public meetings conducted in March of 2012 in 24 TxDOT districts, stakeholder groups provided input about the development of the plan and the long term rural transportation needs of the state. These stakeholder groups included representatives from local transportation authorities, private transportation providers, local and state officials and citizen groups.

TxDOT received 92 oral comments/questions through the dedicated phone line and at meetings with stakeholders. 144 written comments have been received between September 1, 2011 and April 25, 2012. There were several common threads regarding system needs provided in the public and stakeholder comments. These included:

#### ■ Connectivity

- Expand rail and highway capacity to handle increasing freight movements
- Shift freight from trucks to rail to reduce truck traffic
- Consider impacts of oil and gas activity

#### ■ Mobility

- Provide safe passing opportunities on rural highways
- Provide accommodations for bicyclists on highway projects
- Increase funding for bicycle/pedestrian projects
- Increase availability of rural transit

The TRTP includes the first statewide assessment of long-range public transportation needs in rural Texas.