



# Connecting Texas 2050

Statewide Long-Range  
Transportation Plan

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## Appendix B: Recommended Strategies (Additional Opportunities)

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Adoption Date: July 30, 2024

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**Table 1: Additional Strategies**

Strategies	Timeline	Description
Incorporate resilient design considerations in TxDOT's Roadway Design Manual and Bridge Design Manual and advocate to incorporate in guidelines governing other modes.	Short-term (1-5 years)	Incorporating resilient design considerations into manuals and guides ensures that infrastructure can withstand potential natural and humanmade disasters. This requires reviewing existing resilience standards, updating TxDOT manuals, and providing training and resources to staff regarding updated guidelines. Examples of this strategy include using resilient infrastructure materials, incorporating green stormwater solutions, and elevating structures.
Evaluate approaches to adjust speed limits, depending on road characteristics, and consider variable speed limits based on operational and environmental conditions.	Short-term (1-5 years)	Adjusting speed limits will improve safety, optimize mobility, and reduce congestion. This requires conducting research on how road characteristics affect speed limits and on the use of variable speed limits in different conditions, implementing pilot projects for testing, evaluating pilot projects, and making adjustments for statewide implementation. Examples of this strategy include increasing high-visibility speeding enforcement and establishing target speed limits to reduce speeding.
Incorporate emerging technology best practices into the Roadway Design Manual and other guidebooks.	Short-term (1-5 years)	Emerging technologies can significantly improve safety and efficiency. This will require evaluating the impacts of emerging technologies on roadway design, reviewing existing design manuals and standards for emerging technology, updating design manuals, and conducting staff training. Examples of this strategy include ensuring high standards are held for the installation and operations of emerging technology.
Develop statewide data-collection and management systems for bicycle and pedestrian information, including safety usage and infrastructure data to help identify network gaps and targeted improvements.	Short-term (1-5 years)	Developing statewide data-collection and management systems for bicycle and pedestrian information will fill the gaps of both available bike/ped data and facilities, thus enhancing active transportation. This will require identifying specific data needed, identifying and developing/procuring data collection and management systems, and collecting and analyzing the data. This strategy includes conducting field visits to understand conditions of the active transportation network and installing tools such as permanent bike/ped volume counters in key locations.

**Table 1: Additional Strategies (continued)**

Strategies	Timeline	Description
Identify opportunities to advance mobility technologies through partnerships that enhance multimodal connectivity, system reliability, and supply chain efficiencies.	Short-term (1-5 years)	Advancing mobility technologies through partnerships will enhance connectivity through multimodal options, improving efficiency for both people and goods. This requires strengthening collaboration with multimodal partners investing in mobility technologies and solutions. This strategy also includes working with local partners to provide context-sensitive solutions and creating a Texas Transportation Technology Coalition to share ideas and enhance communication and collaboration.
Proactively integrate freight considerations into the planning and implementation of future interstate routes, including I-14, I-27, and I-69.	Short-term (1-5 years)	Integrating freight considerations into the planning and implementation of future interstate routes enhances efficiency for freight, reduces congestion and deterioration of roadways, and supports economic vitality. This will first require conducting a freight movement study to understand current and future needs of freight. This strategy also may include implementing truck-only lanes of busier segments between freight hubs, minimizing conflicts such as rail crossings, and separating grades where possible.
Encourage a robust community impact assessment and outreach program related to freight movement and coordinate with environmental and safety programs and land use to enhance the incorporation of community considerations in all stages of freight planning and project development.	Short-term (1-5 years)	Incorporating community considerations in freight planning and project development will help avoid adverse impacts of freight movement on communities, improving safety and sustainability. This strategy includes partnering with public involvement experts to build a community outreach and engagement program to gather community feedback and including truck driver outreach in "Don't Mess with Texas" to encourage drivers not to litter and keep communities clean.
Explore and identify funding options to support the expansion of intercity passenger rail and bus operations through partnerships.	Short-term (1-5 years)	Identifying funding opportunities to expand intercity passenger rail and bus operations will enhance connectivity and improve efficiency and mobility across both rural and urban areas. This strategy includes leveraging funding from developers of large-scale new developments to promote new rail/bus connections, exploring intercity rail services for underserved communities and populations, acquiring new rail fleets, and improving existing fleets.
Identify and implement strategies to enhance multimodal connectivity for first- and last-mile connections from border crossings to designated corridors and border communities and between border crossings for efficient border region trips.	Short-term (1-5 years)	Creating first-mile/last-mile connections can facilitate efficient and seamless travel for both goods and people between border crossings, border communities, and designated corridors, which will promote economic development, enhance accessibility, and reduce congestion in border areas. Examples of this strategy include improving transit stations in the border area, establishing more park and rides, providing active transportation facilities, and implementing ride-share and on-demand passenger transportation services.

**Table 1: Additional Strategies (continued)**

Strategies	Timeline	Description
Support partnerships with the business community to provide transit services that meet workforce needs.	Short-term (1-5 years)	Collaborations with business communities to deliver transit services such as work shuttles or transit discounts to meet the requirements of the workforce can enhance mobility, reduce commuting challenges, and ultimately support economic growth and productivity within the community. This strategy requires identifying potential partners to provide the service, analyzing efficient transit routes, holding promotional campaigns, and receiving feedback to better optimize the transit service.
Develop district-level, long-range transportation plans that consider unique needs, priorities, and characteristics.	Short-term (1-5 years)	Having district-level, long-range transportation plans during the long-range planning cycle helps identify unique transportation needs, challenges, and opportunities for the districts and facilitates collaboration between TxDOT districts and Transportation Planning and Programming Division. The district-level plans will be instrumental in developing the future statewide long-range transportation plans as well as foster more effective and responsive transportation development that will benefit that region.
Expand the use of scenario planning and statistically valid statewide and district surveys in the long-range planning process.	Short-term (1-5 years)	Utilizing scenario planning and statistically valid surveys will ensure a comprehensive and data-driven approach to long-term infrastructure development that can effectively capture future transportation needs. This strategy can promote regular updates to strategic corridor plans and studies.
Collaborate with TxDOT divisions and districts to initiate an advisory group to guide the implementation of <i>Connecting Texas 2050</i> .	Short-term (1-5 years)	TxDOT divisions and districts will work together to establish an advisory group that facilitate the implementation of the plan. The strategy includes providing guidance regarding the implementation priorities of the plan, developing the timeframe and key milestones, and identifying the needed actions and resources to support the plan implementation.
Enhance coordination with TxDOT advisory committees to identify opportunities for collaboration and assist with overall implementation activities.	Short-term (1-5 years)	TxDOT will keep the Joint Executive Steering Committee that meets regularly to ensure efficient communication with all advisory committees and identify opportunities for collaboration on implementing the long-range transportation plan.
Invest in and collaborate on shoreline protection projects.	Mid-term (6-10 years)	Shoreline protection projects will improve the resiliency of critical infrastructure at the shore, prevent road closures from flooding, maintain reliability of roadways, and preserve natural ecosystems. This requires assessing existing conditions and identifying areas vulnerable to flooding at the shore, enhancing communication and collaboration with external partners, and supporting or investing in shoreline protection projects.

**Table 1: Additional Strategies (continued)**

Strategies	Timeline	Description
Facilitate the interoperability of transit services across jurisdictional boundaries and service models.	Mid-term (6-10 years)	Interoperability of transit services across jurisdictional boundaries and service models will enhance connectivity, increase mode choices, improve efficiency, and reduce congestion. This strategy requires coordination with local transit agencies, human services, transportation providers, and intercity bus providers. This strategy may also include implementing a Statewide Bus Rapid Transit (BRT) model and developing a statewide regional bus and van (micro-mobility) program with dedicated funding to connect urban and rural areas.
Develop strategic initiatives targeted at low-income and limited-mobility populations.	Mid-term (6-10 years)	Developing initiatives to support low-income and limited-mobility populations will enhance accessibility to jobs, education, healthcare, and other essential services, and reduce adverse impacts from transportation to these communities. This strategy requires strengthening community engagement to get feedback and assess needs to develop context-sensitive solutions. This strategy may include utilizing micro-transit where dedicated fixed route services are not feasible and developing Call-n-Ride services in areas with limited transit options.
Develop a comprehensive Texas-Mexico mechanism for enhancing the system capacity of existing border crossings and assessing the feasibility of new border crossings.	Mid-term (6-10 years)	Developing the comprehensive Texas-Mexico mechanism for improving system capacity at existing borders and discovering potential new crossings will address congestion, enhance efficiency, and accommodate the growing volume of cross-border trade and travel. The strategy may require an assessment of land available to improve queue systems, geometric improvements and lighting to streamline traffic flows of entering queues, and additional border crossings to further segregate modes and increase capacity.
Develop a comprehensive strategy to improve safety and enhance operational efficiency along designated Texas-Mexico multimodal transportation corridors.	Mid-term (6-10 years)	A comprehensive transportation safety and operation improvement strategy can promote more efficient cross-border travel and mitigate risks to enhance the overall corridor performance. The strategy may include an app with border wait time and travel time to other borders, lane management at crossings, better technology to speed up processing time for border staff, fiber-optic capacity at all crossings, new methods (cloud-based platforms) to share communications and data, and a non-intrusive Commercial Motor Vehicle (CMV) inspection process.
Develop Texas-Mexico asset management frameworks to preserve assets on the border transportation system.	Long-term (11-25 years)	A comprehensive asset management framework for the Texas-Mexico Border can effectively preserve the pavements, bridges, and other assets of the border crossings and ensure efficient utilization of the infrastructure to facilitate international trade and economic growth. It requires a collaborative effort between Texas and Mexico on maintenance and asset management documentation, and the establishment of a Texas-Mexico border-wide traffic and asset management center that monitors traffic operations and coordinates maintenance works of the border crossing.

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