

REPORT ON TRANSPORTATION PLANNING ACTIVITIES

TPC Meeting Schedule January – December 2011

See attached schedule.

Appointments to the TPC and TAC for 2011

On November 16, 2010 letters for appointments to the 2011 TPC and TAC were mailed along with nomination forms for TPC Officers, TPC At-Large *Other Transportation Interest* and TAC At-Large members. Please submit these forms by December 31, 2010. The following is a list of appointments received as of December 10, 2010. If your forms have not been received please check with your appointing official.

	<u>TPC</u>	<u>TAC</u>
City of Baytown		
City of Galveston		
City of Houston (3)	√	
City of Missouri City	√	
City of Pasadena		
City of Sugar Land	√	√
City of Texas City	√	√
County of Brazoria		
County of Chambers		
County of Fort Bend		
County of Galveston		
County of Harris		
County of Liberty		
County of Montgomery		
County of Waller	√	
Metropolitan Transit Authority		
TxDOT – Houston District		
TxDOT – Beaumont District	√	
Gulf Coast Rail District		

H-GAC Board Actions for November 16, 2010

Clean Cities/Clean Vehicles Program Agreements

Staff request authorization to enter into agreements with recommended entities for acquisition of cleaner vehicles and retrofits; amount not to exceed \$1,102,826.

Comments on TCEQ Air Permitting in Counties Neighboring Ozone Nonattainment Areas

Staff request authorization to submit comments to TCEQ requesting further examination of the air quality impact of major source permit requests located in proximity to existing nonattainment areas.

H-GAC Board Actions Items Pending for December 21, 2010

2010-2013 Access Management Project Selection (First Round)

Staff request authorization to negotiate interlocal agreements with City of Missouri City and Harris County for local match. Request authorization to negotiate contract with recommended consultant teams to develop access management studies for five selected corridors; amount not to exceed \$1.1 million.

Consultant Selection for Activity/Tour-Based Travel Demand Models Development

Staff request authorization to negotiate contract with recommended consultant team to develop an Advance Practice Activity/Tour-Based Travel Demand Models; amount not to exceed \$1,000,000.

Clean Cities/Clean Vehicles Program Agreements

Request authorization to enter into agreements with recommended entities for acquisition of cleaner vehicles; amount not to exceed \$255,807.44.

Transportation Marketing Contract

Staff request authorization to contract with Gilbreath Communications, Inc. for transportation marketing and public information services; amount not to exceed \$200,000.

Texas Transportation Institute Intergovernmental Agreement

Staff request authorization to negotiate a one-year FY 2011 Intergovernmental Agreement not to exceed total amount of \$100,000.00 with Texas Transportation Institute for professional support and assistance to H-GAC's travel demand modeling and development.

Status Report on I-69 Corridor

See attached background material.

**TRANSPORTATION POLICY COUNCIL
SCHEDULE OF MEETING DATES
JANUARY - DECEMBER, 2011**

(All meetings will be held at 3555 Timmons Lane, Conference Room A unless otherwise specified)

<u>Mtg Date*</u>	<u>Time</u>	<u>Mailout (Agenda)</u>	<u>Mailout (Items)</u>
Jan. 28 th	9:30 a.m.	Jan. 14 th	Jan. 21 st
Feb. 25 th	9:30 a.m.	Feb. 11 th	Feb. 18 th
Mar. 25 th	9:30 a.m.	Mar. 11 th	Mar. 18 th
Apr. 29 th	9:30 a.m.	Apr. 15 th	Apr. 22 nd
May 27 th	9:30 a.m.	May 13 th	May 20 th
June 24 th	9:30 a.m.	Jun. 10 th	Jun. 17 th
July 22 nd	9:30 a.m.	Jul. 8 th	Jul. 15 th
Aug. 26 th	9:30 a.m.	Aug. 12 th	Aug. 19 th
Sept. 23 rd	9:30 a.m.	Sept. 9 th	Sept. 16 th
Oct. 21 st	9:30 a.m.	Oct. 7 th	Oct. 14 th
Nov. 18 th	9:30 a.m.	Nov. 4 th	Nov. 11 th
Dec. 16 th	9:30 a.m.	Dec. 2 nd	Dec. 9 th

PLEASE NOTE: All meetings will be held on the fourth Friday of each month EXCEPT for April, it will be held on the fifth Friday due to a holiday and November, and December which will be held on the third Friday to avoid conflicting with the Thanksgiving and Christmas holidays.

* Meeting/Mailout dates are tentative and subject to change. Please contact Gabriella Villegas, (713) 993-4557 for more information.

** Mailout dates will be strictly adhered to. Materials for Agenda Items not received before dates indicated will be put on the Agenda for the following month. Major Amendments to the TIP are actions which add or delete projects with a cost of \$5million or greater require a 30-day public comment period and a separate Public Meeting. **Major Amendments to the TIP must be submitted at least 60 days prior to the proposed meeting date for TPC action. A background paper, financial tables, and other supporting documents must be submitted with all amendment submissions.**

Status Report on I-69 Corridor

Background

The Texas Transportation Commission created five I-69 Corridor Segment Committees (as well as one statewide I-69 Corridor Advisory Committee) to provide locally identified improvement priorities. The Houston-Galveston region is represented on the Segment 2 and 3 corridor committees as well as the statewide Corridor Advisory Committee. Please find enclosed the most recent reports to the Texas Transportation Commission from the two segment committees.

Current Situation

As reported in October, you will find specific recommended improvements for upgrading US 59, including: connectors, relief routes, grade separations, additional lanes, etc. Both the segment 2 and 3 reports endorsed the concept of a major relief route in the Houston-Galveston area and incorporated as part of their reports the resolution passes by the Transportation Policy Council at its October meeting.

The statewide Corridor Committee is also urging the Commission to seek federal interstate designation of significant portions of US 59 already completed or under construction to Interstate Highway standards. This would include all of US 59 in Harris and Montgomery Counties and much of US 59 in Fort Bend County. H-GAC staff is working with the Beaumont and Houston TxDOT Districts to advance the feasibility analysis of an I-69 relief route serving the port areas located in the eastern and southern portions of our region.

Action Requested

No action requested. Presentation for information and discussion.

Interim Update Report

Interstate 69 Corridor Segment Committee 2



The Texas Transportation Commission created the Interstate 69 (I-69) Corridor Advisory Committee and Corridor Segment Committees to assist the Texas Department of Transportation (TxDOT) in the transportation planning process of the I-69 Corridor. Both sets of committees will provide a locally

focused, citizen driven basis of planning along the corridor.

I-69 Advisory Committee: The I-69 Corridor Advisory Committee (CAC) was created by Minute Order 111294 on March 27, 2008 for the purpose of facilitating and achieving consensus among affected communities and interested parties on desired transportation improvements along the I-69 Corridor. The Advisory Committee studied the future needs of the I-69 Corridor and published their findings and recommendations in *A Citizen's Report on the Current and Future Needs of the I-69 Corridor 2008*.

I-69 Segment Committee 2: I-69 Corridor Segment Committee 2 (CSC 2) is one of five Segment Committees created by Minute Order 111527 on September 25, 2008 for the purpose of providing input and recommendations on the designated routes of the I-69 Corridor in their areas. The Segment Committees are composed of members representing cities, counties, metropolitan planning organizations, ports, chambers of commerce, economic development organizations, and the Texas Farm Bureau along the I-69 Corridor. The Segment Committees continue to meet and study environmental planning features and plan the best route for their communities. The Segment Committees will report their findings, advice and recommendations to the Texas Transportation Commission and TxDOT's Executive Director.

The area included in CSC 2 is shown in **Figure 1** and includes the counties of Angelina, Chambers, Harris, Liberty, Montgomery, Polk, and San Jacinto. CSC 2 encompasses the U.S. 59 route through southeast Texas. Members of the committee currently include those individuals listed in **Table 1**.

Interim Committee Update

In September 2010, TxDOT's Executive Director, Amadeo Saenz, spoke with the Chairs of the I-69 Segment Committees about how the process is going, asked that each committee compile an update on their progress and work, and asked that the CSCs identify projects that they currently see as priorities in their areas. This information would be used to update the Texas Transportation Commission on the progress of the CSCs thus far.

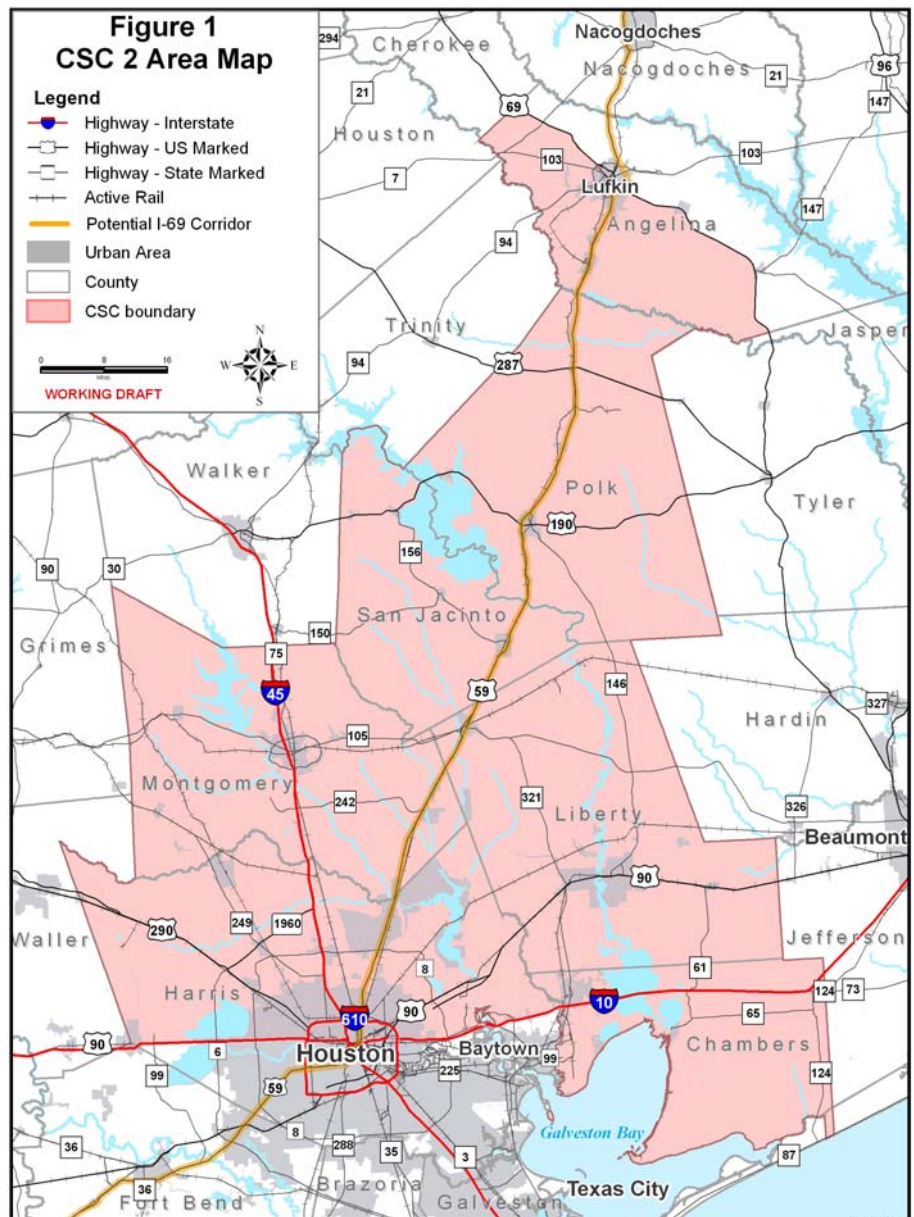


Table 1 – CSC 2 Committee Members (November 2010)

<u>Member</u>	<u>Appointing Entity</u>
Don Brandon	Chambers County
Bill Brown	City of Diboll
Spencer Chambers	Port of Houston Authority
Andy Dill	Montgomery County
Ed Emmett	Harris County
Clarke Evans	City of Livingston
Phil Fitzgerald	Liberty County
Jerry Huffman	Angelina County
Kim Icenhower	Fort Bend County
Michael Jacobs, Jr.	City of Splendor
Ashby Johnson	Houston Galveston Area Council
Lloyd Kirkham	City of Cleveland
Michael Kramer	City of Houston
Sydney Murphy	Polk County Economic & Industrial Development Corp.
Tom Paben	Texas Farm Bureau
Mandy Risinger	City of Corrigan
Jay Snook	Polk County
Douglas W. Spruill	City of Humble
Jim Wehmeier*	Lufkin/Angelina Economic Development Corp.
Royce Wells	San Jacinto County
TBA	City of Shepherd

* Committee Chair

CSC 2 Update Information

Using the topics outlined below, members of CSC 2 reported the following information on the current progress of committee efforts.

How the Segment Committee process has worked

The committee members involved appreciate the opportunity to have a voice regarding the location and design of I-69. Committee members report they have received useful information that helps them better understand how their specific area of interest relates to neighboring communities and to the overall proposed I-69 system. Members appreciate the preparation and the level of information provided for the committee meetings. The meeting materials have been distributed via e-mail which allows attendees the opportunity to review past meeting notes and discussion items as well as understand the meeting objectives.

Participation has been enthusiastic and engaging and the meeting venues, which rotate from city to city, have been conducive to pleasant and productive meetings. The discussion and work of the committee has been very beneficial. Although there has not been consensus on every item, the group has worked together to iron out

various issues and members have received valuable feedback through the meetings.

What has been working well

The workshop planning activities allowed committee members to view maps of the entire roadway in their Segment which gave them the opportunity to provide feedback in their particular areas of interest, and also see the needs of other sections of the corridor. The aerial maps used in these activities allow the committee members to more easily understand the issues and process associated with upgrading routes to interstate standards. As a result, the project is not following a “one size fits all” approach, which is positive and important with the different types of project areas along the corridor.

The regular quarterly meetings held by the committee are helpful in maintaining local interest in the project. Having a regular moderator at the meetings provides consistency and knowledge of the project, and keeps the meetings on topic. The moderator and TxDOT staff are committed to gathering stakeholder input, guiding discussion and answering questions from the members. Between meetings, committee members are also provided information through e-mail distributions that keep them informed of current events related to I-69 at the state and federal levels and other relevant news items. This information keeps members engaged, answers questions and minimizes speculation.

“TxDOT has demonstrated a sincere interest and commitment to gathering stakeholder input and guiding discussions through the segment committee process.” - CSC 2 Member

What can be improved

Members would like more information on funding so they can better understand what can be accomplished on the corridor in the future. Members also suggest having more geographically specific meetings for stakeholders so there can be more detailed discussions that pertain to each area. Advanced notice of the meeting agenda would be helpful for members to allow them to engage in preparatory activities to enhance awareness of the goals for the upcoming meeting. Some members would also like to receive more official correspondence from TxDOT on I-69 and department activities.

Additionally, members would like to see better attendance, more involvement, and more communication with the public. Some members requested more technical discussions to address issues such as hazardous materials, emergency evacuation, route-deviation, and traffic flow. Finally, members suggest providing opportunities for input from Segment Committee

members and other stakeholders who are not able to attend meetings.

Tasks completed by the Segment Committee

The Segment Committee has effectively brought together many critical stakeholders along the proposed I-69 route to discuss their visions and goals of transportation needs and how I-69 might proceed through each region. This committee has been involved in a general planning process that has included members identifying specific routes that should be upgraded to interstate standards as part of I-69, as well as identifying routes and facilities that should connect to I-69. The committee has also identified other transportation facilities, such as rail, transit and airports that if developed, upgraded or connected, would complement the movement of freight trucks and passenger vehicles in the I-69 Corridor.

The committee has pinpointed specific constraints or problems such as right-of-way, natural barriers, land use, relief routes, control of access, and traffic collection. CSC 2 has discussed relief routes, needs for access roads and interchanges, and reviewed potential areas of development. Each representative has been able to voice concerns of their constituents along the corridor, while also building an awareness of the corridor as a whole. Importantly, CSC 2 members have confirmed U.S. 59 as the preferred route for upgrade to I-69.

Helpful Segment Committee activities and exercises

Bringing together the various stakeholders has been a good way to initiate discussion from the overall Texas portion of the I-69 project down to the local considerations. Small group exercises, such as reviewing conceptual interstate layout maps and schematic drawings, were noted by members as being particularly helpful. The availability of TxDOT staff to answer questions regarding cost of construction, width of right-of-way, and feasibility of route deviation has helped put the project into perspective.

Potential future activities and exercises

Committee members would like to have public involvement activities to gain input from the community. In addition, the members would like to receive information about funding opportunities and better understand the cost for building I-69 within their areas. Members would also like to consider the possibility of having sub-committee meetings to address specific topics in areas like Houston and to work with local communities to develop design details and regional aesthetics. Some members would like to expand the committee's efforts to identify additional improvements to the local roadway network that support the corridor and would also like to identify roadways that enhance access to the corridor.

Continuing discussions on future development and regional transportation goals related to I-69 is another desire of the committee members.

Major challenges and key issues related to developing Interstate 69 with Segment 2

Funding for upgrading the existing roadways to an interstate is consistently mentioned by CSC 2 members as being the major challenge related to developing I-69. Additionally, members feel that upgrading existing routes, like U.S. 59, to I-69 will present challenges in areas that do not have sufficient capacity or area to expand the roadway. Other challenges cited by committee members include environmental concerns, access needs, and achieving local support. Finally, members communicate that the lengthy timeline for developing I-69 is also a challenge.

Committee members, engaging the public and their communities in the Segment Committee process

Members of CSC 2 are speaking with members of their communities about I-69 and the activities of the committee. Specifically, members have provided updates on I-69 to economic development and chamber of commerce boards, government leaders and transportation committees in their local areas. Other members have specifically invited representatives from their communities to attend CSC meetings. One member notes they are engaged with elected officials on policy issues related to I-69 and mentioned communicating with the public through publications and industry associations.

"The Advisory Committee and Segment Committees have been successful in identifying and engaging critical stakeholders in the process of determining potential routes for the corridor and prioritizing projects." - CSC 2 Member

Additional helpful public engagement and involvement activities

CSC 2 members again emphasized that public meetings and open house sessions would be helpful activities for engaging the public. Members would also like to work with TxDOT to get additional media coverage with local papers, radio and television stations and suggested that posting additional information to the TxDOT website for the public to review could be helpful.

Preliminary CSC 2 Prioritization

CSC 2 members prepared a preliminary list of project priorities as a "snap shot" of current conditions which reflect interim priorities at this stage of the CSC process. The priorities are subject to change through further work

of and review by the CSC. These results are not a commitment by TxDOT to advance priorities as currently ordered. The priorities may be changed in the future based on additional input, environmental approvals, and funding availability.

To develop the initial priorities, committee members independently ranked the top five sections in their respective segment. The initial priorities were collectively discussed by the committee and members were afforded opportunities to submit a revised ranking of their preliminary priorities based upon the results of the discussion. The current CSC 2 priority sections are shown in **Figure 2**.

Three priority sections focused on relief routes for the Corrigan, Diboll/Lufkin and Houston, areas. Two additional priorities of the committee were to upgrade U.S. 59 from north of the Liberty county line to Cleveland and from Shepherd to Livingston. Specifically, the following sections are currently noted as preliminary priorities for CSC 2:

- U.S. 59 Relief Route at Corrigan
- Upgrade U.S. 59 from Liberty County Line to Cleveland
- Upgrade U.S. 59 from Shepherd to Livingston
- U.S. 59 Relief Route at Diboll/Lufkin
- U.S. 59 Relief Route at Houston

Collectively, the committee emphasizes a desire to see sections of U.S. 59 that may currently meet interstate standard in the Houston area be designated as an interstate highway and consider this to be an immediate priority for TxDOT and the Federal Highway Administration.

Representatives from the Houston area have noted that U.S. 59 has insufficient capacity within the Houston urban area to accommodate today's traffic demands. To help address capacity needs, some CSC 2 members have recommended an additional alignment to the south and east of Houston that would relieve U.S. 59 traffic and also serve the ports along the coast.

Prioritization Rationale

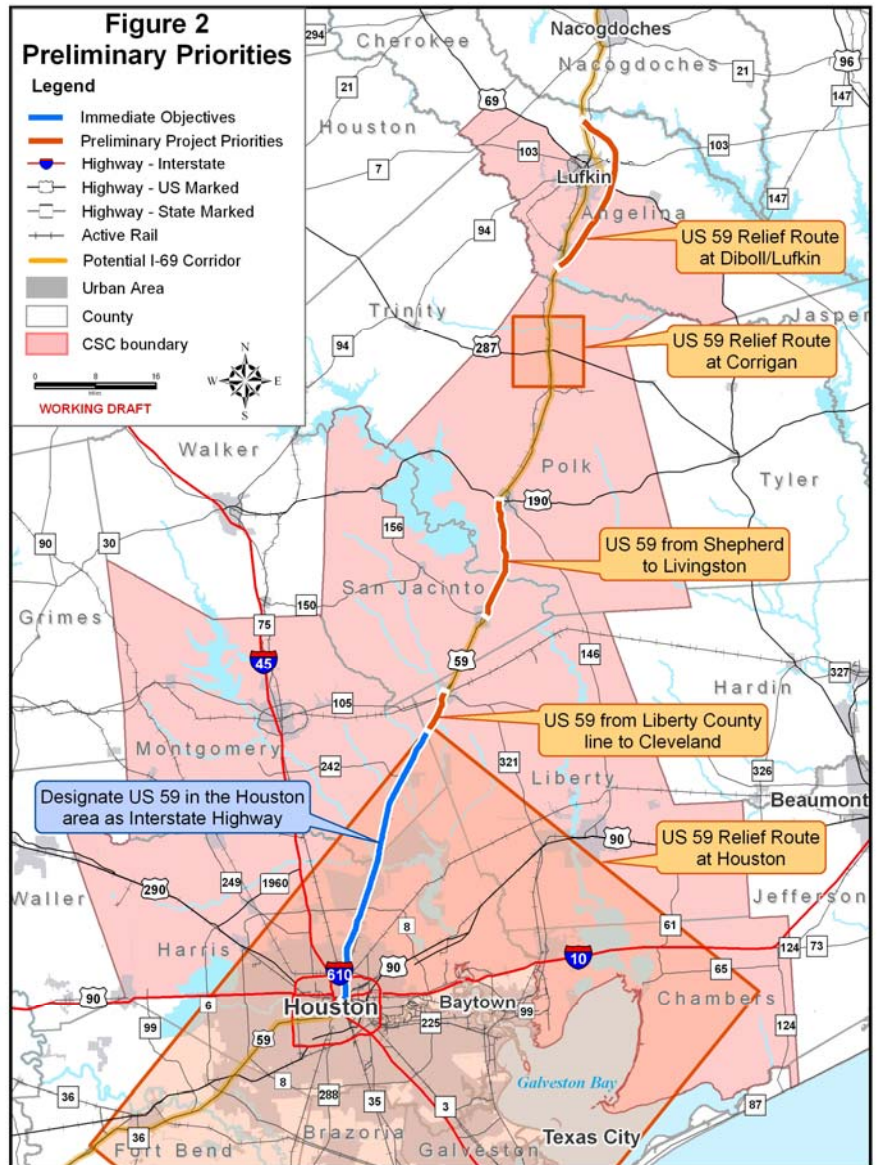
In establishing preliminary priorities, CSC 2 members note a number of factors that they consider as rationale for selecting their priority segments. Rationale mentioned most often by committee members includes:

- Serves High Traffic and Truck Volumes
- Addresses Safety Concerns
- Improves Travel Times
- Supports Economic Growth

Next Steps

As previously noted, the current priorities are preliminary and will be refined as the committee continues its efforts. Upcoming work of CSC 2 is anticipated to include the following activities:

- Reviewing order of magnitude cost estimates and funding opportunities
- Identifying limits of potential projects, and refining the CSC project priorities
- Discussing and planning public involvement activities





November 1, 2010

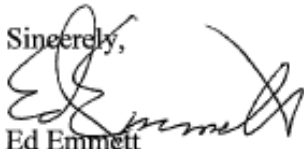
Ms. Doise Miers
Legislative Analyst
125 E. 11th Street
Government and Public Affairs Division
Texas Department of Transportation
Austin, Texas 78701

Re: Resolution Supporting the Development of I-69 Including Study of a Relief Route
Around the Houston Region

Dear Ms. Miers,

As a member of the I-69 Corridor Segment 2 and 3 Committees, I request the addition of the recommendations found in the enclosed resolution passed by the Houston-Galveston Transportation Policy Council in the upcoming segment committee reports to the Texas Transportation Commission.

Sincerely,


Ed Emmett
County Judge

EME/rz

Attachments

Cc: Ms. Patricia Waskowiak, I-69 CSC #3 Member
Mr. Ashby Johnson, I-69 CSC #2 Member
Mr. Lane Ward, I-69 CSC #3 Member
Ms. Kim Icenhower, I-69 CSC #2 Member
Mr. Alan Clark, I-69 Statewide CAC Member
Mr. Jim Gonzales, I-69 Statewide CAC Member
Mr. Jim Edmonds, I-69 Statewide CAC Member



Resolution

2010-06

EXPRESSING THE TRANSPORTATION POLICY COUNCIL'S (TPC) SUPPORT FOR THE DEVELOPMENT OF THE I-69 CORRIDOR IN THE HOUSTON-GALVESTON REGION AND THROUGHOUT THE STATE OF TEXAS.

WHEREAS, the Houston-Galveston region is forecasted to add 3.1 million people and almost double vehicle miles traveled by 2035; and,

WHEREAS, providing for the safe and efficient movement of goods throughout the region is an increasingly urgent matter; and,

WHEREAS, the Texas Transportation Commission through the Texas Department of Transportation is planning for the development of the I-69 Corridor to alleviate congestion and accommodate the forecasted growth in truck traffic in the region and state;

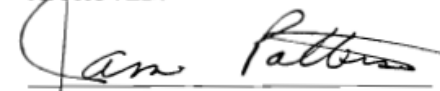
NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL FOR THE HOUSTON – GALVESTON TRANSPORTATION MANAGEMENT AREA THAT THE COUNCIL SUPPORTS THE DEVELOPMENT OF THE I-69 CORRIDOR IN THE REGION AND THROUGHOUT THE STATE OF TEXAS SUBJECT TO THE FOLLOWING:

1. THE TRANSPORTATION POLICY COUNCIL SUPPORTS, AS A PRIORITY, THE COMPLETION OF US 59 TO INTERSTATE STANDARDS.
2. THE TRANSPORTATION POLICY COUNCIL URGES THE TEXAS TRANSPORTATION COMMISSION TO EVALUATE AN I-69 RELIEF ROUTE THAT SERVES THE PORTS ALONG THE SOUTHERN AND EASTERN AREAS OF THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA.
3. THE TRANSPORTATION POLICY COUNCIL URGES THE TEXAS TRANSPORTATION COMMISSION TO COOPERATIVELY PLAN AND WORK WITH THE COUNCIL AS A PARTNER ON DEVELOPMENT OF I-69 CORRIDOR WITHIN THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA.

BE IT FURTHER RESOLVED THAT A FINAL AND ADOPTED COPY OF THIS RESOLUTION BE TRANSMITTED TO THE TEXAS TRANSPORTATION COMMISSION.

PASSED AND ADOPTED this 29th day of October 2010, at a regularly called meeting of the Transportation Policy Council.

APPROVED:


James Patterson, Chairman
Transportation Policy Council

ATTEST:


Tom Reid, Secretary
Transportation Policy Council

The resolution provided on the following page was passed by the City of Livingston and submitted to the Corridor Segment Committee for consideration by the committee members.

RESOLUTION NO. 503

**A RESOLUTION OF THE CITY OF LIVINGSTON, TEXAS
SUPPORTING THE EXISTING U.S. 59 CORRIDOR TO BE
USED AS THE I-69 FOOTPRINT WITHIN THE CITY OF
LIVINGSTON, TEXAS**

WHEREAS, the City of Livingston recognizes the importance of transportation for a prosperous economy and the need for efficiency in routing transportation to promote growth within the City of Livingston and Polk County, and

WHEREAS, I-69 presents an opportunity for our community and countless others along the corridor because it will spur economic development by serving as a direct interregional and international trade route and by providing mobility for communities underserved by existing interstates, and

WHEREAS, discussion has occurred in recent I-69 Corridor Segment Committee 2 meetings concerning the need for a north/south bypass around Livingston on the east side to be designated as a relief route for the proposed I-69 interstate Corridor Program,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LIVINGSTON, TEXAS THAT the members of the City Council of the City of Livingston support the existing US 59 footprint for the I-69 corridor through Livingston but do not support a north/south bypass around Livingston on the east side as an I-69 relief route.

RESOLVED AND ADOPTED by the City Council of the City of Livingston, Texas on this the 10th day of August, 2010.

SIGNED:



CLARKE EVANS, Mayor

ATTEST:



ELLIE MONTEAUX, City Secretary

Interim Update Report

Interstate 69 Corridor Segment Committee 3



The Texas Transportation Commission created the Interstate 69 (I-69) Corridor Advisory Committee and Corridor Segment Committees to assist the Texas Department of Transportation (TxDOT) in the transportation planning process of the I-69 Corridor. Both sets of committees will provide a locally focused, citizen driven basis of planning along the corridor.

I-69 Advisory Committee: The I-69 Corridor Advisory Committee (CAC) was created by Minute Order 111294 on March 27, 2008 for the purpose of facilitating and achieving consensus among affected communities and interested parties on desired transportation improvements along the I-69 Corridor. The Advisory Committee studied the future needs of the I-69 Corridor and published their findings and recommendations in *A Citizen's Report on the Current and Future Needs of the I-69 Corridor 2008*.

I-69 Segment Committee 3: I-69 Corridor Segment Committee 3 (CSC 3) is one of five Segment Committees created by Minute Order 111527 on September 25, 2008 for the purpose of providing input and recommendations on the designated routes of the I-69 Corridor in their areas. The Segment Committees are composed of members representing cities, counties, metropolitan planning

organizations, ports, chambers of commerce, economic development organizations, and the Texas Farm Bureau along the I-69 Corridor. The Segment Committees continue to meet and study environmental planning features and plan the best route for their communities. The Segment Committees will report their findings, advice and recommendations to the Texas Transportation Commission and TxDOT's Executive Director.

The area included in CSC 3 is shown in **Figure 1** and includes the counties of Bee, Brazoria, Fort Bend, Galveston, Goliad, Harris, Jackson, Refugio, Victoria and Wharton. CSC 3 encompasses portions of the U.S. 59 and U.S. 77 routes. Members of the committee currently include those individuals listed in **Table 1**.

Interim Committee Update

In September 2010, TxDOT's Executive Director, Amadeo Saenz, spoke with the Chairs of the I-69 Segment Committees about how the process is going, asked that each committee compile an update on their progress and work, and asked that the CSCs identify projects that they currently see as priorities in their areas. This information would be used to update the Texas Transportation Commission on the progress of the CSCs thus far.

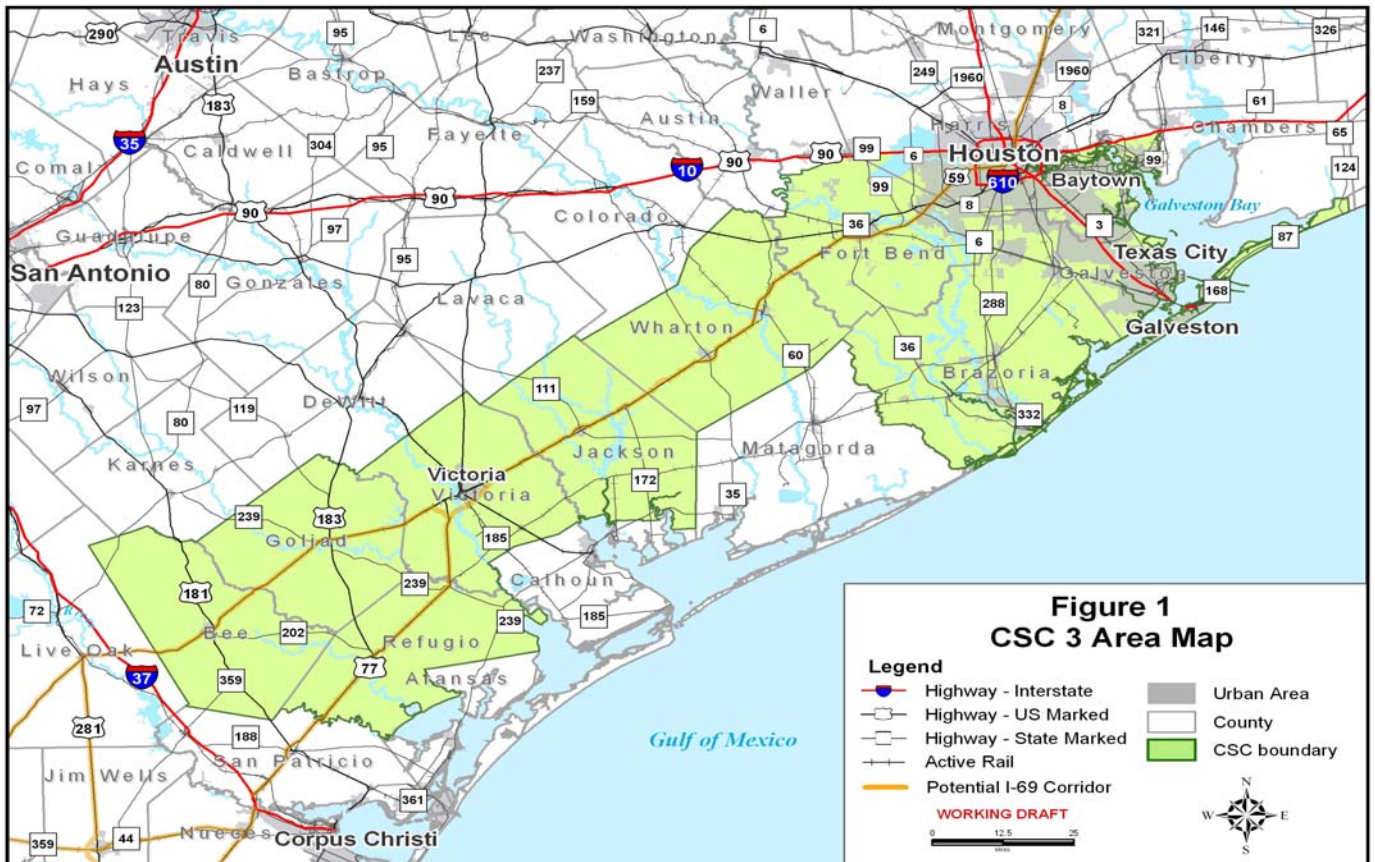


Table 1 – CSC 3 Committee Members (November 2010)

<u>Member</u>	<u>Appointing Entity</u>
Leonard T. Anzaldua	Refugio County
Spencer Chambers	Port of Houston Authority
Ed Emmett	Harris County
Laura Fischer	Bee County
Mike Fitzgerald, P.E.	Galveston County
D. Dale Fowler	City of Victoria
Stephen Gertson	Texas Farm Bureau
Joe D. Hermes	City of Edna
Ray Jaso	City of Refugio
E. J. "Joe" King	Brazoria County
Michael Kramer	City of Houston
Santiago Martinez	City of Beeville
Ray Miller	Victoria MPO
Domingo Montalvo, Jr.*	City of Wharton
John W. Murrile	Wharton County
Donald R. Pozzi	Victoria County
Tony Rigdon	Port of Victoria
Phillip Spenrath	City of El Campo
Harrison Stafford, II	Jackson County
Ric Tinney	City of Goliad
Lane Ward	Fort Bend County
Patricia Waskowiak	Houston-Galveston Area Council
TBA	Goliad County

* Committee Chair

CSC 3 Update Information

Using the topics outlined below, members of CSC 3 reported the following information on the current progress of committee efforts.

How the Segment Committee process has worked

CSC 3 members report that the committee process has worked well, with one member calling it outstanding. Meetings are held in various communities along the I-69 corridor which allows local leaders from these various communities to voice their concerns and provide vital information on the development of I-69 in their area. Members add that the process has been successful in identifying and engaging critical stakeholders who have assisted the committee determine potential routes for the corridor; this stakeholder input has also been instrumental in the committee prioritizing projects. Stakeholder feedback has also allowed members to highlight specific issues in their community that may be positively or negatively affected by an interstate. Segment Committee members have appreciated TxDOT staff's help in soliciting feedback from communities and stakeholders which has allowed the committee to identify priorities for small communities and larger regions such as the Houston metropolitan area or areas of concern.

What has been working well

CSC 3 members appreciate the efforts of TxDOT staff in seeking committee member input and distributing meeting materials efficiently. The format and flow of meetings works well and efforts by TxDOT staff to keep committee members

informed through e-mail updates and news articles are helpful, as is providing information in advance of meetings. Members believe that the meetings and work of the committee have given needs of both urban and rural areas fair consideration. All sides have been heard, various issues been considered and members recognize that the information that is shared is 'immensely important'. Finally, members of CSC 3 have benefited from the use of aerial photography and maps that reference familiar locations along the corridor.

What can be improved

At times, CSC 3 members feel they do not always have a clear understanding of where the committee process is headed or what the final product is intended to be. Providing members with a periodic schedule and milestone would be beneficial. Members add that the travel involved to attend committee meetings is difficult, and can prevent members from attending meetings so committee members who can not attend meetings should be afforded an opportunity to provide input that is shared with the committee.

"TxDOT has demonstrated a sincere interest and commitment to gathering stakeholder input and guiding discussions through the segment committee process."
- CSC 3 Member

CSC 3 members acknowledge the challenge of having a committee with rural and urban areas with very different needs. Some members feel the committee could work quicker and accomplish more with smaller groups that have more common interests. Others add that addressing route options around the Houston area and engaging other interests, such as the ports, is an important future task that the committee should resolve with TxDOT and other local agencies.

Tasks completed by the Segment Committee

CSC 3 has provided input on transportation problems and challenges and identified transportation facilities that should be considered when developing the I-69 Corridor program. The committee reviewed conceptual interstate layouts along the U.S. 59 and U.S. 77 corridors to identify obstacles, constraints, preferences and other issues. The right-of-way requirements and constraints were discussed by the committee and adjustments were made to the conceptual interstate layouts as the committee indicated areas where relief routes, grade separations and interchanges should be considered. The conceptual interstate layout exercise allowed committee members to identify environmental planning features that may pose a conflict in potential upgrades.

To date, the CSC 3 members confirm that U.S. 59 should be designated as an I-69 Corridor facility. The committee has not yet decided if U.S. 77 through Victoria and Refugio counties should be part of the I-69 Corridor. However, the committee has concluded that the segment of the Grand Parkway in Fort Bend County is not a practical I-69 option.

Helpful Segment Committee activities and exercises

Members of CSC 3 report that reviewing maps with footprints over-laid on top of existing roads being considered for upgrade has been helpful during the conceptual interstate layout exercise because this allowed members to see and understand the impact of converting existing roads to interstates. A member has noted the ‘pictures are worth a thousand words.’ CSC 3 members add that brief updates from corridor representatives on new developments (business, roadway, etc.), environmental constraints, and understanding of transportation and infrastructure goals for communities in the region has also been of benefit to the committee’s progress.

Potential future activities and exercises

CSC 3 members would like continued discussions on future development along the corridor, regional transportation goals, and how they are connected to I-69 development. It would be helpful to committee members to have a document that details the improvements that have been proposed along the corridor and cost estimates for such improvements. Additionally, members would like to have a timeline or Gantt chart to help them better understand scope and progress of the project.

Potential future activities suggested by CSC 3 members include holding subcommittee meetings for larger demographic areas, in particular the Houston area. Suggested activities include touring the Port of Houston so committee members outside of Harris County can learn about its impact on the transportation system and the future I-69 Corridor. Other members recommend a potential joint meeting with all Segment Committees or at least Segment Committees directly adjacent to CSC 3.

Major challenges and key issues related to developing Interstate 69 with Segment 3

Lack of funding and overcoming the public perception of I-69 being associated with the former Trans-Texas Corridor is a major challenge. Members recommend that if tolls are required, up-front, clear communication with the public is vital in educating the public of roadway financing. Members also note a major challenge will be acquiring land for relief routes for communities and small towns along the route. It is important that future routes strive to stay on existing right of way and not take additional farm land or disturb existing businesses along the roadway.

Finally, some members see that committee consensus on having a connection of U.S. 77 from Victoria to Corpus Christi through the Refugio area is needed. These members feel not having this connection could defeat the purpose of I-69.

“The key issue is funding. Given TxDOT’s most recent revenue projections for transportation, prospects for major construction in the corridor seem uncertain.” - CSC 3 Member

Committee members, engaging the public and their communities in the Segment Committee process

Members of CSC 3 report that they speak with members of their communities about I-69 and the committee’s activities. Specifically, these conversations in the Houston region have served to develop ideas for routing an I-69 route around the south and east sides of Houston to better serve Gulf Coast ports. Members also report on CSC meetings to economic development and chamber of commerce boards, government leaders and transportation committees in their local areas; CSC members invite these groups to Segment Committee meetings. Finally, some members have had specific discussions with land and business owners along the corridor relative to potential right of way needs for future highway expansion.

Additional helpful public engagement and involvement activities

CSC 3 members communicate that continued discussions of I-69 with the public will need to be done carefully and in a manner that continues to reiterate that it is different from past project concepts. Goals and objectives of this new citizen lead planning effort need to be clearly defined and easily explained to the public. Future public meetings and open house sessions are recommended by CSC 3 members so CSC 3 members and TxDOT can work together to educate the public on the committee’s recommended plans and the development timeframe for the project.

Preliminary CSC 3 Prioritization

CSC 3 members have prepared a preliminary list of project priorities as a “snap shot” of current conditions and to reflect interim priorities at this stage of the CSC process. The priorities are subject to change through further work of and review by the CSC. These results are not a commitment by TxDOT to advance projects as currently ordered. The priorities may change in the future based on additional input, environmental approvals, and funding availability.

To develop the initial priorities, committee members independently ranked their top five sections in their respective segment. The initial priorities were collectively discussed by the committee and members were afforded opportunities to submit a revised ranking of their preliminary priorities based upon the results of the discussion. The current CSC 3 priority sections are shown in **Figure 2**. These priorities largely focus on the portion of U.S. 59 between Victoria and Houston and include the following sections:

- Upgrade U.S. 59 from north of Wharton to south of Rosenberg
- Upgrade U.S. 59 from U.S. 77 to north of Victoria
- Upgrade U.S. 59 from south of El Campo to south of Wharton

- Upgrade U.S. 59 from south of Wharton to north of Wharton
- U.S. 59 Relief Route at Houston

Collectively, the committee emphasizes a desire to see sections of U.S. 59 that may currently meet interstate standard in the Houston area be designated as an interstate highway and consider this to be an immediate priority for TxDOT and the Federal Highway Administration. CSC 3 members from Fort Bend County have noted that despite having current freeway design standards that may meet most interstate standards, a section of U.S. 59 between Rosenberg and SH 99 is in need of an upgrade to meet capacity needs.

Representatives from the Houston area have noted that U.S. 59 has insufficient capacity within the Houston urban area to accommodate today's traffic demands. To help address capacity needs, some CSC 3 members have recommended an additional alignment to the south and east of Houston that would relieve U.S. 59 traffic and also serve the ports along the coast.

Prioritization Rationale

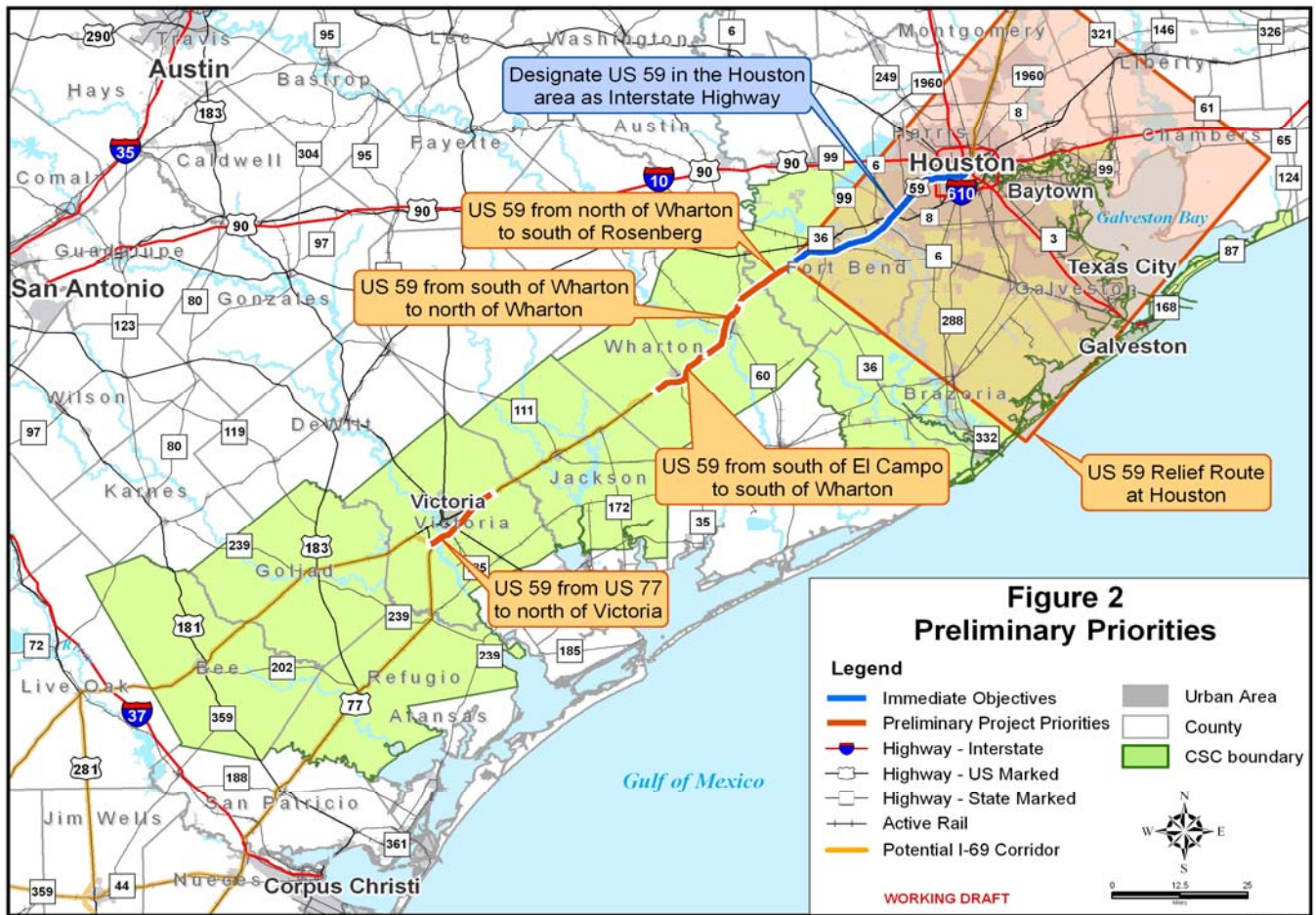
In establishing preliminary priorities, CSC 3 members noted a number of factors that they consider as rationale for selecting their priority segments. Rationale mentioned most often by committee members includes:

- Serves High Traffic and Truck Volumes
- Serves Traffic Growth
- Addresses Safety Concerns
- Improves Travel Times
- Supports Economic Growth

Next Steps

As previously noted, the current priorities are preliminary and will be refined as the committee continues its efforts. Upcoming work of CSC 3 is anticipated to include the following activities:

- Reviewing order of magnitude cost estimates and funding opportunities
- Identifying limits of potential projects, and refining the CSC project priorities
- Discussing and planning public involvement activities





November 1, 2010

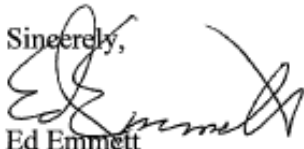
Ms. Doise Miers
Legislative Analyst
125 E. 11th Street
Government and Public Affairs Division
Texas Department of Transportation
Austin, Texas 78701

Re: Resolution Supporting the Development of I-69 Including Study of a Relief Route
Around the Houston Region

Dear Ms. Miers,

As a member of the I-69 Corridor Segment 2 and 3 Committees, I request the addition of the recommendations found in the enclosed resolution passed by the Houston-Galveston Transportation Policy Council in the upcoming segment committee reports to the Texas Transportation Commission.

Sincerely,


Ed Emmett
County Judge

EME/rz

Attachments

Cc: Ms. Patricia Waskowiak, I-69 CSC #3 Member
Mr. Ashby Johnson, I-69 CSC #2 Member
Mr. Lane Ward, I-69 CSC #3 Member
Ms. Kim Icenhower, I-69 CSC #2 Member
Mr. Alan Clark, I-69 Statewide CAC Member
Mr. Jim Gonzales, I-69 Statewide CAC Member
Mr. Jim Edmonds, I-69 Statewide CAC Member



Resolution

2010-06

EXPRESSING THE TRANSPORTATION POLICY COUNCIL'S (TPC) SUPPORT FOR THE DEVELOPMENT OF THE I-69 CORRIDOR IN THE HOUSTON-GALVESTON REGION AND THROUGHOUT THE STATE OF TEXAS.

WHEREAS, the Houston-Galveston region is forecasted to add 3.1 million people and almost double vehicle miles traveled by 2035; and,

WHEREAS, providing for the safe and efficient movement of goods throughout the region is an increasingly urgent matter; and,

WHEREAS, the Texas Transportation Commission through the Texas Department of Transportation is planning for the development of the I-69 Corridor to alleviate congestion and accommodate the forecasted growth in truck traffic in the region and state;

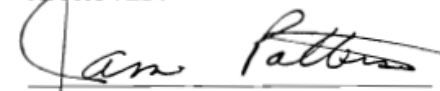
NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL FOR THE HOUSTON – GALVESTON TRANSPORTATION MANAGEMENT AREA THAT THE COUNCIL SUPPORTS THE DEVELOPMENT OF THE I-69 CORRIDOR IN THE REGION AND THROUGHOUT THE STATE OF TEXAS SUBJECT TO THE FOLLOWING:

1. THE TRANSPORTATION POLICY COUNCIL SUPPORTS, AS A PRIORITY, THE COMPLETION OF US 59 TO INTERSTATE STANDARDS.
2. THE TRANSPORTATION POLICY COUNCIL URGES THE TEXAS TRANSPORTATION COMMISSION TO EVALUATE AN I-69 RELIEF ROUTE THAT SERVES THE PORTS ALONG THE SOUTHERN AND EASTERN AREAS OF THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA.
3. THE TRANSPORTATION POLICY COUNCIL URGES THE TEXAS TRANSPORTATION COMMISSION TO COOPERATIVELY PLAN AND WORK WITH THE COUNCIL AS A PARTNER ON DEVELOPMENT OF I-69 CORRIDOR WITHIN THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA.

BE IT FURTHER RESOLVED THAT A FINAL AND ADOPTED COPY OF THIS RESOLUTION BE TRANSMITTED TO THE TEXAS TRANSPORTATION COMMISSION.

PASSED AND ADOPTED this 29th day of October 2010, at a regularly called meeting of the Transportation Policy Council.

APPROVED:


James Patterson, Chairman
Transportation Policy Council

ATTEST:


Tom Reid, Secretary
Transportation Policy Council