



TxDOT's Planning & Modal Programs

Caroline Mays, AICP, Director of Planning and Modal Programs, TxDOT



April 7, 2025

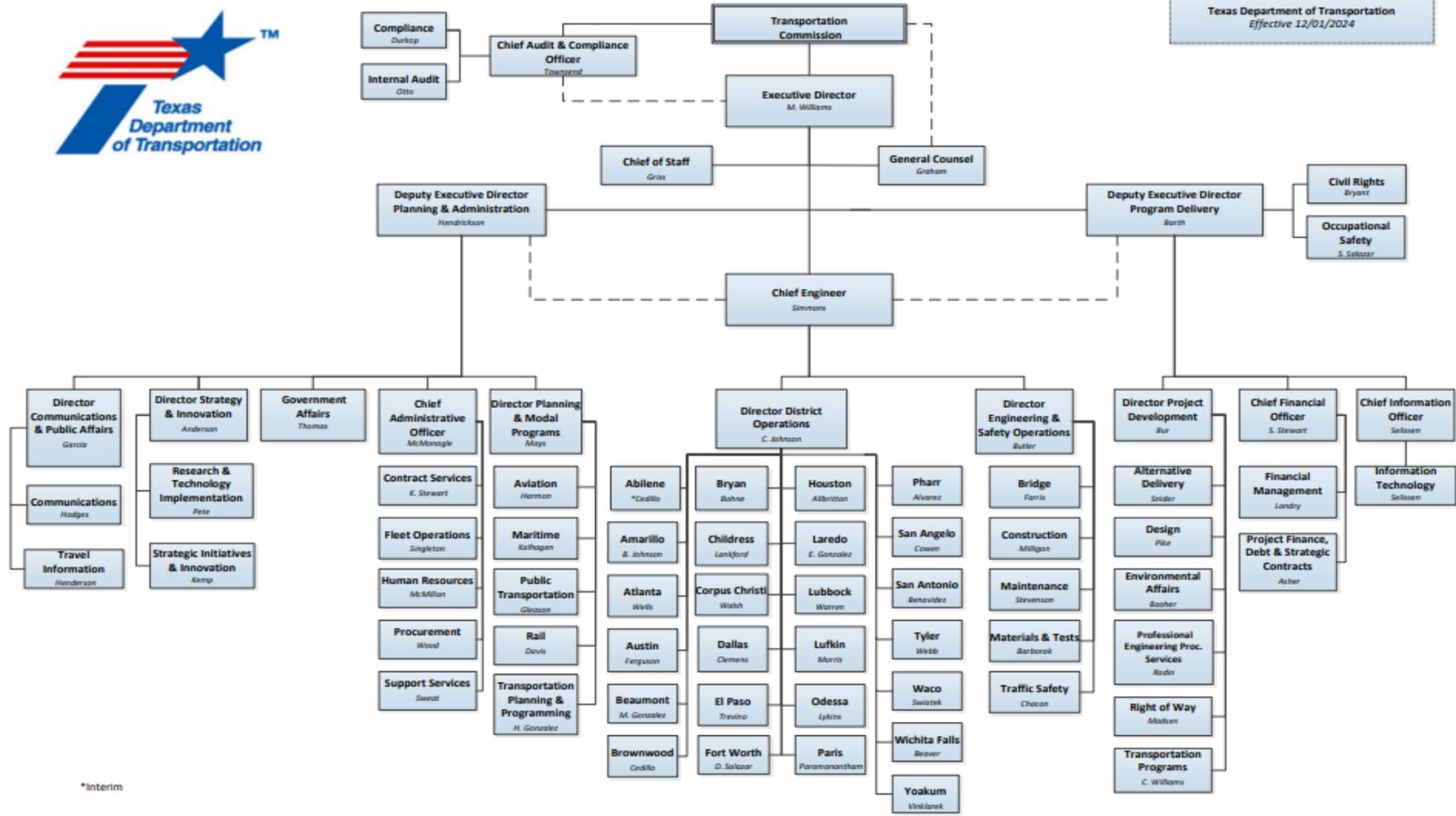
About TxDOT



- Mission: Connecting You With Texas
- Texas Transportation Commission
 - Five-member policy board appointed by the Texas Governor, with the advice and consent of the Texas Senate.
- 12,800+ Employees
- 25 Regional TxDOT Districts
 - Plan, design, build, operate, and maintain the state road system within district boundaries.
 - Each led by a professional engineer (“district engineer”) supported by a multi-disciplinary staff.
- 34 Divisions
 - Support the districts with programs, policies, procedures, guidelines, and functional expertise to allow the districts to focus on project delivery, operations, and maintenance.

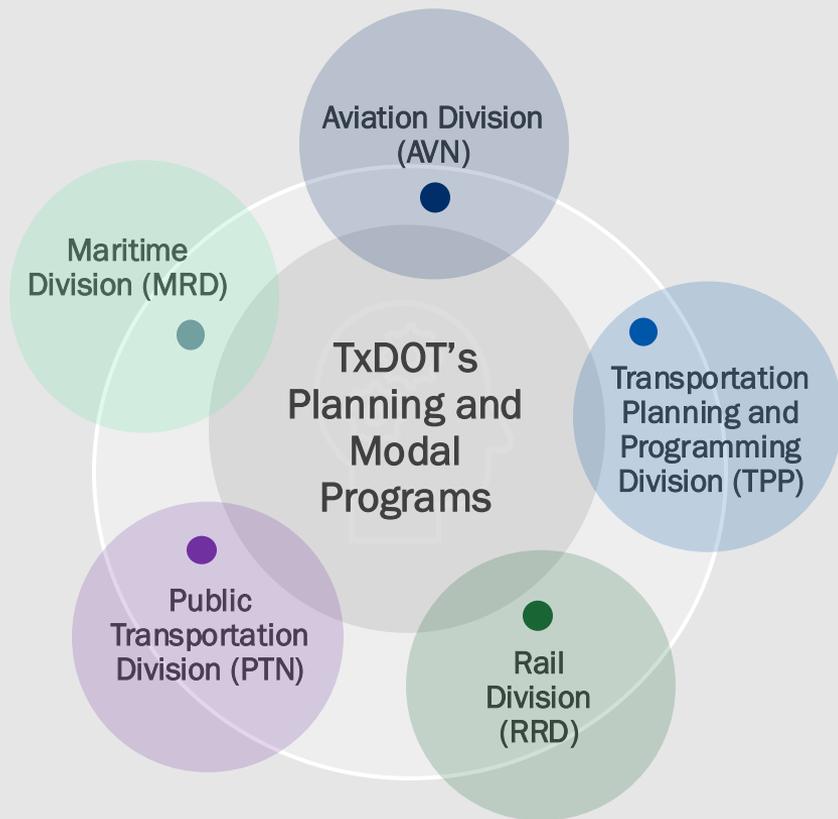


Texas Department of Transportation
Effective 12/01/2024



*Interim

Overview of TxDOT's Planning & Modal Programs



Core Functions

- Multimodal Planning & Programming
- Project Development
- Federal & State Requirements
- Funding & Grants Management
- Advisory Committees
- Stakeholder Engagement
- Data & Performance Management
- District Support
- Division Support
- Administration & Commission Support

Aviation Division – Dan Harmon, Director



- Aviation Division Mission Plan
- Texas Airport Systems Plan
- Aviation Capital Improvement Program
- State Aircraft Fleet
- TxDOT Unmanned Aircraft Systems (UAS)
- Routine Airport Maintenance Program
- Aviation Grant Management and Administration
- Aviation Project Development and Management
- Aviation Advisory Committee (TAAC)

Maritime Division - GeirEilif Kalhagen, Director



- Maritime Port Mission Plan
- Port Access Improvement Program
- Ship Channel Improvement Program
- Landside Connectivity to Ports
- Non-Federal Sponsor of the Gulf Intercoastal Waterway
- Port Authority Advisory Committee (PAAC)

Public Transportation Division – Eric Gleason, Director



- Rural Transit Planning
- Bicycle and Pedestrian Planning
- Active Transportation Planning
- Transportation Alternative Funding
- Transit Grant Management and Administration
- Bicycle & Pedestrian Advisory Committee (BPAC)
- Public Transit Advisory Committee (PTAC)

Rail Division – Jeff Davis, Director



- Texas State Rail Plan
- Rail Safety Program/Rail Safety Inspection
- Statewide Rail-Highway
- South Orient Rail Line
- Presidio International Rail Bridge

Transportation Planning & Programming Division – Humberto "Tito" Gonzalez Jr, Director



- Unified Transportation Program (UTP)
- Statewide Long Range Transportation Plan (LRTP)
- Statewide Transportation Improvement Program (STIP)
- Texas Freight Mobility Plan (TFMP)
- TX-MX Border Transportation Master Plan (BTMP)
- Traffic and Forecasting Analysis
- Data Management
- Public Involvement
- Statewide GIS Program
- State Planning Research (SPR)
- Border Trade Advisory Committee (BTAC) Texas Freight Advisory Committees (TxFAC) and I-27 Advisory Committee
- Coordination - Metropolitan Organizations, Regional Mobility Authority, Economic Development Corporation

How it All Fits Together!



UTP & STIP

Agency Strategic Plan



* to be developed

STATEWIDE LONG-RANGE TRANSPORTATION PLAN

Texas Multimodal People Movement Plans

- Statewide Movement of People by Personal Vehicle Mobility Plan*
- Statewide Bicycle & Pedestrian Mobility Plan*
- Statewide Multimodal Transit Plan*

Texas Multimodal Goods Movement Plans

- Texas Freight Mobility Plan
- Texas Port Mission Plan
- Statewide Freight Network Tech/Ops Plan
- Texas Statewide Truck Parking Plan

People and Goods Movement Cross-Cutting Plans

- Texas EV Infrastructure Plan
- Connected/Autonomous Transportation Plan
- Transportation Asset Management Plan
- TX-MX Border Transportation Master Plan
- Texas Airport System Plan
- Texas Statewide Rail Plan
- Statewide Resiliency Plan*
- Carbon Reduction Strategy*
- Enterprise Technology Plan*



TxDOT Advisory Committees

- Texas Freight Advisory Committee
- Port Authority Advisory Committee
- Bike Ped Advisory Committee
- Aviation Advisory Committee
- Border Trade Advisory Committee
- Public Transit Advisory Committee
- I-27 Advisory Committee
- Connected/Autonomous Vehicle Taskforce

TxDOT's Planning and Modal Programs Strategy



Facilitate Multimodal Planning for the Movement of People and Goods



Facilitate Multimodal Consideration & Integration into TxDOT's Policy, Planning, Programming, & Project Delivery Decisions



Facilitate Multimodal Mobility Options for people and Goods



Support State's Economic Development and Global Competitiveness



Convener - Stakeholder and Public Engagement



April 7, 2025

Questions?



2025 TxDOT Rail Division Priorities

Jeff Davis, Rail Division Director



April 7, 2025

Presidio freight rail inspection facility on the South Orient Rail Line

- TxDOT is constructing a border inspection facility for the South Orient Rail Line at Presidio.
- Funded through FHWA and COVID relief funds awarded by the Texas Legislature.
- TxDOT is working with CBP to negotiate security operations agreements.
- Expected operational by the end of the year, prospects for a billion \$ in commodity moves in the first year.



\$350M local grade separation program

- The legislature will direct TxDOT to run a grant program to build \$350M of off-system grade separations.
- TxDOT submitted a \$175M legislative appropriation request, which was doubled to \$350M.
- The program criteria will include train traffic, blocked crossing complaints, and vehicle congestion to improve economic development, congestion, and safety of high volume at-grade crossings.
- TxDOT expects to let about 10 projects across the state in 5 years, including pedestrian amenities. The Texas Transportation Commission expects to propose draft Texas Administrative Code rules in June.

2024 Texas Rail Plan

Executive Summary

February 2025



- Now posted on the TxDOT website
- Thanks to all who participated

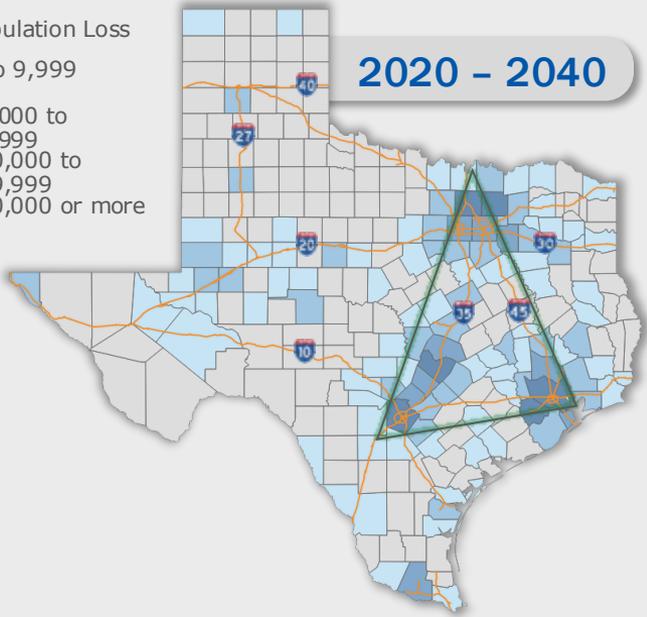


Corridor Identification Program, the Need

Population is Projected to Grow in and Around Urban Areas

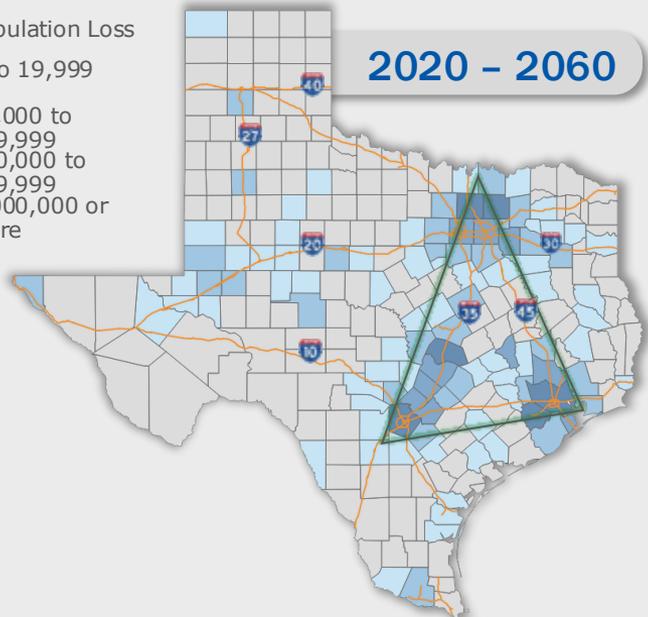
- Population Loss
- 1 to 9,999
- 10,000 to 99,999
- 100,000 to 499,999
- 500,000 or more

2020 - 2040

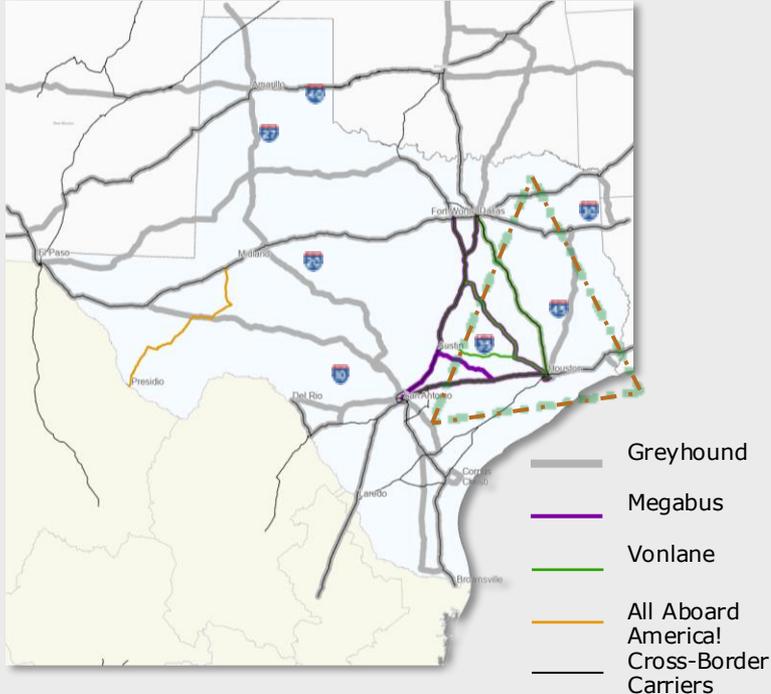


- Population Loss
- 1 to 19,999
- 20,000 to 199,999
- 200,000 to 999,999
- 1,000,000 or more

2020 - 2060



Texas Has Limited Intercity and Regional Transit Connectivity



Texas Triangle Megaregion

- 66 of Texas' 254 counties
- ~ 75% of Texas' population in 2022
- ~ 91% of Texas' population growth (2010–2020)

Limited Intercity Bus and Rail Coverage

- Service frequency, travel times, and costs are potential barriers
- Limited service to pick-up and drop-off areas ("first mile/last mile") presents challenge
- No direct Dallas Fort Worth-Houston Amtrak connection

Source:
<https://web.archive.org/web/20110930134227/http://soa.utexas.edu/files/csd/ReinventingTexasTriangle.pdf>
 U.S. Census

More People, More Cars, More Congestion

Within the four metropolitan areas- Fort Worth, Dallas, Houston, Austin, San Antonio



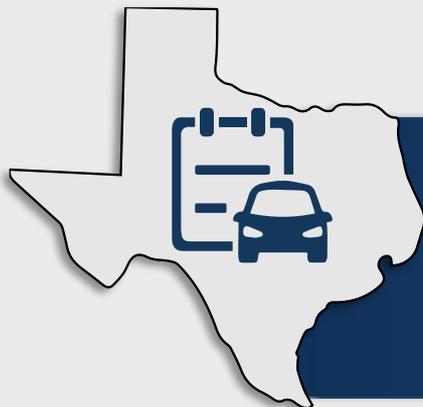
13B
Annual Cost
of Congestion



523M
Annual Hours
of Delay



65%
State
Population



The **number of registered vehicles** in Texas has risen by **172 percent** in the past four decades.

In that same period, **highway capacity** has increased by only **19 percent**.

SOURCE: 2022 Urban Mobility Scorecard, Texas A&M Transportation Institute.

TxDOT Corridor Identification

- FRA awarded TxDOT 2 Corridor Identification and Development Program awards aimed to develop new and expanded intercity passenger corridors.
- Texas Triangle corridors include Dallas-Fort Worth to Houston and Houston to San Antonio.
- The program involves service development planning, preliminary engineering, and environmental evaluation.
- TxDOT service development plan proposals are under an FRA departmental review period, as with most other discretionary grants.

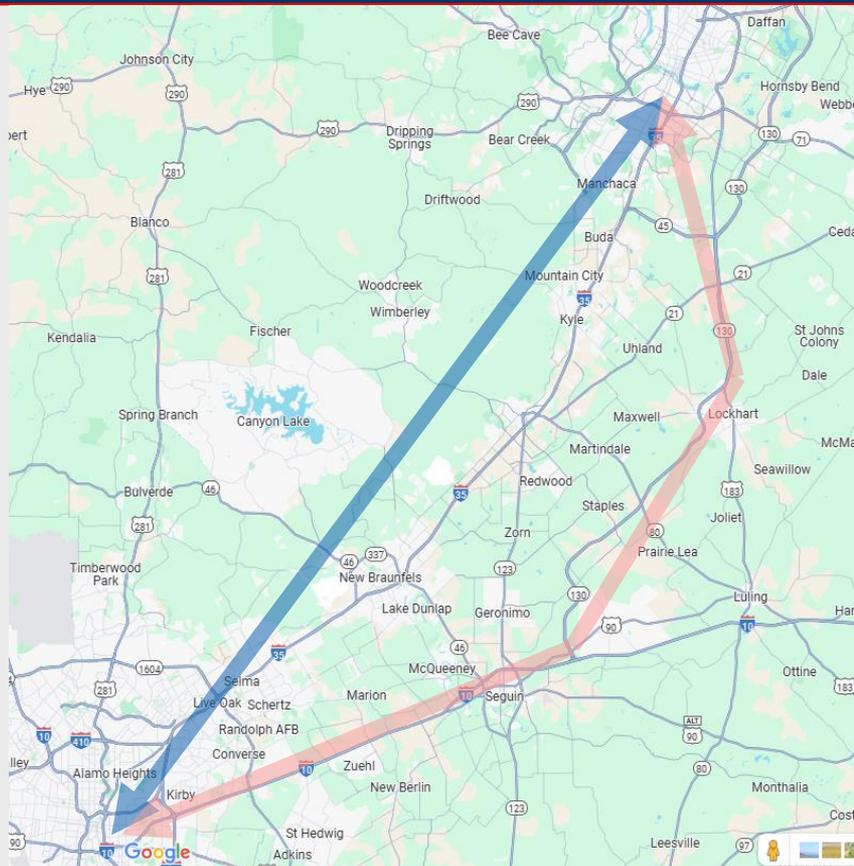
Corridor Identification in Texas

Corridors in Texas receiving CID awards include:

1. Texas Triangle: Dallas-Fort Worth-Houston Intercity Passenger Rail Corridor (TxDOT)
2. Houston to San Antonio Corridor (TxDOT)
3. Heartland Flyer Extension (Kansas DOT)
4. I-20 Corridor Intercity Passenger Rail Service (Southern Rail Commission)
5. Daily Sunset Limited Service (Amtrak)
6. Amtrak Texas High-Speed Rail Corridor (Amtrak)
7. Fort Worth to Houston High-Speed Rail Corridor (North Central Texas Council of Governments)

TxDOT involvement in Austin to San Antonio Passenger Rail planning

- Amtrak's Texas Eagle provides one passenger train per day between downtown Austin and San Antonio.
- Lone Star Rail received state funding to design a frequent commuter train service but ended the study in 2016.
- TxDOT participates in the Texas Passenger Rail Advisory Committee. We're dedicating planning support to explore two alternatives, the current UP subdivisions and a use of state highway ROWs. By January we will model operational needs and estimate costs associated with both routes.





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Questions?



Texas Statewide Multimodal Transit Plan

Southwestern Rail Conference



April 2025



Transit helps Texans thrive.

- By aligning with *Connecting Texas 2050*, the Statewide Active Transportation Plan, and the Rail Plan, *Texas SMTP 2050* will work to ensure that transit is integrated with the multimodal network and provides choices for both individuals and businesses.



Photo Source: Trinity Metro

Transit fuels our economy.

- DART light rail development made an estimated \$10 billion economic impact from 2016-2018.
- Grapevine, TX increased sales tax revenue by almost 40% for businesses within a 5-minute walk of TEXRail's DFW airport-to-Fort Worth rail line.



Transit supports workers.

- Transit users save about \$1,000 more monthly over those who do not ride transit.
- Austin saw a 62% increase in jobs near CapMetro's Red Line, with a 154% increase in high-paying jobs.
- Transit gives more people access to workplaces, schools, and job training sites.



Photo Source: City of Arlington

Transit gives Texans options.

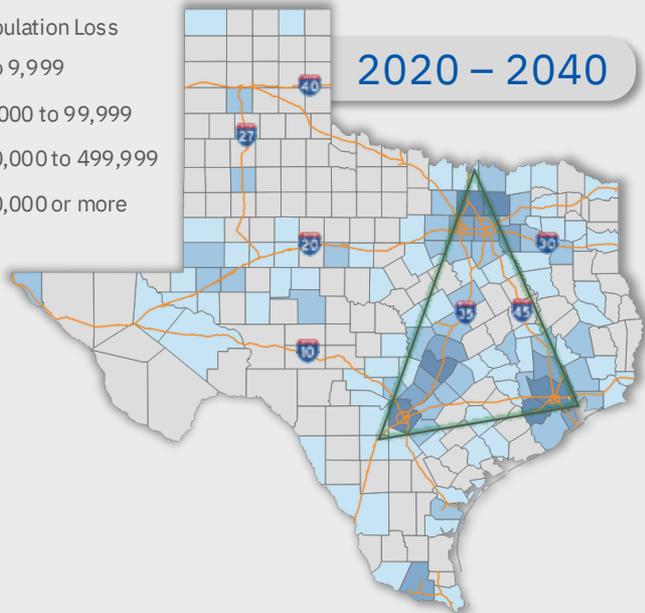
- Texans want to be more connected to other towns and cities in the state and want more travel choices.
- Transit provides an alternative to driving and can help mitigate congestion in the face of population growth.
- A recent study shows transit travel has about 1/10 the casualty rate as automobile travel, and as transit travel increases, per capita traffic fatality rates tend to decline.

Texas Population Projection (2020 – 2060)

 Population is Projected to Grow in and Around Urban Areas

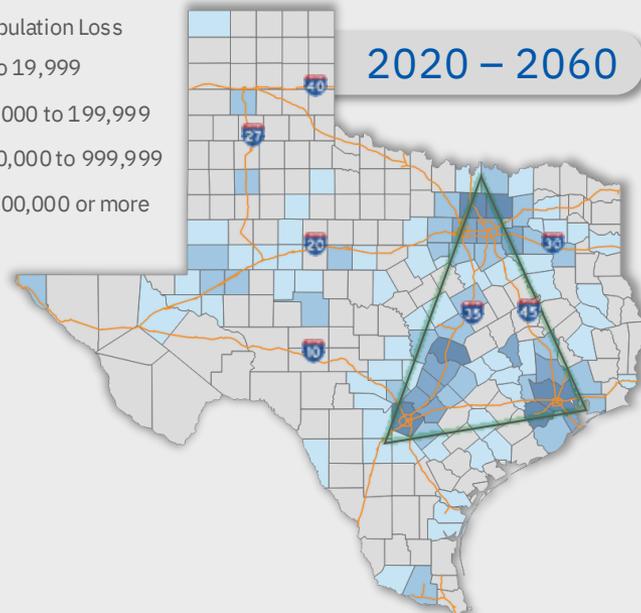
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2020 – 2040

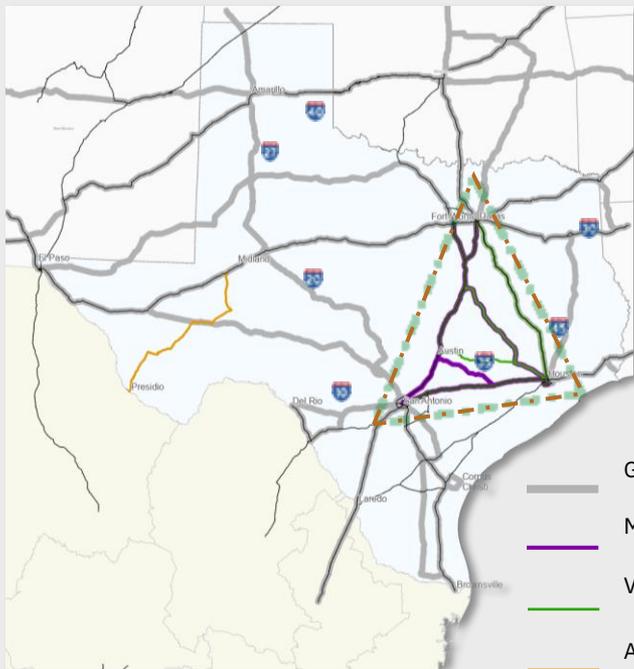


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2020 – 2060



Texas Has Limited Intercity & Regional Transit Connectivity



-  Greyhound
-  Megabus
-  Vonlane
-  All Aboard America!
-  Cross-Border Carriers

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 U.S. Census

Integrated Multimodal Transit System



Texas Transit Vision

A safe, universally accessible, and integrated network of transit mobility options that connects people seamlessly, both locally and across the state, supporting an improved quality of life and a resilient and vibrant economy by 2050 and beyond.



SMTP Development Process



Gathered feedback on challenges from public outreach, working groups and other stakeholders and identified 18 challenges



Identified 250+ strategies informed by stakeholder input and then narrowed down strategies to **12 key recommendations**

Sought additional public input on 18 challenges and aligned 12 recommendations



Summarized and aligned strategies with goals, needs, gaps, and challenges to form **five key groupings**



With stakeholder support, **developing potential actions and priority steps** toward implementation

SMTF Category

Strategies

Needs, Gaps, Challenges

1

Sustaining Current Services

- ✓ Maintain State of Good Repair

- Current service levels
- Aging transit infrastructure and assets, state of good repair (SOGR)
- Need to maintain existing transit assets

2

Responding to Growth

- ✓ Expand existing rural transit and connectivity
- ✓ Expand existing urban transit and connectivity
- ✓ Integrate all transit modes
- ✓ Expand connections between transit and other transportation modes

- Growing population, urbanization, and congestion
- Need to expand rural and urban transit service area and hours of operation
- Rapid economic growth – lack of transit service to jobs

3

Intercity and Interregional Connectivity

- ✓ Strengthen intercity and regional transit connectivity
- ✓ Expand passenger rail and network
- ✓ Improve urban and rural connections
- ✓ Develop new urban and rural transit corridors

- Lack of statewide transit service network and connectivity
- Limited intercity connectivity – improve urban and rural transit connectivity
- Limited passenger rail network in Texas
- Limited institutional structure to deliver intercity transit in the Texas Triangle

SMTP Category

Strategies

Needs, Gaps, Challenges

4

Planning and Design

- ✓ Consider Transit as an Economic Development Tool
- ✓ Enhance Governance and Institutional Framework

- Insufficient Consideration for Transit in the Transportation Planning and Design Process
- Inadequacy of Coordination Between Land Use Planning and Transit Service
- Need for Better Integration of Emerging Technologies
- Lack of Coordination Between Business and Transit Agencies
- Lack of Understanding the Role of Transit in the Texas Multimodal Transportation System
- Insufficient understanding of the importance of transit to Texans' economic prosperity

5

Funding

- ✓ Increase Funding for Transit

- Funding Gap – Need for Additional Funding for Existing and New Transit Services
- Limited Transit Funding Mechanisms to Support Existing and New Transit Services

Stakeholder Engagement: Fall 2023 – Spring 2024

**75**

working group members provided insights during 3 rounds of **Emphasis Area Working Group** meetings

**20**

Steering Committee members offered guidance on plan development over a series of three meetings

**100+**

industry professionals gave feedback over the course of 3 Texas Semi-Annual Transit Operators meetings in 2023 and 2024

**23**

MPO leaders were engaged at a 2024 Texas Association of Metropolitan Planning Organization meeting

**60+**

representatives from 20 **MPOs** and **economic development groups** attended 15 stakeholder meeting discussions and offered insights on local and regional needs

**10K**

Stakeholders received an email announcement from TxDOT with info about the SMTP and links to the public survey

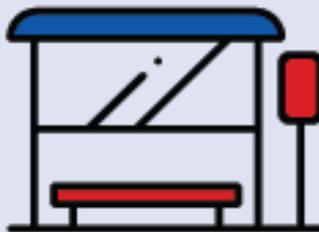
What We Heard From Stakeholders

Service and Connectivity



- Need for more service hours and locations
- Desire for greater connectivity between cities and towns

Facilities and Physical Assets



- Desire for improved vehicles and waiting areas

Funding and Resources



- Difficulties in navigating institutional and legal frameworks to meet funding needs upgrades
- Challenges finding and retaining a trained workforce

Fall 2024 Public Outreach Campaign



Reached over **40,000 Texans** through fall outreach efforts



Held **30 pop-up events** in all **25 TxDOT Districts**



Connected with over **1,400 people** at these in-person events



765 people completed a survey about transit challenges and potential strategies



Public Feedback

2024 Statewide
Survey Findings

Top Potential Strategies



Increase
funding for
transit



Expand
passenger rail



Enhance urban
& rural service



Enhance connections
between rural
and urban areas,
between cities, and
between regions

Draft Initial Priority Implementation

Implementation – Initial Priority Steps

1. Convene a team to share responsibilities, provide leadership, and bring a focused commitment to supporting small urban and rural transit district funding and workforce needs.
2. Develop a statewide transit network and hub plan.
3. Develop flexible statewide transit planning and design guidelines.
4. Develop success metrics, enhance and broaden data collection, and develop consistent reporting.
5. Improve flexibility of existing funding sources and identify new and innovative funding sources.
6. Formalize a plan for regular outreach.



**First Implementation
Steps
(Summer 2025
Outreach)**

Texas SMTP 2050 Development Timeline





April 7, 2025

Questions?