

# Corridor Management and Preservation in Texas

## Afternoon Sessions **CORRIDOR PRESERVATION**

2010 Workshops



Welcome back from lunch.

This afternoon we will shift gears and spend most of the afternoon discussing corridor preservation.

As was briefly discussed this morning, corridor preservation can be defined as:

- The practice of acquiring, preserving, or protecting ROW needed for a future transportation corridor, or....
- A concept utilizing the coordinated application of various measures to control or otherwise protect the ROW for a planned transportation facility.

**1:00 - 1:45 Session 5.0**

- Corridor Preservation Overview
- ROW Acquisition and Preservation Tools

2

We will first cover what corridor preservation is and is intended to accomplish, then discuss the many tools that are available to achieve corridor preservation.

## Corridor Preservation Overview

- Tools
- Strategy
- Environmental
- Bottom line



SH 71 Bastrop – after improvement

3

Presenter: this slide has one photo (after condition) on top of another (before condition)

The four bullets list the content organization of the CP segment

The first photo shows SR 71 in Bastrop as a 4-lane divided but at-grade facility before improvement to a freeway in the mid 2000s. Notice that they originally or reserved obtained the ROW needed for the freeway. See also that some was preserved that they did not use for interchanges...a risk of ROW reservation, but better too much than too little.

The 2<sup>nd</sup> photo shows SR 71 as a 4-lane freeway with frontage roads...the after condition. Except at a few locations, additional ROW as not needed by the time they were ready to upgrade.

## Purpose – Why Are We Talking About CP?

- Preserve ROW for future
- Reduce cost
- Reduce delays
- Avoid need to reroute
- Reduce dislocations/relocations



Loop 1604, San Antonio area

Bullet statements are self-explanatory.

Photo of piece of Loop 1604 in San Antonio area. I do not know much about this ROW preservation other than they bought or reserved ROW for an eventual freeway that is being built first as an at-grade 2-4 lane highway.



## Barriers That Hinder CP

- Inadequate authority
- Protection of private property rights under 5<sup>th</sup> amendment
- Lack of planning, rampant development
- Inherent challenges in multi-jurisdictional coordination
- Funding limitations
- Most state DOTs, including TxDOT
  - Have limited options available
  - Do not have statutes supporting
  - Do not have a dedicated funding source
- NEPA and the environmental compliance process
  - Cannot use federal funds prior to clearance



5

While we are discussing how to effectively preserve future corridor rights of way, we should also understand that there exist some barriers or conditions that can affect the ability to successfully achieve corridor preservation. In Texas these include:

- Inadequate authority – Texas does not have either a corridor preservation program
- Protection of private property rights under 5<sup>th</sup> amendment – Texas is a strong property rights state so preservation powers are limited
- Lack of planning, rampant development – rapid development and varying levels and extents of planning make it harder to preserve right of way in ways we will see this afternoon
- Inherent challenges in multi-jurisdictional coordination – various powers and authority needed to effectively preserve future right of way are invested in state and local agencies. This requires coordination among agencies which can be challenging.
- Funding limitations – TxDOT has no dedicated funding for corridor preservation although funds available for construction can be used
- Like most state DOTs, TxDOT has limited right of way preservation statutes and other options available
- The NEPA requirements complicate corridor preservation as we will see this afternoon.

## CP in Use in Texas Cities

- 32% - active corridor preservation
- 38% - protective acquisition
- 45% - advanced purchase
- 69% - accept donations
- 88% - through platting
- 12% - options to purchase



A TTI survey of Texas cities revealed that quite a few of the cities are using corridor preservation tools themselves.

## CP Steps and Needs

1. Identify, prioritize corridors for CP
2. Develop CP strategy
  - Conditions
  - Locations
  - Methods
  - Timing (relative to environmental)
  - Funding
3. Multi-jurisdictional approach
  - Partnership with local agency
  - Ongoing process
4. Early environmental work
5. Funding for early acquisition
6. Map ROW for protection



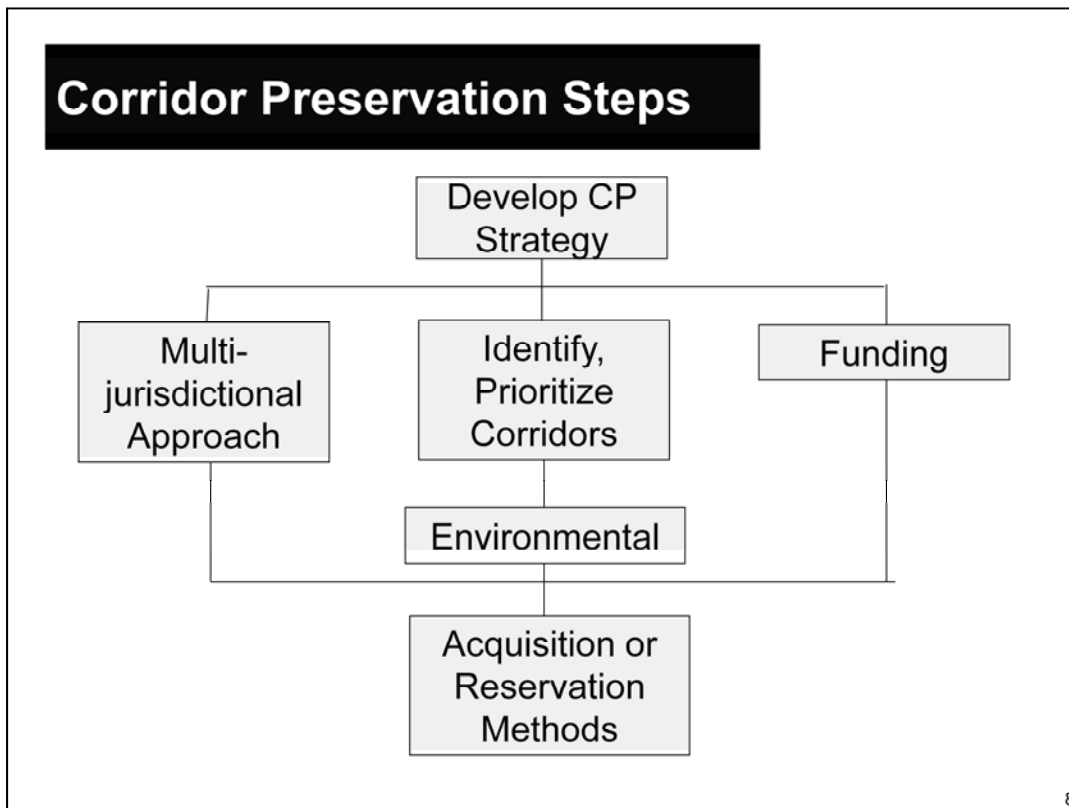
Grand Parkway (SH 99)  
extension, Houston area

7

Bullets: list of steps that are described in more detail on subsequent slides.

Photo: Existing north end of Grand Parkway (SH 99) west of Houston. See project history below. Counties are now leading planning and environmental efforts. They are to obtain ROW after which TxDOT will build the road, subject to availability. Arrow points to protected ROW for next section to north.

The Grand Parkway (SH99) is a proposed 170-mile circumferential scenic highway traversing seven counties and encircling the Greater Houston region. The Grand Parkway Association (GPA) was established to facilitate the efficient development of the Grand Parkway. The Association operates on funds received from various sources including TxDOT, METRO, Harris County, Fort Bend County, Chambers County, Galveston County, and Brazoria County. Amount: \$4 billion. Status: Currently 20 miles of the highway, Segment D, from US 59 near Sugar Land to IH 10 near Katy, have been constructed; a second segment is under construction with environmental studies proceeding on several others. The GPA raised funds for pre-construction engineering and sought ROW through donation. Successful for about 70% of total needed. Rest bought by GPA and counties. Counties and TxDOT subsequently became partners. Partners include Grand Parkway Association, TxDOT, METRO, Harris County, Fort Bend County, Chambers County, Galveston County, Brazoria County See <http://www.grandpky.com/about%20us/default.asp> Contacts as of 2005: William F. "Billy" Burge – President of the Grand Parkway Association (713) 355-2164; David Gornet, Executive Director, GPA, 4544 Post Oak Place, Suite 222, Houston, TX 77027, (713) 965-0871, [dgornet@grandpky.com](mailto:dgornet@grandpky.com)



This diagram shows the CP process in VERY simplified form...with lots of details omitted.

- **Develop CP strategy** - The process starts with development of a CP strategy that fits the particular project, corridor, timeframe, and other conditions that exist. This is most effectively done during the planning stage or early project development phases.
- **Multijurisdictional approach** - If the strategy involves multiple agencies, a joint approach should then be developed.
- **Prioritize corridors for CP** - Since not all corridors will need advance corridor preservation (e.g., rural corridors may not be subject to loss to development), and since some exhibit more reason to preserve than others, priorities for CP should be made by agencies. This may involve entire corridors or portions of corridors.
- If the strategy involves the possibility of advanced purchase of some ROW, source(s) of funding need to be identified.
- Some form of environmental study should be done to make sure there are no fatal flaws that would render unusable a proposed and then protected corridor.
- Once the above steps have been taken, preservation can begin. As will be discussed later, some steps can be advanced under certain conditions.

## Participants in CP

- TxDOT
  - Districts
  - Environmental Division
  - Administration
  - Commission
- Local agencies
- Developers, property owners
- Public (understanding)
- FHWA (environmental).



Lake Woodlands Dr. Interchange on I-45, The Woodlands



Preston Rd. - Legacy Pkwy.  
Grade Separation, Plano

9

Bullets: mostly self explanatory; public needs to participate to understand, then support or accept project.

Top photo: I-45/Lake Woodlands Drive interchange at the Woodlands north of Houston. Lake Woodlands Drive was not originally planned but was proposed by the developer of The Woodlands to serve their proposed Metro Center where major retail and employment were to be located. To encourage TxDOT to approve an additional interchange, developer purchased ROW for trumpet ramps so that land would not be developed as a retail strip center as shown to left. Developer also reserved land on the far side for ramps. Developer built the arterial; eventually TxDOT built the interchange (paid ½ by two local improvement districts). Partnership was necessary to preserve ROW for the ramps at least 10 years in advance of construction.

Bottom photo: Preston Road (SH 89) in Plano. City plan showed need for grade separations at several locations. The full ROW for is one at Legacy Drive was acquired by the City when the intersection was built. This is one of several such locations along SH 89.

## ROW Acquisition and Preservation Tools

- Approaches and authority
- Acquisition methods
- Reservation methods
- Case study example



We will start by discussing tools that are available to help preserve future corridor right of way. The discussion consists of 4 parts as listed.

## CP Approaches

- Fee-simple ownership

- Purchase
- Other

- Protection/preservation

- Acquire certain rights
- Maintain ability to acquire
- Protect for future corridor

### Powers

- TxDOT (limited)
- Local agencies (almost all)
- TxDOT-Local partnership (all)



11

There are two basic forms of corridor preservation:

- Ownership – an agency acquires ownership and therefore full control of the property
- Preservation or protection – certain rights are acquired from the owner but the land remains under ownership by others

Forms of each are listed. Some tools have not been provided by state legislation to TxDOT, but are available to certain local agencies. It may require partnerships among agencies to accomplish preservation of some or all corridors in an area.

## CP Available Methods

Method	TxDOT Authority	Local Authority	Purchase/Possession	Obtain Rights
<b><u>Outright Acquisition</u></b>				
Fee simple/negotiated purchase	●	●	●	
Condemnation	●	●	●	
Early/advanced acquisition – hardship purchase	●	●	●	
Early/advanced acquisition – protective purchase	○	●	●	
Early/advanced acquisition – donations	⊙	●	●	
Dedication through platting		●	●	
<b><u>Protection</u></b>	●			
Option to purchase	⊙	●		●
Right of first refusal	●	●		●
Reservation through platting		●		●
Purchase development rights	●	●		●
Development agreement	●	●		●

○ - More limited than local authority in some cases.

⊙ - More limited but also requires Commission approval.

This chart shows the corridor preservation tools/methods that are available in Texas – for both acquisition and protection. Notice that (collectively) local agencies can use all of them. TxDOT has some of these authorities, and has limited use of some others.



## Outright Acquisition (TxDOT, Local)

- Full title
  - Complete control
  - Fewest complications
  - Highest (early) cost of protection



These are the characteristics of outright acquisition.

## Outright Acquisitions (cont.)

- Fee-simple purchase (TxDOT, Local)
  - Successfully negotiated



- Condemnation
  - TxDOT offers not accepted
  - Usable only in protective purchases



Here are two forms of outright acquisition. Condemnation only comes available after negotiations have failed. For corridor preservation, condemnation can only be used for protective purchases which will be discussed shortly.

## Outright Acquisitions (cont.)

- Dedication through platting (local agency)
  - Same as for CM
  - Dedication
    - Transfer of ownership
  - Requires
    - Inclusion on adopted plan
      - General location
      - Functional classification
    - General alignment
    - ROW is roughly proportional to development impact
  - Limitations on use for wide ROW
    - Dedication proportional to impact



15

A third form of outright acquisition is dedication. This is done through the platting process which is handled by cities and counties through their land use powers. TxDOT has no such powers so this tool is not available to TxDOT.

Dedication transfers ownership to the local agency that plats the parcel from which the dedicated piece would come. For a state highway ROW, dedication is to the local agency which subsequently transfers ownership to TxDOT...and gets credit for its value as part of the local agency's portion of the project cost if an advance funding agreement is in place between the agency and TxDOT.

State other information items.

When establishing the amount of ROW that is to be dedicated, that amount should be approximately proportional to the impact of the development on the platted parcel. There is no known formula to determine this amount.

## Outright Acquisitions (cont.)



Lake Woodlands Dr. Interchange on I-45, The Woodlands

- Donations (TxDOT, Local)
  - Usually for specific facility beneficial to owner
  - Owner must know of right to sell at fair market value
  - TxDOT may encourage donations
    - No coercion
  - Local agency may use as part of local share
  - Requires commission approval
    - If to TxDOT
    - If no advanced funding agreement with local agency



Local examples of donations?

Bullets: as stated. LPA can only use as credit for local cost share if a funding agreement is already in place.

Photo: Same project as slide 9. Purchased ROW for ramps was donation by developer to the county which then transferred ownership to TxDOT. As it turned out, TxDOT and two local improvements districts split the cost of construction of the interchange.

## Outright Acquisitions (cont.)

- Early acquisition purchase – hardship (TxDOT, Local)
  - Owner unable to sell
    - Designated as ROW (public knowledge)
    - Health, safety
    - Financial hardship
  - Usually residential
  - Rarely usable as a CP strategy



17

Hardship purchases are used to relieve a property owner in special cases where designation of a property as future ROW prevents the owner from selling that property and creating a health, safety or financial hardship for the owner. The owner applies to the agency for a hardship. If granted, the agency pays a fair market price and purchases the parcel. (Instructor should make up an example to demonstrate a hardship) This can only be used on individual parcels. It may protect a parcel in future ROW but is not usable for very many parcels.

## Outright Acquisitions (cont.)

- Early acquisition purchase – protective (TxDOT, Local)
  - Purchase for prevention
    - Imminent development
    - Other major cost increase
  - Parcel-by-parcel only
  - Cannot influence final environmental analysis if pre-NEPA



Local experience?

A protective purchase is used to buy a parcel that is about to be developed or undergo a major change (upward) in value, thereby significantly increasing ROW cost. This method is also usable only by individual parcel so it is of limited use for CP.

Like other acquisition methods, under NEPA if a final NEPA determination has not yet been made, the fact that an agency owns the parcel cannot be used as a reason for designating a preferred alternative using the acquired parcel. Hence, it is called an “at-risk” purchase.

## ROW Protection – Other Than Outright Acquisition

- Option to purchase
- Right of first refusal
- Reservation through platting
- Purchase development rights
- Development agreement



Loop 1604, San Antonio Area

Now we move to protection of future ROW. These are the types of protection that are described on the following slides

Photo: Loop 1604 (same project as on slide 4). See areas protected from potentially encroaching development.

## ROW Protection – Other Than Outright Acquisition

- Option to purchase (TxDOT, local agency [✓])
  - Purchase a contract
    - To purchase property [✓]
    - Fixed term limit
      - Up to 5 years
      - Renewable up to 5 years at a time
  - Owner retains possession [✓]
    - Usage [✓]
    - No further permanent improvements [✓]
  - Agency may purchase parcel within term limit [✓]
  - Can be expensive
  - TxDOT currently using in large urban districts
  - Locals can do at own risk [✓]



The first protective tool is the option to purchase. It is a contract to purchase a parcel for a negotiated price within a certain time period. If an agency has an option contract it has the right to purchase the parcel at any time during the option period. The owner retains use of the land, but is normally restricted from making any significant improvement that will significantly increase the value of the land or cost to the purchasing agency. TxDOT has a 5-year limit on options, although TxDOT may purchase additional options to extend the time in increments up to five years. Other agencies have their own legislated limits or no limits.



## ROW Protection – Other Than Outright Acquisition

- Option to purchase (TxDOT, local agency) (cont.)
  - Requires (TxDOT)
    - Probable alignment
    - Use of property for transportation
    - Appropriate property size
    - Economically favorable to TxDOT
    - Environmental site assessment for hazmat contamination
    - Commission approval (project usage)
    - Purchase requirements same as other methods
  - Does not require
    - Final ROW determination
    - NEPA determination



This slide shows requirements for TxDOT to utilize an option to purchase. TxDOT can only use purchase options if the state Transportation Commission so authorizes; this is done for the project, not just by individual project.

## **ROW Protection – Other Than Outright Acquisition**

- Right of first refusal (TxDOT, local agency)
  - Contract
    - TxDOT (or local agency) has first chance to purchase
    - Fee paid to owner



22

Another tool is the right of first refusal. Like the purchase option, this gives an agency the right to match an offer by another prospective purchaser and thereby buy the parcel. The agency generally has a limited time to exercise its right to purchase after an offer has been presented. If the offer is not matched within the designated period, the other buyer gets the parcel. The holder of the right of first refusal is under no obligation to exercise a purchase.

## ROW Protection – Other Than Outright Acquisition

- Reservation through platting (local agency)

- Same as for CM
- Reservation for future acquisition as ROW
  - Prevents permanent improvements by owner
  - TxDOT/local agency request to owner



- Requires

- Inclusion on adopted plan
  - General location
  - Functional classification
- General alignment
- Option to dedication if proportionality is an issue



Bullets: should be self-explanatory

Photo: point of future extension of President George Bush Turnpike in Garland. Notice protection of ROW between developments.

## ROW Protection – Other Than Outright Acquisition

- Purchase development rights (TxDOT, local agency)
  - Usually used for conservation
    - Wildlife resource management
    - Scenic preservation
    - Growth management
    - Agricultural, natural land preservation
  - Could be used for CP
  - May not be readily adaptable for CP
    - Requirements
    - Total cost



This tool is rarely applicable to corridor preservation but may be usable to preserve land that might be needed for future mitigation (e.g., replacement wetlands). It keeps land from being developed but leaves ownership in prior hands.

## ROW Protection – Other Than Outright Acquisition

- Development agreement (usually local agency)
  - Negotiated contract(s) covering obligations related to development
    - Developer
    - Local agency
    - Other parties as appropriate
  - May include ROW ownership transfer
    - Part of negotiation
    - Probably will also include TxDOT roadway improvements



Relative to ROW, a development agreement is an agreement between the transportation, a developer, and a local agency for several things to be done to complete public and private improvements to accommodate a new development or redevelopment. The agreement includes transfer of future ROW from the developer to an agency as one of the several things to be done by the parties to the agreement.

## Session 6.0 Developing CP Strategies 1:45 – 2:30

1. Identify, prioritize corridors
2. Develop corridor strategies
3. Establish partnerships
4. (Environmental)
5. Seek funding
6. Map corridors for protection



The previous section described CP tools. The next section describes the steps involved in developing CP strategies. This list shows the six basic steps. They may not always be done in the order shown.

# 1. Identify Corridors

## 1. MPO or statewide plan

- Statewide or regional need
- Facility purpose
- Functional classification
  - ROW width
  - Lanes
  - Access type

NCTCOG Regional Transportation Plan  
– Dallas and Tarrant Counties



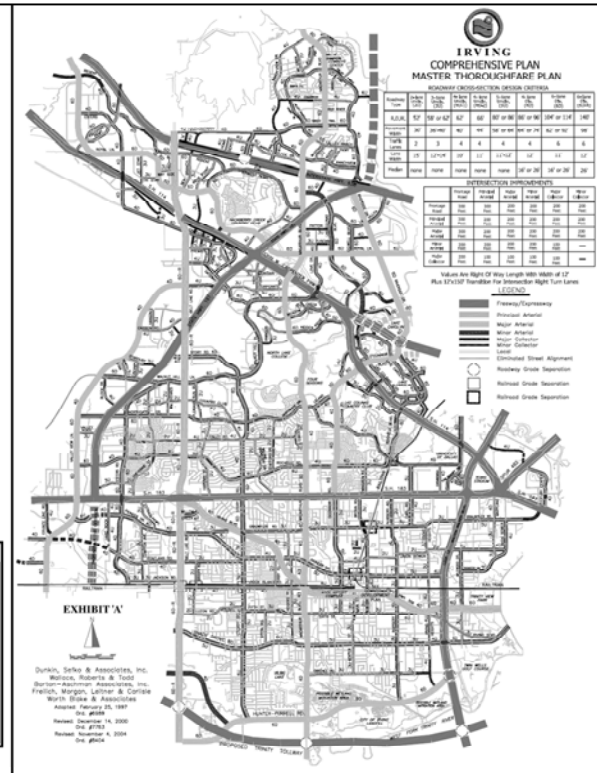
27

Bullets: Corridors are initially identified in the regional or areawide plan. The plan should include the justification, functional classification, number of lanes, access type, ROW, for the road. Corridor or route studies may be needed to develop more detail before the road can enter project development. The MPO, cities, counties or other agencies can do that planning.

Map: The planned roads are officially adopted by the responsible agency(s). General alignments are then needed to be able to identify where ROW is to be, so ROW can be preserved. That is usually done in conjunction with initial environmental work (see subsequent slides) to help set a preliminary alignment to guide ROW preservation. Where federal funds are to be used, a NEPA determination must be made (e.g., categorical exclusion or record of decision) before ROW can be finally determined and purchased. ROW acquired earlier is done at risk and may not be used as reason for selecting the “preferred alternative.”

City of Irving Comprehensive Plan  
Master Thoroughfare Plan

ROADWAY CROSS-SECTION DESIGN CRITERIA									
Roadway Type	2-lane (2U)	2-lane (2U) (3U)	4-lane (4U) (4U-2)	4-lane (4U) (4U-2)	5-lane (5U)	4-lane (4U) (4U)	6-lane (6U) (6U)	6-lane (6U) (6U-3)	
K.O.W.	52'	58' or 62'	62'	66'	80' or 86'	86' or 96'	104' or 114'	140'	
Pavement Width	30'	36'-40'	40'	44'	58' or 64'	64' or 74'	82' or 92'	98'	
Traffic Lanes	2	3	4	4	4	4	6	6	
Lane Width	15'	12'-14'	10'	11'	11'-12'	12'	11'	12'	
Median	none	none	none	none	none	16' or 26'	16' or 26'	26'	



Same as previous slide except this plan is a municipal plan. It may include state highways, too. The same needs exist for local and state ROW, except no NEPA requirements need apply if no federal funds are to be used.



## 1. Identify Corridors (cont.)

### 2. Corridor identification

- Project need
- Facility type
- General location
- Feasible alternatives
- Early environmental

TxDOT or  
MPO or  
Local agency



Portion of Houston  
Thoroughfare Plan

Bullets: self-explanatory

Map: Part of north Houston area showing some thoroughfares yet to be built. (Note: map looks like GIS layers are off-register. Alignments should go through clear areas; those areas are generally offset on this graphic.)

## 1. Identify Corridors (cont.)

### Jefferson-Orange-Hardin Regional Transportation Study

Metropolitan Transportation Plan - 2020

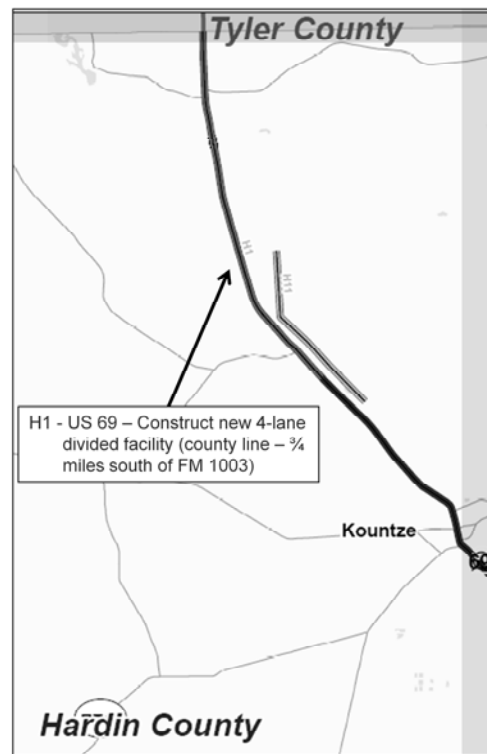


30

This shows a more rural example. Several projects will involve widening and may need additional ROW. Most of the corridors outside the Beaumont metro area would not have much development, but how and where might the future ROW need to be protected?

## 1. Identify Corridors (cont.)

Is ROW preserved for each of future routes?



Close-up of a segment from the previous map.

## 1. Identify Corridors (cont.)

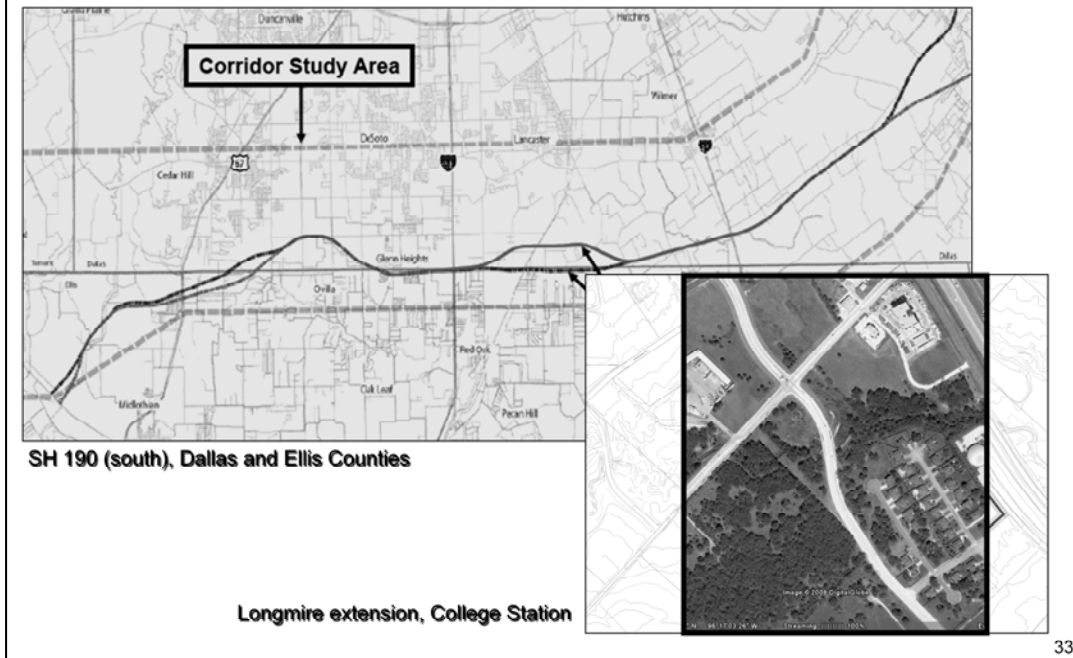


Portion of Inner Loop schematic

Photo: Proposed El Paso Inner Loop (portion).

Here is a more elaborate plan developed to show where ROW would be needed. The more complex configuration requires more detail to ascertain where the ROW will extend.

## 1. Identify Corridors (cont.)



33

Top map: SH 190 (formerly Loop 9) in south Dallas County. Alignment study showing alternatives. County was doing the study at that time, including early environmental) to establish an alignment for which to protect ROW.

Bottom map (two items; 2<sup>nd</sup> animated): Longmire Drive in College Station showing three alignments being worked on with adjacent property owner. City agreed with owner. Developer of adjacent subdivision dedicated ROW as part of development approval process. East (top right) alignment was later constructed.

## 1. Identify Corridors (cont.)

- Adopt into local agency plans
  - Official adoption
  - Needed for local agency use of powers
  - Map corridors to protect
    - Preliminary schematic (or more)
      - Pre-, early, post environmental clearance
    - For
      - TxDOT use
      - Local agency implementation
        - » Subdivision/platting
        - » Zoning
        - » Dedication
    - Update with changes and refinements



City of Irving Comprehensive Plan Land Use Map showing ROW alignments

Bullets: most self-explanatory. Alignments need to be adopted to provide basis for ROW dedication requirements, which may be implemented through platting, zoning, or other development approval by the LPA.

Map: Shows adopted ROW as well as land uses.

## 1. ...and Prioritize Corridors

1. Part of planning process
  - TxDOT statewide long range plan
  - MPO MTP
  - County, city plan
2. Consider
  - TxDOT, local objectives
  - Development expected
  - Capacity, safety needs
  - Local commitment to project (incl. CP)
  - Project role in statewide system
  - Other criteria developed with local agency(s)



**Mopac Expressway (Loop 1)  
extension, Austin**

35

Bullets: Prioritization should be part of the planning process. Not all corridors can be studied or ROW preserved at the same time, due either to fund availability, scheduling of necessary background work, or other considerations. Bullets show considerations used to prioritize corridors for ROW determination and preservation.

Photo: Mopac Expressway (Loop 1) in north Austin. Two photos animated. Bottom one shows preserved corridor for future highway. Top photo shows the road after completion.

## 2. Develop CP Strategy

- Identify ROW early
  - Planning
  - Project development
- Develop strategy to protect ROW
  - Early acquisition
  - Reservation
  - Methods and tools
  - Partner agencies
  - Agency champions



Bullets: Self-explanatory

Photo: Another photo of Loop 1604 showing development set back for ROW purposes.



2:30 -2:45

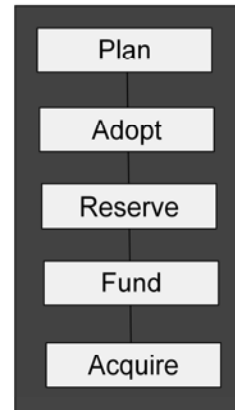
**Afternoon Break**

37

(Instructor - Adjust the break duration to account for current time and remaining material to be presented and discussed.)

## 2. Develop Strategy (cont.)

- Requirements to protect ROW
  - Environmental clearance – broad acquisition
  - Before environmental
    - Parcel-by-parcel
    - At risk
- Funding
  - TxDOT limited
  - Local agencies
- Multi-jurisdictional partnerships
  - Interagency agreements



Bullets: Mostly self-explanatory. Any parcel acquired prior to a NEPA determination is acquired at risk since ROW cannot be officially set without a NEPA determination.

Flow diagram: General steps to initiate ROW preservation.

## 2. Develop Strategy

- Select CP methods
  - Timing of project
  - Conditions expected
  - Available funding
  - Local powers available and committed
    - Agency types
    - Capabilities
    - Interagency agreements

Once the corridor(s) has been selected, the next step is to develop a strategy to preserve future ROW for the corridor. Considerations will likely include all or most of the bullet items listed and perhaps others specific to the corridor, timing, etc. The tools selected will be based on what the strategy will be.

### 3. Establish Multi-jurisdictional Partnerships

Why?



40

Why? (why do we need partnerships?) Ask this question to participants. Answers are on next slide.

Photo: section of President George Bush Turnpike in Plano. ROW for Loop 9 (then renamed SH 190) was preserved by the City and County who foresaw the need for a ring freeway beyond I-635 (LBJ Freeway). Plano worked with TxDOT to develop a schematic showing future ROW. The City and a supportive developer/land owner preserved (most by donations) the future ROW. Later, when the City and county determined they needed the facility in short order, and when TxDOT did not have funds to build it, the project was pursued by corridor interests as a toll road which it did become. Notice that not all of what the presumed preserved ROW was needed.

### 3. Establish Multi-jurisdictional Partnerships

Why?

- No single agency can be totally successful
  - Limited TxDOT authority
  - Additional local agency powers
  - Use full range of TxDOT and local authorities, tools
- Opportunity for local funding
- Active local agency participation/support



President George Bush Turnpike, Plano



41

The bullets provide the answer to the question.

Photo: same as previous slide.

## 4. Early Environmental Work

- Importance – Why?



Bullets: Asking why early environmental work is important. The next slide provides some answers.

Photos are just fillers; they relate to air quality and pressures of development on agricultural lands.

## 4. Early Environmental Work

- Importance
  - “Fatal flaws” +
  - Early mitigation strategies
  - Avoid later changes, costs
- Starting early
  - Planning
  - Tiered



The bullets under “importance” answer the “why” question. Early environmental can help the agency to avoid fatal flaws and some mitigation measures if needed to start work on early (e.g., land for mitigation of wetlands or habitat impacts)

## 4. Early Environmental Work

- NEPA clearance
  - Project wide acquisition requires clearance
  - Selected advanced acquisition can precede clearance
    - Needs CE for parcels to be acquired



44

NEPA clearance is needed to permit project-wide ROW acquisition, but selected advance acquisition can begin without that clearance. However, to maintain eligibility for federal and/or Texas state funding any individual parcels acquired early must have a categorical exclusion (CE).

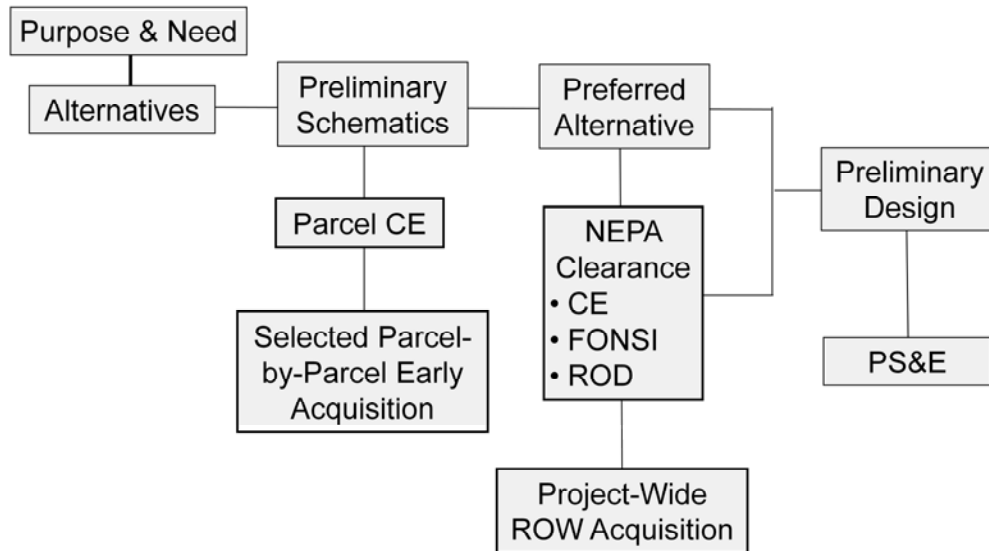
Photo: This photo demonstrates possible risks of early ROW acquisition. See what looks like surplus ROW adjacent to the interchange...more than was ultimately needed. That ROW could be sold.

Photo: same photo, but with surplus land (not needed for ROW). No need to say anything about this photo since it is similar to previous slide's photo.



## 4. Early Environmental Work

Conventional project development process (simplified)



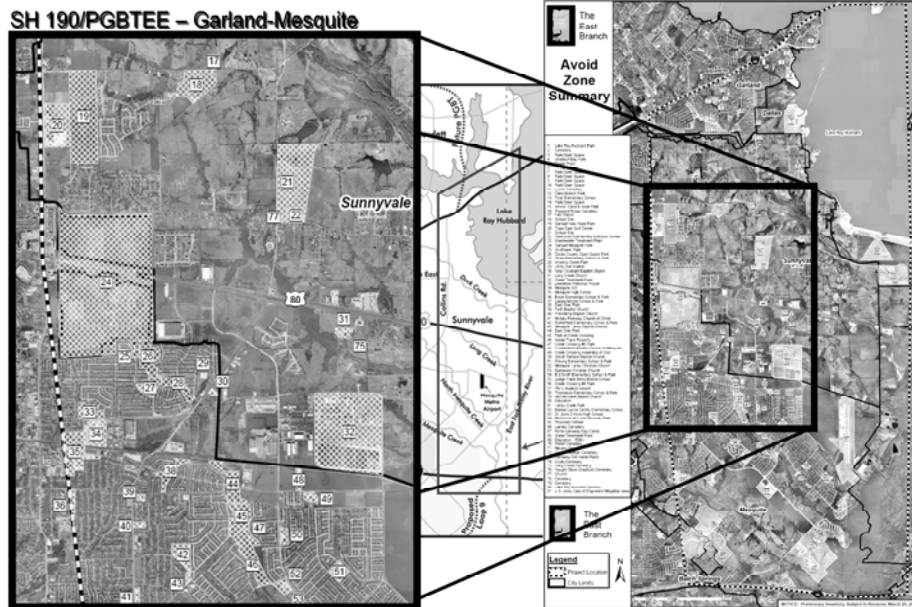
45

This diagram shows the environmental impact statement (EIS) or environmental assessment (EA) process in greatly simplified form. The red boxes show the necessary NEPA actions that precede any ROW acquisition.

The acronyms stand for:

- CE – categorical exclusion
- FONSI – finding of no significant impact
- ROD – record of decision (final action on an approved final EIS or EA)

## 4. Early Environmental Work



46

Photos: Here is an example showing part of some early environmental work to help in selection of an alignment for another section of SH 190, this one just east of the current terminus of the President George Bush Turnpike. Notice the blow up on the left shows some environmentally sensitive or potentially sensitive lands which would be desirable to avoid where possible. By knowing about these in advance, the engineers can locate the alignment in less sensitive areas and where advance ROW preservation is needed, there is much less risk that the final (NEPA) preferred alignment will be different.

## 4. Early Environmental Work

### Starting Environmental Work Early

- Reduces
  - Risk with uncleared advanced acquisitions
  - Project cost increases
  - Need to alter alignments
- Methods
  - Environmental review during planning
    - Long range plans
    - Corridor, subarea
  - Tiered environmental process

47

Early environmental work can reduce the 3 risks shown.

Early environmental work may come at different points in the planning and project development processes:

- long range area or regional transportation plans as part of developing and screening alternatives
- corridor or subarea planning where detail increases but it still involves planning level analyses
- Tier 1 of the 2 tier NEPA environmental impact study process intended to assess impacts at a lesser level of detail in Tier 1 and then at a later date the normal level of detail in Tier 2. TxDOT has rarely used the 2 tier process, but has used it in the I-69 corridor project.

## 4. Early Environmental Work

### Linking planning and Environmental

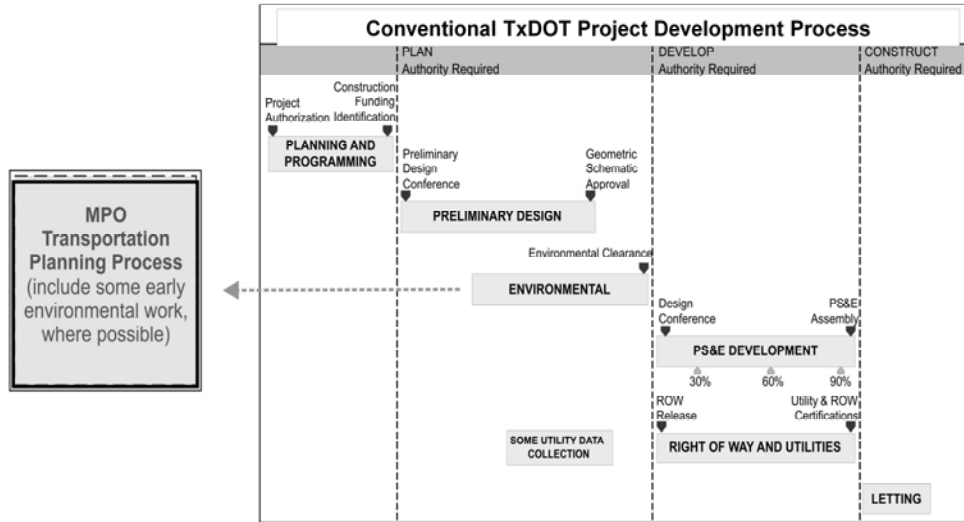
- SAFETEA-LU
  - Requires some environmental during long range, corridor planning
    - Identification
    - Consultation
    - Mitigation
  - Permits use of results for NEPA
    - Purpose and need
    - General alternatives
    - Preliminary screening
    - Identification of impacts
    - Initial mitigation actions
    - Resource agency input
- Early TxDOT attempt underway – Tyler district
- May NOT finalize or influence final ROW

48

SAFETEA-LU, the last federal transportation funding reauthorization bill, added a requirement to the MPO planning process to include environmental considerations in long range and corridor planning. This is an opportunity to do some early work to identify potential serious impacts and avoid them.

## 4. Early Environmental Work

### Planning Level Environmental Review



This simplified diagram shows where SOME environmental analysis and planning can be advanced out of project development and into the regional planning process.

## 5. Early ROW Protection Requires Funding

- TxDOT through programming process
- Local agencies
- (Dedications)
- (Donations)



Donations for 4 Grade Separations/Flyovers, The Woodlands

50

Funds can be found for early ROW purchases (when justified) from local agencies. ROW may also be obtained using the other listed tools.

Photo: This photo of I-45 and the area around The Woodlands Metro Centre shows a variety of ways ROW was preserved (see four arrows):

- Upper right: Same interchange discussed early (I-45 and lake Woodlands Drive)
- Upper left: ROW preserved for future grade separation, dedicated by developer at time of construction of Lake Woodlands Drive.
- Lower left: ROW similarly reserved for grade separation which was subsequently built by the county. Developer has hopes that Woodlands parkway (east-west arterial) may some day be taken over as a state highway; plan was developed for possible expressway from I-45 west about ½ mile west of end of photo.
- Lower right: Developer recognized that the tight rural cloverleaf type interchange would not have sufficient capacity in the long term. Developer tried to purchase land on east side of I-45 for higher capacity interchange but did not succeed. Instead a plan was developed for flyovers that were subsequently built. Developer dedicated ROW in the northwest quadrant and donated land in the southwest quadrant for the then future ramps.

These four locations used a combination of purchased/donated and dedicated land for ROW preservation. Funds for ROW came from the developer. In other locations the same result may have required a different combination of funding sources.

## 6. Map Corridors for Protection

- General alignments
  - Schematic drawings
  - Per early environmental findings
  - Approximate ROW limits
- Adopted plans
- Basis for protection, acquisition



51

ROW cannot be protected if local officials can't locate it. For an effective CP program, the ROW needs to be:

1. Part of an approved transportation plan adopted by the local agency with jurisdiction
  - Shows functional classification and associated lanes and right of way
2. Mapped on an official map that is part of the agency's adopted plan.

This map is one style that is used for ROW preservation.

## **7.0 CP Conclusions, Discussion and Case Studies**

**2:45-3:15**

- Bottom line and Opportunities
- Discussion
- Case Studies

52

We have covered what CP is, tools used for CP, development of a strategy, and have shown several examples. Here are some conclusions that are apparent to us as well as one final case study (starts next slide).



## Bottom Line

- ROW can be protected
- Many tools
- Requires experienced ROW personnel
- Timing relative to environmental finding is important
- Funding a challenge – but not insurmountable
- Partnerships with local agencies can facilitate ROW protection



Grand Parkway Extension, Houston Area

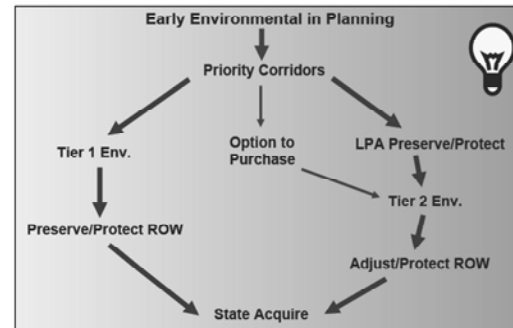
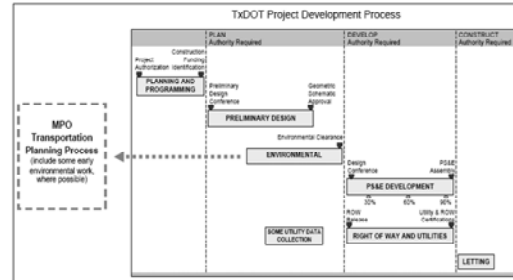


Our bottom line conclusions (as listed after bullets)

Photo: another example of ROW protected for future use for a freeway or tollway (SH 99/Grand Parkway)

# CP Opportunities

- Begin environmental work earlier
- Recommended CP process



CP benefits from early environmental work.

There are a number of ways to work the CP process in conjunction with the environmental process required to be able to use federal and state funding.

## Case Study Example – President George Bush Turnpike (SH 190) – Plano (cont.)

### Construction

- Funding lagged local agency desires
- Area agencies agreeable to toll road to expedite completion



President George Bush Turnpike, Plano

55

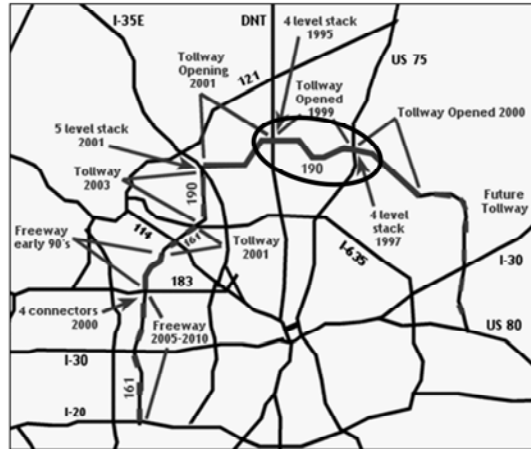
### Case study: President George Bush Turnpike – Plano portion

- Was originally part of the “next loop around DFW” outside of I-635
- Was on and off TxDOT long range plan over the years
- Plano and Collin County officials recognized future need and value and set out to make sure it could be located near the south Plano boundary. They took the lead approaching TxDOT about designating a location for it. They worked out an alignment with TxDOT through north Dallas, Garland, Plano, Farmers Branch and Carrollton (cities east and west of Plano).

## Case Study Example – President George Bush Turnpike (SH 190) - Plano

### Origins

- Loop 9 (later SH 190)
  - Outer DFW loop
  - Promoted by outer suburban cities, counties
- PGBT
  - portions of SH 190, other routes



This map shows in red the alignment of SH 190 in the early 1990s. The plan has since been extended to complete the loop around the east part of the DFW area by adding a southern segment that we showed you preliminary study exhibits for earlier this afternoon.

TxDOT did not have funds to build the freeway, but the Turnpike Authority was able to show feasibility and is building all but one section as tollway (TxDOT did build one short section near DFW Airport).

## Case Study Example – President George Bush Turnpike (SH 190) – Plano (cont.)

### Plano Segment

- TxDOT developed initial schematics
  - Basis for
    - City thoroughfare plan
    - ROW protection
    - Acquisition by City



57

Plano and Collin County committed to preserve the ROW and acquire it as their part of the cost of the project. Over the years they obtained ROW through dedication, donation, and purchase. Here is what the area looked like just after construction.

What are the chances this ROW of could have passed NEPA examination and been possible to afford and acquire had the alignment not been preserved?

A substantial part of the alignment went through land owned by a major land holder (Hunt) that wanted to develop it. They saw the advantage of donating ROW to get the highway there to enhance regional access, so they donated a portion of the ROW. That was important in enabling Plano and Collin County to be successful.

## **Case Study Example – President George Bush Turnpike (SH 190) – Plano (cont.)**

### **CP Strategy**

- Agreement between TxDOT, City
  - City protect, obtain ROW
  - ROW served as City 10% participation
  - TxDOT would build highway
- ROW acquisition
  - Hunt Development, Hunt family large holdings
    - Actively developing at time
    - Understood value to property
    - Dedicated from holdings
  - Some purchases

Bullets summarize the strategy. This is a good example of cooperative efforts by public and private entities to make a major transportation project a reality which would likely not happened had they not taken the initiative. The “next loop” could easily been another 5 miles (or more) north.

## **8.0 Legislation, Agreements, and Practice in Select States** 3:15-3:45

- Bills in the 80<sup>th</sup> Legislative Session Impacting CM or CP
- Intergovernmental Agreements
- CM/CP Practice in Select States

This slide show the three areas relating to legislation and practice that will be covered in this session.

## Bills in 80<sup>th</sup> Legislative Session



- Several related to increasing the authority and ability of TxDOT *and* local jurisdictions for CM and CP activities:
  - ✓ House Bill 1857
  - ✓ Senate Bill 1266
  - ✓ Senate Bill 792
  - ✓ House Bill 1472
  - x House Bill 2268
  - x House Bill 117
  - x Bills relating to the SH 130 Corridor
- 4 bills passed, the rest failed

Go to [www.capitol.state.tx.us](http://www.capitol.state.tx.us)  
to search bills



In Texas' 80<sup>th</sup> legislative sessions there were 7 bills that related to CM or CP. The bills with the 4 green checks by them are those that passed and the those with the red x's all failed.



## House Bill 1857 (Effective September 1, 2007)



- Amended §232.0033 of Texas LGC to add a section on “Future Transportation Corridors.”
- Allows a county to deny a plat in a preserved corridor if:
  1. *it does not state that the subdivision is located within the alignment of a transportation project as shown in the final environmental document; or*
  2. *if all or part of the proposed subdivision is located within the area of the alignment as shown in the final environmental doc..*
- Requires purchase or lease contracts to contain statement that the land is within the area of the alignment of the transportation project.

61

HB 1857 amended §232.0033 of Texas LGC to add a section on “Future Transportation Corridors.”

The bill allows a county to refuse to approve a plat in a preserved corridor if:

- it does not state the subdivision is located within the alignment of a transportation project; or
- if all or part of the proposed subdivision is located within the area of alignment of a transportation project.

The bill also requires purchase or lease contracts to contain a statement that the land is within the area of the alignment of the transportation project.

## **Senate Bill 1266** (Effective September 1, 2007)



- Assists projects that utilize transportation financing
- Allows for creation of Transportation Reinvestment Zones (TRIZ's) around transportation projects
- TRIZs
  - Can be created by city/county intending to enter into an agreement with TxDOT
  - Capture part of incremental tax growth from development spurred by transportation project
- Provides locals leverage in financing for pass through projects

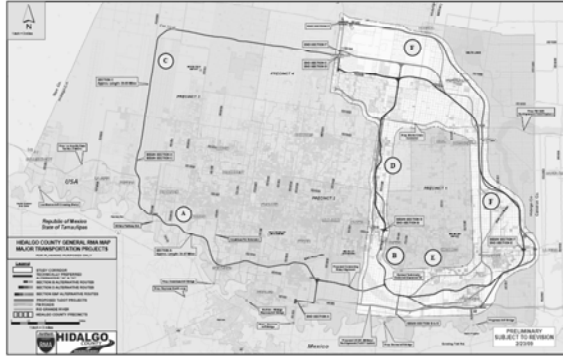
62

SB 1266 allowed for the creating of Transportation Reinvestment Zones.

Currently the El Paso and Hidalgo County MPOs are pursuing TRIZs as a means to assist in financing transportation projects.

# Hidalgo Loop Project

- Pharr District and Hidalgo RMA
- To be financed by
  - Pass-through funds
  - Truck tolls
  - Vehicle registration fees
  - TRIZ
- For more info:  
[www.hidalgocrb.com](http://www.hidalgocrb.com)



Bullets are self explanatory.

Go to the Hidalgo website to get the up-to-date status of the their TRIZ project.

# Hidalgo Loop TRIZ



This slide shows the actual properties surrounding the Hidalgo Loop that are included in the TRIZ.

## House Bill 2268 (did not pass)



### SB 2268 **would have...**

- Authorized TxDOT to purchase property before the alignment of highway is determined.
- Been a good CP advanced acquisition tool
- Been a more attractive option than 'option to purchase' by providing landowners certainty of sale and immediate receipt of proceeds

### SB 2268 **would NOT have...**

- Precluded or circumvented the ENV process
- Allowed acquisition by condemnation

65

HB 2268 failed.

Bullets are self-explanatory.

Had HB 2268 passed it would have added significantly enhanced TxDOT's ability to engage in CP. It would have allowed TxDOT to purchase ROW needed for future improvements from willing sellers in 'at-risk' purchases, prior to final ENV clearance.

## House Bill 117 (died in committee)



HB 117 would have....

- Significantly increased the number of counties in Texas that have the ability to adopt and enforce a transportation plan (by expanding applicability of LGC 232.100)
- Allowed counties with a pop. > 150,000 or more to adopt and enforce a transportation plan
- Been a significant benefit to Transportation Planning in Texas

Appears bill did not receive much support

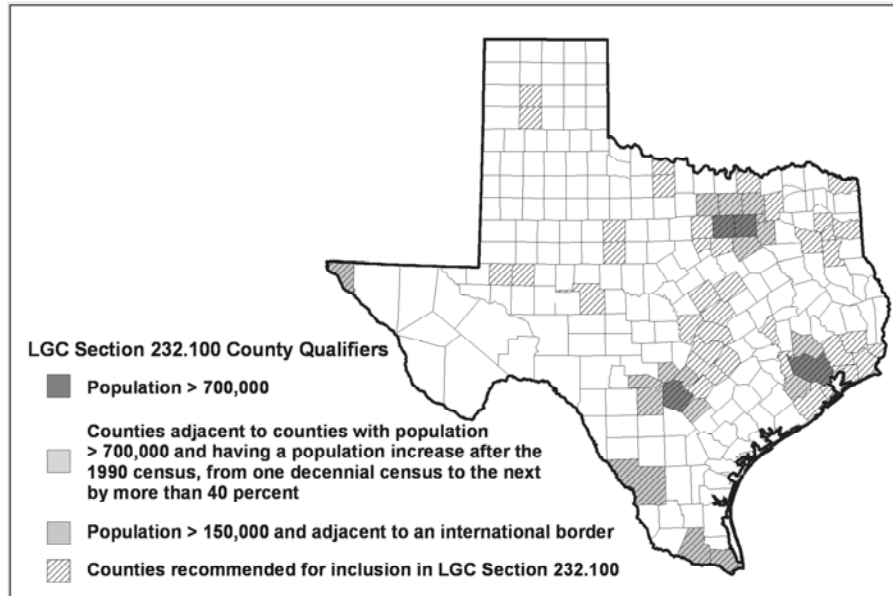
66

Purpose of HB 117 was to expand the applicability of LGC §232.100 of which provides certain counties the ability to adopt and enforce a transportation plan.

The new language would have stated ‘a county that has a population of 150,000 or more,’ removing the qualifiers that the county be next to an intl. border *or* has a population of 700,000+

It would have allowed for TxDOT and counties to have the ability to purchase, dedicate, or reserve ROW for new or existing roadway as part of the county platting process, similar to the ability that city’s with adopted transportation plans have.

## HB 117 – Attempted to Address Need for Transportation Plans in Counties



67

All counties shown in color are those that have the ability by statute to adopt and enforce a transportation plan.

Those that are hatched in black and white were included in HB 117. Had it passed, it would have giving the authority for these counties (in addition to the colored ones) the ability to adopt and enforce a transportation plan as part of platting and subdivision process.

## Bills Relating to the SH 130 Corridor

Bills that proposed expanding city and county land use powers along SH130 in Austin area

- **SB 1688** - transportation infrastructure districts
- **SB 1689** - annexation powers for small cities
- **SB 1690** - zoning authority for 2 counties

All Failed

68

All bills relating to the SH 130 corridor failed.

**SB 1688** – would have allowed municipality to create a transportation infrastructure district w/in 5 miles of SH130 and w/in Austin's ETJ

**SB 1689** – would have provided small cities within 15 miles of the SH130 corridor limited annexation powers

**SB 1690** – would have provided for zoning and impact fee authority in unincorporated areas of two counties located within 15 miles of a toll project



## **CM/CP Practice and Funding in Select States**

- Few formal CM/CP programs across US
- The norm: lack of dedicated funding source
- U.S. trend is more state DOT involvement, coordination with locals, MPOs

69

The following slides include summaries of CM/CP authorities in select states.

## Texas Overview of CM/CP Practice



- No state statutes, no dedicated funding source
- CM/CP accomplished through
  - Access Management, TxDOT and local
  - Good ad hoc voluntary coordination
  - TxDOT advanced ROW tools
  - Local/MPO corridor studies, overlays
  - Non-traversable median installations
- 4 (8%) of 51 Texas cities reported a CP dedicated funding source

Bullets are self explanatory.

This is a summary of Texas' CM/CP practice that has been covered throughout this workshop.

## Florida CM/CP Practice



- Emphasis on FDOT involvement in local development review and coord. in planning
- 1995 statute called for designation of corridors in local comp. plans
  - Enabled corridor management ordinances
  - Local participation optional
- FDOT facilitates intergovernmental agreements
- Strategic acquisitions

71

In 1988, FL legislation authorized FDOT and local governments to designate transportation corridors for protection on an official map, based on which local governments were required to withhold development permits in mapped corridors for 5 years. The intent of this statute was to freeze land values in anticipation of condemnation and prevent the increased costs of land acquisition if development permits were granted. In 1990, the state's official mapping powers were legally challenged and the Florida Supreme Court ruled that these provisions were unconstitutional and a violation of due process.

A 1995 Florida law called for designation of state highway corridors in local comprehensive plans and specifically enabled local governments to adopt corridor management ordinances. The intent of this law was to shift responsibility for preserving ROW for state highways from FDOT to local agencies because they are suited to preserve ROW, given their authority to manage land development provided under Florida's Growth Management Act.

In 1996, FDOT enacted the Corridor Management Procedure, which guided FDOT districts on identifying corridors and encouraged local governments to designate state corridors for management in their comprehensive plans and adopted corridor management ordinances.

Several Florida DOT districts have prepared corridor access management plans with local governments and MPOs. Florida statutes include procedural requirements related to the development of corridor access management plans by FDOT in coordination with local jurisdictions.

## Florida CM/CP Practice, Funding

- State Transportation Trust Fund
- Local Option Gas Tax
- Local Government Infrastructure
- Surtax – Ninth Cent Gas Tax
- Impact Fees/Developer Contributions



72

State Transportation Trust Fund - can be used to purchase advance ROW for preservation purposes

Local Option Gas Tax – up to 6 cents per gallon to be shared with municipalities for state/local highway

Local Government Infrastructure Surtax – levied by county governing bodies; applies to the first \$5000 of all purchases subject to the 6 percent sales tax

Ninth Cent Gas Tax – proceeds can be expended ONLY to plan and construct infrastructure

Impact Fees/Developer Contributions – implemented by ordinance; the majority of local governments rely on this funding source to fund incremental CM improvements

## Utah CM/CP Practice



- State IDs corridors, then coordinates with locals to help preserve
- 2006 Bill, Local CP Fund, established revenue source and approval process for CP projects
- Allows counties to impose fee on MV registrations/renewals
- Revenues go to Local Transportation CP Fund
- COGs oversee project prioritization

73

In Utah, the state cannot pursue corridor preservation in its own right because it has no legislation authorizing such activities and it needs an EIS prior to purchasing ROW. Instead, the state identifies corridors it wants to protect and then coordinates with cities to use their zoning powers and other land use tools to preserve the corridors.

The Utah Department of Transportation (UDOT) developed a revolving loan program that enables state and local municipalities to preserve future transportation corridors by acquiring ROW that meet certain eligibility requirements

In 2005, the State of Utah passed a bill, Local Corridor Preservation Funding, that established a revenue source and approval process for preservation projects for certain county and municipal governments. It allows counties to impose up to a \$10 local option CP fund on motor vehicle registrations and requires that these revenues be deposited in the local CP fund. However, no more than 4 years allocation every 20 years may be used for planning studies.

## Nebraska CM/CP Practice



- NDOR has 'mapping powers' for CP
- Works with locals & public on priorities
- After corridor(s) ID'd, filed with permitting agencies
- State relies heavily on locals to negotiate agreements with developers to preserve ROW

74

Nebraska has legislative authority through its mapping powers to preserve 300 feet on either side of an alignment. The Nebraska DOT works with localities and the public to determine which corridors should be identified as priority corridors for preservation. After priority corridors are identified, they are filed with all permitting agencies so that when a local agency receives a permit request for construction along preserved alignments, it must submit the permit to the DOT for approval. The DOT has 60 days to accept or deny the request for development. The state and local government may also negotiate an agreement with the permit applicant so long as the agreement maintains the integrity of the corridor. If the permit request is ultimately rejected, then the state has 180 days to acquire the property. Nebraska heavily relies on its localities to negotiate agreements with developers to preserve ROW.

## Kansas CM/CP Practice



- State CM Program funded by legislation
- Corridors designated on local district plans
- Use of CM committees in KDOT districts
- Heavy emphasis on coordination among DOT, MPOs, municipalities, public utilities, etc.

75

In Kansas, state legislation allows KDOT to establish a policy and process that designates corridors on local district plans. The state's Corridor Management Program requires that localities designate corridors as input for the development of plans by the state. The four-step process for corridor designation is: (1) the district engineer designates corridor on District Transportation Plan; (2) an MOU is signed between the DOT and local officials; (3) corridor master plans are developed between the local district and state DOT; and (4) application for corridor approval of projects is made against other corridor projects in the state.

Kansas' approach places heavy emphasis on coordination among the DOT, MPOs, and local jurisdictions. The program is funded by the state and encourages MOUs between cities, counties, and KDOT in pursuing corridor preservation.

## Intergovernmental Agreements for Corridors



- 2004 national survey: 59 % of states have used cooperative agreement to manage arterial corridors
- Most common types of cooperative instruments were MOUs (69%), maintenance agreements (54%) and public-private or development agreements (54%)
- Texas - Interlocal Cooperation Contracts ICCs authorized in Ch. 791 of TGC
- Good example: Master Interlocal Agreements used in Utah

76

An excellent source of information reviewed for the completion of this task is the NCHRP Synthesis 337 report titled, *Cooperative Agreements for Corridor Management* (2004). According to this comprehensive report, which includes a national survey, of the 22 state and provincial transportation agencies that responded to the survey, a majority of the respondents (59 percent, or 13 agencies) entered into some type of cooperative agreement to manage arterial corridors to preserve mobility and safety. In addition, 9 of these 13 agencies (69 percent) indicated that they use two or more types of agreements to forge cooperation with other agencies or private entities and 6 (46 percent) have used three or more types.

The most common types of cooperative instruments reported were:

- memorandums of understanding (MOU) (69 percent);
- maintenance agreements (54 percent); and
- public-private or development agreements (54 percent).



## **Closing Session: CM&P Recommendations and Class Feedback** 3:45 - 4:15

- Summary Recommendations
- Participant Feedback
- Workshop Evaluations
- Adjourn

77

In this last session, we want to briefly summarize the recommendations from the research and get your feedback. Before you leave, please complete a course evaluation.

## General Recommendations

- Make CM and CP a process and integrate into
  - Local comp. plans, development ordinances
  - Local development review and planning processes
  - MPO plans and work programs
  - TxDOT policy, project development, design
- Continue to increase CM/CP practice thru AM, design, advanced ROW, local involvement
- Establish coordination with local agencies
- Establish agency roles and champions
- Use top down initiative

78

Self explanatory.

**It is important to emphasize that the recommendations are those of the researchers and not those of TxDOT.**

## **TxDOT Should Encourage or Partner with Cities to...**

- Develop zoning overlay districts
- Develop CM plans
- Include specific components, policies on CM/CP in comp. plans
- Use land use, development regulations to help implement AM, preserve ROW
- Get ROW dedications, reservations as opportunities arise

Self-explanatory.

## **Incorporate CM /CP into Local Comprehensive Plans**

1. Include CM/CP in plan goals, objectives
2. Include prioritized corridors (MPO and/or city)
3. ID corridors designated for special treatment
4. Adopt completed CM plans, studies
5. Adopt development policies that support CM/CP
6. Adopt roadway design policies that support CM

80

It is imperative that CM and CP goals, objectives, and plans be adopted at the local level along with related policies and ordinances that are needed to implement the plans.

## **In Counties and ETJs Areas TxDOT Should Practice CM/CP Thru...**

- Access management
- Transportation planning and ROW preservation with cities (ETJs) and counties
- Monitoring platting activity along corridors
- CM components in facility design
- CM Plans

81

Outside of city limits, there is typically little development regulatory authority and no authority to control land use. Nonetheless, TxDOT can still partner with counties and MPOs to engage in CM/CP through AM, ROW preservation as part of the platting process and developing CM plans. Importantly, TxDOT can incorporate components of CM as part of facility design.

## **In Counties and ETJs Areas TxDOT Should Encourage, Support...**

- Cities to develop, enforce transportation plans in their ETJs
- Cities to apply subdivision regulations and related ordinances in ETJ – access, drainage, parkland dedication
- Increased minimum lot size requirements along TxDOT corridors
  - City, county subdivision regs
  - by counties for OSSF permits

Self-explanatory.

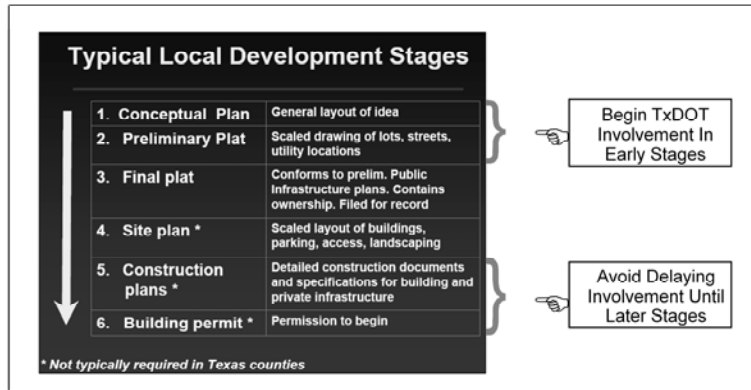
## **TxDOT Roles in CM/CP**

- Coordinate with locals regarding CM on design plans, schematics
- Initiate partnering with locals on
  - CM plans
  - CM treatment for planned TxDOT projects
  - Local CM efforts where previously not involved
  - Zoning overlays

Self-explanatory.

## TxDOT Roles in CM/CP

- Make early, continual involvement in development review and planning standard business



TxDOT involvement at the earliest stages of the development process is crucial.



## MPO Roles in CM/CP

1. Adopt policies, include in work program
2. Develop ranking criteria
3. ID and prioritize corridors
4. Procure, manage studies
5. Other
  - Facilitate TxDOT/local coord.
  - Educate community leaders
  - Support connectivity, AM
  - Coord. CM among agencies



Self-explanatory.

## Partner to ID and Prioritize On-System Corridors

### Cooperatively Develop Factors, Criteria

- Existing capacity and safety
- Timing of future rehabs, upgrades
- Development pressures, immediacy
- ROW protection, preservation
- LU plans, development trends
- Traffic volumes, proportional benefit
- Regional mobility, connectivity
- Community gateway, entryway
- Local government support
- Routes serving tourism destinations or regional attractions
- Routes serving as emergency evacuation routes
- Stimulation for economically distressed areas
- Address visual clutter, blight
- Preservation of natural, cultural, or historical significance

This is a laundry list of factors that could be considered by cities, MPOs, and TxDOT in prioritizing corridors for CM/CP. Factors may (and probably will) vary by area.

## Partner with Locals on Use of CM / CP Tools/Techniques Along TxDOT Corridors

1. Access management
2. Acquisition of access rights
3. Non-traversable medians
4. Signalized Intersection location and spacing
5. Arterial frontage and backage roads
6. Lot dimension requirements
7. Zoning overlay districts
8. Enhanced building and parking setbacks
9. Regulation of driveway throat length
10. Internal access for outparcels
11. Local street connections adjacent to TxDOT roadways
12. ROW dedication/reservation through platting
13. Joint and shared access easements
14. Operational measures and ITS

See 5606 Guidebook or  
Final Report for  
Specifics



This is a list of all of the CM/CP tools, most of which were covered in today's workshop. For details on each of these, see the 5606 Guidebook that is included in the back of your workbook.

## **Recommendations Specific to CP**

1. ID and prioritize corridors
2. Develop a CP strategy
3. Establish a multi-jurisdictional approach
  - Partner, seek assistance from locals
  - Integrate into project development process
  - Appoint CP champions
4. Begin environmental work earlier
5. Pursue all available options for advanced acquisition, protection
6. Map corridors for possible protection, consideration in planning

Self-explanatory.

## Consequences of Not Practicing and Partnering on CM and CP

- Reduced mobility, increased congestion, accidents
- Decline in property values and tax base
- A loss in aesthetic quality
- Gradual economic disinvestment



Self-explanatory.

## Consequences of Not Practicing and Partnering on CM and CP

- A loss or re-alignment of a planned corridor due to development
- Displacement of homes and businesses
- Increase in time and delays in project development
- Increase in project costs due to damages paid and purchase of improved ROW.



Self-explanatory.

## Participant Feedback on Workshop

- ☞ Content ?
- ☞ Subject organization ?
- ☞ Time allocation by topic ?
- ☞ Instructor delivery ?
- ☞ Other ?

How can we improve future workshops?

Please complete a workshop evaluation form!



Handout evaluation forms and ask participants to please provide feedback on how the workshop could be improved.



# Corridor Management and Preservation in Texas



**QUESTIONS**



**....for attending!**

**2010 Workshops**


Thank the participants for taking the time out of their busy schedules for attending.

Thank the host of the workshop and the key persons who help coordinate and set-up the workshop.



## Questions Later?

- Ed Hard  
(979) 845-8539  
e-hard@tamu.edu
- Brian Bochner  
(979) 458-3516  
b-bochner@tamu.edu



To download presentation files, click on: <https://tti-sharepoint.tamu.edu/dropbox>  
Gain access using:  
Username: **TTI-SERVERS\Extern\_Guest**  
Password: **el7phantb9nd**  
Click on: System Planning, Policy...  
Click on: Ed Hard  
Select: Corridor\_2010\_CM\_AM and Corridor\_2010\_CP\_PM

If any questions come up later, please feel free to contact the workshop instructors.

The workshop powerpoints can be downloaded at the link shown using the instructions shown.