



Documentation of Bus Tour #1

Project Location

Pecos, Brewster, and Presidio Counties

United States (US) 67 Corridor Master Plan
CSJ: 5000-00-116

Project Limits

Interstate Highway 10 (I-10) west of Fort Stockton to the Presidio-Ojinaga Port of Entry on the U.S./Mexico border.

Meeting Location

Alpine, Marfa, and Presidio, and part of Pecos County

Meeting Date and Time

December 12, 2017, 8:30 AM to 6:15 PM

Translation Services

N/A

Total Number of Attendees (approx.)

42

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Attachment A
Bus Tour #1 Meeting Notes

Meeting Notes

Bus Tour #1

STUDY: US 67 CORRIDOR MASTER PLAN STUDY
LOCATION: ALPINE, MARFA, PRESIDIO, AND PART OF PECOS COUNTY
ATTENDEES: SEE ATTACHED SIGN-IN SHEETS

On December 12, 2017, the TxDOT El Paso District held Bus Tour #1 to get the study process started for the study referenced above.

The tour began in the northern part of the study area, at the solar farm located in Brewster County, going toward Pecos County. The bus progressed through the communities of Alpine, Marfa, and Shafter (with a stop at the Marfa Lights viewing area and in downtown Marfa), and stopped in Presidio for lunch. After lunch, the bus proceeded to the Presidio Port of Entry (POE) for a brief tour. On the return trip, the bus stopped briefly in Shafter, then returned to Alpine to conclude the trip.

NOTES:

Meeting discussion points are captured below. The notes are grouped according to the segment of the corridor or stop to which they apply, and when possible, are attributed to the stakeholders who provided their thoughts at different points along the tour route.

Brewster County, near Pecos County, Solar Farm to Alpine

Brad Newton stated that it is hard to take the exit at US 90 and US 67 intersection, as there are no lights.

Chris Weber noted there are several Super 2s north of the US 90 intersection. They have been strategically placed, and are spaced between bridge sections approximately every two miles. Chris also discussed the challenges associated with climbing lanes/no passing lanes along the corridor. One of the participants asked if it would be possible to extend the shorter passing lanes, thus offering more room for motorists to pass. (During this conversation, a motorist passed the bus in a no passing zone, right before the Super 2 passing zone began. Someone suggested there is a need for signs or signals to tell motorists where the next passing lane is.)

Chris noted that according to TxDOT Crash Records Information System (CRIS) database, the segment that reported the most crashes from 2010 to 2016 occurred between Marfa and the Y-intersection at US 67 and US 90 in Alpine. Common causes include boredom, fatigue, distraction, and wildlife. However, according to the CRIS database, the segment from the Y-

intersection at US 67 and US 90 to Fort Stockton had the most fatalities between 2010-2016. Crashes occur during the day and night, on straight and curved sections. Chris noted there are fatalities occurring due to unbuckled seat belts.

Other issues noted on this part of the tour include:

- The bridge between Alpine and the solar farm needs to be wider and the curve south of it at US 90 and US 67 is problematic.
- Construction is ongoing at the US 67/US 90 intersection; it is a tight curve.
- The railroad tracks are quite close to the highway right-of-way at points between Alpine and the US 67/US 90 junction.
- There is significant Fort Stockton and Permian Basin oil field traffic (both passenger and freight) on the I-10 to Alpine section of the corridor.

Vicky Carrasco provided Pecos County comments on behalf of Judge Shuster, who could not attend the bus tour. Judge Shuster noted the study needs to be cognizant of traffic from Fort Stockton and Permian Basin and from Presidio. The impacts of this traffic on small businesses in Alpine and Fort Stockton is a concern.

Some study team members talked to the tour bus driver, Jim Couley, from All Aboard America, to get his take on the corridor, as he drives it frequently. Jim told a study team member that the most dangerous part of the corridor for tour bus operators is the railroad crossing south of I-10 in Pecos County. This is because buses are required to make a complete stop at railroad crossings but there are 75 mph curves on both sides of the tracks. This makes it hard for motorists to see that the bus is stopped and they don't always have enough time to stop behind the bus. There are no advance warnings before the curves. This may be an area for the Odessa District to look at for a potential future project.

Judge Cano (Brewster County) provided some thoughts on the Alpine to Fort Stockton segment of the corridor:

- There is a lack of pull over areas and shoulders between Alpine and Fort Stockton. Motorists need safe places to pull over.
- Mobile home caravans from Solitaire are a concern on all parts of the corridor. They disrupt two-way traffic and cars behind the mobile homes try to pass them, which can be dangerous. Mobile homes must use different routings because of low clearance bridges.

Alpine

Mayor Ramos provided insight into some of the corridor issues in Alpine:

- The mobile homes moving through Fort Davis are a safety issue and re-routing options should be considered.
- The main roads in Alpine frequently get closed during big events such as art festivals.

- Key study concerns for Alpine include protecting small businesses and being aware of big events.
- The railroad bridge in Alpine has a low clearance and presents a hazard for trucks. Mobile homes must circle around Alpine to avoid it.
- There is also another bridge in Alpine that has just 13' 7" of clearance and is also problematic for trucks.
- TxDOT did a good job of treating roads ahead of time and working together during the recent snow event. The Mayor and the new City manager set up a shelter.

Chris Weber introduced David Luce (TxDOT Maintenance Supervisor for Alpine area). Chris also recognized the efforts made by maintenance staff during the recent snow storm:

- Maintenance staff treated the road before the snow.
- They also helped the Border Patrol save 12 illegal aliens that were stranded during the winter weather. Unfortunately, one gentleman did not survive.
- A gentleman called Chris Weber asking about road conditions. There was a patient that needed an emergency brain bleed surgery in El Paso but they could not get out due to snow; planes were not flying. The TxDOT El Paso District gave them an escort to Van Horn – plowing and clearing the road along the way. The surgery was successful. This was a great success story but also illustrates the issues around access to health care services in this rural area.
- Jessica Garza (Alpine City Manager) noted that a collaborative effort is important. The recent snow storm provided an opportunity to work with all groups. Erik Zimmer, also in attendance, was the City Manager of Alpine for 4 years. He has experience with working with TxDOT on route issues.

Chris said that TxDOT works with DPS, Border Patrol, and others to mitigate these types of issues.

Alpine to Marfa

Brad Newton noted a few concerns along the corridor south of Alpine:

- There is a blind curve on the corridor in the eastbound direction south of Alpine. The sight distance is limited.
- There is also a passing lane on a curve with significant vegetation which makes it hard to see what is coming.
- There is a need to stabilize road cuts.

Paisano Pass is an area south of Alpine, between Twin Mountains and Paisano Peak, before the Marfa Lights pull-off area. It's also close to the Paisano Baptist Encampment area, and is an area of concern to the study. The short passing lanes on the eastbound lanes of the corridor in Paisano should be looked at.

Chris Weber said that temperatures can drop 15-20 degrees at Paisano Pass. Because Paisano Pass frequently gets colder in the winter than the surrounding areas, this can cause issues. There is a rancher who owns most of the land along the pass who the study team should talk with. There are concerns in the community about hazardous materials that are being shipped on the railroad and, more recently, the pipeline. For example, a gas truck went off the road in late 2016. The road was closed for 8-9 hours for cleanup.

Judge Guevara observed that the road weaves in and out/between Brewster and Presidio counties, and that the Trans-Pecos Pipeline crosses under the corridor near Marfa lights pull off. It is a 42" natural gas liquids pipeline and is buried six to nine feet below a four-lane section of road.

The bus made its first stop at the Marfa Lights viewing area.

Commissioner Sproul-Hurley, of Jeff Davis County, said there are a lot of businesses that come through Jeff Davis County and that the region has a tourism-dependent economy and US 67 is the road that brings visitors.

Poncho Nevarez was represented by Patricia Sena from Eagle Pass. She stated that their group was here to learn about the corridor and the project.

City of Marfa

City of Marfa Mayor Ann Marie Nafziger made several observations about corridor issues and considerations in Marfa:

- The drop in the speed limit between the Marfa lights and Marfa is a consideration.
- Bicycle and motorcycle traffic increases are also an issue.
- The lack of shoulders along the corridor in Marfa is a problem.
- Bike Marfa is a local non-profit that rents out bicycles, as tourists are interested in biking and walking. There are 5-6 bike racks throughout the town and bikes can be checked out via a mobile app. Another station is planned at the tourism center. Marfa has significant bike and pedestrian traffic downtown.
- There are lots of pedestrians and bicycles in the area around the 4-way intersection with flashing red lights.
- Marfa has lots of tourism and this business has been growing. Over the last five years attendance at the Chinati Foundation museum has quadrupled from 8,000 in 2011 to 36,000 in 2016. Hotels are [often] fully booked on weekends as are local Airbnb rentals.
- Festivals often bring in 1,200-1,500 people on weekends.
- Marfa has 173 hotel rooms (Hotel Paisano and Hotel St. George), a Riata Inn, and 72 Airbnb vacation rentals.
- Key events and attractions include the Chinati Foundation and the El Cosmico Trans Pecos festival.

- Truck traffic from Presidio is a safety/aesthetic issue that needs to be mitigated to retain community character.
- On street parking is also a problem in Marfa; parallel and angle street parking is often informal and thus, inefficient and unsafe.

Marfa is bringing in more athletic and art events. For instance, the Marfa 100 is a 100-mile bike race on RR 2810 that attracts 150-200 riders. The weekend before the bus tour, there was a foot race. TxDOT might be a resource for grant funds to make bicycle and pedestrian improvements.

Terry Brechtel (Marfa City Administrator) stated that Marfa would like to see a customs house for international travel at Presidio airport. The Marfa airport has been seeing increasing traffic, some of it in jets for which the runway is not designed. Airport fuel sales have tripled in the last year.

Judge Guevera noted that a wide range of ages and incomes visit the area including families, campers, RVs, and wealthier folks with private jets to see contemporary art and bring revenue. The judge also made some observations about the airport:

- The area has been working with TxDOT. They have had to shut down airport on occasion in the past, due to conditions of the runways and concerns about the fuel supply. Converting the airport to a jet port might be an option.
- The airport is vital to emergency management. They are working on a forest service fire station. In 2011, the Rock H burned for 2.5 months from Marfa to the Observatory. The airport was integral in helping to put out fire.

The bus made another stop in downtown Marfa, where Marfa Chief of Police Marquez offered some thoughts on corridor operations:

- The Marfa Police Department is heavily engaged in community policing and has suggestions for intersections/improvements that should be considered.
- The study should consider how to improve the congested 4-way stop downtown; maybe traffic lights or at least something to get drivers' attention.
- People run the stop sign/congested intersection.
- Many people – tourists especially – don't understand the intersection because of the blinking red lights.
- Tourists cross the road at this location and cars often make informal right turns by pulling up beside other cars in the lane and making an unofficial turn, thru a non-existing right lane.
- Semi-trucks and trucks moving mobile homes have difficulty negotiating this intersection since they need to veer left before making a right-hand turn. Cars pull up next to them when they are making this maneuver and this causes conflicts.
- The Solitaire homes create issues as they move through town. Elected officials were surprised to find out about the extent of this traffic in other cities/towns besides their own.

- Solitaire is developing a double wide plant in Mexico.
- Marfa does not require a local escort for mobile home movements; Solitaire has their own.
- Mobile home caravans used to use the underpass when it had a 17'-limit, but now that bridge limit is <14', so the caravans go up through Alpine. Escorts are a drain on the local police force. Two separate companies provide escorts.
- Fire and EMS are on opposite the side of the railroad tracks, which creates access/response issues when trains are blocking the tracks.

One potential solution for emergency services access would be to have an emergency vehicle overpass above the railroad.

Gary Mitschke (Marfa Fire Chief for 13 years, Presidio County Emergency Management Coordinator) made the following observations:

- Crashes are a major concern on US 67. Speed (too fast or too slow) is a frequent cause of accidents.
- Pedestrians, traffic, and general congestion are issues. They make a 2-lane road act like a 4-lane road, which is dangerous. The railroad goes through the middle of town and carries significant hazmat shipments. For example, there can be 10 different toxic chemicals on one train.
- EMS resources are split in the Big Bend region. The cities of Marfa and Presidio only have one ambulance each while Fort Davis only has two. The communities share ambulances when needed but it is frequently not enough and one accident can monopolize the limited resources, so there should be a focus on preventing crashes in the first place.
- Safe Routes to Schools/TAPs (Transportation Alternatives Program) is a source of funding to help handle bicycle and pedestrian traffic. TxDOT is working with local communities on partnering to apply for TAP funds.
- There was a grant awarded for construction of a sidewalk from Marfa to the overnight trailer park to El Cosmico.

Dave Lambrix – Brewster County EMC mentioned that the railroad bridge is dangerous along this route. They had lost three of the port vehicles to animals. Often saw rolling brown outs.

The bus made another stop near El Cosmico and the Chinati Foundation. Judge Guevara provided some observations about corridor operations specific to El Cosmico and special events:

- El Cosmico is a campground/RV park with 11 or 12 vintage trailers and teepees. It attracts tourists and brings music acts to the area. The Trans Pecos festival is typically packed, bringing 1,200 to 1,300 people every year. Attendees often park on the side of

US 67 or anywhere they can find space and walk or bike into Marfa, often at night, which is dangerous.

- Sight distance is a problem on the curve near El Cosmico. With all the parking, walking, and biking, this creates a dangerous situation.
- The speed limit is 70 mph just south of Marfa, around the Chinati Foundation. Speed limits are lower through the city.

The Border Patrol headquarters is also located near here, on US 67 at East Madrid Street in Marfa. The study should look at adding turning lanes in front of the Border Patrol station, which would alleviate traffic during shift changes.

Marfa to Presidio

Tim Juarez, from TxDOT Transportation Planning and Programming (TP&P), introduced himself as the International Trade Coordinator for TxDOT Freight and International Trade division. TxDOT is currently creating a Border Master Plan which will look at the statewide international transportation system. TxDOT is learning what is going on in area, including goods movement through the US 67 corridor.

To the south of Marfa, the corridor quickly transitions to hills with many spots that feature narrow shoulders and steep drops, sometimes without guard rails. This could contribute to rollovers.

As the bus was passing the Border Patrol checkpoint, Brad Newton noted that there is not enough signage in the area around the Border Patrol station.

Annette Gutierrez (Rio Grande COG), wants to meet with Chris regarding EMS and community development.

Casey Wells (TxDOT TP&P freight planner) introduced himself and noted that the Texas Freight Mobility Plan update has been completed. TxDOT is planning to do more freight studies including a truck parking study, freight-centric design standards, and several regional freight studies of which Presidio will be one.

Marty Boyd (TxDOT El Paso District) discussed the background for the US 67 Corridor study.

Julie Jerome (Public Involvement Specialist at TxDOT) expressed support for the bus tour and noted that she is originally from Fort Stockton.

Brad Newton noted that asphalt pushing is an issue in this area, and that there are no guardrails along the deep ravines north of Shilling or Shirley Hill.

Reba Griggs (Presidio County Extension Agent) stated that agriculture is a big issue in Presidio County. It has lately been harder to get produce in and out of the county. Farmers are having a

challenging time getting crops to market from Presidio and cattle herds are down. Kloey Painter, the Brewster County Extension Agent, was also a bus tour participant.

Vicky Carrasco noted that involving Sul Ross State University and the AgriLife Extension Service is important. There is a need to work with ranchers and others along corridor, and university and extension personnel are often seen as a trusted and neutral party, assisting with facilitation and helping make processes to make informed decisions

Marci Tuck, of the Big Bend Conservation Alliance (a non-governmental organization), introduced herself and stated that the BBKA is happy to be included early in the study process. She encouraged the group to think about what environmental considerations need to be considered for the study.

Rush Carter (Border Patrol Public Affairs Officer and Special Operations Supervisor) discussed Border Patrol perspectives on the corridor. He noted that road widening or other construction will affect the Border Patrol. When accidents occur, Border Patrol agents are often first responders (they work 24/7). The Border Patrol has a brush truck in Marfa and trained medical technicians. They can help with crashes and fires.

Rush also stated that there is lots of traffic on Friday afternoons going south and coming back north on Sunday. This can create bumper to bumper traffic conditions [near checkpoint/inspection station] but is currently manageable. The Border Patrol is looking at constructing a new checkpoint facility. Responding to 1050 (i.e. emergency) calls is the most complicated issue. There is a lack of shoulders/refuge areas along the corridor, and if there is a crash, people don't give emergency vehicles the right-of-way or slow down so they may safely respond to the accidents.

Brad Newton pointed out that the road went over the Trans Pecos pipeline again about 30 miles north of Presidio, near the Elephant Rock.

The bus stopped briefly near Cibolo Creek Ranch, before Elephant Rock. These are general observations about the Marfa to Presidio section of the corridor:

- The area around Elephant Rock is dangerous due to a curve with sight limitations.
- Farm workers carpool on the corridor from Presidio to Marfa.
- There was a head-on collision with an EMS ambulance that produced a fatality at the Corkscrew at Elephant Rock.
- There are several colonias in the Presidio area including Candelaria, Las Pampas, and Redford.

There were additional comments related to the small 'ghost town' community of Shafter, along the corridor:

- A Canadian company recently reopened the silver mine.
- There are ruins of several houses for miners and the mines themselves.
- There are many empty graves in cemetery.
- There is no cell phone service in Shafter, so the community's only link with the outside world is via land line telephones.
- A large power corridor crosses US 67 around Shafter.

Mayor Ferguson introduced himself and welcomed everyone to Presidio. Celia Veloz introduced herself and noted her prior experience working in Alpine and her current position in the TxDOT El Paso office.

Brad Newton stated that US 67 sometimes ices up south of Elephant Rock. There are also asphalt problems and rock slides. The passing lane in the area is a problem. There are also problems associated with big trucks at the mine entrance south of Shafter (speed and sight distance of traffic).

Judge Cano called US 67 an artery/lifeline for the region and noted that they are planning for the re-opening of the South Orient Railroad and for more tourism.

David Luce (TxDOT Maintenance Supervisor) would like to have a Tri-County EOC to let everyone know what is going on during extreme weather or other emergency events. He also suggested a single EOC web page to cover the tri-county area.

Brad Newton (Economic Development Deputy Administrator for Presidio County) made several observations about the corridor as it relates to Presidio:

- The new concrete plant upriver across from the chili plant will create more truck demand; capacity is currently not sufficient. The weight limit on the road is currently 58,400 lbs. due to pavement condition.
- Mexico has constructed its most modern POE in Ojinaga (they recently built a state of the art facility). Mexico has decided they might close Los Indios port crossing for transmigrantes and they will potentially get re-routed through Presidio and/or Del Rio Port of Entry.
- Brad had seen six mobile homes being transported along the corridor during the tour up to this point.
- There is an industrial park off US 67.
- Solitaire will soon open a double-wide trailer plant. This means the mobile homes going through the area will double. (There are currently two trailers a day; in the future there will be four per day.)
- The turn lane to the Presidio airport is an issue. There were four planes and a helicopter when the bus drove by.

- The city has annexed additional land to the north, hence there is a need to move the city limit sign north by one mile. That means the speed limit (currently 70 mph) is too fast within the city.
- The road from Presidio to Big Bend is a scenic road along Rio Grande, which is why most people take the route through Presidio to get to Big Bend.
- US 67 can present safety issues for Presidio school district teams that travel.

Pedestrian connections between the POE and the City of Presidio might merit consideration.

Kloey Painter is the County Extension Agent for Brewster and Jeff Davis Counties and lives in Alpine.

Mayor Ferguson made a few other remarks during lunch, at the Presidio Activity Center (PAC):

- The new Chinati Mountains State Natural Area will open soon off FM 170 up river.
- The new concrete and chili plants near Presidio should increase traffic.
- There will likely be additional cross-border commerce and transmigrante traffic at Presidio in the future.
- Presidio views the pipeline positively because it has brought jobs to the area. Forty to fifty locals will be employed in new jobs (e.g. at the chili factory) due to availability of natural gas due to pipeline.

Jose Portillo (City Administrator in Presidio) talked about economic development and traffic.

Michael Neipert, US Customs and Border Protection, Director of Presidio Port of Entry (POE), provided an overview of the Port:

- The Presidio POE and US 67 are underutilized in terms of trade.
- There are good reasons to move goods through Presidio. It does not have the congestion that other POEs like Laredo and El Paso experience.
- On a monthly basis, approximately 56,000 to 62,000 private vehicles enter the U.S. from Mexico at the POE. There are about 50 southbound buses per month and approximately 114-122,000 passengers per month. Pedestrian crossings total about 16,000 per month.
- Transmigrantes are Central Americans who fly into the USA, buy used vehicles, and drive them back to Central America for resale – often four cars at a time. This pays for their airfare and they immediately go back to the United States for more cars.
- The Los Indios POE handles about 10,000 transmigrantes per month, but Mexico has decided not to use this port anymore due to safety issues (security/drug violence) in Mexico. They may switch to the Del Rio POE or Presidio POE.
- The POE on the Mexican side in Ojinaga a major port facility; the US POE is the bottleneck.
- Cargo vehicles can currently cross from 9 a.m. to 5 p.m., Monday through Friday only. The POE is handling about 300-430 trucks per month.

- Transmigrantes will be an issue if they move to the Presidio POE. Mexico has a regulations regarding what they will allow in so sometimes vehicles are abandoned at the POE.
- Someone in the audience asked if it would be possible to expand to 24-hour vehicle crossings. Mr. Neipert replied that they would probably expand to Saturday hours before switching to 24/7 operations. Whether they change their hours depends on wait times.
- The Presidio County Judge and the City of Presidio came together to help form the Presidio International Port Authority (PIPA) to help with agriculture crossings. - Judge and City of Presidio are part of this organization to help with agriculture crossing.
- While the group was touring the Presidio POE after lunch, Mr. Neipert mentioned that the Solitaire homes are mostly built in Mexico with final fitting completed in the U.S.

Observations for Presidio:

- Freight is growing; the number of trucks in the area has quadrupled.
- The Presidio POE does not handle hazardous materials.
- There was a truck explosion at Presidio Pass where a man had a heart attack. TxDOT helped in that situation, too.
- A short-term project might be to provide signage indicating passing lanes up ahead. There are currently no such signs in this area.
- There is a pedestrian facility on the Ojinaga side of the POE.
- Passenger on buses crossing into the U.S. must get off, walk across the border with their own luggage, while the bus goes through inspection, and then re-board the bus on the U.S. side.
- Traffic through the bridge is a problem; sometimes the line of Texas traffic heading to Mexico can go all the way through town. The line can even extend to the airport because Mexico slows down traffic due to searches, especially during holidays.
- There are Mennonite farms in the area near Ojinaga, Mexico and Presidio.
- PIPA is working to have USDA facilities at POE for easier trade. Currently, some Mennonite farmers must go to New Mexico (or other Ports) to access USDA facilities. Data shows other POEs are more frequently used for ag products. Produce can enter the US, for example, through a POE in New Mexico, then transported to north and central Texas to be distributed back to the region.
- The trucking industry might have data on cross-border flows.
- Las Pampas is a colonia north of Presidio, on US 67. It lacks some basic infrastructure.
- A pull off or rest stop with signage is needed near the rock formation that looks like the profile of President Lincoln. There is currently signage of this location and possible scenic stop, but no safe pull off area.
- Elephant Rock also has signage indicating 'Elephant Rock', but it needs safe pull off area and signage.
- Shafter – Pat Sims (retired teacher who lives there) has knowledge of environmental issues in the region and may be a resource for the study.

- Other issues around Shafter include rocks falling from cuts, the recently reactivated mine, mountainous terrain, hunters, and super elevations.
- There are two different speeds on the section of road near Elephant Rock. Going south is uphill and therefore the curve has less lateral force, but going north (downhill) there is more lateral force. For this reason, there are different speed limits uphill and downhill at this location.
- An upgraded guardrail was recently constructed in this area using federal money. However, the guardrail standard has recently changed from 31 inches to 28 inches.
- Chris Weber mentioned the TxDOT County Assistance Program which permits resource sharing between the state and counties.
- Six years ago, a drunk driver hit an ambulance head on at the Elephant Rock curve.
- A key next step for the study is to analyze the crash data GIS files.

David Lambrix noted that there is no cellular service for a large stretch of the corridor south of Marfa. There have also been five serious wrecks recently on that stretch. It could be that drivers are checking their phones while entering or leaving these zones, thus becoming distracted and leading to crashes. There is no need to build new cell towers to get service; small repeaters would extend cellular signal.

Observations from the return trip:

- Chinati Peak is a 7,800-foot mountain. There are plans to make this state natural park accessible and open to the public. The land for the natural area has been donated to the state.
- Cell phone receptors are located on top of Chinati Peak for law enforcement, Border Patrol, TxDOT, TPWD, and EMS. They are accessible by helicopter only. These agencies would not have communication without the private landowners allowing this on the peak.
- Chris Weber mentioned the Child Safety Workshop on March 24th at the Big Bend Regional Medical Center Hospital Health and Wellness Fair. TxDOT is working with Big Bend Regional to get child seat donations. People who can't afford seats could call and make appointments to get them. Partnering to get programs together maybe more unified message go to driver's education meeting. Monica Cain from the TxDOT El Paso will help with this event.
- Seat belts work! A vehicle occupant is 90 percent more likely to survive a crash with a seat belt than without one.
- In a 55-mph zone in the area, a driver went off the road, over corrected, and hit a tree. The impact broke the child's neck.
- Marfa has become a wedding destination location, which has increased buses and jets to and from area. Someone composed a 'Cinderella Where Are You' song about Judge Cinderella.

Several participants offered closing thoughts towards the end of the tour. Chris Weber said that two things made this bus tour possible:

- The best group of elected officials.
- The right team to make the project successful.

Chris asked the group to let the team know if they think of anything that we need to know about, or if they come across useful data.

At the Border Patrol checkpoint, Rush Carter stated he was happy to be included and said the more the group collaborates the better.

Upcoming Events for the Corridor Master Plan include:

- Corridor Working Group Meeting on January 23, 2018.
- Focus Group Meetings.
- Public Meetings.
- Meetings in a box.

Participants suggested that the team provide more materials to take away in future bus tours.

Bus tour features that the participants felt were helpful included:

- Seeing road from different perspectives.
- Learning about transmigrantes.
- Realizing everyone has similar concerns, such as safety, grades, speed, etc.

Attachment B

Bus Tour #1 Invitation Letter and Invitees Contact List

Invitation Letter

Invitation Letter Emailed to Invitees on Wednesday, November 29, 2017

Follow-up/Reminder Emailed to Invitees on Friday, December 8, 2017

Invitation Letter Mailed to Invitees on Monday, November 20, 2017

Contents

- A. Bus Tour #1 Invitation Letter
- B. Invitees Mailing List



13301 Gateway West | El Paso, TX, 79928 | (915) 790-4200 | WWW.TXDOT.GOV

November 20, 2017

US 67 Corridor Master Plan
CSJ: 5000-00-116
Pecos, Brewster and Presidio counties
Bus Tour #1

<Salutation> <First Name> <Last Name>
<Title> <Title 2>
<Organization>
<Address>
<City>, <State> <Zip Code>

Dear <Salutation> <Last Name>:

The Texas Department of Transportation (TxDOT) is beginning the process of developing a US 67 Corridor Master Plan and has scheduled a Bus Tour along the US 67 corridor in Alpine, Marfa and Presidio, and part of Pecos County. The purpose of the bus tour is to stop at various locations and points of interest throughout the US 67 corridor to identify and discuss potential transportation opportunities and challenges. We would like to solicit input and participation from the invitees, which will be composed of various transportation and non-transportation focus group members and elected officials, as we begin work on the US 67 Corridor Master Plan study. We are excited to begin this process and hope to have you or designee participate. Details of Bus Tour #1 are described below:

Tuesday, December 12, 2017 (Thursday, December 14, 2017 as a weather backup date)
8:30 AM to 6:15 PM

Due to space limitations, we must restrict attendance to yourself or your appointed representative. Please RSVP or identify any special needs to Vicky Carrasco by email at vicky@kleinmanconsultants.us, if possible by December 1, 2017. If you need any additional information, please contact me at (915) 790-4205 or by email Rebecca.Reyes@txdot.gov.

Sincerely,

Rebecca Reyes
Project Manager
TxDOT El Paso District

OUR VALUES: *People • Accountability • Trust • Honesty*

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

An Equal Opportunity Employer

Attachment C

Sign-in Sheets

Attendance

Total Attendance: 42
City Officials and Staff: 10
County Officials and Staff: 5
Non-Governmental Organization/Other: 7
Congressman, Representative, Senator: 1
TxDOT personnel: 9
Project Consultants: 10

Contents

A. Sign-in Sheets



**TxDOT US 67 Bus Tour
US 67 Corridor Master Plan Study
Bus Tour #1 December 12, 2017
8:00 AM**

Attended	Name	Affiliation	Title	Primary Number	Email
A	Akila Thamizharasan	CDM Smith	Senior Transportation Engineer	(512) 652-5386	thamizharasana@cdmsmith.com
XP	Alex Leos	Presidio Port of Entry	Assistant Port Director	(432) 229-3349 ext 261	ALEJANDRO.F.LEOS@cbp.dhs.gov
ARC	The Honorable Andres "Andy" Ramos	City of Alpine	Mayor	(432) 294-0507	alpinecitymayor@gmail.com
AMM	The Honorable Ann Marie Nafziger	City of Marfa	Mayor	(432) 729-4315	mayor@cityofmarfa.com
AG	Annette Gutierrez (RGCOC)	Rio Grande Council of Governments	Executive Director	(915) 533-0998 ext. 114	annetteg@riocog.org
BR	Becky Reyes	TxDOT El Paso District	Project Manager	(915) 790-4205	Rebecca.reyes@txdot.gov
	Bob Bielek	TxDOT El Paso District	District Engineer	(915) 790-4203	Bob.Bielek@txdot.gov
DN	Brad Newton	City of Presidio, PMDD	Executive Director	(432) 229-3517 ext 3199	bnewton@presidiotx.us
BB	The Honorable Brenda Bentley	Presidio County	County Commissioner	(432) 729-4452	bbentley@co.presidio.tx.us
W/S	Casey Wells	TxDOT - TP&P	Freight Planner	(512) 936-0950	Casey.Wells@txdot.gov
	Celia Veloz	TxDOT El Paso District	Project Engineer	(915) 790-4400	Celia.veloz@txdot.gov
	The Honorable Chris Alexander	City of Fort Stockton	Mayor	(432) 940-9893	chalexander@cityfs.net
X	Chris Nazar	CDM Smith	Technical Delivery Manager	(303) 283-2384	nazarcr@cdmsmith.com
X	Chris Weber	TxDOT El Paso District	Alpine Area Engineer	(432) 837-3391	Christopher.Weber@txdot.gov
CS	The Honorable Cinderela Guevara	Presidio County	County Judge	(432) 729-4452	countyjudge@co.presidio.tx.us
	Chief Darrell Losoya	City of Alpine	Asst. Chief of Police	(432) 837-3486	losoya.police@ci.alpine.tx.us
DL	David Lambrix	Brewster County	Emergency Management Coordinator	(432) 837-9876	brewstercountymc@co.brewster.tx.us
ER	The Honorable Eleazar R. Cano	Brewster County	County Judge	(432) 837-2412	Eleazar.Cano@co.brewster.tx.us
XP	Estevan Marquez	City of Marfa	Chief of Police		policechief@cityofmarfa.com



TxDOT US 67 Bus Tour
US 67 Corridor Master Plan Study
Bus Tour #1 December 12, 2017
8:00 AM

Attended	Name	Affiliation	Title	Primary Number	Email
	Frank Rodriguez III	City of Fort Stockton	City Manager	(432) 336-8525 EXT 16	FrRodriguez@cityfs.net
SM	Chief Gary Mitschke	City of Marfa	Fire Chief	(432) 729-4315	gjm@mztv.net
HH	Hugo Hernandez	TxDOT El Paso District	Planner	(915) 790-4243	Hugo.Hernandez@txdot.gov
	Jennifer Wright	TxDOT El Paso District	Public Involvement Officer	(915) 790-4340	jennifer.wright3@txdot.gov
JS	Jessica Garza	City of Alpine	City Manager	(432) 837-3301	city.manager@ci.alpine.tx.us
	The Honorable Joe Schuster	Pecos County	County Judge	(432) 336-2792	judge@co.pecos.tx.us
JF	The Honorable John Ferguson	City of Presidio	Mayor	(432) 229-3517	jferguson@presidiotx.us ; jferguson@presidio-isd.net
XP	Mr. Jose Portillo	City of Presidio	City Administrator	(432) 229-3517	jportillo@presidiotx.us
JJ	Julie Jerome	TxDOT Public Involvement Section, TPP	Public Involvement Specialist	(512) 416-2032	Julie.Jerome@txdot.gov
KS	Kerith Sproul-Hurley	Davis County	County Commissioner	(206) 434-0229	ksproul@sproulranch.com
KJ	Kim Johnson	Blanton and Associates	Assistant Public Involvement Lead	(512) 264-1095 x120	kjohnson@blantonassociates.com
	Lauren Macias Cervantes	TxDOT			
MN	Madhu Narayanasamy	CDM Smith	Deputy Project Manager	(713) 423-7431	narayanasamym@cdmsmith.com
MT	Marci Tuck	Big Bend Conservation Alliance			
MB	Marty Boyd	TxDOT El Paso District	Director of Advanced Transportation Planning	(915) 790-4326	Marty.Boyd@txdot.gov
XP	Michael Niepert	Presidio Port of Entry	Port Director	(432) 229-3349	MICHAEL.R.NEIPERT@cbp.dhs.gov
	Mo Morrow				
RM	Ram Maddali	CDM Smith	Project Manager	(512) 940-8602	maddalirs@cdmsmith.com
RC	Ramon Carrasco	Kleinman Consultants	Project Manager	(432) 664-9057, (432) 229-2048	ramon@kleinmanconsultants.com



TxDOT US 67 Bus Tour
US 67 Corridor Master Plan Study
Bus Tour #1 December 12, 2017
8:00 AM

Attended	Name	Affiliation	Title	Primary Number	Email
	Randy Baiza	TxDOT			Randy.Baiza@txdot.gov
PKG	Reba Griggs	Texas A&M Agri-Life Extension	Presidio County Extension Agent	(432) 729-4746	Reba.Griggs@ag.tamu.edu
X	Roger Schiller	CDM Smith	Planner	(512) 652-5304	schillerrt@cdmsmith.com
	Ronny Dodson	Brewster County	County Sheriff	(432) 837-3488	801dodson@sbcglobal.net
PC	Rush Carter	Border Patrol	Public Affairs Officer, Special Operations Supervisor		RUSH.A.CARTER@cbp.dhs.gov
	Chief Ryan Skelton	Fort Stockton	Chief of Police		
X	Samantha Melito	Blanton and Associates	Assistant Public Involvement Lead	(512) 264-1095	samantha.melito@blantonassociates.com
	Stella Rodriguez	Rio Grande Council of Governments	Executive Administrative Assistant	(915) 533-0998 ext. 120	stellar@riocog.org
X	Tahiri Carrasco	Kleinman Consultants	Staff	(432) 352-3921	tahiri@kleinmanconsultants.com
JMB	Terry Brechtel	City of Marfa	Interim City Administrator	(432) 295-0048	administrator@cityofmarfa.com
ZJ	Tim Juarez	TxDOT Freight and International Trade, TPP	International Trade & Border Coordinator	(512) 305-8588	Tim.Juarez@txdot.gov
	Tony Uribe	TxDOT El Paso District	District Design Engineer	(915) 790-4407	Tony.Uribe@txdot.gov
	Trey Gerfers	Big Bend Conservation Alliance	President	(432) 295-0891	treybbca@gmail.com
VC	Vicky Carrasco	Kleinman Consultants	Public Involvement Officer	(432) 741-9487	vicky@kleinmanconsultants.us

X Erik Zimmer

X Kloeey Painter

X Patricia Sena

X David Luce

City of Alpine

Texas A&M Agri-Life Extension
Brewster County Extension Agent
Jeff Davis

Representative
Poncho Nevárez

TxDOT El Paso

Attachment D
Bus Tour Survey Summary



US 67

Corridor Master Plan

CSJ: 5000-00-116

Bus Tour Survey Summary

December 2017

Table of Contents

1.0	Introduction	1
2.0	Summary	2

Figures

Figure 1	Bus Tour Map	1
Figure 2	Results - To what extent was attending this Bus Tour worth your time?	2
Figure 3	Results - Satisfaction with the Bus Tour	3
Figure 4	Results - What did you gain from this bus tour?	3
Figure 5	Results - Would you be interested in attending future bus tours?.....	3

1.0 Introduction

A Bus Tour was conducted by TxDOT along the US 67 study corridor as part of the US 67 Corridor Master Plan study, on December 12, 2017. **Figure 1** presents a map showing the tour stop locations and locations of interest along the corridor. Several public officials had the opportunity to tour the corridor and present their views on the US 67 corridor to other tour attendees. An exit survey was conducted to receive feedback on the value of the bus tour. This report summarizes the results of the exit surveys.

Figure 1
Bus Tour Map

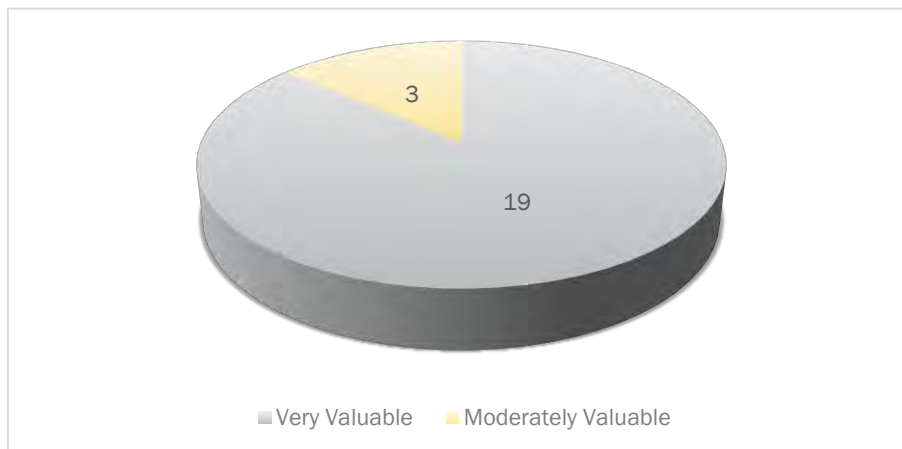


2.0 Summary

Analysis has been completed using the **22** survey forms which were completed by the participants from the US 67 Bus Tour conducted on December 12, 2017. Survey questionnaire included nine questions that were used to gauge participants overall experience. A sample questionnaire is provided in **Attachment A**. Questions 2, 3, and 4 have used the Likert Scale to rate the participant's experience and rest of the questions (1, 5, 6, 7, 8 and 9) are open-ended questions. A summary of the results from the 22 survey responses that were completed is provided below.

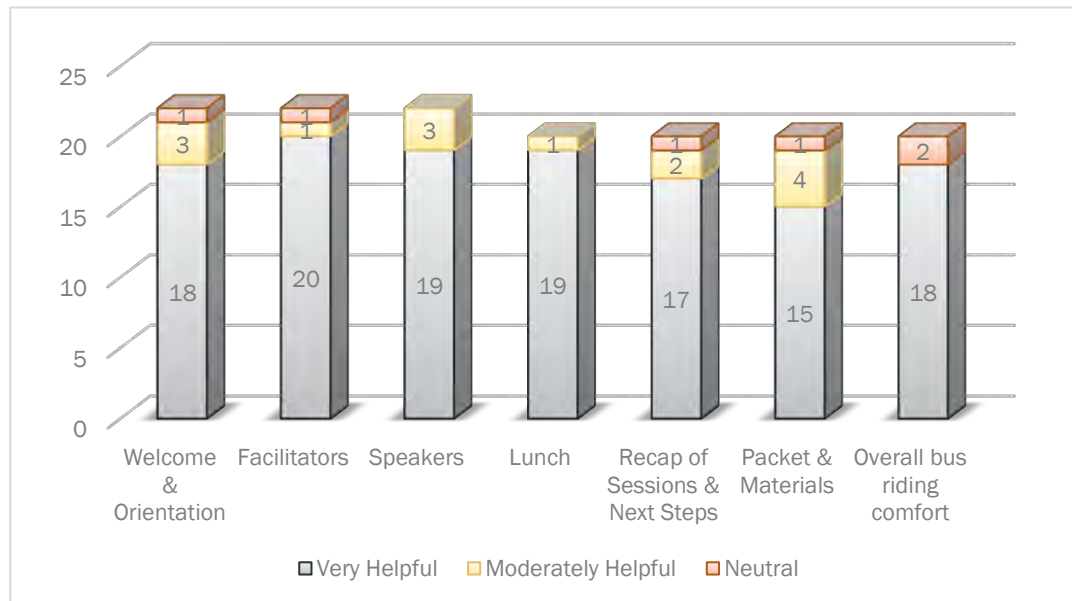
- a. Question 2: **Figure 2** shows that **19 of 22** participants expressed that attending the Bus Tour was **very valuable** and **three** mentioned it was **moderately valuable**. *The Likert Scale used for the question is: 1 – Not at all, 2 – Slightly Valuable, 3 – Neutral, 4 – Moderately Valuable, 5 – Very Valuable.*

Figure 2
Results - To what extent was attending this Bus Tour worth your time?



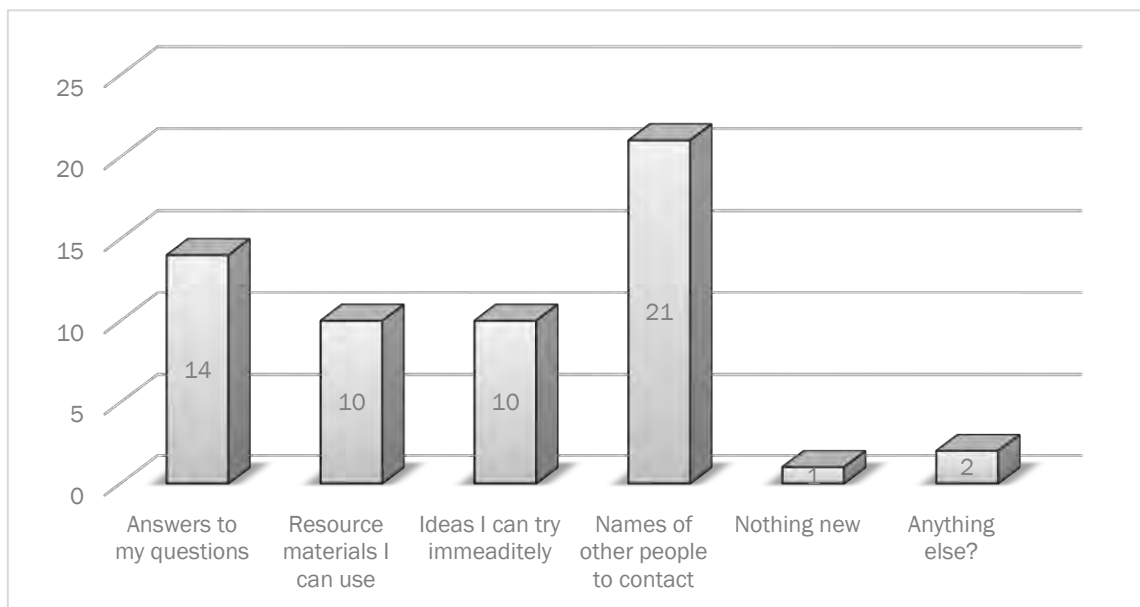
- b. Question 3: **Figure 3**, presents the satisfaction level with the Bus Tour. There were seven subcategories which included - Welcome and Orientation, Facilitators, Speakers, Lunch, Recap of Sessions and next steps, Packets and Materials and Overall bus riding comfort. Overall, on an average **18 of 22** participants felt the Bus Tour to be **very helpful**, followed by **moderately helpful** and **neutral**. *The Likert Scale used for the question is: 1 – Not at all, 2 – Slightly Helpful, 3 – Neutral, 4 – Moderately Helpful, 5 – Very Helpful.*

Figure 3
Results - Satisfaction with the Bus Tour



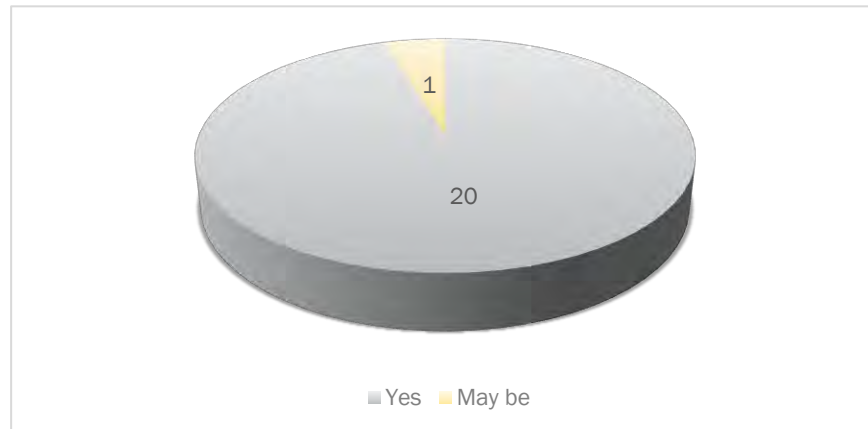
- c. In response to Question 4 (What did you gain from this Bus Tour), as shown in **Figure 4**, almost all (**21 of 22**) participants stated that they gained **names of other people to contact**. About **14** participants mentioned that they **got answers** to their questions and about **10** participants said they can **use the ideas and resources**.

Figure 4
Results - What did you gain from this bus tour?



- d. When asked about their interest in attending a future bus tour, as shown in **Figure 5**, **20 of 21** participants stated they are **interested** in attending the future bus tours and one participant responded, “**may be**”.

Figure 5
Results - Would you be interested in attending future bus tours?



- e. For future bus tours, a few of the participants suggested to not give self-introductions on the bus (because it was hard to hear and see them properly). They suggested that the introductions be conducted before boarding the bus or in between the stops (breakfast, lunch etc.)
- f. Majority of the participants recommended using social networking sites (example Facebook) to convey information shared on this bus tour. Local newspapers, radio, public forums were also mentioned as good communication tools to share information.
- g. Majority of the participants stated that the bus tour was very informative, it was a great place to meet & greet people, share contacts, and a good way to educate people about things happening in the region.

Attachment A



**US 67 Corridor Master Plan
Bus Tour Evaluation
December 12, 2017**

1. Your Affiliation: (Optional)

Name of Town/City: _____

Name of County: _____

Or (provide organization): _____

2. To what extent was attending this Bus Tour worth your time? (Circle one)

Not at all Very Valuable

1 2 3 4 5

3. Satisfaction with Bus Tour – How Helpful were the Following? (Place X in appropriate box)

	Not Helpful			Very Helpful	
	1	2	3	4	5
Bus Tour Welcome and Orientation					
Bus Tour Facilitators					
Bus Tour Speakers					
Lunch					
Recap of Sessions & Next Steps					
Packet and Materials					
Overall bus riding comfort					

4. What did you gain from this Bus Tour? (Check all that apply)

- a. Answers to my questions
- b. Resource materials I can use
- c. Ideas I can try immediately
- d. Names of other people to contact
- e. Nothing new
- f. Anything else?

5. What improvements/changes would you suggest for future bus tours of this nature?

6. What are some topics for future events that would be most helpful to you in your current position?

7. Do you have ideas on how to best convey information shared on this bus tour to individuals, groups you represent, neighbors, etc.?

8. Would you be interested in attending future bus tours?

9. Any other thoughts on today's bus tour?

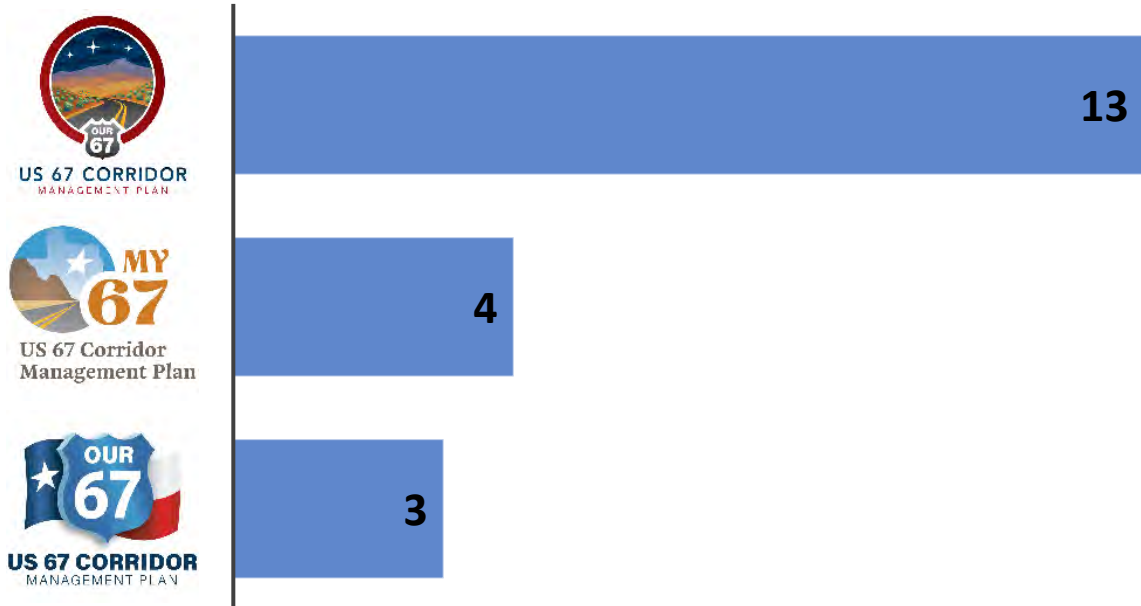
Thank you!

Attachment E

US 67 Corridor Branding Logo Survey Results

*US 67 Corridor Master Plan
December 12, 2017
Bus Tour #1
Logo Survey Results*

Top Three Results



After comments made during the Bus Tour, the logo below will be added to future logo surveys:



Attachment F

Bus Tour #1 Meeting Materials

Handouts at the Bus Tour #1 Meeting

- US 67 Corridor Master Plan Bus Tour Itinerary
- US 67 Corridor Master Plan Bus Tour Evaluation
- US 67 Corridor Master Plan Bus Tour Map

Additional Materials Available at the Bus Tour #1 Meeting

- Example Nametag with Color Coordinated Invitee Group Designations
- US 67 Branding Survey – Conducted via surveymonkey.com/r/US67

Contents

- A. Bus Tour #1 Handouts
- B. Bus Tour #1 Examples of Additional Materials



US 67 Corridor Master Plan

Bus Tour Itinerary

December 12, 2017

General Information:

Subject: US 67 Corridor Master Plan (Work Authorization #1 and Work Authorization #2)
CSJ: 5000-00-116
Exploring US 67 in West Texas

Date: Tuesday, December 12, 2017
Back up date: Thursday, December 14, 2017
Time: Starting in Alpine at 8:00 AM, Returning to Alpine by ~4:00 PM

Attendees: TXDOT
CDM Smith
Blanton & Associates
Kleinman Consultants
US 67 Public Officials/Focus Group

Facilitators/Moderators: Ram Maddali
Kim Johnson
Ramon Carrasco
Vicky Carrasco

Guest Speakers: Becky Reyes
Chris Weber
City and County Officials, as invited
Others, as invited

Meeting Objective: Bus Tour of the region, highlighting how US 67 Corridor connects various communities. Participants will tour three cities along this corridor: Alpine, Marfa and Presidio, showcasing unique and diverse forms and styles of development, and diverse transportation needs. Stops at various transportation location hotspots, and points of interest along the corridor are planned. Hear from transportation planners, engineers, community officials, and public officials on how US 67 directly serves the city government centers, counties, major employers and regional players. Gain perspective from various stakeholders and elected officials involved in the development of the Corridor Master Plan. See first-hand the potential issues and needs along the corridor, to understand what sparked the need for a Master Plan development. Debrief and share insights and ideas.

OUR VALUES: *People • Accountability • Trust • Honesty*

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

An Equal Opportunity Employer

Agenda Items:

8:00 AM Meet and Greet @ Alpine, Texas

Breakfast, Project Overview and Bus Tour Itinerary

8:30 AM Depart on Bus

Drive to US 67 Intersection with US 90 first, followed by a drive to Solar Panel Farm, near Pecos County and Brewster County

Honorable Judge Joe Shuster, Pecos County

City of Alpine & Brewster County

Honorable Mayor Andy Ramos, City of Alpine

Honorable Judge Eleazar Cano, Brewster County

~9:30 AM Paisano Pass

10:00 AM City of Marfa

Honorable Mayor Ann Marie Nafziger & Interim City Administrator, Terry Brechtel
(Tentative) Stop near Cosmico

11:00 AM Drive to Presidio

Honorable Judge Cinderela Guevara, Presidio County

Others, Tentative Stops at Elephant Rock, Shafter, etc.

12:30 PM Lunch in Presidio

City of Presidio, Presidio Activity Center

Honorable Mayor John Ferguson & City Administrator, Joe Portillo

1:30 PM Presidio Port of Entry

Mr. Michael Neipert (Port Director) & Alejandro Leos (Assistant Port Director)

1:45 PM Depart from Presidio

~4:00 PM Alpine

Bus Tour Evaluations

Next Steps - Wrap up by TxDOT project team

Meeting end ~4:30-5:00 PM*

**Times are estimate. The return times at the end of the tour are tentative, and the plan of the organizers is that return time is sooner than noted.*



**US 67 Corridor Master Plan
Bus Tour Evaluation
December 12, 2017**

1. Your Affiliation: (Optional)

Name of Town/City: _____

Name of County: _____

Or (provide organization): _____

2. To what extent was attending this Bus Tour worth your time? (Circle one)

Not at all Very Valuable

1 2 3 4 5

3. Satisfaction with Bus Tour – How Helpful were the Following? (Place X in appropriate box)

	Not Helpful			Very Helpful	
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Bus Tour Welcome and Orientation					
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Bus Tour Speakers					
Lunch					
Recap of Sessions & Next Steps					
Packet and Materials					
Overall bus riding comfort					

4. What did you gain from this Bus Tour? (Check all that apply)

- a. Answers to my questions
- b. Resource materials I can use
- c. Ideas I can try immediately
- d. Names of other people to contact
- e. Nothing new
- f. Anything else?

5. What improvements/changes would you suggest for future bus tours of this nature?

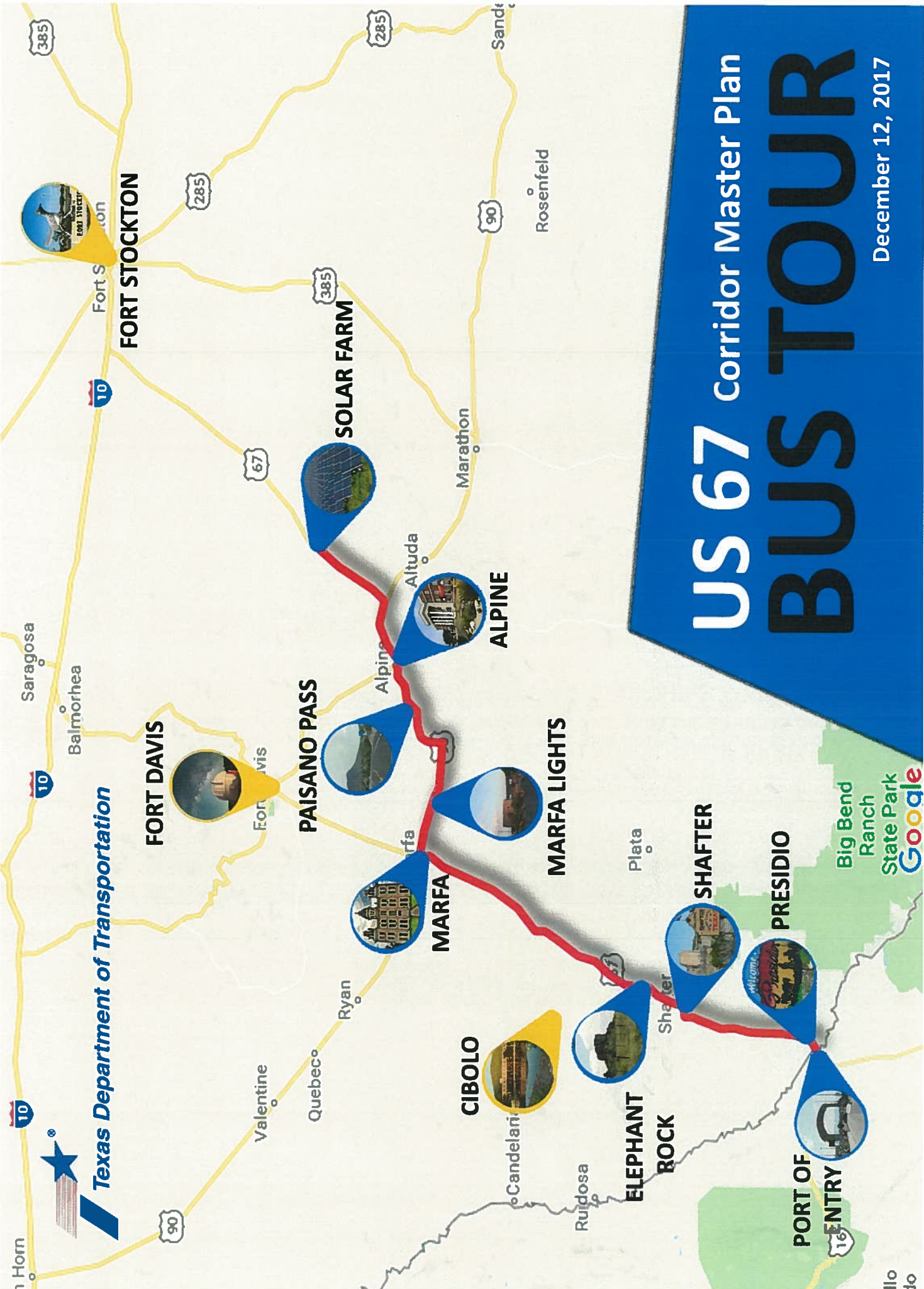
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7. Do you have ideas on how to best convey information shared on this bus tour to individuals, groups you represent, neighbors, etc.?

8. Would you be interested in attending future bus tours?

9. Any other thoughts on today's bus tour?

Thank you!



Texas Department of Transportation

US 67 Corridor Master Plan BUS TOUR

December 12, 2017

Big Bend Ranch State Park
Google

Example of a Nametag for the US 67 Bus Tour #1:



Color Key for Invitee Group Designations:

-  TxDOT Staff
-  Project Team Staff
-  City Officials and Staff
-  County Officials and Staff
-  Congressman, Representative, Senator
-  NGO, Other

US 67 Branding Survey

1. Please rank the 7 logos in order of preference: (1 being the logo you prefer most, 7 being the logo you prefer least)

Previous

Next

Attachment G
Bus Tour #1 Photographs











