Moving MoKan to MoCAV

Strengthening Mobility and Revolutionizing Transportation (SMART) Grant

Assistance Listing #20.941
Office of the Assistant Secretary for Research and Technology (OST-R), United States Department of Transportation (USDOT)

November 18, 2022

"Moving MoKan to MoCAV" Project Narrative

Overview/Project Description

The Texas Department of Transportation (TxDOT) is bringing an agile approach to project delivery through *Moving MoKan to MoCAV* (**Figure 2**), which will **connect to learn** by adding intelligent, sensor-based infrastructure, value and data to a multi-modal network. TxDOT will bring together vehicular, pedestrian and bicyclist data through both existing and new facilities and technology, including a multi-modal pedestrian and bicyclist path through a section of an abandoned rail corridor, which is called the MoKan corridor. **This network will contribute to protecting all modes of travel and will connect families to schools, businesses, parks and health.** MoKan Corridor is a regional project that is evaluating the feasibility of developing a high-capacity, multimodal, cooperative and automated transportation corridor along the 28-mile-long abandoned Missouri-Kansas-Texas railway, which will be the next generation of road infrastructure to be connected, shared, safer, less congested, and more sustainable. This project will work to achieve "Road to Zero" TxDOT vision and goals. Ultimately, this MoKan corridor will be incorporated into the larger regional roadway network.

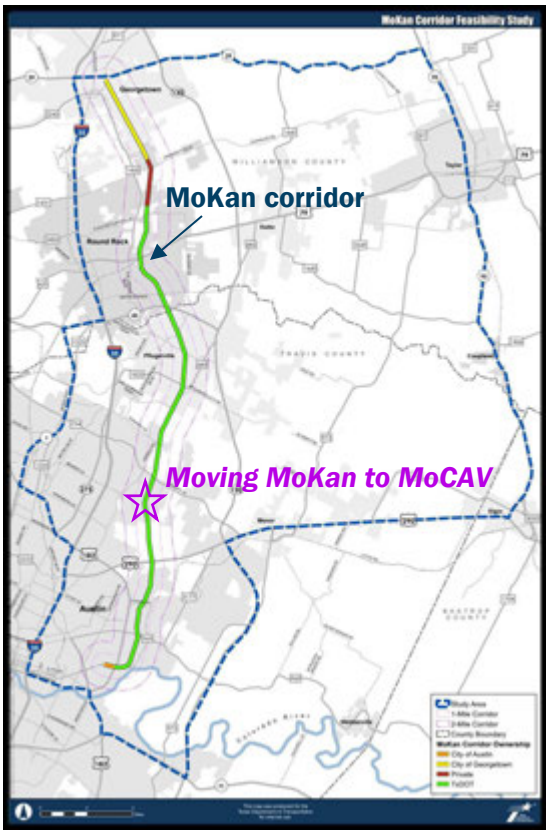

FIGURE 1. MOKAN STUDY AREA

During the feasibility stage of MoKan Corridor, which is currently underway, a desire to infuse safety technologies focusing on multimodal connectivity led us to develop this engaging, connected innovation project-*Moving MoKan to MoCAV* (**Figure 2**)- with Parsons. This project will provide the right foundation for a fresh approach to data integration to protect our most vulnerable road users to and through this innovative corridor. **Traditional techniques study average daily traffic and movement of vehicles whereas this project will directly inform our goals that lead to positive outcomes for this important region in Texas**. This project tackles real-world issues and challenges around safety, which will be addressed with a thoughtful application of technology. The MoKan corridor is an abandoned railway where the old Missouri-Kansas-Texas (MoKan) Railroad Company used to operate between 1904 and 1976 extending approximately 28 miles between the cities of Austin, Pflugerville, Round Rock, and Georgetown, Texas. It also intersects major east-west highways, including US Highway 290 (US 290), SH 45, US 79, and SH 29. **Figure 1** shows the MoKan Corridor study area boundary and the project extent.

FIGURE 2 - FOCUSED STUDY AREA

Safety and data are issues *Moving MoKan to MoCAV* directly addresses. From a safety perspective, there is an unacceptable level of fatal and serious injury crashes along I-35 near downtown Austin and major interchanges, as well as near major intersections along the proposed MoKan Corridor. From data and Intelligent Transportation Systems (ITS) perspectives, there is limited data availability on existing ITS equipment and data in the study area. Applying (1)

safety with technology, (2) data from sensors and (3) community- and data-driven input will facilitate **quicker adoption of an integrated environment with sensor-based infrastructure**. Smart Traffic Signals will provide the foundation for coordinated automation, using data to protect and enhance the accessibility of all user groups and modes of travel. We will garner interest for a larger implementation and rehabilitation of the corridor focused on safety and multi-modal connectivity through machine learning and data analytics, monitoring and observing operational data presented in a dashboard format.

To achieve Road to Zero vision and goals, the overall MoKan Corridor shall leverage cooperative and automated transportation technology to ensure maximum safety along the corridor along with shared mobility by linking the Project Connect transit system and next generation multimodal mobility hubs for communities. *Moving MoKan to MoCAV* will provide benefits to following priorities:

SAFETY. Improve safety on the corridor for all vehicles and road users; Improve data to achieve Road to Zero vision and goals

RESILIENCY. Increase travel time reliability by integrating devices into the legacy transportation system ecosystem; Provide guidance on cybersecurity enterprise-wide through cybersecurity assessment as part of this project

ACCESS. Improve connectivity and accessibility through broadband access for underserved populations; Reduce congestion through coordinated and automated shared mobility; Improve multi-modal mobility through transit; Improve pedestrian and bicycle accessibility on existing road networks

PARTNERSHIP. Enhance community-driven innovation; Improve understanding of alternative delivery methods, including private funding and progressive project delivery, to fill public funding gaps; Enhance understanding and excitement of corridor, which will improve willingness to invest; Provide model for how to bring out the best of the public and private sector

INTEGRAITON. Improve understanding of how to integrate agile methods to traditional project delivery; Provide building blocks to add value to the MoKan Corridor and beyond; Improve understanding of data with enhanced adoption of what works by utilizing existing committees and networks; Improve integration of systems and infrastructure; Enhance operations through systems and data integration on existing road networks

The work of Phase 1 not only directly informs the overall corridor-wide effort but will lead to Phase 2, as seen in **Figure 3**.

FIGURE 3. INTEGRATING AGILE PROJECT DELIVERY

Moving MoKan to MoCAV Project Location

The MoKan Corridor Project focuses on a greenfield abandoned railway where the old Missouri-Kansas-Texas Railroad operated between 1904 and 1976. It extends approximately 28 miles from East Austin (Travis County) in the south to Georgetown (Williamson County) in the north, **with ability to seam the region's rural-to-urban transect by connecting two counties- Travis and Williamson- and four cities- Austin, Pflugerville, Round Rock, and Georgetown.** The *Moving MoKan to MoCAV* project location is bounded to the north by E. Parmer Lane, to the west by Dessau Road, and to the south and east by Samsung Boulevard. Due to the opportunity to link with regional infrastructure and projects, including multimodal connectivity, this is a regional partnership as seen by stakeholders. In addition, this project is partially located in a Historically Disadvantaged (HD) Community, as seen in **Figure 4**, although focused project census tracks area not determined as HD.

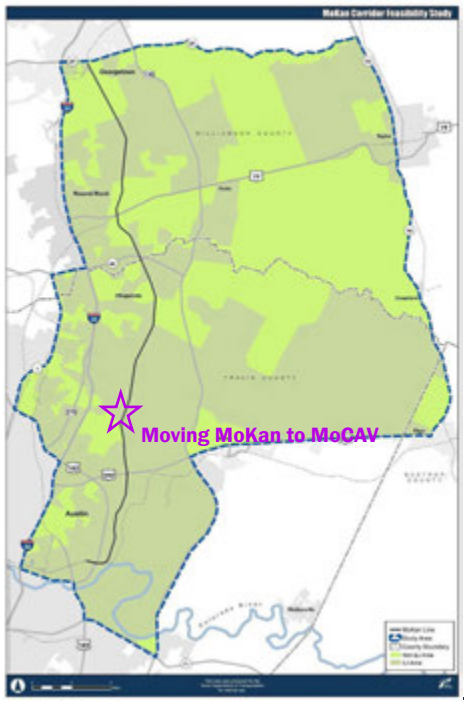

FIGURE 4. HD COMMUNITIES

Moving MoKan to MoCAV Community Impact

The *Moving MoKan to MoCAV* project will provide measurable benefits to the Historically Disadvantaged Communities. The project is located in an area where many households are 21-40% below the poverty level. **Our focus on emphasizing family destinations, transit connectivity, pedestrian and multimodal connectivity directly benefits the community.** (1) Quantitative data around multimodal activity (counts), (2) before & after analysis of improved intersections, and pedestrian and bicycle facilities along with (3) qualitative data gathered from speaking with community members during activation events will **ensure tangible benefits are delivered to these communities.** Sustainability elements around reduced emissions, shared mobility and improved sustainability (for both MoKan Corridor and *Moving MoKan to MoCAV)* are key elements. Moving *MoKan to MoCAV* include community development, stakeholder outreach, bicycle and pedestrian safety, education, partnership and empowerment.

Potential negative externalities of the project can be measured and mitigated.

If the project, focused on children and multimodal safety, ends up leading to trails that do not relieve parallel corridor congestion (through integrated corridor management [ICM]), drivers could be frustrated their needs were not considered. This could be measured through continued study of congestion and travel time reliability of parallel networks and mitigated by providing ICM through other corridors.

Conversely, if the project ends up shifting away from children and multimodal safety, the community may feel their needs and their children's needs are not valued by the community. This could be measured by community engagement and mitigated by focusing on the perpendicular crossings themselves rather than both the crossings and the length of the corridor.

We have identified and understand the problem to be solved. For the overall MoKan Corridor project, there are challenges being turned into opportunities from different lenses, as seen in **Figure 5**. Our focus on data – along with cybersecurity in the cybersecurity memo – ensures individual privacy and interoperability.

FIGURE 5 - IMPACT AREAS - MOKAN CORRIDOR

The unacceptable number of fatal and serious injury crashes, concentrated along I-35 near downtown Austin and major interchanges as well as near major intersections along the proposed MoKan Corridor, illustrates safety challenges (**Figure 6**). From a data and ITS perspectives, there is limited data availability on existing ITS equipment and data in the study area. In addition, the fragmented bicycle path network is missing critical pieces, as seen in **Figure 2**. Based on the collaboration and support of our MoKan Corridor feasibility study, we are applying to this grant with *Moving MoKan to MoCAV* to thoughtfully incorporate innovation and technology in demonstration of sensors, systems integration and traffic signals. **Traditional ways of doing feasibility studies are important but often create a waterfall process of community identification and need with no prototyping to inform big decisions early in the process.** We identified a horizonal slice of the corridor, bringing together enhanced detection and a new bicycle connection to a temporary multi-modal pedestrian and bicyclist trail, which will safely connect families and schools to each other and the community. We plan on engaging the organizations from the technical committee to put on at least two activation events, which will generate excitement for our current work while supporting the community and gathering data to ensure any connected or autonomous elements of MoKan Corridor supports people as they walk and bike around Texas.

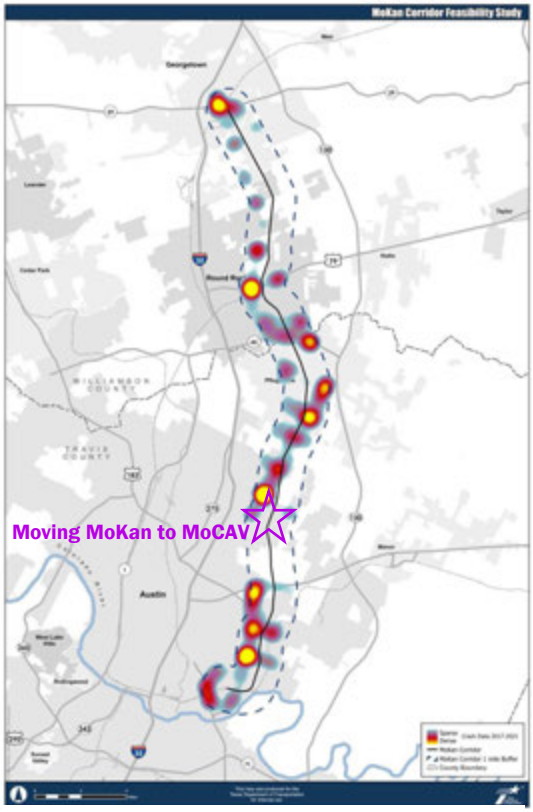

FIGURE 6. MOKAN AREA CRASH DENSITY HEAT MAP

***Moving MoKan to MoCAV's* individual elements, along with the integrated data environment, are appropriate and scalable**. As MoKan Corridor changed from one of regional benefit to community benefit, sentiments shifted from being against the effort to being in favor. *Moving Mokan to MoCAV's* agile-nature does not take the place of rigorous examination and Federal processes around large projects; instead, this project adds value to that process, creating repeatable elements around new intelligent sensor-based infrastructure, which is a demonstratable improvement over the status quo. This right-sized project will inform the whole corridor effort, and this methodology has an opportunity to influence TxDOT's methodology of project discovery through delivery. Prototyping will pave the way to make this corridor work for the residents and businesses TxDOT

and other public agencies serve. *Moving MoKan to MoCAV* is appropriate for the location's population density and existing transportation system, adding data and improvements to improve safety, data and community engagement.

***Moving MoKan to MoCAV* has numerous expected benefits.**

This SMART project aims to demonstrate how improving data and multi-modal connectivity will help establish the next generation connected, autonomous and shared corridors. This *Moving MoKan to MoCAV* demonstration project tests an agile approach to collecting data and building community support to add value to a transformative 28-mile corridor project.

Based on the infrastructure that will remain in place after the project, there are demonstratable improvements to what is out there today such as:

-Enhanced pedestrian facilities
-Enhanced bicycle facilities
-New bicycle facilities
-Enhanced signage
-New multimodal detection equipment
-New dashboards & standards

Expected project benefits include:

- Allow TxDOT, stakeholders and partners to test and deploy end-to-end multimodal safety and accessibility improvements to determine what data is important to protect all road users in a future CAV environment.
- Provide cyber security guidance that can be used to inform and shape statewide policies.
- Create a direct thread between the MoKan Corridor and TxDOT's goals to promote safety, optimize system performance, focus on the customer, and foster stewardship through the implementation of innovative, multi-modal transportation solutions that reduce congestion and create transportation choices that enhance quality of life and economic vitality.
- This project will facilitate the transition of this space from a gap between both sides to a seam, bringing together numerous communities. The results of this project have the potential to positively impact and add value to the feasibility study AND potentially find additional funding sources to move us forward from planning through implementation.
- We will learn which suite of enhanced pedestrian and bicycle applications will work best together in concert, and which will most benefit the users of the MoKan Corridor
- Improvements to key Measures of Effectiveness (MOEs): (1) Improved decisions based on data (2) Improved conditions for bicycle/pedestrian movement, as seen by increased users (3) Improved community support

Even by preparing for this effort, stakeholder outreach yielded enthusiasm for embracing this community-oriented approach, which is different than how TxDOT managed this corridor decades ago. The community believes the overall MoKan Corridor will have the benefits seen in **Figure 7**.

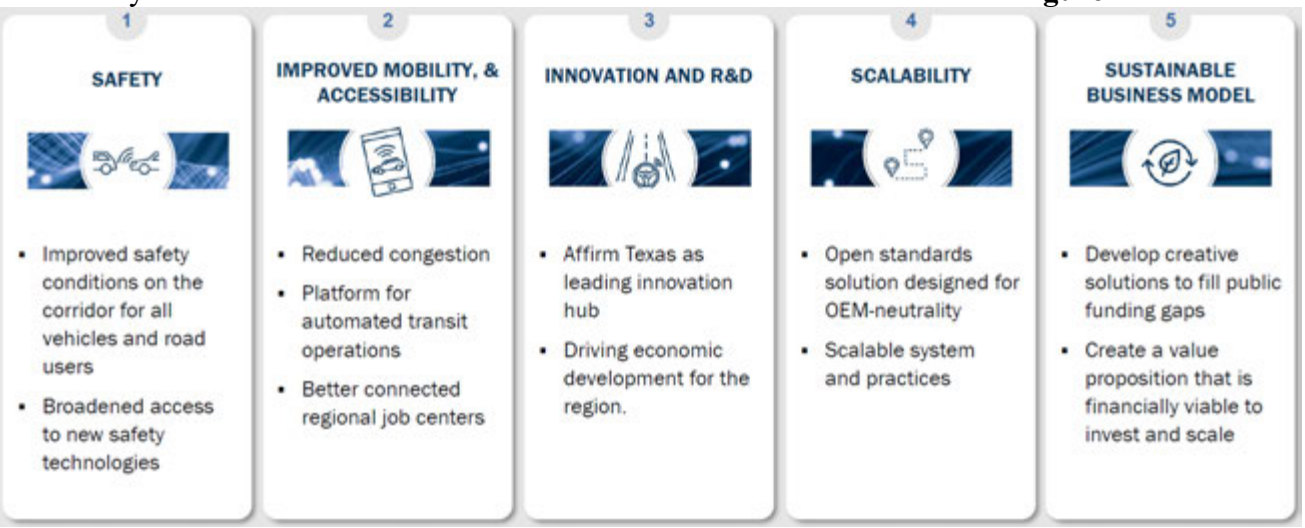

FIGURE 7. BENEFITS OF BECOMING A CAV CORRIDOR

Moving MoKan to MoCAV Project Readiness Overview

Feasibility of workplan: *Moving MoKan to MoCAV* is ready for deployment since it is adding value to a parallel effort- the current MoKan Corridor feasibility study- and is building on a robust pedestrian and bicycle network already deployed in the area. **Figure 8** illustrates new intelligent sensor-based infrastructure, which includes:

1. New pedestrian and bicycle facilities
2. New ramp
3. New lights
4. New signs and striping
5. New detection devices
6. New high visibility crosswalks
7. New APS buttons/heads
8. New Rapid Red Flashing Beacons (RRFB) for pedestrian crossings

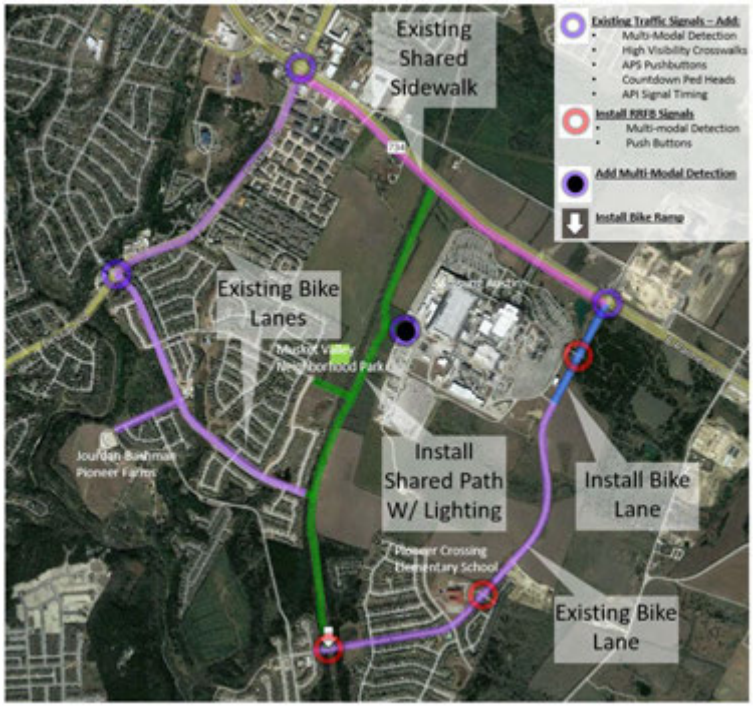

FIGURE 8. PROJECT ELEMENTS

Our extensive understanding of the existing conditions along the corridor from the MoKan Corridor feasibility study allows us to build a project that is implementable within 18 months. As seen by the project items within the timeline in **Figure 9**, *Moving MoKan to MoCAV* aligns with SMART grant funding to approach planning and demonstration from a hands-on, prototyping lens. We have taken a "thin slice" approach to this project, looking at existing signals, roads and multimodal facilities. Through the technical working group of the MoKan Corridor feasibility study, stakeholders are already engaged and collaboration is underway. This project includes extensive engagement, including training and education around data and partnering with Southwestern University (the north side of MoKan Corridor) around curriculum and hiring students as interns.

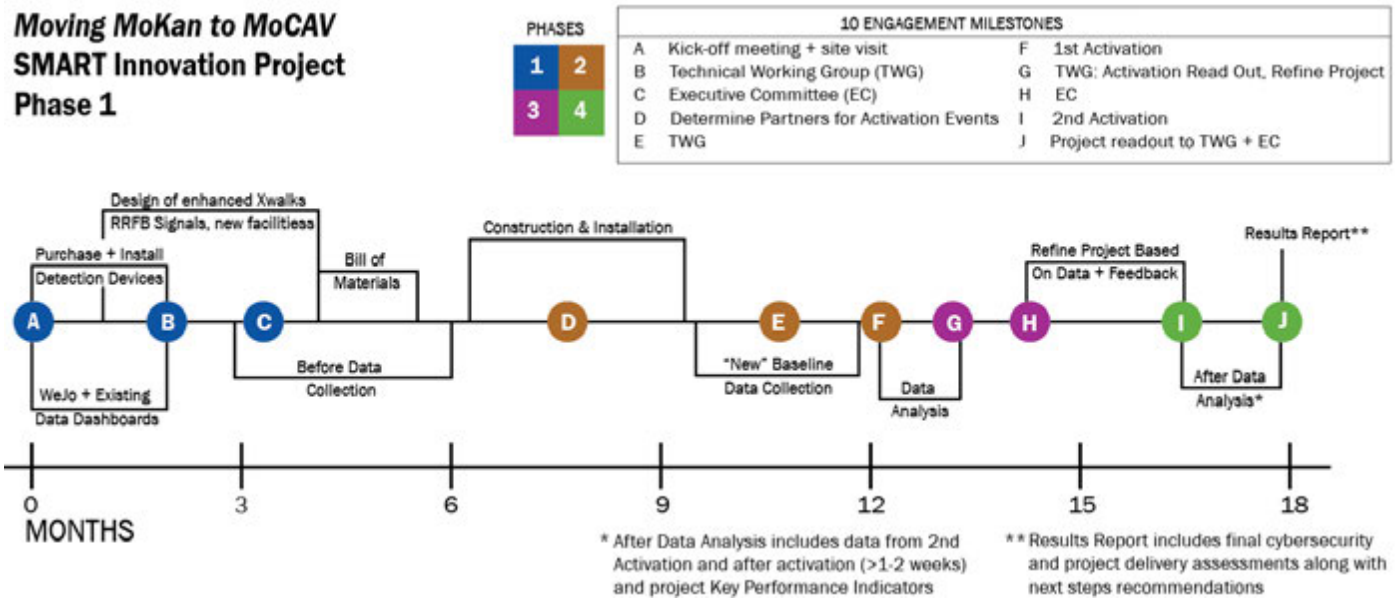

FIGURE 3 - MOVING MOKAN TO MOCAV PROJECT SCHEDULE

There are no legal, policy or regulatory requirements; no exemptions or waivers are needed. Permits and inspections will be provided by Travis County at no charge. We are using a data-driven approach to measure and validate the project's expected benefits and community impacts as well as performance improvements. This project will save time and money by the agile approach to project delivery. For example, data outputs from the project will focus on Coordinated Automation by providing data to minimize the impact on the accessibility of other user groups and multi-modal travel. Since this work is building upon, and working with, the MoKan Corridor feasibility study, TxDOT and partner agencies are ready to deliver the project with consultant assistance from Parsons who will look to hire a disadvantaged minority or woman owned business for the installation civil work.

Community Engagement and Partnerships. This inclusive project will have 10 engagement events, including two activation events that will have materials in languages that reflect the community diversity, and multi-modal facilities that are ADA-compliant. The MoKan Corridor feasibility study has already positively mitigated the challenges around engaging the community, turning these struggles into opportunities (**Figure 10**), which can be seen by both the stakeholders and letters of commitment. *Moving MoKan to MoCAV* is leveraging technology partners such as Samsung, Intel, the Transtec Group, The Ray and Cavnue.

PHASES

In **Phase 1**, we will merge existing data with vehicle data, which will be shared and distributed throughout TxDOT, such Traffic Management and CAV workgroups. A cyber security assessment memo will inform this project & TxDOT's info. security & privacy policy. We will install multi-modal detection to augment dashboards.

In **Phase 2**, we will build the new paths, including new signage and lighting, and enhance the existing local crosswalks. We will measure the activity through the detection, which will include a community-driven activation event such as a backpack giveaway, working with partners such as Samsung and Pioneer Elementary School.

Phase 3 will provide data analysis with a financial analysis looking at alternative project delivery methods for the entire corridor.

Phase 4 will include another activation event, such as at Jourdan-Bachman Pioneer Farms, which has many events for families year-round. Final report will include benefits report including key MOEs and recommendations. Data & lessons learned from this project will use qualitative and quantitative methodologies to inform both the design of the corridor and planned and programmed projects throughout TxDOT.

FIGURE 10. MULTI-STAKEHOLDERS

Leadership and Qualifications. We have brought in the right people in leadership positions for the TxDOT Committees (ES and TWG) as well as leaders in the region to help guide the project, chart direction and provide technical direction. For TxDOT Austin District, Miguel Arellano, P.E., Deputy District Engineer, brings his 26 years of TxDOT experience focusing on asset management, traffic safety, emergency response and emerging technology to this effort. As Executive Sponsor for MoKan Corridor and *Moving MoKan to MoCAV*'s, he will work with Director of Advanced Project Development Akila Thamizharasan, PE, PTOE, and Project Manager Megan Dutton, PE, to ensure project success for Phases 1 and 2. This TxDOT Austin District project management team brings over 59 years of combined experience as well as project cohesion with MoKan Corridor. From the Parsons team, Emily Silverman, PMP, brings public and private sector experience, including innovative prototyping as part of Denver's entrepreneurial leadership fellowship program. Additional key staff in Appendix 1- Resumes include key consultant personnel and TxDOT staff who support utilizing transportation technology and innovation for the benefit of the traveling public.

Appendix I – Resumes

MIGUEL "MIKE" ARRELLANO, PE
Executive Sponsor

EXPERIENCE HIGHLIGHTS

- 26 years in engineering, all with TxDOT
- Currently deputy district engineer for Austin District (17 years with Austin District)
- Extensive experience on projects around asset management, traffic safety, emergency response, material innovation and emerging technology
- Conceived of analytical approaches to identify future risk of concentrated fatal crash predictively and to determine root cause of fatal crashes
- Led a regional approach to implementing emerging transportation technology mapping to regional goals, standards and specifications

AKILA THAMIZHARASAN, PE, PTOE, PMP
Project Manager

EXPERIENCE HIGHLIGHTS

- 20 years of success in the transportation planning industry.
- Proactive leader with strengths in communication, collaboration and technical skills including transportation planning, design, and traffic engineering.
- Currently responsible for Districtwide schematics development, environmental studies, planning/programming and local government programs.
- Collaborates with CAMPO, City of Austin, CapMetro, and other agencies throughout the Austin Region.

MEGAN DUTTON, PE
Deputy Project Manager

EXPERIENCE HIGHLIGHTS

- Serves as the TxDOT Austin District Project Manager for the Mokan Corridor Feasibility Study.
- 13 years of engineering experience, with the last 2 focused on transportation consultant project management.
- Has been successful managing several PS&E projects concurrently, and now focuses on delivering numerous schematic/ environmental studies as well as corridor and feasibility studies.

EMILY SILVERMAN, PMP
Project Manager

EXPERIENCE HIGHLIGHTS

- Expertise in innovative smart cities solutions, knowledge of smart cities practices, communication and outreach efforts, and bridging the digital divide, currently at Parsons
- Project manager of several ITS deployments which include bicycle/pedestrian and parking components
- Extensive background in public-sector services, operations, planning, implementation, procurement, policy and governance

TUCKER FERGUSON, PE
Executive Steering Committee

EXPERIENCE HIGHLIGHTS

- District Engineer- Austin District
- In leadership positions in TxDOT for over 12 years
- Over 30 years of experience, including the Pennsylvania DOT
- Served as District Engineer in another TxDOT district- Beaumont District
- Responsible for the management, direction and administration of all highway and bridge planning, design, construction, maintenance, and operations programs for nearly 9,600 lane miles and 3,863 bridges in eleven counties
- Serves on numerous AASHTO technical committees and task forces

DARRAN ANDERSON
Executive Steering Committee

EXPERIENCE HIGHLIGHTS

- Director of Strategy and Innovation
- Responsible for TxDOT's strategic innovation, emerging technology, research initiatives; performance analytics and process improvements
- Provides a forward-thinking efficient approach for an enhanced future of mobility
- His experience extends across the areas of leadership, strategic planning, operations, portfolio and project management, technology programs, training, tests, experimentation, and modeling and simulation
- He serves on numerous committees, advisory groups, and communities of practice in national organizations for to transportation technologies

RYAN MULLIGAN, AICP
Planning Lead

EXPERIENCE HIGHLIGHTS

- 16 years in transportation planning, currently at Parsons
- Specializes in innovative, safe, and cost-effective multimodal planning
- Extensive experience on projects at all levels of local, state, and federal government
- Has successfully secured millions in state and federal grant awards
- Leads multi-year on-call contracts
- Currently the discipline lead for Traffic and Planning in Parsons Mobility Solutions division

JOHN SONG, PHD, PE, PTOE
MoKan Corridor Feasibility Study Lead

EXPERIENCE HIGHLIGHTS

- 22 years of diversified experiences in planning, engineering design, and operations of innovative and emerging transportation technology, currently at AECOM
- Providing cohesion between *Moving MoKan to MoCAV* and *MoKan Feasibility Study*
- Successful project manager with extensive project portfolio in scenario planning, performance-based corridor planning, smart mobility, IoT for Asset Management, Cooperative and Automated Transportation, ITS, and Smart Work Zone technologies.

DEBRA GILBERT
Technical Lead

EXPERIENCE HIGHLIGHTS

- More than 20 years in ITS/ATMS domain, managing the design, implementation, integration, and maintenance activities, currently at Parsons
- Certified SCRUM Master and leader of Agile project software developments
- Product manager for Parsons' iNET™ ITS/ATMS which includes 34 ITS modules
- Project manager of numerous ITS deployments which include signal timing, traffic modeling and simulation, big data platforms

EUGENE HOWARD, AICP
Community Engagement Lead

EXPERIENCE HIGHLIGHTS

- 8 years in land use, policy, and transportation planning, currently at Parsons
- 12 years project management experience on a diverse array of projects and programs
- Skilled in client relationships, strategic brand development, market research and analysis, and community relations
- Associate Professor, Urban and Regional Planning for the University of Colorado Denver, College of Architecture and Planning

MARK CONRAD, PE
Data/Device Lead

EXPERIENCE HIGHLIGHTS

- Over 20 years of leadership and hands-on experience, currently at Parsons
- Extensive leadership in transportation engineering, traffic management systems (freeway and arterial), traffic management centers, information technology, communications, and field devices
- Experience in advanced mathematical techniques for optimized real-time control, spatial technologies for map-based visualization of data, artificial and edge computing ("Internet of Things") for highly scalable and broadly distributed systems

BORO DEDEITCH, PE
Construction Lead

EXPERIENCE HIGHLIGHTS

- Over 30 years of experience, currently at Parsons
- Established reputation as a safety engineer for intersection studies of high-profile accident locations in the Atlanta, Georgia area and high-volume intersections in Dallas, Texas
- Managed and/or participated in more than 100 diverse transportation planning and engineering projects and supervised staff on innovative, high-profile transit engineering design projects, from inception to completion
- Worked extensively on several transit planning and environmental assessment studies

Appendix II – Summary Budget Narrative

Specific details of each project element for *Moving MoKan to MoCAV* are in the first table along with how the elements are mapped to the fields in SF424C.

Project Element	Project Detail	Cost	Distribution Categories					
			4	5	7	8	9	10
Multi-User Path	Mobilization, staking, clear/grub/erosion control, traffic control, grading, restoration, sigs, lighting, mulched seeding, PS&E	$588,960	x		x	x	x	x
Enhanced Crossings for Multi-Modal Activity	Detection devices, APS button head, high visibility crosswalks, power, ancillary equipment, RRFB installation, PS&E	$387,000	x					x
Enhanced Bicycle Facility	Ramp, traffic control, thermos lane, thermo bike symbol, bike signage, PS&E	$67,500	x				x	x
Program Support	Project support, meetings, documentation, technical assistance, data integration & reporting/analysis/key performance indicators (KPI) reporting, stakeholder engagement	$115,215	x	x				

COST CLASSIFICATION	Total Cost
1. Administrative and legal expenses	
2. Land, structures, rights-of-way, appraisals, etc.	
3. Relocation expenses and payments	
4. Architectural and engineering fees	$199,320
5. Other architectural and engineering fees	$92,805
6. Project inspection fees	
7. Site work	$87,000
8. Demolition and removal	$20,000
9. Construction	$359,800
10. Equipment	$399,750
11. Miscellaneous	
12. SUBTOTAL	$1,158,675
13. Contingencies	
14. SUBTOTAL	$1,158,675
15. Project (program) income	
16. TOTAL PROJECT COSTS	**$1,158,675**

Federal assistance requested	**$1,158,675**

Appendix III – Letters of Commitment

Gregg Descheemaeker
Director U.S. State, Local, Education
Intel Corporation
2200 Mission College Blvd
Santa Clara CA 95054

November 14, 2022

Re: Letter of Commitment
TxDOT MoKAN corridor project - 2022 SMART Grants Program

Dear Secretary Buttigieg,

Intel Corp is writing to express our commitment to work with the Texas Department of Transportation (TxDOT) on the MoKAN corridor project.

Intel has been working in the global Transportation sector for several years and has developed a level of knowledge pertaining to real life use cases, pain points and how the use of technology can deliver better citizen outcomes. While our core business has to do with silicon ingredients, we have worked with the industry to develop reference architecture at the product and end to end solutions level, built upon open standards and with a strong focus on cost optimized offerings, scalability, extensibility and security.

Open standards and a 'horizontal' business model have also led to the development of a broad ecosystem of technology vendors that offer products and solutions with Intel based silicon and software ingredients. Also note that, due to the open nature of our technologies, many of these ecosystem partners can and do offer competing silicon in the product lines and in their solution offerings.

Additionally, due to the nature of our business model, Intel's customers are mainly Original Equipment Manufacturers ("OEM's"), Original Device Manufacturers ("ODM's") and Cloud Service Providers ("CSP's"); in other words, we are upstream in terms of the value chain, and sell in a businessto-business format. We do not typically engage in business transactions with our customer's customer, i.e., with an entity like TXDOT, and have no intention of bidding for any future Request For Proposals ("RFP's").

With this background, we'd like to outline the assistance we may be able to offer the agency during its grant development phase:

- Share learnings from global engagements in Transportation
- Convey knowledge on technology reference architecture
- Share Intel silicon roadmaps (subject to Non-Disclosure Agreement ("NDA").

Please note that Intel will not play an advisory or any other role in the evaluations TXDOT performs if an RFP is issued. Furthermore, we understand the TXDOT RFP will be technology neutral, and conducted in a competitively neutral manner consistent with TXDOT and Texas procurement requirements.

Please contact me at Gregg.descheemaeker@intel.com with any questions you may have to this letter and the assistance Intel is prepared to offer.

Very sincerely,

Gregg Descheemaeker
Director, U.S. State, Local, Education Sales
Intel Corporation, 2200 Mission College Blvd. Santa Clara, CA 95054
+1 (408) 765-8080 intel.com

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
CENTRAL TEXAS

November 9, 2022

Secretary Pete Buttigieg
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing on behalf of the Capital Area Metropolitan Planning Organization (CAMPO), which is the MPO for the Central Texas counties of Bastrop, Burnet, Caldwell, Hays, Travis and Williamson. We commit to working with the Texas Department of Transportation (TxDOT) on the MoKan Corridor Feasibility Study.

To support the project and its partners, CAMPO commits to the following:

Providing technical support, an independent evaluation process, and research collaborations for the MoKan Corridor Feasibility Study. This commitment is new, specific, and measurable in the following ways:

- As the MPO for Central Texas, CAMPO's robust planning capacities will complement the engineering expertise of TxDOT in areas such as navigating the metropolitan transportation planning process.
- This commitment was already cemented with TxDOT and the public with the adoption of the MoKan/Northeast Subregional Plan in September 2019 by CAMPO's Transportation Policy Board. This plan underwent an extensive public outreach process and strictly adhered to all federal and state laws regarding public involvement such as the National Environmental Policy Act, the Texas Open Meetings Act, and the Texas Public Information Act.
- Once completed, the MoKan Corridor Feasibility Study will provide the region viable avenues towards opening an additional north-south corridor separate from IH 35 that emphasizes modes such as transit or connected and automated vehicles thus providing the region with an additional travel option that reduces our reliance on single-occupied vehicles.

In conclusion, IH 35 serves as the spine of this country's National Highway System. The successful implementation of the MoKan Corridor Feasibility Study provides an alternate north-south corridor for regional trips thus making available more capacity on IH 35 for the interregional and interstate travel of goods and services. While a regional project, the effects of the MoKan Corridor Feasibility Study will have national effects in allowing freer and faster delivery of cargo throughout the nation. Thank you for your time and consideration and I am available to you for any questions or comments.

Sincerely,

Ashby Johnson
Executive Director

3300 N. Interstate 35 •Suite 630 •Austin, TX 78705 512.215.8225 737.708.8140 campotexas.org

BILL GRAVELL JR.
County Judge
WILLIAMSON COUNTY TEXAS

Sectretary Pete Buttigieg
U.S. Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

November 10, 2022

Re: Letter of Commitment - Funding for SMART Grant - MoKan Corridor Feasibility Study

Dear Secretary Buttigieg,

I am writing in support of the consideration of federal funding for the Mokan Corridor Feasibility Study. I strongly support the development of the Mokan Corridor for innovative transportation purposes and commit to working with the Texas Department of Transportation (TxDOT) on the feasibility study.

To support the project and its partners, I commit to incorporate recommended improvements from the feasibility study into the Williamson County Long-Range Transportation Plan. Including the improvements into local planning documents increases public awareness of the study outcome and is an important step towards implementation of any recommended project.

I appreciate your support for this important study. If you have any questions or need additional information, please contact me at (512) 943-1577 or ctyjudge@wilco.org.

Sincerely,

Bill Gravell, Jr.
Williamson County Judge

Cc: Robert B. Daigh, PE Sr Director of Infrastructure

710 Main Street, Suite 101, Georgetown, Texas 78626
Phone 512.943.1550 ctyjudge@wilco.org