Texas Department of Transportation

ADA Accessibility Program FY 2023/2024 Accomplishments and Goals Report

Civil Rights Division

October 1, 2023

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1. Introduction & Overview

Introduction
The Texas Department of Transportation (Department, TxDOT) has a long history of being committed to providing for the safety, reliability and accessibility of the public the agency serves. The people of Texas have come to expect the best highway system in the United States from this agency and should be able to now expect the best transportation system for all our citizens. TxDOT is proud to be a part of changes and progress that can unite, serve and further the safe and efficient movement of goods, services and people that ensure everyone is included.

We are responsible for the operation and management of more than 195,000 lane miles of roadways on the State Highway System. This responsibility includes more than 55,000 bridges, 3,400 miles of interstate, an estimated 26,000 miles of sidewalks and other pedestrian facilities and more than 2500 Department-owned buildings across the State.

The Department understands its duty to provide accessibility for all users of its services and programs, including people with disabilities. We are striving to provide accessible public services and facilities for people using Texas's state roadways and other transportation facilities. TXDOT continues to expand its outreach activities to include local agencies, advocacy groups and coordination with other agency civil rights programs: Title VI, Limited English Proficiency, Environmental Justice, etc.

This report covers Program activities during the Federal Highway Administration's (FHWA) fiscal year 2023 and goals for FY 2024. The items covered in this report include: TxDOT's accomplishments and goals in six (6) areas: awareness, communication, training, outreach, grievances, and monitoring. Reporting our successes to FHWA and the 2022 ADA Self-Evaluation and Transition Plan are the cornerstone of the ADA Accessibility Program.

Overview
The Americans with Disabilities Act (ADA) is a civil rights law that mandates an equal opportunity for individuals with disabilities. The ADA prohibits accessibility discrimination to jobs, public accommodations, government services, public transportation, and telecommunications. The Texas Department of Transportation (TxDOT) is required to conduct a comprehensive self-evaluation of its policies, programs, and facilities to determine the extent to which individuals with disabilities may be restricted in their access to services and activities.

Access to civic life by people with disabilities is a fundamental goal of the ADA. To ensure that this goal is met, Title II of the ADA requires state and local governments to make their programs and services accessible to persons with disabilities (28 CFR 35.149-35.151). This requirement extends not only to physical access at government facilities, programs, and events, but also to pedestrian facilities in public rights-of-way.

TxDOT completed its revised ADA Transition Plan February 2022 as required by law. The ADA Self-Evaluation & Transition Plan can be found here (https://ftp.dot.state.tx.us/pub/txdot/civ/txdot-final-ada-transition-plan.pdf). The updated Implementation Schedules of the ADA Self-Evaluation and Transition Plan for each district are provided in *Attachment L*.

2.   Assurance for ADA and 504

TxDOT complies with Section 504 of the Rehabilitation Act of 1973, as amended (504), the Americans with Disabilities Act (ADA) and related Federal and State laws and regulations. The Department provides assurance to the U.S. Department of Transportation, Federal Highway Administration signifying its commitment to disability nondiscrimination. See *(Attachment A)* for the ADA/504 Assurance.

3.   Applicable Laws, Regulations, Standards and Guidance

The Agency's ADA/504 Program is governed by a number of nondiscrimination laws, regulations and standards, including but not limited to:

- *Title VI* of the *Civil Rights Act* of 1964 (Title VI), as amended www.justice.gov/crt/about/cor/coord/titlevi.php

- **Architectural Barriers Act** of 1968 (ABA) <u>NOTE</u>: The ABA has been superseded by the 2010 ADA Regulations. Accessibility requirements of the ABA are now included in the 2010 ADA Standards for Accessible Design.

- *Section 504* of the *Rehabilitation Act* of 1973, as amended (504) https://www.dol.gov/agencies/oasam/centers-offices/civil-rights-center/statutes/section-504-rehabilitation-act-of-1973

- *Civil Rights Restoration Act* of 1987 (CRRA) (https://www.congress.gov/bill/100th-congress/senate-bill/557)

- *Americans with Disabilities Act* of 1990 (ADA) (www.ada.gov/pubs/ada.htm)

- *ADA Amendments Act* of 2008 (ADAAA) (https://www.congress.gov/bill/110th-congress/senate-bill/3406)

- *28 CFR Part 35* (http://www.ada.gov/regs2010/ADAregs2010.htm)

- *49 CFR Part 27* (https://www.ecfr.gov/current/title-49/subtitle-A/part-27)

- *ADA Standards for Transportation Facilities* (https://www.access-board.gov/files/ada/ADAdotstandards.pdf)

- Draft Guidelines for Accessible Public Rights of Way (https://www.access-board.gov/prowag/)

TxDOT is obligated to observe all requirements of Title I in its employment practices; Title II in its policies, programs, and services; any parts of Titles IV and V that apply to TxDOT's programs, services, or facilities; and all requirements specified in the ADA Accessibility Guidelines (ADAAG) that apply to facilities and other physical holdings. Title II has the broadest impact on the State. Included in Title II are administrative requirements for all government entities employing more than fifty people. These administrative requirements are:

- Completion of a self-evaluation;

- Development of an ADA complaint procedure;

- Designation of a person who is responsible for overseeing Title II compliance; and

- Development of a transition plan if the self-evaluation identifies any structural modifications necessary for compliance. The transition plan must be retained for three years.

Pursuant to the Rehabilitation Act of 1973, Section 504, no otherwise qualified individual with a disability in the United States, as defined in 29 U.S.C 705 (20)(B) of this title, shall, solely by reason of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service.

For the purposes of this section, the term "program or activity" means all the operations of --
(1)(A) a department, agency, special purpose district, or other instrumentality of a State or of a local government; or (B) the entity of such State or local government that distributes such assistance and each such department or agency (and each other State or local government entity) to which the assistance is extended, in the case of assistance to a State or local government.

ADA Coordinator
As required by 28 CFR 35.107(1), the Department employs a Statewide ADA/504 Coordinator who facilitates training, complaint investigation, technical support, guidance, customer service and other ADA program services and activities. The TxDOT Statewide Coordinator is:

Michael D. Bryant, Director
Civil Rights Division
125 E. 11th Street
Austin, TX 78701
512-416-4700 (Voice)
512-486-5539 (FAX)
7-1-1 (Relay Texas)
Michael.D.Bryant@txdot.gov

ADA Compliance Program Manager
Juanita J. Webber
Civil Rights Division
125 E. 11th Street
Austin, TX 78701
512-416-4700 (Voice)
512-486-5539 (FAX)
7-1-1 (Relay Texas)
Juanita.Webber@txdot.gov

ADA Compliance Program Specialists
Jannie Blackmon
ADA Compliance Program Specialist
Northeast Region
(512) 416-3102
jannie.blackmon@txdot.gov

Sal Bustos
ADA Compliance Program Specialist
Southeast Region
(512) 486-5522
Salvador.Bustos@txdot.gov

Deborah Coleman
ADA Compliance Program Specialist
West Region
(512) 486-5725
deborah.coleman@txdot.gov

The Agency is comprised of twenty-five districts and thirty-five divisions. In addition to the Statewide ADA Coordinator and ADA Compliance Program Manager, an ADA Liaison has been assigned who is responsible for program implementation at the district and division level. Each ADA Liaison coordinates compliance activities with the Compliance Program Manager and submits required compliance reports and other goals and accomplishments updates, which are encompassed in this report. See *(Attachment B)* for a list of ADA Liaisons with contact information. The list is updated regularly.

4. Accessible Services & Programs

All TxDOT public involvement is conducted without regard to disability. All public notices make this affirmative assurance and provide contact information and deadlines for requesting reasonable accommodation. Persons requiring alternative forms of communication, including Braille, during public hearings, open house events or any other event where the public may be invited, may contact the event sponsor via telephone or email.

Web-based Accessibility
Section 508 of the Rehabilitation Act of 1973 (Section 508) and the ADA promise that no person can be discriminated against in a physical location or environment due to a disability. Digital accessibility is no exception to that rule. See ADA Self-Evaluation and Transition Plan for more information on TxDOT's Website Accessibility *(Attachment L).*
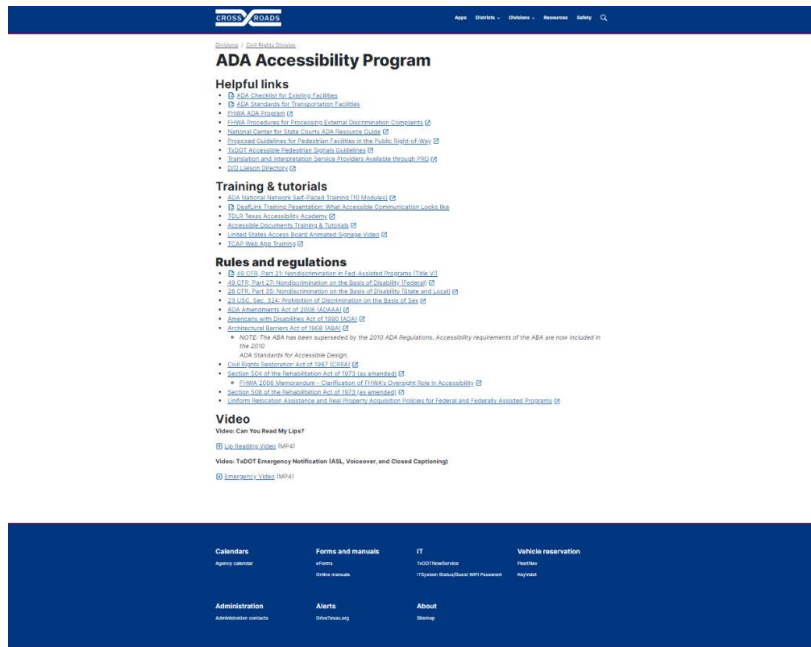
Screenshot of the Civil Rights Division ADA Accessibility Program page on Crossroads, TxDOT's internal website.
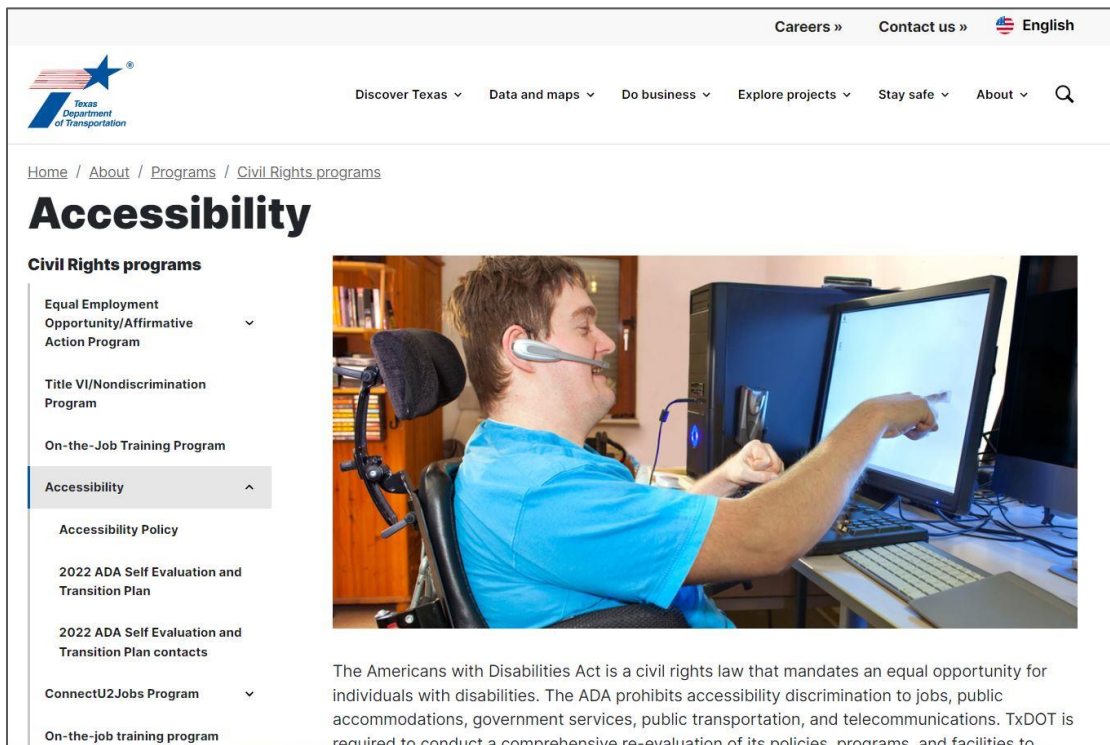
Screenshot of the Civil Rights Division ADA Accessibility Program page on TxDOT.gov, of TxDOT's external website.

The Agency operates DriveTexas™ to provide real-time traffic and travel information on state-maintained roadways: roadway conditions, construction, lane closures, accidents, congestion and severe weather information affecting traffic. DriveTexas™ allows persons to obtain travel information via telephone or an interactive website. Persons who are hearing impaired may access DriveTexas™ on the internet at www.drivetexas.org; or by contacting the Relay Texas Service at 7-1-1 via their teletype (TTY) and asking the operator to dial 800-452-9292. Persons who have visual impairments are encouraged to use the Interactive Voice Response System (IVR) by calling 800-452-9292.

Translation and Interpretation Services

TxDOT recently procured translation and interpretation services in accordance with the statutory bid process for Texas. These services provide access to communications for people with disabilities through "auxiliary aids and services". Auxiliary aids and services are devices or services that enable effective communication for people with disabilities. Some of these auxiliary aids include American Sign Language, Braille, Communication Access Realtime Translation Services (CARTS) and other written and spoken language translation. TxDOT strives to ensure whatever is written or spoken is as clear and understandable to people with disabilities as it is for people that do not have disabilities. Toward this end, and in accordance with 28 CFR 35.160 (b), TxDOT will give primary consideration to the requests of individuals with disabilities when furnishing auxiliary aids and services. For more information, click here https://www.ada.gov/regs2010/titleII_2010/titleII_2010_regulations.htm#a35160. The Procurement Division successfully procured a blanket purchase order for auxiliary aids and services from ten different vendors and provided a job aid to assist employees in accessing services. A one-hour training is planned by the Civil Rights Division to help employees navigate the process and understand program accessibility.
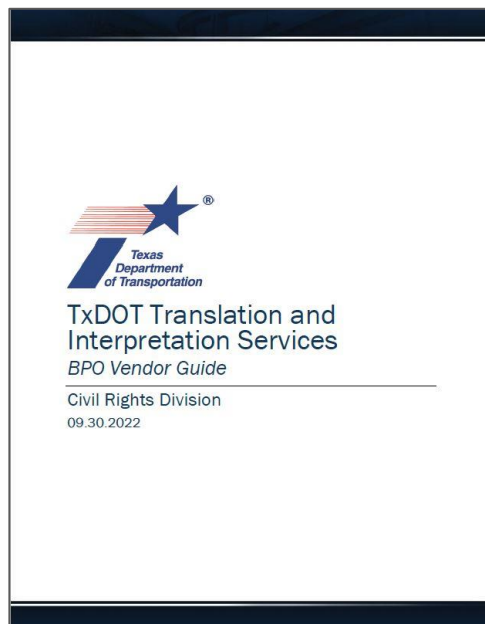
Screenshot of training booklet.

Screenshot of Procurement Job Aid.

5.   Nondiscrimination Policy Notice

The Department is an equal opportunity employer and strives to make all its services, programs, activities and facilities accessible with regard to disability in compliance with 28 CFR 35.130. Toward this end, the Department has issued policies and procedures reflecting this intent:

The Department's Equal Employment Opportunity Policy may be found at: https://ftp.txdot.gov/pub/txdot-info/hrd/eeo_policy.pdf

The Department's ADA Policy Notice (*Attachment C*) is posted on the Department website at: http://ftp.dot.state.tx.us/pub/txdot-info/ocr/ada/ada-notice.pdf

The Department's ADA Nondiscrimination Statement is posted on the Department website at: http://ftp.dot.state.tx.us/pub/txdot-info/ocr/ada/ada-nondiscrimination-statement.pdf

The Department's ADA Assurance is posted on the Department website at: http://ftp.dot.state.tx.us/pub/txdot-info/ocr/ada/ada-assurance.pdf.

All are available by hard copy and in alternative formats upon request.

6.   ADA Grievance Overview

28 CFR 35.107(b) requires a public entity that employs more than 50 people to adopt and publish a grievance procedure providing for the prompt and equitable resolution of complaints alleging discrimination based on disability access to any governmental facility, program, service or activity provided by the entity.

The resolution of any grievance or inquiry will require reviewing the nature of the noncompliance, establishing governing entities and reviewing options for accommodating remedies to the location of interest. In determining possible solutions to the issue, TxDOT will consider the health and safety of others, the feasibility of alterations, the cost of the possible solutions, availability of funding, ease of implementations and how the solution compares in priority to other proposed ADA projects. The resolution of any one grievance or inquiry by TxDOT does not constitute a precedent upon which TxDOT is bound to or which the complainant party shall solely rely. TxDOT shall take all necessary steps to ensure that communications with all members of the public notifying the ADA Compliance Administrator (Civil Rights Division) in Austin, TX or the District(s) ADA Liaison of the ADA grievances are addressed appropriately. Guidelines established within the following Grievance Procedures are intended to safeguard the processing of all TxDOT complaints associated with ADA/504 concerns.

A.   Grievance Procedure

Grievances pertaining to ADA/504 accessibility shall be processed through formal procedures established herein by TxDOT (*Attachment D*) in compliance with 28 CFR. 35.107(b) and 49 CFR 27.13(b) that requires the Department to: respond within fifteen (15) days of a complaint; to conduct affirmative attempts for substantive resolution; and continuing actions where conciliation is not possible. The Complainant would file an appeal in accordance with TxDOT's ADA Grievance Appeals Procedure (*See Attachment E*). Complaints are maintained indefinitely, including complainant name; bases; issue(s); resolution, if any; and follow-up, if any. Complaints

not within the Department's jurisdiction are referred to appropriate parties with original complaint maintained with referral action as appropriate. The *ADA Grievance Procedure* is posted on the Department's Website and on public information bulletin boards at central offices and in each district. The *ADA Grievance Procedure* is available in alternative formats upon request. It is available at: https://www.txdot.gov/inside-txdot/division/civil-rights/accessibility.html or https://ftp.txdot.gov/pub/txdot-info/ocr/ada/2193.pdf. If unable to access, open the form using the Internet Explorer web browser.

B. Web App Tool Grievance Module

To support TxDOT's and the Civil Rights Division efficient and effective management of ADA grievances, a grievance tracking module was programmed within the TxDOT Comprehensive Accessibility Program (TCAP) Web Application. The workflow of elements within this module are defined in Inquiries/Grievances Figure 1. Inquiries, requests, suggestions, and grievances are handled through this thought process diagram as elements are created in the system. The grievance workflow identified in Inquiries/Grievances Figure 2 is a mirror of Civil Rights Division's grievance policy along with the appeal process as indicated in Inquiries/Grievances Figure 3. This Inquiries and Grievance module has been built using the same workflows.
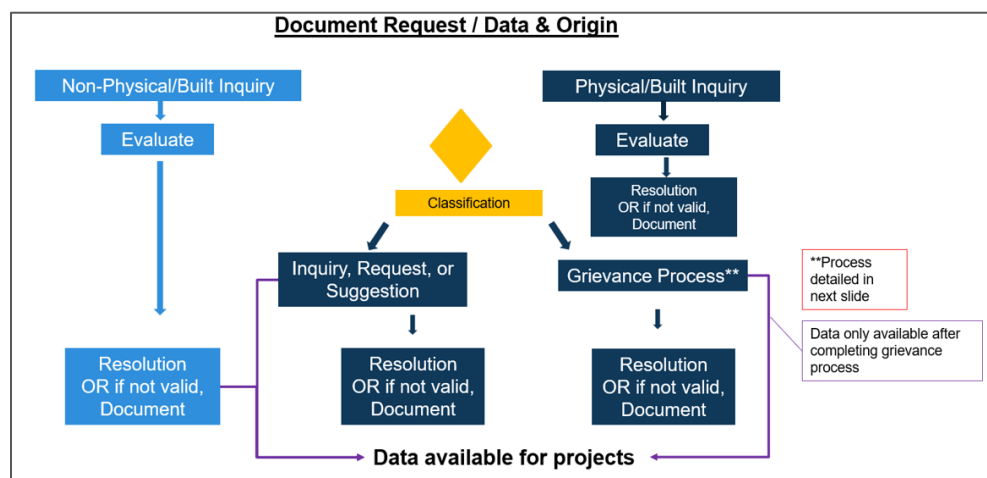
Inquiries/Grievances Figure 1-Inquiries and Grievance "Thought Flow" Diagram

The Grievance Module allows ADA liaisons and the Civil Rights Division to input and track inquiries, suggestions, requests, and grievances. ADA liaisons have limited capabilities within the system whereas CIV has full control over how all grievances are handled. This central location allows communication and collaboration between all TxDOT personnel that are required to work with those elements.
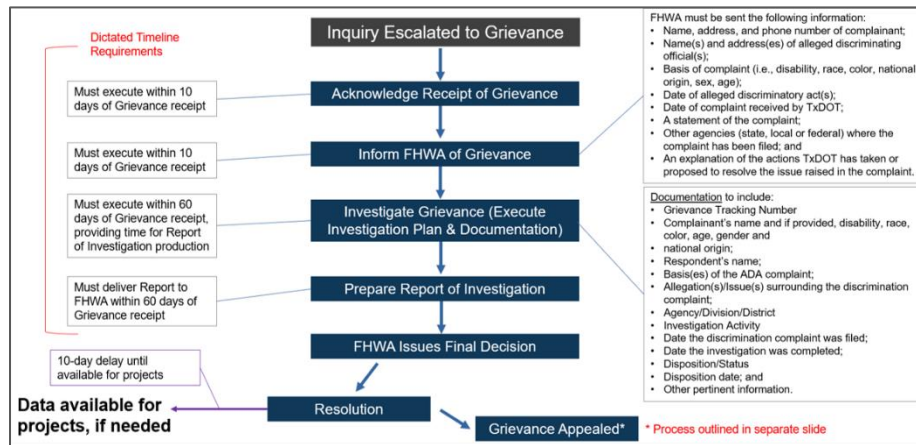
Inquiries/Grievances Figure 2 – Grievance Workflow
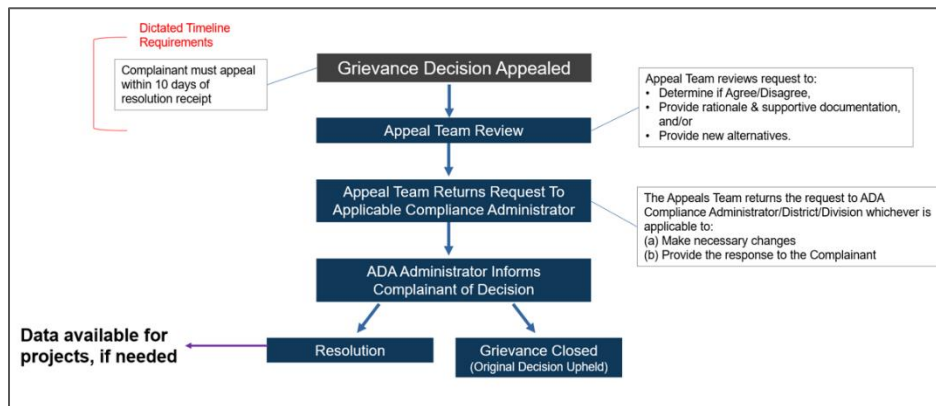
Inquiries/Grievances Figure 3 – Grievance Appeal Process

To ensure grievances are addressed in a timely manner, the use of dashboards and notifications are included within the TCAP WebApp to allow grievances to be handled in one concise location. The dashboard is designed to quickly give status "at a glance" for all elements based on districts, divisions, and current status (Inquiries/Grievances Figure 4). The notification section informs the users of which grievances need to be addressed within the policy-defined timeframes (Inquiries/Grievances Figure 5).
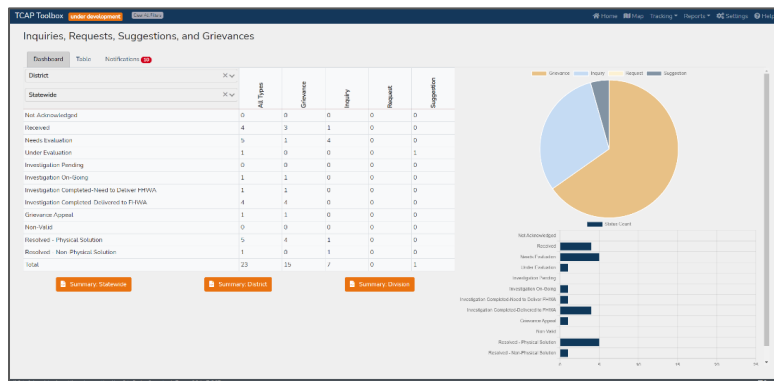
Inquiries/Grievances Figure 4 – Dashboard
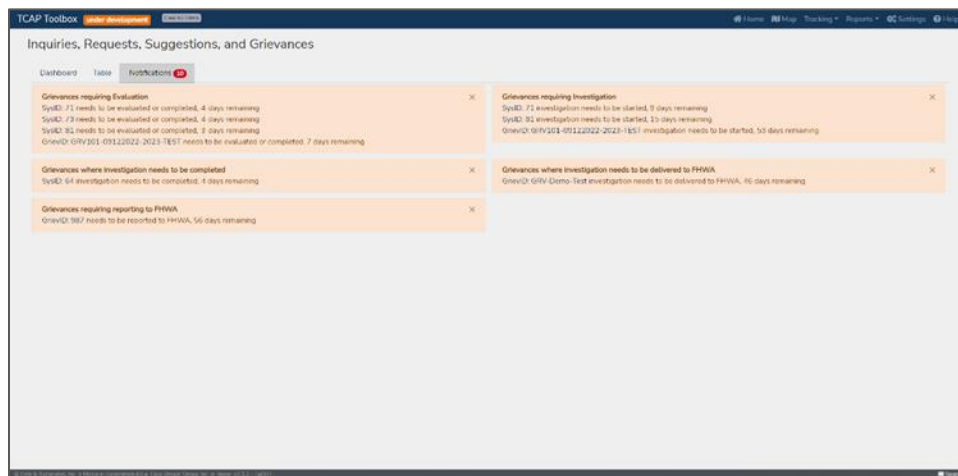
Inquiries/Grievances Figure 5 – Notifications

Entries into the module create GIS point-based features with intelligent forms housing all the required information about each inquiry, request, suggestion, or grievance. ADA liaisons have been equipped with a fillable PDF form with key intake information fields which then allow the Civil Rights Division to move that information into the Web Application module to follow proper process as defined in the policy (**Attachment D**). The idea is that it is a central location for all staff involved at each level within TxDOT, so grievances are addressed in a timely manner. Standard operating procedures have been developed so all staff involved in the use of this module know exactly how to properly manage each of these elements. In addition, training was provided to all District and Division Liaisons on these standard operation procedures. See the standard operating procedures below (**Attachment D**).

7. Accessibility Planning, Design & Construction

The planning, design, and construction of accessibility improvements to existing facilities is best informed by collecting data regarding the conditions of current TxDOT facilities. This is known as the self-evaluation process, described in this document, which provides the basis of the assessment. The self-evaluation data allows individual Divisions and Districts the proper information to inform vital decisions for improvements to TxDOT's physical assets. The self-evaluation process for TxDOT concluded in June 2021. The ADA Self-Evaluation and Transition Plan was published in February of this year. The following describes activities pertaining to the self-evaluation of physical assets. For major projects, the appropriate TxDOT Divisions host public meetings to discuss specific planning and design criteria. Further, TxDOT has many key documents which guide the planning, design, and construction processes.

A. **Department Building Facilities** - TxDOT currently owns 2,641 facilities throughout the state of Texas. There are three types of classes of buildings: (a) 657 - Class A which are occupied with people; (b) 950 - Class B which houses equipment, shops and some people; and (c) 921 - Class C which are salt sheds, canopies or used for storage. A Facility Condition Assessment (FCA) was performed to evaluate the overall health and condition of each TxDOT facility. The assessment focused on the core structure and the supporting systems (such as electrical, mechanical, plumbing, ingress, egress, roofing, accessibility, fire safety and protection, exterior envelop, etc.) As a result, the FCA created a baseline for each facility; thereby, creating a rudimentary baseline for accessibility compliance of each occupied facility. Beginning September 2017, Class A and B facilities underwent an extensive asset evaluation. In 2020, Support Services Division collaborated with Civil Rights

Division to have the ADA Transition Plan consultants thoroughly evaluate all public-facing sites, facilities, and spaces for ADA compliance. These included TxDOT buildings, travel information centers, safety rest areas and their sites. The scope, methodology to approach, and findings of this assessment are discussed in depth in the ADA Transition Plan Report *(Attachment L)*. All findings and reports are complete and integrated into the TCAP Web Application.

The Department is working to improve the accessibility of its sites and facilities. All projects planned include the review of any need to upgrade an existing facility. In some cases, TxDOT has plans to replace sites entirely. Project design documents include accessibility upgrades to facilities as necessary within each project. This information is available to TxDOT divisions and districts to ensure proper planning.

Civil Rights Division will continue to provide on-going technical guidance throughout the agency to ensure a functional understanding of the facility self-evaluation data and corroborate project planning activities meet ADA requirements or accessibility best practices, when feasible. Project design documents will also be used to guide these efforts. Typical questions fielded through this technical guidance have, and will continue to, support the development and delivery of formal TxDOT training curriculum and updates to applicable supporting documents.

B. **Public Rights of Way** – From 2015 through 2021, TxDOT engaged in a planning process and then a statewide collection process to evaluate all public rights of way for accessibility. The inventory included a total of 4,457 miles of sidewalk, 131,920 curb ramps, 4,582 island curb cuts, 6,156 bus stops, and 52,179 signal pushbuttons. Please see ADA Self-Evaluation and Transition Plan *(Attachment L)*. The Department has developed a working database of elements needing remediation and is working to improve accessibility of its public rights of way. All projects that include pedestrian facilities undergo an ADA review to determine the need for accessibility upgrades to existing facilities and/or addition of new accessible elements. Project design documents include accessibility upgrades to pedestrian facilities within each project. Design documents receive multiple reviews for safety and accessible elements. Construction projects include in-house and consultant inspections to ensure accessible features are built correctly. (*Attachment F* - **Pedestrian Access: Improving Accessibility in Public Rights of Way**).
https://www.youtube.com/watch?v=u1LTxIgsEGg&feature=youtu.be&list=PLyLWQADRroOW-Zcx_ZoiNbvtf7hvMRaXx

A revision to the *Roadway Design Manual* was released in May 2022 and includes a thorough section on pedestrian facilities including elements of design, curb ramp design, driveway design considerations, intersections and crossings, overcrossings and underpasses, work zone and temporary traffic control pedestrian accommodations, lighting, on-street parking, transit access, railings adjacent to steep slopes, additional considerations, and micromobility vehicles.

http://txdot4azspwprd4:9999/Shared%20Documents/txdotmanuals/rdw/pedestrain_separation_ramps.htm

The Project Development Process Manual is also under revision and proposed edits intend to provide additional guidance to planners and designers to ensure ADA compliance in every project feasible.

C. <u>**Public Involvement - (Attachment G1)**</u> The Department actively pursues public involvement opportunities. CIV works closely with the Office of Public Involvement. TxDOT's Public Involvement Policy states: "The Texas Department of Transportation (TxDOT) commits to purposefully involve the public in planning and project implementation by providing for early, continuous, transparent and effective access to information and decision-making processes. TxDOT will regularly update public involvement methods to include best practices in public involvement and incorporate a range of strategies to encourage broad participation reflective of the needs of the state's population." The policy can be found at: <u>Public involvement purpose and policy</u> (this link is to a TxDOT intranet site for internal use only).

Each district office has a Public Involvement Officer to assist with various outreach events. Regional public involvement specialists are designated to assist districts with various stages of planning. Additionally, the Office of Public Involvement collaborates with CIV in sharing information about the ADA Accessibility Program through the "Connecting Our Communities" newsletter. (***Attachment G3).*** Many resources can be found on their website at: <u>Connecting our communities newsletters</u> (this link is to a TxDOT intranet site for internal use only).

A full suite of public involvement resources are housed on TxDOT's Public Involvement Crossroads page at <u>https://crossroads/divisions/tpp/sections/public-involvement.html</u> (this link is to a TxDOT intranet site for internal use only).
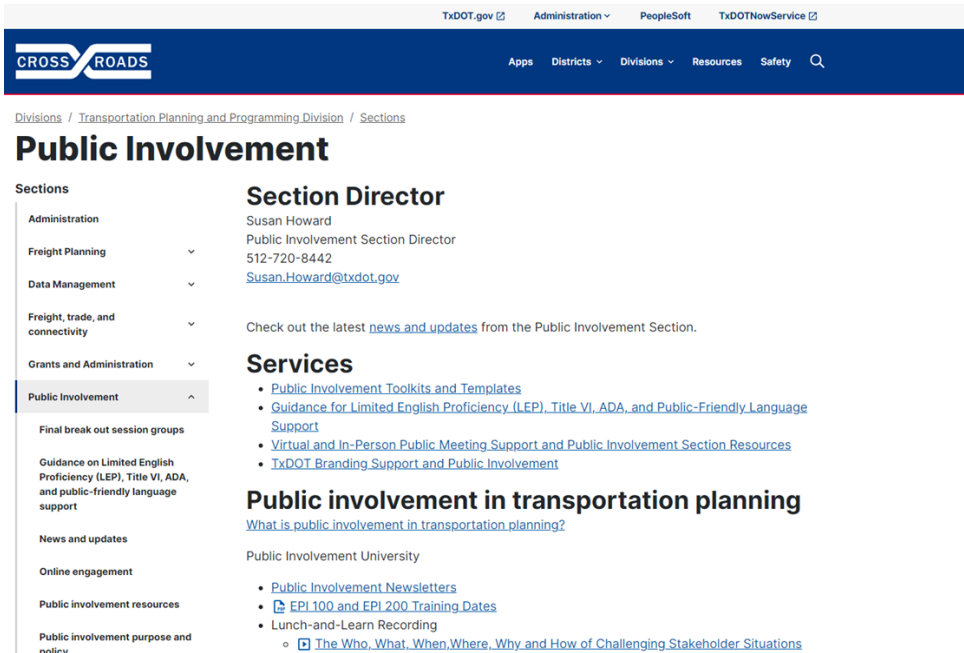
Screenshot of TxDOT's internal Public Involvement web page.

*Examples of Frequently Asked Questions and Services on the Crossroads
webpage for the Public Involvement Section of the TPP Division.*

To improve participation in public involvement meetings and events, procedures were implemented to help provide effective communication and foster inclusion with every potential visitor or staff member requiring special accommodations. (*Attachment G2*).

See the ADA Self Evaluation and Transition Plan *(Attachment L)* for additional information on public outreach related to the ADA Transition Plan.

<u>Six Public Outreach Sessions for the ADA Self Evaluation and Transition Plan</u>

Click here for more information,

https://www.txdot.gov/about/programs/civil-rights/accessibility/2022-ada-self-evaluation.html

D. Department Key Documents

Beginning in 1992, the Department started adding and revising procedures, handbooks, guidelines and manuals to include direction to provide accessible elements to pedestrian facilities during the planning and development of Department building, road, and bridge projects. The following table contains a list of documents published by TxDOT which contain pertinent accessibility information:

Document	Description
ADA Accessibility Program Liaisons Booklet I	Provides guidance and the Department's intent and procedures for complying with the ADA and Section 504 of the Rehabilitation Act. This procedure was originally published in Fall 2016. Updated annually. https://tntoday.dot.state.tx.us/civ/ADA%20Documents/ADA%20Liaison%20Manual/ADA%20Liaison%20Manual%20Volume%20I.pdf (Internal use only)
ADA Accessibility Program Liaisons Booklet II	Provides guidance and the Department's intent and procedures for complying with the ADA and Section 504 of the Rehabilitation Act. This procedure was originally published in Fall 2016. Updated annually. https://tntoday.dot.state.tx.us/civ/ADA%20Documents/ADA%20Liaison%20Manual/ADA%20Liaison%20Manual%20Volume%20II.pdf (Internal use only)
ADA Subrecipients Technical Manual	Provides technical assistance and guidance to Subrecipients regarding TxDOT's ADA Accessibility Program and the ADA Subrecipients Compliance and Monitoring Program. https://ftp.dot.state.tx.us/pub/txdot-info/civ/Subrecipient-self-assessment/ada-Subrecipient-technical-assistance-manual.pdf
Bridge Inspection Manual	This manual provides guidance for bridge inspection personnel, provides a reference for consultants, and helps to ensure consistency in bridge inspection, rating, and evaluation. http://onlinemanuals.txdot.gov/txdotmanuals/ins/ins.pdf
Roadway Design Manual	The *Roadway Design Manual* was developed by the Texas Department of Transportation to provide guidance in the geometric design of roadway facilities. It should be noted at the outset that this document is a guide containing geometric design recommendations and does not represent an absolute design requirement. The *Roadway Design Manual* represents a synthesis of current information and operating practices related to the geometric design of roadway facilities. http://onlinemanuals.txdot.gov/txdotmanuals/rdw/index.htm http://onlinemanuals.txdot.gov/TxDOTOnlineManuals/TxDOTManuals/rdw/pedestrain_separation_ramps.htm
Human Resources Policy Manual	The Human Resources Policies are intended to provide a broad overview of the most commonly referenced rules relating to employment with the Department. The policies in this manual are based on federal and state law and shall defer to those laws if any changes occur. This is not intended to be an exhaustive source of information, and other laws or policies may apply beyond this document. The *Human Resources Policy Manual* is an electronic publication and any amendments, deletions or additions, are effective on the day posted to the website unless otherwise noted. Updating content renders any physical copy to be out of date. The policies in the *Human Resources Policy Manual* shall supersede any operating or governing procedures that may be found elsewhere. https://onlinemanuals.dot.state.tx.us/Shared%20Documents/txdotmanuals/hrp/index.htm (internal use only)
Web Publishing Guidelines	These guidelines serve as a resource for TxDOT staff responsible for maintaining District or Division content on our external websites (web coordinators and PIOs), primarily TxDOT.gov. Web Publishing Processes and Procedures Files (internal use only)
Project Development Process Manual	This manual release updates references to outdated department structure, policies, technology, and processes. The Project Development Process Manual provides task information for the transportation engineering practitioner to begin with a project concept and move forward to a complete PS&E project approved for work authorization. http://onlinemanuals.txdot.gov/txdotmanuals/pdp/index.htm
ROW Utility Manual	Describes the authority of TxDOT to permit the use of public rights of way by public and private utility entities. It includes acceptable minimum clearances around above-grade utilities when they are placed in or near pedestrian facilities. The ROW Utility Manual is developed by Rule in close coordination with utility companies in Texas. http://onlinemanuals.txdot.gov/txdotmanuals/utl/index.htm
TDLR Construction Accessibility Requirements	Describes how TxDOT projects must be constructed so that they are in compliance with various accessibility requirements. These requirements are contained in: 1. Texas Accessibility Standards (TAS) 2. 16 TAC, Part 4, Chapter 68, Elimination of Architectural Barriers (AB) 3. Texas Government Code, Title 4, Subtitle E., Chapter 469, Elimination of Architectural Barriers (TABA) https://crossroads/content/dam/crossroads/divisions/construction/documents/construction-contracting/ras-program.pdf. (internal use only)
Traffic Signals Manual	This manual is a guide and reference for the handling of requests for traffic signals on the designated State Highway System, including installations financed by federal funds and installed off the numbered State Highway System. This manual describes the steps necessary for the installation of traffic signals, from project inception through construction and final disposition of records. http://onlinemanuals.txdot.gov/txdotmanuals/tff/index.htm
TxDOT 2014 Standard Specifications Book	Describes TxDOT's standards and specifications for the construction and maintenance of highways, streets and bridges. http://www.txdot.gov/business/resources/txdot-specifications.html (internal use only)

8. Maintenance Review and Accessibility – Monitoring and Tracking Remediation

The ADA regulations require TxDOT to conduct a self-evaluation of all its public pedestrian rights of way, facilities, programs, and activities. TxDOT engaged in an updated self-evaluation process beginning in 2015. During the process, all asset inventory was evaluated to pinpoint barriers that limit accessibility. Web accessibility and policies and practices were also included in the evaluation. The self-evaluation process was completed in June 2021 and a complete summary of the information is reported in the updated ADA Self Evaluation and Transition Plan report which was published in February of this year.

TxDOT continues to enhance the functionality of its Geographic Information System (GIS) based TCAP Web Application (WebApp) as pictured below which allows TxDOT to plan, monitor, and track the remediation of accessibility barriers identified by the self-evaluation. A map of the statewide ADA Feature Inventory was fully uploaded in 2021. This map allows TxDOT to view details and photos of the condition of ADA features (e.g., sidewalks, ramps, pedestrian signals/push buttons, etc.) within TxDOT's right-of-way and TxDOT's facilities (i.e., physical buildings in Districts and Divisions, Safety Rest Areas, Travel Information Centers, and District Operations Facilities open to the public).

During FY 2022, significant progress was achieved in the onboarding of TxDOT staff to the TCAP WebApp. 250 users were onboarded to the system and trained on foundational application functionality and project tracking capabilities. In the coming months, the Civil Rights Division, in coordination with the Design Division, will begin the process of onboarding all TxDOT GIS users which maintain agency roles related to the TCAP WebApp.

Tiered technical training for TCAP WebApp use was delivered to users during the onboarding process through the Civil Rights WebApp Training Series (CWAT) and the TCAP WebApp maintains a library of all training session recordings. The training library is only available to internal TxDOT users to provide on demand support and is equipped with tracking mechanisms to allow for the Transition Plan team to monitor access and successful completion of the training series for new users.

As mentioned above, a significant focus of the CWAT series was in-depth guidance on the TCAP WebApp's remediation, project tracking functionality. The framework of this functionality allows the remediation of ADA Features to be monitored as they progress through the typical phases of a TxDOT design and construction project. In the event a remediation project deviates from its originally intended scope, users were trained on how to make changes, track, and document those changes within the TCAP WebApp. The framework of this functionality is illustrated in the image below.

The CWAT training initiative will continue to be an ongoing effort to support the agency's commitment to accessibility; its capacity to diligently monitor and track remediation; and to ensure efficient integration of TCAP WebApp users to recently developed modules and future functionality developments.

At present there are over 415 TxDOT users who are at various stages of the on-boarding process to the WebApp system. TxDOT's project team has begun the process of fully assimilating the WebApp system into TxDOT's IT environment. The CWAT series equips various types of users throughout the statewide districts and divisions with knowledge of the application's functionality and purpose. The WebApp TCAP Tasks for TxDOT

Division and District Staff image, depicts the various roles identified for use of the TCAP WebApp for monitoring & tracking purposes.

Remediation Tracking Tasks	PROW (DES & Dist. Ops)	Facilities (SSD, TRV, MNT, & Dist. Ops)	Websites (ITD & CMD)	ADA Liaisons	CIV
Division & District Responsibility					
Non-Compliant Data Access	X	X	X	X	X
Implementation	X	X			
Planning / Scope Development	X	X			
Design / Bidding / Pricing / Permitting	X	X			
Construction / Development	X	X			
Inspection / Verification	X	X			
Additional Data Adds					
Grievances & Requests	X	X	X	X	X
New PROW Data	X				
Reporting					
Quarterly & Annual Reporting of Improved Compliance	X	X	X	X	X
Subrecipient Tracking (SCAT)					
TxDOT Subrecipient Compliance Monitoring					6,000 Subrecipients

WebApp TCAP performs functions to support planning, executing, and reporting

Monitoring and Tracking

CIV Reporting to FWHA

TxDOT WebApp TCAP Users to:
- Be responsible for individual roles in the 'Living' ADA Transition Plan process
- Analyze compliance data for 4-yr cycle implementation schedules
- Plan projects
- Execute projects with WebApp Tracking Tasks
- Submit reports with Division/District approval

CIV Responsible For:
- Evaluation of WebApp report outputs for risk
- Monitoring 6,000 subrecipients for compliance
- Submitting reports to FHWA

Key
- ⟶ : Flow of Data
- ----⟶ : Flow of Data to CIV
- X : Division & District Process Responsibility

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Screenshot of TCAP WebApp Tool tasks for staff.

Additional functionality has been added to the TCAP WebApp throughout 2023 for refinement of project tracking, reporting, and for Subrecipient monitoring and tracking. This new functionality was driven by WebApp user feedback during their in-depth use and onboarding. Additionally, significant improvements were made to the facility (i.e., physical buildings) data project tracking to allow the system to track remediation projects consistent with operational procedures. As we on-board various TxDOT users, we anticipate gaining more feedback regarding needs for functionality.
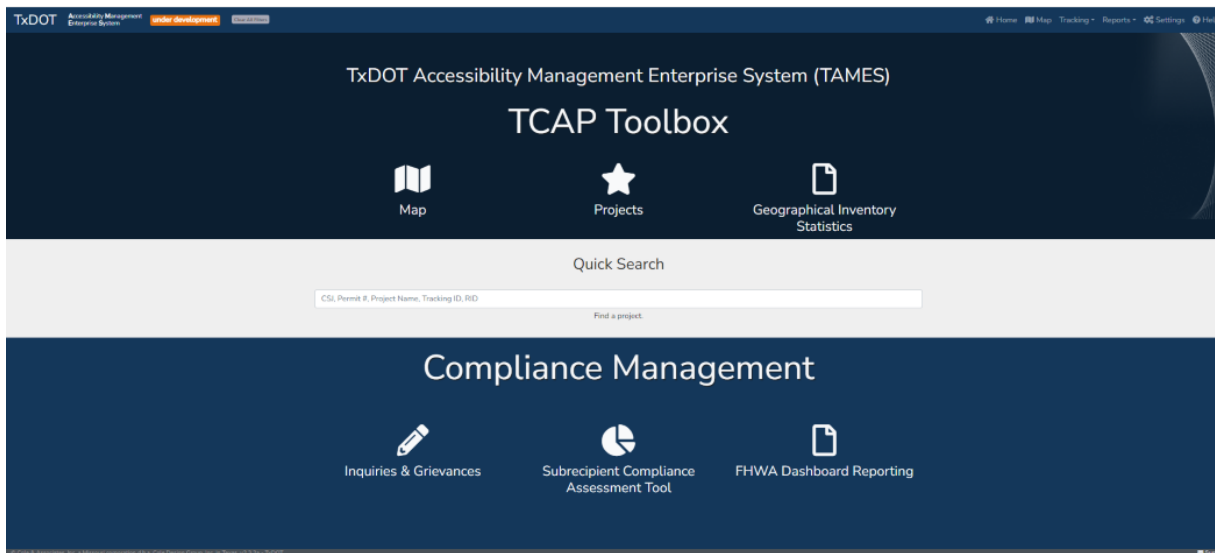
TxDOT's Web Application where all inventory collected will be stored and managed.
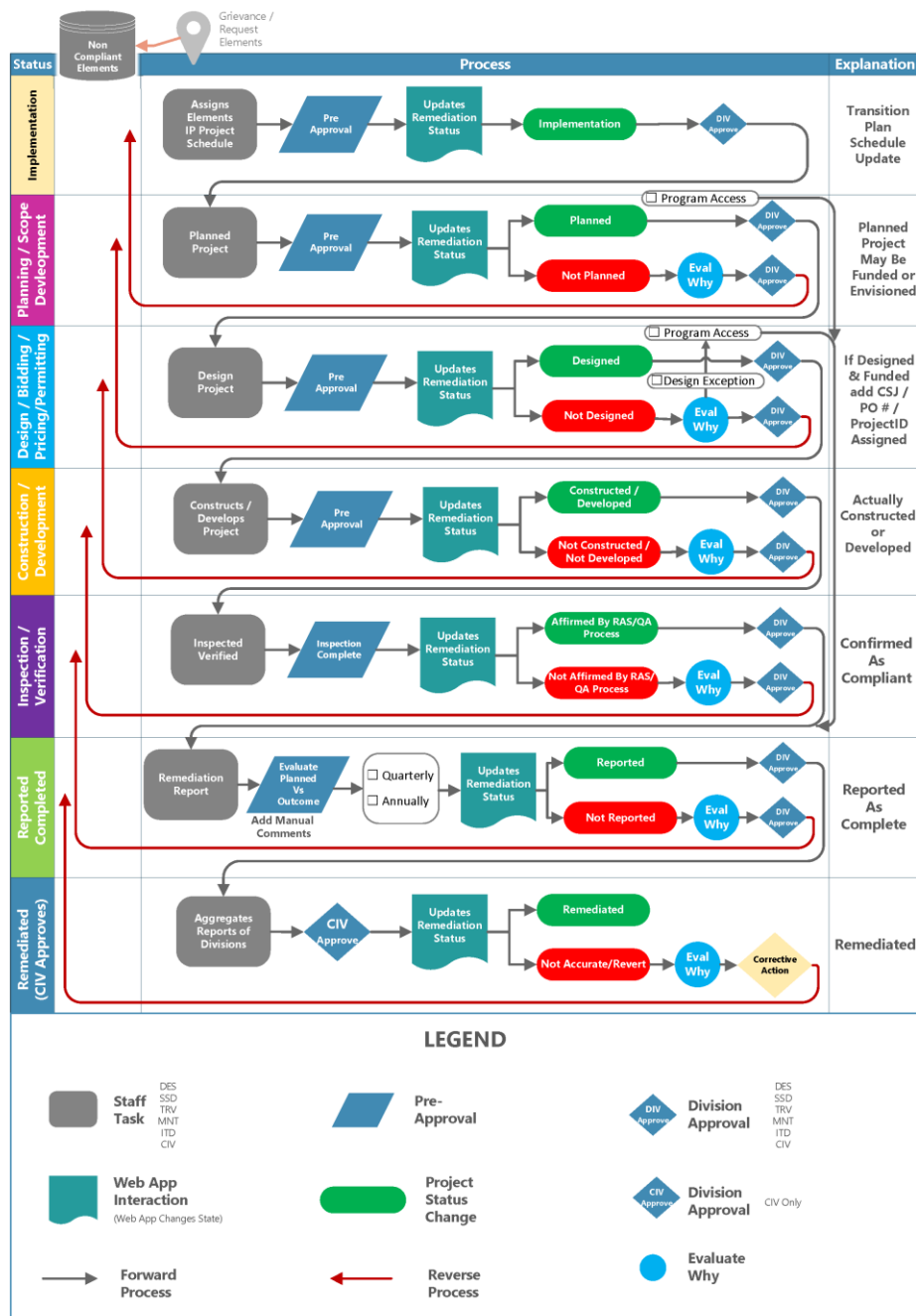
Flowchart of Remediation Tracking and Reporting which is automated within the Web Application.
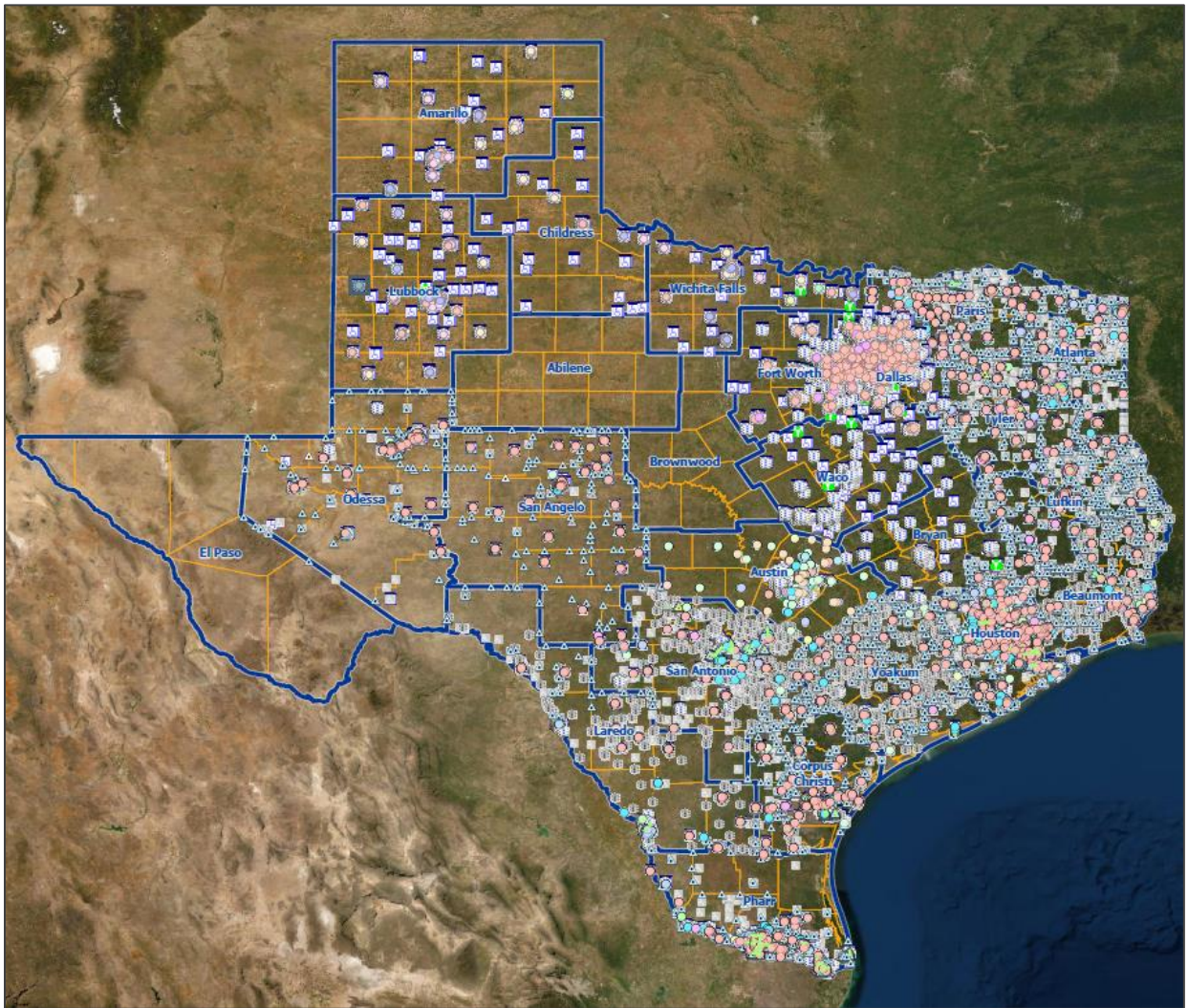
Map of TxDOT Pedestrian Access Inventory Collected.

9. Oversight of Subrecipients: TxDOT ADA Subrecipient Monitoring and Compliance Program

Overview

In accordance with 23 CFR, 200.9(b)(7), TxDOT is responsible for developing and implementing an effective Subrecipient monitoring program that conducts reviews of cities, counties, consultant contractors, suppliers, universities and colleges, planning agencies and other recipients of federal-aid highway funds with whom it does business.

TxDOT's Subrecipient Monitoring Program is multi-faceted and includes education, oversight, design review, consultation and monitoring. The elements of the program are outlined below. Recently TxDOT administered the Subrecipient Compliance Assessment Tool (SCAT) Survey 1 to 183 local government Subrecipients based upon FHWA's request as a pilot study to measure the progress of ADA compliance within these local governments. The pilot study began in May 2022 and ended October 1, 2022. The results of that pilot study will be summarized in the Quarter 1 Dashboard Report Accomplishments section. The official kickoff of the Subrecipient monitoring and tracking program will officially begin May 2023. Other information addressing responsibilities under ADA and Section 504 will also be distributed to TxDOT's Subrecipients during future technical assistance meetings and/or trainings.

Subrecipients will be asked to acknowledge their understanding of the requirements of the ADA/Section 504 and certify by signature, that they do/will comply with those requirements. TxDOT reserves the right to review any of the required materials/policies/programs of the Subrecipient. Notification of training will be provided to Subrecipients and consultation will be offered on an as needed basis.

TxDOT's Advanced Funding Agreement (AFA) outlines the basic requirements to ensure nondiscrimination in Subrecipient transportation projects and is used by TXDOT as a starting point in the process of determining funding eligibility. A Subrecipient must be ADA compliant to be eligible to participate in TxDOT's Local Governments program. TXDOT is responsible for monitoring Subrecipients to ensure compliance and must ensure entities are actively addressing deficiencies and demonstrating good faith efforts in their compliance with ADA.

Local Governments with AFA's must complete TxDOT's Local Government Project Procedures (LGPP) Qualification Program course prior to obtaining funding through TxDOT to administer local projects. It is a mandatory requirement for Local Governments to complete all documentation in the TxDOT Subrecipient Compliance Assessment Tool (SCAT). The SCAT was built to be used both by Title VI and ADA.

Subrecipient Compliance Assessment Tool

The SCAT will help to identify Subrecipients who require technical assistance and monitor compliance with the Americans with Disabilities Act (ADA) and Sections 504 and 508 of the Rehabilitation Act of 1973 (as amended).

May 1st, 2023, approximately 268 TxDOT local government Subrecipients were required to complete the ADA Subrecipients Monitoring and Compliance Survey I and II. Subrecipients were notified of scheduled ADA Subrecipient training via email. The schedule was posted online at txdot.gov and recorded training sessions can be accessed at any time through https://www.txdot.gov/business/grants-and-funding/Subrecipients-resources.html. Participants of the training courses acknowledge completion of the course and receive a certificate of completion for their records. Subrecipients are provided one-on-one training upon request.

- Survey I (baseline inquiry) consisting of six (6) questions; Local Governments will be categorized by size because size determines which ADA requirements apply (a) 0-15 employees-no ADA requirements; (b) 16-49 employees-must have a nondiscrimination policy and complaint process; and (c) 50 or more employees-must have a Transition Plan, Coordinator, etc. *(See Attachment H1)*;
- Survey II, a comprehensive inquiry, contains 28 questions and allows us to collect specific data about the Local Government (LG)(e.g. name of ADA coordinator, contact information, specific ADA information, etc.) and assesses the technical assistance need *(See Attachment H2)*;
- Survey III - Compliance Check, Part A has 22 questions and will be used to evaluate fiscal responsibility as part of the "Compliance Check" at the end of the designated period (e.g., 18 months – 36 months), *(See Attachment H3, Part A)*;
- Survey III - Compliance Check, Part B contains 20 ADA statutory requirements and will be used to evaluate ADA compliance at the end of the designated period (e.g., 18 months – 36 months) *(See Attachment H3, Part B)*;

Scoring Method

The ADA Team will use the "**red-yellow-green**" scoring method; LGs with **"red" or "yellow" score** (Group A) will be sent a letter regarding its **unsatisfactory status**, provided a schedule of the technical assistance trainings and be required to complete the "Compliance Check" at the end of the designated 18-month period; and LGs receiving a **"green" score** (Group B) will be sent a letter regarding its **satisfactory status**, along with a request to complete Survey II. If LGs with the "green" status complete Survey II within the designated period, the LG would not be required to undergo a "Compliance Check" until the end of a 36-month period instead of the planned 18-month time period for Group "A" LGs.

Review Cycles

A review cycle equals 36 months. Please note, Subrecipients entering new Advanced Funding Agreements after May 1, 2023 would begin the review process for Cycle 1 during Phase 2.

A. **Cycle 1** – May 1, 2023 – May 1, 2026

Phase 1 – May 1, 2023 – May 1, 2024

Phase 2 – May 2, 2024 – May 1, 2025

Phase 3 – May 2, 2025 – May 1, 2026

B. **Cycle 2 –** May 4, 2026 – May 4, 2029

Training
ADA and Title VI hosted a "joint" technical assistance training online, that was recorded and is available to Subrecipients, identified by the assessment tool and "potential" Subrecipients interested in working with TxDOT.
A. The ADA Subrecipient Technical Assistance Manual was updated and is available online here
https://www.txdot.gov/business/grants-and-funding/Subrecipients-resources.html
B. Subrecipients are classified into three groups: (1) Group "A", Subrecipients that received a green score, (2) Group "B", Subrecipients that received a red or yellow score; both of which already have an existing AFA or other type of contract with TxDOT and (3) Group "C", Subrecipients interested in doing business with TxDOT.

The Life Cycle of the Compliance Monitoring Process

Step 1: All Subrecipients receive and complete Survey I.
Step 2: Subrecipients are identified as green, yellow, or red based on the scoring method.
Step 3: All Subrecipients receive and complete Survey II.
Step 4: All Subrecipients rated yellow or red will be provided an 18-month compliance window to attend required technical training, utilize technical assistance, and move towards Compliance with ADA and TxDOT required standards. Each local government will be provided with information that identifies deficiencies.
All Subrecipients rated green remain "satisfactory" with ADA and TxDOT required standards for a 36-month period.
Step 5: Subrecipients receive and complete Survey III (Compliance Check) at the end of their designated period. The TxDOT ADA Program Administrator will evaluate whether the Subrecipient is compliant or noncompliant based on ADA and TxDOT required standards in accordance with the official letter or document from TxDOT.
Subrecipients will be notified of their preliminary compliance determination once the responses of Survey III are evaluated for compliance/noncompliance and risk.
Step 6: Subrecipients that are considered a high risk for noncompliance will undergo a desk review (**see below**).
Step 7: Subrecipients that are noncompliant with ADA must undergo a formal compliance review. will be given an opportunity to correct the deficiencies through a desk review using the following process (**see below**).

TxDOT ADA Subrecipient Monitoring and Compliance Program Desk Review
Step 1: TxDOT Sends ADA Review Notifications.
Subrecipients that are considered a high risk for noncompliance or noncompliant with ADA will be notified that a TxDOT ADA Subrecipients Monitoring and Compliance Formal Review (Desk Review or On-site Review) will be scheduled via certified mail, return receipt requested.

Step 2: TxDOT Conducts a Desk Review of ADA Subrecipients Monitoring and Compliance Desk Review Assessment Responses.
Subrecipients will be required to complete the ADA Subrecipients Monitoring and Compliance Desk Review Assessment and provide supporting documentation as evidence of compliance with ADA/504.

Step 3: 30-Day Compliance Review Period Commences.

Upon receipt of notification and the Desk Review Assessment, the Subrecipient will have thirty (30) days to provide additional documentation or evidence of compliance that will be considered as part of the ADA Subrecipient Monitoring & Compliance Desk Review. Subrecipients may request an extension to collect the required documentation.

Step 4: Notify Subrecipient of Findings – ADA Review Follow-up Report of the Subrecipient
Once this thirty-day period or extension has expired, TxDOT will issue its findings in the ADA Review Follow-up Report of the Subrecipient. Subrecipients that are deficient or noncompliant are not eligible to receive federal funds via TxDOT until they have resolved their deficiencies or have submitted a commitment letter to TxDOT affirming their commitment toward resolving their deficiencies with a specific plan of action identified for each deficiency.

TxDOT ADA Subrecipients Monitoring and Compliance Program Formal Compliance Review
On-Site Compliance Reviews Target Current Subrecipients in Non-Compliance
Onsite reviews may not be necessary; however, onsite reviews may be performed at the discretion of the ADA Compliance Program Administrator or upon request of the Subrecipient.

ADA Subrecipient compliance and monitoring is focused on ensuring compliance with the assurances of nondiscrimination and is risk-based. On-site review procedures apply to those Subrecipients already approved and with projects underway. An on-site compliance review may be conducted based upon the following:

- A high-dollar or high-impact project is being undertaken by the Subrecipient. Impacts may or may not be related to disabled or other specifically protected individuals;
- The Subrecipient has received a complaint of discrimination or TXDOT has received a complaint about the Subrecipient; or
- TXDOT has other reasons to suspect the Subrecipient may not be in compliance with non-discrimination requirements. This may be based upon the manner of construction of improvements; content present or absent from the Subrecipient's website; responses of the surveys or assessment tool or lack thereof; comments made in the official capacity of the Subrecipient; actions taken that generate concern regarding the level of the Subrecipient's compliance; or other reasonable basis identified by TxDOT, including a history of noncompliance.
- On-site Reviews will be undertaken by a review ream. The review team members will vary between Subrecipients depending on the type of project and the level of monitoring needed, to ensure that the members from the relevant departments and in-house experts are engaged appropriately. A review team may consist of:
  -Grants manager
  -Project manager
  -District/Division ADA liaison
  -ADA Compliance Program Administrator
  -Other internal subject matter expert (SME) (as required)

Before On-Site Review

Step 1 - Information Request: The ADA Compliance Program Administrator will request relevant documentation at least 4 weeks in advance of the site visit based on the requirements. The requested documents will be determined by the review areas applicable to each Subrecipient. The Subrecipient is required to return the documents 2 weeks before the site visit.

Step 2 - Review Documentation: The review team will review all submitted documents. The team will record which documents were received and if there were performance or information gaps in meeting the FHWA requirements in each area.

Step 3 – Pre-Visit Information: One week before the site visit the ADA Compliance Program Administrator will send the Subrecipient the following:

- Cover letter;
- A document that outlines the items that were received and the Subrecipient review areas that will be further investigated on-site, and a list of performance or information gaps in advance of the site visit, allowing the Subrecipient to prepare for on-site discussions;
- The program agenda for the on-site review to ensure that all relevant staff members are present; and
- The chosen sample of procurement files, so that the Subrecipient will ensure all the documentation is ready (if applicable) for review on-site.

On-Site Review

The ADA Compliance Program Administrator will coordinate the on-site reviews. A minimum of 2-3 members of the review team will attend on-site to conduct the review based on the results of performance or information gaps identified in the pre-site visit documentation review, changes in policies and procedures, risk-based assessment of grant management areas and federally funded procurements.

The on-site reviews will last approximately 1.5 days and will cover the following:

Step 4 – Entrance Conference: The first meeting of the site visit between the review team and Subrecipient. Introductions and overview of the compliance review objectives and process, and confirmation of the arrangements for the review (documents requested, staff interviews, projects or federally funded assets to be inspected). The Subrecipient should raise any issues they would like to discuss during this conference.

Step 5 – Interviews and Review of Outstanding Documentation: Focus on outstanding questions or gaps, changes in policies and procedures, risks and other pertinent information identified prior to the visit.

Step 6 – Visit and Inspection of Documents, Facilities and Other Major Assets: Including, observing the condition of facility and equipment, reviewing preventive maintenance records for a sample of federally funded facilities, verifying that the Subrecipient has equipment control procedures, and reviewing procurement files and other documentation to confirm that the Subrecipient has effective and comprehensive oversight procedures.

Step 7 – Preliminary Findings of Deficiency: During the review, the review team will check all FHWA requirements and record the findings. This will help to identify the preliminary findings and ensure all areas are covered while on site.

Step 8 – Exit Conference: The site visit will conclude with an exit conference during which the review team will debrief the Subrecipient team on the preliminary findings of deficiency, and the proposed corrective actions and milestones for completion. The Subrecipient should advise if any comments have been misstated or if there may be obstacles to the implementation of corrective actions.

Findings can take a number of forms:

- "No Finding": Subrecipients documentation meets FHWA and ADA/504 requirements
- "Finding": Subrecipient is missing documentation or the documentation provided is missing key FHWA and/or ADA/504 requirements
- "Not Applicable": An area can be deemed not applicable if, after initial assessment, the Subrecipient does not conduct activities for which the requirements of the respective area would be applicable.

Each finding will be accompanied by a corrective action that must be completed by the Subrecipient to bring the project into compliance with FHWA requirements. The corrective actions, along with timelines for completion, form a corrective action plan by which the Subrecipient will be monitored. Corrective actions could include developing new policies and procedures, training staff, developing required documents/plans, and monitoring of staff performance to ensure compliant policies are followed.

Corrective actions must be specific, measurable, and assignable to the Subrecipient and ensure the deficiency is removed. The timelines given for corrective action must be realistic, but enable the deficiency to be removed as quickly as possible. All corrective actions must be completed within 90 days of the date of the final report.

Step 9 - Notify Subrecipient of Findings – The ADA Compliance Program Administrator will develop an ADA Review Follow-up Report of the Subrecipient indicating any performance gaps identified in the relevant compliance areas and as noted in the exit conference. The draft report will be sent to the Subrecipient for comment within ten (10) business days of the date of the site visit.

Between the date of the site visit and date of the draft report, the Subrecipient can submit to the review team documentation that will be considered in the draft report. Documentation can take two forms:

- If the documentation provides clarification that the Subrecipient was compliant at the time of the site visit, reference to the finding should be removed.
- If the documents provide evidence that a finding has been corrected since the site visit, the finding should be listed in the draft report, but noted as closed.

The ADA Review Follow-up Report of the Subrecipient will be submitted to the Subrecipient's designee identified to receive the report.

Step 10 – Corrective Action Monitoring: The project manager will be responsible for tracking the status of all corrective actions and determining when all corrective action requirements have been met within the agreed timeframe. If a Subrecipient does not deliver the corrective actions in the agreed timeframe, future payments may be withheld or additional funding may not be provided.

Failure to Comply

If the Subrecipient does not voluntarily comply within 90 days of the original notification, either by resolving the deficiency or by completing and submitting a compliance action plan to TxDOT, the Department will issue a notice of noncompliance.

If the Subrecipient fails to submit appropriate and complete documentation to support its commitment to comply with ADA/Section 504, TXDOT will issue a noncompliance letter and forward a copy to FHWA and may then pursue other legally available action against the Subrecipient for failure to comply. An administrative hearing opportunity would exist for the Subrecipient at this point and notice of such will be provided.

Following the expiration of ninety (90) days, TXDOT will either:

- Certify the current Subrecipient eligible to receive funds,
- Identify the current Subrecipient as deficient but on an approved corrective action plan, or
- Issue a notice of noncompliance and initiate appropriate proceedings to determine ineligibility to receive funds.

Copies of all deficiency notices will be provided to FHWA.

Requirements for Subrecipient's Deficiency Resolution

A Subrecipient who completed the ADA Subrecipient Monitoring & Compliance Formal Review may become compliant at any time by submitting sufficient documentation to the ADA Compliance Program Administrator for review that demonstrates resolution of their deficiencies.

Compliance documentation is generally reviewed by the ADA review team in the order it is received unless TXDOT or FHWA priorities determine otherwise. An ADA Review Follow-up Report of Subrecipient will be provided upon completion of the review. A corrective action plan is included in the report when applicable. Keep in mind that corrective action plans apply to current Subrecipients of federal funds for a current and ongoing project only. (See the TxDOT's ADA Technical Assistance Manual for Subrecipients for copies of all Letters and Documents).

10. Design Standards

Design Standards are an example of policy implemented at a division level within the TxDOT agency. In 1992, TxDOT began using DOJ's ADA Accessibility Standards as its accessibility standards. In November 2006, U.S. DOT adopted new ADA Standards for Transportation Facilities (ADASTF, https://www.access-board.gov/guidelines-and-standards), and in 2010, the U.S. Department of Justice (U.S. DOJ) adopted revised ADA Standards for buildings and sites. The Department has been proactive about meeting or exceeding these federal accessibility standards in developing its state specifications and standards. The TxDOT Design Standards have been revised to meet the 2006 ADASTF and the 2011 Guidelines for Accessible Public Rights-of-way (PROWAG), www.access-board.gov/prowag. As of May 15, 2017, the Texas Department of Licensing and Regulation began allowing the use of the PROWAG for projects in the public rights-of-way. This rule change allows TxDOT to use the PROWAG as its de facto 'standards.' TxDOT's Design Division has also published guidance on the installation of curb ramps and sidewalks (ADA Curb Ramp and Sidewalk Guidance).

The department is planning to update specifications and standards as necessary to ensure compliance with the Final Draft of the *Public Right of Way Accessibility Guidelines*.

For the current and prior design standards, see: http://www.txdot.gov/business/resources/txdot-specifications.html *(Attachment I)*

11. Accomplishments and Activities for 2023

TxDOT understands its duty to provide accessibility for all users of its services and programs, including persons with disabilities. We are striving to provide accessible public services and facilities for persons using Texas' state roadways and other transportation facilities. Significant progress in assuring compliance with ADA and 504 has been made in the following areas: developing a completed Transition Plan; meeting FHWA reporting requirements; awareness, internal and external communications; outreach/public involvement; training; processing grievances; and developing and implementing a Subrecipient monitoring program.

FY 2023 Accomplishments	Date
Initial release of Web App Tool	February 2022
Hosted ADA Liaison meetings	Multiple Dates – Quarterly
25 district offices created or maintained an ADA Committee and hosted quarterly committee meetings	Multiple Dates – Quarterly
25 district offices developed outreach plans and hosted outreach events	Multiple Dates

Developed, offered and delivered multiple ADA trainings	Multiple Dates
ADA team assigned to various workgroups to ensure accessibility concerns are addressed.	2018- Present
Developed partnerships and new relationships with disability-related organizations, activists and other advocates	Ongoing
New requirement was implemented regarding all public notices and flyers which must contain special accommodation statement	Ongoing
Developed an ADA Transition Plan webpage on TxDOT.gov to be updated regularly	June 2021 - Ongoing
Completed the Self-Evaluation and ADA Transition Plan	February 2022
Completed ADA Transition Plan Implementation Schedules	September 2022
User Driven Program Enhancements for TCAP Web App Tool	Ongoing
Creation and delivery of CWAT training series for TCAP Web App Tool and ADA project management	Ongoing
Hosted DFPA Training with FHWA for Local Governments and TxDOT employees	April 4th & 5th, 2023
Development of TCAP Web App grievance tracking module	August 2022
Initial programming of TCAP Web App reporting module	August 2022
Completed ArcGIS Partnered collaboration between the Transition Plan ArcGIS and main TxDOT ArcGIS online environments successfully completed allowing for expansion to all TxDOT licensed GIS users	October 2022
Attended conferences related to ADA/Civil Rights as professional development	Multiple Dates
Provided technical assistance to Local Governments and other Subrecipients for SCAT ADA surveys	Ongoing – Recorded Format
Training modules for monitoring and tracking developed and customized training provided. Recordings made available.	Ongoing

Provided District training for Transition Plan Implementation schedules and TCAP project list for FY22-25	July 2022 – Ongoing
Provided supported guidance throughout implementation plan schedule development.	March - Ongoing
100% of Districts submitted implementation plan schedules to be included in the Transition Plan.	September 2022
TCAP WebApp reporting module enhancements for statewide summary reporting	May 2023
TCAP Web App grievance module enhancements	July 2023
Development of Subrecipient tracker Web App module & associated tools to support CIV's SCAT program	May 2023
Enhancement to Web App prerequisite training processes and tracking tools	June 2023
Additional TxDOT employees added to the CIV ADA Compliance program team	June 2023
Significant enhancement to facility data remediation tracking capabilities within the Web App	July 2023
Enhanced prioritization methodology developed and applied to facility data to assist in remediation management	August 2023
Development of standard operating procedures and supporting documentation for ADA grievance intake	August 2023
Addition of Texas Accessibility Management Enterprise System (TAMES) nomenclature to Web App to educate TxDOT user base on the tool's wide-spread use and impact for the Agency	August 2023

During FY 2023, TxDOT began its transition from a manual reporting process to using the automated tools within the Web App for statewide activity reporting. While the TxDOT user base has been onboarded to the tool and associated processes, the Agency is still in a transitional phase of adoption. Ongoing training of the automated tools is a continued priority of the program moving forward to ensure that all users are utilizing the tool properly.

FY 2023 Activities - Statewide Summary	Numbers	Dates
# of barriers identified (To Be Remediated)*	322,751	Ongoing
# of barriers identified (In Progress)*	56,529	Multiple Dates
# of barriers corrected (To Date)*	354	Multiple Dates
# of barriers observed in work environment during daily operations	52	Multiple Dates
# of barriers removed in work environment during daily operations	50	Multiple Dates
# of Projects (Implementation)	371	Multiple Dates
# of Projects (Planning)	701	Multiple Dates
# of Projects (Design)	2,106	Multiple Dates
# of Projects (Construction)	378	Multiple Dates
# of Projects (Inspection)	23	Multiple Dates
# of Projects (Completed)	2	Multiple Dates
# of accommodations provided	203	Multiple Dates
# of completed outreach events (hosted by D/D)	44	Multiple Dates
# of Accessibility Committee meetings completed	265	Multiple Dates
# of completed training sessions (hosted by D/D)	123	Multiple Dates
# of complaints filed with the STA ADA Coordinator	4	Multiple Dates
# of completed investigations	4	Multiple Dates
# of planned Subrecipient reviews	268	May 2023
# of submitted SCAT Survey responses	36	May 2023
# of completed Subrecipient desk reviews	0	Multiple Dates
IRDR Reporting		
# of MS Office Accessibility training	203	Multiple Dates
# of PDF Accessibility training	202	Multiple Dates
# of Developer training	113	Multiple Dates
Percentage of compliant web pages	79	Multiple Dates
Percentage of compliant web documents	78	Multiple Dates
Percentage of web videos captioned	100	Multiple Dates
# of Project Manager training	227	Multiple Dates
# of Procurement Staff training	117	Multiple Dates
# of Developer training	113	Multiple Dates
Percentage of accessible EIR offerings procured	80	Multiple Dates

Percentage of accessible applications developed	65	Multiple Dates
Total number of accessibility exceptions or exemptions	1	Multiple Dates

*The total number of barriers increased from FY '22 to FY' 23 due to changes made within the Web App system to increase the functionality of facility data management and tracking. Now the Web App tool has the capacity to not only track violation elements data for public rights-of-way, but ADA facilities violation elements, as well. No changes were made to the original number of identified barriers in the ADA Self-Evaluation.

Updating the 2004 Transition Plan

To meet TxDOT's ADA regulatory requirements, TxDOT began efforts to update their existing self-evaluation of all its public pedestrian rights-of-way, facilities, programs, and activities in 2015. In addition to the physical components under the Department's responsibility, TxDOT also included Web accessibility and policies and practices within this evaluation. The self-evaluation process was completed in June 2021.
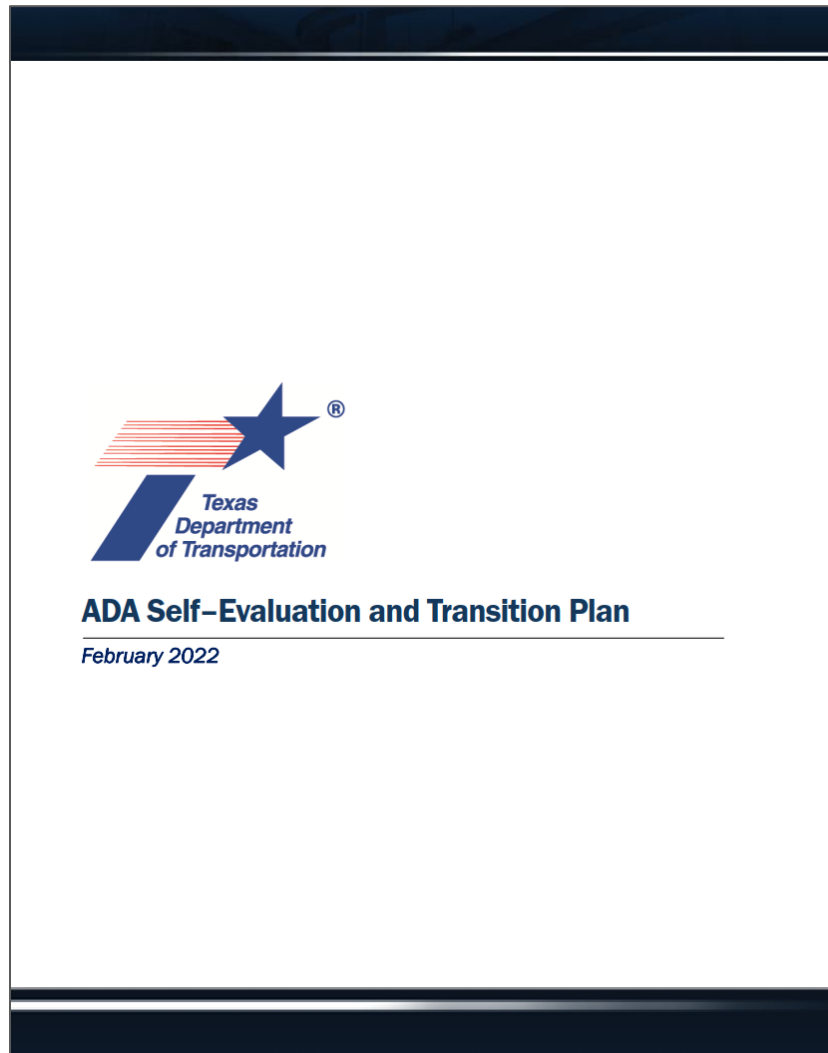
The diagram below represents the components that make up TxDOT's newly revised Transition Plan. The Transition Plan Report was published in February of this year and subsequently accepted by FHWA in July 2022. Please see the ADA Transition Plan Report *(Attachment L)* for complete information on the updated plan. This report serves as an update to the Transition Plan in practice.

Creating a "Living" Transition Plan

Charting the Course
& Taking the Journey
-Execution-

Implementing Change, Improving
Outcomes & Reducing Risk

4-yr Implementation Plan
project cycles

Adjust
Training - Systems - SOPs

Inspections to
Measure Progress

Improve metrics outcomes to higher
degrees of compliance Annually

Round out technology
SCAT progress

Reach Internal Sustainability

"Living" Transition Plan

- Programs
- Pedestrian Public Right-of-Way
- Facilities
- Activities

Civil Rights Division   2022

In compliance with ADA regulations, the Transition Plan Report was presented to the TxDOT public through six virtual public outreach meetings to allow for to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to submit comments on the Report. The Public Outreach effort related to the updated Transition Plan is explained in more detail later in this report.

FHWA Reporting Requirements

CIV created the reporting portal to store data and other information that highlights TxDOT's successes (see below). Many of our districts and divisions are working on exciting projects that improve accessibility for all people. There has been major improvement in reporting success stories (see below). The reporting portal not only helps with FHWA reporting requirements, but it also provides an additional channel for ideas to be shared across districts and divisions and encourages dialogue regarding ways to improve our ADA Accessibility Program.

The reporting portal includes a designated ADA file for all information pertaining to the ADA Accessibility Program. The ADA file is then broken down into two (2) folders: one for districts, and the other for divisions. The district and division folders are further broken down to include a folder for each one of the twenty-five (25) districts and thirty-four (34) divisions. Each individual district and division file contains seven (7) folders which include: (1) FHWA Dashboard Report; (2) Accomplishments and Goals; (3) Training; (4) Committee Meetings;

(5) Grievances; (6) Subrecipients Monitoring; and (7) Miscellaneous (see below). The folders were specifically created to coincide with the goals and expectations that were outlined for TxDOT by FHWA. The aforementioned methodology helps to ensure that TxDOT maintains compliance in all measurable areas.
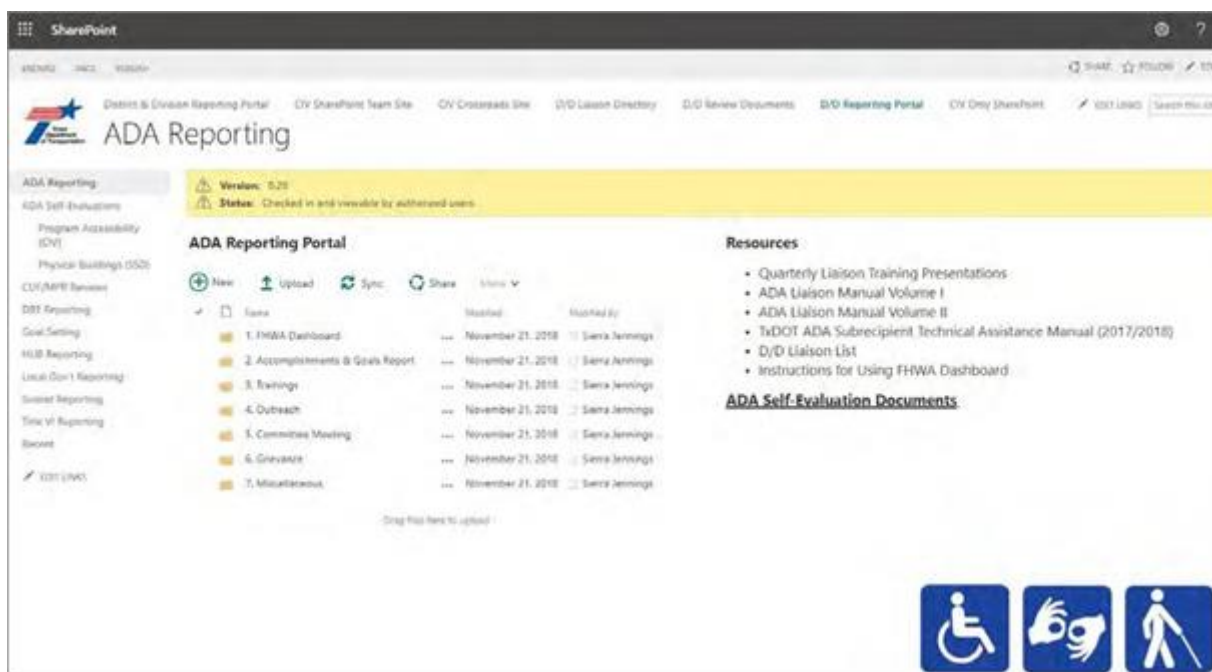
Screenshot of District and Division Reporting Portal in SharePoint.

Note, this format will be used only to the extent to upload documents in conjunction with the WebApp Tool when reporting.

Web Application Tool Reporting Module

TCAP Web Application reporting module went through several iterations of modeling throughout the fiscal year and initial programming was completed in August of this year. The module has been designed to allow all ADA liaisons to use a central location that houses all data of key elements with documented non-compliance. At present TxDOT staff are being on-boarded and trained in the use of the system. Once projects for remediation are designed within the Web Application, the teams will be able to report progressive steps from planning, through design, construction and inspection. Reporting through the system is anticipated for our next annual report. Once TxDOT's projects inserted to the Web Application, divisions and districts will be able to utilize the reporting function to reflect the status of projects, without the potential of overlapping or duplicated data Agency wide onboarding to this module will allow different types of users to provide feedback for functional enhancements, as needed.

This module consists of a dashboard and a Content area. The dashboard gives a status of each district or division and which elements have been completed. This allows the Civil Rights Division to quickly see the status of the activity for each district or division. The Content area is where each specific district or division will input and recall their activities throughout the entire year broken up by quarters. Trackable information in the system for PROW and facilities are pulled directly from the various statuses of elements within the project

tracking remediation module. Once users are onboarded to this module, users will be able to generate reports that show various stages of each project, to help with monitoring project progression.

This module allows for content to be exported to external files for assembly and delivery to the Civil Rights Division without the need to manually format the trackable information or their activity for each quarter of the accomplishments and goals report.

FHWA Dashboard Reporting Figure 1 – Dashboard (Districts)

FHWA Dashboard Reporting Figure 2 – Dashboard (Divisions)
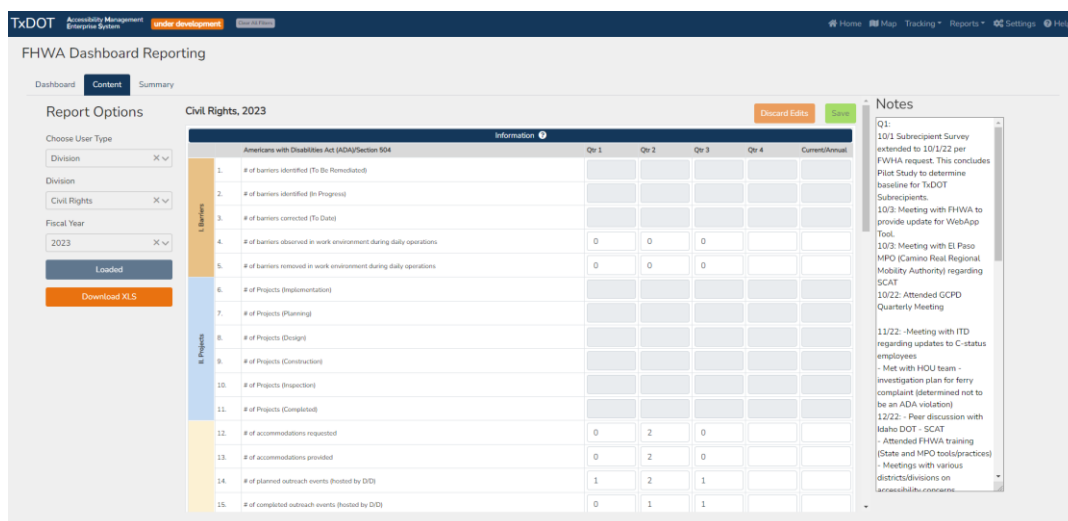
FHWA Dashboard Reporting Figure 3 – Content example area

External Awareness

Civil Rights includes the ADA policy and self-evaluations on txdot.gov (public website). The Disability Movement and ADA, an exhibit was created to inform the public and others about the American Disabilities Act and was displayed during the ADA open house outreach event on July 26, 2017. The Grievance Policy and Procedures were established in accordance with the Americans with Disabilities Act of 1990. The policy and procedures may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services by or access to activities, programs or facilities of TxDOT.

Internal Culture and Awareness

Civil Rights produced an on-demand learning module titled "The ADA & You: How the Americans with Disabilities Act Impacts the Workplace." This training is currently not required. During FY22, 154 TxDOT staff completed this training module. Over the next year, CIV plans to launch a communication campaign to increase participation.

The Executive Director approved the first agency-wide policy on EIR Accessibility in August 2022. Since the announcement, the EIR/ICT Accessibility Coordinator has been making strides to increase awareness of the policy and understanding of responsibilities related to content creation, design, development, testing, and reporting. Digital accessibility refers to the inclusive practice of removing barriers that prevent interaction with, or access to websites, digital tools and technologies, by people with disabilities. Accessibility for all is important because it the right thing to do to create inclusive spaces for our customers and partners.

Information Technology Division (ITD) and Communications Division (CMD) work together to create training on digital accessibility related to documents, PDFs, testing, procurement, and other topics. Together with CIV, HRD, TPP, and PRO, ITD and CMD developed an awareness event for TxDOT staff aligned with Global Accessibility Awareness Day (May 18, 2023). The event successfully delivered seven (7) sessions on digital accessibility hosting 564 virtual seats (316 unique participants) of TxDOT staff/contractors to discover how they can make a difference in digital accessibility. Additionally, activities to support the TxDOT Digital Accessibility program include:

- EIR Digital Accessibility Work Group to drive policy and strategy.

- Monthly lunch and learn series on digital accessibility.

- Microsoft Team Channel dedicated to EIR/ICT Accessibility questions.

- SharePoint site for housing tools, resources

- FAQs ServiceNow ticketing system to track internal requests for remediation and other tasks.
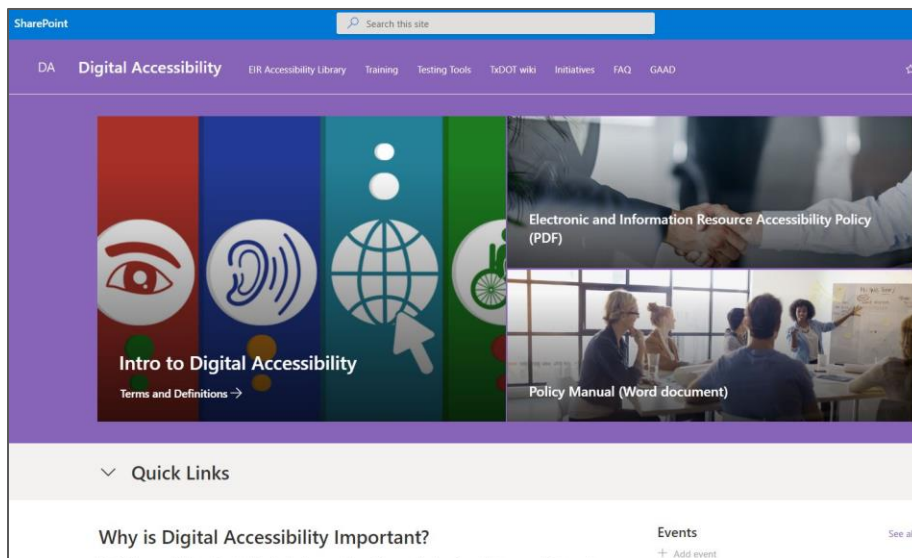
Screenshot of ITD SharePoint site with access to various resources.

Internal and External Communications

Steps have been taken to improve internal and external communications about ADA accessibility. The Compliance Program Manager has met with multiple TxDOT districts and divisions to discuss the "new" ADA Accessibility Program. CIV collaborated with CMD, STR, GCD and the commission office to provide accessibility at the Texas Transportation Committee meetings. ASL Interpreters and CART Services are provided during these meetings. To keep the lines of communication open, ADA Liaisons were designated for 100% of the districts and approximately 82% of the divisions. An ADA Committee has been established in each district and an ADA Advisory Committee which is comprised of members from various divisions is being established. See (*Attachment J)* for roles and responsibilities. During FY 2023/2024 the ADA liaisons and committees will meet as follows:

Liaison Meetings

- Via Microsoft Teams

- 10:00 a.m. – 12:00p.m.

- Training the first 30 minutes of the meeting

- Once per quarter:
  - Q1 – Thursday, November 2, 2023
  - Q2 – Thursday, February 15, 2024
  - Q3 – Thursday, April 11, 2024
  - Q4 – Thursday, September 12, 2024

Committee Meetings

- Meet once per quarter

- May be conducted via Microsoft Teams, telephone conference or in-person

- Agenda and minutes must be kept on file

- Minutes are uploaded to the Reporting Portal and placed in the "Committee Meetings" file

- Administration will designate members of the ADA Advisory Committee (Divisions)

Outreach/Public Involvement

Several stakeholders of the disability rights advocacy community are invited to participate annually in a public involvement meeting hosted by TxDOT. TxDOT is committed to public outreach on an annual basis. Outlined below are both historical events and planned events for FY2023/2024.

This year the virtual agency-wide ADA public involvement event is tentatively planned for November 9, 2023, from 8:30am – 12pm. TxDOT seeks feedback that focuses on safety, mobility and the Transition Plan. Activities focusing on awareness, training and generating feedback are planned for FY2023/2024. The twenty-five district offices offer two public involvement opportunities each year.

TxDOT hosted an ADA Transition Plan public involvement series in March 2022. See the TxDOT Self-Evaluation and Transition Plan Public Comment Survey Summary for more information in *Attachment M*. The anniversary date of the signing of the ADA is July 26th of each year. TxDOT partners with other agencies and organizations to commemorate this special day.

In July 2020, TxDOT partnered with 20 other agencies and organizations to host a series of webinars and a virtual celebration of the 30th Anniversary of the signing of the ADA. On September 22, 2020 TxDOT invited members and advocates of the disability community to participate in a focus group to share their feedback on the Campus Consolidation Team's efforts to increase accessibility and inclusivity at the Stassney Campus.

Examples of Past Outreach:

Date	Outreach Events (Districts – 2 per year)
Oct. 2023 – Dec. 2023	Quarter 1
Jan. 2024 – Mar. 2024	Quarter 2
Apr. 2024 – June 2024	Quarter 3
July 2024 – Sept. 2024	Quarter 4

Date (Tentative)	Outreach Events (AHQ + DIV + AUS)
Nov. 9, 2023	TxDOT ADA Accessibility Stakeholders Public Outreach FY23-24 (TBD)

Each district office has submitted an Outreach Action Plan for FY2023/2024. Please refer to the Accomplishments and Goals Reporting for each district. Additionally, the Outreach Action Plan for all other TxDOT divisions is included in the overall TxDOT "Accomplishments and Goals Report".

TxDOT - Headquarters Outreach Action Plan
See Section 13
See District Accomplishments and Goals Reports to review respective outreach action plans.

Public Meetings
Procedures were developed to assist districts and divisions when hosting public meetings. TxDOT continues to support teams on the best practices and now utilizes a hybrid model for public meetings, events/outreach. Specific information was developed in 2020 to address the unique aspects of creating accessibility within virtual platforms and for public meetings. Several resources are provided on TxDOT's internal website Crossroads – CIV ADA page and updated frequently to help with planning successful meetings. The Office of Public Involvement partnered with CIV to provide public involvement training to introduce TxDOT's Public Involvement Policy and offer meeting strategies. Specific attention was given to the following areas to make meetings more accessible:
- Accessible Location
- Effective Communication
- Special Accommodation Statement
- Auxiliary Aids & Service
- Virtual Meetings

Public Outreach for ADA Self Evaluation & Transition Plan
See ADA Self-Evaluation and Transition Plan *(Attachment L) and TxDOT Self-Evaluation and Transition Plan Public Comment Survey Summary (Attachment M)* for details regarding public outreach.

The planning efforts included the following activities:

Public Outreach Planning & Execution:
- Plan for in-person and/or virtual meetings
- Final Report for public outreach

- Process for receiving public comments
- Public Notice regarding the public outreach effort
- Meetings (virtual)

Engage Public Outreach Comment Period – 30 days
- Recorded meetings and accessible report materials may be found here, https://www.txdot.gov/about/programs/civil-rights/accessibility/2022-ada-self-evaluation.html.
- For comments click here, https://www.txdot.gov/about/programs/civil-rights/accessibility/2022-ada-self-evaluation.html.

ADA Training

To establish the necessary foundation for TxDOT staff to begin understanding and using the Web Application Tools, as well as understanding the compliance data, the Civil Rights Division developed the Civil Rights WebApp Training Series (CWAT). The CWAT activities throughout the development of the series, and during the fiscal year, are detailed below.

Civil Rights Division WebApp Training Series (CWAT) Activity Summary
All CWAT training recordings are available through the WebApp.
Training dates are in 2023, unless otherwise noted.

CWAT101. Introduction to the WebApp
 Audience: All WebApp users
 Date (*two sessions*): November 09, 2021 & December 09, 2021
 Duration: 2 hours
 Location: Virtual
 Presenter: CIV, DES, Cole, and Pape Dawson

CWAT102. Foundations Training (Project Tracking Module)
 Audience: All WebApp users
 Date (*three sessions*): May 25, June 2, & June 7, 2022
 Duration: 2 hours
 Location: Virtual
 Presenter: CIV, DES, Cole, and Pape Dawson

CWAT103. Scenario Expose' (User Case Scenarios and Framework for Self-Guided Testing)
 Audience: All WebApp users
 Date (*two sessions*): June 22, 2022 (both sessions)
 Duration: 1 hour
 Location: Virtual
 Presenter: CIV, DES, and Cole

CWAT104. User Feedback (Usability & Implementation Planning)
 Audience: All WebApp users
 Date (*two sessions*): June 29, 2022 (both sessions)
 Duration: 1 hour

Location: Virtual
Presenter: CIV, DES, and Cole

CWAT105. Implementation Schedule Training - District Planners, Project Managers and ADA Liaisons
Audience: District Planners, Project Managers and ADA Liaisons
Date (*two sessions*): August 8 & August 9, 2022
Duration: 1 hour
Location: Virtual
Presenter: CIV, DES, and Cole

CWAT201. Enhanced WebApp Remediation Tracking (Facilities)
Audience: Facility Division Planners and Project Managers
Date (*three sessions*): August 10, 14, 15
Duration: 1 hour
Location: Virtual
Presenter: CIV and Cole

CWAT202. Facility Remediation Management Training
Audience: Facility Division Planners and Project Managers
Date (*two sessions*): August 24, 30
Duration: 1 hour
Location: Virtual
Presenter: CIV and Cole

CWAT301. Grievance Tracking Module Foundations Training
Audience: ADA Liaisons
Date (*two sessions*): September 15, 2022
Duration: 1 hour
Location: Virtual
Presenter: CIV and Cole

CWAT302. Reporting Module Foundations Training
Audience: ADA Liaisons
Date: April 13
Duration: 30 minutes
Location: Virtual
Presenter: CIV and Cole

CWAT303. Grievance Standard Operating Procedures Training
Audience: ADA Liaisons
Date: August 22
Duration: 45 minutes
Location: Virtual
Presenter: CIV and Cole

Grievances

An ADA Grievance Policy has been developed and is outlined in other parts of this report. In FY2022/2023, TxDOT received and investigated four (4) formal grievances. The grievance process was updated January 2021 *(See Attachment E)*. Training covering the grievance policy, the grievance process and investigative reporting was provided to all ADA Liaisons and staff members of districts and divisions.

12. Goals for FY 2023/2024

Goals	Date
Host ADA training for TxDOT employees and other stakeholders	Multiple dates
Strive for 100% reporting compliance from all districts and divisions	Ongoing
ADA Subrecipient Compliance & Monitoring Program	May 2023
Subrecipient Trainings/Technical Assistance Workshops	Multiple dates
ADA and Title VI will host 5 "joint" technical assistance trainings in various TxDOT locations for LPAs identified by the data collection tool and "new" LPAs interested in working with TxDOT (see SCAT trainings)	Ongoing
Conduct SCAT "Compliance Checks" using Compliance Check Parts A & B at the end of the designated period (18 months – 36 months). Conduct site visits if necessary	Multiple dates
Continue to foster inclusion and provide accessibility to all visitors and TxDOT employees	Ongoing
Initiate TCAP WebApp integration to TxDOT's system (ITD)	Ongoing
Continue user integration to full suite of TCAP WebApp functionality	Feb 2022 - Ongoing
Build out grievance tracker, report function, Subrecipient monitoring and swim lane roles for project tracking & updating data to remediated status	Present
Host ADA training for TxDOT employees on Web App Tool	Ongoing
Provide technical assistance to Local Governments and other Subrecipients for SCAT ADA surveys	Ongoing
Complete 2nd ADA module in ELM for all districts and divisions	Spring or Fall 2024

Accessibility Training by Divisions and Districts	Ongoing
Continue tweaks to TCAP WebApp for monitoring and tracking based on user feedback	Ongoing
Release of Web Application Subrecipient Tracking Module	Spring 2023
Continue Civil Rights WebApp Training (CWAT) series to enhance all Web App Users' understanding of interpreting compliance data, improvement triggers, uncovering TxDOT-specific challenges to support the monitoring and tracking elements of the ADA Transition Plan project	Ongoing
Monitoring and tracking TxDOT's ADA Accessibility Program; Web App enhancements; and continued training to equip all TxDOT users to improve compliance	Ongoing
Continue providing monitoring and technical support to Subrecipients for ADA compliance	Ongoing

13. ADA Accessibility Program Outreach Plan

The three below images represent the original goals and structure of TxDOT's ADA Accessibility Program. TxDOT fully anticipates continuing to support, as well as receive support, from internal and external stakeholders in order to build upon the progress that has been made since 2020.

TxDOT ADA Accessibility Program
Outreach Plan (AHQ/Divisions)

Mission: The mission of the Texas Department of Transportation's (TxDOT) ADA Accessibility Program is to ensure that every program, service, benefit, activity and facility open to the public is fully accessible to and usable by people with disabilities in an integrated setting that fosters inclusion and does not discriminate.

Goal 1: Increase awareness of TxDOT's ADA Accessibility Program throughout the Agency and state.

Action Steps	Responsibilities	Timeline	Resources	Potential Barriers	Communications Plan
Step 1: Fully develop ADA website	ADA Coordinator ADA Compliance Program Administrator CIV Staff Communications Div. (CMD) Info Mgmt. Div. (IMD)	Ongoing (Consistent with the revised 508 requirements)	Expertise of CMD and IMD Staff CIV Staff Administration (Support)	Costs – Funds to update software; hardware and compensation for Data Consultants	Meetings with other Divisions Written correspondence Emails Brainstorming Sessions Social Media
Step 2: Create an ADA Awareness Campaign	ADA Coordinator ADA Compliance Program Administrator ADA Liaisons (Divisions) CIV Staff OPI CMD	TBD	CIV Staff CMD / IMD / OPI Administration (Support)	Community Involvement Advocacy Groups Costs Participation	Advertisements Public Announcements Flyers Written correspondence E-blast Brainstorming Sessions Social Media
Step 3: Celebrate the anniversary date of the signing of the Americans with Disabilities Act	ADA Coordinator ADA Compliance Program Administrator ADA Liaisons (Divisions) CIV Staff Volunteers Partners OPI /CMD	July 26th - Annually (or another close date in order to meet location requirements)	CIV Budget Staff Volunteers Partners Administration	Community Involvement Advocacy Groups Convenient location Costs Participants Inclement Weather	Advertisements Public Announcements Public Meetings Flyers at various locations Written correspondence E-blast Brainstorming Sessions Social Media

Evidence of Success: Community involvement, support, participation and feedback
Evaluation Process: Surveys, Questionnaires, Suggestions and Recommendations

1

Texas Department of Transportation

Goal 2: Improve internal and external communications about TXDOT's ADA Accessibility Program.

Action Steps	Responsibilities	Timeline	Resources	Potential Barriers	Communications Plan
Step 1: Share ADA information in CIV Newsletter & Connecting Communities Newsletter (OPI)	ADA Coordinator ADA Compliance Program Administrator ADA Liaisons (Divisions) CIV Staff Volunteers Partners OPI	On-going	CIV Staff Partners Administration (Support) TxDOT Print Shop Other Divisions	Information to include (Topics) Limited writers/contributors Time	Advertisements Announcements Meetings Written correspondence E-blast Brainstorming Sessions Social Media
Step 2: Create an ADA Brochure	ADA Coordinator ADA Compliance Program Administrator ADA Liaisons (Divisions) CIV Staff Volunteers Partners OPI	TBD	CIV Staff Volunteers Partners Administration (Support) TxDOT Print Shop Other Divisions	Community Involvement Time	Advertisements Announcements Meetings Written correspondence E-blast Brainstorming Sessions Social Media
Step 3: Public Survey/Questionnaire	ADA Coordinator ADA Compliance Program Administrator ADA Liaisons (Divisions) CIV Staff Volunteers Partners OPI	Ongoing Some Districts sent September, 2020	CIV Staff Partners Administration (Support) Survey Monkey	Community Involvement Advocacy Groups Participants Receiving Responses Analyzing Responses Time	Advertisements Public Announcements Public Meetings Flyers at various locations Written correspondence E-blast Brainstorming Sessions Social Media

Evidence of Success: TxDOT Employees and Community Involvement, support, participation and feedback
Evaluation Process: Surveys, Questionnaires, Suggestions and Recommendations

2

Texas Department of Transportation

Goal 3: Increase public participation during the Design, Planning and Development phases.

Action Steps	Responsibilities	Timeline	Resources	Potential Barriers	Communications Plan
Step 1: DIV & DIST Public Hearing meetings	ADA Coordinator ADA Compliance Program Administrator ADA Liaisons (Divisions) DES AUS District Office (ADA Team) All Divisions SSD Consultants	Ongoing	Campus Consolidation Project Team CIV & SSD Budget CIV & SSD Staff Volunteers Partners Administration	Community Involvement Advocacy Groups Costs – Auxiliary Aids Participants Technology	Virtual Platform Flyers Written correspondence Referrals Brainstorming Sessions
Step 2: Provide the disabled community, advocacy groups and the general public an opportunity to comment on information provided during Stakeholders Meeting	ADA Coordinator ADA Compliance Program Administrator ADA Liaisons (Divisions) Staff Volunteers Partners	Ongoing	Transition Plan Consulting Team Recorded Meeting Staff Volunteers Administration (Support)	Community Involvement Advocacy Groups Convenient location Costs Participants Distribution Computer Access (public) Accessibility Concerns	Advertisements Public Announcements Public Meetings Flyers at various locations Written correspondence E-blast Brainstorming Sessions Social Media
Step 3: Issue Public Service Announcement (PSA) about TxDOT's ADA Accessibility Program	ADA Coordinator ADA Compliance Program Administrator ADA Liaisons (Divisions) Staff Volunteers Partners	TBD	CIV Staff Administration Media Relations	Unknown at this time	Advertisements Public Announcements Written correspondence E-blast Social Media

Evidence of Success: TxDOT Employees and Community Involvement, support, participation and feedback
Evaluation Process: Surveys, Questionnaires, Suggestions and Recommendations

3

Texas Department of Transportation

14. FHWA – Civil Rights Visit

TxDOT's ADA team communicates regularly with Megan Dere, FHWA Civil Rights Program Manager for Texas through email, other correspondence and in-person visits. Most recently, the team was able to engage with the Texas representative at the Civil Rights quarterly staff meeting on August 9, 2023. During FY23, Civil Rights met virtually with interim Texas representative and a Federal ADA representative regarding a technical assistance request related to our grievance process. Civil Rights continues to maintain communication with FHWA regarding technical assistance questions that arise during normal operations.

For historical reference, the TxDOT ADA team presented information regarding the WebApp Tool at the FHWA Texas meeting on October 3rd, 2022 *(See Attachment N)*. On July 6th, TxDOT received a letter from the FHWA Texas Division accepting the newly revised ADA Self-Evaluation and Transition Plan submitted in February 2022.

FHWA communicated its satisfaction with the progress of TxDOT's ADA Accessibility Program. CIV was encouraged to continue striving for the goals set quarterly and annually **(See *Attachment K*)**.

Reporting & Tracking - District and Division Reports

Divisions and Districts plan and engage in many activities each year to ensure that TxDOT achieves accessible services, programs, and environments. The following individual reports provide details regarding these various activities.

As a large agency, Divisions and Districts use many software applications for planning and tracking assets. Due to software limitations, in many cases these systems do not integrate. As such, providing absolute, reconciled numbers for physical assets that are planned or have undergone remediation is not presently possible. TxDOT understands the importance of remediation tracking for improving accessibility and has made significant strides in developing TCAP Web Application system functionality to allow the Civil Rights Division and all Divisions and Districts of TxDOT to have access to one integration point for the purpose of tracking accessibility remediation identified in the ADA Self-Evaluation and Transition Plan. This TCAP WebApp is connected to TxDOT's GIS mapping layers, and they contain all of the public rights of way and facilities compliance data collected from 2015-2021. While the Web Application has been integrated into TxDOT's online GIS system (AGO environment), we are still in the process of onboarding agency-wide users to the system's recently enhanced functionality which includes the reporting module. Until WebApp users are onboarded to the reporting module slated to begin late 2022 through 2023, progress reporting requires manual processes. There may be minor variations between Division and District reports within this report. The reporting module, once in full use will allow TxDOT to ensure no duplication of data reported.

15. FHWA – Districts

Abilene District

The Abilene District is comprised of 13 counties including Taylor, Shackelford, Jones, Callahan, Howard, Mitchell, Borden, Nolan, Stonewall, Haskell, Kent, Fisher and Snyder counties and three area offices in Abilene, Big Spring and Snyder. During this reporting period, the following accomplishments were achieved.

ACCOMPLISHMENTS
Overall Accomplishments

The Abilene District did not receive ADA complaints or requests for barrier removals during the reporting period.

District ADA Committee
Current members of the District ADA Committee are:
Alaisha Montanez, CMD, Public Information Officer
Ryan Carrigan – Transportation Specialist, Traffic Operations
Megan Mayfield- Transportation Engineer, Construction
Bryce Wade- Environmental Specialist, Central Design
Michael Haithcock- Director of TD&D, TP&D Design
Zach Hall- Engineering Assistant, Design

Committee Meetings

The Abilene District ADA Committee met on the following dates:
Quarter 1 – October 21, 2022.
Quarter 2 – February 10, 2023.
Quarter 3 – April 25, 2023
The Quarter 4 District Committee meeting is scheduled for Friday, September 1, 2023.

Training

Quarterly ADA Liaisons Meeting

The Abilene District ADA Liaison and committee members participated in the Civil Rights Division's ADA Liaison Quarterly meetings during the First, Second and Third Quarter reporting period. Topics included in these meetings focused on the ADA Transition Plan:
- Quarter 1 ADA Liaison's Meeting – November 9, 2022. One member of the District Committee participated in the meeting.
- Quarter 2 ADA Liaison's Meeting – February 15, 2023. Two members of the District Committee participated in the meeting.
- Quarter 3 ADA Liaison's Meeting – April 13, 2023. One member of the District Committee participated in the meeting.

The District Liaison attended the following external trainings:
- *FHWA/PSAP: Designing for Pedestrian Access- May 16-17, 2023*

Outreach

The Abilene District ADA Committee conducted one public outreach event in this FY. The meeting was held on June 13, 2023 and was conducted in an open-house format. The topic of discussion centered around upcoming projects containing ADA enhancements within the Abilene Area of the District. Handouts and comment cards were made available for public use, however, only one member of the public attended the open house.

Project Specific Accomplishments

The Abilene District did not have any projects reaching 100% completion during the reporting period.

GOALS

The Abilene District's priority is to continue to communicate TxDOT's commitment to the local ADA community and to better identify their challenges and issues through our outreach efforts. We want to ensure that our mission to provide accessibility to all our programs, services, benefits, activities, and facilities to the public is a reality in the Abilene District. Through outreach events our goal is to increase public participation in the design, planning and development phases of our programs and services.

Current overall goals include fostering closer collaboration with the public across the entirety of the district. The committee aims to provide more outreaches outside the City of Abilene and immediate surrounding area.

Training

The District ADA Committee will continue to attend the Quarterly ADA Liaison Meetings and take advantage of all training opportunities provided within these meetings. In addition, the District Liaison will continue to seek training opportunities individually and for members of the committee.

Outreach

The committee held its first outreach in Q4 of this year and has plans to host similar open-house events in the principal cities of its two other Area Offices: Big Spring and Snyder. The committee has emphasized this closer contact with its communities across the entire district and looks forward to extending its message and goals beyond previous borders.

Project Specific Goals

Listed below are ongoing and upcoming ADA related construction projects:

Project	Location	Description
0699	FM 89	Widening with significant pedestrian improvements to include SUP, ped signals, etc.
0181-01-067	BI 20 / SH 36	Construction of sidewalk and pedestrian facilities
0908-00-106	BI 20	Railroad crossing enhancements including pedestrian crossings and signals, etc.

Status updates will be provided on the ongoing projects during the upcoming Quarterly Dashboard reports and end of year Accomplishments and Goals Report

Amarillo District

The Amarillo District is comprised of Dumas, Pampa, and Amarillo area offices. During this reporting period, the following accomplishments were achieved.

ACCOMPLISHMENTS
Overall Accomplishments

The Amarillo District did not receive ADA complaints or requests for barrier removals during the reporting period.

District ADA Committee

Current members of the District ADA Committee are: Halle Lytal - Business Services Office
Jamie Leavitt - Business Services Office Russell Washer - Planner, TP&D
Dennis Trujillo - Facilities Coordinator

Committee Meetings

The Houston District ADA Committee met on the following dates: Quarter 1 – November 9th, 2022.

Training

Quarterly ADA Liaisons Meeting

The Amarillo District ADA Liaison and committee members participated in the Civil Rights Division's ADA Liaison Quarterly meetings during the First, Second and Third Quarter reporting period. Major topics included in these meetings are listed below:
- Quarter 1 ADA Liaison's Meeting – November 9, 2022. Several members of the District Committee participated in the meeting.
- Quarter 2 ADA Liaison's Meeting – February 17, 2023. Several members of the District Committee participated in the meeting.
- Quarter 3 ADA Liaison's Meeting – April 13, 2023. Several members of the District Committee participated in the meeting.

The District Liaison attended the following external webinar trainings:

- *SCAT ADA Workshop July 27th, 2023*
- *SCAT Title VI Workshop July 27th, 2023*

Project Specific Accomplishments
The following ADA related projects reached 100% completion during the reporting period:

Project	Location	Description
2635-05-001	FM2590 to IH 40	SL 335 Under Construction, project pending final audit so ADA work is complete.
0904-00-188	Pampa and Borger	Traffic Signal Work in multiple areas, ADA work is complete.

Outreach

The Amarillo District conducted one in person outreach event which was over the IH-40 Bridge Removal Project CSJ #0275-11-090. An outreach was completed at a public meeting held by TP&D regarding the I-40 bridge removal. Handouts were given to the public for ADA compliance and plans. Russell Washer and Kit Black were available for questions at the public meeting if anyone had questions for ADA planning.

GOALS

The Amarillo District's priority is to continue to communicate TxDOT's commitment to the local ADA community and to better identify their challenges and issues through our outreach efforts. We want to ensure that our mission to provide accessibility to all our programs, services, benefits, activities, and facilities to the public is a reality in the Amarillo District.

Training

The District ADA Committee will continue to attend the Quarterly ADA Liaison Meetings and take advantage of all training opportunities provided within these meetings. In addition, the District Liaison will continue to seek training opportunities individually and for members of the committee.
Project Specific Goals

Listed below are some of the District's ongoing and upcoming ADA related construction projects:

Project	Location	Description
0041-01-048	US 87 Dalhart at 16th and 7th St.	Project let in June 2021. Construction work has not started.
0238-03-065	US 54 Dalhart at 7th and Denver Ave	Overall project is 65% complete. (ADA work has not started)
2635-04031	SL-335 from SW 9th to FM 1719	Project let in December 2022 and construction has started. (ADA work has not started.)
0030-06-060	US 60 from Birch St. in Canadian to FM 1719	Project let in January 2023 and construction has started. (ADA work has not started.)

Status updates will be provided on the ongoing projects during the upcoming Quarterly Dashboard reports and end of year Accomplishments and Goals Report.

Outreach

The Amarillo District will continue to provide different outreach events in order to keep the public informed on what ADA is specifically. Due to a shift in duties there were not anymore ADA outreach events planned at this time,

Atlanta District

Accomplishments

Atlanta District ADA Goals and Accomplishments and Goals for 2023/2024

Accomplishments:

The District ADA committee met previously with the District Advance Planning Department to ensure ADA compliancy within all public meetings and public involvement in the District. The Advance Planning Department posts the "ADA Non-Discrimination Statement" at all events and ensures all events take place in ADA approved facilities. The department also makes special efforts to accommodate anyone with special needs and advertises as such in their public notices.

In the first quarter, we attended TCAP training. We had no public meetings during this quarter.

In the second quarter, we had one Stakeholder meeting on SL 390 at Texas State Technical College, Marshall, TX on February 9, 2023. No accommodations were requested.
 In the third quarter, we did not have any public meetings.

Future Goals and District Outreach Plans:

The Atlanta District is constantly striving to meet the requirements of the ADA Accessibility Program. Our priority is to align ourselves with the goals, mission, and values of this program by conveying our commitment to our local community through public involvement and outreach as well as internally through providing training to our district employees to further educate about the importance of ADA Accessibility. Through these avenues we will gather knowledge about needs in our community and ideas of how to best meet these needs. The Atlanta district also plans to expand our committee to include district employees from various backgrounds to help accomplish our goals and add more knowledgeable resources to our team. We are always willing to learn and use the TCAP information accordingly.

ADA Outreach Plan for the Atlanta District:

The Atlanta District's Plan for public outreach will include two biannual stake holder meetings. The first will include stake holders in the northern half of the district and the second with include stake holders in the southern half of the district. The event will be a workshop to present our ADA projects, goals, and accomplishments as well as take feedback from participants. A tentative agenda is attached.

TxDOT Atlanta District
American with Disabilities Act (ADA) Stake Holder's Forum

AGENDA

Welcome and Introduction ....

Safety Briefing ....

Introduction of Participants ....

TxDOT's Commitment ....

Formal Presentation ....

Summary of TxDOT's ADA Projects, Goals, and Accomplishments ....

Feedback from Participants ....

Post-meeting Question and Answer Period ....

Austin District

Training

Quarterly ADA Committee meeting

The Austin District ADA committee members held meetings during the four quarters of the reporting period. Major topics included in these meetings are listed below:
- Quarter 1 ADA Committee Meeting – Topics included *Major lawsuits that resulted in FHWA directing cities to dedicate funding to ped remediation.*
- Quarter 2 ADA Committee Meeting – Topics included *Safety for drivers when cyclists are on the road.*
- Quarter 3 ADA Committee Meeting – Topics included *Accessible Parking Spaces*
- Quarter 4 ADA Committee Meeting – Topics included *Service Animals*

The Austin District ADA Liaison participated in the Civil Rights Division's ADA Liaison Quarterly meetings during the First, Second and Third Quarter reporting period. Major topics included in these meetings are listed below:
- Quarter 1 ADA liaison Meeting – Topics included - *ADA Transition Plan Update*
- Quarter 2 ADA liaison Meeting – Topics included – *TCAP webapp update*
- Quarter 3 ADA liaison Meeting – Topics included - *TCAP webapp update new modules for reporting*

The District Liaison attended the following in person trainings:
- DES132 conducted by FHWA *Designing for Pedestrian Safety/Pedestrian Safety Action Plan Course* – May 16 & 17 2023
- Texas ASLA Conference, *Inclusivity in Action: James Driver Park* – April 27, 2024
- TXDOT Landscape Architects 2022 Conference, *ADA in the RDM, TAS, & PROWAG* – October 25, 2023

The District Liaison attended the following external webinar trainings:
- Great Lakes ADA Center, *Exterior Routes & Surfaces* – Mar 4 2023
- Great Lakes ADA Center *Accessible Transient Lodging* – July 6, 2023
- Advancing Trails Webinar *Outdoors for All* – July 27, 2023

Austin District ADA Goals and Accomplishments and Goals for 2023/2024

Accomplishments:

Between September 2022 and August 2023, we continued to progress our goals made in the previous FY 2023. We were able to conduct 3 outreach events this year. Our first public outreach meeting was in Agencywide ADA Stakeholder's Forum. It was a hybrid meeting held on March 1 with Civil Rights at our Stassney campus. The second event was held on April 11, 2023 in conjunction with a Mobility 35 VOICE public meeting. We gave a presentation on shared use paths that are part of the Mobility 35 project. Our third event was on May 9, 2023 and it was held at the San Marcos Activity Center. The city of San Marcos and Hays county were included and we engaged with the local disabled community in their accessibility concerns in the public right of way. By including all municipalities we were able to answer questions in each of our respective ROW. On February 10, we took a bike tour with a citizen who was concerned with the poor cycling and pedestrian connectivity in Cedar Park. The

tour gave us insight into design misses and hits that we have been able to incorporate into our projects. This tour was triggered in response to an inquiry in 2021.

The Austin District experienced 1 public inquiry this year. A citizen had stated that we had removed a sidewalk adjacent to US 290 as a part of the Y at oak hill project. We have not been able to obtain clarity from the citizen as per the location of their concern.

In 12/2022 I citizen in Wimberley with low vision requested we update the ped buttons to the APS system. A work order was created in Jan 2023 and we are currently awaiting completion of the work.

Future Goals and District Outreach Plans:

We are working with design division to develop a plan how to update the TCAP with the projects that have been completed in the time from the end of data collection. We will continue with the implementation of the ADA Transition Plan, this will enable us to plan our project spending, remediate existing barriers in TxDOT right of way, and reflect on the public input as it is received. In our plan development, we will be able to use the data collection tool in the TCAP program to target our spending in areas of greater need.

ADA Outreach Plan for the Austin District:
We are reaching out to our partner in San Marcos to conduct another outreach meeting with the local community for another outreach event. We are looking to partner with an upcoming Mobility 35 public meeting using the larger amount of traffic to draw more of the public. There will be multiple
Mobility 35 public meetings that we will be able to take advantage of. Any outreach events that CIV conducts this year we will participate in for broader outreach.

Beaumont District

Accomplishments:

Funded Projects

The District has been able to acquire funding for several projects that are currently under construction or being designed to install ADA compliant pedestrian elements within State Right-of-Way. The installation of ADA compliant curb ramps, sidewalks, and other pedestrian elements is an important part of a total transportation infrastructure that can accommodate the various modes of travel. The following future projects will accommodate all types of pedestrians:

District	CSJ	FY	COUNTY	HIGHWAY	PROJECT DESCRIPTION	LETTING ESTIMATE
Beaumont	0786-01-090	2022	Jefferson	FM 364	FM 364-ADD SIDEWALK (& STORM SEWER) RTZ	$969,714
Beaumont	0920-12-048	2023	Jasper	MARVIN HANCOCK	Marvin Hancock Pedestrian Improvements - Construct new and widen existing sidewalks.	$742,125
Beaumont	0920-12-047	2023	Jasper	Various	City of Jasper -SRTS Multi-Segment Integrated Network(Concrete Sidewalks, Accessible Curb Ramps, Crosswalks)	$809,175
Beaumont	0920-39-026	2022	Chambers	Various	Mont Belvieu - SH 146 and Subdivision Access Sidewalks (SH 146, Brookstone, Eagle Ridge, and Lakes of Champions Sidewalks) Concrete Sidewalks & Accessible Curb Ramps (TA)	$897,891
Beaumont	0920-00-149	2024	Jefferson	Various	FY 24 Districtwide ADA Project	$1,500,000
Beaumont	0920-13-040	2023	Tyler	Various	US 69 TA PROJECT- (Woodville) 6-foot-wide concrete sidewalk, US 69 from US 190 to Dogwood St, and a 5 foot sidewalk along Dogwood Street from US 69 to Allan Shivers Library and Museum near North Charlton St. Curb ramps and crosswalks	$214,586
Beaumont	0920-39-029	2025	Chambers	Various	Anahuac Sidewalk and Pedestrian Bridge Project / Reconstruct an 8' wide ped bridge crossing Chambers-Liberty Counties Navigation District Canal along N Bay Ave in Anahuac. Also add 6' wide	$1,121,940

					accessible sidewalks along Bay Ave, Miller St, and Texas Ave.	
Beaumont	0920-39-030	2023	Chambers	Various	Mont Belvieu - Walk me to School 2021 / (1) SUP from Lakes of Champions Blvd to Perry Blvd / (1) SUP from Wilburn Ranch Subdivision to Perry Blvd / (3) concrete sidewalks	$1,213,624

Future Goals and District Outreach Plans:

The Beaumont District is constantly striving to meet the requirements of the ADA Accessibility Program. Our priority is to align ourselves with the goals, mission, and values of this program by conveying our commitment to our local community through public involvement and outreach as well as internally through providing training to our district employees to further educate about the importance of ADA Accessibility. Through these avenues we will gather knowledge about needs in our community and ideas of how to best meet these needs. We also plan on expanding our committee to include district employees from various backgrounds to help accomplish our goals and add more knowledgeable resources to our team.

ADA Outreach Plan for the Beaumont District:
The Beaumont District's Plan for public outreach will include one annual stake holder meeting. The event will be a workshop to present our ADA projects, goals, and accomplishments as well as take feedback from participants.

Unfunded ADA Related Projects:
Our District is continuing to identify locations with pedestrian use that need ADA compliant curb ramps, sidewalks, and crosswalks. We are looking to fund the following projects and program them for future letting:

PROP LET FY	CONTROL SEC	COUNTY	HWY	PROJECT DESCRIPTION	PROJECT LENGTH (MI)	ESTIMATE
?	0028-07	JEFFERSON	US0090	INSTALL SIDEWALKS	0.63	$2,400,000
?	0028-15	ORANGE	SH0087	INSTALL SIDEWALKS	0.752	$233,049
?	0389-02	CHAMBERS	SH0146	INSTALL SIDEWALKS	0.193	$117,899
?	0200-15	JEFFERSON	US0069	INSTALL SIDEWALKS	0.922	$756,613

Brownwood District

Accomplishments

Brownwood District has achieved the following **ADA program accomplishments** this year:
- The Brownwood District did not receive ADA complaints or requests for barrier removals during the reporting period
- Current members of the District ADA Committee are:
    - Jodie Kelly – Planner (ADA Liaison)
    - Sarah Dunlap – Business Services Coordinator
    - Chris Graff – Director of Construction
    - Tim Griffin – Facilities Coordinator
    - Jerri Kelley – HR Generalist
    - Elsa Laing – DE Executive Assistant
    - Lisa Tipton – Public Information Officer
- Liaison attended State ADA Quarterly meetings on 11-9-2022, 2-15-2023, and 4-13-2023
- Conducted District Quarterly ADA meetings on: 12-15-2022, 3-6-2023, 6-26-2023 and scheduled 9-7-2023
- Installed a Pet Waste Station at the District HQ for service animals
- District Liaison also attended FHWA in-person training on Designing for Pedestrian Safety 5-16-2023 to 5-17-2023 at the Stassney Complex
- District Liaison and Environmental Coordinator met with the Cities of Lampasas, Coleman, Brownwood and Early regarding their applications for the Statewide Transportation Alternatives Program where accessibility was emphasized.

Brownwood District has achieved the following **ADA construction accomplishments** this year:
- US 183 in Rising Star (Eastland County), CSJ 0127-02-142 and 0127-02-143 completed construction of 9,707 LF of concrete sidewalk, 45 ADA ramps, and 1,075 LF of handrail
- SH 6 in DeLeon (Comanche County), CSJ 0257-05-045, continued construction of 4,697 LF of concrete sidewalk and 15 ADA ramps
- US 183 in Breckenridge (Stephens County), CSJ 0404-02-036, continued construction of 2,639 LF of concrete sidewalk and 6 ADA ramps

Future Brownwood District ADA construction projects include:
- US 281 in Lampasas (Lampasas County), CSJ 0251-06-036, includes construction of sidewalks, ramps, handrail and pedestrian signals, Let 5/5/2023
- SH 6 in Gorman (Eastland County), CSJ 0257-04-031, includes construction of sidewalks and ramps, Lets 10/5/2023
- Brownwood Sidewalk Project in various locations within the District, CSJ 0923-00-076, including projects in Coleman County and Eastland County, Let 5/4/2023
- City of Early Sidewalk Project (Brown County), CSJ 0923-06-095, includes construction of sidewalks, ramps and pedestrian signal, Lets 12/5/2023

Goals

The following are goals for the Brownwood District for the upcoming year.

- Continue to support ADA efforts within our district.
- Proactively address accessibility issues and requests as they arise.
- Committee will meet every quarter to discuss ADA issues in the upcoming year, goals of the group and district, and community outreach activities.
- Train additional personnel on the TCAP Webapp tool to keep construction activities updated
- Discuss possibility of installing an ADA ramp at the employee entrance in the rear of the District HQ building.

ADA Outreach Plan

Outreach for this fiscal year will include correspondence and meetings with local officials and interest groups involved with both current and future construction projects within their communities. Several cities in the Brownwood District have submitted applications for the Transportation Alternatives Call for Projects involving new sidewalks and bicycle facilities. The District will continue to meet with the applicants throughout the application and review process.

Bryan District

INTRODUCTION

The Bryan District is comprised of ten counties including Brazos, Burleson, Freestone, Grimes, Leon, Madison, Milam, Robertson, Walker, and Washington counties. Each is overseen by one of our three area offices: Bryan, Brenham, and Huntsville, which reports to the District Office on any accessibility concerns.

The 2023/2024 fiscal year gave rise to a number of changes for the Bryan district and TxDOT as a whole. During this reporting period, the following accomplishments were achieved.

ACCOMPLISHMENTS

Overall Accomplishments

Though there was a change in ADA Liaisons, the Bryan District has achieved many goals this past fiscal year. After the initial concern of the pandemic subsided, the Bryan District in 2023 has returned to our normally planned public outreach and committee meetings. With the launch of the TCAP website, the district has been working towards better tracking and addressing out of compliant facilities with the help of Division and program consultant, Pape-Dawson.

In addition, The Bryan District did receive one ADA inquiry and one ADA grievance within the fiscal year, but questions and concerns were responded to promptly and current investigation into the ADA grievance is expected in the following months.

Training: Quarterly ADA Liaisons Meeting

The Bryan District ADA Liaison participated in the Civil Rights Division's ADA Liaison Quarterly meetings for this fiscal period. Topics included in these meetings focused on the ADA Transition Plan:

- Quarter 1: 11-9-2022 – ADA Transition Plan Updates, ADA Reporting updates, Deadlines for 22-23 fiscal year.
- Quarter 2: 2-15-2023- ADA Transition Plan Updates, ADA Reporting module training, outreach obligations
- Quarter 3: 4-13-2023- ADA Transition Plan Updates, ADA Reporting module refresher and update, outreach obligations
- Quarter4: 9-14-2023- TBD

Training: Attended and Hosted Meetings

The District Liaison attended/hosted the following training opportunities:

- The ADA Liaison and Committee Members attended the Civil Rights Division's TxDOT Comprehensive Accessibility Program (TCAP) - FHWA Dashboard Report training on November 9, 2022.
- With the Assistance of Pape Dawson, the District hosted a Training event on TCAP for District employees on March 13, 2023. documents can be found under the training folder in the ADA SharePoint.
- The ADA Liaison (committee member at the time) hosted a Curb Ramp Workshop as required by SP000-025 for the FM 158 sidewalk project 0212-03-050. This workshop took place at the Bryan Area Office on 10-18-2022.

District Committee Meetings

One of the major goals that was set in motion this last fiscal year was the resurrection of the Bryan District ADA Committee. Due to the pandemic, committee meetings had been delayed until further notice, but in Quarter 3 of this year, the Bryan District hosted its first meeting since 2020.

The change in ADA liaison has also led to a change in how committee meetings are presented. It is the intent of the newly formed committee meeting to meet every 2nd Tuesday of the 3rd month of the Quarter (November, February, May, and August). Meetings are designed to be an open conversation and a time to ask questions about project, procedures, or anything accessibility related.

In the past year, we have had the following committee meetings:
- Quarter 1- N/A
- Quarter 2- N/A
- Quarter 3- 6-20-2023- Introduction of Members, Committee Standard Operation Procedure, Discussion of future topics.
- Quarter 4- 8-9-2023- Grievance process, SP000-025 and Curb Ramp Workshop, update on ADA reporting.

Public Outreach

Like the ADA Committee Meetings, the District had also delayed public outreach meetings due to the pandemic. The Bryan District ADA Committee conducted three public outreach opportunities this fiscal year. below is a list of outreach opportunities attended:
- Chappell Hill Public meeting on January 17th, 2023
- Madisonville High School on May 23rd, 2023
- Bryan, Tx in the Brazos Center on July 27th, 2023

At each of these meetings, accessibility related pamphlets were made available to the public and any accessibility related questions were answered by the ADA liaison. The pamphlets provided were developed as an easy-to-read handout that could potentially be used at multiple meetings as needed. It is the goal of the district to create a set of "go-to" pamphlets that cover a variety of accessibility topics. These pamphlets will be available to the public in hopes of informing readers of standard practices in the world of accessibility and provide helpful tips on how to be safe in TxDOT accessible facilities.

Project Specific Accomplishments

The following projects have let within the last year or were currently in construction this year:

CSJ	ROAD	LIMIT FROM / LIMIT TO	TYPE OF WORKING	LETTING DATE	STATUS
0917-30-059	CR	AT BERRY CREEK	BRIDGE REPLACEMENT	January 2023 Letting	work began 5/22/23
0204-06-060	US 79 (CEI)	FROM FM 487 (ACKERMAN ST) TO BURLESONESON ST	SIDEWALKER, RAMPS, BENCHES, LIGHTING	JULY 2020 LETTING	active construction
0114-09-077	BU 290 F	BS 36 TO MARKET STREET	MILL AND INLAY	AUG 2020 LETTING	active construction
0917-19-053	CR	AT BURNS CREEK	BRIDGE REPLACEMENT	January 2023 Letting	work has not started
0050-01-087	BS 6-R	AT WALTON DRIVE/NEW MAIN DRIVE	SAFETY IMPROVEMENT PROJECT	OCT 2020 LETTING	active construction

0315-05-026	SH 105 (FO)	ON SH 105 @ BRAZOS RIVER	REPLACE EXISTING BRIDGE FACILITY	MAY 2014 LETTING	active construction
0540-04-005	FM 2154	AT HOLLEMAN DRIVE	INTERSECTION IMPROVEMENTS AT RR CROSSINGS	OCT 2020 LETTING	active construction
0917-00-067	VARIOUS	Various Locations in Robertson County	BRIDGE REPAIRS	February 2023 Letting	work has not started
0917-00-072	VARIOUS	Various Locations in Washington County	BRIDGE REPAIRS	February 2023 Letting	work began 4/24/23
0917-29-133	CS	ON CULTER DR FROM FM 158	CONCRETE SIDEWALKERS & BIKE LANES	JUNE 2020 LETTING	active construction
2399-01-074	FM 2818 (CEI)	0.5 MI N OF FM 60 TO FM 2154	WIDEN NON-FREESTONEWAY FACILITY	SEPT 2020 LETTING	active construction
0050-03-100	SH 6	BRAZOS CO LINE TO WALLER CO LINE	OVERLAY	JULY 2018 LETTING	active construction
0338-01-052	SH 105 (CEI)	@ INTERSECTION OF SH 105 & FM 1774 (PLANTERSVILLE)	CONSTRUCT AT-GRADE INTERSECTION IMPROVEMENTS	MAY 2017 LETTING	active construction
1400-02-025	FM 1774	@ CR 302	SAFETY IMPROVEMENT PROJECT	NOV 2020 LETTING	active construction
0049-08-065	US 190	.27 MI N OF CR 226 (ABBOTT RD.); 45 MI S OF CR 806 (SADBERRY RD)	CONSTRUCT TURN LANES AND PFC OVERLAY	JUNE 2018 LETTING	active construction
0166-03-033	SH 75	FROM CR 490 TO LEON CO. LINE	SAFETY TREATING FIXED OBJECTS	JULY 2020 LETTING	active construction
0456-01-047	FM 27	FROM LIMESTONE CO. LINE TO FM 80	REHABILITATE EXISTING ROAD	OCT 2019 LETTING	active construction
1145-01-044	FM 1511	FM 1511 @ RESACA CREEK AND @ SERASCO CREEK	BRIDGE REPLACEMENT	JUNE 2019 LETTING	active construction
1145-02-022	FM 811	SH 7 TO FM 1119	REHAB EXISTING ROADWAY	NOV 2019 LETTING	active construction
0639-02-033	FM 39	AT BUNDIC ROAD	INSTALL SAFETY LIGHTING AT INTERSECTION	DEC 2020 LETTING	active construction
0675-07-101	IH 45 (CEI)	FROM 0.5 MI N OF VICK SPRING RD TO 0.3 MI N OF SH 19	WIDEN FREESTONEWAY (6 LANES)	AUG. 2017 LETTING	accepted 11/30/22, completed

0917-00-047	VARIOUS	US 79 FROM ROCKDALE TO BUFFALO	SIGNAL UPGRADE	JUNE 2020 LETTING	active construction

With the help of Pape Dawson, the Bryan District has been moving forward in adding these projects to the TCAP System and listing them under the proper design status throughout 2023. We are still in the initial stages of integrating our project data into the TCAP system, but it is the hope of the district to continue to track these projects and achieve a standard method of practice for updating and entering projects in the future.

Inquiries and Grievances

The Bryan District did receive one ADA inquiry and one ADA grievance within the fiscal year. Questions and concerns were responded to promptly and a current investigation into the ADA grievance is expected in the following months. Below is a list of the inquiries and grievances received this year and how they were addressed:

- Quarter 1- N/A
- Quarter 2- N/A
- Quarter 3- an Inquiry was received on 6/29/2023 about a potential trip hazard/heaving pavement at the corner of FM 158 and Harvey Mitchell Road in College Station, Tx. The location was investigated and searched on the TCAP System. According to the TCAP, the heave in pavement has been documented on the site. There are currently no projects at the location to address the issue, but the Bryan Area Office plans to apply a temporary fix in the next month by leveling up the surface with asphalt. This will allow individuals to use the path until a CSJ is available to correct issues.
- Quarter 4- a grievance was received on 7/11/2023 about an inaccessible path located off US 79 in Rockdale, Tx in the downtown area. An individual was not able to access the pedestrian path due to local construction on the police station. The situation was investigated, and a site visit recorded the current issue. We are still in the process of addressing this project, but since there is currently a CSJ (0204-06-060) for the construction of sidewalks located along this corridor, we will be able to address the issue promptly. The official response is due by October 20th, 2023.

GOALS

The Bryan District's priority is to continue to focus on addressing barriers within our pedestrian facilities. With the help of the TCAP system, we are working towards improving the tracking of pedestrian related projects and informing district employees of the tracking process. This can be achieved by continuing to expand on the goals we achieved this fiscal year.

Training

The Bryan District liaisons continue to attend both internal and external training on pedestrians in the ROW and TxDOT ADA related software. It is our goal to host our own district internal training for employees on ADA design, ADA related policies, and the TCAP system and implementation process, as necessary. We plan to continue hosting curb ramp workshops as required in ADA related projects. The ADA liaison has stayed connected with project managers and requested that all future projects that have pedestrian facilities include SP 000-025.

In addition to planned training, one of our goals for the Bryan district ADA committee is that committee members share the information they learn in meetings with their specific groups and offices, it is our hope that accessibility-related practices and procedures will become common knowledge within the district.

Outreach

The district plans to continue pursuing public outreach events. Our intended goal for the future is to be present at any public event within the district that pertains to pedestrian accessibility. If there are projects being presented to the public, with sidewalks, SUPs, curb ramps, or pedestrian crossings, The ADA Liaison will be present to answer questions and potentially supply pamphlets on the overall pedestrian elements of the design.

Project Specific Goals

The Bryan District will continue requiring projects to address noncompliant pedestrian facilities within applicable project corridors. As we continue to use the TCAP System to update facility information, projects will be tracked through the system. Any future directive that comes from Division or any updates to TCAP procedures will be shared with employees at the district through hosted training.

SUMMARY

It is the responsibility of our district to continue to inform individuals about our accessibility procedures as well as address any issues that arise within the district. We continue to achieve our goals and push forward new ways to perform required ADA related tasks in new and innovative ways. It is our hope for the future that the district continues to pursue new avenues to increase pedestrian accessibility awareness and remediating existing facilities.

Childress District

District Accomplishments

The Childress District did not receive ADA complaints or requests for barrier removals during the reporting period.

The District ADA Committee members were re-designated in FY 2023 due to changes in positions and responsibilities of previous committee members, and a new liaison was assigned. The current District ADA Committee members for FY 2023 & FY 2024 are:

Matthew Herbstritt, P.E. – Director of Construction, ADA Liaison Chuck Steed, P.E. – Director of TP&D
Chris Reed, P.E. – Director of Operations
Jeremy Hagar, P.E. – Childress Assistant Area Engineer Jared Groves, P.E. – Munday Area Engineer
Ryan Reed, P.E. – District Traffic Engineer Lin Xie, E.I.T. – District Design Office

While new construction improvement projects regarding accessibility improvements were limited for the fiscal year, TXDOT maintenance staff continued to ensure that existing system elements such as sidewalks, curb ramps, and traffic signal pedestrian elements were maintained in clear and workable conditions. Additionally, TXDOT maintenance and facilities staff worked to ensure that office buildings were readily accessible for public access.

District Goals

The long-term ADA goal of the district is to collaboratively ensure that every program, service, benefit, activity and facility open to the public is operated and offered in a manner that is fully accessible and usable by people with disabilities in a non-discriminatory manner.

The district goals for the upcoming fiscal year include utilizing the District ADA Committee to identify, strategize, and address accessibility issues in the Childress District. Additionally, the district plans to provide additional awareness and training to all employees, utilizing the District ADA Committee as "Champions" to their respective work groups.

The district is planning a coordination meeting in October 2023 with the pedestrian facilities group of DES. The meeting will discuss the TCAP program, review initiatives, and plan further district engagement. All District ADA Committee members will be invited to attend this meeting. The district plans to begin utilization of the TCAP application in a manner that will integrate local ADA goals and accomplishments on the state-wide platform.

The following projects are under development and planned to let in the upcoming fiscal year that will improve accessibility and remove barriers:

CSJ: 2051-01-014
County: Wheeler Highway: FM 2473
Limits: From SH 152, S to Texas Avenue Planned Let Date: 8/2024
Description: This proposed TAP project is under development in coordination with Wheeler County to re-construct sidewalks, curb ramps, parking, and accessibility to businesses in downtown Wheeler, TX.

ADA Outreach Plan for the Childress District

Outreach for the upcoming fiscal year will include ongoing communication with local elected officials and identification of public interest groups within their communities. Information regarding the ADA transition plan will be made available during these interactions. The district will provide transparency in the program and encourage feedback from all potential stakeholders and the public.

Corpus Christi District

District Overview

The Corpus Christi District plans, designs, builds, operates and maintains the state transportation system in its 10 counties…….

Fast Facts:
- 496 Full Time Employees
- 4 Area offices
- 11 Maintenance Sections
- 1 Ferry Operation (24/7 operation - 365 days/yr.)
- 7820 Square Miles
- 16,048,686 Daily Vehicles Miles Traveled (FY 22)
- 2,935 Centerline Miles
- 7406 lane miles
- 520,909 Vehicles Registered

FY 2023 Committee Meetings
The Corpus Christi District ADA committee held the following quarterly meetings: Quarter 1 – November 9, 2022
Quarter 2 – February 5, 2023
Quarter 3 – April 13,2023
Quarter 4 – August 1, 2023

Current Committee Members
Mike Walsh – Deputy DE, Co-ADA Liaison
Stephanie Christina – Public Involvement Specialist, Co-ADA Liaison Gabriel Longoria – Advanced Planning
Phil Barclay – Facilities Management Amanda Longoria – TP and D
Juan Marfil – Traffic Engineering David Chapa – Construction Records Brittney Latka – HR Representative Sara Gonzalez – Business Services Ruben Garcia – Maintenance

Accomplishments
The Corpus Christi District had no formal ADA grievances or complaints this reporting period.

ADA Component Construction Projects

The following tables list the projects within the district that contain ADA elements in their proposed construction. The first two tables identify when the projects were let to contract, the scope of work, and cost of pedestrian elements for completed projects and projects currently under construction during the reporting period. The third table provides a list of planned projects with pedestrian elements that are scheduled to let to contract in the next reporting period.

Projects Completed in Reporting Period

CSJ	COUNTY	HWY	DESCRIPTION	LET DATE	ADA COST
0270-03-074	Karnes	SH 72	Base repair, resurface and restripe roadway	1/2017	$108,530
0691-01-034	Karnes	FM 81	Base repair, resurface and restripe roadway	1/2017	$23,220
0916-35-184	Nueces	CS	Improve traffic signals, interconnect signals	8/2018	$34,988
0916-35-185	Nueces	CS	Improve traffic signals, interconnect signals	8/2018	$18,024
0916-35-186	Nueces	CS	Improve traffic signals, interconnect signals	8/2018	$63,635
0916-35-187	Nueces	CS	Improve traffic signals, interconnect signals	8/2018	$15,544
0916-35-188	Nueces	CS	Improve traffic signals, interconnect signals	8/2018	$38,240
0916-35-189	Nueces	CS	Improve traffic signals, interconnect signals	8/2018	$42,578
0916-35-190	Nueces	CS	Improve traffic signals, interconnect signals	8/2018	$45,956
0916-35-191	Nueces	CS	Improve traffic signals, interconnect signals	8/2018	$42,664
0916-35-192	Nueces	CS	Improve traffic signals, interconnect signals	8/2018	$14,304
0916-35-193	Nueces	CS	Improve traffic signals, interconnect signals	8/2018	$52,612
0916-35-194	Nueces	CS	Improve traffic signals, interconnect signals	8/2018	$6,295
0916-00-221	Nueces	VA	Construct sidewalks & upgrade ADA ramps on SH 44, SH 361, SH 359 & FM 624	7/2019	$734,787
0916-35-222	Nueces	CS	Improve traffic signals, interconnect signals	3/2021	$26,284
0916-35-223	Nueces	CS	Improve traffic signals, safety lighting at intersection	3/2021	$14,368
0916-35-224	Nueces	CS	Improve traffic signals, safety lighting at intersection	3/2021	$28,494
0916-38-014	Aransas	Bay Shore Dr	Replace bridge and approaches	3/2021	$46,902
0916-29-015	Live Oak	VA	Construction of sidewalks and pedestrian elements in Three Rivers	6/2021	$268,538
0326-03-107	Nueces	SH 286	Install Pedestrian Prohibitive Signs and Pavement Markings	8/2022	$396,817
TOTAL					$2,022,780

Projects Under Construction during the Reporting Period

CSJ	COUNTY	HWY	DESCRIPTION	LET DATE	ADA ELEMENTS PROJECTED TOTAL COST	COST TO DATE
0617-01-170	Nueces	SH 358	Ramp Reversal PH II-A - South Side Only	5/2017	$238,598	$238,598
0617-01-189	Nueces	SH 358	Improve traffic signals, interconnect signals	5/2017	$612,280	$587,950
0617-02-071	Nueces	PR 22	Improve traffic signals, interconnect signals	5/2017	$35,760	$27,840
0101-04-097	San Patricio	US 181	Construct auxiliary lanes and ramp reversal	8/2018	$55,687	$45,332
0101-04-112	San Patricio	US 181	Construct grade separation over Sunset Rd	8/2018	$54,798	$54,798
0989-02-048	Nueces	FM 624	Improve traffic signals, interconnect signals	2/2019	$93,715	$93,715
1069-01-035	Nueces	SH 357	Improve traffic signals, interconnect signals	2/2019	$166,467	$159,833
1069-01-036	Nueces	SH 357	Improve traffic signals, interconnect signals	2/2019	$119,428	$111,620
1557-01-042	Nueces	FM 43	Improve traffic signals, interconnect signals	2/2019	$23,106	$18,756
0101-04-120	San Patricio	US 181	Construct 1 additional travel lane in each direction.	11/2020	$625,997	$463,497
0100-13-027	Bee	BU 181J	Improve traffic signals, interconnect signals	5/2021	$6,865	$5,885
0617-01-205	Nueces	SH 358	Construction & installation of Sidewalks, & Curb Ramps	8/2021	$338,329	$325,680
0101-07-025	Bee	BU 181J	ADA improvements in Beeville	8/2021	$349,986	$270,846
0372-01-112	San Patricio	US 77	ADA improvements along Bullard St. to Pruett St. in Odem.	8/2021	$324,163	$310,025
0102-04-097	Kleberg	US 77	Construct main lanes, frontage roads, and structures	3/2022	$14,990	*NBTD*
0073-07-068	Live Oak	IH 37	Upgrades at rest areas	6/2022	$170,514	$73,854
0916-35-243	Nueces	S Port Ave	Install Advance Warning Signals and Signs and Install Raised Median	8/2022	$5,500	*NBTD*
0916-35-247	Nueces	Texan Trail	Install Advance Warning Signals and Signs and Improve School Zone	8/2022	$3,168	$3,134
0916-02-022	Kleberg	VA	Construct pedestrian elements in Kingsville	12/2022	$306,712	$30,042
0087-06-031	San Patricio	BS 359B	FY 2023 Statewide Curb Ramp Program Sidewalk Reconstruction	1/2023	$185,580	$13,010

CSJ	COUNTY	HWY	DESCRIPTION	LET DATE		
1052-03-031	San Patricio	SH 359	FY 2023 Statewide Curb Ramp Program Sidewalk Reconstruction	1/2023	$278,748	*NBTD
0916-00-250	Nueces	VA	Statewide Curb Ramp Program Remediation of Pedestrian facilities	3/2023	$1,352,097	*NBTD
0507-01-023	San Patricio	SH 234	Overlay roadway with spot base repair, drainage improvements, and ADA improvements	4/2023	$225,804	*NBTD
0916-28-081	San Patricio	VA	Construct pedestrian elements in Taft	5/2023	$219,636	*NBTD
2263-02-106	Nueces	SH 361	Ferry operations infrastructure improvements	5/2023	$97,025	*NBTD
TOTAL					$5,904,953	$2,834,415

*NBTD: No Billing to Date
Projects Planned Next Reporting Period

CSJ	COUNTY	HWY	DESCRIPTION	LET DATE	ADA COST
0916-02-023	Kleberg	VA	Construct pedestrian elements in Ricardo	2/2024	$200,000
0916-02-024	Kleberg	VA	Construct pedestrian elements in Riviera	2/2024	$250,000
3596-01-009	Nueces	SS 3	Overlay and spot base repair	2/2024	$108,000
0102-02-105	Nueces	SH 44	Overlay with spot base repairs, bridge maintenance, and ADA improvements	3/2024	$100,000
0373-02-096	Nueces	SH 44	Overlay with spot base repairs, bridge maintenance, and ADA improvements	3/2024	$200,000
0507-01-022	San Patricio	SH 234	Rehabilitate and widen the roadway.	3/2024	$92,000
0916-35-232	Nueces	Airline Rd	Improve Signals, Interconnect Signals, Install Flashing Yellow Arrow	3/2024	$50,000
0617-01-177	Nueces	SH 358	Construct Ramp Reversal PH II-B	4/2024	$1,200,000
0087-02-059	Jim Wells	SH 359	Install hawk system, refresh pavement markings and signs relative to the hawk system and install sidewalks, ramps, and concrete medians.	6/2024	$1,000,000
1052-03-032	San Patricio	FM 666	Install hawk system, refresh pavement markings and signs relative to the hawk system and install sidewalks, ramps, and concrete medians.	6/2024	$500,000
0916-29-019	Live Oak	Various	Remove and replace deteriorated sidewalks - also includes ADA curb ramps, crosswalks, signage, and bulb outs.	6/2024	$925,000
0916-35-195	Nueces	Various	Construct pedestrian and bicycle facilities	8/2024	$600,000
0916-35-196	Nueces	Various	Construct amenities at several parks within the City of Corpus Christi	8/2024	$800,000
TOTAL					$6,025,000

Road to Zero Project / Pedestrians

The District is nearing completion on a Road to Zero funded project. Pedestrian Prohibited signage was placed in high traffic areas where pedestrian crashes have occurred. Signs to encourage crosswalk use have also been placed. Community and media outreach will be conducted this coming October (see Goals section).

Number of Signs Installed: PR 22: 24 signs, SH 358: 88 signs, SH 286: 102 signs Funding Source: Road To Zero (80% federal, 20% state)
Project Cost: $396,817.50 Let Date: Aug 3rd, 2022

(Project graphics – next page)
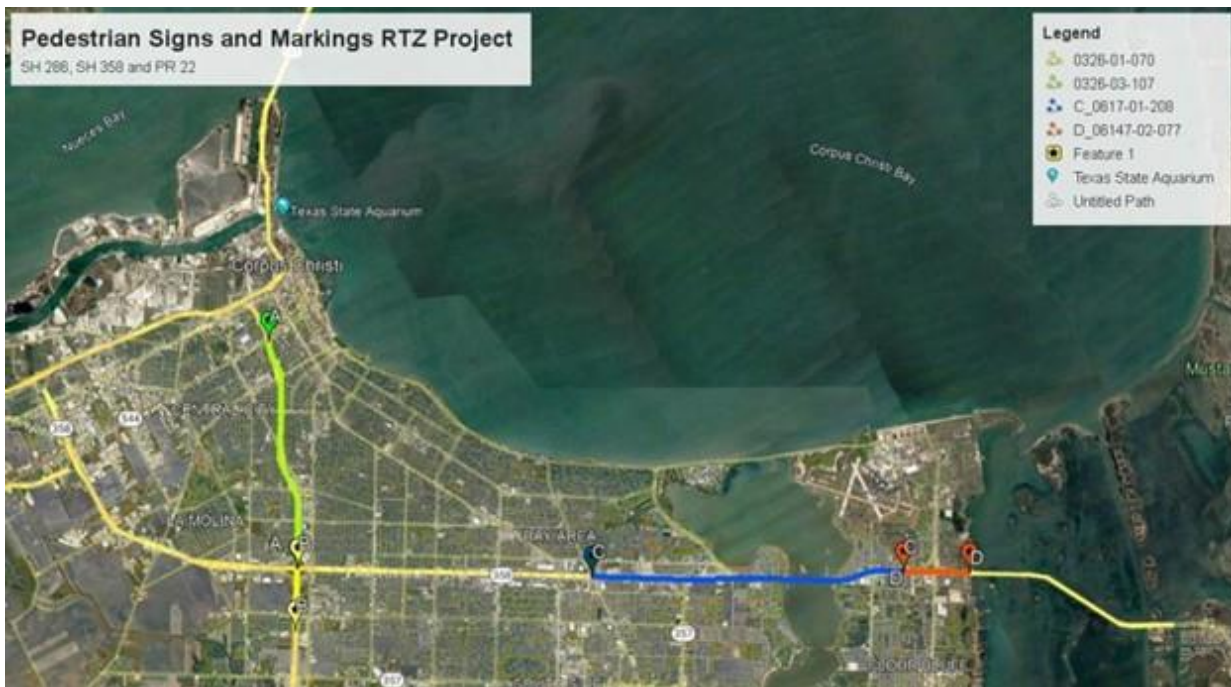
Below is the slide shared with TRF as part of the CRP District Safety Plan:

Road To Zero Project: Install Ped Prohibited Signs and Pavement Markings

CCSJ	FY	Highway	County	Project Description	Cost Est
0326-03-107	2022	SH 286,etc.	Nueces	Install Ped Prohibitive Signs and Markings	$375,945
				Total Funded	$375,945

SH 358, SH 286 and PR 22 addressed in this contract

Currently under construction

1. **In-House Repairs**
The Corpus Christi District regularly utilized the signal office crew to make repairs and/or maintenance around the district to pedestrian infrastructure. In FY 2023, almost 70 work orders were completed on traffic signals throughout all 10 counties. Overall, about $56,730 was spent on labor, equipment, and materials associated with these pedestrian repairs. Additional costs for RMC Contractor Expenditures were $11,050. A summary report has been uploaded.

Crosswalk/Traffic Signal Check
Prior to Spring Break in March of 2023, the traffic signals team inspected the crosswalks and traffic signals at high-volume pedestrian intersections on SH 358 from Weber to Airline, Flour Bluff, Aransas Pass and Ingleside, and Port Aransas. Signals in Port Aransas are checked prior to each major holiday and high-volume tourist times. Additionally, starting in July and through August, the same team inspects all school zone signals for timing and function.

2. **Trainings**
Numerous trainings were attended and conducted this year. These are summarized below. Many of the trainings are building blocks and will lead to a more comprehensive ADA program at the District.

- Pedestrian Forum – August 2022 (not reported last year) – 3 District Staff

- Texas State Pedestrian Safety Coalition (TSPSC)
Attended 2 meetings: December 14, 2022 & May 18, 2023 *The TSPSC serves as a public forum that promotes and improves pedestrian safety by identifying partnerships and opportunities for collaboration and capacity building, as well as facilitating statewide communication around statewide safety laws.*

- <u>Global Accessibility Awareness Day (GAAD)</u> – workshop sessions

May 18, 2023

9:00 AM - 10:00 AM	Intro to TxDOT Accessibility
10:15 AM - 11:00 AM	Working with AEM
11:15 AM - 12:00 PM	Creating Accessible Public Meetings
1:00 PM - 1:45 PM	Accessible maps and infographics
2:00 PM - 2:45 PM	Accessibility Testing
3:00 PM - 3:45 PM	Document/PDF/Email Accessibility
4:00 PM - 4:45 PM	Procurement and Accessibility

- <u>FHWA Pedestrian & Bicyclist Focused Approach to Safety</u> – May 2023, 2 District Staff

2-day course to help engineering professionals evaluate and address pedestrian safety. The workshop results in developing a pedestrian safety action plan, by taking into consideration design, safety data and improvements, and evaluation.

PEDESTRIAN & BICYCLIST **FOCUSED APPROACH TO SAFETY**

U.S. Department of Transportation
Federal Highway Administration

FHWA Technical Assistance to Texas as a Focus State for Pedestrian Safety: Pedestrian Safety Action Plan & Designing for Pedestrian Safety

May 16-17, 2023

6230 E Stassney Lane, Austin, TX

- <u>TCAP System User Training</u> – June 2023, 23 District Staff

District AEs, Maintenance Supervisors, Ferry Operations, Traffic Engineering, TP&D, and ADA Liaisons attended a training on the TCAP web application. The TCAP system, processes, and workflows were covered.

- <u>DES 122 Design and Construction for Pedestrian Access</u> -

4 staff attended the in-person training in Austin. Additionally, the training is required as part of Pre-Con for projects with an ADA component.

- <u>CWAT 101 Introduction to the Web App</u>

The new co-liaison attended this training in July.

- <u>ADA Compliance Training</u> – June 16, 2023

District ADA Committee members attended an overview training by Nita Webber covering Quarterly and Annual Report expectations.

- <u>CWAT 303 Grievances Standard Operation Procedures Training</u> – August 22, 2023

District staff will attend the ADA grievance process training on how the agency receives, responds, and tracks ADA related inquires and grievances.

- <u>Pedestrian Forum in San Antonio</u>

District staff will attend this workshop again this year at the end of August in San Antonio.

When: Thursday, August 24, 2023 8:30 AM – 3:30 PM

Where: The Norris Conference Center – San Antonio

Outreach

The Corpus Christ District sponsored and supported numerous outreach activities this year.

OCTOBER: Pedestrian Safety Awareness Month *In October, for Pedestrian awareness month, we provided Pedestrian safety "kits" to two cities where we had just completed crosswalk improvements (Portland and Three Rivers). The cities distributed educational items and made posts on social media from links we provided. Here are the materials included in the kit (at right)*

The Corpus Christi District hosted the statewide tour campaign and utilized crash data to suggest high-risk crash areas that were also in high-volume traffic areas for greater outreach effectiveness. Stephanie Christina provided a media interview. The MPO posted information on social media. Photo at left is in Flour Bluff, a high- traffic and high-crash area

Mathis Active Living Coalition: Walkability Study December 29, 2022
The District continued to participate in the monthly meetings of the San Patricio's Active Living Coalition. In December, we attended and supported a Walk Audit in Mathis to document pedestrian obstacles and city tie- ins to an upcoming project.

Coastal Bend New Safe Driver Coalition: Teens in the Driver Seat January 24, 2023 Pedestrian youth were a focus for the coalition meeting in January. Programming information was shared on state and local traffic

crashes, and outreach opportunities by Teens in the Driver Seat as a guest presenter.

Texas A&M Transportation Institute

Youth Transportation SAFETY PROGRAM

Young Road User Analysis

Youth Transportation Safety Program- Teens in the Driver Seat

Presented by: Rubiana L. Mares, M.Ed., CPPE, CGMP

STEM and Drive Safe Night - February 15, 2023

In February, the District supported a traffic safety event at an area high school. One of the interactives we hosted was on distractions as pedestrians.

Statewide Pedestrian Laws Tour – March 2023
The District hosted a second tour stop for the walking billboards focused on Texas laws pertaining to crosswalks and sharing the road with bicycles. The MPO supported the efforts, and a media interview was conducted.

TxDOT Corpus Christi @TxD... · 3/22/23 ...
TxDOT's walking billboards today reminded drivers, bicyclists, pedestrians in Corpus Christi to follow traffic safety laws, watch out for each other. In 2021, 11 pedestrians, four cyclists killed in crashes in city.
#BeSafeDriveSmart #TxDOT #EndTheStreakTX

Driving for Life – Staying Aware of Pedestrians – June 8, 2023
TTI conducted an educational program for senior drivers in Rockport, Tx. The location was chosen due to a disproportionate number of pedestrian crashes.

District Safety Call – Take Safety Home – August

Each month the District has a traffic safety message presented to all employees (490). This is our Take Safety Home initiative that calls our employees to action at work, home and in their community. As part of the August presentation on back-to-school, pedestrian safety was highlighted and YouTube videos on using the Hawk system were shared.

3. Goals
Overarching goals for the District include:

- Continue to communicate TxDOT's commitment to the local ADA community to better identify challenges and issues.
- Strengthen outreach efforts.
- Ensure TxDOT's mission to provide accessibility to all our programs, services, benefits, activities, and facilities to the public is a reality within the District.
- Review all construction projects for accessibility impacts and architectural barriers.
- Continue to work with local municipalities to understand ADA needs and planning for potential projects.
- Work closely with local governments to keep them informed on funding opportunities.
- Improve the District's knowledge of the scope of ADA to recognize impairments- overall understanding and recognition of ADA challenges.
- Communicate and share ideas with other districts and CIV to discuss expectations and program goals.

FY 2024 Planned Activities/Upcoming Outreach

- Update TCAP to the most current status. A representative is being identified for each Area Office to make the entries.
- Execute our TCAP implementation plan and utilize TCAP to improve project reviews and identify priority projects.
- Have maintenance supervisors use TCAP identify types of deficiencies that have been captured through the inventory and to encourage them to submit locations/projects that they might address in their daily maintenance activities.
- Partner with the MPO as part of the Regional Safety Action Plan to ensure citizen participation in the comprehensive pedestrian safety and wellness planning process.
- Train office managers on the documentation process of ADA grievances.
- Conduct quarterly meetings of the CRP ADA Committee to discuss District ADA training and identification of barriers.
- October Pedestrian Safety Month – highlight the Road to Zero Project to the media and community by sending press releases and taking pedestrian education materials to the businesses and service locations in proximity to sign placements. Education on becoming an "inadvertent pedestrian," will also be provided.
- Host and promote an in-person DES 122 on 11/14/23 at the District.
- Build a Pedestrian Safety Action Plan (PSAP). See highlight below.

The Corpus Christi District is committed to pedestrian safety. In July, the District presented its District Safety Plan to TRF in Austin. The following slide of FY2024 goals includes a commitment to create a Pedestrian Safety Action Plan (PSAP). Here is that slide from the presentation:

Corpus Christi District Upcoming Goals......

- Reduce Speeds on Narrow Roads

- Pedestrian Safety Action Plan (PSAP)

- Smart Work Zone Systems

- Grade Separation Master Plan

PEDESTRIAN SAFETY ACTION PLAN

Dallas District

Accomplishments

Training
1. Attended DES 132 Designing for Pedestrian Safety/Pedestrian Safety Action Plan Course held May 16-17, 2023.
2. Attended ADA liaison meetings.
3. Attended the FHWA webinar "Bicycle and Pedestrian Planning, Program, and Project Development Guidance" on July 13, 2023.
4. Scheduled to attend CWAT 303 Grievance Standard Operation Procedures Training

Outreach
1. 2022 Bike/Ped Public Hearing – Was a part of the Dallas Team that assisted in the creation of the hearing as well as provided the projects that would be discussed. A link to the virtual public meeting can be found here

Overall Accomplishments
1. Increase in reporting. The Dallas District ADA Accessibility coordinator, messages the area offices for help with the report. The area offices consist of maintenance and construction sections.
2. Assisted CIV and their consultant in getting more recent DAL project plans to be incorporated into the TCAP WebApp.
3. Currently designing CSJ 0918-00-393 which is the FY 2024 Curb Ramp Project to address ADA issues and complaints in Kaufman County. This project will include $2.5M in remediation and new location ADA items.
4. Continuing to incorporate ADA items into as many ongoing projects as we can throughout the District. See the chart below for projects that let this FY with substantial pedestrian elements.
5. We have programmed the next 4 years of ADA projects and will be able to consistently remediate the high priority areas of the District.

Projects that Let in FY 23 with over $100k in ADA Elements

CCSJ	COUNTY	EST. ADA ELEMENTS	SCOPE OF WORK	LETTING DATE
0009-12-220	Rockwall	$1,253,331	Construct 0/4 to 4/6 lane frontage roads; reconstruct Horizon Rd interchange and ramp modifications	10/2022
0047-04-031	Collin	$1,353,504	Reconstruct and widen 2 lane rural highway to 4 lane urban	12/2022
0196-02-128	Denton	$672,650	Reconstruct grade separation and existing 4 to 4 lane frontage roads	01/2023
*0918-45-812	Dallas	$442,958	Construct 0 to 4 lane divided facility with new sidewalks and shared use path	3/2023
2056-01-042	Collin	$2,330,620	Reconstruct and widen 2 lane rural to 6 lane urban divided	4/2023
1392-01-044	Collin	$110,315	Construct intersection improvements (Sidewalk and turn lanes)	5/2023
0009-03-048	Dallas	$190,675	Intersection Improvements including left and right turn lanes and storage bays	5/2023
0009-12-219	Rockwall	$1,161,507	Widening Project including shared use path, sidewalk, and ped ramps	6/2023

Goals

1. Continue to incorporate the TCAP WebApp viewer (Transition Plan) into all of our upcoming projects in order to further the remediation of ADA items throughout the District.

2. Begin updating the TCAP WebApp viewer as projects are constructed and it is verified that the required remediation has occurred.

3. Improve Communications regarding the ADA Accessibility Program. Dallas District has set goals based on the state-wide goals to communicate our commitment to the local ADA communities. We are seeking to schedule internal and external trainings and events to make sure that all are aware of the challenges associated with disabilities.

4. Continue coordination with the District's Traffic Operations regarding projects that include ADA items.

5. In the process of producing a sign for service animals.

6. Continue to address complaints as they are received. We are also seeking to continue to ensure that both our design projects as well as our facilities are ADA compliant.

7. Plan more training classes for the Dallas district regarding TCAP training as well as ADA issues.

8. Plan to have outreach meetings for the community.

9. We plan on joining forces with different ADA Advocacy and stakeholder groups such as NCTCOG to improve communications, and we will continue to identify partners, stakeholder groups and individuals to increase and improve our outreach.

10. Plan a meeting for the ADA Dallas Group.

Outreach Plan:

1. As for our district outreach plans, we are constantly looking for opportunities to improve communications about the ADA Accessibility Program.
2. ADA Coordinator works with the PIO office to schedule these meetings on Topics that are informative to the public.

We will be holding a minimum of two (2) stakeholder meetings in two (2) different counties:

1. Denton County
2. Ellis County

The meetings are planned for January of 2024, and July of 2024 with topics to be determined. This meeting will also provide an opportunity to introduce the new TxDOT Dallas District ADA liaison. This would also be an opportunity to answer questions that the community may have about the ADA Accessibility Program.

El Paso District

The El Paso District's geographical area consists of 21,709 square miles covering six (6) counties. The district is responsible for maintaining 4,725 miles of state roadways within these counties, which consists of Brewster (Alpine, Marathon, and Terlingua), Culberson (Pine Springs and Van Horn), El Paso (Anthony, Canutillo, Clint, El Paso, Fabens, Horizon City, San Elizario, Socorro, Tornillo, and Vinton), Hudspeth (Dell City, Fort Hancock, and Sierra Blanca), Jeff Davis (Fort Davis), and Presidio (Marfa and Presidio). During the reporting period FY2022-2023, the following accomplishments were achieved.

ACCOMPLISHMENTS
The El Paso District developed several projects containing ADA elements, which were Let FY 2022-2023. The estimated cost of pedestrian elements during this reporting period was approximately $4,533,626. TxDOT's Comprehensive Accessibility Program (TCAP) was also used for the development of these projects. The district will continue developing projects containing ADA elements for FY 2023-2024.

Project CSJ	Location	Description	Pedestrian Elements Estimated Cost/Let Date
0104-11-008	US 67 (North) to US 67 (South), Presidio, Texas	Rehabilitation of the existing roadway. ADA elements consists of sidewalks, and curb ramps.	$252,010 08/2023
0001-02-076, Etc.	Doniphan (SH 20) to HI-10	Safety improvements project. Install safety lighting, and hazard elimination, as well as the construction of sidewalks.	$25,650 06/2023
0002-02-061*	Alameda Ave. (SH 20) – East side of Alameda Ave. (SH 20) between S. Americas Ave. (Loop 375) to Horizon Blvd. (FM 1281)	ADA sidewalk project. The project area includes 2.5 miles of ADA pedestrian facilities, sidewalks, curb ramps, handrails, pedestrian push buttons, and driveways.	$1,960,340 06/2023
0020-01-021	US 90 at 830 ft of BI 10D (Broadway St) to 750 ft of IH- 10 located in Culberson County	Concrete intersection at US 90. ADA elements consists of sidewalks and curb ramps.	$70,629 06/2023

3451-01-040	Intersection of Horizon Blvd. (FM 1281) and Darrington Rd.	Construction of intersection and operational improvements at this intersection. ADA elements consists of curb ramps, driveways, pavement markings, pedestrian signal LED countdown, and pedestrian detector push button (APS).	$875,066 06/2023
0924-06-587**	N. Darrington Rd., from Eastlake Blvd. to Nunda Dr.	Reconstruction of an existing four (4) lane roadway. The roadway is within the city limits of the Town of Horizon City. ADA elements consists of sidewalks, curb ramps, and lighting.	$602,648 06/2023
0001-02-074	Mesa St. (SH 20) and Belvidere St.	Safety improvements project to improve the traffic signal, install flashing yellow arrow, and safety lighting. ADA elements consists of sidewalks, curb ramps, pedestrian signal LED countdown heads upgrade, and pedestrian pole with push buttons upgrade.	$90,661 05/2023
0002-01-106	Alameda Ave. (SH 20) and Delta Dr. (FM 76)	Safety improvements project to improve the traffic signal. ADA elements include sidewalks, curb ramps, concrete directional island, pedestrian signal LED countdown heads upgrade, and pedestrian pole with push buttons upgrade.	$67,949 05/2023
0020-08-049	San Antonio (US 90) and Highland Ave. (US 67), (Presidio, Texas)	Safety lighting improvements at this intersection. Install LED Stop signs, sidewalks, and curb ramps.	$20,367 05/2023
1046-01-045	Zaragoza Rd. (FM 659) and George Dieter Dr.	Safety improvements project to upgrade the traffic signal and install pedestrian crosswalks.ADA elements include sidewalks, curb ramps, concrete directional island, pedestrian signal LED countdown heads upgrade, and pedestrian pole with push buttons upgrade.	$42,887 05/2023

0665-02-002	Spur 320 from Dyer St. (BU 54) to Railroad Dr.	Borderland Expressway – Phase 1 - Construct new frontage roads and an intersection. ADA elements include sidewalks, curb ramps, and driveways.	$166,349 04/2023
3451-01-033	Horizon Blvd. (FM 1281) to Ascencion St.	Rehabilitation of an existing roadway. ADA elements consists of new sidewalks and curb ramps.	$359,070 04/2023

*Category 10 ADA Project Funding.
**Off-system Project.

Sidewalks and Ramps Improvements

The district considers pedestrian connectivity as a critical element in our infrastructure and the opportunity to install sidewalks and ramps throughout projects. The IH-10 Widening project between Eastlake Blvd. to Horizon Blvd. (FM 1281) – CSJ: 2121-04-114, constructed main lanes from two (2) lanes to three (3) lanes in both directions. In addition, new high mast illumination and center concrete traffic barrier were included in this project. This project was Let in August 2021. During the construction of this project, the district took the opportunity to construct five (5) feet sidewalks and ramps along Gateway Blvd., West, from Eastlake Blvd. to Bill Burnett. The new sidewalks and ramps added connectivity in this area. The estimate cost of these ADA elements was approximately $220,000.00. This estimated cost is not included in the amount detailed above.

The pictures below display a section of the new sidewalk and ramp constructed along Gateway Blvd., West, across the El Paso District Headquarters, located at 13301 Gateway Blvd., West, El Paso, Texas. The district would like to thank Joshua Tavarez, P.E., Transportation Engineer for providing the pictures.

Left side picture displays new five (5) feet sidewalk and ramp along Gateway Blvd., West. The sidewalk and ramp are located across the El Paso District Headquarters.

Right side picture displays new five (5) feet sidewalk along Gateway Blvd., West. The sidewalk is located across the El Paso District Headquarters.

Safety Improvement and Sidewalks Project

In June 2021, the district Let a safety improvements and sidewalks project (CSJ:3451-01-041) on Horizon Blvd., (FM 1281). The project installed raised medians, safety lighting, and approximately 7,000 feet of sidewalk (northbound) on Horizon Blvd., (FM 1281). Total cost for the installation of the sidewalks was approximately $150,000. This estimated cost is not included in the amount detailed above. In addition, a midblock crossing was constructed on Horizon Blvd., (FM 1281) near Horn Circle, Socorro, Texas. This provides pedestrian a refuge island with solar flashing signs to assist pedestrians by providing enhanced warning to drivers.

The pictures below display a section of the new sidewalk on Horizon Blvd., (FM 1281). The district would like to thank Joshua Tavarez, P.E., Transportation Engineer for providing the pictures.

The picture displays the new five (5) feet sidewalks on Horizon Blvd., (Fm 1281) (northbound).

Left side picture displays new five (5) feet sidewalk on Horizon Blvd., (FM 1281) (northbound).

Right side picture displays new five (5) feet sidewalk on Horizon Blvd., (FM 1281) (northbound).

ADA Self-Evaluation and Transition Plan – Team Structure

The ADA Self-Evaluation and Transition Plan is a TxDOT statewide project. The El Paso District continues to review their programs, activities, and services are accessible to persons with disabilities. There are many challenges on making all services and assets accessible; however, programs continue to be evaluated in their entirety for the development of an action plan. In addition, the circumstances and degree of the accessibility (Self-Evaluation) continue to be reviewed and an action plan is developed and executed, if required.

For several years, the Civil Rights Division worked on updating the agency's ADA Self-Evaluation and Transition Plan. This huge task was accomplished and in February 2022, the Civil Rights Division submitted the agency's ADA Self-Evaluation and Transition Plan to the Federal Highway Administration. The final document may be viewed at the following website: https://www.txdot.gov/inside-txdot/division/civil-rights/ada-transition- plan.html.

The District's Team Structure is vital to the success of the ADA Self-Evaluation and the Living Transition Plan. The Team Structure consists of directors, supervisors, and work groups that focus on a planning process and how accessibility will be implemented and tracked in TCAP. The district's working groups continue to evaluate and incorporate the installation and remediation of ADA elements in each stage of the development (planning & programming, schematic, design, and construction).

The following employees are the district's ADA Transition Plan Team Structure: Raul Ortega, P.E., Director of Transportation Planning & Development, Marty Boyd, Director of Advanced Transportation Planning, Efrain Garcia, Facilities Coordinator, Sandy Gavaldon, Transportation Engineering Technician, Antonio Loya, District Maintenance Administrator, Aldo Madrid, P.E., Director of Construction, Jose Madrid, Jr., P.E., Transportation Engineer, Omar Madrid, P.E., Director of Maintenance, Sheetal Patel, P.E., Transportation Engineer Supervisor, Eduardo Perales, P.E., Director of Operations, Karla Rios, P.E., Transportation Engineer, Monica Ruiz, P.E., Transportation Engineer Supervisor, Antonio Santana, P.E., Transportation Engineer Supervisor, Maricruz Saenz, P.E., Transportation Engineer, Zilthai Soto, P.E., Transportation Engineer Supervisor, and Kurt Spier, Construction Record Keeper.

The Team Structure, the ADA Accessibility Committee, and district employees are committed in continuing to make our programs, activities, services, and facility accessible to persons with disabilities.

Category 10 ADA Project Funding*

On June 4, 2021, the district met with Pete Krause and Rebecca Byford (Design Division) and discussed the district's Category 10 allocated funds of $2,500,000 for ADA projects. The district evaluated the locations and severity data of ADA areas that require attention. Originally, the district had provided and prioritized the corridors requiring immediate ADA improvement, which included Mesa St., and Alameda Ave. (SH 20), and Paisano Dr. (US 62), Copia St (SL 478), and Dyer St. (BU 54A). This determination was based on the concentration of severe-scored locations (D and F severity), unfunded pedestrian safety project and cross-referencing planned projects in the next four (4) years. However, after a final review and based on the available funds, the district included on the report locations identified as F severity. The district's report "El Paso District FY 22 ADA Project Location Selection" was submitted to Design Division on July 29, 2021.

The district continued to coordinate with Rebecca Byford and Pete Krause on addressing the areas included in the report. However, after careful consideration and discussion with Design Division, the district changed the scope of the project list and selected to use the funds for a sidewalk project along Alameda Ave. (SH 20). The district assigned CSJ: 0002-02-061 for the Sidewalk (ADA) Improvements Project on Alameda Ave. (SH 20). Design Division secured a PS&E consultant for the development of the plans. There were no environmental concerns, utilities did not need to be relocated, and right-of-way was not required for this project.

The purpose of the project is to construct sidewalks (minimum five (5) feet) within the existing right-of-way, curb ramps at street intersections, bus stop connectivity, and traffic signal improvements to better serve active transportation modes. The project also includes repair and/or replacement of existing sidewalks to attain compliance with the Americans with Disability Act (ADA). Pavement markings and signage will be enhanced at crosswalks and mid-block crossing locations to improve pedestrian visibility. Bus stop pad and sidewalk connection will be added, if warranted. Minor traffic signal improvements, including pedestrian push buttons replacements, will be completed for pedestrian crossing at traffic signals. The project area contains 2.5 miles of pedestrian facilities on the east side of Alameda Ave. (SH 20) between S. Americas Ave. (Loop 375), in El Paso, TX to Horizon Blvd. (FM 1281) in Socorro, TX. This project was Let in June 2023, and construction is scheduled to begin in October 2023. The East Area office will be overseeing the construction of this project.

District ADA Accessibility Committee

The El Paso District's ADA Accessibility Committee consists of the following members: Chad Chairez (West Area Maintenance Supervisor), John Conners (Marfa Assistant Maintenance Supervisor), Efrain Garcia (Facilities Coordinator), Sandy Gavaldon (Transportation Engineering Technician), Robert Gray (Marfa Maintenance Supervisor), Jesus Hernandez (Presidio Assistant Maintenance Supervisor), Rosezina Leal (Project Management Specialist), Jose Madrid, Jr., P.E. (Transportation Engineer), Francisco Marez, P.E. (East Area Assistant Engineer), Anthony Marquez (Alpine Maintenance Supervisor), Carlos Mendez (Utility Coordinator), Carlos Mendoza, Jr., (Presidio Maintenance Supervisor), Manuel Molina (East Area Maintenance Supervisor), Sheetal Patel, P.E., (Transportation Engineer/ADA Liaison), Oscar Pilhoefer (Safety Officer), Armando Ramirez, P.E. (Alpine Area Engineer), Thelma Ramirez (Planner), Rebecca Reyes (Planner), Adriana Rodriguez (Planner), Rene Romero, P.E. (East Area Engineer), Sandra Sierra (Special Projects Coordinator/ADA Liaison), Kurt Spier (Construction Record Keeper), Joshua Tavarez, P.E., (Transportation Engineer), and Johnny Trujillo (East Area Assistant Maintenance Supervisor).

Committee Meetings

The El Paso District ADA Accessibility Committee held quarterly meetings on December 9, 2022, January 20, 2023, and June 8, 2023, via in person and Microsoft Teams. The committee discussed the continuation of planning upcoming outreach events, training opportunities, information included in the district's quarterly dashboard reports, as well as the annual Accomplishments and Goals report FY 2023-2024. The Civil Rights Division's quarterly ADA liaison's meetings are also forwarded to the district's ADA committee members for their attendance. The district's fourth quarter meeting will be held in person and virtually on September 5, 2023. In addition, the ADA committee will schedule the district's ADA quarterly meetings FY2023-2024.

Training

The El Paso District's ADA liaison and committee members participated in the trainings provided during the first, second, and third quarter of the ADA liaison's meetings held by the Civil Rights Division. Detailed below is a list of these trainings:
- Quarter 1 – November 9, 2022 – TxDOT Comprehensive Accessibility Program (TCAP) Web Application – Federal Highway Administration (FHWA) Dashboard Report.
- Quarter 2 – February 15, 2023 – TxDOT Comprehensive Accessibility Program (TCAP) Reporting and Grievance Modules.
- Quarter 3 – April 13, 2023 – TxDOT Comprehensive Accessibility Program (TCAP) Reporting, Grievance, and Subrecipient Modules.
-

The following internal trainings were also attended by the ADA liaison and committee members:
- December 8, 2022 – Enhanced Mobility of Seniors and Individuals with Disabilities (5310) Program.
- May 16 to May 17, 2023 – Design for Pedestrian Safety (DES132).

- July 14, 2023 – ADA Subrecipient Compliance Assessment Tool (SCAT) Technical Assistance Workshop.
- July 14, 2023– Title VI Subrecipient Compliance Assessment Tool (SCAT) Technical Assistance Workshop.

The district's ADA liaison and committee members also attended the following external webinar trainings:
- March 14,2023 – Texas Health and Human Services – Office of Disability Prevention for Children – 3rd Annual HHS Office of Disability Prevention for Children Statewide Virtual Conference.
- March 14, 2023 – Accessible PDF Documents – Premium Live Training.
- July 27, 2023 – Using Plain Language – Texas Governor's Committee on People with Disabilities.

Outreach

The El Paso District's ADA Accessibility Committee coordinated with the Rio Grande Council of Governments on the outreach event held on February 22, 2023, in Alpine, Texas. ADA groups, stakeholders, and the community were invited to the event. The purpose of the event was to bring awareness about TxDOT's commitment to the ADA Accessibility Program on ensuring that every program, service, benefit, activity, and facility open to the public is fully accessible and usable by people with disabilities. Agencies were also invited to participate and provide information about their resources available to the community. The following agencies participate at the event: Alpine Shine House, Alzheimer's Association (Midland, Texas), Big Bend Regional Hospital District (Alpine, Texas), Family Crisis Center of the Big Bend (Alpine, Texas), Health and Human Services – Deaf and Hard of Hearing (El Paso, Texas), Preventative Care Health Services (Alpine, Texas), Rio Grande Council of Governments Aging Services (El Paso, Texas), and Texas Department of State Health Services – Office of Border Health (El Paso, Texas).

The following employees assisted with the outreach event: Sandy Gavaldon (Transportation Technician), Clayton Gibson (Alpine Assistant Maintenance Supervisor), Anthony Marquez (Alpine Maintenance Supervisor), Carlos Mendez (Utility Coordinator), Carlos Mendoza, Jr. (Presidio Maintenance Supervisor), Oscar Pilhoefer (Safety Officer), Karla Rios, P.E., (Transportation Engineer), and Sandra Sierra, ADA Liaison. Staff was available to discuss and answer questions on the agency's Self-Evaluation and Transition Plan, as well as on the completed, future, or ongoing projects in Alpine, Marfa, and Presidio that contained ADA elements. Copies of the 2022 Self-Evaluation and Transition Plan was available for distribution. In addition, "The Disability Rights Movement and the ADA" poster boards and booklets (English and Spanish) were displayed. Braille booklets on the "Disability Rights Movement and the ADA" booklets (English and Spanish) were also available. A video on the signage of the ADA law by President George H. W. Bush in 1990 was demonstrated, as well as Mark Williams, Executive Director's message that he provided during the Civil Rights Division public outreach held on March 7 through March 9, 2022, on the agency's 2022 Self-Evaluation and Transition Plan. Furthermore, the following project were displayed during the event: Street Improvements Project in Marfa County (CSJ 0924-07-013), which included the construction of sidewalks and curb ramps, and in Presidio County (CSJ 0924-07-019) the construction of sidewalks, curb ramps, and share used path along Louvain St. and Foothill Blvd. This project was constructed in 2020; Presidio County – Mill and Inlay Project (CSJ 0104-11-008) at BU 67, which was Let in August 23, contains sidewalks and curb ramps; and Marfa County – Safety Improvements Project (CSJ 0020-08-049) at US 67/US 90 the replacement of stop signs with flashing LED stop signs. Karla Rios, P.E., assisted with responding to questions regarding these projects.

Detailed below are some pictures on the outreach event that was held in Alpine, Texas.

Picture on the left-side displays a veteran with her service animal visiting with staff from the Health and Human Services – Deaf and Hard of Hearing.

Picture on the right-side exhibits' attendees visitingwith staff from Preventative Care Health Services, Inc.

Picture one the left-side includes TxDOT employees from left to right, Karla Rios, P.E., City of Alpine, Mayor Andy Ramos, Carlos Mendez, Carlos Mendoza, Jr., Oscar Pilhoefer, and Sandy Gavaldon.

Picture one the right-side includes from left to right Mike Lindros and City of Alpine, Mayor Andy Ramos.

Picture on the right-side exhibits in the center City of Alpine's Council Member and TxDOT retiree Martin Sandate. TxDOT staff from left to right are Clayton Gibson, Anthony Marquez, Oscar Pilhoefer, Carlos Mendoza, Jr., and Carlos Mendez.

Picture on the left-side displays attendees and TxDOT staff viewing "The Disability Rights Movement of the ADA" poster boards.

Picture on the left-side displays Karla Rios, P.E., Transportation project
Transportation Engineer discussing with some attendees the ADA elements contained in the project

Picture on the right-side displays Karla Rios, P.E., Engineer discussing ADA elements contained in the exhibits with an attendee.

exhibits.

Picture on the left-side displays in the center,   Picture on the right-side display's attendees visiting vendors booths.

Janet Cross from Alzheimer's Association (Midland, Texas), from left to right TxDOT employees Carlos Mendez, Oscar Pilhoefer, and Sandy Gavaldon.

STRONG Traffic Safety Coalition

Monica O'Kane, Traffic Funding Specialist from the Division's Traffic Safety invited the district's ADA Accessibility committee to provide a presentation about TxDOT's commitment to the ADA Accessibility Program. On March 9, 2023, a presentation was provided by Sandra Sierra, ADA liaison and Sandy Gavaldon to first responders and TxDOT's Hero's. The members learned about TxDOT's commitment on ensuring that every program, service, benefit, activity, and facility open to the public is fully accessible to and usable by people with disabilities. Also, discussed the agency's 2022 ADA Self-Evaluation and Transition Plan, as well as TxDOT's Comprehensive Accessibility Program (TCAP) Web Application. Briefly discussed the advantages of the Web Application, which assists designers, planners, and maintenance personnel to make informed decision related to ADA deficiencies into the design of their projects. The link to the agency's 2022 ADA Self-Evaluation and Transition Plan was provided, as well as sent to Monica O'Kane for forwarding to members of the members. Also, a summary on the Alameda Avenue (SH 20) ADA Sidewalk Improvements Project (CSJ 0002-02-061) was provided. The project area is approximately 2.5 miles of pedestrian facilities on the east side of Alameda Ave. (SH 20) between S. Americas Ave. (Loop 375) to Horizon Blvd. (FM 1281). The purpose of the project is to construct pedestrian elements consisting of sidewalks, curb ramps, pavement markings, signing, bus stop pads, and traffic signals. Project Let June 2023. Also, copies of the booklet "The Disability Rights Movement and the ADA" were distributed to members of the STRONG Traffic Safety Coalition.

Upcoming Outreach Event

The district has scheduled an outreach event in the City of Socorro on August 23, 2023. The event will be held at Socorro High School located at 10150 Alameda Avenue (SH 20), Socorro, Tx., from 4 p.m. to 7 p.m. The purpose of the event is to bring awareness about TxDOT's commitment to the ADA Accessibility Program. During the event, "The Disability Rights Movement and the ADA" poster boards and booklets (English and Spanish) will be

displayed. In addition, braille booklets on the "Disability Rights Movement and the ADA" booklets (English and Spanish) will be available. Copies of the 2022 ADA Self-Evaluation and Transition Plan will be available for discussion and distribution. In addition, developed and constructed projects containing ADA elements will be displayed for viewing. TxDOT staff will be available to discuss and answer any questions on these projects.
Overall Accomplishments

The STA ADA Coordinator and the El Paso District did not receive any complaints or requests for the removal of barriers during the reporting period. The El Paso District also looked for opportunities to incorporate ADA elements during the construction of projects.

GOALS

The El Paso District is committed to communicate with the ADA community, stakeholders, and the public on identifying and eliminating barriers for individuals with disabilities. The district will continue to effectively communicate our mission to provide accessibility to all our programs, services, benefits, activities, and facilities utilized by the public. Outreach events will be held to increase awareness and participation in the design, planning and development phases of our programs and services. In addition, the district is focused on developing projects containing ADA elements and incorporating them into the TCAP Web App to document the remediation of deficient pedestrian elements. The district is committed on seeking opportunities to include ADA elements during the development and construction of projects.

Training

The district's ADA Accessibility Committee will continue to seek training opportunities for committee members and employees. In addition, attend the Civil Rights Division quarterly ADA Liaison's meetings and take advantage of the training provided during these meetings.

ADA Elements in Projects
The district's Team Structure (directors, supervisors, and working groups) continues to focus on developing a process to implement how accessibility will be tracked in TCAP. The working groups will evaluate and incorporate the installation and remediation of ADA elements in each stage of the development (planning & programming, schematic, design, and construction). In addition, staff will utilize TCAP during the development of projects and incorporate ADA elements. The district will continue developing projects containing ADA elements for FY 2023-2024.

Outreach

The district's ADA Accessibility Program Committee plans on hosting two (2) outreach events. The local community, ADA groups, and stakeholders will be invited to these events. One of these events will be to celebrate the signing of the ADA on July 26, 2024. The district will coordinate with Volar Assistance Living Center regarding their participation in this outreach event. Vendors will also be invited to this event, so they can provide information on the services they provide to the ADA community. The outreach event will include opportunities for training, education, and awareness. The draft agenda detailed below will be used for the outreach events.

TxDOT El Paso District
Americans with Disabilities Act (AD) Forum
AGENDA

Welcome and Introduction ....
Safety Briefing ....
Introduction of Participants ....
TxDOT's Commitment to the ADA Accessibility Program ....
PowerPoint Presentation on Americans with Disabilities Act ....
Summary of ADA Project Goals and Accomplishments ....
Feedback from Participants ....
Questions and Answers ....

Fort Worth District

Accomplishments

Between October 2022 and August 2023, we continued the work and progress made from the previous FY.

Jay Ripley Local Let Projects Coordinator for the FTW District continues has been hired and will support the committee with his local let projects coordination.

We continue working on the ADA Transition plan implementation.

For the FTW District ADA Committee
- October 26th, 2022. Conducted ADA Committee Monthly Meeting.
- November 9h, 2022. Quarter 1 ADA Liaison Meeting
- November 11th, 2022. TCAP Process and Needs meeting with Administration.
- November 28th , 2022. Attended TCAP District Outreach conducted by Pete Krause
- February 15th , 2023. Quarter 2 ADA Liaisons meeting.
- April 13th , 2023. Quarter 3 ADA Liaisons meeting.
- July 11th , 2023. ADA program meeting with local administration..

For the FTW District ADA Committee

Committee members continue to work on their specific tasks to further the program within this District:
1. Setting up a Point of Contact list internally and externally to further our efforts with sub recipients and TxDOT.
2. Setting up the outreach events and coordinating with the stakeholders involved.
3. Working with ADA Transition Plan.
4. Workings together to ensure reporting requirements are met accurately & in a timely manner.
5. ADA committee developed a plan to the outreach events within the District.

Goals

- Improve Communications regarding the ADA Accessibility Program. Our District has set goals based on the state-wide goals to communicate our commitment to the local ADA communities. We are seeking to schedule internal and external trainings and events to make sure that all are aware of the challenges associated with disabilities.
- We plan to address ADA issues in District Portfolio meetings.
- Plan on additional training classes for the FTW District regarding ADA issues
- Due to increase the number of local let projects, the district needs to identify and prioritize ADA projects around the District, where we can set up meetings with consultants to discuss the State-wide ADA Initiative. This meeting will help educate the needs as it relates to trails, sidewalks, bicycles facilities, and accessibility, The District will then form a process for documenting ADA components within our construction projects and identify standalone ADA projects and possible funding opportunities.
- Plan to have outreach meetings for the communities.
- We plan on joining forces with different ADA Advocacy and stakeholder groups such as NTCOG to improve communications, and we will continue to identify partners, stakeholder groups and individuals to increase and improve our outreach.
- Plan a monthly meeting for the ADA Fort Worth Group.
- Re evaluate the group with management to better serve the district.
- Appoint at least 1 more Liaison to handle outreach for the district.
- Make sure that processes are put into place to ensure TCAP is used and kept up with to its full potential.

The following projects have been set as goals for the upcoming year:

CSJ 0902-00-336 Consisting of pedestrian infrastructure. Located in FTW District. Let date scheduled for September 2024. Estimated for $2.5M.

The following projects have completed during the current year:

CSJ 2208-01-070 Consisting of pedestrian infrastructure. Estimated for $3.2M.
CSJ 0902-39-038 Consisting of pedestrian infrastructure. Estimated for $2.6M.
CSJ 0343-04-044 With pedestrian elements. Estimated for $246,000.

The following project is scheduled to finish within the next few months:

CSJ 0172-01-056 Consisting of pedestrian infrastructure. Estimated for $5.7M.

Houston District

The Houston District is comprised of Brazoria, Fort Bend, Galveston, Montgomery, North Harris, Southeast Harris, and West Harris Area Offices, in addition to the Traffic Signals Construction office. During this reporting period, the following accomplishments were achieved.

Training

Quarterly ADA Liaisons Meeting

The Houston District ADA Liaison and committee members participated in the Civil Rights Division's ADA Liaison Quarterly meetings during the First, Second and Third Quarter reporting period. Topics in these meetings focused on the *ADA Transition Plan*:

- Quarter 1 ADA Liaison's Meeting – November 9, 2022. Several members of the District Committee participated in the meeting. Topics included the *ADA Transition Plan* Update - WebApp Update – CIV Updates – *TCAP Module Training*.
- Quarter 2 ADA Liaison's Meeting – February 17, 2023. Several members of the District Committee participated in the meeting. Topics included: *Update on ADA Transition Plan - 2022 Work Plan, TCAP WebApp Update, and Next Steps with Training – Reporting Module Training.*
- Quarter 3 ADA Liaison's Meeting – April 13, 2023. Several members of the District

Committee participated in the meeting. Topics included: *ADA Transition Plan Update*, *WebApp – CIV Updates-Reporting Module Training, Liaison Role with WebAPP and User Subrecipient Tracking Training.*

The Interim District Liaison will be available to attend any upcoming training.

Outreach

The Houston District ADA Committee hosted the 33rd Anniversary of the Signing of the Americans With Disabilities Act, on July 28, 2023, in the Ned Holmes Auditorium, at the Houston District Headquarters.

Also, Committee members attended the 2023 Abilities Expo at NRG Center on August 4, 2023, through August 6, 2023, where we met stakeholders and interacted with vendors servicing the disability community. There were events like wheelchair soccer, dealerships that specialized in retrofitting vehicles, various foundations supporting special needs and organizations like the Coalition for Barrier Free Living that connect the disabled and newly disabled with needed services, such as transitional housing, prosthetics, and transportation

JOIN THE TxDOT HOUSTON DISTRICT ADA COMMITTEE!

ADA33
1990 - 2023
Americans with Disabilities Act
Celebrate the ADA! July 26, 2023

July 28th, 9-11:00 a.m.
7600 Washington Avenue, Houston, TX 77007

July 26, 2023, marks the 33rd anniversary of the Americans with Disabilities Act (ADA) signed by President George H W. Bush on July 26, 1990. Nearly 57 million people in our country have a disability and nearly 25% of today's 20-year-olds will experience disability in their lifetime. Join us at the Texas Department of Transportation's Houston District Headqurters, located at 7600 Washington Avenue, Houston, TX 77007, in the Ned Holmes Auditorium (1st floor behind the Security Desk), to celebrate this historic occasion!

Visitor parking available outside and inside the parking garage. Please check in with the Security Desk upon arrival. Please contact Jim.Mims@txdot.gov (713-802-5641) or Vonceia.Reece@txdot.gov (713-802-5987) by July 21, 2023 with requests for accommodations.

SPONSORED BY THE TEXAS DEPARTMENT OF TRANSPORTATION'S HOUSTON DISTRICT ADA COMMITTEE
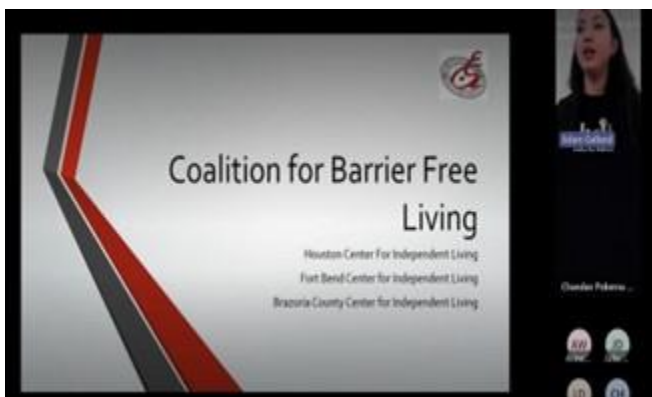
ADA 33rd Anniversary Celebration Agenda

1. Welcome

2. Safety Briefing

3. Construction Director's Comments – TxDOT ADA Mission

4. Introduction to ADA - The ADA Explained - YouTube 8:35

5. Houston Center for Independent Living

6. Service Animals – Gabrielle Meglio

7. Signing of the ADA- Signing Ceremony for Americans with Disabilities Act- YouTube 22:03

8. Guest Acknowledgements

9. Adjourn Meeting. – Refreshments

Dear Vonceia Pearce-Reece:
It's finally here! Abilities Expo Houston is this weekend, Friday, August 4 through Sunday, August 6 at NRG Center, Hall E. The address is One NRG Park; Houston, TX 77054.

Overall Accomplishments

The Houston District ADA Liaison attended all quarterly ADA Liaison's meetings. The Houston District received a request for an accommodation during this 1st Quarter. Mr. Mark Rodriguez requested an accommodation from the Galveston-Port Bolivar Ferry related to boarding and utilizing the services at the Ferry. I have attached a copy of the process used to reach a determination in this case. I have also attached a copy of the final decision letter that was sent to Mr. Rodriguez from our Program Administrator, Juanita Webber.

Two District ADA Committee members were added this year. Public Information Officer, Southeast PIO, and Ethan Beeson – Transportation Landscape Architect – Maintenance -Houston District.

District ADA Committee

Current members of the District ADA Committee are: James Cox, DBE Coordinator for Alternative Delivery Projects Rashidah Dyer – Transportation Engineer, Design Division Jamal Fadda – Transportation Engineer, District Construction Melody Galland – Director of Maintenance, Houston District Ana Ramirez Huerta – Planner, District Planning, Travis Madison – Public Transportation Specialist, PTN Field Staff Joe Miles – Construction Recordkeeper, District Construction, Jason Mushinsky – Construction Inspector, Montgomery Area Office Danny Perez – Public Information Officer, Southeast PIO, Derrick Whitehurst – Warehouse Coordinator, Waller Maintenance Office Martin Seets – Maintenance Section Supervisor, West Harris Area Office Martin Wesley – Safety Officer, District Safety Office, Vonceia Reece – Construction Records Auditor, District Construction Bambi Hall - Public Information Officer, Southeast PIO, Ethan Beeson – Transportation Landscape Architect – Maintenance -Houston District

Committee Meetings

The Houston District Committee held Quarterly meetings on December 2, 2022, March 20, 2023, and April 19, 2023. The 4th Quarter meeting is scheduled for September 14, 2023. All prior meeting materials have been uploaded to the reporting portal.

The Houston District ADA Committee fulfilled the FHWA requirement of two outreach events this fiscal year with two in-person outreach events that included stakeholders, the community and ADA groups during the current reporting period.

The ADA Committee continues to work to inform our employees, stakeholders, community, and ADA groups of TxDOT's ADA Accessibility Program.

GOALS
The Houston District's priority is to continue to communicate TxDOT's commitment to the local ADA community and to better identify their challenges and issues through our outreach efforts. We want to ensure that our mission to provide accessibility to all our programs, services, benefits, activities, and facilities to the public is a reality in the Houston District. Through outreach events our goal is to increase public participation in the design, planning and development phases of our programs and services. Current overall goals include continued work with the Statewide ADA Administrator and Consultants on the ADA Transition Plan Implementation Schedule.

Project Specific Goals

Listed below are some of the District's ongoing and upcoming ADA related construction projects:

Project	Location	Description
0389-05-087 (28% Complete)	Harris County – N of Fairmont Parkway to S of Red Bluff.	Reconstruct and widen from 4 to 6 lanes with two 2-lane frontage roads; Install new ITS equipment & Infrastructure; Widen from 4 to 6 lanes to remove bottleneck
3510-04-019 (0% Complete)	Fort Bend County - FM 1093 to Harris County Line.	Reconstruct and widen from 4 to 6 lanes divided; add 2 lane south bound frontage road; install new ITS equipment and infrastructure.

0028-02-092 (90% Complete)	Harris County – IH 610 East to BW 8.	Install ITS equipment and infrastructure (fiber, trunk link, closed-circuit cameras, dynamic sign, radar, sensors, time reader.
0508-01-356 (99% Complete)	Harris County - Garth Road to Chambers County Line	Install ITS equipment and infrastructure (144-strand fiber, trunk line, closed circuit-cameras, DMS and travel time readers, radar sensors, time reader)

Status updates will be provided on the ongoing projects during the upcoming Quarterly Dashboard reports and end of year Accomplishments and Goals Report.

ADA Outreach Plan for the Houston District

The Houston District's outreach plan continues to include hosting four quarterly meetings within the four quadrants of the Houston area and on public outreach event to celebrate the signing of the ADA on July 26, 2024. This outreach plan is based on the status of current CDC recommended protocols and may be amended at any time. The District will continue to seek and utilize alternative delivery methods to reach out ADA advocates and communities, We will reach out to the Coalition for Barrier Free Living, the Southwest ADA Center and the City of Houston Mayor's Office for People with Disabilities for assistance in inviting ADA stakeholders/organizations in each of the areas as well as ADA related vendors for the July event, both in-person if possible and virtually on-line. The quarterly outreach events will include training, education, and awareness issues specific to each area. A proposed agenda for the meetings is attached.

The Committee will continue work on the 2023-2024 District Outreach plan that includes an event to celebrate the signing of the ADA in July 2024 and participation at the 2024 Abilities Expo at the NRG Center. We will utilize our partnerships with the Coalition for Barrier Free Living, while identifying and reaching out to ADA stakeholders and organizations within the Houston District for collaboration opportunities.

<center>TxDOT Houston District American with Disabilities Act (ADA) Forum</center>

<center>AGENDA</center>

Welcome and Introductions ....
Safety Briefing ....
Introduction of Participants ....
TxDOT's Commitment ....
PowerPoint Presentation ....
Americans with Disabilities Act – TxDOT'S Response
Summary of ADA Project Goals and Accomplishments ....
Feedback from Participants ....
Question and Answer Period

Laredo District

Laredo District ADA Goals and Accomplishments and Goals for 2023/2024

Accomplishments:

Construction:
The Laredo District continues to let projects with pedestrian elements with the letting of constriction of pedestrian infrastructure for FY23 with a construction cost of $9.5M.

LET SCHEDULE FISCAL YEAR	CONTROL SECTION JOB (CSJ)	DISTRICT/ DIVISION	COUNTY	HIGHWAY	PROJECT CLASSIFICATION	PEDESTRIAN BID ITEMS PROJECT
2023	0038-01-096	Laredo	Webb	US 83	Safety Improvement Projects	$2,450.00
2023	0038-01-098	Laredo	Webb	US 83	Safety Improvement Projects	$7,350.00
2023	0038-01-099	Laredo	Webb	US 83	Safety Improvement Projects	$9,800.00
2023	0038-01-102	Laredo	Webb	US 83	Safety Improvement Projects	$39,903.76
2023	0037-05-062	Laredo	Dimmit	US 83	Pedestrian, Sidewalks & Curb Ramps	$733,507.00
2023	0086-10-053	Laredo	Duval	SH 359	Rehabilitation of Existing Road	$267,498.00
2023	0086-14-078	Laredo	Webb	US 59	Interchange (New or Reconstructed)	$102,252.00
2023	0086-14-087	Laredo	Webb	US 59	Convert Non-Freeway To Freeway	$2,020,013.75
2023	0086-14-088	Laredo	Webb	US 59	Convert Non-Freeway To Freeway	$3,212,499.30
2023	0086-14-089	Laredo	Webb	US 59	Convert Non-Freeway To Freeway	$2,746,507.20
2023	0483-01-052	Laredo	La Salle	SH 97	Rehabilitation of Existing Road	$377,700.00
					Total Pedestrian Item Cost	$9,519,481.01

Laredo District is in development of the following project letting in FY24 which have pedestrian elements sidewalk, curb ramp, PED rail. We are currently working with the Design Division on two ADA project on US277 & SS 239 corridors in the City of Del Rio with a construction cost of $1.5M.

We have added one new member now we have 2 members.

Future Goals and District Outreach Plans:

We are confident that we have established a strong foundation that we can continue building upon in the coming year. We will continue to evaluate our facilities and programs and make improvements based when possible. We are developing a 4yr ADA development plan for the Laredo District's improvement of proposed/existing sidewalks, curb ramps, PED rail and any other pedestrian element projects.

The Laredo District has set goals that are parallel to the state-wide goals. We continue to make sure our employees have internal and external awareness of the challenges associated with disabilities so that they can better design their roadway projects with accessibility in mind. We are also seeking to continue to ensure that both our design projects as well as our facilities are ADA complaint. The Laredo District continues to address and will address grievances, identify barriers, and find solutions in a timely manner.

As we add to our ADA committee, we are making sure those coming in take ADA related training course that employees will be required and encourage to take to develop an awareness of ADA programs that are available through the department and available externally. When available on ERS we will continue to schedule training for our district employees, specifically the TDLR's Texas Accessibility Academy.

To identify and prioritize ADA projects around the district we are working with Design Division on developing and programming districtwide ADA projects which is using the newest data from the TxDOT Comprehensive Accessibility Plan (TCAP). This program is a tool used to better define which areas need to be addressed and assist with ranking the need.

ADA Outreach Plan for the Laredo District:

No Outreach event where conducted this past year. Future ADA Outreach event should be conducted online with the ADA Accessibility Questionnaire Survey just like it was done in 2024. Our concept for future public outreach is to have some one-on-one conversations with the traveling public, but we would also like to use social media like "TxDOT Laredo Facebook, Twitter, and YouTube" for the people that can't attend the public event.

Lubbock District

Lubbock District Accomplishments and Goals

2023/2024

Accomplishments:

Added and corrected barriers in the pathways of possible ADA traffic. Also set awning poles for covers on back entrance of Design building for protection from the weather waiting on the covers to come in. Added ADA ramps leading into the new wellness center. Added awning cover for ADA picnic tables.

Added LED lighting, upgrade signal with new push buttons in Plainview in Tulia, and 2 in Friona. Closed off hallway to prevent anyone going in as it was too narrow of a walkway. Canopies added to entry way to protect all upon entry into the building.

Outreach Plan:

Plan to teach all TXDOT personal in the district how to use TCAP. Starting in August at the supervisors meeting on the 22nd. My plan is to show them what to look for in TCAP and report to me when it has been corrected. I will also update them as we go on any new regulations that come about.

Goals:

Install covers for awning post on entryway. Add more ramps and automatic door openers. Finish the wellness center as it will have ADA accessibility when complete. Continue to incorporate ADA upgrades with all protects letting this next quarter. Future signal PED crossing to come within the next quarter. ADA project should be completed in winter along with other construction projects finishing around that time. Looking forward to TCAP meeting with Bill Macke on June 26th for the Lubbock District. Communicate to all employees the importance of ADA barriers and what to do if they see something that may be obstructed.

Lufkin District

The Lufkin District is comprised of the Lufkin, Nacogdoches, and Livingston Area Office and includes the counties of Angelina, Houston, Nacogdoches, Polk, Sabine, San Augustine, San Jacinto, Shelby, and Trinity. During this reporting period, the following accomplishments were achieved.

Accomplishments

Overall Accomplishments
The Lufkin District did not receive ADA complaints or requests for barrier removals during the reporting period.

Quarterly Lufkin District ADA Committee Meetings
The Lufkin District ADA Committee met each quarter to discuss the ADA program including project progress and future project locations. The committee met on the following dates during FY22/23:
Quarter 1 – January 26, 2023
Quarter 2 –March 23, 2023
Quarter 3 – June 22, 2023
Quarter 4 - scheduled for September 28, 2023.

Meeting Agenda
  I.   Accomplishments to Date
  II.   Status of Projects in Construction Phase & Design Phase
  III.   Update Potential Projects List – Discussion and Prioritization
  IV.   Status of 2023 TA Call for Projects
  V.   Goals for upcoming quarter

Lufkin District ADA Committee Members:
Kelly Morris, P.E. – District Engineer
Matt Brazil, P.E. – Director of TP&D
Kevin Buranakitipinyo, P.E. – Director of Operations
Shannon Ramos, P.E. – Director of Construction
Jesse Sisco, P.E. – Lufkin Area Engineer
Clint Jones, P.E. – Livingston Area Engineer
Randal Cooper, P.E. – Nacogdoches Area Engineer
Dru McMillon – Safety Coordinator
Lee Dhone – Safety Coordinator
Don Maddux – Traffic Systems Administrator
Rhonda Oaks – Public Information Officer
Melissa McKnight – Traffic Safety Specialist
Celeste Solis – Project Manager (District ADA Assistant Liaison)
Elizabeth Ortego, P.E. – Advanced Planning Engineer (District ADA Liaison)

Training

Quarterly ADA Liaisons Meeting
The Lufkin District ADA Liaisons participated in the Civil Rights Division's ADA Liaison Quarterly meetings during the First, Second and Third Quarter reporting period. Major topics included in these meetings are listed below:
- Quarter 1 ADA Liaison's Meeting – November 9, 2022. The District ADA liaisons participated in the meeting. Topics included the TxDOT Comprehensive Accessibility Program (TCAP) Web Application Reporting Training, ADA Transition Plan, and new deadlines.

- Quarter 2 ADA Liaison's Meeting – February 15, 2023. The District ADA liaisons participated in the meeting. Topics included: Update on ADA Transition Plan, TCAP WebApp Update, and CIV Updates.
- Quarter 3 ADA Liaison's Meeting – April 13, 2023. The District ADA liaisons participated in the meeting. Topics included: Update for ADA Transition Plan, Web App Update and Web App Update and Training.
- Quarter 4 ADA Liaison's Meeting is scheduled for September 14, 2023.

Project Specific Accomplishments

FY 19 Sidewalk Improvement Program (CSJ 0911-00-076)
Livingston Area Office - Clint Jones, P.E.
The Lufkin District has completed construction of FY 19 District wide sidewalk improvement program to replace and/or provide ADA compliant sidewalks in priority locations along on-system highways throughout the District, including:
- Nacogdoches, TX – Along BUS 59 from FM 2609 north to Loop 224, along University Drive from Park Street to 1,000 L.F. south of Cleaver Street, and along E. Starr Avenue from Garner Street to University Drive.
- Lufkin, TX - Along E. Denman Avenue from Chestnut to Medford Drive and along Timberland Drive from Denman Avenue to Lufkin Avenue.
- Onalaska, TX – Along FM 3459 from Onalaska High School to Ponderosa Drive and along FM 356 from Onalaska Elementary School to US 190.
The project consisted of approximately 62 corner count curb replacements and installations. Total final construction cost was $5,315,291.59 and included approximately 41,180 L.F. (7.799 miles) of ADA compliant sidewalk. Completion Date: 10/31/2022

City of Groveton – FY 19 TASA Project (0911-40-029)
Construction is completed and should be closed out in August 2023.
Lufkin Area Office – Jesse Sisco, P.E.
The Lufkin District is in construction of a local government project with the City of Groveton for their FY 19 TASA project which includes the following
- Groveton, TX - Rehabilitation of sidewalks on Main Street, from Main Street to Divine Street and from Front Street to US 287.
Total projected construction amount is $808,500 and includes approximately 1,215 L.F. (0.230 miles) of ADA compliant sidewalk.

FY 21 Sidewalk Improvement Program CSJ 0911-08-051
Construction Completion Date: 10/20/2022
Lufkin Area Office – Jesse Sisco, P. E.
- Nacogdoches, TX – Along the north side of FM 1878 (Starr Avenue) from N. Mound Street to University Drive, then shifting to south side of FM 1878 on the east side of University Drive to Cardinal Street.
This project consisted of approximately 6 corner count curb replacements and installations. Final construction cost was $1,161,077 and included approximately 4,450 L.F. (0.843 miles) of ADA compliant sidewalk. This project was submitted by SFA for TASA funding, was not selected for TASA but ranked high; Design Division asked us to include this project in our FY 21 sidewalk project (CSJ 0911-00-106).
FY 21 Sidewalk Improvement Program CSJ 0911-00-106
Construction is completed and should be closed out in August 2023
Lufkin Area Office – Jesse Sisco, P.E.
- Huntington, TX - Along the west side of US 69 from approximately 1,450 L.F. north of the intersection of US 69 and FM 1669 to the intersection of US 69 then shifting to the east side of US 69 from the intersection of US 69 and FM 1669 to the northern intersection of US 69 and Avenue A.

- Crockett, TX – Along the south side of SH 7 from 12th Street to Loop 304.
- Lufkin, TX - From SH 103 to Lufkin Highschool (Lufkin Avenue) along the east side of Loop (tie to FY 18 sidewalk improvement project at Lufkin Avenue and to proposed SH 103 to Old Moffett Road sidewalk)

This project consists of approximately 20 corner count curb replacements and installations. Total project budget amount for FY 2021 is $2,500,000 (does not include the $500,000 for CSJ 0911-08-051). Awarded to HWY 19 Construction for $4,121,118.80.

BU 59 in Nacogdoches CSJ 0911-08-055
Currently in Construction as of July 2023.
Lufkin Area Office – Jesse Sisco, P.E.
- Nacogdoches, TX - Along the west side of Business 59 (North Street) from Starr Avenue to Loop 224.

This project consists of approximately 42 corner count curb replacements and installations and approximately 13,200 L.F. (2.50 miles) of ADA compliant sidewalk. Total project budget amount for ADA RTZ project is $2,067,137.33. Awarded to HWY 19 Construction for $4,121,118.80. Project was let together with CSJ 0911-00-106.

BU 59G (Timberland Dr in Lufkin) CSJ 0176-02-124
Construction Completion Date: 1/27/2023
Lufkin Area Office – Jesse Sisco, P.E.
- Business 59G along west side from approximately 1,180 L.F. north of the intersection of BU 59G and Forrest Park Blvd. to the intersection of BU 59G and Groesbeck Ave. – (approx. 1.82 miles) and then from approx. 300 L.F. north of the intersection of BU 59G and FM 325 (East Lufkin Avenue) to the intersection of BU 59G and Denman Ave. – (approx. 0.56 mile)

This project consists of approximately 42 corner count curb replacements and installations. Final construction cost was $1,190,272.

FY 22 Sidewalk Improvement Program CSJ 0176-02-125: (August 2022 Letting)
Currently under construction as of July 2023.
Lufkin Area Office – Jesse Sisco, P.E.
- Lufkin, TX – BU 59G (South First Street/Timberland), short segment on West Side then continues on the East Side, starting from Loop 287 (South Medford Dr) to SS 278 (Denman Ave).

This project consists of approximately 8,000 LF of ADA compliant sidewalk with new pedestrian signals, and the total projected construction cost is $288,659.

FY 23/24 Sidewalk Improvement Program: CSJ 0911-00-123 & 0911-00-123
Project currently in design phase.
July 2024 Lettings- Executed consultant contract with Omega on 06/14/2023 to perform PS&E.
- Schedule: Kick-off in July 2023, 30% PS&E in October 2023, 60% PS&E in November 2023, 95% PS&E in February 2024, 100% PS&E in March 2024, RTL May 2024, Let Date July 2024
- Sidewalk Locations:

	Location	County	From	To	Sidewalk (Linear Ft)
CSJ: 0911-00-123 - Let Date July 2024					
1	US 259 - Nacogdoches (east & west sides)	Nacogdoches	west side - 700' S of Grammar Ln east side - CR 104	west side – 1600' S of FM 698 east side – 2400' S of FM 698	5,600

2	SH 21 - Nacogdoches (north side)	Nacogdoches	N. Sanders St	US 59 (Loop 224)	6,740
CSJ: 0911-00-136 - Let Date July 2024					
3	US 69 - Lufkin (south side)	Angelina	1,350' E of Kenny Road	Loop 287	7,020
4	SH 94 (W Frank Ave) - West of Loop- Lufkin (south side)	Angelina	Mt. Carmel Rd	Loop 287	7,060
5	SH 94 (W Frank Ave) - East of Loop- Lufkin (south side)	Angelina	Loop 287	N Bynum St	5,820
6	SH 63 & SH 147 - Zavalla (north side)	Angelina	US 69	SH 147	3,400
				Total LF	**35,640**

Transportation Alternatives 2023 Program Call
TxDOT announced the Transportation Alternatives (TA) 2023 program call for projects for bicycle and pedestrian infrastructure. Through this competitive call for projects, TxDOT intends to identify projects for available non-urban TA funds and future anticipated TA funds for non-urban and small urban communities. The program call was opened on December 2, 2022.

Program Status:
Preliminary Applications were due on January 27, 2023. A total of 16 preliminary applications were submitted within the limits of the Lufkin District with 7 sponsoring cities: Lufkin, Center, Coldspring, Crockett, Grapeland, Huntington, and Nacogdoches.

Detailed Applications were due on June 5, 2023. A total of 14 detailed applications were submitted within the limits of the Lufkin District with 6 sponsoring cities: Lufkin, Center, Coldspring, Grapeland, Huntington, and Nacogdoches. The District reviewed the applications and provided comments on July 21, 2023.

Future Dates:
• Commission award: October 2023

Potential Project List

Outreach

Lufkin District completed a summer 2023 quarterly newsletter which included information relating to the District ADA plan. This newsletter is available via website and is also sent to all communities within the District. The fall 2023 newsletter is under development and will include updated information on the District ADA program. The newsletter will be published in September 2024.

Met with members of the disabled community to discuss their mobility challenges. We are developing a map showing our existing sidewalk and future sidewalk locations. We will meet with them again in the next few months to determine additional sidewalk locations that would be of benefit to their community.

FY 2024 Goals

Lufkin District has the following goals for FY 24, specifically related to ADA compliance:
- Complete at least two outreach events – newsletter article, ADA informational events with the public.
- Continue reviewing facilities within the Lufkin District to ensure compliance and/or provide solutions for outstanding issues in various District, Area, and Maintenance Offices.
- Attend Quarterly ADA Liaison Meetings and take advantage of all training opportunities provided within these meetings.
- Complete construction of FY 21 ADA project.
- Complete engineering plans for proposed FY 24 ADA projects.
- Continue planning efforts and priority list for District wide sidewalk improvements program, as funding allows.
- Discuss training needs for District (ADA specific).
- Complete detailed application reviews for the 2023 TA Call and AFA's with the selected sponsors.

Odessa District

Accomplishments

The district had twenty-two active projects that required modifications or additions to highway facilities for ADA improvements and sidewalks within their limits. During the reporting period, the district completed ramps and sidewalks on some of these projects, all designed to current ADA standards. Quantities of work completed are now tracked in the TCAP webapp.

The ADA Committee met as needed to address any issues and make recommendations on staff development, reporting or procedures to meet program requirements. Several members of the engineering staff met with Design Division to review the TCAP webapp and discuss the status of implementing use of the application in TxDOT. Design Division began populating the application with district projects to assist the district with implementation. The district also provided a list of projects from 2019 to present that had ADA design elements in the scope of work so the webapp could be update elements in the right-of -way.

Employees attended training on the web application developed for TxDOT to manage projects and reporting in the agency. Currently the application is being used for quarterly reporting. Some designers and engineers from the various engineering offices have also attended ADA design training sponsored by FHWA.

Overall Goal

The Odessa District continues to reach out to the ADA community for input to improve access. Working with other TxDOT and local government entities we will strengthen our sources for input to future planning and design efforts. We will include ADA considerations in the design process to facilitate barrier removal where required. Currently, we have twenty- two active projects with 277 ramps and 32,402 square yards of sidewalk that needs replacement or new installations.

All engineering offices continue experienced turnover in their design staffs; we remain committed to sending staff to ADA design training when it becomes available. More training on the TCAP web application is planned as employees are identified/designated to update the date in the application. We also focus on training for field employees inspecting components prior to installations and documenting the results of construction activities.

ADA Outreach Plan for the Odessa District

The district will use the most effective means it can to reach the citizens affected by our facilities throughout the region. With the assistance of Communications Division, we plan to continue our work on a Rural Outreach Presentation for the district website to reach our widely dispersed audience. Other educational events will be planned based on the feedback and needs identified in the outreach activities.

Paris District

Accomplishments

Overall Accomplishments

The Paris District did not receive ADA complaints or requests during the reporting period.

District ADA Committee

Stacy Taylor – Paris District Planner, ADA Liaison

Dan Perry – Paris District TP&D Director

Tommy Henderson – Paris District Director of Operations

Darius Samuels – Paris District Traffic Engineer

Tad Eudy – Paris District Maintenance Administrator

Scott Shannon – Paris District Environmental Coordinator

Several committee members attended various public meetings for upcoming projects throughout the year. Stacy Taylor attending all quarterly ADA Liaison meetings.

Buildings and Grounds

There have not been any changes or updates to ADA at current facilities in the Paris District this past year. In October of 2022, an additional building was added to our current district headquarters and an ADA compliant ramp was added to this facility before offices were occupied. Construction has begun on the new Paris District Headquarters which will include additional ADA components in comparison to our current facility.

Field Areas

Projects that have been recently completed or will soon be completed.

CSJ	County	Location	Description
0901-22-121	Hunt	Various	Construct sidewalk and curb ramps
0901-00-056	Lamar	Various	Construct sidewalk and curb ramps

0729-02-034	Grayson	FM 121	Landscape development project with ADA components
0047-03-096	Grayson	SH 5	Construct SUP & sidewalk with curb ramps
0009-07-043	Hunt	SS 302	Overlay project with ADA components
0203-01-058	Hunt	BU 69 D	Overlay project with ADA components
0136-06-055	Lamar	SH 19	Safety treat fixed objects (ADA components)
0136-06-056	Lamar	BU 271 B	Construct sidewalks and curb ramps
0136-07-052	Lamar	US 271	Construct sidewalks and curb ramps
0136-07-053	Lamar	BU 271 B	Construct sidewalks and curb ramps
0772-01-034	Red River	FM 410	Construct sidewalks and curb ramps
0045-02-040	Grayson	SH 56	Construct sidewalks and curb ramps
1452-01-018	Lamar	FM 1507	Construct sidewalks and curb ramps

Projects that are currently in construction.

CSJ	County	Location	Description
0173-07-061	Hunt	SH 34	Widen pavement & improve traffic signals
0901-27-046	Red River	S Cedar St	Replace bridge and approaches
0901-27-047	Red River	Locus St	Replace bridge and approaches
1017-03-035	Hunt	FM 35	Intersection Reconstruction
2658-01-013	Hunt	FM 35	2-Ln to 4-Ln with curb and sidewalk
0174-04-043	Fannin	SH 34	2R Rehabilitation
0768-01-057	Hunt	SH 11	Intersection Improvements
0203-01-066	Hunt	BU 69 D	Install pedestrian signals
0047-18-089	Grayson	US 75	Widen 4-Ln to 6-Ln

Goals - Upcoming Projects

CSJ	County	Location	Description
0901-27-055	Red River	Various	Construct Shared Use Path
0009-13-168	Hunt	IH 30	Reconstruct overpass
0047-03-100	Grayson	SH 5	Construct Shared Use Path
0901-27-056	Red River	Various	Construct Shared Use Path
0047-13-033	Grayson	US 75	Widen 4-Ln to 6-Ln
0047-18-088	Grayson	US 75	Widen 4-Ln to 6-Ln

0901-27-054	Red River	Various	Construct Shared Use Path
0901-00-062	Various	Various	NETT Raise Grant project
0045-09-114	Lamar	BU 82 H	Construct sidewalk
0221-01-078	Lamar/Red River	US 271	Widen 2-Ln to 4-Ln
0083-11-026	Hunt	SH 11	Intersection improvements
0045-08-039	Lamar	US 82	Widen 2-Ln to 4-Ln
0046-10-002	Red River	US 82	Install flashing beacon
1690-01-131	Lamar	US 82	Construct interchanges

ADA Outreach Plan for the Paris District

The Paris District's outreach plan includes hosting meetings to cover the District's four area offices, Paris, Sherman, Greenville and Sulphur Springs. The quarterly outreach events will include training, education, and awareness issues specific to each particular area. Key stakeholders from each area will be invited to attend the outreach event to share their concerns. These events will also provide an opportunity to provide a status of upcoming or completed projects specific to each area and gather feedback from the stakeholders for that area.

Pharr District

The Pharr District is comprised of Pharr, Roma, and San Bonita Area offices. During this reporting period, the following accomplishments were achieved.

Accomplishments:

In FY 2022/23 the Pharr District has continued to focus on project delivery and participation in the department ADA self-evaluation, transition planning, and TCAP implementation. The District ADA Accessibility Committee added members from the area offices, has been meeting and participating in online training, and working on an internal newsletter focusing on the ADA Transition Plan, TCAP Implementation, and PROWAG Fundamentals. These meetings were used to provide an update on the transition plan, planning efforts, our district goals, and objectives. We continued seek opportunities to overview our highlights of the project delivery process to assist the disabled community in understanding where their involvement can help shape a projects scope and delivery. The Pharr District also has developed multiple projects in the project initiation, budget, planning, design, and construction phases that will address accessibility within our ROW and or District. Additionally, Local Government Professional Services procurement processes for "non-let" planning study projects were developed and approved with District staff support.

The PS&E stages have been completed and Letting requirements have been meet for; CSJ:

1. 0921-02-389 - Pharr Pedestrian Safety and Wellness Plan (Planning) and
2. 0921-02-391 - PSJA Tri-City Pedestrian Safety Improvements

The Construction has commenced for; CSJ:

3. 0921-02-430 - Hidalgo County Active Mobility Plan,
4. 0921-06-304 - B-Metro Eastside Transfer Station,
5. 0921-06-312 - Harlingen Loop 499 Rio Hondo Rd to Harris.
6. 0921-06-325 - Los Fresnos Construct Sidewalk on West Side of FM 1847,
7. 0039-07-256 - Harlingen sidewalks, ramps, curbs, signage & striping,
8. 0921-02-392 - Edinburg Cano St. Trail Lighting
9. The Construction has been completed for; CSJ:
10. 0921-06-280 - Southmost Nature Trail, and
11. 0921-06-311 - City of Primera. Stuart Place Rd

We continue to implement the curb ramp program from the 2004/2022 Transition Plan. We have three curb ramp projects under construction and two recently completed; they are addressing barriers and connectivity in Cameron and Hidalgo counties. In 2022/23, the Pharr District headquarters facilities continues to receive renovations that include remodeling and construction within the complex which includes many accessibility elements in that process and reconstruction of the parking areas and accessible walks.

TRAINING:
The Pharr District ADA committee members used four meetings during the reporting period with a heavy emphasis on training. Pharr District ADA Liaisons attended Division Accessibility Trainings, learned how the accessibility elements inventory will be addressed within the new Pedestrian Accessibility Inventory Program and trainings were provided to Pharr District staff, local government staff and consultants on how to recognize and eliminate ADA barriers. Staff participate in ADA webinars and training opportunities throughout the year.

The District Liaison attended the following trainings:

1. Annual TXDOT Landscape Architects 2022 Conference, ADA in the RDM, TAS, & PROWAG - October 25, 2022
2. Quarterly ADA Liaison Meeting - November 9, 2022,
3. Quarterly ADA Liaison Meeting - February 15, 2023,
4. FHWA Training - Civil Rights Requirements for Texas Local Governments - April 4 - 5, 2023,
5. Quarterly ADA Liaison Meeting - April 13, 2023,
6. DES132 conducted by FHWA Designing for Pedestrian Safety/Pedestrian Safety Action Plan Course – May 16 & 17, 2023, and
7. Quarterly ADA Liaison Meeting - September 14, 2023 (Upcoming Meeting)

The TCAP was used as both a resource and a training tool to create open discussions with District Staff in ADA compliance and what to look for in the field by Inspectors.

OUTREACH:
The Pharr District continues to use and improve our alternative outreach opportunities including an Online ADA Compliance Reporting Tool in partnership with the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) to get public involvement and feedback for from our stakeholders. We utilized the Pharr District newsletter to help inform and train staff on Districtwide ADA issues.

COMMITTEE MEETINGS:
Our district ADA accessibility committee met on a quarterly basis to assure the districts implementation of ADA accessibility requirements and for outreach planning meetings. We have added new members from each San Benito, Pharr and Roma Area Offices to the Committee be able to cover all the Sections within the District and have better communication within and across the District and Area Offices.

The District ADA Accessibility Committee is made up of the following Staff members.
- Craig Wuensche, RLA, ADA Coordinator/Liaison, Special Projects Section
- David Vera, P.E., Construction Section,
- Emma Nino, P.E., Roma Area Office,
- Eugene Palacios, P.E., Maintenance Section,
- Isaac Garza, P.E., Advanced Project Delivery Section,
- Jesus Sanchez Chavez, P.E., Traffic Section,
- Joel E. Garcia, P.E., Central Design Section,
- Katia Navar Pharr Area Office,
- Norma Robledo, Environmental Section,
- Ray Pedraza, District PIO,
- Rene Davila, P.E., San Benito Area Office, and
- Teresa Muehlberger-McMillian, Administration/Safety Officer

These new members will bring subject matter expertise to the group that should be very helpful in training, outreach, and reporting.

PHARR – GOALS:
The Pharr District has set goals that correspond to the state-wide goals. We are identifying opportunities to improve communications concerning TxDOT's ADA Accessibility Program and all people are the most important

customer, asset, and resource. The well-being, safety, and quality of life for Texans by focusing on relationship building, customer service, and partnerships. We will have better solicitation of stakeholder groups and collaborate to improve communications thus improving services. We will also be scheduling outreach opportunities throughout the year, with more detail provided in the Outreach Plan. We will continue to identify partners, stakeholder groups and individuals to increase and improve our outreach. We anticipate training our committee members and facilities staff through TEAMS on ADA compliance, PROWAG, and TCAP. We are also anticipating training opportunities for our construction maintenance staff to assist them in better understanding the ADA Accessibility program and requirements. We continue to develop processes for documenting ADA components throughout project delivery and identify opportunities for ADA projects and possible funding. The Pharr District will continue to collaborate with our partners such as the Rio Grande Valley Metropolitan Planning Organization and will continue to develop a partnership that is providing education and outreach opportunities. We will also continue to implement our curb ramp program; in 2023/24, looking at sidewalk and curb ramp connections in Alamo, Brownsville, Edinburg, Elisa, Harlingen, Los Fresnos, McAllen, Pharr, Primera, Rio Hondo, Roma, San Juan, and South Padre Island. We will be coordinating with our Area Engineers, and local government stakeholders to identify the locations with the most need and work to identify funding opportunities. As well as working with the Design Division to identify railroad crossings throughout the district that lack proper accessible routes across the R.O.W. starting with those that have accessible route up to and from railroad crossings as a first phase and a second phase to facilitate the remaining crossings. These have been identified as major linkages and are dangerous and hinder the independence of travel for many of the disabled public.

Additionally, procurement processes are currently being developed for CSJ:
0921-00-091 – McAllen 10th St - State-wide Curb Ramp Program
0038-06-051 = Roma High School, Gutierrez St - State-wide Curb Ramp Program
0921-06-350 - West Rail Trail (Phase II),
0921-06-334 - Los Fresnos Hike & Bike Trail,
0921-06-350 - West Rail Trail (Phase II),
0921-06-351 - Bejarano-McFarland-Galvan Trail Extension,
0921-06-289 - Southmost Nature Trail (Phase IV),
0921-06-360 - Southmost Nature Trail (Phase V),
0921-06-361 - Southmost Nature Trail (Phase VI),

A fully executed AFA has been completed for CSJ:
0921-02-390 - McAllen Vision Zero Planning Study (planning),
0921-02-495 - Elsa Getting Connected (Planning),
0921-02-496 - Bridge St. Pedestrian & Bicycle Development (Planning),
0921-06-334 - Los Fresnos Hike & Bike Trail
0921-06-348 - City of Rio Hondo Sidewalk Project,
0921-06-349 - Arroyo Colorado Trail, Phase III (Design),
0921-06-353 - Park Road 100 to Wind & Water Sports Park (Planning),
0921-06-354 - Park Road 100 to Wind & Water Sports Park (Design),
0921-02-431 - Jackson Hike & Bike (Phase II),
0921-02-432 - PSJA Tri City pedestrian improvements (Phase II),
0921-02-480 - University of Texas Rio Grande Valley Campus Trails & Bike Racks,
0921-02-497 - Freddy Gonzalez Hike and Bike Trail,
0921-06-322 - Brownsville CR 550 10ft Hike & Bike Trail (Phase I),
0921-06-326 - Olmito Townsite Construct 5ft Wide Concrete Sidewalk, and
0921-06-327 - Las Palmas Mobile Estates Sidewalk Improvements

TRAINING:
Pharr District ADA Liaisons will continue to attend Division Accessibility Trainings, engage with the new Pedestrian Accessibility Inventory Program trainings and District wide trainings to recognize ADA barriers will be

scheduled throughout the year. We will encourage district personal to participate in ADA trainings, as available. The training to use the new TxDOT Comprehensive Accessibility Program (TCAP) will be a major resource for the Pharr District in training and implementation of the ADA design, construction, and compliance.

OUTREACH:
The effects of COVID 19 have led the Pharr Districts to create alternative outreach opportunities and will continue to use the Online ADA Compliance Reporting Tool (OACRT) and partner with the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) to increase public involvement to get the attention of our stakeholders. We will continue implement a Pharr District Outreach Newsletter to get the publics needs and opinions. Our proposed FY 2023/24 public outreach event is intended to gather comments on upcoming projects and existing facilities in an open house setting. Disability advocacy groups will continue to be invited to review/comment on Schematics, Intersections, signals etc.
In addition, a minimum of two quarterly meetings within the Pharr District and coordinate with our Area Engineers, and local government stakeholders to identify the locations with the most need and work to identify funding opportunities. The Pharr District will continue to collaborate with Rio Grande Valley Metropolitan Planning Organization to provide education and outreach.

COMMITTEE MEETINGS:
Our district ADA accessibility committee will meet on a quarterly basis to assure the districts implementation of ADA Transition Plan, accessibility requirements and for outreach planning meetings.

San Angelo District

The San Angelo District consists of 15 counties, namely: Runnels, Reagan, Irion, Concho, Menard, Kimble, Crockett, Tom Green, Sutton, Schleicher, Sterling, Glasscock, Coke, Edwards, and Real counties. During this reporting period, the following accomplishments were achieved.

ACCOMPLISHMENTS

- The San Angelo District did not receive ADA complaints or requests for barrier removals during the reporting period.
- Districtwide upgrade of audible pedestrian push buttons to add touchless ped signal continues. 50% complete. Completed the addition of curb ramps, landings, ped poles, crosswalks at RM 584, US 67 and US 87, in the city of San Angelo (CSJ 2574-01-049). This project consists of 9 separate intersections in the City of San Angelo. Texas Department of Licensing and Regulation (TDLR) inspection conducted and the report from the inspection indicates No Violation. Completed the replacement of illumination heads in 4 counties, namely: Coke, Glasscock, Runnels, and Tom Green Counties. This project brought our district to 100% L.E.D compliance and was completed by April 2023.
- Also, we have an ongoing pedestrian, sidewalk, curb ramps and ADA improvement project at various locations in San Angelo district, CSJ 0907-00-201. In addition, we have one pedestrian project under development, 0907-00- 229 and 2574-01-051, scheduled to let in FY 2024. Proposed locations include gaps in connectivity from construction of 0907-00-201 on Knickerbocker Road, and installation of new sidewalk along US 277 and SH 158 in Bronte. The project, CSJ 0907-25-054, traffic signal improvement, consisting of upgrading traffic signals and pedestrian crossing began on July 17, 2023. This project will add pedestrian elements on US 87 at Avenue L and Avenue N in San Angelo City, Tom Green County. There is a lot of pedestrian activities at these locations. This project will enhance pedestrian safety and bring the locations to ADA compliance.
- The ADA Committee met as needed to address any issues and make recommendations on staff development, reporting or procedures to meet program requirements.

District ADA Committee Members

Current members of the District ADA Committee are:

- Chuck Osemeke, P.E. – District Traffic Engineer (District ADA Liaison) John DeWitt, P.E. – Director of TP&D
- William McLane, P.E. – Director of Operations Nicholas Greenly, P.E. – District Design Engineer Lonnie Green III – Facilities Coordinator
- Cario Dickerson – GIS Analyst
- Larissa Fernandez – Engineering Intern Committee Meeting
- The San Angelo District ADA Committee met on the following dates: Quarter 3 – June 20, 2023.

Meeting agenda has been uploaded in SharePoint.

TRAINING

The San Angelo District ADA Liaison participated in the Civil Rights Division's ADA Liaison Quarterly meetings during the First, Second and Third Quarter reporting period. Major topics included in these meetings are listed below:
- Quarter 1 ADA Liaison's Meeting – November 9, 2022. The district ADA liaison participated in the meeting. Topics included the TxDOT Comprehensive Accessibility Program (TCAP) Web Application Training.

- Quarter 2 ADA Liaison's Meeting – February 15, 2023. The district ADA liaison participated in the meeting. Topics included: Update on ADA Transition Plan - 2022 Work Plan, TCAP WebApp Update, and Next Steps with Training.
- Quarter 3 ADA Liaison's Meeting – April 13, 2023. The district ADA liaison participated in the meeting. Topics included: Update for ADA Transition Plan, Web App Update and Web App Training Schedule.

Quarter 4 ADA liaison's meeting is scheduled for September 14, 2023.

PROJECT SPECIFIC ACCOMPLISHMENTS

The following ADA related projects, CSJs 2574-01-049 and 0907-00-178 are 100% completed. CSJs 0907-24-054 and 0907-00-201 are ongoing during the reporting period.

Project	Location	Description
2574-01-049	RM 584, US 67, US 87	Upgrade pedestrian push buttons in San Angelo
0907-00-178	Various locations	Upgrade signals and illumination
0907-24-054	US 87 at Ave L and Ave N	Upgrade traffic signals and pedestrian crossings on US 87 at Ave L and N in San Angelo
0907-00-201	Various locations	Pedestrian, sidewalks, and curb ramps.

San Antonio District

In 2023, San Antonio District continued to focus on staff education, project delivery and continued participation in the department's ADA transition planning process.

Goals:
In our continued effort with ADA transition plan, in 2023, SAT district goals were to:
- continue ADA self-evaluation and assessment,
- use TCAP inventory data and prioritization tools,
- explore opportunities to breakdown ADA barriers with all current design projects.
- plan future ADA sidewalk projects.

In conjunction with pedestrian/vehicular crash data and TCAP data we implemented solutions that *prioritize safety, provide strategic sidewalk connectivity, accessibility and break down existing ADA barriers with each project.*

Accomplishment

SAT district revised the District Design Review Team (DDRT) Checklist Agenda to ensure each project use TCAP inventory data and prioritization tools. DDRT is held every month for all projects at 30% and 60% PS&E design milestone as part of the SAT project development process.

Listed below is the snippet of the modified DDRT checklist related to sidewalk and ADA concerns:
- Sidewalks & ADA concerns –
    - Pedestrian facility type?
    - Pedestrian facility length (see TxDOTCONNECT definitions)?
    - Pedestrian facility estimated cost (see TxDOTCONNECT definitions)?
    - Are there deficiencies identified in the Pedestrian Accessibility Inventory within the project limits? (For inventory start with Texas Comprehensive Accessibility Program (TCAP) Data).
    - Are all identified deficiencies being addressed with this project? (Coordinate with district ADA liaison, area office and planning section for assistance with TCAP prioritization tools.)
    - Are non-compliant conditions documented with justification for non-compliance?

SAT district held several design review meetings with ADA liaisons, construction area offices and designers to discuss challenges and opportunities to improve design, review, and inspection process of sidewalk construction. SAT district implemented more stringent plan review process of sidewalk plans requiring larger scale details at intersections, curb ramps, pedestrian signals and transition areas with point elevations, dimensions, proposed grades, and contours. These implemented strategies provide important information for construction inspectors to ensure ADA compliance during sidewalk construction.

SAT district believes staff education, and strategic planning of projects to address ADA issues is key to success for the ADA transition plan.

Continued Education

We continued staff education on ADA rules and regulations, design requirements and importance of ADA transition planning. SAT district had the largest attendance of DES 122 (Design and Construction of Pedestrian

Access) held online by design division on 02/22/2023. Successful outreach by the district ADA liaisons resulted in large number of designers and area office construction inspectors and staff attending the course.

Listed below are ADA meetings SAT district attended:
- SAT district ADA committee meeting led on September 12 2022. (see Attachment for meeting minutes and committee information)
- On 11/09/2022 SAT district attended ADA Liaisons Q1 Meeting.
- On 11/18/2022 SAT district attended ADA one on one Liaison Training with design division.
- On 02/15/2023 SAT district attended ADA Liaisons Q2 meeting.
- On 04/13/2023 SAT district attended ADA liaisons Q3 meeting.
- On 06/14/2023 SAT district attended ADA section meetings.

ADA complaints and grievances

SAT district received a formal ADA complaint regarding the lack of ADA accessible sidewalk located near 207 E. Court Street, Seguin, TX 78155 on June 27, 2023. The grievance number assigned for complaint is GRV028-06222023- 2023-SAT-T.

SAT district worked with TXDOT Civil Rights Compliance division and conducted an official ADA investigation and submitted independent inspection report of the facility. SAT district acted promptly and followed all guidance and directions provided the civil rights division. While the investigation is still ongoing SAT district worked with City of Seguin to stripe the drop off edges with contrasting paint on 07/12/202 to resolve any immediate safety concern.

An official response to complaint will be provided no later than sixty (60) business days from the date of this email, (Wednesday, October 25, 2023) in accordance with TxDOT's Grievance Policy and Procedures.

Public Outreach

In 2023, SAT district conducted several public meetings on design projects following the NEPA process. These meetings are instrumental in receiving public feedback and comments on projects. SAT used this opportunity to listen to public and understand the accessibility need. These meeting also serve as great opportunity to educate public on the ADA requirements and TxDOT's effort to improve safety, accessibility, and sidewalk connectivity.

SAT district is committed to continue our efforts to meet the ADA transition goals in 2024.

ADA Accessibility Committee Meeting Sept 12 2022

SAT ADA Accessibility Committee Meeting AGENDA: September 12, 2022

Files can be found at...
https://txdot.sharepoint.com/sites/officeocr/ClVExt/DDReportingPortal/SitePages/DD%20Reporting%20Potal.aspx

T:\EVERYONE\ADA

I.   Role Call:
San Antonio District ADA Accessibility Committee Members
- a.   Michael Galindo, Facilities
- b.   Jason Lambert, Maintenance
- c.   Harry Dawson, District Landscape Architect
- d.   vacant, Central Design Engineer
- e.   Elizabeth Hogeda-Romo, Administration
- f.   vacant, Construction
- g.   Clayton Ripps, TPD
- h.   vacant, District Bike and Ped Coordinator
- i.   Orlando Gallegos; Engineer Assistance Group President
- j.   Marco Galindo – AE Rotation
- k.   Dale Picha- Traffic
- l.   Charles Benavides - Deputy District Engineer Other Attendees: Ivonne De La Rosa – Planning

II.   ADA General Discussion
- a.   Discussion -
- b.   Quarter 4 Report Due
- c.   Discussion of TCAP – Charles B provided a process they were working with at Corpus Christi District (broach the subject with AE)
    - i.   Developing a process -5 opportunities to address ADA deficiencies

        1.   Design Project – Construction – Construction Phase services, ADA verification, PM finalization (?)
        2.   Traffic Operations – Traffic signals, Median Project, Safety Project, non-site specific
        3.   Maintenance – non-site specific
        4.   Permit/Developer-
        5.   Local Government – City Signals (50,000 greater pop.) ,
    - ii.   Checklist process

DCC/DSRT
Inspection
Closeout Audit/ post inspection

- iii.   TDLR Process
- iv.   Consultant access to TCAP
- v.   Work Group – License holders, Elizabeth willing to give up her liscense for someone else.

III.   Outreach Opportunities –2021-2022
ADA Transition Public Outreach – counted toward 1 of 2 meetings a year
- a.   opportunities for Outreach… Future meeting with the stakeholders in the fall
- b.   Newsletter – Planning the next one.. introduce our new Deputy District Engineer; update on the transition plan; include some info on TCAP program (draft is available in the folder)

IV.   Training Opportunities
- a.   TCAP Training (https://cole-gis.com/txdotadasw/help/tcap_gsg.htm)- we can now assign some other people for Chris's, Darcie's.

SAT- 1	Ivonne	De La Rosa	Ivonne.DeLaRosa@txdot.gov	User	June 2nd
SAT- 2	Harry	Dawson	Harry.Dawson@txdot.gov	User	June 7th
SAT- 3	Christopher	Grose	Christopher.Grose@txdot.gov	User	June 7th
SAT- 4	Bryan	Heimer	Bryan.Heiner@txdot.gov	User	June 7th
SAT- 5	Eduardo	Villalon	Eduardo.Villalon@txdot.gov	User	
SAT- 6	Charles	Benavidez	Charles.Benavidez@txdot.gov	Approver	
SAT- 7	Darcie	Schipull	Darcie.Schipull@txdot.gov	ADA Liasion- Primary	June 2nd
SAT- 8	Elizabeth	Hogeda-Romo	Elizabeth.HogedaRomo@txdot.gov	ADA Liasion- Backup	
SAT-9	Joseph	Meneley	joseph.meneley@txdot.gov	User	

- a.   Opportunity to field review some of the new challenges identified with the MyLink project currently under design (Marco, Johnny Martinez, and Pape Dawson Eng.) possible engineer in training opportunity
- b.   Contractor training-
- c.   QCQA requirement on ADA – group of individuals that go out and do an after the construction review (Chris and Harry could lead the effort, include some engineers in training, summer hires)
- d.   How do we eliminate the issue with failure rates of sidewalk, we been seeing this with new construction ?
    - i.   Construction issue, closeout audits, training

II.   Sub-recipient Coordination –
- a.   General conversations with locals encouraging them to update and get their transition plans in place.
- b.   Sharing Training Opportunities - they were able to attend FHWA training and were provided with TxDOT guidance.

III.   Grievance Discussion – none at this time.
- a.   Construction zones- do we need training on traffic control, and pedestrian detours?
    - i.   What are the criteria, when can we detour them, and what is a reasonable detour.
    - ii.
IV.   Next Meetings; September 12, 2022
- a.   What topics or discussion items would you like to add to the agenda?

V.   OTHER ITEMS: (No New Discussion) Discussion Items:
Newsletter Topics - Running List (previous meetings)
Elizabeth offered to put together a guide/summary for employees on how they can request accommodations.
How the process works, and expectations.

Chris Grose – mentioned the challenges they find in the field during construction and thought developing some "cheat sheet" guide/material that people could reference.
He previously provided some examples from other states

Continual discussions associated with cross slopes and roadway cross sections and the impact on the sidewalk grades. (NW Military Highway, Bandara Road challenges)

Marco: Salado Creek Trail: – future topic for the newsletter replacing the bridge, detour when the portion is closed. Just now starting coordination with COSA maybe toward the end of the year

Maintenance Concern with Sidewalks and many being under MMA- I highlighted that DOJ/FHWA don't care about our agreement with the locals they see this as our ROW so if we can't get locals to address sidewalks in a timely manner then we probably need to go ahead and address the maintenance concerns.

Tyler District

Accomplishments

The Tyler District is comprised of Anderson, Cherokee, Gregg, Henderson, Rusk, Smith, Van Zandt, and Wood Counties. During this reporting period, the following accomplishments were achieved.

Overall Accomplishments

The Tyler District did not receive any ADA complaints or requests for barrier removals during the reporting period.

District ADA Committee

Current members of the District ADA Committee are:

Roland Mendez, District Design Engineer (Committee Chair)
David Stocks, Utility Coordinator (ADA Liaison)
Eric Fisher, Director of TP&D
Brian Vansmoorenburg, Transportation Engineer, Advanced Planning
Steven Swindell, Transportation Engineer, Traffic Operations
Mark Driskell, Construction Inspector, District Construction
Nicholas Fisk, GIS Analyst, TP&D
Cory Jackson, District Maintenance Administrator, District Maintenance

Committee Meetings

The Tyler District ADA Committee met on the following dates:

Quarter 2 - February 16, 2023
Quarter 3 - June 20, 2023
Quarter 4 - Scheduled for September 2023

Training

The Tyler District ADA Liaison participated in the following training.

- Quarter 1 ADA Liaison Meeting – November 9, 2022
- Quarter 2 ADA Liaison Meeting – February 15, 2023
- Quarter 3 ADA Liaison Training – April 13, 2023

Project Specific Accomplishments

ADA discussions occur on every design project, beginning at the scoping meeting. Our staff is focusing on ADA concerns when the project ride is accomplished, and solutions are discussed as design progresses. On our larger mobility projects, ADA topics are discussed early in development with our stakeholders.

The Tyler District began developing pedestrian projects in the Comprehensive Accessibility Program (TCAP). Our staff began using the TCAP as part of our project development process.

The Spur 63/McCann Road Bridge Project in Gregg County is open and in use by pedestrians. This is part of the City of Longview's Guthrie Creek Trail project and consists of a bridge over Guthrie Creek to allow bicyclist and pedestrians to travel under Spur 63.

The traffic signal project (CSJ 0392-08-023) in Gregg County is complete and includes curb ramps and pedestrian signals at the intersection of Spur 502 and Eden Drive.

The pedestrian project (CSJ 0910-00-134) in Gregg and Rusk County is complete. This project constructed 11 curb ramps and approximately 3,100 feet of sidewalk. The project is located on US 259 in Longview and on US 79 in Henderson.

The pedestrian project (CSJ 0910-00-135) in Gregg and Rusk County is complete. This project constructed 32 curb ramps and approximately 1,000 feet of sidewalk. The project is located on US 80 in Longview, and on SH 64 and on US 79 in Henderson.

Goals

Public Outreach

The Tyler District's priority is to continue to communicate TxDOT's commitment to the local ADA community and to better identify their challenges and issues through our outreach efforts. We will provide training as needed to the district employees and continue to look for ways to increase awareness of ADA accessibility to all in the district, as well as the community.

Project Specific Goals

Continue to expand our use of the TCAP in the planning, development, and reporting of pedestrian projects.

Complete the pedestrian project (CSJ 0164-01-075) in Henderson County. This project includes 14 curb ramps and approximately 8,900 feet of sidewalk. This project is located in the City of Athens along Bus. SH 31 from South Carrol Street to FM 2495.

Complete the pedestrian crossing improvements (CSJ 0910-00-133) project in Gregg, Henderson, Wood, and Van Zandt County. This project includes 37 curb ramps and 13 pedestrian crosswalks at 8 locations. The Gregg County locations include SH 300, US 80, and SL 281 in Longview. The Henderson County location is on SH 334 in Gun Barrel City, the Wood County location is on SH 37 in Quitman, and the Van Zandt County location is on US 80 in Wills Point.

Complete the pedestrian project (CSJ 0910-00-131) in Gregg and Smith County. This project includes 29 curb ramps and approximately 14,000 feet of sidewalk. The project is located on SL 281, SH 300, and SH 322 in Gregg County, and on SH 110 in Smith County.

Complete the safety improvement project (CSJ 0190-05-074) in Smith County. This project includes 23 curb ramps and pedestrian signals at signalized intersections. The project is located on US 69, SS 147, and US 271.

Waco District

District Profile

The Waco District is comprised of Bell, Bosque, Coryell, Falls, Hamilton, Hill, Limestone, and McLennan counties. Construction projects in the Waco District are managed by four Area Offices, the District Traffic Operations/Signal Office, and the District Local Government Office.

Bell County Area Office
The Bell County Area Office manages construction projects within Bell County. This office coordinates major mobility projects, transportation alternative, and livability projects with our Killen-Temple Metropolitan Planning Organization (KTMPO). KTMPO is a Transportation Mobility Authority (TMA) whose boundary covers all of Bell County, parts of Coryell and Lampasas counties, portions of Fort Hood and encompasses the following cities: Bartlett, Belton, Copperas Cove, Harker Heights, Holland, Kempner, Killeen, Little River-Academy, Morgan's Point Resort, Nolanville, Rogers, Salado, Temple, and Troy. KTMPO is comprised of a Transportation Planning Policy Board and a Technical Advisory Committee whose members are community and county elected officials and/or are appointed by those officials. KTMPO is responsible for establishing a comprehensive transportation planning process for the greater area around Killeen and Temple.

Coryell Area Office
The Coryell County Area Office manages construction projects within Bosque, Coryell, Hamilton counties. While most of these areas are rural, great focus has been put on developing the US 281, SH 36, and SH 6 corridors that run through this region. The Coryell County Area Office is very involved in the Rural Transportation Improvement Plan (RTIP) that is developed every two years. Development of the RTIP and identification other project needs within the area are coordinated with local city and county officials.

Hill County Area Office
The Hill County Area Office manages construction projects within Hill, Falls, and Limestone counties. While most of these areas are rural, IH 35 runs through Hill County before splitting into IH 35E and IH 35W north of Hillsboro. The Hill County Area Office is very involved in the Rural Transportation Improvement Plan (RTIP) that is developed every two years. Development of the RTIP and identification other project needs within the area are coordinated with local city and county officials.

McLennan County Area Office
The McLennan County Area Office manages construction projects within McLennan County. This office coordinates major mobility projects and State-selected transportation alternative projects with the Waco Metropolitan Planning Organization (Waco MPO). The Waco Metropolitan Planning Organization (MPO) coordinates transportation planning activities for all of McLennan County. The Waco MPO is governed by a 20 member Policy Board and informed by a Technical Advisory Committee. The Policy Board and Technical Advisory Committee is comprised of community, City, and elected officials or their appointees.

District Traffic Operations/Signal Office
The District Traffic Operations/Signal Office manages the selection, development, and construction of signal and traffic safety construction projects within the district. Project selections are conducted based on both targeted and systemic approaches, and local input is received. Our Local Governments are encouraged to submit candidate projects for traffic safety funding.

District Local Government Office
The District Local Government (LG) Office oversees development and construction of the locally sponsored construction projects within the district. Locally sponsored projects are funded through various avenues such as

statewide project calls, safety project calls, MPO selection, local funding/grant sources, or even as a collaboration with existing district projects.

Accomplishments

Between September 2022 and August 2023, the Waco District continued its progress on removing barriers to accessibility in accordance with our ADA Program and goals. The Waco District constructed several ADA curb ramp and sidewalk projects throughout the district. In FY 2023, the district utilized over $300,000 to improve pedestrian infrastructure and mobility across ten separate projects. Current FY 2024 projections are expected to surpass FY 2023 commitments.

The Waco district recently hired a full-time ADA Liaison to assist district personnel with ADA related issues, review plans in development for potential ADA improvements, track and monitor all district ADA improvements and activities, host quarterly ADA Committee Meetings, and ensure overall adherence to ADA requirements throughout the district.

District ADA Committee

Current members of the District ADA Committee are:

Rachael Perry, Special Project Coordinator/ADA Liaison
Daniel Davila, District Local Government Coordinator
Josh Waller, Plan Reviewer
Brenton Lane, Transportation Engineer Supervisor
Allen Matthews, Technical Project Manager
Jacob Chau, Director of Transportation Operations
Stephen Kasberg, Director of Maintenance
Lawrence Kylman, Safety Officer
Rachelle Sandel, District Local Government Coordinator

Committee Meetings

The Waco District ADA Committee held their first meeting on May 25, 2023. The next meeting is scheduled for September 14, 2023.

In the committee meetings we provide overviews of TCAP functions to assist district personnel in becoming more comfortable using the application. We also cover expectations and duties of personnel, available training, brainstorm outreach opportunities, and discuss future projects and/or areas where there is a need for pedestrian improvements.

All committee meeting materials have been uploaded quarterly to the reporting portal.

Goals

Waco District ADA Goals for Fiscal Year 2024:

- Continue to focus on staff training. Encourage district designers and engineers to take the designing for pedestrians training courses.
- Continue to improve facilities within the district to make it more ADA accessible.
- Continue to partner with Human Resources staff to ensure all employees are knowledgeable of accommodations, and TxDOT's commitment to facilitating any needed accommodations.

- Continue partnering with the local governments to improve ADA accessibility within their communities.
- Continue to work with area offices to see where ADA improvements can be made on state projects.
- Utilizing TCAP to identify deficiencies that can be remediated during the design and development phase of construction projects.
- Tracking/Recoding the resolution of ADA barriers and deficiencies by incorporating project-specific data into TCAP.
- Continue utilizing Category 8 and Category 11S funds for pedestrian safety improvements.
- Host a Local Government workshop open to regional cities to discuss funding opportunities, project development expectations, timelines, etc.
- Continue partnering with local governments to inform them of available funding and grant programs that are available for pedestrian and ADA improvements.

Outreach Plan

KTMPO/Waco MPO meetings

We are going to continue our partnership with the local MPOs to ensure that we have adequate outreach to the public and cities within the region. The Waco Distract has two MPOs that we regularly coordinate with – the Waco MPO and the Killeen-Temple MPO (KTMPO).

Waco District personnel work closely with our local governments to keep them informed on any new funding opportunities, as well as assistance with crash analysis. In the past year, we have presented on the Highway Safety Improvement Programs and our Road to Zero Mission at the Killeen-Temple MPO TAC meetings and at the Killeen-Temple MPO Policy Board Meetings. We continue to work with these entities through all phases of both non-construction and construction projects.

Local Government Workshops

In past years, the Waco District hosted Local Government Workshops for our regional cities (previously suspended due to COVID). The goals for the workshop included networking with our local partners and providing them a working knowledge of how to coordinate with TxDOT during the different phases of a local project. The workshop provides a forum for the local entities to ask question and voice their concerns. The Waco District would like to host another workshop in upcoming FY 2024.

The following ADA projects have been completed in FY 2023 or are currently under construction:

- 0909-37-071: Construct Pedestrian Infrastructure. Local Let. Let Date 09/2022. $708,050.00

- 2057-01-012: Construct Pedestrian Infrastructure. Local Let. Let Date 12/2022. $713,941.85

- 0909-36-189: Install Warning Signs, RRFB, and ped crosswalk. State Let. Let Date 02/2023. $90,425.64

- 0656-01-040: Rehabilitate Existing Roadway. State Let. Let Date 04/2023. $11,982,190.23

- 0209-01-071: Hazard Elimination. State Let. Let Date 06/2023. $212,662.15

- 0833-04-042: Widen Road. State Let. Let Date 06/2023. $5,424,883.47

- 0909-22-193: Bicycle and Pedestrian Improvements. Local Let. Let Date 07/2023. $3,000,561.00

- 0909-36-186: Rehabilitate Existing Roadway. Local Let. Let Date 08/2023. $3,348,635.60

- 0015-01-256: Hazard Elimination & Safety. State Let. Let Date 08/2023. $289,591.22

- 0258-03-046: Install/Replace Pedestrian Signs. State Let. Let Date 08/2023 $99,844.61

The following ADA projects are what the district is planning for FY 2024:

- 0909-36-184: Construct Pedestrian Infrastructure. Local Let. Let Date 09/2023. $2,127,770.97

- 0909-36-181: Hazard Elimination & Safety. State Let. Let Date 10/2023. $451,322.00

- 0909-36-182: Hazard Elimination & Safety. State Let. Let Date 10/2023. $461,858.81

- 0909-36-169: Construct Pedestrian Infrastructure. Local Let. Let Date 11/2023. $656,577.24

- 0909-36-171: Widen Road – Add Lanes. Local Let. Let Date 11/2023. $3,678,424.74

- 0909-22-191: Bicycle and Pedestrian Improvements. Local Let. Let Date 02/2024. $2,155,347.68

- 0909-22-194: Construct Pedestrian Infrastructure. Local Let. Let Date 04/2024. $1,284,885.34

- 0413-01-033: Bicycle and Pedestrian Improvements. State Let. Let Date 04/2024. $929,000.00

- 0831-05-004: Bicycle and Pedestrian Improvements. State Let. Let Date 04/2024. $303,000.00

- 0909-36-188: Construct Pedestrian Infrastructure. Local Let. Let Date 06/2024. $855,183.44

- 0909-22-202: Bicycle and Pedestrian Improvements. Local Let. Let Date 08/2024. $489,200.00

- 0909-22-203: Construct Pedestrian Infrastructure. Local Let. Let Date 08/2024. $315,000.00

- 0909-22-204: Construct Pedestrian Infrastructure. Local Let. Let Date 08/2024. $518,500.00

- 0909-36-173: Construct Pedestrian Infrastructure. Local Let. Let Date 08/2024. $1,078,562.88

- 0909-36-185: Construct Pedestrian Infrastructure. Local Let. Let Date 08/2024. $3,240,000.00

- 0909-36-187: Construct Pedestrian Infrastructure. Local Let. Let Date 08/2024. $647,024.00

Status updates will be provided on the ongoing projects during the upcoming Quarterly Dashboard Reports and end of year Accomplishments and Goals Report.

Training

The District ADA Committee will continue to attend the Quarterly ADA Liaison Meetings and take advantage of all training opportunities provided within these meetings. In addition, the District Liaison will continue to seek training opportunities individually and for members of the committee.

Training Completed in FY 2023

February 16, 2023: District staff attended the Quarterly ADA Liaison meeting hosted by CIV.

March 24, 2023: Distract staff had one-on-one TCAP training with Juanita Webber (ADA Compliance Program Manager). Also covered were the duties of ADA Coordinator and how to gather necessary information to fill out quarterly report.

April 4, 2023: District staff completed DES122 (Design & Construction for Pedestrian Access).

April 13, 2023: District staff attended the Quarterly ADA Liaison meeting hosted by CIV.

April 19, 2023: Division personnel Pete Krause and Pape Dawson visited the Waco District office and provided staff with personalized training on the mapping features within TCAP. The future of TCAP implementation into district standard operations was discussed and strategies were discussed for updating data currently housed in the TCAP system.

Wichita Falls District

The Wichita Falls District is comprised of the Gainesville, Graham, and Wichita Falls area offices. These offices cover nine counties consisting of Archer, Baylor, Clay, Cooke, Montague, Throckmorton, Wichita, Wilbarger, and Young. During this reporting period, the following accomplishments were achieved.

Accomplishments

Overall Accomplishments

The Wichita Falls District did not receive any ADA complaints or requests for barrier removals during the reporting period.

District ADA Committee

Current members of the District ADA Committee are:
Monty Brown ~ Liaison, Director of Construction, Wichita Falls District Construction Office
Julie Dickerson ~ Human Resources Generalist, Wichita Falls District, Human Resources Division
David Rohmer ~ Director of Operations, Wichita Falls District Operations/Maintenance Office
Bryson Lawrence ~ District Design Engineer, Wichita Falls District Design Office (as of 4th quarter)

Committee Meetings

The Wichita Falls District ADA Committee met on the following dates:
Quarter 1 – December 6, 2022.
Quarter 2 – March 14, 2023.
Quarter 3 – June 20, 2023.
Quarter 4 – September 19, 2023 (meeting is scheduled for this date but has not occurred as of the submission of this report).

All prior meeting materials have been uploaded to either the TCAP FHWA Dashboard Reporting Portal or can be found in the Wichita Falls District SharePoint folder on the Civil Rights Division ADA Reporting Portal.

Quarterly ADA Liaisons Meetings

The Wichita Falls District ADA Liaison participated in the Civil Rights Division's ADA Liaison Quarterly meetings during the First, Second and Third Quarter reporting period. Major topics included in these meetings are listed below:
- Quarter 1 ADA Liaison's Meeting – November 9, 2022. The District ADA Liaison participated in the meeting. Topics included the *Update on ADA Transition Plan, WebApp Update Reporting Module Training, and CIV updates with Important Dates*.
- Quarter 2 ADA Liaison's Meeting – February 15, 2023. The District ADA Liaison participated in the meeting. Topics included: *Update on ADA Transition Plan, WebApp Update on Module Training/Liaison Roles, and CIV updates with Outreach Obligations*.
- Quarter 3 ADA Liaison's Meeting – April 14, 2023. The District ADA Liaison participated in the meeting. Topics included: *Update for ADA Transition Plan*, *Web App Update on Module Training/Liaison Roles/Subrecipient Tracking* and *CIV updates on Outreach Obligations.*
- Quarter 4 ADA Liaison's Meeting – September 19, 2023. (Meeting is scheduled for this date but has not occurred as of the submission of this report).

The District Liaison attended the following external webinar trainings:
- FHWA Civil Rights Training – April 4, 2023.
- Americans With Disabilities (ADA) Basics Training FHWA – April 5, 2023.

Project Specific Accomplishments

The following ADA related projects reached 100% completion during the reporting period.

Project	Location	Description
0802-02-069, etc.	Near US 82/277 to LP 473/SH 79	Construction of Intersection Improvements
0043-08-084	16 miles west of Wichita Falls near Iowa Park	New Safety Rest Area including pedestrian elements.

Outreach

The Wichita Falls District ADA Committee has scheduled two in-person outreach events for August 16, 2023, for 10 am and 6 pm. This meeting will be held at the Wichita Falls District Large Training Center. This meeting invitation was sent to the Wichita Falls District ADA stakeholders and a meeting notice was posted on TxDOT's website under hearings, meetings, and notice schedule. In addition, our Public Information Officer posted this meeting notice on the Wichita Falls District's social media outlets, and local media outlets.

FHWA requires TxDOT Districts to host 2 outreach events per fiscal year. The Wichita Falls District is included in the Northeast Region along with nine other Districts. The Wichita Falls District outreach schedule will continue to be improved upon in future years now that there is a better understanding of the requirements. The Committee will continue to work on the District Outreach plan and perform events as feasible to ensure minimum requirements are met. The Committee will work to improve our partnerships with stakeholders within our District and seek assistance from those members in identifying the ADA stakeholders and organizations within the District. The ADA Committee will continue to work to inform our employees, stakeholders, community, and ADA groups of TxDOT's ADA Accessibility Program.

GOALS

The Wichita Falls District's priority is to continue to communicate TxDOT's commitment to the local ADA community and to better identify their challenges and issues through our outreach efforts. The Wichita Falls District wants to ensure that TxDOT's mission to provide accessibility to all our programs, services, benefits, activities, and facilities to the public is a reality. Through outreach events our goal is to increase public participation in the design, planning and development phases of our programs and services.

Current overall goals include continued work with the Statewide ADA Administrator and Consultants on the TCAP program and the ADA Transition Plan Implementation Schedule. The District will continue conducting quarterly ADA meetings to better inform personnel within the District and communicate any needs and updates on the ADA plan. The District will also review all construction projects for accessibility impacts and architectural barriers. In addition, the District will regularly monitor in-house facilities for architectural barriers and will work to partner with external entities on outreach opportunities.

Training

The District ADA Committee will continue to attend the Quarterly ADA Liaison Meetings and take advantage of all training opportunities provided within these meetings. In addition, the District Liaison will continue to seek training opportunities individually and for members of the committee.

Project Specific Goals

Listed below are some of the District's ongoing and upcoming ADA related facility & construction projects:

Project	Location	Description
0312-01-076 FY 2022	FM 51 in Cooke County	Bridge Replacement including sidewalks and ramps.
Wichita Falls FY 2022	District Headquarters - Administration	Facility Improvements
0044-07-074 FY 2023	US 82 in Cooke County within the City of Muenster	Landscape Improvements including trail elements and sidewalk and ramps
Wichita Falls FY 2023	Area Engineer	Facility Improvements
0194-02-092 FY 2024	IH 35 in Cooke County	Widen to 6-Lane Freeway including pedestrian elements.
0903-00-118 FY 2024	BU 287J and SL 473 in Wichita County	ADA Improvements including pedestrian elements to include construction of sidewalks and ramps.
Wichita Falls FY 2025	Travel Information Center	Facility Improvements

Status updates will be provided on the ongoing projects during the Quarterly Dashboard reporting periods and on the end of year Accomplishments and Goals Report.

Outreach

The Committee will continue to work on our District Outreach plan and perform events as feasible. The Committee will work to improve our partnerships with stakeholders within our District and seek assistance from those members in identifying the ADA stakeholders and organizations within the District. The ADA Committee will continue to work to inform our employees, stakeholders, community, and ADA groups of TxDOT's ADA Accessibility Program

Yoakum District

Accomplishments

The Yoakum District achieved several accomplishments in the past year. The district is beginning the second round of area wide sidewalk construction projects. Emphasis has been placed on transportation alternative projects, which provides local governments opportunities to improve pedestrian facilities including accessibility features. The district provides PS&E development and construction administration to partner with local governments. Table 1 lists construction projects with ADA elements that were completed in the last year.

CSJ	Project No.	Hwy	County
0515-03-051	STP 2019 (637)	FM 1090	Calhoun
0027-01-044	BR 2019 (850)	US 90	Colorado
0089-07-146	NH 2019 (437)	US 59	Wharton
0089-19-013	STP 2021 (388)	BU 59T	Victoria
0144-04-046	STP 2B20 (111)	SH 238 etc.	Calhoun
0241-03-029	F 2021 (721)	SH 60	Matagorda
0266-05-048	STP 2019 (730)	SH 71	Wharton
0370-05-052	NH 2019 (731)	BU 77s, etc.	Victoria
0913-26-065	STP 2021 (658)	City of Columbus	Colorado
0913-26-065	STP 2021 (658)	City of Columbus	Colorado

Table 1: YKM Completed Projects with ADA Elements Completed in Last Year

Goals

The district plans to continue reviewing accessibility requirements and opportunities in roadway and facility projects. Outreach will be a focal point to district employees and the public.

16. FHWA – Divisions

Aviation

Aviation Facilities Development Program

The objective of the Aviation Facilities Development Program (AFDP) is to develop a statewide system of airports that will provide adequate air transportation to the population and economic activity centers of the state. The AFDP is administered by the Aviation Division (AVN) through grants to public entities for the purpose of establishing, constructing, reconstructing, enlarging or repairing airports. AVN is a participant in the State Block Grant Program which is a federally mandated program giving AVN the lead in carrying out the Airport Improvement Program (AIP) for general aviation and reliever airports in the state. AVN acts as the agent of each eligible political subdivision for the purpose of receiving and disbursing state and federal airport development grant funds, and contracting and managing the services necessary to carry out the scope of services defined in the grant award. As a granting entity, AVN provides project and grant management oversight services.

TxDOT's Aviation Program supports compliance with all federal Aviation Division has been in contact with Juanita Webber, TxDOT ADA Coordinator, for mentoring and training. AVN has had open dialogue with Ms. Webber to further understand roles and responsibilities of the division. I personally have taken a few instructional courses through ELM on Crossroads. Juanita Webber has shown me the resources that are listed on the CIV website which I plan on taking advantage of.

AVN has uploaded suggested training topics and outreach event dates for consideration to the reporting portal. Additionally, AVN has uploaded an initial sub-recipient list.
and state Civil Rights regulations including ADA compliance. Most commercial and General Aviation airports in the state are locally or privately owned and are subject to federal and state-aid requirements if they receive grants under those programs. Grant agreements for projects funded under the Airport Improvement Program requires grant recipients to comply with 28 CFR §35.

Goals

The Aviation Division will work with FIN and CIV to determine sub-recipients and refine list. Once the sub-recipients have been identified, Juanita Webber will send the initial survey and monitor responses from our sub-recipients, keeping Aviation informed of the process. AVN expects to receive inquiries from our sub-recipients for clarification and guidance on their roles and responsibilities regarding ADA accessibility compliance. AVN will provide necessary clarification, guidance, and scheduled outreach opportunities. Further, any outreach opportunities derived from sub-recipient inquiries will be communicated to the Office of Civil Rights for inclusion in upcoming outreach opportunities. AVN staff will also continue to receive ongoing ADA Accessibility training related to the division's AFDP.

Aviation Flight Services

As a support service of Texas state government, the Flight Services Section is tasked to provide safe, cost-effective and efficient aerial transportation of state employees in the conduct of executing official state business. In doing so, it provides services in two major functional areas:

- Aircraft Flight Operations - Flight Services provides air transportation to state officials and employees traveling on official state business.

- Ground Services - Flight Services supplies maintenance and repair services to all state-owned aircraft (excluding the instructional aircraft operated by Texas State Technical College in Waco and Sweetwater and the Texas Forest Service) and provides fuel and hangar storage services for all Austin-based state aircraft.

Aviation Flight Services operates in hangar facilities located at 10335 Golf Course Road, Austin, Texas, 78719. The facilities are owned by TxDOT, on Austin Bergstrom International Airport land leased from the City of Austin. The facilities are in compliance with federal accessibility requirements. Because AVN Flight Services has no sub-recipient programs; therefore, monitoring and reporting for Flight Services is not necessary.

Accomplishments

AVN Flight Services facilities were reported to TxDOT's Office of Civil Rights for inclusion in the department facilities accessibility compliance inventory.

Bridge Division

Section 1 - Bridge Division Overview

The Bridge Division (BRG supports the structural planning, design, construction and maintenance of bridges and transportation structures throughout the state. In addition, the division is responsible for the in-service safety inspections of more than 55,000 on- and off-system bridges. The division also develops statewide policies, standards, manuals, and guidelines for the design, maintenance and construction of a safe and comprehensive state bridge system.

1.2   Bridge Division Administration
Provides support and oversight to all aspects of Bridge Division functions, including program and project development, design (structural and geotechnical), plan development, PS&E review, safety inspections, and bridge construction and maintenance support to the districts.

1.3   Bridge Management Section
Provides a focal point for bridge planning, including determining critical bridge replacement and rehabilitation needs, preparing programs of work based on funding and eligibility, preliminary planning of structures, negotiating and drafting various types of agreements, plan review, and administration of the Highway Bridge Program.

1.4   Bridge Design Section
Provides district support and oversight for stateside bridge design, concluding in-house bridge, culvert, rail and traffic structure design, design by the statewide indefinite deliverable bridge design consultant contracts administered by the Bridge Division, and review of shop drawings. Provides design and support for traffic structures, bridge railing, special structures, bridge aesthetics, and history bridge preservation. Manages bridge standard drawings and coordinates structural engineering software acquisition and structural technology transfer.

1.5   Field Operations Section
Provides statewide bridge construction and maintenance support, field structural steel inspections, and geotechnical support. Also administers the Bridge Inspection Program and conducts underwater diving, fracture-critical member inspections, and scour evaluations.

1.6   Business Operations Section
Oversees administration of the division's personnel activities, coordinates and monitors the division's budget, purchasing needs, and travel requests; manages division contracts, legislative inquiries, the division's publications and manuals, website updates, and public information requests. In addition, this section supports the information resource users with equipment software, and automation services.

Section 2 – Accomplishments and Goals

The State's 55,000-plus bridges connect communities and commerce alike, allowing citizens to experience a quality of life unique to Texas. As we face unprecedented mobility demands from the state's rapid growth, the BRG division is committed to the ADA Accessibility Program mission to ensure that every program, service, benefit, activity and facility open to the public is fully accessible to and usable by people with disabilities in an integrated setting that fosters inclusion and does not discriminate.

2.1   Accessibility/ADA Considerations

Pedestrian bridges, bridges with sidewalks, and highway rest and picnic areas are the most common highway facilities that require Americans with Disabilities Act (ADA) and Texas Accessibility Standards (TAS) compliance. Features that must meet specific requirements include the following:

- Maximum curb ramp slope
- Cross slope and grade on sidewalks
- Minimum sidewalk clear width
- Sidewalk passing space
- Objects protruding into the sidewalk
- Location of curb ramps and sloped areas
- Diagonal curbed ramps
- Raised curbed islands
- Drop-offs (or curb heights) greater than 9 in.
- Handrails

Additional information on ADA and TAS requirements can be found in Chapter 2 of the Roadway Design Manual. However, always refer to the current Americans with Disabilities Act Accessibility Guidelines and Texas Accessibility Standards for complete ADA and TAS requirements.

2.2   Bridge Division ADA Accomplishments (FY23) and Goals (FY24)

The Bridge Division is committed to the ADA Accessibility Program's mission to ensure that every program, service, benefit, activity and facility open to the public is fully accessible to and usable by people with disabilities in an integrated setting that fosters inclusion and does not discriminate.

2.3   Bridge Division Accomplishments FY23

- Achieved 100% attendance at ADA Liaison meetings.
- Provided guidance on ADA accessibility regarding Bridge Railings and bridge related pedestrian facilities
- Reviewed our local area for obstructions to accessibility
- Attended ADA Quarterly Liaison meetings

2.4   Bridge Division Goals FY24

- Attend every ADA Liaison and training meetings.
- Provide guidance to the districts on ADA accessibility regarding Bridge Railings and bridge related pedestrian facilities
- Collaborate with other Division ADA Coordinators on ADA Program initiatives
- Work with respective Divisions to ensure that division headquarters office practices, procedures, and environment is ADA compliant within the Bridge Division.
- Enhance partnership with Civil Rights through more collaboration and volunteer opportunities.
- Provide division with current ADA information.
- Meet required reporting due dates.

Communications Division

Introduction

The Communications Division (CMD) strives to better serve our customers and employees by working proactively on electronic and information resources (EIR) accessibility compliance by developing processes and training for Texas Department of Transportation (TxDOT) employees, contractors, and vendors to support the needs of all people, including people with disabilities.

Scope

In-scope

CMD coordinates remediation, compliancy, and training for digital content by all TxDOT Divisions/Districts. The agency-wide approach for information technology project management includes Section 508 accessibility compliance[1].

- CMD reports on txdot.gov web barriers.
- CMD owns the content and design of the website content including videos and documents.
- CMD monitors the external websites using a mixture of automated and manual testing.
- CMD tracks and corrects areas of non-conformance using a ticketing system to assign and prioritize.

CMD is not responsible for the procurement of software/hardware used to host and organize the website.

Out-of-Scope

CMD does not have building projects (implementation, planning, design, construction, inspection or completed), request/provide accommodations, file complaints, complete investigations, or Subrecipient reviews. CMD does not have direct involvement with accommodations, complaints, or investigations related to Section 504.

Accomplishments (September 1, 2022-August 31, 2023)

EIR Accessibility Workgroup

ITD received approval from the Executive Steering Committee for creation of the EIR Accessibility Workgroup to be formed with key stakeholders across the agency including Communications (CMD), Civil Rights (CIV), Information Technology (ITD), Procurement (PRO), and Human Resources (HRD).

Workgroup Stakeholders
- Anh Selissen – Sponsor, Chief Information Officer, ITD
- Lisa Petoskey, IT Applications Section Manager, ITD
- Leisha Johnson, IT Customer Relations Section Manager, ITD
- Nicholas Mahoney, Ops and Portfolio Branch Manager, ITD
- Seth Hoke, OCM Analyst, ITD
- Alo Sen, ITD Applications Delivery Lead, ITD
- Peter Lee, Information Security Officer, ITD
- Alejandro Garcia, Director of Communications and Public Affairs, CMD
- Diann Hodges, Director, CMD

- Becky Ozuna, Internal Communications Section Director, CMD
- David Munns, Creative Services Section Director, CMD
- Don Barrett, Web Administrator, CMD
- Susan Howard, Public Involvement Section Director, TPP
- Michael D Bryant, Director, CIV
- Juanita Webber, ADA Compliance Program Manager, CIV
- Christopher Young, Workforce Development Section Director, HRD
- Sabrina Bateman, Training Specialist, HRD
- David Murphy, Training Specialist, HRD

Workgroup Meetings

CMD and ITD worked together to create the agenda and content for the workgroup meetings.
- Quarter 1 – November 8, 2022
- Quarter 2 – January 9, 2023
- Quarter 3 – April 17, 2023
- Quarter 4 – August 22, 2023 (planned)
-

Training and Outreach

Quarterly ADA Liaisons Meeting

- Q1 – Wednesday, November 9, 2022
- Q2 – Wednesday, February 15, 2023
- Q3 – Thursday, April 13, 2023
- Q4 – Thursday, September 14, 2023 (planned)

Global Accessibility Awareness Day

To increase awareness and reinforce the TxDOT commitment to digital accessibility, ITD, CMD, and CIV organized 7 virtual sessions to align with Global Accessibility Awareness Day (GAAD), May 18, 2023. 564 virtual seats were filled (316 unique participants) with folks that discovered how they can make a difference in digital accessibility. Sessions:

- Intro to TxDOT Digital Accessibility Program
- Working with Adobe Experience Manager (CMD)
- Accessible Meetings (ITD/TPP)
- Accessible Maps and Infographics (CMD)
- Digital Accessibility Testing (ITD)
- Documents/email/pdf Accessibility (CMD)
- Procuring Accessible Hardware/Software (ITD)

Following our May GAAD event, all recordings were made available internally for on demand learning.

Peoplesoft ELMS – Course Number and Course Title	CY2022	CY2023
DEV471 Introduction to Digital Accessibility (CMD)	-	228
DEV472 Creating Accessible Excel Spreadsheets (CMD)	10	37
DEV473 Creating Accessible Microsoft Word Documents (CMD)	-	203
DEV474 Creating Accessible Microsoft PowerPoint Presentations (CMD)	4	14
DEV475 PDF Accessibility (CMD)	3	3
DEV476 GAAD: Accessibility Awareness (ITD)	30	126
DEV477 GAAD: Digital Content Accessibility (ITD)	22	140
DEV478 GAAD: Accessibility Testing and Reporting (ITD)	10	113
DEV479 GAAD: Integrating Accessibility into Procurement (ITD)	15	117
DEV480 Basics of AEM Components (CMD)	3	137
DEV481 Digital Accessibility Lunch and Learn Sessions	4	16
Totals:	101	1,235

Reporting

TxDOT responds to the Information Resources Deployment Review (IRDR), a self-assessment of compliance, required by the Department of Information Resources (DIR) every even numbered year. This report captures Section 508 compliance reporting for TAC 206 and 213.

As part of the Federal Highway Association (FHWA) reporting requirements, the CMD ADA Liaison provides quarterly, and annual reporting related to ADA/Section 504 to the ADA Reporting Portal FHWA Dashboard.

Goals (September 1, 2023-August 31, 2024)

Digital Accessibility Compliance Plans and Exceptions

CMD Managers/EIR Accessibility Coordinator continue working on compliance plans for situations where non-compliance is found in procured or created digital assets and websites. CMD will document non-compliance digital assets that create barriers to successful interaction through a ticketing system for remediation purposes.

Training/Resources

ITD and CMD continue to find opportunities for training and awareness for all Districts and Divisions. CMD continues development on an ELMS digital accessibility crossroads page for TxDOT employees and contractors. CMD will continue outreach training and guidance to 3rd party vendors to create and maintain compliant assets and websites.

Evolving and Preparation
CMD continues preparation for the potential impacts of evolving WCAG guidelines (2.1, 2.2 and 3.0) and proposed Department of Justice (DOJ) ADA rule changes.

TxDOT Comprehensive Accessibility Program Toolbox

CMD continues to provide quarterly and annual updates to the TCAP Toolbox.

Applicable Laws and Standards

State

- [Texas Administrative Code (TAC), Title 1, Ch. 206, Subchapter B, State Agency Websites](#)
- [Texas Administrative Code (TAC), Title 1, Ch. 213, Subchapter B, Accessibility Standards for State Agencies](#)
- [Texas Government Code Ch. 2054, Subchapter M. Access to Electronic and Information Resources by Individuals with Disabilities](#)

Federal

- [Section 508 of the Rehabilitation Act of 1973](#)
    - [Web Content Accessibility Guidelines (WCAG) 2.0 Level A and AA](#)
    - [PDF/Universal Accessibility (ISO 14289)](#)
- [Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. Ch. 126)](#)
    - [Proposed amendment (Spring 2022)](#)
- [Telecommunication Act of 1996 (47 U.S.C. §255)](#)
  [Information and Communication Technology Standards and Guidelines](#)

[1] Reference [TAC, Part 10, Chapter 213](#), Electronic and Information Resources (EIR), Subchapter B, Accessibility Standards for State Agencies.

Construction Division

Accomplishments

The Construction Division (CST) worked with the Communication Division to implement 508 digital accessibility requirements for all Commission documents published for the public record.

CST worked with the policy governance work group to update the current TDLR Construction Accessibility Requirements Specifically, working with the Design Division (DES), CST updated the policy to streamline the process and meet department policy requirements.

The Requested Accessibility Specialist (RAS) Requests program was reviewed, and the contract was renewed to handle inspections statewide. CST and DES will be reviewing the outcomes from the RAS inspections and how the transition plans for districts are impacted. CST discussed with DES creating training with ADA components for Inspector Development program.

We submitted an updated Requested Accessibility Specialist (RAS) to policy governance for review and implementation.

Future Goals and Outreach Plans

CST will continue to recognize its role in ADA compliance and requirements.

CST is currently working with Communications to ensure accessibility of all public Commission documents.

CST will continue to track all RAS Requests. CST is working with DES the creating to create ADA components within training for Inspector Development program. Goal is to better prepare our inspectors to identify deficiencies prior to the completion of a project.

We will keep ADA on the foreground of CST's awareness.

Outreach Events

Currently CST does not have any outreach events planned but plans to participate in future events.

Contract Services Division

ADA Goals and Accomplishments

The Contract Services Division is committed to the ADA Accessibility Program's mission to ensure that every program, service, benefit, activity, and facility open to its employees and public is fully accessible to and usable by people with disabilities in an integrated setting that fosters inclusion and does not discriminate.

Contract Services Accomplishments:

- Continue Attending ADA Quarterly Meeting throughout FY
- Appointed a primary and secondary ADA coordinator for the CSD (Contract Services Division) Division
- Increase awareness of ADA events and activities throughout CSD
- Reviewed our office area for obstructions to accessibility.
- Ensured compliance with accommodations by working closely with HR.

Contract Services Goals:

- Provide guidance to the division employees in ADA accessibility regarding acceptable workspace, facility requirements and emergency exit routes.
- Collaborate with other TxDOT (Texas Department of Transportation) Organizations on ADA program initiatives.
- Continue to attend ADA Liaison meetings.
- Increase awareness of the TxDOT's ADA Accessibility Program throughout the Division and Austin District.
- Communicate ADA program requirements to division staff during monthly staff meetings.
- Meet ADA required reporting due dates
- Train others as liaison backup support

Design Division

Leading TxDOT in providing and growing design and project development expertise, through collaborative efforts and quality customer service, to effectively and efficiently deliver a safer transportation system for Texas.

The Design Division (DES) guides the development of construction projects from conception to the release of detailed plans for construction bidding, including construction phase services. This Fiscal year, DES prepared 969 construction contracts for bid in most areas of highway design from roadway geometrics to landscape design and pedestrian mobility. It develops design policies and roadside safety criteria, provides hydraulic design expertise, bicycle design guidance, photogrammetry services, provides 3D design support, PS&E review and processing, oversees selection of professional services consultants, traffic simulation and safety analysis and manages landscape programs.

DES Accomplishments for FY 2023

Remediation Activities
As of Q1 of FY 23 Remediation Activities are now tracked solely at the District level. This reduces the amount of redundant data reported.

Dissemination of ADA/Mobility/Pedestrian Facilities Information
Information is continually disseminated throughout the 25 TxDOT districts via email, phone calls, TxDOT Pedestrian CAD Standards, DES122, 'Design and Construction for
Pedestrian Access' training classes, 'ADA Curb Ramp Workshop' training for Contractors and TxDOT Inspection Staff, TxDOT DES Interim Guidance for Pedestrian Facilities, and Consultant Project Management Contracts for ADA Retrofit projects, Mobility, Transportation Alternatives (TA), & Safety projects.

DES has completed a total of 5 DES 122 courses in FY 23. The format is either in-person or virtual. Although scheduling for FY 24 DES 122 courses has been completed, DES continues to schedule as needed to fit district requests.

Throughout Fiscal Year 2023 DES hosted 10 outreach events throughout the Districts. Integrating ADA deficiency tracking and reporting into the Districts workflows as it relates to the TCAP.

Complaints
External public input, taken at the district level or through the Office of Civil Rights, influences project planning and location accordingly.

Contract Administration
Utilized standard contracts developed by TxDOT's Professional Engineering Procurement Services Division (PEPS).

Consultant Procurement
Managed or assisted Districts for federally funded programs for ten ADA projects totaling
$20.8 million in construction.

Operations Manual
Monitored the following manuals that are available on TxDOT's Web site: *Access Management Manual*, *PS&E Preparation Manual*, *Project Development Process Manual*, *Landscape & Enhancement Manual*, and the *Roadway Design Manual*. A revision to the *Roadway Design Manual* was released in May 2022 and includes a thorough section on pedestrian facilities including elements of design, curb ramp design, driveway design

considerations, intersections and crossings, overcrossings and underpasses, work zone and temporary traffic control pedestrian accommodations, lighting, on-street parking, transit access, railings adjacent to steep slopes, additional considerations, and micromobility vehicles.

Planning and Public Involvement

The TxDOT Comprehensive Accessibility Program (TCAP), containing the inventory and ADA compliance assessment for all pedestrian facilities on State right of way, was made available to over 200 TxDOT employees across all 25 districts and several divisions. The data within the TCAP is formatted as geographic information system (GIS) data and helps fulfill TxDOT's Transition plan that was developed to meet the requirements of ADA. The aim of this program is to upgrade all the pedestrian facilities on the state highway system to ensure that no one is denied benefits or services because of their race, color, national origin, sex, age or disability. TxDOT can use the TCAP to prioritize projects according to severity of ADA deficiencies, estimated activity of pedestrian usage, and any other GIS- based data, such as data obtained through the Census Bureau, to make more informed decisions related to project locations and planned fiscal year letting schedules.

DES presented on a the TCAP at the 2023 Bridge and Roadway Design Conference. Topics covered an introduction to the TCAP followed by a live demonstration.

Other means to assist in priority planning of projects are current or recent citizen requests for access, and any complaints filed at the district level or through the TxDOT Office of Civil Rights.

The Project Development Process Manual includes sections that outline procedures for public meetings and public hearings. These sections include information on obtaining public input on a project and incorporating that input into the project's design and development.

Relied on the Contract Management Manual for procedures regarding the following bidding and award process:
- Contract Need Identification
- Consultant Selection Team Formation
- Intent to Contract
- Solicitation Preparation and Advertisement
- Receive Solicitation Packages
- Solicitation Package Screening
- Long List Evaluation
- Short List Identification
- Short List Evaluation
- Prepare to Negotiate
- Provider Debriefs

Overview
The Division will continue to monitor projects to ensure that the population is best served by the various ADA, Mobility, Access & Safety projects. It will also accomplish the goal by continuing to monitor and prioritize the available infrastructure data collected, along with demographics, and address and prioritize any citizen request or needs, within the TxDOT Right of Way.

Environmental Affairs Division

Section 508 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act (ADA) prohibits discrimination and ensures equal opportunity for person with disabilities in employment, State and local government services, public accommodations, commercial facilities, and transportation.

Environmental Affairs Division (ENV)

The Environmental Affairs Division (ENV) oversees TxDOT's environmental program and is the environmental liaison with state and federal resource agencies, environmental and special-interest groups, and the public. ENV provides high-level professional and technical support to project sponsors, including the districts and divisions, to address environmental issues and associated with construction and maintenance projects and facility operations.

Cultural Resources Management (CRM)

This section is responsible for assisting district, divisions, and other project sponsors regarding potential project effects on archeological sites, cemeteries, buildings, structures, and historic districts. The section undertakes the following actions:

- Conducts consultation and coordination with appropriate parties regarding project effects on cultural resources
- Oversees and undertakes cultural resource investigations
- Develops and implements mitigation of effects on cultural resources
- Develops and implements program-level studies and agreements to streamline compliance regarding cultural resources
- Manages contracts for cultural resource studies
- Develops and implements guidance, training, and policy regarding cultural resource compliance
- Reviews proposed legislation and rules related to cultural resources

Natural Resources Management (NRM)

This section is responsible for assisting the project sponsor, district, divisions, and FHWA through the following actions:

- Conducts consultation and coordination with appropriate parties regarding project effects on biological and water resources
- Develops standards for, and conducts, environmental surveys, studies and investigations
- Develops and implements mitigation of effects on biological and water resources
- Develops and implements program-level studies and agreements to streamline compliance regarding biological and water resources
- Manages contracts for biological and water resource studies
- Develops and implements guidance, training, and policy regarding biological and water resource compliance

- Reviews proposed legislation and rules related to biological and water resources

Strategic Programs & Policy Analysis (SPPA)

This Section supports the project sponsor, districts, divisions (DDs), and FHWA through the following actions.

- Provides support to DDOs for highly complex environmental projects

- Assists project sponsors in the development of environmental projects

- Oversees and manages corridor programs

- Conducts reviews of reports in support of environmental decisions and actions

- Provides contract management services for corridor studies

- Liaises with FHWA, DDOs, and local project sponsors

Project Delivery (PD)

This section is responsible for assisting the project sponsor, DDOs, and FHWA through the following actions.

- Collaborates with project sponsors in the development of project scope

- Prepares legislative, commission and FHWA project reports

- Liaises with FHWA and districts

- Liaises with TPP to ensure project consistency with statewide transportation plans

- Prepares Letters of Authority for environmental clearance

- Conducts field-level compliance reviews

- Conducts reviews of reports in support of environmental decisions and actions

Program Review (PR)

This section is responsible for reviewing procedural components of subject area programs, assisting program area managers with identifying types of program responses required, and assisting division management with identifying systemic issues related to functioning of ENV as a whole. The section is also responsible for managing and completing NEPA Assignment program tasks; internal and external audit preparation, coordination, and follow-through on corrective actions; preparing and analyzing division performance metrics as pertaining to NEPA Assignment; quality assurance review of environmental documents; assignments with specially assigned department-wide and division initiatives and work groups; special studies and data collection efforts in response to national and state inquiries; and the development, organization and management of the statewide environmental training program for department staff, local - state - federal agency staff, consultant staff, and the public.

Business Operations (BusOps)

This section is responsible for providing administrative support for the business functions of the division through the following actions:

• Prepares, monitors and adjusts the division's operating and consultant budget

• Oversees the procurement and monitoring of engineering and scientific services contracts

• Provides administrative and clerical support

• Manages the division's purchasing needs.
1. Coordinates open records requests for the division.
2. Coordinates website updates for the division.

Environmental Resources Management (ERM)

The ERM Section guides, directs and monitors the Department's pollution prevention and pollution abatement activities related to the following:

1. Human environment (air quality, traffic noise, climate change, energy, community impacts, indirect and cumulative impacts) associated with transportation projects.
2. Hazardous materials and contaminated materials located within TxDOT Right-of-Way.
3. Stormwater discharges into and from TxDOT's ROW.
4. Environmental compliance at TxDOT facilities.

The ERM section is comprised of three teams: Human Environment, Hazardous Material's Management and Operations Compliance. Each team is described below:

The ERM-Human Environment Team guides, directs and monitors human environment issues (air quality, noise, climate, community impacts and indirect and cumulative impacts) related to project development. Team responsibilities include the following:

1. Reviewing assigned projects for compliance with state and federal requirements, policy and guidelines associated with air quality, noise, climate, community impacts and indirect and cumulative impacts.
2. Providing technical assistance on air quality, noise, climate, community impacts and indirect and cumulative impacts.
3. Directing, monitoring, updating and/or providing training, guidance, policy and compliance assistance.
4. Coordinating TxDOT actions with regulatory agencies
5. Providing guidance and recommendations to TxDOT staff and resource agencies.
6. Managing changes to project level analytical tools.
7. Analyzing proposed federal and state regulations for impacts to TxDOT operations.

The ERM-Hazardous Materials Management Team guides, directs and monitors hazardous materials management activities related to TxDOT projects. Team responsibilities include the following:

1. Conducting hazardous material site assessments.
2. Conducting asbestos and lead inspections for bridges and ROW structures
3. Developing hazardous material management plans for construction projects
4. Coordinating the development of special specifications and provisions for hazardous materials management.

5. Managing and overseeing remediation and abatement of hazardous materials within the ROW before, during and after construction.
6. Overseeing the procurement and monitoring of engineering, scientific and purchases of services contracts for hazardous materials management.
7. Training TxDOT staff in the early identification of hazardous material issues.
8. Reviewing and approving non-hazardous recyclable materials for use in roadway construction.
9. Developing department guidance for management of hazardous material issues.
10. Coordinating with regulatory agencies.

The ERM-Operations Compliance Team guides and monitors TxDOT practices and regulatory compliance actions associated with the following areas: stormwater management, waste management; oil and petroleum storage tank management; wastewater management; spill prevention, control and countermeasure planning; and general housekeeping. Team responsibilities include:

1. Directing, monitoring and coordinating training, guidance and policy.
2. Monitoring operations for compliance with environmental regulations and best management practices.
3. Coordinating actions with regulatory agencies and preparing related correspondence.
4. Managing, monitoring and evaluating TxDOT's Environmental Management System (EMS) program.
5. Managing stormwater permit compliance and reporting.
6. Providing petroleum storage tank (PST) compliance guidance and training.
7. Providing Spill Prevention Control and Counter Measure (SPCC) guidance and training.
8. Providing facility waste management guidance and training.
9. Tracking and managing compliance data required for reporting purposes.

Financial Management Division

Introduction and Overview

The Financial Management (FIN) Division in collaboration with the Civil Rights (CIV) Division, the Human Resources Division (HRD), and the Support Services Division (SSD) work together to ensure the full accessibility to individuals with disabilities under the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973. The FIN Division will continue to provide reasonable accommodations to ensure employees and customers are protected under the Americans with Disabilities Act as we are committed to the Texas Department of Transportation (TxDOT) ADA Accessibility Program's mission, values, and goals.

Accomplishments
- Onboarded new ADA liaison for Financial Management Division (FIN)
- Reported data to the FHWA Annual Dashboard under the Civil Rights Division SharePoint site
- Provided assistance to employees with questions and referred them to the Human Resources Division when appropriate
- Represented FIN at all ADA Liaison meetings

Goals
- Continue to actively attend and participate in all ADA trainings, meetings, and outreach events
- Provide appropriate guidance and clarification of ADA policies and procedures to employees
- Communicate any outreach events and webinar trainings to FIN staff
- Continue to collaborate with other divisions or districts to provide full accessibility to employees and customers under TxDOT's ADA Program initiatives

Fleet Operations Division

Fleet Operations Division
FY 2023/2024 Accomplishments and Goals

The Fleet Operations Division (FOD) is committed to the ADA Accessibility Program's mission, values and goals. FOD will continue to provide reasonable accommodations to ensure employees and customers are protected under the Americans with Disabilities Act (ADA).

Accomplishments:

- Reported data to FHWA Annual Dashboard
- Evaluated work areas for potential ADA requirements

Goals:

- Provide guidance and clarification of ADA policies and procedures to employees
- Continue to actively attend and participate in all ADA trainings, meetings and outreach events
- Collaborate with other division ADA liaisons on ADA Program initiatives

Human Resources Division
Introduction and Overview

The Human Resource Division (HRD) is committed to the ADA Accessibility Program's mission to ensure every program, service, benefit, activity and facility open to the public is fully accessible to and usable by people with disabilities in an integrated setting that fosters inclusion and does not discriminate.

HRD provides quality services by building partnerships and creating a campus culture that values all employees, retention of valuable employees, training, development, education to promote individual success, wellness and increase overall value to the organization, recruitment of qualified individuals.

Work with Division/Districts state-wide to comply with the Title 1 of the ADA, without discriminating against qualified applicants and employees based on a disability.

The Objective of the Human Resources Division (HRD) is to understand who is and who is not protected by the ADA. It is necessary to understand the act's definition of an individual with a disability and then determine if the individual meets the acts definition of a qualified individual with a disability.

Accomplishments
- Provide guidance to all employees inquiring about accommodations.
- Provide medical accommodations for employees statewide.
- Provide accommodations such as alternate positions, continued modified duty, sit/stand workstations, adjustable desks, reconfigured workspaces, restructured positions, special work boots, specialty safety glasses, ergonomic chairs, and for those employees who needed a temporary accommodation due to COVID-19 and for those who needed a permanent accommodation under the ADA.
- Maintained ADA module in PeopleSoft that was implemented in May 2021:
  - Module tracks accommodation requests for employees, identifies accommodation types, and accesses employee job profiles (job descriptions).
  - Tracks the status of a request (open, pending, approved), and ability to assign diagnosis codes. Updated to include closed status.
  - Tracks the status of a request (open, pending, approved), and ability to assign diagnosis codes. Updated to include closed status.
  - Maintain and update diagnosis codes.
  - Attachment of ADA documents.
  - Generates reports regarding ADA requests and accommodations.
- Attended ADA Liaison meetings throughout the year, including TCAP WebApp.

Goals
- Continue to actively attend and participate in all ADA trainings, meetings and outreach events
- Provide guidance and clarification on ADA policies and procedures
- Communicate any outreach events and webinar trainings
- Continue to collaborate with other divisions or districts on full accessibility to employees and customers under TxDOT's ADA Program initiatives
- Report data to the FHWA Dashboard under the Civil Rights Division SharePoint site
- Continue defining ADA policies and procedures.
- Continue to provide necessary clarification, guidance and responsibilities regarding ADA policies and procedures.
- Continue working with respective divisions/districts to ensure that ADA practices and procedures are ADA compliant.
- Provide PeopleSoft ADA Module training to the HR Generalists and managers

Information Technology Division

Introduction

The Information Technology Division (ITD) strives to better serve our customers and employees by working proactively on electronic and information resources (EIR) accessibility compliance by developing processes and training for Texas Department of Transportation (TxDOT) employees, contractors, and vendors to support the needs of all people, including people with disabilities.

Scope
In-scope

ITD coordinates procurement of hardware / software used by all TxDOT Divisions/Districts. The agency-wide approach for information technology project management includes Section 508 accessibility compliance[1].

- Hardware – Controls, control panels and associated software / firmware (Laptops, printers, networking hardware, desktop equipment, etc.)
- Software and online services – Applications, websites, documents, admin / management consoles, diagnostics, training, portals, development tools (and their output)

ITD is responsible for the procurement of software/hardware used to host and organize the website, while CMD owns the content and design of the website content including videos and documents.

Out-of-Scope

ITD does not have building projects (implementation, planning, design, construction, inspection or completed), request/provide accommodations, file complaints, complete investigations, or Subrecipient reviews. ITD does not have direct involvement with accommodations, complaints, or investigations related to Section 504.

ITD does not report on txdot.gov web barriers. CMD monitors the external websites using a mixture of automated and manual testing. CMD tracks and corrects areas of non-conformance using a ticketing system that allows them to assign and prioritize.

Accomplishments (September 1, 2022-August 31, 2023)

EIR Accessibility Workgroup

ITD received approval from the Executive Steering Committee for creation of the EIR Accessibility Workgroup to be formed with key stakeholders across the agency including Communications (CMD), Civil Rights (CIV), Information Technology (ITD), Procurement (PRO), and Human Resources (HRD).

Workgroup Stakeholders

Anh Selissen – Sponsor, Chief Information Officer, ITD
Lisa Petoskey, IT Applications Section Manager, ITD
Leisha Johnson, IT Customer Relations Section Manager, ITD
Nicholas Mahoney, Ops and Portfolio Branch Manager, ITD
Seth Hoke, OCM Analyst, ITD
Alo Sen, ITD Applications Delivery Lead, ITD
Peter Lee, Information Security Officer, ITD

Alejandro Garcia, Director of Communications and Public Affairs, CMD
Diann Hodges, Director, CMD
Becky Ozuna, Internal Communications Section Director, CMD
David Munns, Creative Services Section Director, CMD
Don Barrett, Web Administrator, CMD
Ronald Schneidereit, Accessibility Tester and Specialist, CMD
Susan Howard, Public Involvement Section Director, TPP
Michael D Bryant, Director, CIV
Juanita Webber, ADA Compliance Program Manager, CIV
Christopher Young, Workforce Development Section Director, HRD
Sabrina Bateman, Training Specialist, HRD
David Murphy, Training Specialist, HRD

Workgroup Meetings
CMD and ITD worked together to create the agenda and content for the workgroup meetings.
- Quarter 1 – November 8, 2022
- Quarter 2 – January 9, 2023
- Quarter 3 – April 17, 2023
- Quarter 4 – August 22, 2023 (planned)

Training and Outreach
Quarterly ADA Liaisons Meeting
> Q1 – Wednesday, November 9, 2022
> Q2 – Wednesday, February 15, 2023
> Q3 – Thursday, April 13, 2023
> Q4 – Thursday, September 14, 2023 (planned)

Global Accessibility Awareness Day

To increase awareness and reinforce the TxDOT commitment to digital accessibility, ITD, CMD, and CIV organized 7 virtual sessions to align with Global Accessibility Awareness Day (GAAD), May 18, 2023. 564 virtual seats were filled (316 unique participants) with folks that discovered how they can make a difference in digital accessibility.
Sessions:
- Intro to TxDOT Digital Accessibility Program
- Working with Adobe Experience Manager (CMD)
- Accessible Meetings (ITD/TPP)
- Accessible Maps and Infographics (CMD)
- Digital Accessibility Testing (ITD)
- Documents/email/pdf Accessibility (CMD)
- Procuring Accessible Hardware/Software (ITD)

Following our May GAAD event, all recordings were made available internally for on demand learning.
Peoplesoft ELMS Completions

ELMS Course Number and Course Title	CY2022	CY2023
DEV471 Introduction to Digital Accessibility (CMD)	-	228
DEV472 Creating Accessible Excel Spreadsheets (CMD)	10	37
DEV473 Creating Accessible Microsoft Word Documents (CMD)	-	203
DEV474 Creating Accessible Microsoft PowerPoint Presentations (CMD)	4	14
DEV475 PDF Accessibility (CMD)	3	3
DEV476 GAAD: Accessibility Awareness (ITD)	30	126
DEV477 GAAD: Digital Content Accessibility (ITD)	22	140
DEV478 GAAD: Accessibility Testing and Reporting (ITD)	10	113
DEV479 GAAD: Integrating Accessibility into Procurement (ITD)	15	117
DEV480 Basics of AEM Components (CMD)	3	137
DEV481 Digital Accessibility Lunch and Learn Sessions	4	16
Totals:	101	1,235

Reporting

TxDOT responds to the Information Resources Deployment Review (IRDR), a self-assessment of compliance, required by the Department of Information Resources (DIR) every even numbered year. This report captures Section 508 compliance reporting for TAC 206 and 213.

As part of the Federal Highway Association (FHWA) reporting requirements, the ITD ADA Liaison provides quarterly, and annual reporting related to ADA/Section 504 to the ADA Reporting Portal FHWA Dashboard.

Goals (September 1, 2023-August 31, 2024)

Procurement and Product Development Life Cycle

ITD continues to evolve processes to support the procurement and retention of accessible software/hardware. ITD continues work with Accenture and ERP as part of the ADA Transition plan to identify and remediate on the 143 in-scope applications.

Accessibility Compliance Plans and Exceptions

ITD Project Managers/EIR Accessibility Coordinator continue working on compliance plans for situations where non-compliance is found in procured or created digital assets. ITD will document egregious non-compliance that create barriers to successful interaction through Executive Office Accessibility Exception Requests.

Training/Resources

ITD and CMD continue to find opportunities for training and awareness for all Districts and Divisions. ITD continues development on Digital Accessibility Sharepoint page to be the one-stop shop for procurement, designers, developers, content, and QA professionals.

Evolving and Preparation

ITD continues preparation for the potential impacts of evolving WCAG guidelines (2.1, 2.2 and 3.0) and proposed Department of Justice (DOJ) ADA rule changes.
TxDOT Comprehensive Accessibility Program Toolbox
ITD continues to provide quarterly and annual updates to the TCAP Toolbox.

Applicable Laws and Standards

State
- [Texas Administrative Code (TAC), Title 1, Ch. 206, Subchapter B, State Agency Websites](#)
- [Texas Administrative Code (TAC), Title 1, Ch. 213, Subchapter B, Accessibility Standards for State Agencies](#)
- [Texas Government Code Ch. 2054, Subchapter M. Access to Electronic and Information Resources by Individuals with Disabilities](#)

Federal
- [Section 508 of the Rehabilitation Act of 1973](#)
  - [Web Content Accessibility Guidelines (WCAG) 2.0 Level A and AA](#)
  - [PDF/Universal Accessibility (ISO 14289)](#)
- [Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. Ch. 126)](#)
  - [Proposed amendment (Spring 2022)](#)
- [Telecommunication Act of 1996 (47 U.S.C. §255)](#)
- [Information and Communication Technology Standards and Guidelines](#) [36 CFR Part 1194](#)

Maintenance Division

ACCOMPLISHMENTS:

1. Live Oak Safety Rest Area: Completed ADA compliant sidewalks.

2. Howard and Mitchell Counties Safety Rest Areas: Sidewalks did not meet ADA due to existing base conditions. PS&E package being completed to address this issue.

3. Culberson County Safety Rest Area under construction and MNT Division is overseeing construction to ensure ADA standards are implemented as designed. Project set to complete in October 2024.

4. Chambers County Safety Rest Areas: Replacement of boardwalks at sites. Project was bid in August 2023. Contractor to start first quarter FY24.

Received the Proof of Inspection for Galveston Ferry building with no issues.

GOALS:

1. Bell County Safety Rest Areas: Sidewalk corrections are to bid in second quarter of next FY24. Construction to begin in fourth quarter FY 24.

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2. Howard and Mitchell Counties Safety Rest Areas: Design package to correct sidewalk conditions now at 50 percent construction documents. Bidding first quarter of FY24. Construction to begin second quarter FY24.

3. Navarro County Safety Rest Areas: Various sidewalks do not meet ADA. Drawings to be completed first quarter FY24 (after approval).

Maritime Division
Overall Accomplishments

TxDOT Maritime Division's (MRD) number one accomplishment related to the Americans with Disabilities Act (ADA) over FY23 was that there were no grievances filed against the Division. In addition, MRD advertised all Port Authority Advisory Committee (PAAC) meetings with notification that accommodations will be made for individuals with disabilities interested in attending, upon request. MRD did not receive any such requests during this fiscal year.

Training - Quarterly ADA Liaisons Meeting

The Maritime Division ADA Liaison participated in all the Civil Rights Division's ADA Liaison Quarterly meetings during the First, Second, and Third Quarter reporting period. The Maritime ADA committee will continue to attend the Quarterly ADA Liaison meetings and take advantage of all training opportunities provided within these meetings. In addition, the MRD division Liaison will continue to seek training opportunities individually and for members of the committee.

Future Goals and Division Outreach Plans

For FY24, MRD intends to continue advertising all PAAC meetings with notification that special accommodations will be made by request for disabled individuals interested in attending. MRD will identify solutions to these requests as they are received. In addition, MRD will address any grievances received in a timely manner to the best of our ability.

Occupational Safety Division

Accomplishments
In FY23, OCC remained available for questions from staff regarding the purchase of ergonomic equipment for TxDOT work locations. OCC's ADA liaison attended meetings and training presented by the Civil Rights Division. OCC started adding captions and other things on shared files so they can be read by someone who may be visually impaired and using a screen reader. OCC also provides text on all the videos made for training and engagement. OCC did not have any ADA related grievances this past fiscal year.

Goals
In FY24, OCC will continue to be available to answer questions from staff and other divisions regarding the purchase of ergonomic equipment. OCC will also reach out to the Civil Rights Division for guidance related to ADA accommodations should any public-facing situations arise. OCC is working with PRO to learn which BPO will best serve OCC for on demand translation services for when we do need to interact with the public or family members of an injured employee.

PEPS Division

The Professional Engineering Procurement Services (PEPS) Division is responsible for procuring engineering, architectural and surveying services for transportation projects through professional services contracts. The division also manages the agency's consultant budget, identifying transportation projects that require additional resources.

- Provides liaison and communication among divisions, districts, administration, consultant community and other agencies
- Ensures compliance with state and federal rules and requirements, including provision of internal audits
- The division serves as TxDOT's liaison to the American Council of Engineering Companies (ACEC).

PEPS Administration
PEPS Administration provides management and oversight of all division functions. PEPS Administration includes the following:

- Division Director
- Deputy Division Director

PEPS Support Centers
The eight support centers provide operational support, audit compliance guidance, as well as continuous improvement initiatives for the PEPS Service Centers and PEPS Administration. The support centers include the following:

- Business Operations Center
- Center of Excellence
- Controls Center
- Center of Contract Utilization
- DRIVE Program
- Invoice Center
- Negotiations Center
- Support Services Center

PEPS Service Centers
The nine service centers are dedicated to offer support for districts and divisions with regard to professional engineering procurement and contract administration. The service centers include the following:

- Austin Service Center
- Dallas Service Center
- Fort Worth Service Center
- San Antonio Service Center
- Houston Service Center
- El Paso Service Center
- Urban Districts Service Center

- Rural Districts Service Center
- Service Center for Divisions

Accomplishments
- Continued attending quarterly ADA meetings throughout FY23
- Increased awareness of ADA events and activities throughout PEPS
- Advised PEPS Leadership on ADA outreach opportunities
- Began to utilize the TCAP WebApp – TXDOT's Comprehensive Accessibility Program Tool
- Continued training new PEPS ADA Liaison (Arturo Salinas)

Goals
- Extend ADA outreach throughout the PEPS Division
- Increase division employee knowledge
- Increase liaison knowledge
- Meet required reporting due dates
- Attend ADA events more frequently and consistently
- Train others as liaison backup support

Procurement Division

The Procurement Division (PRO) is committed to the ADA Accessibility Program's mission to ensure every program, service, benefit, activity and facility open to the public is fully accessible to and usable by people with disabilities in an integrated setting that fosters inclusion and does not discriminate.

Accomplishments

Provided accommodations such as modified duty, sit/stand workstations, adjustable desks, reconfigured workspace and ergonomic chairs for those employees who either needed a temporary or permanent accommodation under the ADA.

Goals

- Continue complying to ADA policies and procedures.
- Continue attending ADA meetings.
- Continue to provide necessary clarification, guidance and responsibilities regarding ADA policies and procedures.
- Continue to identify solutions to any ADA requests as they are received and address any grievances in a timely manner to the best of our ability.
- Continue to identify training needs within the Division.
- Continue to inform the ADA community about procurement opportunities and encourage participation.

Public Transportation Division

TxDOT-PTN's Bicycle and Pedestrian (B/P) Program administers the Bicycle and Pedestrian Advisory Committee (BPAC) comprised of citizens who advise the Texas Transportation Commission on bicycle and pedestrian issues. In 2021, the Commission officially expanded thec ommittee's scope, from being primarily bicycle-focused, to include the consideration of pedestrian issues. To accommodate the expanded scope, PTN uses the Zoom platform to host virtual BPAC meetings and provide American Sign Language interpretation and communication access real-time translation (CART) service. Additionally, plain-text versions of meeting materials are posted on Txdot.gov in advance of BPAC meetings. In September 2022, the Commission will appoint new members to reflect a diverse mix of bicycle and pedestrian stakeholders, including additional stakeholders representing the interests of persons with disabilities.

Accomplishments

PTN accomplishments for FY 2023 include:

1. TxDOT-PTN's Bicycle and Pedestrian (B/P) Program administers the Bicycle and Pedestrian Advisory Committee (BPAC) comprised of citizens who advise the Texas Transportation Commission on bicycle and pedestrian issues. The committee's scope includes the consideration of pedestrian issues including issues related to roadway users with disabilities. To accommodate this scope, PTN used the Zoom platform to host virtual BPAC meetings once per quarter and provided American Sign Language interpretation and communication access real-time translation (CART) services. Additionally, plain-text versions of meeting materials were posted on Txdot.gov in advance of BPAC meetings.

2. PTN-B/P also administers federal Transportation Alternatives (TA) program funding across the state. In the past, TxDOT's TA funds have been limited, by rule, to construction of bicycle and pedestrian infrastructure only. Beginning in 2023, TxDOT TA funds for bicycle and pedestrian infrastructure increased substantially due to the Infrastructure Investment and Jobs Act. PTN-B/P revised rules to broaden eligibility, including opening a portion of TA funding to non-infrastructure projects. All TA projects must be designed and constructed to be ADA compliant.

3. In December 2022, PTN-B/P opened a state-wide call for projects for TxDOT TA funding. Up to $350 million in TA funds will be made available through this call. Project applications for the 2023 TA Call for Projects have been evaluated and funding is expected to be awarded in early FY 2024.

4. PTN-B/P worked with District staff to initiate development of projects funded through the TA program. Once a funding agreement is in place, TxDOT District staff oversee development of detailed design plans and construction in compliance with ADA. Over the course of FY 2023, PTN-B/P has worked with districts to let 19 projects for construction that were funding through previous TA calls for projects. Visit https://www.txdot.gov/inside-txdot/division/public-transportation/bicycle- pedestrian.html for details about TxDOT's current and past TA program calls.

5. PTN-B/P also administers federal Transportation Alternatives (TA) program funding across the state. In the past, TxDOT's TA funds have been limited, by rule, to construction of bicycle andpedestrian infrastructure only. As PTN-B/P prepares for a TxDOT TA program call for projects, to kick off in October, funds for bicycle and pedestrian infrastructure will increase substantially due to the Infrastructure Investment and Jobs Act. PTN-B/P has also proposed rule revisions to open a small portion of TA funding to non-infrastructure projects. Commission is expected to take final action on rule revisions at the 10/27 meeting. All TA projects must be designed and constructed to be ADA compliant.

6. PTN-B/P conducted a state-wide call for projects for TA funding, as well as remaining Safe Routes to School infrastructure (SRTS) funding in January 2021. The Texas Transportation Commission awarded approximately $55 million in TA funding, $30 million for nonurban TA and $25 million to small urban TA.

7. In October 2022, PTN-B/P plans to open a state-wide call for projects for TxDOT TA funding. Approximately $250 million will be made available through this call with awards expected by Fall 2023.

8. PTN-B/P works with District staff to initiate project development. Once a funding agreement is in place, TxDOT District staff will oversee development of detailed design plans and construction in compliance with ADA. Visit https://www.txdot.gov/inside-txdot/division/public- transportation/bicycle-pedestrian.html for details about TxDOT's current and past TA program calls.

9. Additionally, PTN-B/P works with Design Division to identify potential projects to consider for implementation under TxDOT's ADA/Pedestrian Mobility Accessibility, and Safety Program.

Goals

PTN goals for FY 2024 are to:

Transportation Alternatives
1. Award the largest set of TxDOT TA project awards in Texas history in October 2023.
2. Initiate and help advance projects previously awarded TA funds and work with TxDOT District staff to advance funded 2019 and 2021 TA projects toward construction.

Bicycle and Pedestrian Advisory Committee
1. Continue to facilitate BPAC meetings in compliance with ADA using the same methods that accomplished this goal in FY 2023 and providing additional methods of inclusion as necessary.
2. Continue to assist BPAC in considering and addressing issues related to pedestrians and persons with disabilities.

Planning and Public Involvement
1. Develop a Statewide Active Transportation Plan (SATP), which will involve a comprehensive community engagement and public involvement process that ensures consideration of accessibility.
   a. Host a combination of accessible virtual and in-person opportunities for participation.

  b. Host all in-person events in ADA-compliant facilities.

  c. Create and utilize outreach materials in English and Spanish, with the option for additional languages as needed, making translators available for events on an as-needed basis, including American Sign Language (ASL) translators.

  d. Create and distribute a survey built in Social Pinpoint, designed for accessibility for all web users.

2. Develop a Statewide Multimodal Transit Plan (SMTP), which will involve a comprehensive community engagement and public involvement process that ensures consideration of accessibility to transit.

  a. Host a combination of accessible virtual and in-person opportunities for participation.

  b. Host all in-person events in ADA-compliant facilities.

  c. Create and utilize outreach materials in English and Spanish, with the option for additional languages as needed, making translators available for events on an as-needed basis, including ASL translators.

  d. Conduct accessible public meetings in association with TxDOT District Bike Plans.

  e. Host virtual public meetings to be provided in both English and Spanish, including the meeting materials and presentation, as well as a video version of the presentation with built-in ASL.

Rail Division

The Rail Division (RRD) is committed to the ADA Accessibility Program's mission to ensure that every program, service, benefit, activity, and facility open to its employees and public is fully accessible to and usable by people with disabilities in an integrated setting that fosters inclusion and does not discriminate.

Accomplishments

RRD staff continued in Fiscal Year 2023 to work with TxDOT District offices to incorporate sidewalks and multiuse paths into construction and safety projects at railroad crossings. These are primarily TxDOT district-owned accomplishments, but Rail Division funds participation from railroad companies on rail ROW.

As an example, Rail Division provided accessible crossing improvement funding on railroad ROW in Bryan, TX pictured below. The project removed a vertical clearance issue for vehicles and pedestrians, as well as coordinated traffic and rail signal timing to prevent users from getting stuck in the crossing when a freight train approaches.

As a small division with limited direct contact with the public, RRD does include ADA references and conditions as appropriate in the Division's studies.

RRD's ADA liaison participated in ADA liaison meetings and training programs, and presented during the annual conference at Stassney Headquarters. Pertinent information was shared with RRD leadership and team members to use in project planning, public meetings, and in day-to-day activities in the workplace.

RRD studied over 15,000 highway grade crossings across the state for inventory and potential safety improvements. The need for ADA accessible crossings was reviewed, and hundreds of locations with impediments to safe rail-hwy at-grade crossings were identified. Key risk factors were vertical clearances and issues with the timing of interconnected railroad-traffic signals, both factors affecting bike/ped and disabled accessibility. The example in Bryan on the previous page was an action taken to address these factors.

Goals

The crossing study described above provides a basis for safety projects to be selected and funded. TxDOT districts, railroad companies, or public commuter agencies deliver the vast majority of the improvements, as Rail Division does not have authority to let construction.

During Fiscal Year 2024, RRD will continue to work with district offices to incorporate sidewalks and multiuse paths at railroad crossings. The division will also continue to reference ADA conditions in studies and projects. Rail Division employees frequently inspect crossing conditions, and in some cases, regulate railroads for safety violations.

RRD's liaison will continue to participate in applicable trainings and seminars and will educate other Rail Division staff. In addition, Division staff will be encouraged to participate in applicable training sessions and events.

Research and Technology Implementation Division

Accomplishments and Goals (FY23-FY24)

Section 508 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act (ADA) prohibits discrimination and ensures equal opportunity for person with disabilities in employment, State and local government services, public accommodations, commercial facilities, and transportation.

RESEARCH AND TECHNOLOGY IMPLEMENTATION DIVISION (RTI)

TxDOT's Research and Implementation Programs are managed by the Research and Technology Implementation Office (RTI). Products from the research program include devices, analytical tools, new materials, new or improved specifications, improved testing methods, as well as less tangible concepts such as knowledge or guidance.

TxDOT fosters the knowledge discovery and innovation needed to operate, maintain and improve transportation systems in Texas and across the United States.

LOCAL TECHNICAL ASSISTANCE PROGRAM:

This Division supports the Texas Local Technical Assistance Program (TxLTAP) and focus' on preserving and enhancing delivers quality training and technical assistance to local city/county road agencies in Texas. TxLTAP assists in the performance of their duties in a safe, efficient, environmentally sound and cost effective manner while also allowing them to maximize benefits from their often limited fiscal and staffing resources.

Through training geared to local government circumstances, customized technical assistance, advice provided at events, and a library of resources, TxLTAP provides relevant and impactful information focused on road and bridge/culvert maintenance, the use of traffic control devices and other techniques to promote traffic safety.

POOLED FUND PROGRAM

The Transportation Pooled Fund (TPF) Program allows federal, state, and local agencies and other organizations to combine resources to support transportation research studies.

PRODUCT EVALUATION

The Product Evaluation program evaluates new products for use by TxDOT personnel or TxDOT contractors. Eligible products must be commercially available.
Note: TxDOT does not participate in product development.

Process

The product evaluation process is as follows:

1. Determine if the product is already approved by TxDOT
   - Material Producer List

- Prequalified Products List
2. Review the Compliant Work Zone Traffic Control Device List. For products that meet a listed device's requirements, submit to TXDOT address on page U-4.

3. Review the Roadway Illumination and Electrical Supplies. For products that meet a listed item's requirements, submit per the bottom of page 1.
4. Review the Division Specifications. For products that meet a Division Specification, submit per the specification's instructions.
5. Review the Standard Specification Index. For products that meet a Standard Specification, submit per the specification's instructions.
6. Review the Departmental Material Specification. For materials that meet a Departmental Material Specification, submit per the specification's instructions.
7. Review the TXDOT Approved Erosion Control Products and Vendors. Erosion control products should be submitted to Sediment and Erosion Control Laboratory (SEC Lab).
8. If the product does not apply to 1–7, submit a Product Evaluation Request.

Review and Evaluation

TxDOT determines whether there is a need for the product. We may ask you to supply your product, at no charge, for field evaluation.

The timeline for TxDOT to complete an evaluation varies widely. It is influenced by many factors, including the type of product being evaluated.

The Research and Technology Implementation Division is committed to the American's with Disabilities Act Program's (ADA) mission to ensure that every program, service, benefit, activity and facility open to the public is fully accessible to and usable by people with disabilities in an integrated setting that fosters inclusion and does not discriminate.

2023 – ACCOMPLISHMENTS

1. Successfully transitioned ADA activities to ADA backup coordinator

2024 - GOALS

1. Collaborate with other Division ADA Coordinators on ADA Program Initiatives
2. Continue to attend monthly ADA Liaison meetings
3. Work with respective Divisions to ensure that offices practices, procedures, research and technology implementation is ADA compliant
4. Identify a primary ADA Coordinator

Rights of Way Division

FY 2023 – 2024

Division Overview and Commitment
The Right of Way Division (ROW) coordinates the acquisition of land to build, widen or enhance highways and provides relocation assistance through its Relocation Program. ROW also coordinates utility adjustments and the disposition and leasing of surplus real property owned by TxDOT and regulates commercial signs and junkyards.

ROW is committed to the ADA Accessibility Program mission to ensure that every program, service, benefit, activity, and facility open to the public is fully accessible to and usable by people with disabilities in an integrated setting that fosters inclusion and does not discriminate.

Accomplishments

- Training
  - ROW Division ADA Liaisons attended or reviewed recordings of ADA Liaison meetings conducted by Civil Rights Division (CIV)
  - ROW Division ADA Liaisons attended the TxDOT Comprehensive Accessibility Program (TCAP) training
- Reporting
  - Met quarterly reporting deadlines established by CIV
- Outreach
  - Incorporated diversity, equity, and inclusion moments at internal and external meetings where a safety moment is delivered
  -

Goals

- Training
  - Attend every ADA Liaison meeting hosted by CIV in FY24
  - Expand knowledge on the TCAP software
- Outreach
  - Promote knowledge about ADA with ROW employees Communicate at a minimum once per quarter
  - Add a link to ROW SharePoint page to guide employees to HRD for accommodation requests
- Reporting
  - Meet ADA reporting deadlines established by CIV

Support Services Division
Introduction

In July of 2018, SSD procured an investigation and received a report of ADA non-compliance issues in TxDOT facilities statewide. 2,050 facilities were evaluated, and 19,419 non-compliant issues were documents with a total estimated cost of $17,337,420. SSD is not addressing these non-compliant items individually, but through its capital improvement program. As major renovations are and new constructions are completed, non-compliant items are addressed and removed.

A consultant was procured by the Civil Rights Division to perform statewide ADA assessments of not only TxDOT facilities, but also safety rest areas, travel information centers, and TxDOT rights of way. Findings were uploaded into a newly created web portal for tracking of non-compliant items and projects to correct them. SSD has been engaged in the training of the new application and will utilize it for tracking the removal of TxDOT facilities' non-compliant items.

Following is a list of Accomplishments from FY 2022 and Goals for FY2023.

2023 Accomplishments:

1. Presented in TxDOT's ADA Agencywide Stakeholder's Forum in March 2023.
2. New construction to replace the Alpine Area Engineer and Maintenance Facility.
3. New construction on new property for the Presidio Maintenance Facility.
4. New construction on new property for the Hondo Area Engineer and Maintenance Facility.
5. New construction on new property for the Woodville Maintenance Facility.
6. New construction of an office building at the Waco District Headquarters.
7. New construction to replace the Rosenberg Area Engineer and Maintenance Facility.
8. New construction to replace the McKinney Area Engineer and Maintenance Facility.
9. New construction to replace the Brownwood District Lab.

2024 Goals:

1. Partial warehouse renovation at the Pharr District Headquarters. Currently under construction and will be completed in 2024.
2. Total signal shop renovation at the Pharr District Headquarters. Currently under design. Construction to be completed in 2024.
3. New construction to replace the La Marque Area Engineer and Maintenance Facility. Construction to be completed in 2024.
4. Expansion of the lab building at the Pecos Maintenance Facility. Construction to be completed in 2024.
5. New construction to replace the Palestine Maintenance Facility. Construction to be completed in 2024.
6. New construction to replace the Electra Maintenance Facility. Construction to be completed in 2024.

7. New construction to replace the Pampa Area Engineer & Maintenance Facility. Construction to be completed in 2024.

8. Renovation of the Van Horn Maintenance Facility. Construction to be completed in 2024.

9. Renovation of the Claude Maintenance Facility. Construction to be completed in 2024.

10. Renovation of the Panhandle Maintenance Facility. Construction to be completed in 2024.

11. Renovation of the Channing Maintenance Facility. Construction to be completed in 2024.

12. Renovation of the Gruver Maintenance Facility. Construction to be completed in 2024.

13. Multiple renovations at the Amarillo District Headquarters. Construction to be completed in 2024.

Toll Operations Division

Toll Operation Divisions (TOD) is committed to the ADA Accessibility Program mission to ensure that every program, service, benefit, activity and facility open to the public is fully accessible to and usable by people with disabilities in an integrated setting that fosters inclusion and does not discriminate.

Accomplishments

- Increased our ADA team
- Modified parking area at the Toll Operations Center (TOC) to increase safety and accessibility
- Attended September 2021 ADA meeting
- Installed handicap accessible badge reader and push buttons at the TOC
- Repainted handicap sign on the push button to enter the lobby from outside at the Customer Service Center (CSC)
- Placed handicap stickers in four TOC restrooms to clearly identify handicap-accessible stalls
- Extended handrails in steps near the TOC TxDOT entrance to avoid falls, and add protection from cars parking nearby
- Cut rebars near TOC Faneuil Employee handicap entrance ramp to prevent injuries
- Removed handicap unloading space due to uneven curb and extreme slope in TOC TxTag customer entrance

Goals

- Continue to increase ADA awareness throughout the Toll Operation Division including vendors and contractors
- Attend all meetings, trainings and submit documents on time
- Identify and repair all facility barriers
- Zero grievances reported on our division
- CSC: Place handicap stickers to clearly identify handicap-accessible stalls in restrooms
- TOC: Spray paint curbs to avoid injuries by clearly marking elevation difference; Improve hand dryer areas in restrooms to avoid slips and falls; Improve customer walk-up to avoid possible injuries due to sharp edges; Expand threshold for wheelchair accessibility at entrances

Traffic Safety Division

Introduction – Traffic Safety Division

The Traffic Safety Division (TRF) is committed to the Americans with Disabilities Act (ADA) Accessibility Program mission to ensure that every program, service, benefit, activity and facility open to the public is fully accessible to and usable by people with disabilities in an integrated setting that fosters inclusion and does not discriminate. TRF ensures the same accommodations be provided to TxDOT employees.
Traffic Safety Division Accomplishments

- Assigned an ADA coordinator and secondary coordinator
- Reported division ADA information to FHWA Quarterly and Annual Dashboards
- TRF ADA Coordinator or secondary coordinator attended all Civil Rights trainings
- Monitored statewide district installation of Accessible Pedestrian Signals in Districts

Accessible Pedestrian Signals (APS).
Accessible Pedestrian Signals communicate information about pedestrian signal timing in non-visual format such as audible tones, verbal messages, and/or vibrating surfaces for the safety of disabled transportation system users.

TRF developed statewide guidance for the installation and maintenance of APS. Former TxDOT TRF Division Director Carol Rawson in January 2011 instructed all districts that all new construction and reconstruction projects that include pedestrian signals need to incorporate APS. Below is a statewide inventory of APS since the guidance was issued showing a marked increase in APS statewide.

2011 - 248
2012 - 309
2013 - 799
2014 – 1,504
2015 – 1,617
2016 - 1,734
2017 – 2,295
2018 – 2,646
2019 – 2,910
2020 – 3,135
2021 – 4577

2022 – 7024 cumulative total APS statewide

Traffic Safety Division Goals

- Continue to monitor installation of Accessible Pedestrian Signals in the Districts
- Continue to collaborate with other Division ADA Coordinators on ADA Program initiatives
- Include an ADA Program topic on agenda at recurring TRF Division Leadership meetings
- 100 percent attendance at ADA Liaison meeting by either the primary or secondary TRF Coordinator

- Educate and support awareness about the Americans with Disabilities Act (ADA) within the division.
- Provide guidance to TRF employees who express concerns regarding TxDOT providing ADA accommodations. Direct those employees to divisions can assist including Human Resources Division for personnel concerns and TxDOT Facilities for accessibility concerns.

Transportation Planning and Programming Division

FY2023/2024 ADA Accomplishments and Goals

Section 508 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act (ADA) prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and local government services, public accommodations, commercial facilities, and transportation.

The Transportation Planning and Programming Division (TPP) is responsible for a wide range of duties, divided between 6 sections.

Grants and Administration Section is responsible for the following:
- Manages and oversees the division's financial staff for program and operating budgets, accounting, purchases, procurement, and contract management.
- Develops and submits to FHWA the division's annual grant application for State Planning and Research (SPR).
- Manages and oversees legislative analysis and inquires, media liaison, open records requests, and special projects.
- Sales and distribution of highway maps to internal and external customers.
- Manages inventory of current and historical highway maps.

Data Management Section
- Maintains information and supports resources to support project and portfolio performance management.
- Manages the Highway Performance Monitoring System and performs annual certification of public road mileage for the state.
- Performs annual county mileage certification, highway designation, minute orders, and maintains Texas Reference Marker system and oversight of Roadway Field Inventory Program.
- Publishes the Statewide Planning Map, Departmental Map, County Map book, State Railroad Map and Control Section Map series.
- Maintain GIS data for all public roads, city limits, railroad lines, and various base map layers.
- Provides GIS coordination between TxDOT Districts and Division.

Freight and International Trade Section
- Develops Statewide Freight Plan.
- Manage Freight Planning Activities and Advisory Committee.
- Coordinate Border Trade Advisory Committee.
- Oversees International Bridge Applications.
- Participates in International Transportation Planning studies.
- Assists as Department Liaison for international relations.

Public Involvement Section
- Assists districts and divisions with public involvement efforts throughout planning project development and construction.
- Serves as an on-site resource that creates and reviews public involvement plans, identifies appropriate out-reach techniques and provides additional staff at public meetings.

- Focuses agency efforts on ensuring outreach techniques are reflective of the needs of the public.
- Fosters greater internal awareness of the department's civic engagement responsibilities.
- Implements the Transportation Commission's public involvement policy.

Systems Planning Section
- Manages multistate Transportation Corridor Engineering studies.
- Transportation Planning Program and Economically Disadvantaged County program.
- Maintains Statewide Transportation Improvement Program.
- Develops Texas Transportation Plan.
- Manages the Trunk System and Systems Planning.
- Participate in Regional US Transportation/Economic Studies.
- Rural Planning Organization Coordination.
- Develops the Unified Transportation Program.
- Coordinates with Metropolitan Planning Organizations and Regional Mobility Authorities.
- Conducts and manages corridor studies throughout the state.

Traffic Analysis Section
- Oversees traffic estimation and forecasting, roadway inventory traffic log data for existing and forecasted traffic, traffic data for commission and public hearings, traffic analysis for program calls, traffic monitoring systems, and corridor traffic analysis.
- Oversees traffic data collection and reporting, vehicle classification analysis, automated traffic records analysis from permanent recorders, volume traffic counts, weight-in-motion programs, and speed monitoring.
- Assist Metropolitan Planning Organization with Urban Travel Demand Model Forecasting.
- Train personnel in travel demand modeling, traffic analysis, and mobile source air quality analysis.

The Transportation Programs Division (TPD) is responsible for a wide range of duties, divided between 3 sections.

Local Government Projects Section
- Develop policy and standardization processes.
- Primary point of contact with FHWA on local government projects.
- Provide enhanced training to TxDOT and local governments.
- Provide "one-call center" for TxDOT districts.
- Mediate TxDOT/local government disagreements.
- Monitor district performance of overseeing local government.

Modernize Portfolio and Project Management
- Develop and maintain core system supporting the delivery of transportation programs.
- Align business processes and system workflows for portfolio management, project management, contract management, resource management, and asset management.
- Manage organizational health initiatives for Engineering Operations.

Project and Portfolio Management Section
- Provides project and portfolio manager training programs.

- Project manager mentoring and support.
- Project management services.
- Risk workshop facilitation.
- Help desk support.
- Project management tools.
- Project management solutions development.
- PMP certification support and training program.
- Manage the Statewide Analysis Model project and Statewide Traffic Analysis and reporting System. Oversees the Travel Survey program.
- Maintain district and urban traffic map files and publish statewide truck and traffic maps.

Accomplishments

- To foster full participation of persons with disabilities, more WebEx and virtual options are available for meetings and trainings.

Goals

- Increase division employee knowledge.
- Increase liaison knowledge.
- Meet required reporting due dates.

Transportation Programs Division
ADA

Section 508 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act (ADA) prohibits discrimination and ensures equal opportunity for person with disabilities in employment, State and local government services, public accommodations, commercial facilities, and transportation.

Transportation Programs Division

The Transportation Programs Division supports project and program delivery by evolving business practices, creating consistent standards and procedures, and developing technology solutions to achieve outstanding safety, planning, design, construction, and maintenance performance.
- Project and Portfolio Management (PPM): Provides training, mentorship, and guidance for project, program, and portfolio managers.
- Local Government Projects (LGP): Provides program oversight, guidance and training to local governments involved in projects and programs funded with federal and state funds.
- Transportation Programs Operations and Reporting (TPO&R): Represents engineering operations on IT application development and overall support of transportation project development and delivery through technology and reporting.

Local Government Projects

The Local Government Projects Program provides guidance and training for local governments, including municipalities, counties or regional mobility authorities in the development of transportation projects under TxDOT oversight. The program addresses both federal and state requirements, but does not address public transportation, aviation or turnpike projects.

Project & Portfolio Management

The Project and Portfolio Management (PPM) section provides project management training, guidance, tools, and scheduling support to elevate the discipline and increase the value of project management on TxDOT projects. The PPM team supports both Project Managers and team members in growing project management skill sets through training, role modeling, and mentoring support for all projects, including transportation and non-transportation. In our mission to deliver Project Management value to the agency, the PPM team is working towards becoming an integral asset with specialized skills and solutions, while becoming a strategic partner to both Districts and Divisions.

Transportation Programs Operations and Reporting

The Transportation Programs Operations and Reporting section aligns technology automation with transportation program and project lifecycle business processes. This section represents Engineering Operations for enterprise automation initiative such as the Modernize Portfolio & Project Management (MPPM). The section documents and prioritizes the business requirements for future technology and technology enhancements for Engineering Operations. The section manages the Engineering Operations Dashboard and provides additional reporting and analysis as required. This section also coordinates the Enterprise Governance in collaboration with the Strategy Division.

TxDOTCONNECT

The TxDOTCONNECT system, delivered through the Modernize Portfolio & Project Management (MPPM) Initiative, will automate the delivery of TxDOT's Transportation Programs. TxDOTCONNECT will help TxDOT better deliver transportation projects for Texans by creating a one-stop-shop of information such as project selection and delivery time, budgets, contract management and more.

Engineering Operations Dashboard

The Engineering Operations Dashboard is a collection of performance metrics displayed in dashboard format through Tableau. These performance metrics are utilized to measure the health of transportation programs and project along with key performance metrics for districts and divisions.

Accomplishments

- Achieved 100% attendance at ADA Liaison meetings.
- Volunteered in outreach events hosted by Civil Rights ADA Program. Attended ADA Liaison training hosted by CIV; and Attended TCAP meetings.

Goals

- Will continue to actively attend and participate in all ADA trainings and meetings.
- Will participate in TCAP.
- Will communicate upcoming events and webinar trainings or opportunities to our division to give them the opportunity to attend meetings and/or trainings being provided.

Travel Information Division

Accomplishments:

TRV continued our partnership with Deaf Link to utilize their services at each of our Travel Information Center (TIC) facilities to help us assist and work with the Deaf Community. We continued to purchase the upgraded package with Deaf Link to include spoken language assistance. TRV has worked closely with Cole & Assoc. in relation to the Agency-wide ADA Transition Plan. TRV continued to contract with Access by Design to provide guidance to our staff on solutions for some of our major non-compliant items, such as the sidewalks and parking areas. Additional site visits with Access by Design will be completed by the end of August 2023. TRV has completed approx. $1,015,420 of projects related to the ADA Transition Plan since FY 2022.

Future Goals and Outreach Plans:

After a successful year, TRV staff will continue their pursuit of being educated and keeping up with all trending ADA requirements. We will continue to inspect our TIC facilities for compliance, communicate with our employees, and share information with TRV administration after ADA meetings. Additionally, we will continue to focus on providing the best service possible to the public. TRV will continue to work with our Tourism partners to request materials in alternative formats if available.

TRV continues to work with CIV Division and Cole & Assoc. on the ADA transition plan. In FY 2024 we plan to begin work on addressing ADA findings at our Gainesville, Langtry and Rio Grande Valley TICs. We will continue work on findings at our Anthony, Denison, Orange, Laredo, Texarkana and Wichita Fall TICs. We are adjusting accordingly as we run into obstacles such as supply chain delays, weather delays, and limited funding. Finally, in FY2025 we will focus on Waskom and Amarillo. This is our tentative plan, and we will adjust accordingly as additional funds may or may not become available.

Outreach Events:

TRV will continue to attend Outreach Events and Trainings coordinated and scheduled by CIV.

ADA Accessibility Program - Attachments

Civil Rights Division

October 1, 2023

FY 2023/2024 Accomplishments and Goals Report

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Attachment A - ADA/Assurance

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.416.4700 | WWW.TXDOT.GOV

AMERICANS WITH DISABILITIES ACT and
SECTION 504 OF THE REHABILITATION ACT OF 1973

ASSURANCE

28 Code of Federal Regulations Part 35.130, Title II of the Americans with Disabilities Act prohibits discrimination on the basis of disability by public entities. Subtitle A protects qualified individuals with disabilities from discrimination on the basis of disability in the services, programs, or activities of all state and local governments. It extends the prohibition of discrimination in federally assisted programs established by section 504 of the Rehabilitation Act of 1973 to all activities of state and local governments, including those that do not receive federal financial assistance, and incorporates specific prohibitions of discrimination on the basis of disability from Titles I, III, and V of the Americans with Disabilities Act. This rule, therefore, adopts the general prohibitions of discrimination established under section 504, as well as the requirements for making programs accessible to individuals with disabilities and for providing equally effective communications. It also sets forth standards for what constitutes discrimination on the basis of mental or physical disability, provides a definition of disability and qualified individual with a disability, and establishes a complaint mechanism for resolving allegations of discrimination.

The Texas Department of Transportation (TxDOT), HEREBY AGREES THAT, as a condition to receiving any federal financial assistance from the U.S. Department of Transportation through the Federal Highway Administration, is subject to and will comply with all laws and regulations, and hereby gives assurance that no qualified disabled person shall, solely by reason of his or her disability, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discriminations, including discrimination of employment, under any program or activity that received or benefits from this federal financial assistance. TxDOT further assures that its programs will be conducted, and its facilities operated, in compliance with all the requirements imposed by or pursuant to 49 CFR Part 27, 28 CFR Part 35, and 42 USC §§ 12101 – 12213.

Marc D. Williams, P.E.
Executive Director
Texas Department of Transportation

9/30/2021
Date

OUR VALUES: People • Accountability • Trust • Honesty
OUR MISSION: Connecting You With Texas

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Attachment B

TxDOT ADA Liaisons

District or Division	D/D Name	Name	E-mail	Notes
District	Abilene	Ryan Carrigan	Ryan.Carrigan@txdot.gov	Primary
Division	Alternative Delivery	Juan VallesGaray	Juan.VallesGaray@txdot.gov	Backup
Division	Alternative Delivery	Liz Bullock	liz.bullock@txdot.gov	Primary
District	Amarillo	Halle Lytal	halle.lytal@txdot.gov	Primary
District	Amarillo	Jamie Leavitt	Jamie.Leavitt@txdot.gov	Backup
District	Amarillo	Kimberly Hay	kimberly.hay@txdot.gov	Backup
District	Atlanta	Jason Overmyer	Jason.Overmyer@txdot.gov	Primary
District	Atlanta	Jesse Farr	jesse.farr@txdot.gov	Backup
Division	Audit	Dawn McNabb	Dawn.McNabb@txdot.gov	Primary
District	Austin	Mark Baker	Mark.Baker@txdot.gov	Primary
District	Austin	Susana Ceballos	Susana.Ceballos@txdot.gov	Backup
Division	Aviation	Kari Campbell	Kari.Campbell@txdot.gov	Backup
Division	Aviation	Rose Pankhurst	ROSE.PANKHURST@txdot.gov	Primary
District	Beaumont	Arnold Vowles	Arnold.Vowles@txdot.gov	Backup
District	Beaumont	Peter Jungen	Peter.Jungen@txdot.gov	Primary
District	Beaumont	Samantha Harris	Samantha.Harris@txdot.gov	Backup
Division	Bridge	Debra Lyon	Debra.Lyon@txdot.gov	Primary
Division	Bridge	Lydia Hites	lydia.hites@txdot.gov	Backup
District	Brownwood	Jodie Kelly	Jodie.Kelly@txdot.gov	Primary
District	Bryan	Amanda Owens	Amanda.Owens@txdot.gov	Primary
District	Childress	Matthew Herbstritt	Matthew.Herbstritt@txdot.gov	Primary
Division	Communications	David Munns	David.Munns@txdot.gov	Backup
Division	Communications	Don Barrett	Don.Barrett@txdot.gov	Primary
Division	Construction	Sarah Blackburn	sarah.blackburn@txdot.gov	Primary
Division	Contract Services	Karen Fitzpatrick	karen.fitzpatrick@txdot.gov	Backup
Division	Contract Services	Yvette Ruedas	Yvette.Ruedas@txdot.gov	Primary
District	Corpus Christi	Mike Walsh	mike.walsh@txdot.gov	Backup
District	Corpus Christi	Stephanie Christina	stephanie.christina@txdot.gov	Primary
District	Dallas	Rachael Twiggs	Rachael.Twiggs@txdot.gov	Primary
Division	Design	Jennifer Loa	Jennifer.Loa@txdot.gov	Backup
Division	Design	Pete Kraus	pete.krause@txdot.gov	Primary
Division	Design	Rebecca Byford	Rebecca.Byford@txdot.gov	Backup
District	El Paso	Sandra Sierra	Sandra.Sierra@txdot.gov	Primary
Division	Environmental Affairs	Sarah Matthews	Sarah.Matthews@txdot.gov	Primary
Division	Financial Management	Ed Whiteside	ed.whiteside@txdot.gov	Primary
Division	Financial Management	Kurt Ahlhorn	Kurt.Ahlhorn@txdot.gov	Backup
Division	Fleet Operations	Darah Waldrip	Darah.Waldrip@txdot.gov	Backup
Division	Fleet Operations	Michael Endlich	michael.endlich@txdot.gov	Primary
District	Fort Worth	Chris Houghton	Chris.Houghton@txdot.gov	Primary
District	Houston	Jim Mims	jim.mims@txdot.gov	Primary
District	Houston	Pablo Pinales	Pablo.Pinales@txdot.gov	Backup
Division	Human Resources	Gene Chapa	Gene.Chapa@txdot.gov	Primary
Division	Human Resources	Homer Diaz	Homer.Diaz@txdot.gov	Backup
Division	Information Management	Dawn Watkins	dawn.watkins@txdot.gov	Primary
Division	Information Management	Rebecca Rychlik-Adams	Rebecca.RychlikAdams@txdot.gov	Backup
District	Laredo	Omar Costilla	Omar.Costilla@txdot.gov	Primary
District	Lubbock	Kylan Francis	Kylan.Francis@txdot.gov	Backup
District	Lubbock	Rusty Smith	Rusty.Smith@txdot.gov	Primary

District or Division	D/D Name	Name	E-mail	Notes
District	Lufkin	Celeste Solis	celeste.solis@txdot.gov	Primary
District	Lufkin	Elizabeth Ortego	Elizabeth.Ortego@txdot.gov	Backup
Division	Maintenance	Brent Johnson	brent.johnson@txdot.gov	Backup
Division	Maintenance	Stephen Binder	Stephen.Binder@txdot.gov	Primary
Division	Maritime	Emily Schmidbauer	emily.schmidbauer@txdot.gov	Backup
Division	Maritime	Erika Kunkel	erika.kunkel@txdot.gov	Primary
Division	Materials and Testing	Melissa Adamcik	Melissa.Adamcik@txdot.gov	Primary
Division	Occupational Safety	Bruce Mathis	Bruce.Mathis@txdot.gov	Primary
District	Odessa	Lennerd Byrd	Lennerd.Byrd@txdot.gov	Primary
District	Paris	Cynthia Smith	Cynthia.Smith@txdot.gov	Backup
District	Paris	Darius Samuels	darius.samuels@txdot.gov	Backup
District	Paris	Stacy Taylor	stacy.taylor@txdot.gov	Primary
District	Pharr	Agustin Ramirez	Agustin.Ramirez@txdot.gov	Backup
District	Pharr	Craig Wuensche	Craig.Wuensche@txdot.gov	Primary
Division	Procurement	Brittney Johnston	brittney.johnston@txdot.gov	Backup
Division	Procurement	Marina Young	Marina.Young@txdot.gov	Primary
Division	Professional Engineering Procurement Services	Arturo Salinas	arturo.salinas@txdot.gov	Primary
Division	Professional Engineering Procurement Services	Roy Gonzales	Roy.Gonzales@txdot.gov	Backup
Division	Public Transportation	Larry Stokes, Jr	Larry.Stokes@txdot.gov	Primary
Division	Public Transportation	Michael Dietz	michael.dietz@txdot.gov	Backup
Division	Rail	Chad Coburn	Chad.Coburn@txdot.gov	Primary
Division	Research and Technology Implementation	Veronica Tello	veronica.tijerina@txdot.gov	Primary
Division	Right of Way	Arnulfo Perez	arnulfo.perez@txdot.gov	Primary
Division	Right of Way	Kimberly Adams	kimberly.adams@txdot.gov	Backup
District	San Angelo	Chukwuma Osemeke	chukwuma.osemeke@txdot.gov	Primary
District	San Angelo	Larissa Fernandez	larissa.fernandez@txdot.gov	Backup
District	San Antonio	Harry Dawson	harry.dawson@txdot.gov	Backup
District	San Antonio	Ivonne De La Rosa	ivonne.delarosa@txdot.gov	Backup
Division	Strategic Planning	Eric Grasso	eric.grasso@txdot.gov	Primary
Division	Support Services	Byron Hicks	Byron.Hicks@txdot.gov	Primary
Division	Toll Operations	Ralph O'Neal	Ralph.ONeal@txdot.gov	Primary
Division	Traffic Operations	Ann Hatchitt	Ann.Hatchitt@txdot.gov	Primary
Division	Traffic Operations	Shelli Belser	Shelli.Belser@txdot.gov	Backup
Division	Transportation Planning and Programming	Jessica Smith	jessica.smith@txdot.gov	Primary
Division	Transportation Programs	Dawn Parker	Dawn.M.Parker@txdot.gov	Primary
Division	Travel Information	Erin Lashlee	Erin.Lashlee@txdot.gov	Primary
District	Tyler	David Stocks	Joe.Stocks@txdot.gov	Primary
District	Tyler	Rolando Mendez	Rolando.Mendez@txdot.gov	Backup
District	Waco	Brenton Lane	brenton.lane@txdot.gov	Backup
District	Waco	Daniel Davila	daniel.davila@txdot.gov	Backup
District	Waco	Rachael Perry	rachael.perry@txdot.gov	Primary
District	Wichita Falls	Bryson Lawrence	bryson.lawrence@txdot.gov	Backup
District	Wichita Falls	Monty Brown	Monty.Brown@txdot.gov	Primary
District	Wichita Falls	Scott Carter	scott.carter@txdot.gov	Backup
District	Yoakum	Camille Marek, P.E.	Camille.Marek@txdot.gov	Primary
District	Yoakum	Patricia Stephens	Patricia.Stephens@txdot.gov	Backup

Updated September 14, 2023

Attachment C – ADA Notice

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

AMERICANS WITH DISABILTIES ACT and
SECTION 504 OF THE REHABILITATION ACT OF 1973

NOTICE

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Texas Department of Transportation (TxDOT) will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities.

TxDOT does not discriminate on the basis of disability in its hiring or employment practices and complies will all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

TXDOT will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in TxDOT's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

TxDOT will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in TxDOT offices, even where pets are generally prohibited.

Anyone who requires auxiliary aids or services for effective communication, or a modification of policies and procedures to participate in a program, service or activity of TxDOT, should contact TxDOT's ADA/504 Coordinator as soon as possible, but no later than 48 hours before the scheduled event.

The Americans with Disabilities Act does not require TxDOT to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of TxDOT is not accessible to persons with disabilities should be directed to the ADA/504 Coordinator.

TXDOT will not charge a fee on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids and services or reasonable modifications of policy, such as retrieving items from locations that are open to the public, but are not accessible to persons who use wheelchairs.

Contact Information
Texas Department of Transportation
Civil Rights Division
ADA/504 Coordinator
125 E. 11th Street, Austin, Texas 78704
CIV_ADA@txdot.gov I (512) 416-4700

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.

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Attachment D - Grievance Procedure

Texas Department of Transportation

Grievance Procedure under

The Americans with Disabilities Act

This **Grievance Procedure** is established in accordance with the Americans with Disabilities Act of 1990 (ADA). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services by or access to activities, programs or facilities of the Texas Department of Transportation.

Any person who believes that he or she, individually, as a member of the disabled community, has been subject to discrimination prohibited by the Americans with Disabilities Act, Sections 504 or 508 of the Rehabilitation Act of 1973, as amended, may file a complaint with TxDOT. A complaint may also be filed by a representative on behalf of such a person or group.

Complaints submitted shall be in writing and must be signed by the complainant and/or the representative. Complainants can complete TxDOT's External Discrimination Complaint Form available on TxDOT's website in English and Spanish. **See attachment D.**

The complaint should be submitted by the grievant and/or his or her designee as soon as possible but no later than 180 calendar days after the alleged violation to:

> Michael D. Bryant, Director
> Civil Rights Division
> 125 E. 11th Street
> Austin, TX 78701
> 512-416-4700   (Voice)
> 512-486-5539   (FAX)
> 7-1-1 (Texas Relay)
> Michael.D.Bryant@txdot.gov

Roles and Responsibilities
The Civil Rights Division (CIV) is charged with the primary responsibility of processing ADA external discrimination complaints received by TxDOT. All discrimination complaints received by DDs must be referred to CIV for review and action. CIV processes complaints consistent with FHWA's External Discrimination Complaint Handling Procedures, which includes maintaining a complaint log, using form letters, and its investigative process.

Time frame for Filing Complaints

In order to have the complaint considered under ADA, the complaint must be filed no later than 180 days after:

- The date of the alleged act of discrimination; or

- The date the person(s) became aware of the alleged act(s) of discrimination; or

- Where there has been a continuing course of conduct, the date on which that conduct was discovered.

In either case, TxDOT may extend the time for filing or waive the time limit in the interest of justice, specifying in writing the reason for doing so.

Processing Complaints

Complaints shall set forth, as fully as possible, the facts and circumstances surrounding the alleged discrimination. In the event that a person makes a verbal complaint to a TxDOT employee, that person shall be interviewed by CIV. If necessary, CIV will assist the person in documenting the complaint in writing and submitting the written version to the person for signature.

Within ten (10) days of receipt of the complaint, CIV will acknowledge receipt, inform the complainant of action proposed or taken, and advise the complainant of other avenues of redress available, such as filing with the investigation and Adjudications Unit at FHWA Headquarters Office of Civil Rights and the U.S. DOT.

ADA complaints filed directly with TxDOT against its subrecipients will be processed in accordance with the FHWA approved complaint procedures as required under 23 CFR 200.9(b)(3). However, FHWA has the authority for making all final decisions, including dismissing complaints and issuing letters of findings. All complaints are investigated unless:
- The complaint is withdrawn by the complainant;
- The complainant fails to provide required information after numerous attempts;
- The complaint is not filed timely; or
- The complaint is involving an issue other than discrimination or if the complaint is not based on the disabled protected class.

Complaints filed under ADA with TxDOT in which TxDOT is named as the respondent will be forwarded to FHWA within ten (10) days of receipt of the allegation for processing. The following information will be provided to FHWA:
- Name, address, and phone number of complainant;
- Name(s) and address(es) of alleged discriminating official(s);

- Basis of complaint (i.e., disability, race, color, national origin, sex, age);
- Date of alleged discriminatory act(s);
- Date of complaint received by TxDOT;
- A statement of the complaint;
- Other agencies (state, local or federal) where the complaint has been filed; and
- An explanation of the actions TxDOT has taken or proposed to resolve the issue raised in the complaint.

Investigative Process

Within sixty (60) days of receipt of the complaint, CIV will conduct and complete an investigation of the allegation and based on the information obtained, will render a recommendation for action in a report of findings to FHWA. FHWA will issue final decisions in all cases, including those complaints investigated by CIV. The complaint will be resolved by informal means whenever possible. Such informal attempts and their results will be summarized in the report of findings. No information is disclosed with TxDOT personnel or any other party not involved in the investigative process.

Developing an Investigative Plan

An investigative Plan (IP) will be prepared to define the issues and lay out the blueprint to complete the investigation. The IP is used to keep the investigation on track and focused on the issues and sources of evidence or corroboration. The IP outline is as follows:

- Complainant name and contact information, and that of their attorney, if applicable;
- Respondent name and contact information, and that of their attorney, if applicable;
- Applicable laws and regulations;
- Basis of complaint (i.e., disability, race, color, national origin, sex, age);
- Allegation(s)/Issue(s);
- Background
- Interviewee(s) name and contact information;
- Questions for the complainant; respondent, and interviewee(s);
- Evidence to be obtained;
- Estimated investigation timeline; and
- Remedy sought by the complainant(s).

Documentation

CIV maintains a complaint log, intake form and activity log to document all activity related to the complaint. **See attachment (s) D.** The information captured on these documents includes:

- Grievance Tracking Number
- Complainant's name and if provided, disability, race, color, age, gender and national origin;
- Respondent's name;
- Basis(es) of the ADA complaint;
- Allegation(s)/Issue(s) surrounding the discrimination complaint;
- Agency/Division/District
- Investigation Activity
- Date the discrimination complaint was filed;
- Date the investigation was completed;
- Disposition/Status
- Disposition date; and
- Other pertinent information.

Preparing the Report of Investigation

A Report of Investigation (ROI) will be prepared setting forth all the relevant facts obtained during the investigation. The ROI will include a finding for each issue and recommendations, where necessary. Documentation regarding any attempts and outcomes that were made to resolve the complaint prior to the initial receipt of the written complaint will be summarized in the ROI. The ROI and recommended decision will be forwarded to the FHWA for a final decision.

Mail the signed form to Texas Department of Transportation, Civil Rights Division,
125 East 11th Street, Austin, Texas 78701 or fax to 512/486-5539.

Last Name	First Name		
Mailing Address	City	State	Zip
Telephone	Alternate Telephone	E-mail Address	

Please indicate the basis of your complaint:

Race	Age	National Origin
Color	Gender	Disability

Date and place of alleged discriminatory action(s). Please include the earliest date of discrimination and the most recent date of discrimination.

How were you discriminated against? Describe the nature of the action, decision, or conditions of the alleged discrimination. Explain as clearly as possible what happened and why you believe your protected status (basis) was a factor in the discrimination. Include how other persons were treated differently from you. (Attach additional pages, if necessary).

If applicable, please provide a description and the exact location of the non-accessible feature.

(Street Name)

(Street Name)

Please provide comments, suggestions, or other information that may assist us in providing a better service to you.

The law prohibits intimidation or retaliation against anyone because he/she has either taken action, or participated in action, to secure rights protected by these laws. If you feel that you have been retaliated against, separate from the discrimination alleged above, please explain the circumstances below. Explain what action you took which you believe was the cause for the alleged retaliation.

Names of individuals responsible for the discriminatory action(s):

Names of persons (witnesses, fellow employees, supervisors, or others) whom we may contact for additional information to support or clarify your complaint: (Attach additional pages, if necessary).

	Name	Address	Telephone
1.			
2.			
3.			
4.			

Have you filed, or intend to file, a complaint regarding the matter raised with any of the following? If yes, please provide the filing dates. Check all that apply.

U.S. Department of Transportation

Federal Highway Administration

Federal Transit Administration

Office of Federal Contract Compliance Programs

U.S. Equal Employment Opportunity Commission

U.S. Department of Justice

Other

Have you discussed the complaint with any TxDOT representative? If yes, provide the name, position, and date of discussion.

Briefly explain what remedy, or action, you are seeking for the alleged discrimination.

Please provide any additional information and/or photographs, if applicable, that you believe will assist with an investigation.

We cannot accept an unsigned complaint. Please sign and date the complaint form below.

_____

Complainant's Signature   **Date**

FOR OFFICE USE ONLY

Date Complaint Received: Case #:

Processed by: Date Referred:

Referred to: USDOT   FHWA   FTA   OFCCP   Other

Grievance Tracking Number Methodology

28 CFR 35.107(b) requires a public entity that employs more than 50 people to adopt and publish a grievance procedure providing for the prompt and equitable resolution of complaints alleging discrimination on the basis of disability access to any governmental facility, program, service or activity provided by the entity. Grievance Procedures are intended to safeguard the processing of all TxDOT complaints associated with ADA/504 concerns. These procedures provide a system for resolving complaints of disability discrimination in a prompt and fair manner.

By adopting these administrative requirements, the Texas Department of Transportation (TxDOT) will be able to address the complaints of people with disabilities more efficiently who have encountered issues when using our facilities, or participating in our programs, activities, and services. Having these requirements in place will assist TxDOT employees and representatives to access a specific grievance easily; exercise good recordkeeping habits; and provide accurate information when communicating with a complainant about his/her specific grievance.

When assigning a tracking number to a grievance, the TxDOT employee or representative should follow these guidelines in this specific order:

1. Abbreviate "Grievance" as "GRV;
2. Use the next ordinal number (e.g. 1, 2, 3,) to indicate the quantity of grievances received to-date;
3. Write the date the Civil Rights Division (CIV) received notice or became aware of the grievance; and
4. Include the fiscal year(s) the Complainant alleged the discrimination occurred.
5. Write the District/Division Acronym.
6. Distinguish the grievance as one filed utilizing the DOJ/FHWA process by using the letter "F". Distinguish the grievance as one filed utilizing TxDOT's grievance procedure by using the letter "T".

EXAMPLE: GRV001-10262016-2014-DAL-T

TxDOT ADA Accessibility Program
ADA Grievance Tracking Number Log

Tracking Number GRV#-Date CIV Rec-Yr Alleged	Complainant	District/Division	Initials
GRV001-10262016-2014	██████ - Fredericksburg Road	SAT	jjw
GRV002-11022016-2016	██████ - City of Dallas	DAL	jjw
GRV003-12152016-2016	██████ - SH 99 & I-10	HOU	jjw
N/A	██████ - City of Richardson	DAL	FHWA
GRV004-02232017-__?__	██████ *(waiting for information from FHWA)	SAT	jjw
N/A	██████ - TxTag – DV	TOD	informal – jjw/TOD
GRV005-_____-___			
GRV006-_____-___			
GRV007-_____-___			
GRV008-_____-___			
GRV009-_____-___			
GRV010-_____-___			
GRV011-_____-___			
GRV012-_____-___			
GRV013-_____-___			
GRV014-_____-___			
GRV015-_____-___			
GRV016-_____-___			
GRV017-_____-___			
GRV018-_____-___			
GRV019-_____-___			
GRV020-_____-___			
GRV021-_____-___			
GRV022-_____-___			
GRV023-_____-___			
GRV024-_____-___			
GRV025-_____-___			
GRV026-_____-___			
GRV027-_____-___			
GRV028-_____-___			
GRV029-_____-___			
GRV030-_____-___			
GRV031-_____-___			

Texas Department of Transportation

GRV032-_____-____			
GRV033-_____-____			
GRV034-_____-____			
GRV035-_____-____			
GRV036-_____-____			
GRV037-_____-____			
GRV038-_____-____			
GRV039-_____-____			
GRV040-_____-____			
GRV041-_____-____			
GRV042-_____-____			
GRV043-_____-____			
GRV044-_____-____			
GRV045-_____-____			
GRV046-_____-____			
GRV047-_____-____			
GRV048-_____-____			
GRV049-_____-____			
GRV050-_____-____			
GRV051-_____-____			
GRV052-_____-____			
GRV053-_____-____			
GRV054-_____-____			
GRV055-_____-____			
GRV056-_____-____			
GRV057-_____-____			
GRV058-_____-____			
GRV059-_____-____			
GRV060-_____-____			
GRV061-_____-____			
GRV062-_____-____			

TxDOT ADA Accessibility Program
ADA Grievance Investigation Activity Log

Grievance Tracking No. _____
Complainant: _____
Respondent: _____
Date of Alleged Violation: _____

Date	Status	Initials

Texas Department of Transportation

ADA Grievance Contact Intake Form

Date Complaint Filed with CIV		Complaint Number	
Respondent First Name		Respondent Last Name	
Respondent District/ Division		Respondent Email	

Complainant Information

Complainant First Name		Complainant Last Name	
Complainant Email		Complainant Phone	
Preferred Comm Method			

Street Address

| City | | State | | Zip | |

Complaint Statement

Complainant Attorney Information

Attorney Firm		Attorney Contact Phone	
Attorney Contact Name		Attorney Address	
Attorney Contact Email			

TxDOT Outside Counsel Information

Outside Counsel		Outside Counsel Phone	
Outside Counsel Name		Outside Counsel Address	
Outside Counsel Email			

TxDOT ADA Accessibility Program

ADA Grievance Handout V.1

Introduction

This handout was developed to serve as a resource for TxDOT representatives that have received an Americans with Disabilities Act (ADA) related inquiry/grievance from an individual outside of the agency. By following the steps outlined in this document, you are helping to ensure TxDOT complies with the Agency's requirements under federal civil rights regulations.

If you have received an ADA inquiry/grievance and are unsure how to proceed after reviewing this document, please contact the CIV ADA Compliance Team immediately.

Intake Procedure

Receipt of an Inquiry/Grievance

The three most likely sources you will receive an inquiry/grievance through are a phone call, a TRACKS notification, or an email. Please be aware that once the inquiry/grievance is received, time is of the essence. TxDOT is required to respond to an ADA grievance within a specific timeframe. See Grievance Policy and Procedures.

Initial Communication

The source of an ADA inquiry/grievance changes your role in initial communication. Please follow the below guidance for each ADA inquiry/grievance source type. Note - the official acknowledgment of receipt and preliminary response must be sent by the CIV ADA Compliance Team.

Phone

1. Listen
- Your role is to simply listen to the ADA inquiry/grievance and capture the individual's contact information. Do not worry about documenting the details of the inquiry/grievance and do not defend TxDOT's position or engage in a discussion around remediation of the stated issue. The CIV ADA Compliance team will manage these aspects during their investigation process.
- Contact information to capture should include: Name, phone number, email, and the general location (town, county, etc.) of the individual filing the inquiry/grievance.

2. Inform
- Inform the individual you are speaking with that their inquiry/grievance will be passed along to the ADA Compliance Team within TxDOT's Civil Rights Division and they will be contacted within 10 business days (does not include federal holidays & weekends) with an official preliminary response.

3. Transmit
- Notify your District's/Division's ADA Liaison of the inquiry/grievance via email. Include the contact information gathered during your phone call.

TRACKS

This source type will only impact members of the BUS OPS group.
1. The receiving CIV BUS OPS POC sends the notification to appropriate ADA Compliance Specialist.
2. The ADA Compliance Specialist should send a note to the complainant acknowledging receipt. Please see below for recommended response language.
3. If and only if a CIV ADA Compliance Specialist does not respond by COB that same day, then the BUS OPS representative may send a note to the individual who submitted the inquiry/grievance acknowledging receipt. Be sure to CC the CIV ADA Compliance Team.
   - Recommended acknowledgment response: "Good morning/afternoon. We acknowledge receipt of your complaint. A member of TxDOT's Civil Rights ADA Compliance Team will contact you for additional information. Thank you."

Email

Forward the email to your District's/Division's ADA Liaison immediately. Do not respond or acknowledge receipt of the email.

TxDOT ADA Accessibility Program

Intake Procedure (Continued)

Stay Engaged in the Process

Members of TxDOT who receive an ADA inquiry/grievance are encouraged to follow the progression of the inquiry/grievance as the CIV ADA Compliance team executes the investigative process. Please coordinate progress updates through your District's/Division's ADA Liaison.

CIV ADA Compliance Team Contact Information

Juanita Webber- ADA Compliance Program Manager
    Email: juanita.webber@txdot.gov
    Phone: 512.486.5503

Jannie Blackmon- ADA Compliance Program Specialist
    Email: jannie.blackmon@txdot.gov
    Phone: 713.802.5008

Deborah Coleman- ADA Compliance Program Specialist
    Email: deborah.coleman@txdot.gov
    Phone: 512.486.5725

Salvador (Sal) Bustos- ADA Compliance Program Specialist
    Email: salvador.bustos@txdot.gov
    Phone: 214.320.6637

If other ADA Compliance Team Member Contacts are non-responsive, please contact:

Michael D. Bryant- Director, Civil Rights Division
    Email: michael.d.bryant@txdot.gov

District/Division ADA Liaisons

An Agency wide listing of current* District/Division ADA Liaisons can be found on the CIV Crossroads web page under the Quick Links section.

List is updated quarterly

If you are unable to access the Liaison listing, or connect with your District's/Division's ADA Liaison, please contact a member of the ADA Compliance Team.

Attachment E -
ADA Grievance Appeals Procedure

Texas Department of Transportation
Grievance Appeals Process under
The Americans with Disabilities Act

The Department of Justice (DOJ) Title II regulation requires a public entity that employs 50 or more persons to "adopt and publish grievance procedures providing for prompt and equitable resolution of complaints alleging any action that would be prohibited by this part," but it does not mention specifically what the grievance procedures should include. 28 CFR 35.107(b). Specifically, 28 CFR 35.107(b)(4) requires the entity to have an appeals process. TxDOT's grievance appeals process is as follows:

1. Complainant may appeal outcome within 10 days of the decision. He/she must:

    (a) Complete form (under development) to request an appeal.
    (b) Submit to Appeals Team for review (to be identified by Director of Civil Rights Division.

2. The Appeals Team must review the reason for the appeal. Consider the following.

    (a) Violation with no resolution,
    (b) Violation with a resolution but time of barrier removal is unreasonable, and
    (c) Do not agree with the resolution.

3. The Appeals Team reviews the request to:

    (a) Determine if Agree/Disagree,
    (b) Provide rationale & supportive documentation, and/or
    (c) Provide new alternatives.

4. The Appeals Team returns the request to ADA Compliance Administrator/District/Division whichever is applicable to:

    (a) Make necessary changes
    (b) Provide the response to the Complainant

5. The ADA Administrator informs the Complainant of the decision.

Revised 1/2021

Attachment F –

1. Pedestrian Access

TEXAS DEPARTMENT OF TRANSPORTATION

BE SAFE.
DRIVE SMART.

PEDESTRIAN ACCESS

Improving Accessibility in Public
Rights of Way

February 1, 2017
January 16, 2017

Today's Agenda

- Introduction & Group Goals
- ADA Self Evaluation & Transition Plan
- The State's Commitment to Accessibility
- Public ROW Pilot Study – New Methodology using Technology
- Pilot Study – Approach & Summary of Findings
- Prioritization for Barrier Removal

January 16, 2017   2

Vision

ADA Transition Plan

Policies Services Activities

Programs

Buildings

January 16, 2017

Vision

Pedestrian Plan

Data Entry Platform

Pedestrian Access Inventory database
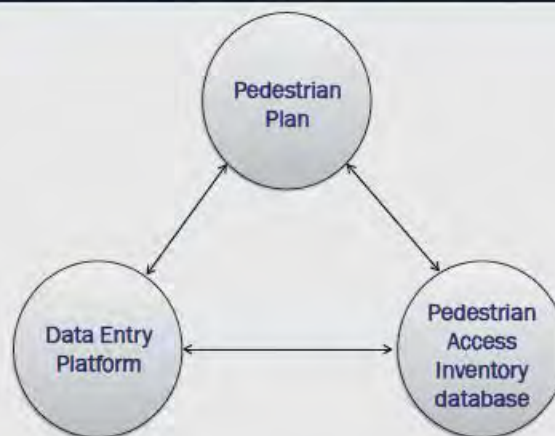
January 16, 2017

The State's Commitment to Accessibility

- Transition Plan (1993)
  - $37 Million program
  - Emphasis on :
    Buildings
    Rest Areas/Picnic Areas
    Travel Information Centers
    Curb Ramps in the right of way

- Pedestrian Access Inventory (2001)
  - Emphasis on:
    Curb ramps in the right of way

- Transition Plan (2004)
  - Cited as FHWA Best Practice
  - Renewed emphasis on:
    Title I – Employment
    Title II – Public Services
    Grievance procedures

The State's Commitment to Accessibility

- Statewide Curb Ramp Program
  - 2004 to present
  - $15 million per year current funding
  - 86 projects
  - $135 million
  - ~36,000 corners (to date)
  - 139,746 corners currently in the database

Design & Planning for Accessibility Improvement

- Updated Self-Evaluation Process
  - Geographic Information System (GIS) based mapping application
    - Enables mapping of data and field collections
    - Allows layering data
    - Acts as an aide in being able to calculate data comparisons

Design & Planning for Accessibility Improvement

- Design and Remediation
  - Design Focus
    - Corners and access to existing signal facilities
    - Access to transit
    - Address gaps within program scope
  - Innovative Plan Development
  - Remediation Statistics
    - $135M
    - 36,000 corners
    - 86 Projects
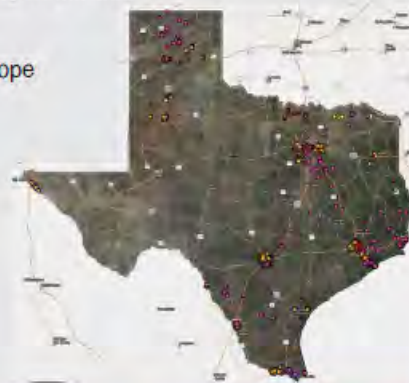
A PILOT STUDY

New Methodology using Technology

Data Collection: ULIP-ADA for Sidewalks

The ULIP-ADA is pictured highlighting the ULIP box and the laptop, which synchs the device to GIS.

- Highly Technical Equipment
- Proven Technology
- Funded originally by FHWA
- Sited as a Best Practice
- 100% sampling of data – measures:
  - Running slope
  - Cross Slope
  - Heaves
- Logs: obstructions & types, width, etc.
- Provides all non- & compliant data
- GPS locator
- Video Log
- Integrates to GIS seamlessly
- Fastest & Most Cost Efficient Approach

Collection Tablets: Ramps, Bus Stops, Visual Sidewalk
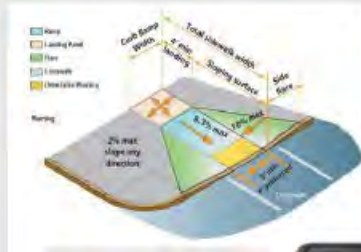
Limiting Factor Review
- Customized Applications
- Save Dollars in Field Collection
- Stop collecting data at a particular point of compliance failure

January 16, 2017

Collection Tablets: Curb Ramp Example

January 16, 2017

Collection Tablets: Curb Ramp Example

January 16, 2017

Collection Tablets: Curb Ramp Example

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Efficient GIS (Geographic Information System) Integration

Customized Data Collection Devices · Data Acquisition · BATCH PROCESSING OF ULIPs DATA · GIS Integration · Data Processing

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GIS Viewer Interface

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A PILOT STUDY

Approach to Assessment & Findings

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Pilot Study Methodology

Field Inventory for Public Rights of Way

- Features evaluated:
  - Curb Ramps
  - Sidewalks
  - Bus Stops

- ADA compliance review:
  - Missing improvements
  - Type & severity of deficiencies
  - Heaving (trip hazards)
  - Obstructions
  - Surface Condition

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Sampling of Inventory Collected

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Pilot Study Areas Collected – Sampling of Data per City

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Approach of Assessment – Sidewalks

Two Approaches

ULIP-ADA Evaluation:
- Running Slope
- Cross Slope
- Heaves
- Crosswalks
- Driveways
- Obstructions

**Visual Sidewalk
Van & Tablet Evaluation:**
- Visual Heaves 1"+
- Visual Obstructions
- Visible slope issues

ULIP-ADA

Van with GoPro Camera
& Visual Sidewalk Data
Collector

Common Findings - Sidewalks

**ULIP-ADA
145.4 miles**

**Visual Sidewalk
31.2 miles**

Common Issues:
- Heaves
- Steep Driveways
- Obstructions

34.6% non-compliant sidewalks

ULIP-ADA measures heaves
automatically

Obstruction

Driveway

Common Findings – Curb Ramps

Curb Ramps   1536 ramps   66.6% non-compliant

'Limiting Factor Review'

Evaluated to a point of Ramp Failure:
- Presence of a ramp
- Orientation of ramp
- Location and type of ramp
- Running and cross slopes
- Side flare slopes
- Gutter slopes and transitions
- Landings
- Detectable warnings

Common Findings – Bus Stops

Bus Stops:
330 stops evaluated
Good   22% compliant
Fair   60% non-compliant, technically
            (19% less severe issues)
Poor   18% non-compliant, and not accessible

Statistics:
Shelters   96 - 29%
Sign   324 - 98%
Bench   238 - 71%

Common Issues:
- Lack of bus pad
- Lack of sidewalk leading to bus pad

Detail Compliance Issues Documented on Routes - Example

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TEXAS DEPARTMENT OF TRANSPORTATION

METHODOLOGY TO PRIORITIZATION

For barrier removal

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Point System for Prioritization

*The ranges of points are customized after client sees results.

Severity Score (#) + Activity Score (#) = Total Route Score (#)

Sample Point / Grade System*

Good	Fair	Poor
0 – 30 pts	31 – 70 pts	70 + pts
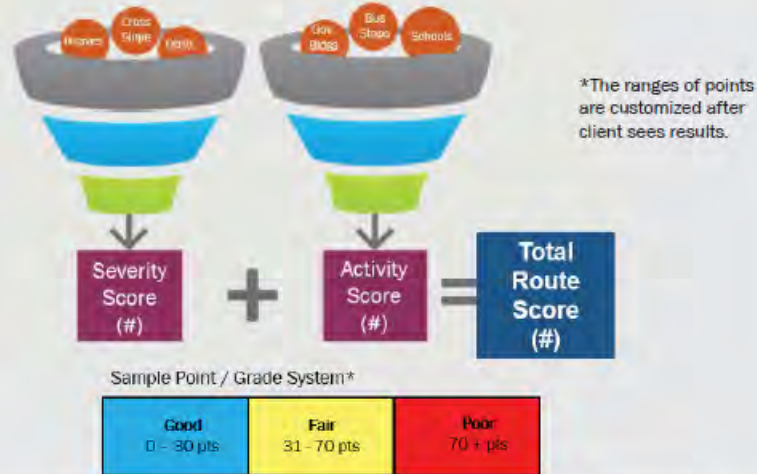
'Point System' Route Scoring - Example

Quantitative Process - Distinct Difference

Route Features Combined

Severity Type	Value
Running Slope	3.4
Cross Slope	6.8
Heaves	3.8
Width	0.20
Obstructions	11.0
Vertical Clearance	0.0
Gaps	2.5
Cracks	3.5
Curb Ramps	20

Proximity of Route to Key Sites/Activity

Activity Type	Value
Public Accommodations	9.0
Bus Stops	7.2
Population Density	1.3
Schools	8.0
Retail	10.0

(Continue for all pertinent Activity Categories)

| Total Route Severity Score | 51.2 | + | Total Route Activity Score | 35.5 | = | Total Final Ranking Score | 86.7 |

Severity Score of Routes - Example

Map showing each city which was part of pilot study to include San Antonio, New Braunfels, San Marcos and Austin

Map of San Antonio with routes color coded as 'good', 'fair', or 'poor' based on severity ranking

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Severity Score of Routes - Example

Map of New Braunfels and San Marcos with routes colored to show severity of good, fair and poor status.

Map of Austin with routes colored to show severity ranking of good, fair and poor status.

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Route Activity Score Example – *weighting not yet assigned*

Route Activity Scoring – Proximity Map Example

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Prioritized Route Report - Example

Routes (named)	Severity Score	Activity Score	Combined Score	Status
FM 2696	19.9	3.2	23.1	Good
PA 1502	13.8	8.4	22.2	Good
SH 16	22.0	15.9	37.9	Fair
SL 13	39.3	17.1	56.4	Fair
SL 345	35.0	**28.5**	63.5	Fair
SL353	91.4	6.8	98.2	Poor
SL 368	68.0	12.6	80.6	Poor

(Continue for all Routes)

Good	Fair	Poor
0 - 30 pts	31 - 70 pts	70 + pts

Activity Scores allow for better prioritization.
- The activity attractors for each region can be unique
- The weighting of each type of activity attractor can be customized by region
- The proximity of a compliance issue to that attractor can be customized

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Prioritization – Activity Criteria

Criteria
- Government Buildings
- Schools
- Transit Stops
- Hospitals
- Transportation Funding 3-5 years
- Road Classification

DOJ: Priority is to be given to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers.

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Prioritization – What's next

Transition Plan
- Self Assessment (inventory)
- Mapping
- Checklist

Curb Ramp & Sidewalk Guidance
- Training
- Reporting

Curb Ramp Project
- Accessibility
- Connectivity

Mobility
- Work w/Cities, MPO's, and public to identify projects
- Corridor based projects

Safety
- Strategic Highway Safety Plan
- Multi-discipline approach

Prioritization – What's next

Mapping
- Sidewalks
- Transit Stops
- Transportation Projects

Planning
- Integrate pedestrian planning into new project development
- Develop projects in support of ADA Transition Plan
- Incorporate local city/county/MPO plans

Project Development
- Curb Ramp Program
- Mobility Projects
- Safety Projects

Project Output

GIS Web Portal

Project Output

SAMPLE

Corridor Mapping for Planning Purposes

Project Output

Activity Mapping for project planning and development

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Project Output

Severity Mapping for project budgeting

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Attachment G – Public Involvement

1. Public Involvement Meeting Checklist

Meeting Location	Responsible Party	Notes
Must be considered:		
• Location on or in close proximity to project limits		
• Adequate available parking		
• ADA compliant (Refer to ADA Checklist in the ADA Accessibility Program)		
• Comfortable room for attendees to move around		
• Ample space for displays and exhibits (Schematics, ROW, Comment Table, Registration, Court Reporter for public hearings, etc.)		
• Reserve correct number of tables and chairs with the venue		
• Emergency after hours contact information for venue		
• IT contact information if using venue technology		
• Parking lot that is well lit if an evening meeting		
Optional:		
• Presentation area (computer/projector cart or table, audio, screen, microphones, podium, etc.)		

Public Meeting Checklist Version 2

Meeting Exhibits	Responsible Party	Notes
Must be considered:		
• Welcome with MOU		
• Why am I here?		
• Project Details and Location		
• Project Schedule/Timeline		
• Project Purpose and Need		
• How can I make comments? How can I stay informed?		
• Next Steps		
Optional:		
• Typical Section Board		
• Schematic		
• Environmental Constraints		
• Environmental Process		
• Animated 3D Loop		
• Presentation		
• Online Open House		

Public Meeting Checklist Version 2

Meeting Materials	Responsible Party	Notes
Must be considered:		
• Sign-in Sheets (Separate sheets for TxDOT/Staff, Media, Elected Officials and Public)		
• Adequate staff (yet not overstaffed) of TxDOT and consultants, who are attentive and appropriately dressed.		
• Comment cards		
• Staffing list for meeting and email reminders before meeting with details and duties		
Optional:		
• Internal talking points or Q&A's		
• Translated meeting materials based on community demographics		
• Speaker cards, elected official list and copies of presentation if public hearing		
• Copies of Agenda		
• Copies of Fact Sheet		
• Environmental documents—bring 2 copies to hearing		
• Diagram of room layout		
• Laptops for presentations and surveys		
• Projector, screen, audio		
• ROW (copies of The State of Texas Landowner's Bill of Rights and State Purchase of Right of Way—available in English and Spanish)		

Public Meeting Checklist Version 2

Meeting Supplies	Responsible Party	Notes
Must be considered:		
• Directional signage – Outdoor signage clearly visible from the roadway		
• Directional signage – Indoor signage appropriately guides to meeting area		
• Comment Box on a table in a clear and separate area		
• Easels for signage and display boards		
• Table signs for "Comments", "Right of Way", "Environmental" and "Registration"		
• Name tags and covers		
• Pens and pencils		
• Safety/First Aid Kit (if not already provided by the venue)		
Optional:		
• Tape (electrical, masking and clear packing tape)		
• Scissors		
• Power strip and extension cords		
• Stapler and staples		
• Post-it Notes		
• Markers		
• Flip charts		
• Easels for flip charts		
• Blue sticky wall		
• White half sheets for sticky wall		
• Camera		

2. ADA Guidelines for Public Meetings or Events

ADA Guidelines for Public Meetings or Events

Introduction

Three components are key to presenting meetings that are accessible to people with disabilities: where the meeting is held, how the meeting room furniture is arranged, and how the meeting information is communicated. People attending a meeting are concerned about where to find parking, the building entrance, the meeting room, and restrooms. People with disabilities are no exception.

Accessible meeting locations are of primary importance to people with mobility disabilities; accessible locations also ensure easier movement for people who are blind or have low vision. Minimum requirements for an accessible temporary event include the following accessible elements: parking; route to the building entrance from accessible parking spaces, drop-off areas and other accessible elements (e.g., route from a bus stop) within the site; building entrance; route to the meeting room; meeting room; and restrooms.

Divisions, Districts and other offices within the Texas Department of Transportation (TxDOT) should take steps in order to assure fair and equal access to TxDOT's facilities, services, programs and activities when hosting public meetings or events. The following are specific steps which can be taken in order to assure compliance:

Steps

1. Include an accommodation statement in publications (flyers, newsletters, emails, websites, etc.) inviting participation in TxDOT-sponsored events. Publicity for events should notify potential attendees how to request information or request accommodations.

   Sample

   > *Special Accommodations: If you have a disability and need assistance, special arrangements can be made to accommodate most needs.*
   >
   > *If you are a person with a disability who requires an accommodation to [language can be specific: attend this performance, participate in this conference, attend this seminar, participate in this event, etc.] please contact [office name and/or phone number of event sponsor] at least [number of weeks/days depending on how much advance notice there is regarding the event] in advance of this event. Please be aware that advance notice is requested as some accommodations may require time for the Texas Department of Transportation to arrange.*

   Example

   > *Special Accommodations: If you have a disability and need assistance, special arrangements can be made to accommodate most needs.*
   >
   > *If you are a person with a disability who requires an accommodation to attend the ADA Pedestrian Access Planning Workshop, please contact Ms. Annie LaGow, Public Involvement (TPP) Division, at (512) 416-2110 or by email at annie.lagow@txdot.gov no later than 4:00 p.m., November 9, 2016. Please be aware that advance notice is requested as some accommodations may require time for the Department of Transportation to arrange.*

   Civil Rights Division, Nita Webber
   2/2/2017

2. Assign responsibility to an individual to monitor planning for and managing during the event for adherence to ADA requirements. Train staff to respond to any request for accommodation, and assign staff to be responsible for this issue.

3. Identify parking areas, curb cuts and entrances, accessible fountains and restrooms for persons with disabilities.

4. If food or beverages are served, review food service provided to include services for persons with disabilities.

Access to Facilities

If the location of your meeting/event has a reception or customer service area that includes a service counter, the counter should include an accessible service point for a person in a wheelchair. Either find an alternative point of service or modify counter (if possible) to meet ADA requirements.

Make sure that evacuation plans are posted with the location's space and include information for persons with disabilities. Ensure that evacuation procedures, including procedures for persons with disabilities, are posted. Have individuals on hand to provide appropriate assistance when needed.

Service animals must be permitted in all areas except in unusual circumstances.

Contact Nita Webber, ADA Compliance Program Administrator, of the Civil Rights Division at (512) 486-5503 or by email at CIV_ADA@txdot.gov for assistance.

Electronic Media

Web pages and electronic documents should be designed to be accessible to people with disabilities. Pages should conform to Section 508 and Web Content Accessibility Guidelines (WCAG2.0). The Communications and Information Management System Divisions can provide information regarding accessible design, and accessibility reviews of TxDOT's websites.

Other

A. Alternate Formats – Other formats that are usable by people with disabilities. May include, but not limited to Braille; Screen Readers; Interpreters; American Standard Code for Information Interchange (ASC II) text; large print; recorded audio and electronic formats.

B. Alternate Methods – Different means of providing information, including documentation to people with disabilities. May include, but not limited to voice; fax; relay service; TTY; internet posting; captioning; text-to-speech synthesis; and audio description.

TxDOT ensures equal access by providing alternative, accessible ways for persons with disabilities to use its facilities and participate in programs, services and activities. Citizen participation increases when services are offered in a more dynamic, interactive way.

3. Connecting Our Communites Newsletter

DIRECTOR'S CORNER

It's spring again! Daylight hours lengthen, flowers bloom and warmer weather, fresh air and sunshine spur feelings of rejuvenation and renewal. And with project loads larger than ever, it's critical to use this energy to spur our public involvement efforts to higher levels as well.

I can't stress enough the importance of early, proactive public involvement planning. Now is the time to work with your public involvement specialists to establish project timelines, identify potential challenges and work together to help ensure our projects are delivered on time and on budget.

Internal planning should take place well before you interact with the public. This is not just about the tactics of filling out a Public Involvement Plan or holding a mock meeting but centers on thinking through and discussing the type of PI you strategically need, tailored to the community's needs and demographics.

Ask yourself, what are the:

- Ideal outcomes you have for PI
- Public expectations of the PI effort and process
- Potential obstacles that you can address in your planning efforts

Proactive planning will lead to a more purposeful and thoughtful approach that will help you save time and likely money in the long run – and allow for more meaningful public involvement overall.

REMINDER
Those reading our newsletter outside of TxDOT and consultants without TxDOT system access; please don't hesitate to contact Susan Howard if you cannot access any internal links noted in our articles. We're happy to send that information along to you.

WANT TO JOIN OUR TEAM?

The Public Involvement Section invites interested candidates to apply for one of two open positions with our team. If you are a communications, journalism or public relations/public affairs professional interested in a fast-paced, collaborative team environment and are passionate about working with and for the public, this is for you! Our work directly impacts the public we serve. You'll experience team projects, challenging individual assignments and be exposed to a wide variety of TxDOT roles, responsibilities and career options. The ideal candidate will be a self-starter who is a strategic, out-of-the-box thinker, someone with considerable public engagement experience - both in person and virtual, an excellent writer and a team player. Among the advantages of working at TxDOT, the agency can offer work-life balance, stability, and the opportunity to work independently and address diverse challenges. So apply today!

PI SECTION WELCOMES NEW DIVISION LEADERSHIP

The Public Involvement Section team would like to introduce our new division leadership. Mildred Litchfield took over as deputy division director, Transportation Planning and Programming Division (TPP), late last summer after serving as UTP/Portfolio Performance Director for three years. She replaced Roger Beall who retired last July. Her primary duties included overseeing the programming and activities in support of the UTP, which is TxDOT's 10-year $85 billion plan that guides the development of over 7,000-plus roadway projects for the state of Texas. Prior to her time with the UTP team, Mildred was a management analyst with the Project Finance, Debt and Strategic Contracts Division (PFD), where she coordinated and managed the programmatic reporting for TxDOT's Alternative Delivery Program from initial project selection through the life of a contract and is a key resource for the Texas Clear Lanes Congestion Relief initiative. She began her career in transportation in 2012 and is a graduate of the University of Texas at Austin.

This past November, we welcomed our new division director Humberto 'Tito' Gonzalez, former deputy district engineer with the Laredo District. He replaced Jessica Butler who was promoted to director of Engineering & Safety Operations. As deputy district engineer in Laredo, Tito oversaw the daily operations for eight counties while managing

PI Section welcomes Tito Gonzalez and Mildred Litchfield

improve the safety and reliability of the district's transportation network. He's an avid Aggie sports fan and gives Mildred a hard time daily for being a Texas Longhorn. We are fortunate to have two division leaders who not only value public involvement but who help drive the department to continually improve its outreach to all Texans statewide.

"Public Involvement is critical to our TxDOT mission of 'Connecting You with Texas,'" said Gonzalez. "Implementing transportation solutions through intentional and inclusive public involvement efforts that engage our neighbors and community stakeholders is paramount to our success. This stakeholder feedback also ensures we are building the best solutions for our communities across the state to achieve goals and objectives that align with

the unique transportation and international
trade challenges along the border region to help

our department vision and values."

ENVIRONMENTAL DIVISION PI UPDATES

GOT Questions – ENV has answers!

If you have questions about environmental compliance, the Environmental Affairs Division (ENV) is ready to help your district or division with policy, procedures, training, guidance, and technical assistance. The ENV Division has subject matter experts (SMEs) assigned to each district and division. They serve as the subject matter experts in the areas of water, biology, archeology, historic structures, parks issues, hazardous materials, storm water, air quality, community impacts, noise abatement and NEPA compliance and documentation. District-assigned ENV SMEs provide assistance and develop guidance on NEPA, permit compliance and regulatory responsibility. They also provide contract capability. So, the next time you're faced with environmental questions - contact your friendly **district ENV subject matter expert**.

District	Project Delivery	CRM History	CRM Archeology	NRM Biology	NRM Water	ERM Air	ERM CIA (EJ)	ERM Noise	ERM Hazardous Materials
8 Abilene	Clay Churchill	Mark Brown	Scott Pletka	Stirling Robertson	Mario Mata	Tim Wood	Nicolle Kord	Meredith Worthen	Doug Mack
4 Amarillo	Clay Churchill	Mark Brown	Scott Pletka	Stirling Robertson	Mario Mata	Tim Wood	Nicolle Kord	Meredith Worthen	Doug Mack
19 Atlanta	Clay Churchill	Renee Senn	Scott Pletka	Matt Buckingham	Mario Mata	Glendora Lopez	Spencer Ward	Meredith Worthen	David Morley
14 Austin	Lindsey Kimmitt	Linda Henderson/Jason Rivas	Scott Pletka	Dennis Palafox	Mario Mata	Tim Wood	Spencer Ward	Ray Umscheid	Jeff Richardson
20 Beaumont	Jubal Grubb	Renee Senn	Scott Pletka	John Young	Michele Wilkins	Tim Wood	Spencer Ward	Ray Umscheid	Jeff Richardson
23 Brownwood	Clay Churchill	Jennifer Carpenter	Scott Pletka	John Maresh	Mario Mata	Glendora Lopez	Spencer Ward	Meredith Worthen	David Morley
17 Bryan	Anita Bradley	Renee Senn	Scott Pletka	Matt Buckingham	Michele Wilkins	Tim Wood	Spencer Ward	Meredith Worthen	Terry Dempsey
25 Childress	Clay Churchill	Mark Brown	Scott Pletka	Stirling Robertson	Mario Mata	Tim Wood	Nicolle Kord	Meredith Worthen	Doug Mack
16 Corpus Christi	Anita Bradley	Jason Rivas	Scott Pletka	John Maresh	Susan Shuffield	Glendora Lopez	Spencer Ward	Ray Umscheid	David Morley
18 Dallas	Michelle Lueck	Renee Senn	Scott Pletka	Stirling Robertson	Susan Shuffield	Glendora Lopez	Spencer Ward	Ray Umscheid	Deborah Nixon
24 El Paso	Clay Churchill	Linda Henderson	Scott Pletka	Becki Perkins	Mario Mata	Glendora Lopez Tim Wood	Nicolle Kord	Meredith Worthen	Jeff Richardson
2 Fort Worth	Scott Ford	Jennifer Carpenter	Scott Pletka	Matt Buckingham	Mario Mata	Glendora Lopez	Spencer Ward	Ray Umscheid	Deborah Nixon
12 Houston	Elias Garcia/Anita Bradley (backup)	Renee Senn	Scott Pletka	ENV-Bio@txdot.gov	Michele Wilkins	Tim Wood	Nicolle Kord	Ray Umscheid	Mark Norman Terry Dempsey (NEPA Lead)
22 Laredo	Juan Valera-Lema	Mark Brown	Scott Pletka	John Young	Mario Mata	Glendora Lopez	Nicolle Kord	Meredith Worthen	Terry Dempsey
5 Lubbock	Clay Churchill	Mark Brown	Scott Pletka	Stirling Robertson	Mario Mata	Tim Wood	Spencer Ward	Meredith Worthen	Deborah Nixon
11 Lufkin	Jubal Grubb	Jason Rivas	Scott Pletka	Matt Buckingham	Michele Wilkins	Tim Wood	Spencer Ward	Meredith Worthen	Doug Mack
6 Odessa	Clay Churchill	Jason Rivas	Scott Pletka	Becki Perkins	Mario Mata	Glendora Lopez	Nicolle Kord	Meredith Worthen	David Morley
1 Paris	Anita Bradley	Jason Rivas	Scott Pletka	Matt Buckingham	Mario Mata	Glendora Lopez	Nicolle Kord	Meredith Worthen	Doug Mack
21 Pharr	Jubal Grubb	Linda Henderson	Scott Pletka	John Young	Mario Mata	Glendora Lopez	Spencer Ward	Ray Umscheid	David Morley
7 San Angelo	Clay Churchill	Jason Rivas	Scott Pletka	Becki Perkins	Mario Mata	Tim Wood	Spencer Ward	Meredith Worthen	Jeff Richardson
15 San Antonio	Lindsey Kimmitt	Jason Rivas/Jennifer Carpenter	Scott Pletka	John Maresh (non-karst) Becki Perkins (karst)	Mario Mata	Glendora Lopez	Nicolle Kord	Ray Umscheid	David Morley
10 Tyler	Anita Bradley	Jason Rivas	Scott Pletka	Matt Buckingham	Mario Mata	Glendora Lopez	Spencer Ward	Meredith Worthen	Terry Dempsey
9 Waco	Anita Bradley	Jennifer Carpenter	Scott Pletka	John Maresh	Mario Mata	Tim Wood	Nicolle Kord	Meredith Worthen	Jeff Richardson
3 Wichita Falls	Clay Churchill	Jennifer Carpenter	Scott Pletka	Becki Perkins	Mario Mata	Glendora Lopez	Spencer Ward	Meredith Worthen	Deborah Nixon
13 Yoakum	Clay Churchill	Jason Rivas/Mark Brown	Scott Pletka	John Maresh	Susan Shuffield	Tim Wood	Nicolle Kord	Meredith Worthen	Mark Norman
Texas Turnpike Authority	By District	By District	By District	By District	By District	By District	By District	By District	By District

District Assignments for Environmental Affairs Division (click to enlarge)

NEPA SME Reviews for Virtual Public Meeting/Hearing Presentations and Scripts

Back in 2020 when TxDOT public involvement went totally virtual due to the pandemic, the Federal Highway Administration (FHWA) recommended that a National Environmental Policy Act (NEPA) SME review presentations and scripts for consistency, ease of understanding and communication of environmental considerations to the public.

REMINDER
Project Delivery managers should review all virtual public meeting and hearing presentations and scripts for every district; however, they do not replace your district ENV SME.

Project delivery managers in ENV will be assisting with this particular task as the NEPA SME, working in coordination with the PI Section to ensure your presentation is compliant by reviewing all virtual public meeting/hearing presentations and scripts. Please allow for a five-day turnaround time for their review.

Project delivery managers include:

- **Anita Bradley**
- **Clay Churchill**
- **Scott Ford**
- **Elisa Garcia**
- **Jubal Grubb**
- **Lindsey Kimmitt**
- **Michelle Lueck**
- **Juan Valera-Lerma**

HOUSTON DISTRICT TAKES EXTRA STEPS TO ACCOMMODATE THE PUBLIC

The Houston District has taken several steps to increase its public involvement planning, such as adding accommodations and post-meeting project team touchpoints. As a standard practice, the district translates meeting notices, ads, postcards, flyers, presentations, scripts, and fact sheets in English and Spanish for every public meeting and hearing. This helps ensure those with Limited English Proficiency (LEP) have available information without having to request it. If there is a high population of another non-English speaking language in the project area, accommodations are made ahead of time.

Additionally, the Houston District includes closed captioning on both English and Spanish pre-recorded presentations for in-person public meetings. This helps those with hearing impediments and assists all viewers in case of background noise. The district also conducts a public meeting debrief with the project team and others who worked the in-person event. During the debrief, the project team covers topics such as attendance, how people heard about the meeting, requests for interpretation, if signage was effective and public comments. Discussions cover what worked and what they can do better with future public involvement efforts.

Thanks to the Houston District team for taking these extra steps to make public meetings/hearings accessible. For an example of translated materials, review the **SH 35 (Spur 5) from I-45 to I-610 online notice page**.

SH 35 (Spur 5) from I-45 to I-610 Spanish Fact Sheet

Carretera estatal (SH) 35 (Spur 5)

Noticias del proyecto

Diciembre de 2022

Puntos Clave

Localización del Proyecto:
Condado de Harris, Texas

Longitud del Proyecto:
Aproximadamente 3.4 millas

5
TEXAS

TPP DIVISION PI ROUNDUP: PI EFFORTS HEATING UP FOR 2023

The importance of public involvement is growing and not only in the districts. Many divisions work hard at public involvement, including the TPP Division. TPP sections understand the importance of public involvement and incorporate it in their plans to help shape Texas. The PI Section supports many divisional PI efforts, and we're proud to summarize some of the TPP efforts here:

- **Best Practices for Intentional and Inclusive Public Engagement (BPIIPE) Initiative:** This initiative, led by the PI section, includes guidance and a toolkit that will enable TxDOT to better reach all populations and engage them via outreach strategies, materials and events that respect the state's remarkable diversity and that are accessible, appropriate, and convenient to all. The toolkit will include reports and summaries of what was learned from extensive research as well as fact sheets and checklists to effectively apply that knowledge in public involvement planning and implementation. Research is set to be completed by spring 2023 and the launch of the toolkit will occur later this year.

- **Corridor Plans:** Public involvement is an important part of long-range studies/planning, and the PI Section ensures the agency chooses the best tools and techniques as part of the study planning and outreach process. The PI Section is currently involved in the following corridor planning projects: I-20 Texas Corridor Study, I-10 Texas Corridor Study, I-14 Development Corridor, I-69 System in Texas, US 82 Texas Corridor Study, US 90 Texas Corridor Study, US 57 Texas Corridor and the US 83 Corridor Study.

- **Data Management:** The TPP Data Management team worked with the PI Section to develop the Texas Electric Vehicle Infrastructure Plan. The PI Section built and managed a Social Pinpoint site that included an interactive map. The site generated 807 comments, 1,031 survey responses and more than 24,000 page views since March 25, 2022. The plan has since been approved by the Federal Highway Administration (FHWA) and is now moving into the implementation phase.
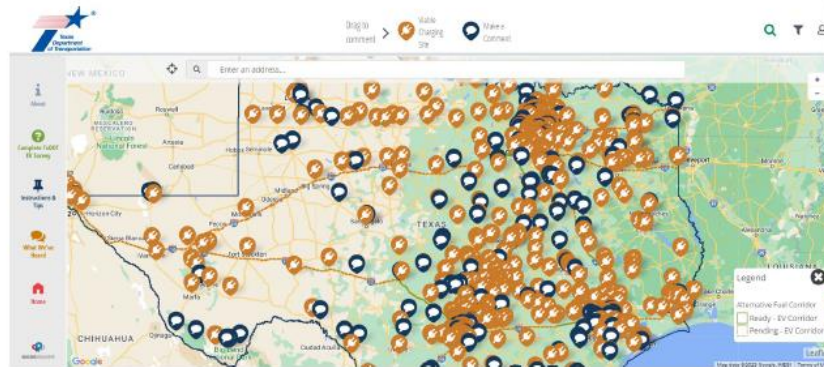
OT captured public feedback about charging needs across the state
[click on the above image to view the Social Pinpoint site].

- **Freight, Trade and Connectivity:** The PI Section assists the freight team for special projects where PI is needed. Recently, the PI Section assisted with getting the word out about the new Texas Delivers 2050 plan (Texas Freight Mobility Plan) and a survey to gather input. The plan garnered 25 public comments that helped shape the final plan.

- **Rural Transportation Improvement Program (RTIP):** The PI Section assists the districts with upcoming RTIPs for each cycle. The PI Section created a **toolkit** in response to the need to streamline RTIP communications and help the districts easily pull together materials for these meetings.

- **Systems Planning:** The Systems Planning Section is in the process of developing **Connecting Texas 2050**, the ongoing update to TxDOT's Statewide Long-Range Transportation Plan (SLRTP). With public input and technical studies, TxDOT will establish the vision, objectives, and strategic recommendations for the state's transportation system through 2050 for all modes of transportation. Various public involvement tools will be used including open houses, virtual meeting rooms, interactive surveys, in-person and virtual comment walls, social media, press releases, email blasts, specialized website portal and informational videos. In all efforts and development, the PI Section has provided guidance and support.

Connecting Texas 2050

Statewide Long-Range Transportation Plan

- **UTP:** Public involvement is a key component of the Unified Transportation Program (UTP), TxDOT's 10-year plan that guides the development of transportation work across the state. The PI Section assists in the planning for the next UTP a year in advance to meet all the program milestones and to be inclusive of all Texas residents. This includes incorporating different methods for the public to comment (i.e., written, email, court reporter, and voicemail comments). UTP public involvement efforts will include a public meeting, public hearing, and open comment period. Effective public involvement plays a crucial role in furthering the success of the UTP.

Unified
Transportation
Program
2024

SERVING UP SAFETY AT PUBLIC MEETINGS AND HEARINGS

As you know, TxDOT promotes safety in everything we do and we try to spread the word everywhere we can. To that point, the Traffic Safety Division, with specialists in all districts, is now offering information regarding the department's traffic safety program and campaigns to share with Texans at public meetings and hearings. Information includes driver education, emergency medical services, occupant protection, pedestrian/bicycle safety, motorcycle safety, and safe communities, as well as information about drinking and driving.

District traffic safety specialists can set up tables or booths on a variety of safety topics. Some even have interactive experiences. The number and subject type can be tailored to the community.

"We believe that these meetings provide a unique opportunity that we should take advantage of, to provide education and materials regarding our traffic safety program and campaigns, and to engage with members of the public," said Michael Chacon, director of the Safety Traffic Division.

Be sure to take advantage of this additional opportunity to share our safety messages at your next public meeting or hearing. For more information, you can reach out to your district traffic safety specialist. Learn more about **traffic safety campaigns**, or contact **Samuel Aguirre** for additional information.

QUICK PI TIPS AND UPDATES

The following is a quick roundup of various quick PI tips, recaps and updates:

- **Handling identical comments for comment matrices:** Given new ways someone can potentially generate automatic comments, such as listserv and various bot technologies, the public can submit many of the same comments as part of a public involvement outreach event. One district encountered nearly 4,000 comments that were identical, and it was apparent this comment was created using a type of listserv technology. If this should happen for a particular project, the PI Section recommends discussing within your project team, the PI Section and ENV as needed. If it's determined these identical comments come from such technologies, there is no need to list each comment individually as part of a comment response matrix. Instead, list the comment in a single row of the comment/response matrix and simply note the total number of individuals who submitted the comment under the "Commenter Name" row of the matrix. Additional guidance is available on the **public involvement toolkit page**.

- **U.S. Department of Transportation Releases Public Involvement Guide:** The U.S. Department of Transportation released its **Promising Practices for Meaningful Public Involvement in Transportation Decision-Making document**, a guide for DOT funding recipients and partners that conduct public involvement in the transportation space. As the department updates regulations and orders under related authorities, such as Title VI of the Civil Rights Act of 1964 and the NEPA, this guide will help provide a common understanding of meaningful and effective public involvement practices. Over the coming months, the department will offer additional training and technical assistance around this guide. More information on these trainings and contact information can be found on the **U.S. Department of Transportation website**.
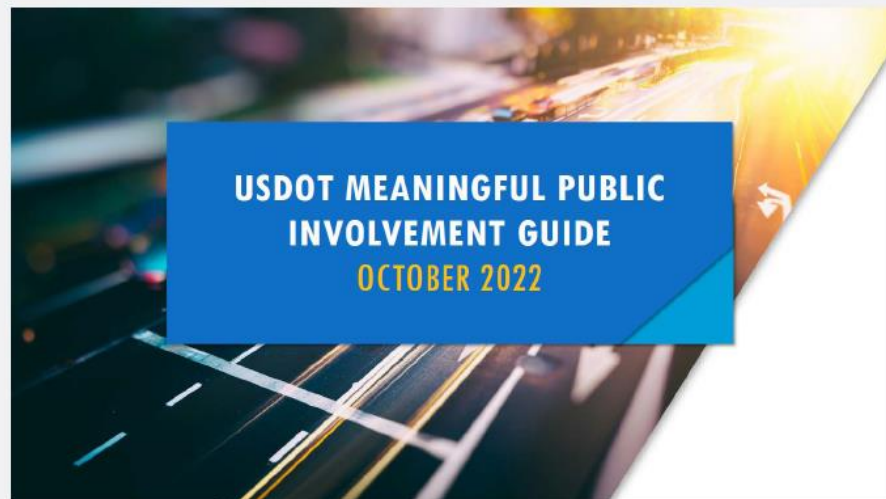
U.S. Department of Transportation Releases Public Involvement Guide

- **PI Section Hosted Challenging Stakeholder Seminar:** In case you missed it, the PI Section presented a January virtual lunch-and-learn seminar focused on challenging stakeholder situations to more than 100 employees, MPOs and consultants. The **presentation** covered strategies for identifying stakeholder issues, managing outrage and answering some of the more common "what if" stakeholder questions. Check out the **fact sheet takeaway** for a quick summary sheet.

PI Section Lunch-and-Learn Challenging Stakeholder Seminar Presentation

- **Web Retention Effort Removes Online Notice Pages Dated 2013-2017:** In January, districts received an email from their PI Specialist regarding TxDOT.gov's Web Retention Policy and cleanup to district public meeting pages. Specifically, archived meetings/hearings from 2013 to 2017 are in review to be deleted per the five-year retention policy. The PI Section is working with districts to identify these pages and will delete pages as deemed appropriate. This process will be repeated annually to identify meeting pages that are more than five years old.

- **TxDOT Promotes Upcoming BPIIPE Initiative at EWTG:** Representatives from the Best Practices for Inclusive and Intentional Public Engagement team gave a <u>presentation</u> at the Executive Women in Texas Government's (EWTG) Connected Leadership Conference in San Marcos last November. The team, which includes Director of Public Involvement Susan Howard, State Demographer Dr. Lloyd Potter, and Environmental Specialist Nicolle Kord, provided an overview of the BPIIPE effort including the reasons the project is needed, data behind the effort, timelines, and how TxDOT plans to use the tools it develops. The crowd of approximately 40 attendees listened to brief presentations from the three speakers, asked questions, and some participated in the BPIIPE survey. Thanks to EWTG for the opportunity to spread the word about this important initiative.

PI QUICK HITS

- **TPP – I-20 Social Pinpoint:** The PI Section along with the consultant team and the corridor planning team helped create an <u>interactive feedback map</u> on Social Pinpoint for the <u>I-20 Texas Corridor Study</u>. The map will be getting feedback on proposed improvements along the corridor with an option to "agree," "disagree" or add a comment to provide further input. This will help the corridor planning team pinpoint which improvements may be the most beneficial to local communities.
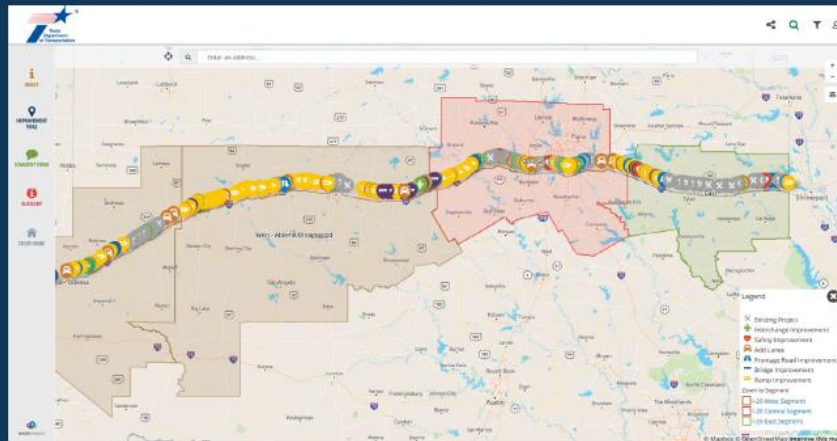
- **Fort Worth District – US 377 Visualization Video:** The Fort Worth district held a virtual public meeting with an in-person option on Nov. 17, 2022, for the US 377 in Hood County project. The project team helped to create a quick but informative visualization video for the public to see the proposed improvements. The video included a "driver's view" that helped the public see how they would travel the proposed intersection, and the video generated more than 7,000 views during the comment period. The Fort Worth district did a great job including visuals for this project to help the public better understand what was proposed.

(Click to watch the video)

- **San Antonio – SH 16 Bandera Road and SH 46 Virtual Meeting Rooms in Social Pinpoint:** The San Antonio District has been working with the PI Section to build virtual meeting rooms in Social Pinpoint. The virtual meeting rooms are a one-stop shop where the public can click on one link and enter a room that has a sign-in sheet, presentation videos, meeting stations, an interactive schematic map and opportunities to comment online. See the following links to view demo virtual meeting room sites.

SH 46 from I-35 to I-10 Draft Vision Statement

DRAFT
Project Vision

Proposed project would accommodate regional and local traffic needs in a safe and efficient manner by addressing congestion and improving mobility in bottlenecked areas while minimizing adjacent impacts.

How do you feel about the draft project vision?

Like 👍   Dislike 👎

If you would like to suggest changes to the draft project vision, please provide them here:

Submit

*SH 46 survey option on draft vision as part of the **SH 46 virtual meeting room**, which replicates a white board activity at the in-person open house.*

Staff Contacts
PI Policy
PI Section - Crossroads

TEXAS DEPARTMENT OF TRANSPORTATION | TRANSPORTATION PLANNING AND PROGRAMMING DIVISION | PUBLIC INVOLVEMENT SECTION

TxDOT ADA Subrecipient Monitoring & Compliance Survey I

49 Code of Federal Regulations (CFR) Parts 27 and 28 require that all recipients of federal-aid highway funds comply with Section 504 of the Rehabilitation Act of 1973 (Section 504). As a recipient, the State of Texas is responsible for ensuring that its subrecipients comply with Section 504. It states that "no otherwise qualified individual with a disability in the United States shall, solely by reason of his or her disability, be excluded from participation in, be denied the benefits of or be subjected to discrimination under any program or activity receiving federal financial assistance." 28 CFR 35 implements the Americans with Disabilities Act of 1990 (ADA) and Section 504, which extended the prohibition of discrimination on the basis of disability to all local agencies, including those that do not receive Federal financial assistance. Some ADA administrative requirements differ for agencies with 50 or more full-time and part- time employees versus agencies with fewer than 50 full-time and part-time employees. This assessment will address the requirements for both and is a first step for TxDOT to determine subrecipient compliance; help subrecipients understand their ADA/504 responsibilities; and assist TxDOT in planning future training and technical assistance.

Please, answer all questions contained in this survey.

Agency Information:

Organization Name:

Organization Type:

☐ Local Government

☐ MPO

☐ College or University

☐ Consultant

☐ Contractor

Contact:

Email:

Phone:

(999) 999-9999

General Program Requirements

2. Does your entity have an ADA Accessibility Transition Plan or other Accessibility Plan?

[(Click here for more information on Question 2)](#)

☐ Yes

☐ No

If "Yes", please provide link below and answer questions 2a & 2b.

2a. Do you have barriers listed in your ADA Accessibility Transition Plan or other Accessibility Plan?

☐ Yes

☐ No

☐ N/A – We do not have an ADA Accessibility Transition Plan

If "Yes", how many?

2b. Have your removed or corrected barriers listed in your ADA Accessibility Transition Plan or other Accessibility Plan?

☐ Yes

☐ No

☐ N/A – We do not have an ADA Accessibility Plan

If "Yes", how many?

3. Does your entity have an ADA/504 Coordinator?
(Click here for more information on Question 3)

☐ Yes

☐ No

If "Yes", please provide link to ADA/504 Coordinator.

4. Has your entity drafted and disseminated to participants, applicants, employees, unions, and contractors/consultants a non-discrimination policy statement that states your entity does not discriminate on the basis of disability in admission or access to, or treatment or employment in it's programs or activities?
(Click here for more information on Question 4)

☐ Yes

☐ No

If "Yes", please provide a link to the entities non-discrimination policy statement.

Grievances

5. Has your entity adopted a written grievance procedure?
(Click here for more information on Question 5)

☐ Yes

☐ No

If "Yes", please provide a link to the written grievance procedure.

6. Which of the following best describes your LPA?
(Click here for more information on Question 6)

☐ 0-15 employees

☐ 16-49 employees

☐ 50 or more employees

TxDOT ADA Subrecipient Monitoring & Compliance Survey II

49 Code of Federal Regulations (CFR) Parts 27 and 28 require that all recipients of federal-aid highway funds comply with Section 504 of the Rehabilitation Act of 1973 (Section 504). As a recipient, the State of Texas is responsible for ensuring that its subrecipients comply with Section 504. It states that "no otherwise qualified individual with a disability in the United States shall, solely by reason of his or her disability, be excluded from participation in, be denied the benefits of or be subjected to discrimination under any program or activity receiving federal financial assistance." 28 CFR 35 implements the Americans with Disabilities Act of 1990 (ADA) and Section 504, which extended the prohibition of discrimination on the basis of disability to all local agencies, including those that do not receive Federal financial assistance. Some ADA administrative requirements differ for agencies with 50 or more full-time and part- time employees versus agencies with fewer than 50 full-time and part-time employees. The ADA Subrecipients Monitoring and Compliance Survey II is a comprehensive assessment that will be used to help TxDOT determine specific areas of subrecipient compliance/noncompliance; evaluate risk factors; help subrecipients understand their ADA/504 responsibilities; and determine if a formal review (desk or on-site) is required as part of the monitoring and compliance process.

Please, answer all questions contained in this survey.

General Information

Organization Name:

[   ]

Do you have an ADA Coordinator?

☐ Yes

☐ No

If "Yes", please answer the following questions 1 through 4:

1. ADA Coordinator Name

First Name:

[   ]

Last Name:

[   ]

2. ADA Coordinator Address

Street Address:

> (blank field)

City:

> (blank field)

State:

> (blank field)

Zip Code:

> (blank field)

3. ADA Coordinator Email:

> (blank field)

4. ADA Coordinator Phone Number:

(999) 999-9999

> (blank field)

5. Contract Period of the Advanced Funding Agreement

Start Date:

> (blank field)

End Date:

> (blank field)

Evaluation of Subrecipient Compliance

6. Does the subrecipient have a disability Nondiscrimination Policy that includes the name, title, office address, and office telephone number of the ADA/Section 504 Coordinator?

[(Click here for more information on Question 6)](#)

☐ Yes

☐ No, our Nondiscrimination Policy does not contain those elements

☐ Do not have a Nondiscrimination Policy

If the subrecipient has a Nondiscrimination Policy, please provide a link below.

7. Does the subrecipient have a Grievance Policy and Procedure that prohibits discrimination based on disability under any of the subrecipient's programs and activities?

[(Click here for more information on Question 7)](#)

☐ Yes

☐ No, do not have a Grievance Procedure

If "Yes", please provide a link for the subrecipient's Grievance Policy and Procedure.

8. Does the subrecipient have proof of public dissemination of its Nondiscrimination Policy Statement?

☐ Yes

☐ No, do not have proof of public discrimination

☐ Do not have a Nondiscrimination Policy Statement

If "Yes", please provide a link to a file documenting this.

9. Are the subrecipient's website and telephone services accessible to individuals with sight and hearing impairments?

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

10. Has the subrecipient completed a Self-Evaluation of current services, policies, and practices to determine necessary modifications to achieve program accessibility?

☐ Yes

☐ No

☐ Not Required

If "Yes", please provide a link to subrecipient's Self-Evaluation.

11. If the subrecipient has completed an ADA Self-Evaluation when was it completed and has it been updated?

☐ Yes, Self-Evaluation Completed

☐ Yes, Self-Evaluation completed and updated

☐ Do not have one

☐ No required

Date of completion:

Date of latest update:

12. Has the subrecipient developed and implemented an ADA Accessibility Transition Plan or other Accessibility Plan that outlines which structural modifications must be made to those programs and services that are not accessible?
(Click here for more information on Question 12)

☐ Yes

☐ No

☐ Not Required

If "Yes", please provide a link to Transition Plan or other Accessibility Plan.

13. How often does the subrecipient update its ADA Accessibility Transition Plan or other Accessibility Plan?

☐ Every 3 years

☐ Every 5 years

☐ Every 6+ years

☐ Subrecipient does not have an ADA Transition/Accessibility Plan

☐ Not Required

If subrecipient does not have an ADA Accessibility Transition Plan or other Accessibility Plan, when does the subrecipient plan to complete one?

[   ]

14. If applicable, please provide the date of the last update to the subrecipient ADA Accessibility Transition Plan or other Accessibility Plan:

☐ The subrecipient ADA Transition Plan has been updated

☐ Do Not Have One

☐ Not Required

☐ Plan has not been updated

If the Transition Plan has been updated, please provide the date:

[   ]

15. Please provide a detailed description of how the subrecipient made its Self-Evaluation and/or ADA Accessibility Transition Plan or other Accessibility Plan available for public inspection or comment.

☐ Subrecipient has an ADA Self-Evaluation and/or an ADA Transition Plan

☐ Do Not Have One

☐ Not Required

Description or Comment:

[   ]

16. Please provide a brief description of how the subrecipient monitors its own compliance with the ADA and Section 504.

[ ]

17. Does the subrecipient have a signed inventory?
Click here for Question 17 regulations; 28 CFR 35.150(d)(2); 28 CFR 35.150(d)(3)(a); 28 CFR 35.105 (a)

☐ Yes

☐ No

☐ Not Required

18. Does the subrecipient have a Management Plan for the replacement of signs to meet the Manual on Uniform Traffic Control Devices (MUTCD) reflective guidelines?
Click here for Question 1   regulations; 28 CFR 35.150(d)(2); 28 CFR 35.150(d)(3)(a); 28 CFR 35.105 (a)

☐ Yes

☐ No

☐ Not Required

If "Yes", please provide a link to a file documenting this.

[ ]

19. Does the subrecipient have an ADA nondiscrimination policy that prohibits discrimination based on disability that it makes available to contractors, consultants, beneficiaries, ect.?
☐ Yes

☐ No, the policy is not made available to contractors, consultants, ect.

☐ Do not have a Nondiscrimination Policy

If "Yes", please provide a link to the ADA Nondiscrimination Policy.

[ ]

20. Does the subrecipient have proof of public dissemination of its ADA Nondiscrimination Policy that it makes available to contractors, consultants, beneficiaries, ect.?

☐ Yes

☐ No, the subrecipient does not have proof of public dissemination

☐ Do not have a Nondiscrimination Policy

If "Yes", please provide a link to a file documenting this.

21. Does the subrecipient's ADA Nondiscrimination Policy and its corresponding processes include the subrecipient maintaining a complaint log showing all ADA complaints received for the last three years (i.e. numbers, issues, involved, how it was resolved)?

☐ Yes

☐ No, policy and processes do not include maintenance of a complaint log

☐ Do not have a nondiscrimination policy

If "Yes", please provide a link to a file documenting this.

22. Has any subrecipient staff received any ADA training (formal or informal) within the past year?

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

23. Does the subrecipient actively seek out persons with disabilities to participate in public hearings, meetings, open houses, ect.?

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

24. Does the subrecipient ensure it holds its public meetings, hearings, open house, ect. in accessible locations?

☐ Yes

☐ No

25. Do the subrecipient's public meeting announcements provide notification that auxiliary aids are available upon request?

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

26. Does your entity provide auxiliary aids (sign language, interpreters, readers, braille, and large text) upon request to participants with disabilities?

☐ Yes

☐ No

27. Has your entity provided accommodations to physically impaired persons needing special assistance?

☐ Yes

☐ No

If "No", please elaborate.

28. What region best describes the locality in which your agency performs the majority of its roadway and sidewalk alterations and construction?

☐ Metropolitan

☐ Urban

☐ Rural

TxDOT ADA Subrecipient Compliance Check Survey III

49 Code of Federal Regulations (CFR) Parts 27 and 28 require that all recipients of federal-aid highway funds comply with Section 504 of the Rehabilitation Act of 1973. It states that "no otherwise qualified individual with a disability in the United States shall, solely by reason of his or her disability, be excluded from participation in, be denied the benefits of or be subjected to discrimination under any program or activity receiving federal financial assistance." 28 CFR 35 implements the Americans with Disabilities Act of 1990 (ADA), which extended the prohibition of discrimination on the basis of disability to all local agencies, including those that do not receive Federal financial assistance. ADA requirements differ for agencies with 50 or more full-time and part- time employees versus agencies with fewer than 50 full-time and part-time employees. This assessment will address the requirements for both and is a first step for TxDOT to determine subrecipient compliance; help subrecipients understand their ADA/504 responsibilities; and assist TxDOT in planning future training and technical assistance.

Please, answer all questions contained in this survey.

Part A

Risk Assessment – General

1. Agency Information

Organization Name:

Contact:

Email:

Phone Number:
(999) 999-9999

2. Subrecipient experience with State or Federal Funds:
☐ 5+ years

☐ 3-5 years

☐ 0-3 years

3. Subrecipient experience with specific grant program:
☐ 5+ years

☐ 3-5 years

☐ 0-3 years

4. Management of staff turnover or reorganization that affects this program:
☐ No turnover or reorganization

☐ Little turnover or reorganization

☐ Significant turnover or reorganization

5. Experience of staff and management assigned to the program:
☐ 5+ years/funding cycles

☐ 2-5 years/funding cycles

☐ Less than 2 years/funding cycles

6. Subrecipient timelines in document submission (for documents below):
- Applications
- Amendments
- Fiscal or Financial Reporting
- Budgets/Revisions
- Close-out
- A-133 audits and corrective action (if applicable)

☐ On time submission of all documents

☐ Rarely late or sometimes late on some documents

☐ Consistently late on some or all documents

7. Subrecipient timely response to program/fiscal questions:
☐ Always timely in response

☐ Sometimes late in response

☐ Consistently late in response

8. Complexity of the business environment or program funding/matching requirements:
☐ Simple program requirements and operations environment

☐ Moderately complex program requirements and operations environment

☐ Complex operations environment and program requirements

9. Effective written procedures and controls for this program:
☐ Formal/written and distributed to employees

☐ Informal policies and controls

☐ No policies and controls

Please provide a link to the subrecipient's formal/written procedures and controls.

Risk Assessment – Overall Fiscal Assessment

10. Variations between expenditures and budget:
☐ No variations

☐ Small variations

☐ Large and frequent variations

11. Subrecipient amount of budget carryover:
☐ No carryover

☐ Small amount of carryover

☐ Large and frequent variations

12. Difficulty meeting matching requirements
☐ No difficulty – Always meets matching requirements

☐ Some difficulties – Meets matching requirements most of the time

☐ Consistently has difficulty meeting matching requirements

Risk Assessment – Legal Assessment

13A. Does the subrecipient currently have a lawsuit(s) filed against them?
☐ Yes

☐ No

If "Yes", please provide a link to files on the current lawsuit.

| |
| |

13B. Has the subrecipient previously had a lawsuit(s) filed against them?
☐ Yes

☐ No

If "Yes", please provide a link to all necessary documentation on the previous lawsuit.

| |
| |

14. Subrecipient staff that have been jailed, convicted of a felony or are currently under criminal investigation.
☐ No staff jailed, convicted or currently under criminal investigation

☐ Has staff that has been jailed, convicted or is currently under criminal investigation

If staff has been jailed, convicted or is currently under criminal investigation, please provide a link to the investigation files.

| |
| |

Risk Assessment – Monitoring/Audit Assessment

15. Past Audit findings from the A-133 Audit or any other Internal Audits:
☐ No findings

☐ Some findings, not material

☐ Has material findings

Please, provide a link to files for any past audit findings from the A-133 Audit or any other Internal Audit

16. Have there been any previous audit findings (i.e., other comprehensive audit, Internal Audit)?

☐ No findings

☐ Some findings, not material

☐ Has material findings

Please, provide a link to files for any previous audit findings.

17. Has the subrecipient been debarred or suspended?

☐ Yes

☐ No

If "Yes, please provide the date when this occurred.

18. Corrective Action Plan (CAP) and Resolution (obtain a copy):

☐ No CAPs past or current

☐ Has had CAPs but been resolved on time

☐ Has CAPs and not resolved on time

Please, provide a link to files on the CAPs.

19. On-site monitoring visits:

☐ Less than one funding cycle has passed since on-site visit

☐ Less than three funding cycles have passed since on-site-visit

☐ More than three funding cycles have passed since on-site visit

20. Abbreviated Compliance Review finding:

☐ Compliant

☐ Non-Compliant

Risk Assessment – Financial Systems Assessment

21. Does the subrecipient have a financial management system in place to track and record program expenditures?

Examples: QuickBooks, Visual bookkeeper, Peachtree, or a Customer Proprietary System

☐ Yes

☐ No

22. Does the accounting system identify the receipts and expenditures of program funds separately for each award?

☐ Accounting system identifies receipts and expenditures of program funds separately for each award

☐ Accounting system identifies receipts and expenditures of program funds but does not separate for each award

☐ Accounting system does not identify receipts and expenditures of program funds

23. Does the subrecipient have a time and accounting system to track time and expenditures by cost objective?

☐ Yes, subrecipient has a time and accounting system to track time and expenditures by cost objective

☐ Subrecipient has a time and accounting system but does not track time and expenditures by cost objective

☐ Subrecipient does not have a time and accounting system to track time and expenditures by cost objective

Part B
Requirement #1 Create/develop an accessibility policy

1A. Has your entity drafted and disseminated to participants, applicants, employees, unions, and contractors/consultants a Non-Discrimination Policy Statement that states that it does not discriminate on the basis of disability in admission or access to, treatment or employment in its programs or activities? (28 CFR 35.106 & 49 CFR 27.15)

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

| |
| |

Comments:

| |
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| |
| |

1B. Has your entity modified any policies or practices that do not meet Section 504 according to a schedule or sequence that includes milestones or measures of achievement (49 CFR 27.11 (c)(2)(iii))

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

| |
| |

Comments:

| |
| |
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| |
| |

1C. Has your Agency taken the appropriate remedial steps to eliminate the effects of any discrimination that resulted from previous policies and practices? (49 CFR 27.11 (c)(2)(a) and (b))

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

Comments:

Requirement #2 ADA Nondiscrimination Policy Statement

2. Does the Non-discrimination Policy statement also identify the name, title, and office address and office telephone number of the 504/ADA Coordinator (28 CFR 35.107 (a) & 49 CFR 27.15(a) and (b))

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

Comments:

Requirement #3 ADA Non-discrimination Assurance

3. Does your entity provide a written assurance to the STA that it will not discriminate on the basis of disability in the provision of its programs, services, activities, and facilities and that it will be in compliance with Section 504 and all its requirements? (49 CFR 27.9)

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

<div style="border:1px solid black; height:60px"></div>

Comments:

<div style="border:1px solid black; height:280px"></div>

Requirement #4 ADA Coordinator

4. Does your entity have a 504/ADA Coordinator (28 CFR 35.107(a) & 49CFR 27.13 (a))

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

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Comments:

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Requirement #5 Transition Plan/Accessibility Plan

5A. Has your entity developed and implemented a Transition/Accessibility Plan that outlines which structural modifications must be made to those programs and services that are not accessible? (28 CFR 35.150 (d) & 49 CFR.11)

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

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Comments:

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5B. Has your entity also developed a curb ramp installation schedule as part of the Transition Plan/Accessibility Plan for pedestrian facilities it owns, operated and/or maintains (28 CFR 35.150 (d)(2))

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

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Comments:

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5C. If so, did your entity provide an opportunity to interested persons, including individuals with disabilities, to participate in Transition Plan/Accessibility Plan process by submitting comments? (28 CFR 35.150(d)(1) & 49 CFR 27.11 (c)(2))

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

Comments:

5D. Is the Transition Plan/Accessibility Plan available for public inspection? (28 CFR 35.150(d)(1) & 49 CFR 27.11)

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

Comments:

Requirement #6 Grievance Policy

6. Does your entity have an internal grievance procedure that allows for quick and prompt solutions for any complaints based on alleged noncompliance with 504?

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

Comments:

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Requirement #7 Recordkeeping

7. Does your entity keep on file for at least one year all complaints of noncompliance with ADA and 504 received? (49 CFR 27.121(b))

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

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Comments:

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Requirement #8 Auxiliary Aids

8A. Does your entity provide auxiliary aids (sign language interpreters, readers, braille, and large print text) upon request, to STA program participants with disabilities? (28 CFR 35.160(b)(1) and 49 CFR 27.7(c))

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

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Comments:

[ ]

8B. Does your entity notify the public and other interested parties that auxiliary aids will be provided, upon request (e.g. via public meeting announcement)? (28 CFR 35.160(a), 28 CFR 35.163(a) and 49 CFR 27.7(c))

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

[ ]

Comments:

[ ]

8C. Are your entity hotlines and other telephone services (311, traffic information) accessible by TTD/TTY phone services? Can hearing impaired individuals contact the STA via TTD/TTY phone lines? (28 CFR 35.161 and 49 CFR 27.7(c))

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

[ ]

Comments:

[ ]

Requirement #9 Web Accessibility

9. Is your entity website and all of its contents accessible to individuals with hearing or visual impairments? (28 CFR 35.160 (a), 28 CFR 35.163(a), and 49 CFR 27.7(c))

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

[ ]

Comments:

[ ]

Requirement #10 Self-Evaluation

10A. Has your entity conducted a self-evaluation of its current services, policies, and practices, and the effect thereof, to determine necessary modifications to achieve program accessibility? (28 CFR 35.105 & 49 CFR 27.11(c)(2)(i-v))

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

[ ]

Comments:

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10B. If so, did your agency provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the Self-Evaluation process by submitting comments? (28 CFR 35.105 (b) & 49 CFR 27.11(c)(2))

☐ Yes

☐ No

If "Yes", please provide a link to a file documenting this.

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Comments:

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10C. Has the subrecipient established a system for periodically reviewing and updating the evaluation? (49 CFR 27.11 (c)(2)(v))

☐ Yes

☐ No

Comments:

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Requirement #11 Facilities and Equipment Accessibility

11. Does your entity maintain in operable working condition those features of facilities and equipment that are required to be readily accessible to and usable by persons with disabilities? (28 CFR 35.133)

☐ Yes

☐ No

Comments:

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Requirement #12 Monitoring Subrecipients Receiving Federal Aid Assistance

12. Does your entity monitor subrecipients who receive federal aid assistance (local governments, contractors, consultants) to ensure compliance with Title II ADA and 504 with respect to state transportation agency (STA) funded (both Federal and State $$) projects and programs that the subrecipients implement? (28 CFR 35.130 (b)(1)(v) & 49 CFR 27.7 (v))

☐ Yes

☐ No

Comments:

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Requirement #13 Undue Financial or Administrative Burdens

13. Does your entity have a process to analyze a project program, service or benefit for determinations of "undue" financial or administrative burdens, or fundamental alteration to the program, services or benefit that comports with the criteria for making such determination in 28 CFR 35.150 (a)(3) and 28 CFR 35.164?

☐ Yes

☐ No

Comments:

Requirement #14 Program Accessibility

14. Does your entity have a process to provide access to programs services and benefits to those with disabilities that comports with 28 CFR 35.150(b)(1)?

☐ Yes

☐ No

Comments:

Respond to the following questions only if the subrecipient is constructing new or modifying existing facilities.

Requirement #15 Building Facilities

15. Does your entity build new facilities and alter existing ones (both pedestrian ROW and STA buildings) in accordance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) (PROWAG)(TAS) and Appendix A of 49 CFR 37? (28 CFR 35.151 (c) and 49 CFR 27.3(b))

☐ Yes

☐ No

☐ N/A

If "Yes", please provide a link to a file documenting this.

Comments:

Requirement #16 Building and Facilities

16. Does your entity have a process and procedure for the installation of accessible features on the pedestrian right-of-way (curb ramps, accessible pedestrian signals, ect.)? (28 CFR 35.151 (c) and 49 CFR 27.3(b))

☐ Yes

☐ No

☐ N/A

If "Yes", please provide a link to a file documenting this.

Comments:

Requirement #17 Building and Facilities

17. Does your entity provide accessible highway rest areas and pedestrian underpasses, overpasses and ramps that are newly constructed or altered with Federal Aid? (28CFR 35.151(c) and 49 CFR 27.3(b)), 24 CFR 27.75)

☐ Yes

☐ No

☐ N/A

If "Yes", please provide a link to a file documenting this.

Comments:

Requirement #18 Building and Facilities

18. Does your entity have the process for making technical infeasibility determination for new construction and alterations that comports with the criteria in ADAAG 4.1.1(5) and 4.1.6(J)? (28 CFR 35.151 (c) and 49 CFR 27.3(b))

☐ Yes

☐ No

☐ N/A

If "Yes", please provide a link to a file documenting this.

Comments:

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Requirement #19 Building and Facilities

19. Does your entity install curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway, when streets, roads, highways or crosswalks are newly constructed or altered, or when the crosswalk is constructed with Federal aid? (28 CFR 35.151 (e)(1)(2) and 49 CFR 27.75 (a)(2))? (28 CFR 35.151 (c) and 49 CFR 27.3(b)), (28 CFR 35.151(e)(1)(2) and 49 CFR 27.75(a)(2))

☐ Yes

☐ No

☐ N/A

If "Yes", please provide a link to a file documenting this.

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Comments:

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Requirement #20 Building and Facilities

20. Is your entity installing detectable warnings in the form of truncated domes in curb ramps when roadways with pedestrian facilities are altered? (ADAAG 4.29 and FHWA policy guidance (May 2002)) (28 CFR 35.151(c) and 49 CFR 27.3(b))

☐ Yes

☐ No

☐ N/A

If "Yes", please provide a link to a file documenting this.

Comments:

ADA Curb Ramp and Sidewalk Guidance

The installation of curb ramps and sidewalks is an important part of a total transportation infrastructure that can accommodate various modes of travel. As with all transportation needs, fiscal resources are limited. Project priorities shown in the Texas Department of Transportation (TxDOT) ADA transition plan, along with regulations and public right-of-way standards, play an important part in the design and installation of compliant curb ramps and sidewalks at locations where pedestrians are most affected.

I.   Curb Ramp Construction

In general, curb ramps are needed wherever a sidewalk or any other pedestrian walkway crosses a curb. Where curb ramps are necessary, they must ensure accessibility for all pedestrians with and without disabilities, and be located to ensure a more accessible and safer access route so that a person with a mobility disability will be able to travel from a sidewalk on one side of the street to a sidewalk on the other side of the street. Based on recent TxDOT statewide group discussion and inventory, it was revealed that there are now numerous possible considerations for determining where and when to construct a curb ramp since the inception of the Statewide Americans with Disabilities Act (ADA) Curb Ramp Program.

Therefore, in order to provide a more consistent statewide approach to installing curb ramps in locations where they are necessary, the criteria listed below will be considered in determining where and when curb ramp installation is required. Due to the nature of the public rights-of-way, each situation must be independently assessed to determine what needs to be done to bring each curb ramp and sidewalk into compliance.

Where to install

- Curb ramps must be installed to connect the pedestrian access routes at each pedestrian street crossing. A pedestrian street crossing is considered to be present if:
  - There is a sidewalk or other pedestrian walkway with a prepared surface for pedestrian use crossing a curb,
  - There are pedestrian signal heads or detection buttons indicating pedestrian presence, *
  - There is a marked crosswalk, or *
  - There is a school crossing. *

However, please note the ADA does not require installation of ramps or curb ramps in the absence of a pedestrian walkway with a prepared surface (even when the elements denoted with an * exist). A surface is a "prepared surface for pedestrian use" if,

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regardless of material used, the intent of the design was to provide access to pedestrians.

Also, curb ramps are not required in the absence of a curb, elevation differential, or other barrier between the street and the walkway.

When curb ramp construction is required

- The U.S. Department of Justice and U.S. Department of Transportation have released a Joint Technical Assistance document outlining the following type of road work treatments that are considered alterations:
  - New construction
  - Reconstruction,
  - Rehabilitation,
  - Microsurfacing or the addition of any new layer of asphalt,
  - In-place asphalt recycling,
  - Open graded surface course, and
  - Mill & fill / mill & overlay

  These treatments are not based on funding sources (PM, 2R, 3R, 4R, etc.) nor are they based on who performs the work (TxDOT maintenance forces vs. contractor forces). However, when the above listed operations are performed any required curb ramp construction is required to be done at the same time as the alteration.

  Therefore, TxDOT is required to install or upgrade curb ramps pursuant to *Department of Justice/Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing.* Below please find links to:

  1) The Joint Technical Assistance (JTA) Document - https://www.fhwa.dot.gov/civilrights/programs/doj_fhwa_ta.cfm

  2) The Glossary of Terms for the JTA Document - https://www.fhwa.dot.gov/civilrights/programs/doj_fhwa_ta_glossary.cfm

  3) The JTA Q&A Document - https://www.fhwa.dot.gov/civilrights/programs/ada_resurfacing_qa.cfm

- If the conditions described above in the "Where to install" section indicate a need for the construction of curb ramps, they must be installed when a project meets the definition of an alteration under 28 C.F.R. § 35.151. Generally, resurfacing is

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an alteration if it involves work on a roadway that spans from one intersection to another. If the resurfacing affects the crosswalk, even if it is not the full roadway width, then curb ramps must be provided at both ends of the crosswalk as per 28 C.F.R. § 35.151(i).

- Existing ramps must be compliant with the ADA standards applicable for the year in which the ramp was built. If the ramp is not compliant with those standards, then it must be updated and should be included in the ADA transition plan. In addition to curb ramps required above, it is recommended to include any additional curb ramp improvements in the vicinity of the alteration project as project scope and budget allow.

When curb ramp construction is not required

- Curb ramps are not required to be included in projects that constitute the following listed maintenance work:
    - Seal coats,
    - Crack filling and sealing,
    - Joint Crack or Surface Seals,
    - Joint repairs,
    - Full-depth pavement spot repair,
    - Diamond grinding,
    - Spot high friction treatment to improve skid resistance, and
    - Slurry seals

In some cases, the combination of several maintenance treatments occurring at or near the same time may qualify as an alteration and would trigger the obligation to provide curb ramps.

Note that a deficient or missing curb ramp, even if not included in a specific maintenance project, will need to be included in the TxDOT ADA Transition Plan for construction or reconstruction.

II.   Sidewalk Construction

Planning projects for the long term must anticipate likely future demand for both bicycling and walking facilities and not omit this provision from future improvements without adequate documentation. Based on TxDOT Administration guidance given for emphasizing bicycle and pedestrian accommodations, these items must be considered for certain types of transportation projects within urbanized settings. Therefore, the inclusion of these facilities must be considered when a project is scoped, with input from

the local cities, metropolitan planning organizations, locally adopted bicycle and pedestrian plans, and the public, when applicable.

When to consider installation

Sidewalks must be considered for inclusion in urbanized settings on:

- Full reconstruction projects;
- New construction projects;
- Projects within existing right of way that include pavement widening;
- Facilities that are part of a locally adopted sidewalk planning document;
- Facilities where there is evidence of pedestrian traffic:
    - Pedestrians are observed, or
    - There is evidence of a beaten path, or
    - There is significant potential for pedestrians to walk in the roadway;
- Facilities having existing pedestrian features;
- Facilities located on a route to school(s); or
- Facilities located on a transit route. All transit stops must be made accessible.

If it is determined that sidewalks will not be included in the project, then the managing office shall provide justification in the environmental document for not installing sidewalks.

When to install

It is recommended that the sidewalk installation occur concurrently with the curb ramp installation in order to provide a more accessible and safer pedestrian access route.

Maintenance

Maintenance of pedestrian facilities is critical to their continued functionality. Maintenance operations should monitor pedestrian facilities on a regular basis and any discrepancies should be noted for inclusion in the routine maintenance schedule or in the ADA Transition Plan. Where maintenance is the local government's responsibility under a municipal maintenance agreement, TxDOT monitoring is necessary to ensure that maintenance is performed by the local entity on a regular schedule.

Vegetation must be monitored and managed to ensure that vegetation growth does not constrict the pedestrian access route.

In addition, any features permitted in TxDOT right of way will be compliant with the ADA, and items in the right of way (e.g. driveways, utilities, mailboxes, signal equipment) must not create a compliance issue for TxDOT.

III.   Traffic/Pedestrian Signal Installation

Installation of pedestrian signal heads and pedestrian detection equipment is strictly a traffic engineering decision. There are instances where they are definitely beneficial, but not necessarily required except on certain signal warrants and at intersections with complex multi-phase signal timing. Refer to TxDOT's Accessible Pedestrian Signals (APS) Guidelines document for outlined instances where APS may be needed.

When APS equipment is installed curb ramps or blended transition installation may be necessary to make the signal equipment and the intersection accessible.

2. Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges

Attachment J - ADA Committee Guidelines and Responsibilities

Introduction
The internal TxDOT ADA committees are of two kinds: an **advisory committee** made up of division representatives that contribute to particular activities and guide our strategic plan in areas related to the ADA Accessibility Program, and **district accessibility committees** that shape the ADA Accessibility Program content applicable to each respective district.

1. Because of the important role of the committees in representing the perspective of our agency, meetings should be held once every quarter.

2. Meetings may be held via WebEx, telephone conference or face-to-face.

3. Advisory and District ADA committees serve as the facilitator and organizer of planned outreach events and public involvement meetings.

4. Committees may make recommendations in writing to the CIV-ADA Compliance Program Administrator through their district/division liaisons.

5. Committees provide the necessary support and input needed to carry out the ADA mission, values, goals, and initiatives.

Committee Member Responsibilities
In addition to specific roles required by individual committees, members of ADA Accessibility Committees are expected to actively participate in the work of the committee, provide thoughtful input to committee deliberations, and focus on the best interests of the agency and program goals rather than on personal interests. Members should:

- Review all relevant material before committee meetings
- Attend committee meetings and voice objective opinions on issues
- Pay attention to agency activities that affect or are affected by the committee's work
- Support the efforts of the committee chair and carry out individual assignments made by the chair
- Work as part of the committee and staff team to ensure that the committee's work and recommendations are in keeping with the general agency mission and goals

Committee Chair Responsibilities
In addition to specific roles required by the activities of individual committees, chairs of ADA Accessibility Committees are expected to guide their committees and work with staff to develop necessary work plans and meeting agendas. Chairs should:

- Approve reports of committee meetings before their distribution;

- Report to the committee on decisions of the Administration that affect the committee's work;

- Where appropriate, guide the committee in proposing new activities and service that will further the mission and goals of the ADA Accessibility Program; and

- Where appropriate, make policy recommendations to the ADA Compliance Program Administrator.

Structuring the Meeting

- With the help of the ADA Liaison, provide an agenda sheet with the beginning and ending times for the meeting, meeting location, a list of committee members, and the agenda of topics;

- Sequence agenda items thoughtfully. Start the meeting with topics that will unify the committee, and with topics that will require mental energy, creativity, and clear thinking. Do not put difficult topics back-to-back. Make the first few topics quick-action items. Build in breaks at logical places (at least every two hours, if extremely long meetings). End with topics that should unify the committee;

- Provide at least minimal written background information for each agenda item;

- Indicate whether the item is for discussion only or if action is expected; and

- Identify the person who is presenting each item.

Facilitating the Meeting

- The committee belongs to the agency, not to the chair; the chair's primary role is as facilitator;

- Guide, mediate, probe, and stimulate discussion. Monitor talkative members and draw out silent ones;

- Encourage a clash of ideas, but not of personalities. If emotions run high over a difficult issue, return the floor to a neutral person, seek a purely factual answer, or take a break;

- Keep discussions on track; periodically re-state the issue and the goal of the discussion;

- In moving toward a decision, call on the least senior or vocal members first to express their views. Discussions tend to close down after senior members express strong views;

- Seek consensus; unanimity is not required;

- Announce the results of actions taken and explain the follow-up to be taken and by whom;

- Close the meeting by noting achievements; and

- Following adjournment, meet briefly with the ADA Liaison to agree on follow-up actions and the person or party responsible.

Written Report of Committee Meeting

- Include the date, time, and place of the meeting. Note the name of the chair, members present and absent, and other key people in attendance;

- Note all formal motions and report on passage or defeat;

- Note all decisions reached, including motions passed and follow-up actions to be taken, with deadlines for implementation;

- Include brief summary of discussions. Do not attribute comments to members except possibly where formal motions are introduced;

- Provide information on the time and place of the next meeting; and

- Meeting reports should be prepared as soon as possible (and within 30 days) after the meeting.

ADA Liaison Support

Each committee should have at least one committee member who serves as the district/division ADA Liaison and assists with:

- Maintaining committee roster and accessing information for the committee where appropriate (e.g. minutes of previous committee meetings, background on recent committee activities, information about key people with whom the committee or chair is likely to interact);

- Retaining a copy of procedural information, minutes and activity reports for committee;

- Working with the chair of the committee to ensure that committee responsibilities are fulfilled and meeting agendas are set;

- Providing assistance to the chair in setting up and conducting meetings; and

- Facilitating communications between the committee and ADA Compliance Program Administrator, Administration, etc.

Attachment K – Mission, Values, and Goals

ADA Accessibility Program
Mission, Values and Goals

MISSION STATEMENT

The mission of the Texas Department of Transportation's (TxDOT) ADA Accessibility Program is to ensure that every program, service, benefit, activity and facility open to the public is fully accessible to and usable by people with disabilities in an integrated setting that fosters inclusion and does not discriminate.

VALUES

We value accessibility and acceptance and are committed to:

- Equal Opportunity
- Independent Living
- Economic Self-sufficiency
- Full Participation

GOALS

- Increase awareness of TxDOT's ADA Accessibility Program throughout the department and state.
- Improve internal and external communications about TXDOT's ADA Accessibility Program.
- Increase public participation during the Design, Planning and Development phases.
- Develop and maintain ADA training to employees, recipients and subrecipients.
- Develop and maintain a grievance process that is consistent with the U.S. Department of Justice and U.S. Department of Transportation's ADA accessibility requirements.
- Create a subrecipient monitoring program that is consistent with Federal Highway Administration's requirements.

Attachment L

Texas Department of Transportation

ADA Self–Evaluation and Transition Plan

February 2022

The Texas Department of Transportation (TxDOT) has prepared this transition plan with the assistance of the consultant team led by Cole Design Group, Inc. along with its subcontractor team, Pape-Dawson Engineers, Inc. ADA One, LLC, and Access by Design, LLC. The consultant team, the Civil Rights Division (CIV), and contributing divisions of the Texas Department of Transportation are responsible for the development of the ADA Self-Evaluation and Transition Plan report and program. This group is referred to as the 'project team' throughout this report.

Table of Contents

1. Introduction

The Texas Department of Transportation Department (TxDOT) has a long history of being committed to providing for the safety, reliability, and accessibility of the public the agency serves. The people of Texas have come to expect the best highway system in the United States from this agency and should be able to now expect the best transportation system for all our citizens. TxDOT is proud to be a part of changes and progress that can unite, serve, and further the safe and efficient movement of goods, services, and people to ensure everyone is included. TxDOT is responsible for the operation and management of more than 195,000 lane miles of roadways on the State Highway System. This responsibility includes more than 55,000 bridges, 3,400 miles of interstate, an estimated 5,000 miles of sidewalks and other pedestrian facilities, and more than 2,500 TxDOT-owned buildings or sites, such as safety rest areas and travel information centers, across the state. Not all TxDOT miles of roadways on the State Highway System are appropriate for sidewalks and not all buildings have public access. This document reports TxDOT's efforts to evaluate and understand public-facing pedestrian facilities, buildings, sites, as well as other public-facing points of access to TxDOT services, such as TxDOT's websites, and their degree of accessibility for all members of the public.

2. Background to this Report

TxDOT is committed to creating accessible programs, policies, and services, in accordance with the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act. The ADA is a federal civil rights law that mandates equal opportunity for individuals with disabilities. It prohibits discrimination against people with disabilities in jobs, public accommodations, government services, public transportation, and telecommunications. Title II of the ADA requires state and local governments to make their programs and services accessible to persons with disabilities (28 CFR 35.149-35.151). This requirement extends not only to physical access at government facilities, programs, and events, but also to pedestrian facilities in public rights-of-way.

Section 504 of the Rehabilitation Act of 1973, as amended (Section 504), imposes similar prohibitions of discrimination in federal-assisted programs. TxDOT provides assurances to the U.S. Department of Transportation, Federal Highway Administration, stating its commitment to nondiscrimination. See Appendix (Attachment A) for the ADA/Section 504 Assurance.

TxDOT is required by regulations under Title II of the ADA and Section 504 to assess its services, policies, and practices as part of a self-evaluation; to modify any policies or practices that discriminate against people with disabilities; and to develop a transition plan identifying any physical changes to facilities that are necessary to achieve "program access." A focus on program access is to ensure that programs (such as pedestrian facilities or other various facilities available to the public) are accessible when viewed in their entirety. Program access is discussed further in section 4 of this document. The transition plan must include a schedule for elimination of barriers where required, giving priority to certain types of facilities, such as those that serve state and local government offices and transportation services.

TxDOT developed an ADA Transition Plan in 2004, and since that point in time, TxDOT has constructed many improvements and has remediated many locations across the state to advance accessibility and provide for public access. It is considered best practice for public agencies to update their ADA self-evaluation and transition plans to reflect the changing environment and infrastructure over time. This is important to ensure that agencies can identify and remove barriers to their programs, policies, and activities, which include physical assets, services, and means of communication.

The regulations require the ADA Transition Plan to include:

- An inventory of barriers or physical obstacles in facilities available to the public that limit accessibility of programs or activities - known as a 'self-evaluation.'

- A schedule and methods to be used to make the facilities accessible – known in this report as the 'implementation plan.'

- Public involvement

- Identification of the person responsible for implementation of the plan

This document serves as the updated ADA Self Evaluation and Transition Plan report. It communicates the project scope and the methodology used to evaluate TxDOT's various public-facing assets. It provides a summary of findings identified during the self-evaluation process, with planning-level cost estimates, and communicates TxDOT's robust approach to the prioritization of issues. The report shares the public outreach conducted and communicates how TxDOT intends to remediate accessibility issues over time through an implementation schedule.

The workflow model below reflects the aggressive schedule started in February 2020 to move all data collected into an updated ADA Transition Plan in 2022.
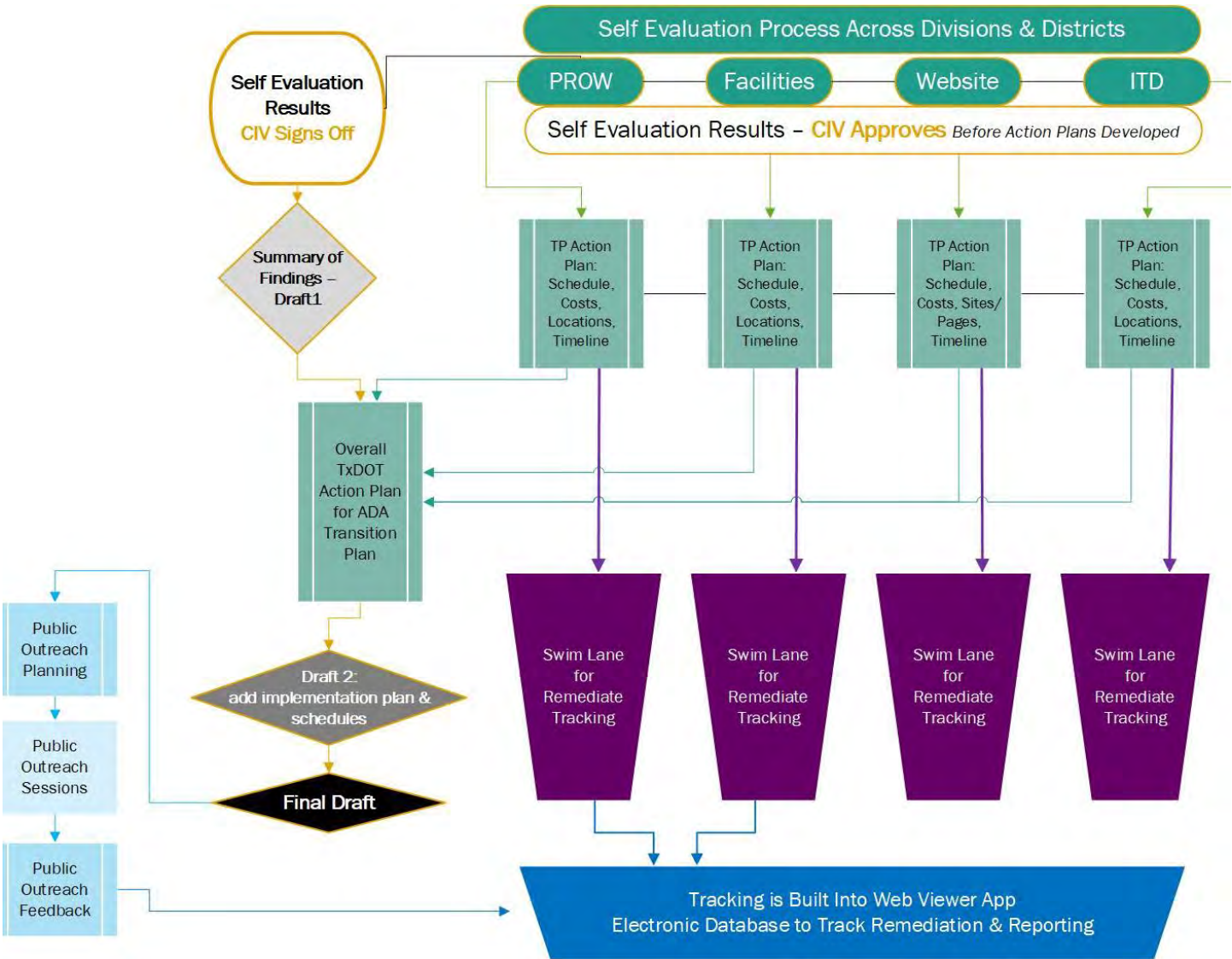
3. Applicable Laws, Regulations, Standards and Guidance

TxDOT has an obligation to follow all federal laws, regulations, standards, and guidance relating to accessibility. TxDOT is committed to upholding the requirements of the ADA and Section 504, including provisions of Title II of the ADA that apply to policies, programs, and services, and to following the ADA Accessibility Standards for facilities. TxDOT has also adopted the draft proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) issued by the U.S. Access Board in 2011. While PROWAG is not yet federal law, FHWA considers it the best practice guidance available to address accessibility in the public rights-of-way. Further, the Texas Department of Information (DIR) requires state agencies to comply with Web Content Accessibility Guidelines (WCAG) 2.0 A/AA, as summarized in Texas Administrative Code §§206.50, .70., which directs state agencies to use WCAG 2.0 A/AA for all new or revised web pages. While the Department of Justice (DOJ) has not developed regulations specific to website compliance, DOJ has encouraged state agencies to comply with WCAG and has required many public agencies to conform to WCAG through settlement agreements and consent decrees.

The Rehabilitation Act of 1973, Section 504 states that "no otherwise qualified individual with a disability shall, solely by reason of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Other federal laws that provide very similar nondiscrimination language based on disability that apply to TxDOT include the Americans with Disabilities Act, and the Architectural Barriers Act. The regulations for the ADA, Title II and Section 504 include administrative requirements for all government entities employing more than fifty people. These administrative requirements are:

- Completion of a self-evaluation to evaluate programs, services, and activities.

- Development of an ADA complaint procedure.

- Designation of a person who is responsible for overseeing Title II compliance.

- Development of a transition plan is required for any public entity with more than 50 employees.

Administrative Requirements, Locations of Information

- **The ADA** can be found at: www.ada.gov/pubs/ada.htm

- Department of Justice's ADA regulations for Title II, **28 CFR Part 35**, can be found at: http://www.ada.gov/regs2010/ADAregs2010.htm

- **Section 504** can be found at: https://www.hud.gov/programdescription/sec504

- **DOT's Section 504 regulations, 49 CFR Part 27** can be found at: https://www.govinfo.gov/content/pkg/CFR-2013-title49-vol1/xml/CFR-2013-title49-vol1-part27.xml and

  https://www.govinfo.gov/content/pkg/CFR-2010-title49-vol1/pdf/CFR-2010-title49-vol1-part27.pdf

TxDOT's ADA/504 Program is governed by other laws, regulations, standards, and guidance, including but not limited to:

- **The Architectural Barriers Act of 1968 (ABA)**, which requires that facilities designed, built, or altered with certain federal funds be accessible according to federal standards. The Access Board's updated ADA-ABA Accessibility Guidelines of 2004 have been incorporated into the ABA Accessibility Standards and adopted by the General Services Administration, whose regulation applies to DOT-funded facilities covered by the ABA.

- **1991 ADA Standards for Accessible Design** https://www.ada.gov/1991standards/adastd94-archive.pdf

- **2010 ADA Standards for Accessible Design** https://www.ada.gov/regs2010/2010ADAStandards/2010ADAStandards.pdf

- **Proposed Public Rights-of–Way Accessibility Guidelines (PROWAG)** https://www.access-board.gov/prowag/

- **ADA Standards for Transportation Facilities** www.access-board.gov/ada-aba/ada-standards-dot.cfm

- **Texas Accessibility Code** https://www.texasaccess.com/technical/tas_ada_codes/

- **Web Content Accessibility Guidelines (WCAG) 2.0 A/AA** https://www.w3.org/TR/WCAG20/. WCAG is a set of universal design guidelines for accessible web design. It is created and maintained by the World Wide Web Consortium (W3C) (https://www.w3.org), which provides design guidelines for non-proprietary web technologies. The W3C is best known for its standardization of Hypertext Markup Language (HTML), which forms the basis of all modern websites. For DIR, this requirement is summarized in Texas Administrative Code §§206.50, .70.

4. Discrimination and Accessibility

A key requirement of Title II of the ADA and Section 504 is program accessibility: programs, benefits, services, and activities provided by public entities or recipients of federal financial assistance must be accessible to people with disabilities. Put another way, a qualified individual with a disability is not to be discriminated against because the entity's facilities are inaccessible or unusable.

Program access may be achieved by either structural methods (e.g., making physical changes to a facility) or non-structural methods. Non-structural methods include acquisition or redesign of equipment, assignment of auxiliary aids and assistance, or provision of services at alternate sites. For example, in some cases a program or service offered on the inaccessible second floor of a building can be made accessible by offering it on the accessible first floor.

In general, both may be utilized to ensure program access, but there are some exceptions where existing facilities are involved. The ADA regulation for Title II, in Section 35.150 states that the regulation:

- Does not require a public agency to make each existing facility accessible.
- Does not require an action that would threaten or destroy the historic significance of historic property.
- Does not require a public agency to fundamentally alter the nature of services, programs, or activities.
- Does not require a public agency to incur undue financial and administrative burdens.

5. Undue Burden

While it is rare that TxDOT may not be able to provide program access, there are some instances where it is permissible under the ADA. Access to each service, program, or activity is to be "viewed in its entirety." Program access does not require each facility be made physically accessible, in all instances, and equal access can be made available at times through creative solutions, as discussed in other sections of this document. However, physical accessibility is a requirement for all new facilities intended to provide programs, and for any facilities undergoing alteration, compliance issues should be remediated to the latest standards.

TxDOT is not required to incur undue financial burden. The decision that achieving compliance would result in an undue burden must be made by the head of the public entity or his/her designee. Representing TxDOT, the Executive Director of the agency, or his or her designee has the authority to identify an undue burden. The decision is to be accompanied by a written statement of reasons for reaching that conclusion.

6. Designated Oversight of Implementation: The ADA Coordinator

Title II of the ADA requires the ADA Self-Evaluation and Transition Plan to designate a person who is responsible for overseeing Title II compliance and the implementation of the plan.

ADA Coordinator

As required by 28 CFR 35.107(1), TxDOT employs Statewide ADA/504 Coordinators who facilitate training, complaint investigation, technical support, guidance, customer service and other ADA program services and activities. The TxDOT Statewide Coordinators are:

Michael D. Bryant, Director
Civil Rights Division
125 E. 11th Street
Austin, TX 78701
512-416-4700 (Voice)
512-486-5539 (FAX)
7-1-1 (Relay Texas)
Michael.D.Bryant@txdot.gov

ADA Compliance Program Administrator

Juanita J. Webber
Civil Rights Division
125 E. 11th Street
Austin, TX 78701
512-416-4700 (Voice)
512-486-5539 (FAX)
7-1-1 (Relay Texas)
Juanita.Webber@txdot.gov

TxDOT is comprised of twenty-five districts and thirty-six divisions. In addition to the Statewide ADA Coordinator and ADA Compliance Program Administrator, an ADA Liaison has been assigned within the districts and divisions to be responsible for program implementation at the respective levels. Each ADA Liaison coordinates compliance activities with the Compliance Program Administrator and submits required reports regarding goals and accomplishments of TxDOT. The list of ADA Liaisons is available in the Appendix, Attachment B.

7. Policy

TxDOT ensures accessibility policies are implemented statewide. Individual divisions of TxDOT also develop division-level policies that pertain to specific areas of service delivery. All TxDOT policies are developed to ensure nondiscrimination for people living with disabilities. Policies, and their purpose, are identified below and can be found in the Appendix.

7.1 Public Notices

All TxDOT public meetings are conducted so that people with disabilities have an equal opportunity to participate. All public notices make this affirmative assurance and provide contact information and deadlines for requesting reasonable accommodation. Persons requiring alternative forms of communication, including interpreters or alternate formats of print documents related to public hearings, open house events or any other event where the public may be invited, may contact the TxDOT event sponsor via telephone or email.

7.2 Nondiscrimination Policy Notice

TxDOT has issued policies and procedures reflecting its intent to make all its services, programs, activities, and facilities accessible. These can be found in the Appendix.

7.3 ADA Grievance Procedure

The DOJ Title II regulation, in 28 CFR 35.107(b) requires a public entity that employs more than 50 people to adopt and publish a grievance procedure providing for the prompt and equitable resolution of complaints alleging discrimination based on disability access to any governmental facility, program, service, or activity provided by the entity.

The resolution of any grievance or inquiry will require reviewing the nature of the alleged noncompliance, establishing governing entities and reviewing options for accommodating remedies to the location of interest. In determining possible solutions to the issue, TxDOT will consider the health and safety of others, the feasibility of alterations, the cost of the possible solutions, availability of funding, ease of implementation and how the solution compares in priority to other proposed ADA projects. The resolution of any one grievance or inquiry by TxDOT does not constitute a precedent upon which TxDOT is bound to or which the complainant party shall solely rely. TxDOT shall take all necessary steps to ensure that communications with all members of the public notifying the ADA Compliance Administrator of the Civil Rights Division (CIV) of the ADA grievances are addressed appropriately. Guidelines established within the following Grievance Procedures are intended to safeguard the processing of all TxDOT complaints associated with ADA/504 concerns.

Grievances pertaining to ADA/504 issues are processed through formal procedures established by TxDOT in compliance with 28 CFR. 35.107(b) and 49 CFR 27.13(b). They require the Department to respond within fifteen (15) days of a complaint; to conduct affirmative attempts for substantive resolution; and continuing actions where conciliation is not possible. Complaints are maintained in accordance with TxDOT's records retention policy, including complainant name; bases; issue(s); resolution, if any; and follow-up, if any. Complaints not within the Department's jurisdiction are referred to appropriate parties with original complaint maintained with referral action as appropriate. The ADA Grievance Procedure is posted on the Department's Website and on public information bulletin boards at central offices and in each district.

As part of the self-evaluation process, it was determined that a written appeal process should be added to the TxDOT Grievance Policy. The adjustment to the policy to include a written appeal process was made in 2021 and can be found in the Appendix.

7.4 Design Standards

Design Standards are an example of a policy implemented at a division level within TxDOT. In 1992, TxDOT began using DOJ's ADA Accessibility Standards as its accessibility standards. In November 2006, U.S. DOT adopted new ADA Standards for Transportation Facilities (ADASTF, https://www.access-board.gov/guidelines-and-standards), and in 2010, DOJ adopted revised ADA Standards for buildings and sites. TxDOT has been proactive about meeting or exceeding these federal accessibility standards in developing its state specifications and standards. The TxDOT Design Standards have been revised to meet the 2006 ADASTF and the 2011 Guidelines for Accessible Public Rights-of-Way (PROWAG), www.access-board.gov/prowag . As of May 15, 2017, the Texas Department of Licensing and Regulation began allowing the use of the PROWAG for projects in the public rights-of-way. This rule change allows TxDOT to use the PROWAG as its de facto 'standards.' TxDOT's Design Division has also published guidance on the installation of curb ramps and sidewalks (ADA Curb Ramp and Sidewalk Guidance).

7.5 Policy Attachments Summary

Policies are posted on TxDOT's website and can also be found in the Appendix of this document.

Attachment A: The Department's ADA Assurance is posted on the TxDOT website at: http://ftp.dot.state.tx.us/pub/txdot-info/ocr/ada/ada-assurance.pdf.

Attachment C: The Department's ADA Policy Notice is posted on the TxDOT website at: http://ftp.dot.state.tx.us/pub/txdot-info/ocr/ada/ada-notice.pdf

Attachment D: The Department's ADA Nondiscrimination Statement is posted on the TxDOT website at: http://ftp.dot.state.tx.us/pub/txdot-info/ocr/ada/ada-nondiscrimination-statement.pdf

Attachment F: The Department's current and prior design standards are posted on the TxDOT website at: http://www.txdot.gov/business/resources/txdot-specifications.html.

8. Scope of the Project

As discussed earlier in this document, the ADA and Section 504 require TxDOT to complete a self-evaluation and transition plan. A self-evaluation assesses an agency's services, policies, and practices (including the facilities used in providing those services as well as access to technology such as websites) to determine whether they meet the requirement of law and regulations. Due to the significant size and infrastructure of TxDOT, the Agency's divisions and districts have been actively working to update self-evaluation data since 2015. The Civil Rights Division (CIV) facilitated two self-evaluation processes with all TxDOT divisions and districts to review TxDOT policies and practices. The review was completed in questionnaire format and evaluated accessibility deficiencies, compliance, and policies.

In 2018, the Civil Rights Division selected a multi-disciplined consultant team, Cole Design Group, Inc., Pape Dawson Engineers, Inc., Access by Design, LLC, and ADA One, LLC. to assist TxDOT in the development and facilitation of a best-practice ADA Self-Evaluation and Transition Plan. The project scope included evaluating the data collected for public rights-of-way, facilities, websites, and information gathered over many years. While the 'self-evaluation' communicates the compliance challenges of various assets, the transition plan communicates the action plan to remediate facilities over time as necessary to achieve program accessibility.

Please see prior sections of this report that explain that not every asset must be made accessible; however, TxDOT must ensure access to the programs it offers and make changes to facilities where necessary. TxDOT is including not only its right-of-way facilities (such as curb ramps and sidewalks) and other facilities (such as office buildings) in its transition plan, consistent with the laws' requirements, but is also setting out what changes will be made to its website, based on federal agency guidance.

The ADA Transition Plan is intended to be a 'living' database that allows TxDOT staff to plan, track, and monitor the remediation and progress of accessibility improvements over time. Cole Design Group was engaged for customizing software and technology to aid in the progression of data collection, remediation tracking, and asset data integration. An electronic database system by which to host, evaluate, plan, and track physical assets of TxDOT was a critical part of the scope.

The project team began the project in February 2020. After evaluation of the status of each self-evaluation inventory, it was determined that two program areas required some additional assimilation of self-evaluation. Additional review was performed in the facilities and websites program areas to complete TxDOT's self-evaluation data sets.

TxDOT's public-facing programs and services were evaluated for ADA compliance to include public rights-of-way, facilities, and websites. These were examined in various aspects and organized to include scoping, data collection, evaluating compliance of inventory, costing, and prioritization. Finally, the project team planned and facilitated public outreach and drafted the ADA Self-Evaluation and Transition Plan.

8.1 PROW – Scope of the Project

TxDOT's Design Division led an effort starting in 2015 with a vision to collect 100% of its public rights-of-way inventory in a digital format, to effectively plan both short- and long-term remediation efforts to improve accessibility. In 2015, TxDOT selected the Pape Dawson Engineers and Cole Design Group team, as the accessibility experts, to lead a pilot study of select regions throughout TxDOT. The aim was to identify the best approaches to electronic data collection and means of integration to GIS technology, and to develop a remediation tracking tool that would effectively allow for planning across all divisions and 25 districts of TxDOT.

The pilot study aimed to identify a best practice approach, creating data collection technology tools for intersection data specific to TxDOT needs. The project team developed GIS hosting specifications, created a prioritization strategy and algorithms, and built a web-based application tool that would provide non-GIS TxDOT users a way to interact with the data. The pilot study proved successful in meeting TxDOT's goals. Understanding the magnitude of a statewide data collection effort within a short timeframe of several years, TxDOT had the consultants build data specifications that would allow a multi-consultant approach to sidewalk data collection, while cohesively using the intersection data collection technology built during the pilot study. Further, advanced GIS tools were built for data analysis to ensure continuity in the data of all teams collecting, and to work cohesively within TxDOT's own GIS system. This type of multi-consultant approach had never been attempted by other public agencies using different sidewalk technology. Today, it establishes an advanced standard for comprehensive collection and data management.

The statewide data collection project became known as the Pedestrian Access Inventory (PAI). TxDOT contracted consultant teams to collect and analyze pedestrian infrastructure data. The comprehensive inventory and automated, quantitative prioritization methods allow for better planning of remediation. This baseline provides TxDOT's Design Division the ability to work with the twenty-five districts to determine their implementation schedules on a 4-year cycle, and effectively maintain an updated, relevant ADA Transition Plan. The aim of this program is to bring TxDOT's pedestrian facilities into compliance over time in a strategic, meaningful order and to ensure that no one is denied benefits or services because of their disability.

The image below depicts all the major activities of the public rights-of-way scope and work plan of the Pedestrian Access Inventory (PAI) project, starting in 2015 through 2021.

		Activity	Timeline
	I	Legal Briefing DOJ Expectations - Best Practices Pending Litigation	Late 2015
	II	Office of Civil Rights Transition Plan Integration Strategies, Goals, Objectives	
	III	Populating the Pedestrian Access Inventory, Best Practices & Mapping	
	IV	Data Collection Alternatives, Pros / Cons, Plan Integration Options / ITD Integration	2016-2017
	V	Legal Policy Update, Updated Opinions and Rulings, Pending Decisions	
	VI	Introduction into Technical Prioritization, Variable Definitions	
	VII	Project Development; Corridor Definition for Mapping, Section Variables	2017-2018
	VIII	Prioritization and Weighting; Models and Comparisons	
	IX	ADA Focus Group Working Session and Presentation of PAI Program	
	X	Administration Presentation and Feedback Session	2018-2019
	XI	IMD (ITD) Working Group and Support Update	
	XII	Remediation, Asset Tracking, Report	2019-2021
	XIII	Final Remediation / Prioritization / Mapping Application Integration	

A thorough self-evaluation of TxDOT's public rights-of-way was conducted by assessing:

- sidewalks
- curb ramps
- bus stops
- pedestrian signals

The inventory included a total of 4,419 miles of sidewalk, 131,920 curb ramps, 4,582 island curb cuts, 6,156 bus stops, and 52,179 signal pushbuttons. The aerial image of the state below reflects the magnitude of data collected. The points of data in the image reflect corridors which contain some degree of non-compliance. The legend reflects degrees of severity of compliance issues in these corridors, from "A" being more minor to "F" being more severe.
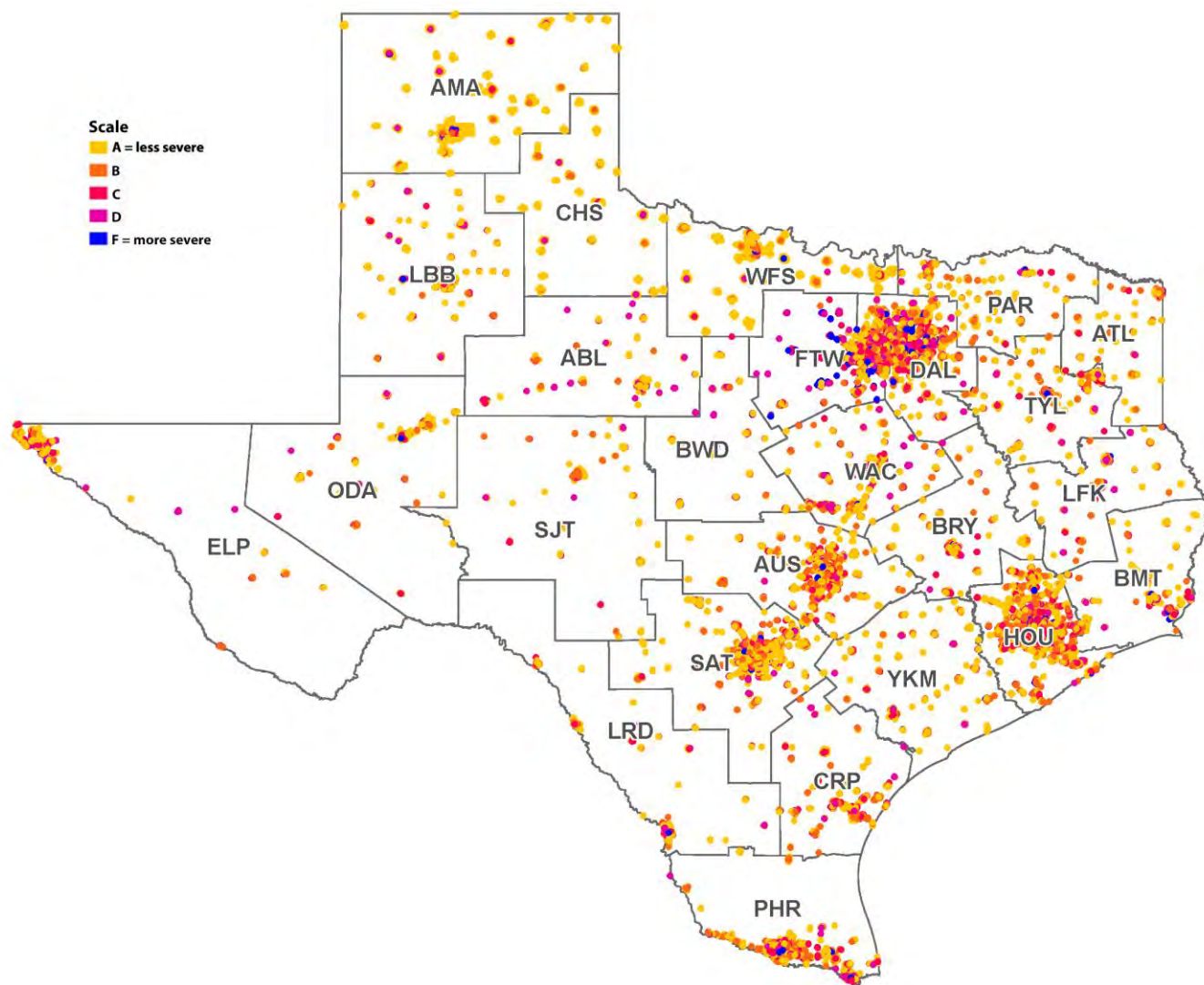
An overview of the analysis of the data collection and cost summary of the inventory collected for public rights-of-way facilities is located later in this report.

8.2 Facility – Scope of the Project

The project team compiled and evaluated the findings for all relevant TxDOT public-facing facilities previously collected in prior years. After reviewing the content available, considering the necessary components to meet Department of Justice standards, and the requirements of the project to ensure the data's compatibility with TxDOT's electronic tracking tool, the project team determined that additional tasks were required to meet the requirements of the ADA Transition Plan.

From fall 2020 to spring of 2021, the consultants engaged in additional assimilation of facility data. The facilities evaluated are managed by several TxDOT divisions which include Support Services Division, Maintenance Division, Travel Information Division, and two districts with oversight of TxDOT ferries. The scope included collaboration with each appropriate TxDOT division, data collection, analysis, prioritization, electronic gathering, and the organization of the public-facing areas of approximately:

- 58 Safety Rest Areas
- 86 General TxDOT Administrative Facilities
- 11 Travel Information Centers
- 2 Ferries
- **157 Total Facilities**

See the Appendix for the full list of facilities assessed during this time.

Locations selected for evaluation are reflected in the map below:
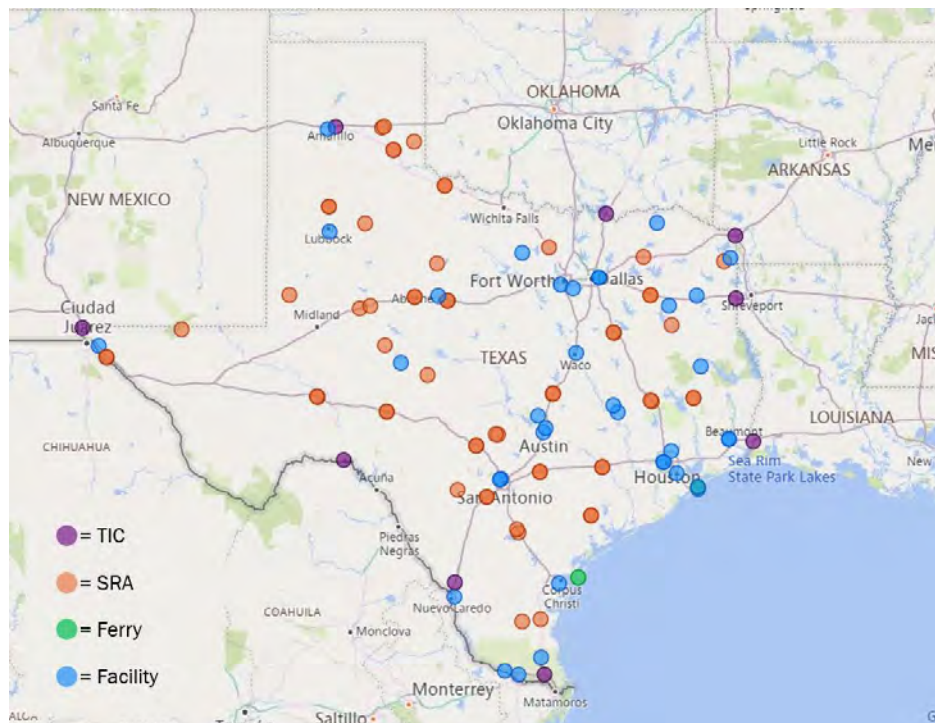
8.3 Website – Scope of the Project

As a state agency, TxDOT must comply with Title II of the Americans with Disabilities Act (ADA), 42 U.S.C. § 12131 et seq. (2018), as well as the U.S. Department of Justice's Title II implementing regulation, 28 C.F.R. pt. 35 (2021). This broad civil rights law requires that no qualified individual with a disability be excluded or denied benefits in any program, service, or activity by a public entity based on their disability. Because websites are a critical means by which public agencies provide information as well as programs, services, and activities to the public, they must be accessible to people with disabilities. While the Department of Justice (DOJ) has not developed regulations specific to website compliance, DOJ has encouraged state agencies to comply with WCAG and has required many public agencies to conform to WCAG through settlement agreements and consent decrees.

One driving factor behind the effort to evaluate TxDOT's websites was the agency's need to develop an updated transition plan, and federal guidance to include websites in the self-evaluation process. A second factor supporting TxDOT's efforts was the need to comply with WCAG 2.0 in Sections 206.50 and 206.70 of the Texas Administrative Code, which is overseen by the state's Department of Information Resources (DIR). DIR is responsible for overseeing all the state's information technology infrastructure, including websites.

8.3.1. Website – Assessment Scope Prior to 2021

TxDOT is working on making its websites comply with the Web Content Accessibility Guidelines (WCAG) 2.0 A/AA. Websites at TxDOT are designed, evaluated, maintained, and delivered through two divisions within TxDOT, the Communications Division (CMD) and the Information Technology Division (ITD). CMD manages the primary public-facing website of TxDOT, http://www.txdot.gov/ domain, while ITD manages all other domains maintained by TxDOT, totaling into the thousands of URL addresses and corresponding pages unique to each site. In addition to sites being managed internal to TxDOT, there are numerous sites managed by third-party vendors to TxDOT.

For years, TxDOT's divisions, CMD and ITD, have engaged in committed effort to progressively evaluate and update websites, and all communications tools for improved accessibility.

For the purposes of updating TxDOT's ADA Transition Plan, the project team evaluated the previously collected information in the self-evaluation process of uncovering ADA compliance issues for websites.

The summary of activity and findings of ITD and CMD's self-evaluation through 2020 include:

- In 2018-2019, TxDOT evaluated websites and active templates. 6024 pages and subpages were evaluated.
- Automated website testing was the predominant mechanism through tools such as WAVE and SiteImprove in previously evaluating accessibility, which were more limited than manual testing.
- ADA defects at the template and component level were identified; AEM were fixed and deployed in production.
- Fixes done at the template and component level were applied to all pages (over 6000 pages) in AEM 6.4.

- TxDOT created an Accessibility Working Group to affect accessibility improvements in technology and communication tools.
  - A Program Charter was created to, in part, address accessibility related challenges.
  - The team incorporated training around accessibility for internal staff.
- ITD built a master inventory list inclusive of 40 third-party sites whose content and data will be imported into ITD-owned websites, thereby allowing TxDOT better control over accessibility in the long-run.
- The third-party sites had preliminary evaluations for compliance with WCAG 2.0 by the TXDOT accessibility working group.
- The methods used by TxDOT in the website self-evaluation included a mix of tool-based testing, automated testing, and manual testing including both WAVE, Axe Pro, and keyboard testing.
- In their previous states, none of the sites were deemed substantially compliant:
  - The worst site was identified to have over 300 known issues.
  - The best site had 8 known issues.
  - In total, over 1,400 accessibility bugs were identified and described.
  - TxDOT hired an accessibility expert internally for the ITD team to aid in testing and monitoring website accessibility.

8.3.2 Website – Assessment Scope in 2021

The assessment of TxDOT's years of website evaluation and progressive steps for improvement, led by two different divisions within TxDOT, while substantial in effort, also found gaps in some areas best identified through robust manual testing.

It was determined that the main public-facing website, www.txdot.gov would undergo manual testing. This website is predominantly managed by TxDOT's Communications Division (CMD). Further, because TxDOT's Information Technology Division (ITD) had taken proactive steps to hire an in-house skilled accessibility-trained professional, allowing for on-going internal testing, the consultant's recommendation was to evaluate the depth of TxDOT's current internal capabilities.

The consultant's team worked with ITD and CMD to create a joint force effort to deepen the website ADA self-evaluation results. In early 2021, the following additional scope effort was defined:

- Manual testing of www.txdot.gov:
  - site controlled by CMD
  - 25 pages to ensure proper coverage of the templates in use and higher traffic
  - evaluation conducted by the consultant
- Joint manual testing of two public facing ITD websites with considerable traffic:
  - *The Southern Gateway*
  - *Keep it Moving Dallas*

- o Testing 25 pages each site, again taking the templates into account

Goals of the 2021 Scope:

- Provide additional, more in-depth information to compliment the previous findings of the ITD/CMD self-evaluation process.

- Identify any remaining template issues.

- Identify common barriers not detected by automated testing.

- Compare the consultant's evaluation against the TxDOT staff evaluation to determine the level of efficacy.

- Evaluate in-house accessibility professional's testing approach.

- Findings would be used to aid TxDOT in action planning across team roles for the ADA Transition Plan implementation strategies for improved accessibility.

9. Methodology to Evaluation

During the ADA self-evaluation process, TxDOT and consultants assessed public rights-of-way, facilities, and select websites, as reflected within the Scope Section of this report. Each of these assets are governed by different federal standards and guidelines. The method of data collection is unique to each asset type, and the data is evaluated against different ADA regulations and standards, which are discussed in Section 3 of this report. This section of the report describes the approach taken in collecting and assessing each unique type of data.

9.1 PROW – Methodology

A thorough self-evaluation of TxDOT's public rights-of-way was conducted by assessing:

- sidewalks
- curb ramps
- island curb cuts
- bus stops
- pedestrian signals

The inventory included a total of 4,419 miles of sidewalk, 131,920 curb ramps, 4,582 island curb cuts, 6,156 bus stops, and 52,179 signal pushbuttons.

The traditional accessibility inventory process in public rights–of–way can be labor–intensive. Many public entities rely on collection methods that provide limited information or assess barriers intermittently. This does not offer comprehensive data or allow for adequate cost estimates for the planning of barrier removal.

TxDOT contracted a multi-consultant project team for data collection across the state. These teams all used the same technology for intersection collection, designed during the pilot study discussed in the Scope Section. Each team had a visual sidewalk collection tool available to them, also developed during the pilot study. Each consultant used a different data collection method for the detailed sidewalk assessment, but all detailed sidewalk data was channeled into a common data specification, designed prior to project kick off, to ensure continuity in data format received by TxDOT into GIS.

Once the public rights-of-way project kicked-off, each team collected data, performed quality control, and evaluated the data, channeling it into the required, standardized format.

Sidewalk Collection Approach: Sidewalk Collection provides the most challenging area of collection due to the magnitude of infrastructure. In addition, TxDOT has some areas with lack of connectivity in sidewalk infrastructure. Teams were given the option to document sidewalk in three ways: detailed collection, visual collection, and marking sidewalk discontinuity.

Detailed Sidewalk Collection: TxDOT indicated an interest in utilizing technology that would quickly and adequately document more information, such as the type, severity, and location of sidewalk and curb ramp barriers within the scope boundary. TxDOT contracted the consultant teams able to utilize

technology to allow for an efficient and effective process to complete TxDOT's assessment for pedestrian infrastructure within the public rights–of–way.

One consultant team used a form of technology designed specifically for sidewalk inventory. This technology, originally developed through a pilot program funded by the Federal Highway Administration, the Ultra–Light Inertial Profiler (ULIP) is mounted on a Segway. The device's displacement laser, three accelerometers, optical trigger, distance measurement instrument, and gyroscope are designed to measure the sidewalk surface at a rate of 10,000 records per second. Together, these devices capture detailed information about cross and running slope and small surface variations. A mounted computer offers an interactive display during data collection. The technical approach offered by this technology was identified as a best practice in ADA Compliance at Transportation Agencies: A Review of Practices (NCHRP 20–07 Task 249), a National Cooperative Highway Research Program study.
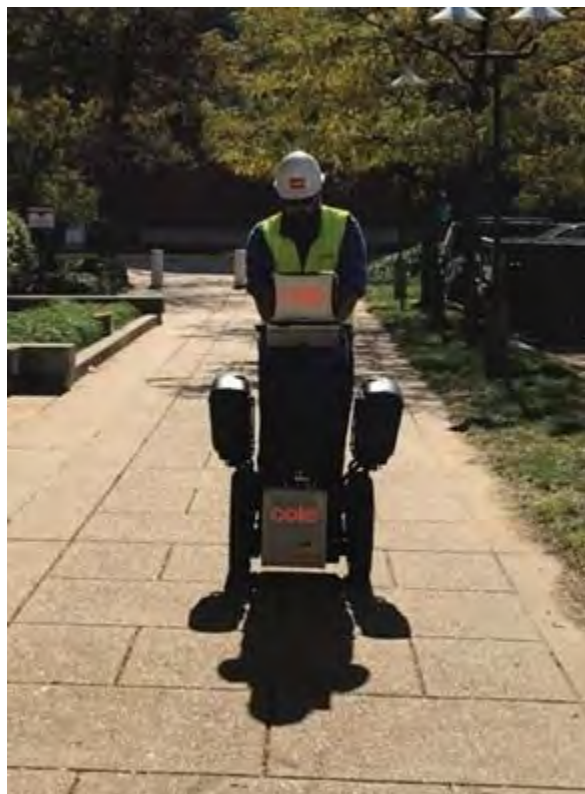
Other consultant data collection teams relied upon sidewalk assessment methods using 3-D mobile light detection and ranging (LiDAR) and image processing. The presences of sidewalks are extracted first using video log image and LiDAR point cloud. Then, the corresponding key features regulated by the ADA, including sidewalk width, cross slope, grade are automatically measured.

All teams used cost-effective means to extract and integrate ADA compliance assessment data into GIS mapping to extract sidewalk location and measurement information.
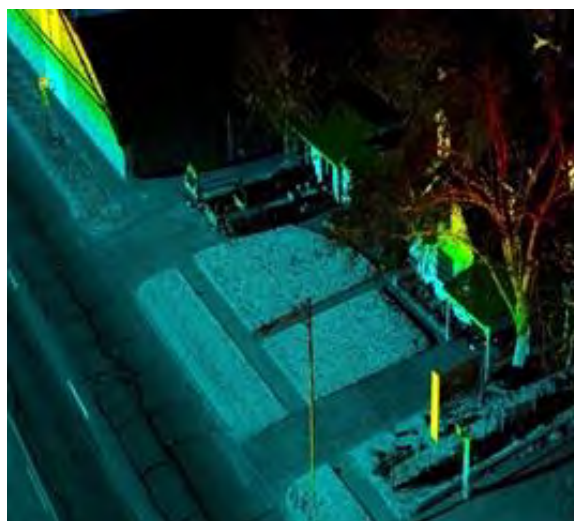
Visual Sidewalk Collection: The basic collection workflow was a visual (or "windshield") survey of sidewalks from a moving vehicle in the lane of travel nearest to the sidewalk to be surveyed. Visual Survey crews consisted of at least two surveyors: one to drive the survey vehicle and one to record survey observations in the tablet. The survey vehicle also had a mounted camera for capturing a video record of the survey. Travel speeds for the survey vehicle had to be steady and were reduced below the normal operating speeds on the roadway.

Sidewalk Discontinuity: Sidewalk discontinuity occurs where segments of sidewalk are missing or buried. These were logged in the field, or in the office viewing aerial images, with lines placed on a data collector in the aerial map or directly into GIS, to ensure TxDOT can plan for sidewalk connectivity.

Intersection Collection: All consultant teams utilized field data specialists and the standardized data collection application created during the pilot study to collect the required information for the curb ramps, signals, and bus stops throughout each district. Based on inspection and measurements of the existing features, field specialists entered data directly into the data collectors, ensured that all relevant characteristics were recorded, and that corresponding photos and videos were properly linked with location data logged into the database, as described in the next section.
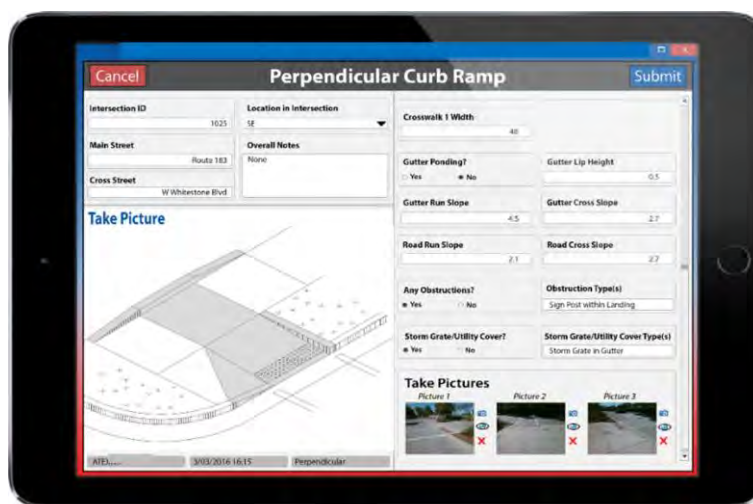
Throughout the process, the location of the data collected was linked automatically to a geographic information system (GIS). The geospatial location points, along with digital photos taken in the field were uploaded automatically through the data collection applications as the field data specialists

evaluated the intersections and moved from point to point. The field data specialists utilized the application data entry form and validation forms. Additionally, teams viewed aerial orthophoto image on collection tablets, along with existing rights–of–way, utility, topographic, or other feature data that were preloaded and appeared on the data collectors for easy reference in the field. Digital photos were automatically logged for location and linked to the GIS database, based on synchronized time and date stamps.

Geographic Information System (GIS) Database Analysis

The project team created a geodatabase using the ESRI ArcGIS system. The customized fields for the geodatabase include location, directions, size, features, and obstruction size. The data structure was pre–programmed for data collection, as described above. Data was then logged into a project database and analyzed for compliance by each inventory team for their respective areas of collection.

TxDOT's pedestrian rights–of–way data provides staff geographic data with:

- Positional information: the digital representation of a barrier conforms to the location found in the field.

- Attribute information: the digital representation of a barrier is represented in a manner that best represents the conditions found in the field (% running slope, % cross–slope, inches of vertical separation, etc.).

- Adherence to collection guidance on what features to inventory within the public rights-of-way. This created organized attribute information and improved the quality assurance of the data.

Once the field data collection and validity checks were performed, the raw data for each district was processed for analysis and reporting by the respective collection team. GIS played a pivotal role in the project from data acquisition, organizing with more ease the millions of data points generated during the study.

9.2 Facility – Methodology

Facility data collection and evaluation followed a similar approach to public rights-of-way in collecting data electronically to create efficiency and ensure data readiness for database integration. Collection was completed for the public-facing areas of the facilities.

Collection Areas:

1) 58 Safety Rest Areas
2) 86 General TxDOT Facilities
3) 11 Travel Information Centers
4) 2 Ferries
5) **157 Total Facilities**

Assessment Elements:

Typical elements included within a facility assessment included, but was not limited to:

1) Access Aisles
2) Accessible Routes
3) Baby Changing Stations
4) Curb Ramps
5) Designation Signage
6) Drinking Fountains
7) Elevators
8) Fire Alarms
9) Grab Bars
10) Grills
11) Handrails
12) Mirrors
13) Operable Parts
14) Parking Spaces
15) Picnic Tables
16) Sales and Service Counters
17) Toilet Compartments
18) Vending Machines

An example of an accessible picnic table at a safety rest area.

For this project, data collection was prioritized to focus evaluation on the spaces within a facility that provided or supported TxDOT programs, services, and activities. These spaces were identified by way of collaborative virtual meetings between TxDOT representatives who managed the specific facility and the consultants. During these meetings, the depth and breadth of program access was discussed allowing for accurate, real-time data collection boundaries to be identified.

Approach:

1) Teams of two inspectors per site collected data.
2) Inspectors utilized tablets to collect data that was uploaded daily.
3) Photos were collected and integrated to prioritize the data.
4) Inspectors utilized coded floorplans and aerials of sites to deepen understanding of the site.

Image reflects how staff identified public areas on a floor plan.

The project team utilized tablet-style computers for on-site data collection for all facility interior and exterior elements, to both expedite report-writing and minimize use of paper. Teams of two inspectors worked together to evaluate each component within the facility or site. Measurements were taken and entered in the tablet, photo documentation was also important for ease of later understanding the environment, the space, and the compliance issue identified. This style of data collection allowed teams to capture measurements of each component collected, collect photographs, and upload data into a cloud-based database directly from the field.
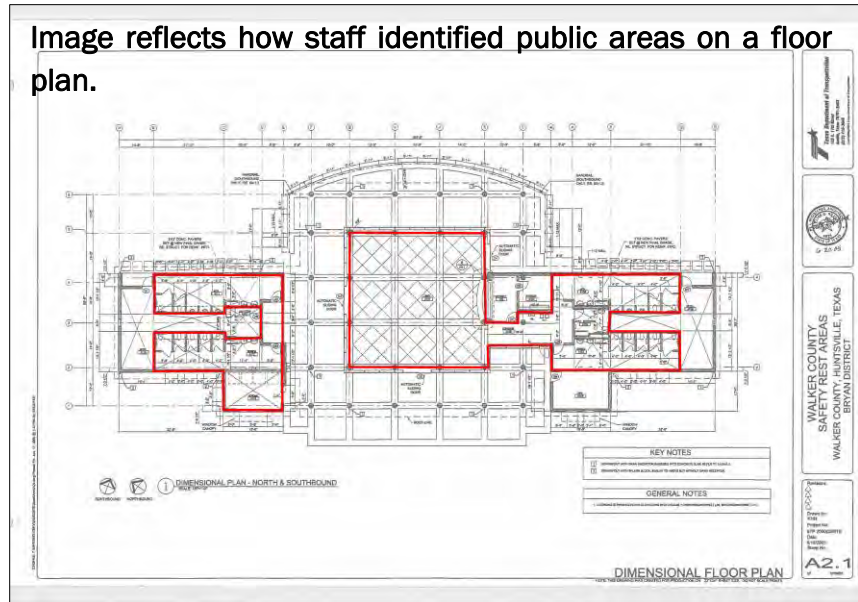
Staff in the office reviewed the data for quality control, applied photo mark-ups, organized electronic plans, and inserted aerial GIS photography within the reports for purposes of site location identification. The database populated the compliance measurement against the appropriate ADA regulation, which was loaded into the software, to ensure higher degree of quality and consistency in the analysis. All information was integrated into a robust electronic format and uploaded to the Web Application as discussed earlier in the public rights-of-way section of the report. A facility portion of the electronic database was created to allow facility data uploads to the Web Application tool for managing the data. The structure of the database allows for sorting and filtering of information by various categories. Final written reports convey information in the most plain and usable format possible. The reports and electronic format of data are easily shared across TxDOT divisions and districts.

Non-Compliant vs 'Program Access' Findings:

The methodology used to analyze and report the data collected for the Facility Self-Evaluation was designed to categorize information into two high-level planning categories: 'Non-Compliant' and 'Program Access'. The 'Non-Compliant' category contains physical elements where a facility or a site does not comply with the applicable standard (the 2010 Standards for Accessible Design). Data

captured as 'Program Access' required deeper review and was included as a category to represent a statutory requirement set forth in the Title II regulations § 35.150 also titled 'Program Access'. This requirement is described in detail in Section 4 of this document, and it allows for possible varied solutions other than just reconstruction alone. This category at a high-level is a compilation of data which needs additional review by TxDOT to determine the most appropriate means of physical remediation or if non-structural remediation is more appropriate. Because this general category of data requires more in-depth review by staff, we specified data in this category to fall into one of three distinct groups of consideration:

Site Report

Texas Department of Transportation

Amarillo DHQ- Admin Building
Asset ID: 48051

715 Canyon Drive Amarillo TX 79110

cole

1) Potentially Safe Harbor
   a) These are physical elements which do not comply with the 2010 Standards for Accessible
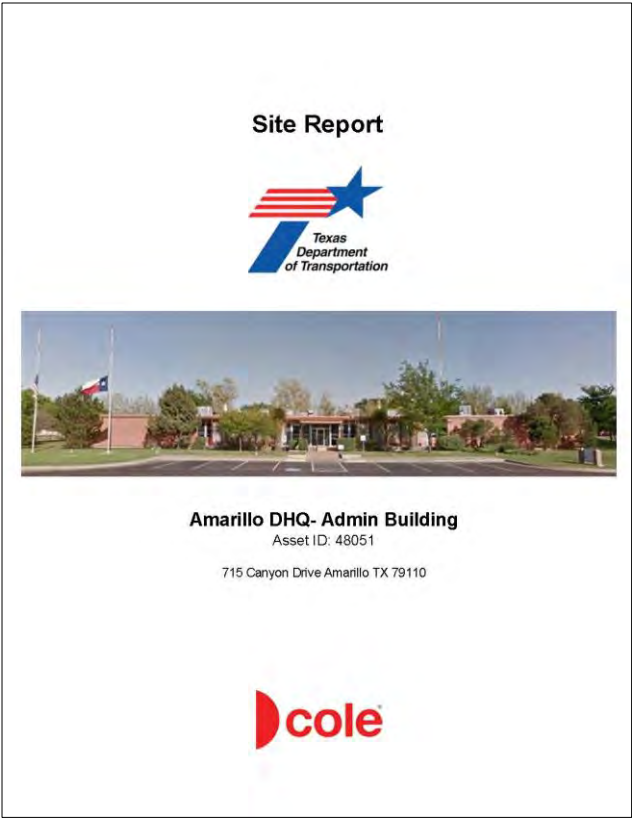
Design. However, they did comply with the 1991 Standards, at the time they were constructed, and as such they may fall under the 'Safe Harbor' provision detailed in the Title II Regulations at 28 CFR 35.151. Safe Harbor as defined by the Title II Regulations:

- o **Safe harbor.** If a public entity has constructed or altered required elements of a path of travel in accordance with the specifications in either the 1991 Standards or the Uniform Federal Accessibility Standards before March 15, 2012, the public entity is not required to retrofit such elements to reflect incremental changes in the 2010 Standards solely because of an alteration to a primary function area served by that path of travel.

b) It was infeasible for TxDOT to preeminently provide data collection teams the details of original construction date, or date of last alteration for each of the individual elements within the scope of assessment. All elements which could fall under the Safe Harbor provision were included within the 'Program Access' category to ensure they receive further review.

2) Physical elements not covered by the 2010 Standards for Accessible Design
   a) Facilities included with the scope of the Self-Evaluation often had elements not specially addressed by the 2010 ADA Standards. In these instances, accessibility standards such as the Architectural Barriers Act which is not explicitly applicable to TxDOT were utilized to ensure that all physical elements facilitating the provision of TxDOT services were still included with the Self-Evaluation. However, as the standards applied were not the 2010 Standards, these elements were included with the 'Program Access' category to receive further review. Examples of elements within this sub-category that would have been identified as potential 'Program Access' barriers includes:
      i. RV Parking Spaces
      ii. Picnic Pavilion Scoping (i.e., how many need to be accessible)
      iii. Outdoor Grills
      iv. Non-Transfer Benches (e.g., a park bench)

3) Not Best Practice
   a) The 'Not Best Practice' sub-category was used to reflect the lack of a physical element being provided. For example, coat hooks are not required to be provided in an accessible toilet compartment. However, if coat hooks were observed by data collectors in standard stalls within the same restroom, the lack of a coat hook in the accessible stall would be identified as a 'Not Best Practice' item for further review. This approach was developed to align with Title II Statutory requirements which prohibit Title II entities from excluding individuals with a disability from receiving the benefits of TxDOT provided services.

9.3 Websites – Methodology

The history of TxDOT's website accessibility review efforts prior to 2021 are discussed in Section 8.3 and Section 8.3.1 and predominantly involved automated testing. This section of the report will discuss the approach to evaluation that was conducted in 2021, as outlined in the Scope Section 8.3.2.

It was determined that independent, manual testing by both TxDOT and the consultant would identify any gaps in prior testing methods and provide TxDOT a strong baseline of understanding for future staff training. Manual testing of limited, public-facing websites was conducted. Website pages were identified for review and carefully evaluated based on the degrees of use, or traffic to sites, and with template-related questions in mind.

Manual web accessibility testing is labor-intensive. Each entire page must be reviewed with a screen reader and varied tools must be used to adequately assess accessibility. The documentation process which includes explanations of accessibility errors must provide web development teams sufficient details to remediate deficiencies. All these techniques lengthen the manual testing process.

The most practical approach to conduct manual accessibility testing is to limit testing to a fixed set of web pages and evaluate the findings across the entire site by focusing on the common errors found. TxDOT utilized the approach and found it to be a successful model at identifying critical template issues, design, and team management approaches that lend themselves to repeat patterns of error.

Three public-facing and high-traffic websites were selected to gain clearer insight into the true accessibility of web content created by different teams:

- https://www.txdot.gov (managed by CMD)
- https://thesoutherngateway.org (managed by ITD)
- http://www.keepitmovingdallas.com (managed by ITD)

The consultant identified 25 sample URLs for each of the three sites (75 pages total) that represented the structure and types of content desired for review. For the Southern Gateway and Keep it Moving Dallas websites, the consultant identified 25 pages believed to meet the defined criteria. This list was validated with ITD. ITD staff and the consultants then each independently tested the Southern Gateway and Keep it Moving Dallas websites to enhance the previous self-evaluation data collected by ITD. For the www.txdot.gov site, the consultant worked with CMD and agreed to a final set of 25 pages to test. While CMD did not independently retest using manual testing, CMD did provide a list of all errors that were identified as accessibility issues to be remediated.

As previously discussed, TxDOT is working on making its websites comply with the Web Content Accessibility Guidelines (WCAG) 2.0 A/AA. The term "WCAG 2.0 A/AA" requires explanation as it relates to the proper steps of assessment. WCAG A/AA conformance is achieved by fulfilling different WCAG "Success Criteria." Because of WCAG's structure, all WCAG Success Criteria follow a three digit-numbering sequence. For instance, WCAG 1.1.1 requires that images include a text description and WCAG 1.4.3 requires that text have a color contrast of 4:5:1. Each Success Criterion is designated as fulfilling Level A, AA, or AAA. For instance, WCAG 1.1.1 (alternative text) is a level A success criterion

and WCAG 1.4.3 (Contrast Minimum) is a level AA success criterion. To achieve WCAG A/AA compliance, a website must fully meet all level A and AA Success Criteria. For WCAG 2.0 A/AA, there are 38 success criteria that must be met; WCAG 2.1 increases this number to 50 success criteria. It is important for testers to identify areas of WCAG 2.1 A/AA compliance as these represent significant barriers for users with disabilities. The steps to achieving WCAG A/AA conformance of 50 success criteria is important for staff training.

10. Self–Evaluation – Summary of Inventory Findings

The inventory in this section is summarized to make the content manageable for comprehension. The synopsis provides on overview of the tens of thousands of points of data collected and analyzed. The scope of the project is discussed in depth in Section 8, and the inventory volume is recapped in each section below for public rights-of-way, facility, and websites. The significant amount of information collected and analyzed resulted in thousands of points of data in GIS (containing degrees of compliance, severity, costing, and photo documentation) to support the comprehensive nature of the evaluation process. All information provided in the ADA Transition Plan is taken from detailed data analysis and reporting, completed by accessibility professionals.

10.1 PROW - Findings

TxDOT's public rights-of-way (PROW) assessment generated significant amounts of information regarding the accessibility of public rights-of-way. A total of 4,419 miles of sidewalk, 131,920 curb ramps, 4,582 island curb cuts, 6,156 bus stops, and 52,179 pedestrian signal pushbuttons were evaluated. The following tables represent a summary of observations regarding the information gathered.

Sidewalk Inventory Data (Statewide)

Sidewalk assessment included 2,606 miles of detailed sidewalk collection and 1,813 miles of visual sidewalk collection. Collection approaches are discussed in detail in the Methodology Section.

1. Sidewalk Obstructions

Obstruction Type	Quantity	Percentage
Utility/Signal/Sign	11,882	24.4%
Vegetation	28,344	58.2%
Other	8,499	17.4%
Total Obstructions	48,725	

Comments on Sidewalk Obstructions:

- Vegetation growing overhead or alongside the sidewalk represent many barriers affecting the sidewalk.
- Of the utility category above, power poles, posts, hydrants represent roughly 5,006 locations combined or roughly 10% of all obstructions.
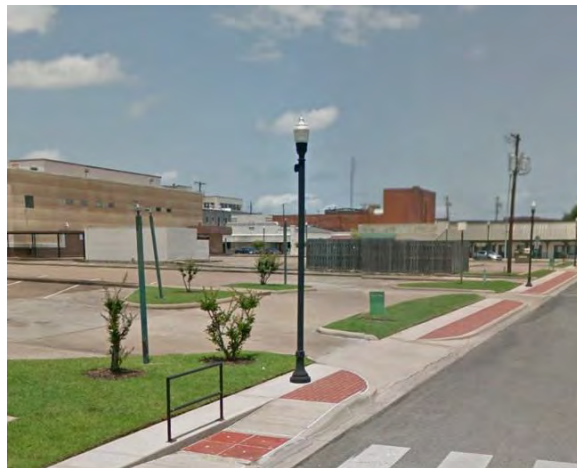
2. Sidewalk Discontinuity (Heaves)

Discontinuity Heaves	Quantity
Discontinuity Displacement <= 1"	59,311
Discontinuity Displacement > 1"	31,376

Comments on Discontinuity (Heaving):

- Heaves can be caused by many factors, including but not limited to tree root growth and changing soil conditions over time.

- Heaves less than or equal to 1" can often be remediated without replacing the entire sidewalk segment.

- Heaves in areas of sidewalk that require replacement due to other compliance issues are not counted within these totals.

3. Sidewalk Discontinuity (Horizontal Openings)

Discontinuity Horizontal Openings	Quantity
Discontinuity Gap > 0.5"	412

Comments on Discontinuity (Horizontal Openings):

- Sidewalk discontinuity through horizontal openings create mobility challenges in similar ways to sidewalk heaves, but these small 'gaps' are horizontal instead of vertical. Wheelchairs, canes, or other devices may be hindered by these.

- This type of discontinuity accounts for a very low number of incidents, comparatively to the significant, overall amount of sidewalk throughout TxDOT.

4. Sidewalk Cross Slope:

Degree of Cross Slope	Miles	Percentage
0-2% compliant	3125.8 mi	70.7%
2-3%	603.8 mi	13.7%
3-4%	295.0 mi	6.7%
4-7%	276.6 mi	6.3%
7%+	65.2 mi	1.5%
5%+ Visual*	52.6 mi	1.1%

Indicates sidewalk observation of cross slope is visually inspected as non-compliant. The remainder of the table above is reflecting cross slope measurements from detailed sidewalk collection methodologies.

5. Sidewalk Run Slope (Detailed)+

Degree of Run Slope	Miles	Percentage
0-5% compliant	4403.9 mi	99.7%
5-8.33%	11.0 mi	0.2%
8.34-10.0%	2.0 mi	0.1%
10.1-12.5%	1.2 mi	0.0%
12.6%+	0.9 mi	0.0%

+*Where the sidewalk is contained within the street or highway rights-of-way, sidewalk run slope is permitted to match the general grade of the adjacent street or highway right-of-way, according to PROWAG 302.5.*

Comments on Sidewalk Slopes:

- Detailed Sidewalk collection records all degrees of slope; visual sidewalk collection only records cross slope approximately 5%+ or greater, which can be visually detected.
- Run slope violations are generally less common compared to cross slope deficiencies within inventoried data.

6. Sidewalk Gaps in Connectivity

Connectivity Issue Type	Miles	Percentage
Missing Sidewalk*+	58.3 mi	1.3%
Buried Sidewalk	261.6 mi	5.9%
Narrow Sidewalk (Less than 48")	1.0 mi	0.0%
Missing Sidewalk Connection to Bus Pads	120.8 mi	2.7%
Sidewalk with Proper Service Connections#	3977.3 mi	89.2%

*+*Missing Sidewalk is a gap in service either between 2 existing portions of sidewalk or gap in service to a transit service.*

#*Sidewalk with Proper Connections constitutes remaining inventory of the total collected (4,419 miles) which provides connectivity to services. Portions of this total may have other compliance deficiencies as indicated throughout this summary.*

7. Sidewalk Connectivity through Driveways

Non-Compliance at Driveways	Quantity
Commercial Entrance (Detailed)	38,324 ea.
Residential Entrance (Detailed)	6,541 ea.
Commercial Entrance (Visual)	9,392 ea.
Residential Entrance (Visual)	3,015 ea.

Comments on Sidewalk Connectivity through Driveways:

- Sidewalk compliance issues at driveways represent a gap in service (missing sidewalk between two unconnected sections or transit access) or other deficiencies (change in level, narrow, or nonuniform surface).

- Sidewalk cross slopes at driveway crossings often exceed the 2% maximum allowable per PROWAG and present a challenge if sidewalk connectivity utilizes the driveway to continue the accessible path.

- Driveways are noted separately from sidewalk collection alone to estimate reconstruction cost more accurately for remediation planning purposes.

Curb Ramps Inventory Data (Statewide)

131,920 existing curb ramps were evaluated. Observations indicated many curb ramps comply substantially with the accessibility standards and guidelines detailed in PROWAG.

Existing Curb Ramps Evaluated	124,864
Existing Curb Ramps not evaluated (i.e., under construction or inaccessible)	85
Missing Curb Ramps	6,971
Total	131,920

The following tables summarize the evaluations *for existing curb ramps which were collected within TxDOT right-of-way.*

1. Curb Ramps Running Slope

Degree of Run Slope	Quantity	Percentage
< 8.33% *compliant*	87,624	70.2%
8.34-10%	25,557	20.5%
10-12.5%	8,029	6.4%
12.6+%	3,654	2.9%
Total Collected	124,864	

Comments on Curb Ramp Run Slope:

- Table does not include missing curb ramps or curb ramps under construction.
- 70% of all curb ramps had compliant running slopes.

2. Curb Ramp Cross Slope^

Degree of Cross Slope	Quantity	Percentage
0-2.0%	72,053	57.7%
2.01-3.0%	28,403	22.7%
3.1-4.0%	11,520	9.2%
4.1-7.0%	9,806	7.9%
7.1+%	3,082	2.5%
Total Collected	124,864	
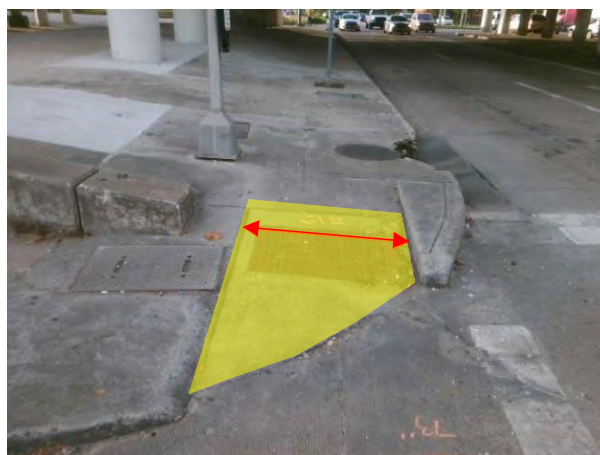
^PROWAG allows for curb ramp cross slope to match the grade of the street or highway grade at street crossings without yield or stop control and at midblock pedestrian street crossings per 304.5.3

Comments on Curb Ramp Cross Slope:

- Table does not include missing curb ramps or curb ramps under construction.
- Majority of curb ramps had compliant cross slopes.

3. Detectable Warning Surfaces (DWS)

Detectable Warning Surface Status	Quantity
Compliant DWS	9,430
Missing DWS	1,683
Retrofit DWS	19,529
Not assessed	101,278

Comments on Detectable Warning Surfaces:

- Initial assessment is defined as a ramp structure found to be non-compliant early in the field assessment process. The 'not assessed' category tabulated in the table reflects curb ramps failing under other criteria, in which case, the DWS is not assessed.
- Non-Compliant DWS were mostly due to the DWS not extending the full width of the curb ramp.
- Retrofit DWS is an otherwise compliant curb ramp which requires a newly installed DWS to achieve compliance.

4. Missing Curb Ramps

Ramp	Quantity
Missing Ramp	6,971

Comments on Missing Curb Ramps:

- Missing Curb Ramps are ramps that are not present in locations where they are required, based on the existing layout of pedestrian infrastructure and supporting accessible paths of travel.

- T-intersections may be the cause of a reported missing curb ramp. These locations should be reviewed individually by TxDOT to determine if an alternate approach can be proposed to rectify the deficiency.

Transit / Bus Stop Pad Inventory Data

The team evaluated 6,156 bus stop locations. Numerous locations did not have bus stop boarding areas or alighting facilities. Where the bus stop boarding area did exist, a high number had accessible slope and dimensional deficiencies. The bus stop boarding area findings are summarized below.

Bus Stop Pads

Bus Stop Pad Results	Quantity
Compliant Bus Stop Pad	1,000
Missing Bus Stop Pad	2,160
Non-Compliant Existing Bus Stop Pad	2,996

Comments on Bus Stop Pads:

- 35.1% of all bus stop pads are missing.

- 48.7% of bus stop pads have non-compliant length, width, or slopes.

Pedestrian Signal Pushbuttons

Pedestrian signal pushbuttons were evaluated at 36,495 locations. Locations have varying button arrangements from two buttons per post to only one. Each pushbutton is evaluated individually and resulted in a total of 52,179 pushbuttons evaluated. Most of the pedestrian signal pushbuttons were non-APS pushbuttons (Accessible Pedestrian Signal). The following summarizes the findings:

1. Pedestrian Signal Pushbuttons

Type of Signal	Quantity
APS	14,882
Non-Aps	37,280
Not Collected[+*]	17

> [+*]*Indicate those which were inaccessible during field inventory due to construction or environmental factor. It was assumed these buttons were noncompliant for purposes of the field inventory.*

2. Pedestrian Signal Pushbutton Compliance[++]

Signal Pushbutton Compliance	Quantity
Fully Compliant Pushbuttons	492
Non-Compliant Pushbutton	51,687

> [++]*Pedestrian Signal Pushbuttons are evaluated on many components of criteria. If a singular deficiency is noted during field evaluation, the pushbutton will be reflected as non-compliant, but it may still be usable. Field evaluation criteria includes requirements of PROWAG Operable Parts; clear space, reach ranges, operating pressure, closed-fist operation, slopes, obstructions, etc.*

Tables 3 and 4 below provide specific information about areas of non-compliance. The quantities of non-compliance contained in the following tables are reflected in the totals indicated in Table 2 above.

3. Pedestrian Signal Pushbutton Clear Floor Space

Pushbutton Clear Floor Space	Quantity
Compliant Clear Floor Space	25,380
[1]Non-Compliant Clear Floor Space	22,454
Missing Clear Floor Space	4,345

[1]*Quantities are independent of one another. Non-Compliant clear space reflects more than one component of evaluation criteria. The count may represent more than one compliance issue at a single location.*

The photo depicts a singular post, but with multiple compliance issues but is used for clear floor space example.

4. Pedestrian Signal Pushbutton Reach Ranges (Height)

Pushbutton Height	Quantity
Compliant Height	33,948
Non-Compliant Height *(compliant button, but height adjustment required)*	1,503
Non-Compliant Button & Height[2]	16,728

[2]*Non-compliant button, when replaced, will correct to compliant height.*

Comments on overall Pedestrian Signal Pushbutton observations:

- 71.4% of the pedestrian signal pushbuttons were non-APS signals.
- 43.4% of the pedestrian pushbutton clear floor spaces were non-compliant or missing.
- 99.1% of the pedestrian pushbutton locations are technically non-compliant.
- Common compliance issues include clear floor space and reach range exceeding PROWAG.

10.2 Facility - Findings

TxDOT's facility assessment generated a significant amount of information regarding the accessibility of TxDOT buildings and sites utilized by the public. Over 45,000 points of data were collected and evaluated from 157 separate facilities. Most of the information collected was determined to be compliant with the 2010 ADA Standards. This was particularly evident in facilities which had been constructed or altered after March 15, 2012.

The following tables reflect the Total Items Assessed:

Total Non-Compliant Items by Priority Levels with a more detailed breakdown of components within each Priority Level listed in Section 11: Cost Estimates.

Non–Compliant	General TxDOT Administrative	Safety Rest Area	Travel Information Center	Ferry	Total
1 – Entry	752	1398	382	0	2550
2 – Services	1268	565	89	0	1904
3 – Restrooms	2509	1571	393	5	4478
4 – Other	118	123	17	0	258
Total	4647	3657	881	5	9190
"Program Access" Items for Administrative Review	General TxDOT Administrative	Safety Rest Area	Travel Information Center	Ferry	Total
1 – Entry	140	69	25	2	266
2 – Services	601	256	20	1	848
3 – Restrooms	699	654	148	4	1505
4 – Other	11	6	0	0	17
Total	1454	985	193	7	2636

The following information represents a summary of common observations throughout all facility types. Observations are grouped by priority levels to provide consistency with the presentation of facility data in other sections of this document. A detailed description of the priority levels can be found in section 12.2.

The findings summarized below represent the highest impact issues per priority levels. These non-compliant items were found at both a high frequency and the issues also represent a significant portion of estimated cost to remediate.

Priority Level 1- Entry

Common Observations:

1) **Non-compliant slopes within accessible routes**
   a) The most common slope issue type was cross slope. This is the slope of walking surface which runs perpendicular to the primary direction of travel. The image below depicts a cross slope within an accessible route.

2) **No accessible route provided to an amenity**
   a) Routes that received this classification of barrier were either routes constructed with surface materials that were not firm, stable, or slip resistant (e.g., gravel, dirt, grass) or routes which provided no accessible means of vertical access (generally due to stairs). Routes in this category are different from accessible routes which have non-compliant features, such as a route with a cross slope steeper than the allowable value. The image below showcases an example of a route that does not provide an accessible means of vertical access.

3) Ramps and curb ramps with non-compliant slopes

   a) Examples of compliance issues found included slopes steeper than the allowable value in various attributes of ramps and curb ramps. This includes ramp running slope, ramp cross slope, and ramp landing slopes. The following images display slopes steeper than the allowable value.

Priority Level 2- Services

Common Observations:

1) **Non-compliant work/dining surfaces**
   a) The most common barrier identified for work/dining surfaces was the lack of an accessible forward approach. A forward approach allows a wheelchair user to pull fully underneath a work/dining surface for use. Picnic tables, conference tables, and tables in lobbies or breakrooms are common examples of a work/dining surface. The following image shows a picnic table that does not provide an accessible forward approach.

2) **Non-compliant sinks in non-restroom spaces**
   b) Inspection teams sometimes observed that sinks provided in public meeting or gathering spaces were installed too high and without the space for a forward approach (when required). The image below is an example of a sink installed too high.
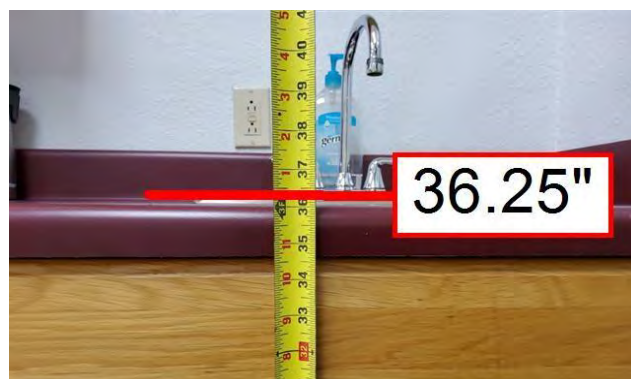
3) Non-compliant sales/service counters

    c) Service counters facilitate interaction between TxDOT and the public. Examples include reception counters in an administrative building, public information desks at safety rest areas, or a security counter at a travel information center. The most common barrier identified with these counters was the counter surface being installed too high. The photo below shows an example of a service counter that is mounted too high.

Priority Level 3- Restrooms

Common Observations:

1) **Inaccessible toilet compartments**
   a) The most impactful common observation regarding toilet compartments was insufficient clearance, or space, within the compartment. Other common observations in toilet compartments consisted of inaccessible door hardware, fixed objects preventing full use of grab bars, and toilet paper dispensers mounted in the wrong location. The images below depict a toilet compartment that has multiple non-compliant features and a grab bar which is obstructed by a fixed object.

2) **Inaccessible entrance doors**
   a) The most common issues with entrance doors into restroom facilities was inaccessible hardware. This was often doors which were too heavy to open or closed too fast after being opened. Both issues are related to the closer hardware of the door. More significantly, entrance doors at times did not provide enough clearance, or space, for an individual with an ambulatory impairment to open the door. The image below depicts a door which does not provide sufficient maneuvering clearance.

Priority Level 4- Other

Common Observations:

1) **Non-compliant drinking fountains**
   a) An inspection observation in some facilities included drinking fountains provided within a facility, or at an exterior site, which did not allow for both chair users and individuals who have issues bending or stooping to have access to a drinking fountain. The image below is an example of a drinking fountain that is inaccessible to a person who uses a wheelchair.

Compliant Observations:

While this report depicts several common observations where compliance is an issue, there are several locations throughout TxDOT where compliant facilities and pedestrian features were found. Newer facilities and those recently renovated had a higher degree of data that reflected better ADA compliance than older facilities requiring some future remediation. This picture denotes a compliant toilet room stall which meets with the 2010 ADA standards. The image below is an example of an ADA compliant restroom.
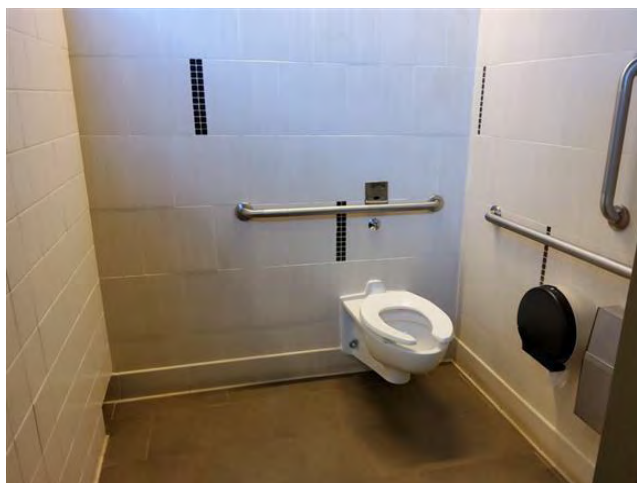
10.3 Websites - Findings

The manual testing efforts related to website accessibility described in previous sections are the focal point in this section, as these efforts provide the most thorough evaluation relating to website accessibility against the WCAG 2.0 guidelines. A recap of historical efforts is also listed at the bottom of this section, to reiterate the years of TxDOT's activity and commitment to improving website accessibility.

10.3.1 Common Accessibility Findings through Manual Testing

As discussed in depth in Section 9.3, the project team determined that independent, manual testing by both TxDOT and the consultant would identify any gaps in prior testing methods. Manual testing of limited, public-facing websites was conducted. Website pages were identified for review and carefully evaluated based on the degrees of use, or traffic to site and with template-related questions in mind.

Three public-facing and high-traffic websites were selected to gain clearer insight into the true accessibility of TxDOT's web content:

- https://www.txdot.gov (managed by CMD)
- https://thesoutherngateway.org (managed by ITD)
- http://www.keepitmovingdallas.com (managed by ITD)

All three sites reviewed by TxDOT and the consultants, in their independent studies, included barriers for people with disabilities. During its review, the consultant team categorized accessibility barriers based on their severity.

- **Blocking =** Will prevent some users from accessing content or accomplishing a task.
- **Critical =** May prevent some users from accessing content or accomplishing a task
- **Major =** Will have a significant impact on user experience and prevents conformance with accessibility guidelines
- **Minor =** May impact some users negatively but primarily prevents conformance with accessibility guidelines
- **Low =** Not likely to impact users but prevents conformance with accessibility guidelines

Reviewing the most significant categories of barriers (blocking, critical, or major), the consultant team found that barriers tended to occur in the following areas. Each of these topics were expanded upon in the full self-evaluation report.

- **Dynamic or Non-Standard HTML Controls**. This includes accordion controls that do not provide information about their state (WCAG 4.1.2) or on-screen notifications that do not provide information that an item has been changed (WCAG 4.1.3). These controls are not accessible to users with disabilities.
- **Adobe Acrobat Files.** A high percentage of Adobe Acrobat (.pdf) files were inaccessible (WCAG 1.1.1).

- **Color Contrast**. There were areas of insufficient color contrast. This problem existed both for text (WCAG 1.4.3) and for important non-text content (WCAG 1.4.11).

- **Visual Focus**. Several pages did not ensure that focus was visible as focus was moved between different elements on the screen (WCAG 2.4.7).

- **Headings and Landmarks.** The main content within pages was sometimes not properly structured using headings and landmarks (WCAG 1.3.1).

- **Alternative Text is Not Used Correctly.** On some pages, alternative text was missing, or important images were marked as decorative images by setting the alternative text to an empty string (WCAG 1.1.1).

- **Reflow.** Some pages did not resize correctly with enlarged content on smaller displays (WCAG 1.4.10)

10.3.2 Comparative Testing Results of Manual Testing

ITD and the consultant team each reviewed the _Southern Gateway_ and _Keep it Moving Dallas_ websites. It is important to understand when comparing the test results that each team took different approaches in the testing process, by design. The purpose was to evaluate the consultant team's manual testing with TxDOT's internal manual testing. The ITD team examined each page and noted _each error_ that they encountered on _each page_. The consultant team identified _one representative example of each type of error_. This difference in reporting resulted in a drastically larger number of issues reported by ITD than the consultant, on the surface, because ITD was reporting _repeat types of errors_ across the websites. When the ITD and consultant reports were objectively compared, the consultant identified a _larger number of unique issue types_, summarized in the table below:

	Unique Accessibility Issues on Keep it Moving Dallas Website	Unique Accessibility Issues on Southern Gateway Website
Consultant Review	20	31
ITD Review	12	17

The consultant team determined that ITD did a good job at testing accessibility issues for a team relying on in-house resources. The results of this final step of the self-evaluation revealed areas where deeper training or modified approaches would best equip TxDOT moving forward to self-perform assessments. When the project team compared the two evaluations side-by-side, additional opportunities were identified that TxDOT could focus on to ensure fewer gaps in future testing. These include:

- **Adobe Acrobat (.pdf) Documents**. Ensure strong testing efforts for Adobe Acrobat files. This is important because Acrobat files are a key means by which TxDOT provides timely information and collects input from users. The project team recognized that many files are created by other divisions within TxDOT. A methodology to ensure pdf documents are made accessible or content is provided in simple html format, is important.

- **Alternative Text on Images**. Images and other non-text content requires alternative text to be useful for screen reader users. Sometimes the requirements for alternative text were misapplied. In some cases, decorative images were improperly identified as inaccessible when an alternative text field was left empty. In other cases, images had alternative text fields completed, but the language did not provide a meaningful description, and these were not flagged as errors.

- **Headings and Landmarks**. Headings and landmarks are key structural elements in a web page. Testers incorrectly identified heading issues as violations of WCAG 2.4.6, when they were really violations of WCAG 1.3.1. Testers also failed to identify some missing landmarks and regions.

- **Color Contrast**. In some instances, testers did not identify contrast errors outside of standard text (such as text in HTML controls like submit buttons). In other cases, testers missed color contrast issues with images of text (WCAG 1.4.3). Testers also missed color contrast issues with non-text controls, such as icons that affected expanding and collapsing content (WCAG 1.4.11).

- **Identifying Coding as Accessibility Errors**. On the Southern Gateway website, sometimes text overlapped and was unreadable to all users. These errors were categorized as WCAG 1.4.4 errors, presumably because this success criteria addresses overlapping text, when the issue was poor coding.

- **Missed Issues.** In some instances, important issues were not tested. For instance, on the Southern Gateway site, a link for contact information loads an image that provides contact information. This image, however, is completely inaccessible to screen readers (WCAG 1.1.1 and 1.4.5). Other instances occurred where pages did not reflow properly but were missed in testing (WCAG 1.4.10).

- **Issues with Visible Focus**. On several web pages, focus was not visible. In some instances, these issues were not identified per WCAG 2.4.7. In other instances, these issues were incorrectly identified as violations of WCAG 2.1.1.

The purpose of this approach to evaluation was to uncover if and where TxDOT's testing methodology and staff training could be improved upon. The comparative analysis identified the following areas of opportunity:

- o **Too Much Reliance on Automated Testing Tools**. TxDOT indicated a primary reliance on automated testing, WAVE and SiteImprove, to provide their test data. Automated testing tools are good at scanning large numbers of web pages but fail with more subtle aspects of web testing. This reliance becomes clear in some areas of testing. For instance, proper manual testing could accurately identify most instances where ordinary text did not provide sufficient color contrast against background colors. However, none of the color contrast issues for images of text were identified with the automated tool.

- o **Better Use of Common Accessibility Testing Tools.** While thorough testing of WCAG requires manual testing, not all testing requires special training with screen readers and other assistive technology. In the full report, the consultant team described several issues where free, easy-to-use testing tools can accurately test for accessibility. TxDOT could use these tools to test web content.

- o **Use Screen Reader Testing.** While most of the WCAG requirements can be tested using easy-to-use testing tools, some WCAG requirements can only be tested by using assistive technology. There are several screen readers on the market and Job Access with Speech (JAWS) is the most popular of these screen readers. In addition, the robust (but free) Non-Visual Desktop Access (NVDA) screen reader is available. Furthermore, MacOS provides a robust built-in screen reader (VoiceOver). Assistive technology must be used to assess compliance with WCAG 4.1.2 and 4.1.3 if non-standard controls or dynamic content is used on web pages.

- o **More Rigorous Testing Methodology.** While ITD's testing results revealed many compliance issues, other errors failed to be caught or were categorized incorrectly. This reveals that TxDOT's testing efforts may not be systematic or rigorous. Categorizing errors correctly is important because it reinforces the purpose of each WCAG Success Criteria and makes it easier for web design teams to understand how specific issues affect users with disabilities.

Each of these gaps in testing approach, along with suggested corrective actions, are discussed in the full report.

10.3.3 Website Accessibility Efforts Recap - Prior to 2021

- In 2018-2019, TxDOT evaluated websites and active templates. 6024 pages and subpages were evaluated.

- Automated website testing was the predominant mechanism through tools such as WAVE in previously evaluating accessibility.

- ADA defects at the template and component level were identified; AEM were fixed and deployed in production.

- Fixes done at the template and component level were applied to all pages (over 6000 pages) in AEM 6.4.

- TxDOT created an Accessibility Working Group to affect accessibility improvements in technology and communication tools.
  - A Program Charter was created to, in part, address accessibility related challenges.
  - The team identified the need for training around accessibility for internal staff.

- ITD built a master inventory list inclusive of 40 third-party sites whose content and data will be imported into ITD-owned websites, thereby allowing TxDOT better control over accessibility in the long-run.

- The third-party sites had preliminary evaluations for compliance with WCAG 2.0 by the TXDOT accessibility working group.

- The methods used by TxDOT in the website self-evaluation included a mix of tool-based testing, automated testing, and some manual testing including both WAVE, Axe Pro, and keyboard testing.

- In their current states, none of the sites can be deemed "substantially compliant".
  - The worst site was identified to have over 300 known issues.
  - The best site had 8 known issues.
  - In total, over 1,400 accessibility bugs were identified and described.

- TxDOT hired an accessibility expert internally for the ITD team to aid in testing and monitoring website accessibility.

11. Cost Estimates

Creating cost estimates for the ADA Transition Plan is intended to approximate costs. Because there are many varied approaches to remediation, and because it will take years to fully address all issues, cost estimates can change over time.

The detailed data collection and analysis approach, described in prior sections of this report, allowed the consultants to create compliance and cost reports for each facility type within corridors, facilities, and sites. Each report identifies the compliance status of every TxDOT facility with regards to federal and state standards and includes the following:

- Listing of facilities that are compliant with current ADA standards.
- Listing of facilities that are non-compliant with current ADA standards.
- Recommended actions to resolve non-compliant issues for each facility.
- Prioritized list of improvements using criteria developed by the project team.
- "Cost Report" that assigns conceptual budget estimates to each recommended action.
- Photo log summary, where appropriate, for facility data or Video Log for sidewalk data.

Further, as described in Sections 4 and 5, program access may be achieved by either structural methods (e.g., making physical changes to a facility) or non-structural methods. In general, both may be utilized to ensure program access, but there are some exceptions where existing facilities are involved. The ADA regulation for Title II, in Section 35.150 states that the regulation:

- Does not require a public agency to make each existing facility accessible.
- Does not require an action that would threaten or destroy the historic significance of historic property.
- Does not require a public agency to fundamentally alter the nature of services, programs, or activities.
- Does not require a public agency to incur undue financial and administrative burdens.

The following represents conceptual cost estimates to remove non-compliant elements identified. *The cost estimates in this report reflect planning level estimates* at the time of assessment and can suggest some duplication, due to estimating an individual item's cost per unit, at the concept stage. Actual costs can only be firmly determined once the approach to creating program access is finalized. Sites to be remediated will receive more exact budgets during the remediation scope development, design, and construction processes. TxDOT anticipates it will take decades to remediate all the items discovered. Prioritization is an important aspect to the ADA Transition Plan, discussed in later sections.

Planning level cost estimates, subject to change based on the approach and the year of remediation, are as follows:

11.1 Public Rights-of-Way (Statewide)

Facility Type	Preliminary Cost Barrier Estimate
Sidewalk (Detailed)	$950,908,399
Sidewalk (Visual)	$201,855,108
Sidewalk Connectivity	$84,879,464
Curb Ramps	$363,612,721
Curb Cuts (Medians)	$27,925,049
Bus Stops	$8,777,447
Total Planning-Level Estimate	$1,637,958,188

11.2 Facilities

Total Cost of Non-Compliant Items

Priority Level	General TxDOT Administrative	Safety Rest Area	Travel Information Center	Ferry	Total
1 – Entry	$1,373,940	$2,603,730	$690,425	$400	$4,668,495
2 – Services	$933,975	$453,410	$43,200	$450	$1,431,035
3 – Restrooms	$3,281,585	$2,198,980	$431,040	$7,085	$5,918,690
4 – Other	$269,600	$221,150	$19,450	$0	$510,200
Total	$5,859,100	$5,477,270	$1,184,115	$7,935	$12,528,420

The tables, on following pages, depict costs of correcting non–compliant items by Priority Levels, discussed earlier in this report.

Cost of Non-Compliant Items by Category: Priority 1 – Approach & Entrance

	General TxDOT Administrative	Safety Rest Area	Travel Information Center	Ferry	Total
Access Aisle, Passenger Loading Zone	$3,500	$6,500	$0	$0	$10,000
Access Aisles	$79,000	$86,500	$44,750	$0	$210,250
Accessible Routes	$397,890	$1,531,080	$365,675	$400	$2,295,045
Curb Ramps	$142,600	$209,600	$141,450	$0	$493,650
Doors/Gates	$301,200	$175,300	$34,650	$0	$511,150
External Entrance Scope	$46,800	$800	$0	$0	$47,600
Handrails, Ramps	$52,500	$18,750	$8,500	$0	$79,750
Operable Parts	$800	$0	$0	$0	$800
Parking Scope	$18,450	$9,000	$1,350	$0	$28,800
Parking Scope, Passenger Loading Zone	$5,000	$0	$0	$0	$5,000
Parking Scope, RV	$0	$450	$900	$0	$1,350
Parking Scope, Semi-Truck	$0	$10,000	$0	$0	$10,000
Parking Spaces	$91,400	$137,750	$35,150	$0	$264,300
Picnic/Ramada Scope	$10,000	$300,000	$0	$0	$310,000
Play Area Scope	$0	$26,750	$0	$0	$26,750
Protruding Objects	$4,000	$12,500	$2,500	$0	$19,000
Ramps	$220,500	$78,750	$55,500	$0	$354,750
Signage, Designation	$300	$0	$0	$0	$300
Total	$1,373,940	$2,603,730	$690,425	$400	$4,668,495

Cost of Non-Compliant Items by Category: Priority 2 – Access to Good & Services

	General TxDOT Administrative	Safety Rest Area	Travel Information Center	Ferry	Total
Accessible Routes	$6,325	$19,960	$900	$0	$27,185
Accessible Routes, Play Area	$0	$5,000	$0	$0	$5,000
Assembly Area Scope	$9,000	$0	$0	$0	$9,000
Bench, Non-Transfer	$2,500	$19,000	$2,500	$0	$24,000
Counters, Sales/Service	$94,500	$3,500	$0	$0	$98,000
Counters, Work Surface	$7,200	$0	$0	$0	$7,200
Doors/Gates	$325,625	$27,300	$7,450	$0	$360,375
Elevator Car	$8,750	$0	$0	$0	$8,750
Elevator Communication	$4,750	$0	$0	$0	$4,750
Fire Alarms	$77,250	$16,500	$0	$0	$93,750
Grills	$0	$31,200	$0	$0	$31,200
Handrails, Ramps	$18,500	$0	$0	$0	$18,500
Handrails, Stairs	$4,500	$0	$0	$0	$4,500
Operable Parts	$22,850	$22,950	$4,400	$0	$50,200
Platform Lift	$250	$0	$0	$0	$250
Platform Lift, Controls	$500	$0	$0	$0	$500
Play Area Scope	$0	$27,500	$0	$0	$27,500
Protruding Objects	$65,000	$23,500	$2,500	$0	$91,000
Ramps	$47,250	$0	$0	$0	$47,250
Room/Space Scope	$45,000	$20,000	$10,000	$0	$75,000
Signage, Designation	$39,400	$2,200	$0	$0	$41,600
Sinks	$98,625	$0	$0	$0	$98,625
Transfer Platforms	$0	$1,500	$0	$0	$1,500
Tray Slides	$2,500	$0	$0	$0	$2,500

Vending Machines	$0	$2,000	$0	$0	$2,000
Work/Dining Surface Scope	$18,150	$229,500	$15,000	$450	$263,100
Work/Dining Surfaces	$35,550	$1,800	$450	$0	$37,800
Total	$933,975	$453,410	$43,200	$450	$1,431,035

Cost of Non-Compliant Items by Category: Priority 3 – Toilet Rooms

	General TxDOT Administrative	Safety Rest Area	Travel Information Center	Ferry	Total
Accessible Routes	$0	$10,350	$0	$0	$10,350
Baby Changing Stations	$1,800	$29,250	$14,850	$0	$45,900
Bench, Non-Transfer	$4,000	$0	$0	$0	$4,000
Bench, Transfer	$567,325	$239,625	$71,500	$2,900	$881,350
Doors/Gates	$67,500	$100,500	$1,500	$750	$170,250
Fire Alarms	$37,920	$17,980	$5,360	$285	$61,545
Grab Bar Rear	$33,930	$22,395	$10,025	$200	$66,550
Grab Bar Side	$5,510	$7,830	$2,355	$0	$15,695
Grab Bar Side, AA	$400	$0	$0	$0	$400
Grab Bar, Shower	$36,300	$28,500	$6,300	$0	$71,100
Mirrors	$40,050	$14,150	$2,800	$250	$57,250
Operable Parts	$7,000	$5,000	$300	$200	$12,500
Protruding Objects	$57,500	$121,000	$18,000	$0	$196,500
Restroom Scope	$815,300	$275,500	$8,000	$0	$1,098,800
Showers	$13,000	$0	$0	$0	$13,000
Signage, Designation	$10,700	$11,200	$300	$0	$22,200
Signage, Direction/Information	$9,800	$0	$0	$0	$9,800
Sinks	$210,325	$111,650	$42,700	$0	$364,675
Toilet Compartment, AA	$73,300	$43,600	$17,625	$0	$134,525
Toilet Compartment, Single User	$540,000	$228,000	$60,000	$0	$828,000
Toilet Compartment, WC	$378,200	$683,650	$127,400	$0	$1,189,250

Toilet Paper Dispensers	$31,800	$28,800	$8,875	$0	$69,475
Urinals	$41,800	$26,250	$4,400	$0	$72,450
Water Closet, AA	$47,625	$12,000	$250	$0	$59,875
Water Closet, Single User	$97,750	$38,750	$5,000	$2,500	$144,000
Water Closet, WC	$152,750	$143,000	$23,500	$0	$319,250
Total	**$3,281,585**	**$2,198,980**	**$431,040**	**$7,085**	**$5,918,690**

Cost of Non-Compliant Items by Category: Priority 4 – Other Items

	General TxDOT Administrative	Safety Rest Area	Travel Information Center	Ferry	Total
Accessible Routes	$200	$15,400	$750	$0	$16,350
Drinking Fountain Scope	$0	$4,000	$0	$0	$4,000
Drinking Fountains	$180,000	$86,250	$7,500	$0	$273,750
Protruding Objects	$78,600	$105,000	$8,500	$0	$192,100
Total	**$269,600**	**$221,150**	**$19,450**	**$0**	**$510,200**

11.3 Websites

Website improvement cost estimates will be developed each year based on scope development annually. TxDOT has been in the process of a major website redesign of TxDOT.gov, which is budgeted and scheduled to be complete by mid-2022 and will incorporate other project-specific websites previously built by third parties on behalf of TxDOT. A key component of the redesigned site is meeting the highest levels of accessibility. This will include addressing identified issues, as well as training staff on accessibility for future development. Costing of other identified issues or long-term development plans will be dependent upon the approach determined through ITD or CMD each budget cycle.

12. Prioritization

Recognizing that the Texas Department of Transportation has limits to annual funding, like all public agencies, TxDOT cannot make all barriers identified accessible immediately. The ADA Transition Plan sets forth the priorities for upcoming years, with longer-term planning processes identified. Because agencies are not able to remediate everything at one time, a robust prioritization process is important.

TxDOT evaluated and quantified priorities in preparation of producing the implementation schedule provided later in this report. The self-evaluation process provided the necessary, detailed data to determine the compliance barriers of pedestrian facilities, buildings, and websites to identify corrective measures. There are varied approaches to identifying the highest priorities in planning. An advanced method of prioritization is to consider not only the severity of a barrier, but the level of use of that asset (such as a ramp, sidewalk, facility, picnic table, restroom, service counter, website, etc.) by members of the disability community and citizens at large. Knowing that a feature does not meet the ADA criteria is not enough. When many areas need to be addressed, the agency must prioritize what to fix first.
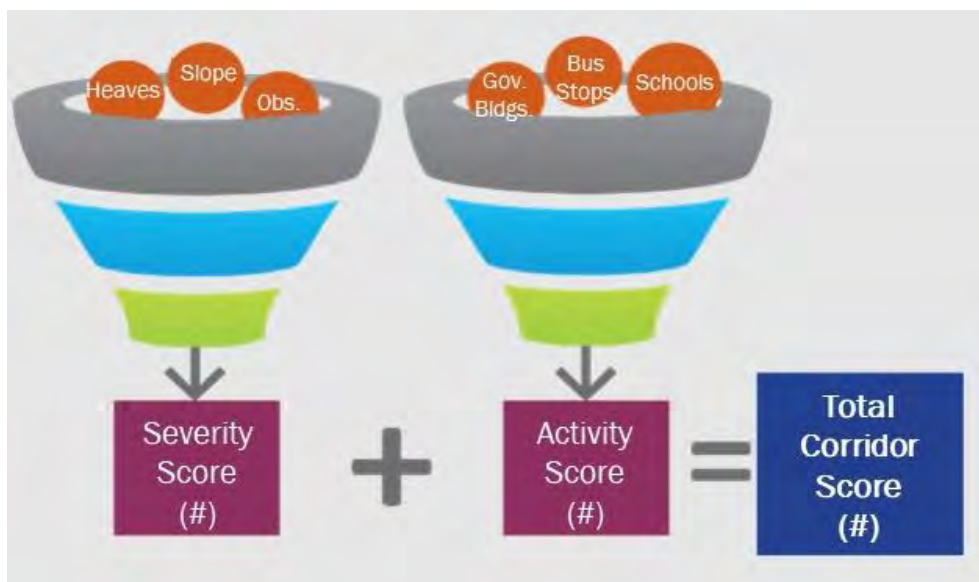
The image depicts the 'Barrier Ranking System' concept that allowed TxDOT a quantitative process for prioritization. The following pages describes how each asset was ranked by the project team.

12.1 Public Rights-of-Way

It can be an arduous process for agencies to determine what to prioritize or what to fix first, especially in the public rights-of-way, because of the vast amount of collected data. TxDOT benefitted from an advanced technological approach in prioritization.

The project team developed a sophisticated 'Barrier Ranking System', which utilized a weighted algorithm system - combining impedance scoring with activity scoring. TxDOT can see the types and severities of compliance deficiencies within the Web App Viewer and GIS systems discussed earlier in this report. This combined with looking at activity generators, such as government buildings, and varied essential services, created a quantitative measurement for both the severity of corridors or ramps in non-compliance, combined with their degree of use or activity. This provided a more objective ability for TxDOT staff to review issues and aided in the development of the implementation schedule. Public comments can also be added to this geographic information to ensure public feedback is considered as projects are created by TxDOT over time.

The following graphic depicts quantitative scoring for corridors.
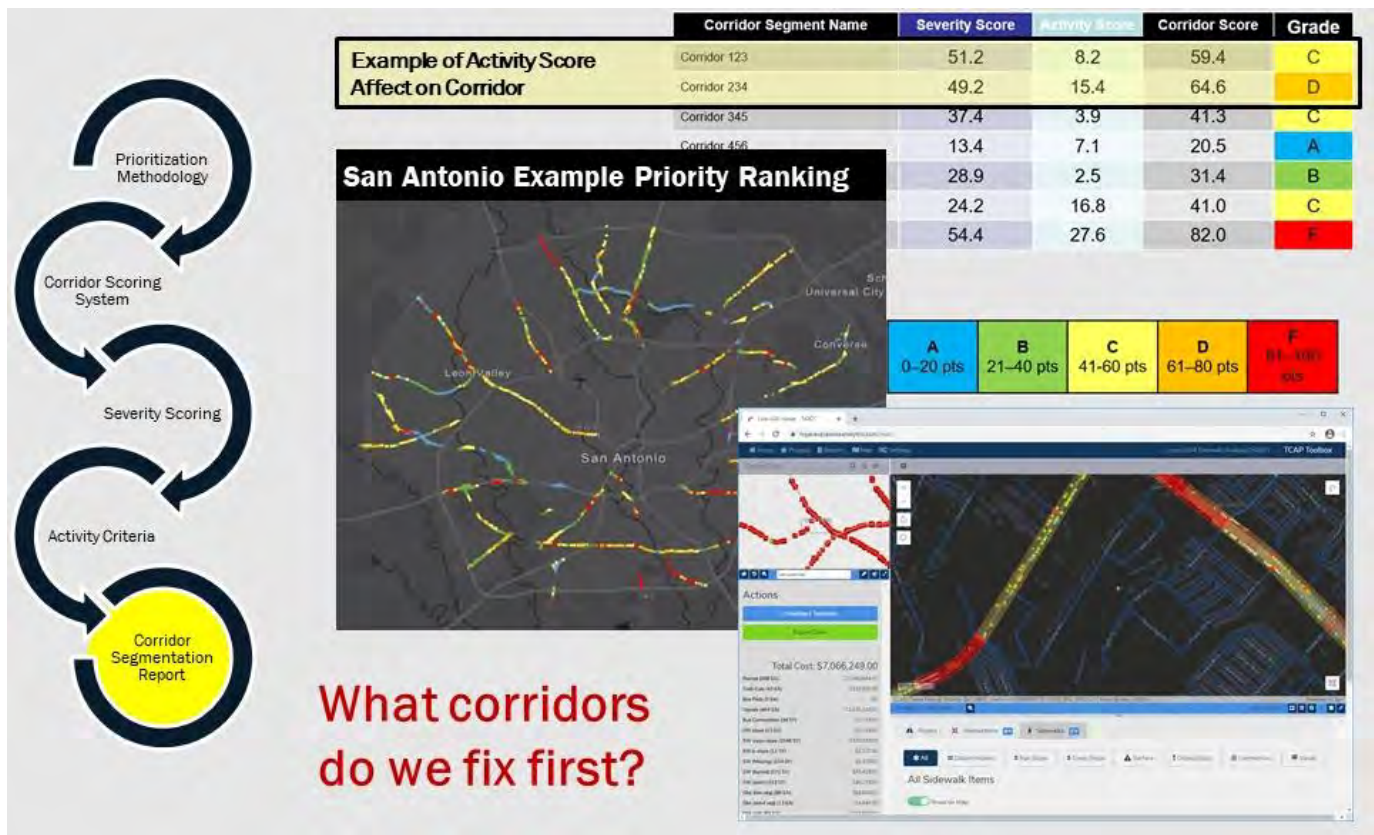
The Web Application built specifically for TxDOT's robust needs allows for data interaction, project planning, and tracking.

12.2 Facilities

In addition to the application of the prioritization criteria discussed earlier in the document, TxDOT's approach to selecting the facilities and sites to be evaluated was a method of prioritization as well. As an organization, TxDOT has over 2,500 facilities under its responsibility. However, many of these facilities are not open to the public and do not house TxDOT services, programs, or activities that are public facing. Examples of these types of facilities include:

- Maintenance shops
- Equipment storage
- Hazardous material storage
- Material laboratories
- Radio towers

For the self-evaluation, TxDOT identified facilities across divisions and districts where public-facing interaction was taking place. Specifically, TxDOT staff identified even the spaces within the facilities where public activity takes place to streamline data collection, as many areas of TxDOT facilities are not open to the public. This selection process was completed to ensure that the self-evaluation of facilities not only met with the regulatory requirements but also allowed for meaningful data that could be prioritized for identifying and removing non-compliant elements which truly prevent access to TxDOT services, programs, and activities.

The prioritization levels, or categories, applied to TxDOT owned and operated facilities included within this self-evaluation were defined in advance of the data collection effort. CIV worked with TxDOT divisions to define prioritization criteria. It is considered industry standard to consider the approach and entrance to a facility first, then what a person encounters entering and navigating the space to obtain desired services or activities, followed by access to toilet rooms, and amenities. For instance, consider a person achieving access from bus stops or parking spots, across ramps and sidewalks, through doors to service counters, down hallways to restrooms, navigating to meeting space locations, and using other services, like drinking fountains. For a full understanding of information collected and how data is prioritized in implementation planning efforts, please see a sample facility report in the Appendix, which focuses on improving program access. While this general prioritization approach is based upon Regulation 28 CFR Part 36, and applies specifically to commercial entities, the guidance provides a usable framework for the public that TxDOT serves.

The Prioritization levels applied are:

- Priority 1-Entrance
- Priority 2-Services
- Priority 3-Restrooms
- Priority 4-Other

Priority 1- This level has been applied to non-compliant elements within the spaces that facilitate the public arrival, approach, and entrance into a service providing facility. In general, the 'facility' is the main structure of a site, such as a Safety Rest Area, but at times could be an ancillary 'facility' which provides a service such as a picnic pavilion. This guidance comes from §36.304:

> (1) First, a public accommodation should take measures to provide access to a place of public accommodation from public sidewalks, parking, or public transportation. These measures include, for example, installing an entrance ramp, widening entrances, and providing accessible parking spaces.

Priority 2- This level has been applied to non-compliant elements that prevent the public from accessing the goods and services being provided at a given facility once inside of the facility itself. These barriers could be a service counter in a lobby that is too high, a door with an opening force above the regulatory limit, or a picnic table that does not provide the required space for a chair user to pull underneath the table fully. This guidance comes from §36.304:

> (2) Second, a public accommodation should take measures to provide access to those areas of a place of public accommodation where goods and services are made available to the public. These measures include, for example, adjusting the layout of display racks, rearranging tables, providing Braille, and raised character signage, widening doors, providing visual alarms, and installing ramps.

Priority 3- This level has been applied to non-compliant elements that prevent the public from accessing amenities provided within restrooms at a given facility. This guidance comes from §36.304:

> (3) Third, a public accommodation should take measures to provide access to restroom facilities. These measures include, for example, removal of obstructing furniture or vending machines, widening of doors, installation of ramps, providing accessible signage, widening of toilet stalls, and installation of grab bars.

Priority 4- This level has been applied to non-compliant elements that impact the public which do not fall within the first three categories. Most of the identified barriers in this last priority level are drinking fountains. These items are viewed as a secondary or tertiary service in relation to the primary function of a facility. This guidance comes from §36.304:

> (4) Fourth, a public accommodation should take any other measures necessary to provide access to the goods, services, facilities, privileges, advantages, or accommodations of a place of public accommodation.

12.3 Websites

For websites, TxDOT determined the highest activity websites for priority, but the self–evaluation also gave insights into programmatic approach needs, which could have fast-reaching implications. The ITD and CMD teams used the self-evaluation findings to review the existing Program Charter for accessibility improvements and looked for efficiencies like template designs, training programs for TxDOT content creators, and quality control steps to maximize the implementation strategy for remediation.

13. Public Outreach

TxDOT solicited feedback from the public through six virtual, public outreach sessions scheduled in 2022. The sessions were held live and recorded to be later posted to TxDOT's website for access during the public comment period. All information pertaining to public outreach is available on TxDOT's website at https://www.txdot.gov/inside-txdot/division/civil-rights/ada-transition-plan.html.

Public outreach is intended to ensure that members of the community living with disabilities have an opportunity to be informed about TxDOT's process, updated ADA Transition Plan, and provide feedback. The event was promoted to public agencies, disability advocacy groups, and through various TxDOT communication vehicles.

Public Outreach Open Houses:

- 6 virtual Zoom sessions:
  - North Region   morning
  - North Region (2nd session)   afternoon
  - South Region   morning
  - West Region   afternoon
  - East Region   morning
  - East Region (2nd session)   afternoon
- Session links were provided along with materials on TxDOT's website.

Live & Recorded Viewing: For individuals, unable to attend in person, videos of the sessions were made available as a recorded viewing opportunity during the public comment period.

ADA Self-Evaluation and Transition Plan: This report was made available for participants during the public outreach sessions and throughout a public comment period.

Electronic publicity of the Public Outreach Sessions and Community Survey was made available online to ensure all citizens had an opportunity to understand TxDOT's findings and provide valuable feedback from the disability community and citizenry at large to TxDOT. A video of the live public outreach session was available for viewing for those who could not attend open sessions, during the comment period.

Feedback received from citizens allows for additional consideration as TxDOT updates the implementation plan in cycles over time for both short- and long-term remediation efforts. See the Implementation Schedule in this report, for more information.

14. Implementation Schedule

Because TxDOT has significant infrastructure in the public rights-of-way, safety rest areas, travel information centers, government buildings, and websites it is not possible to remove all barriers to accessibility immediately. Barriers will be removed systematically to ensure equality among TxDOT programs. It is the intent of TxDOT to address barriers to accessibility on an on-going basis. Implementing improvements is contingent upon immediate necessity, degree of complexity, overall cost, and budget approval.

TxDOT reserves the right to modify barrier removal priorities to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in TxDOT programs, on-going evaluations, funding constraints and opportunities.

The schedules on the following pages are based on the locations or information evaluated and reflected in this report. The schedule will be planned on a four-year cycle to ensure any newly identified issues or changing environments in the public rights-of-way, facilities, or websites can be addressed over time. The implementation schedule will be updated every four years. TxDOT intends to integrate the accessibility data into on-going funded capital and maintenance programs, operating budgets, or other development initiatives as appropriate. All ADA remediation is subject to biennium budget approval. The following table provides a schedule for implementation, subject to adjustment.

14.1 Public Rights-of-Way – Design Division

Commitment to Remediation and Accessible Public Rights-of-Way

The Texas Department of Transportation Department (TxDOT) has a long history of being committed to providing for the safety, reliability, and accessibility of its transportation infrastructure to serve the public. Since 2005, TxDOT furthered its commitment to accessibility within the public rights-of-way (ROW) by creation of the Statewide Curb Ramp Program which creates dedicated remediation projects throughout the state. Since inception, this program has funded authorizations through fiscal year 2021 totaling $280,904,957 with a focus on barrier removal specific to the remediation of curb ramps, transit, and sidewalk improvements. The project has contributed to significant success throughout the state transportation system in making the ROW more accessible.

While TxDOT had completed a data collection effort to evaluate ADA compliance in 2002, the agency recognized the challenges with incomplete compliance data, making project planning for ADA remediation difficult without known locations or accurate quantities of deficiencies. Further, lack of "smart data" caused staff to over or under scope a project. The biggest challenge was the inability to prioritize projects in a manner that ensured TxDOT was maximizing financial stewardship, while effectively incorporating the needs of the disability community. This awareness led TxDOT to envision a statewide collection effort and the development of technology to manage and prioritize data for use across all twenty-five districts, and the supporting divisions which plan, design, and construct remediation projects. This effort is detailed in the Approach and Methodology sections of this report.

TxDOT is committed to developing not only an ADA Transition Plan report, but also the TxDOT Comprehensive Accessibility Program (TCAP). For public rights-of-way (ROW), TxDOT has invested over $21M in the planning, statewide collection, and technology development from 2015-2021, to ensure the TCAP program can be integrated throughout TxDOT's planning, design, and construction process.

The TCAP includes a geospatial inventory of all noncompliant pedestrian accessible elements contained within the Pedestrian Access Inventory database (PAI). The PAI comprises ADA assets within the public ROW and was completed in June 2021 and includes 100% collection of accessibility elements within the ROW. This system allows planners, designers, and maintenance personnel access to information to make informed decisions related to ADA deficiencies and program remediation work into their projects. The TCAP is the formal name of the Web Application (WebApp or TCAP WebApp) described earlier in this document, which references an ArcGIS system housing the PAI data, facility data, notations of locations for grievances, and reporting. The development of these systems is described in the Methodology section of the report. All data is available to TxDOT divisions and districts, with a project remediation tracking module coming online in early 2022.

Funding and Timing

TxDOT anticipates it will take decades to address all issues identified in the self-evaluation process. Further conditions are ever evolving and changing due to environment, growth, and members of the disability community communicating new needs. As discussed in the prioritization section of this

report, TxDOT understood the importance of creating a robust prioritization process and database to analyze the needs from an accessibility perspective, to best plan and execute improvements.

As detailed in the introduction of the Implementation Schedule, TxDOT will plan remediation on a four-year cycle, and utilize any funding mechanism available to incorporate necessary remediation into projects. TxDOT does not rely on transportation alternative funds to complete remediation projects. Dedicated funding sources utilizing category 10 funds are a primary source of dedicated funding in additional to traditional project financing.

All ADA remediation is subject to biennium budget approval and those funds identified in the Statewide Transportation Improvement Program (STIP), which is TxDOT's four-year capital improvement program that fulfils federal (23 USC 135 and 23 CFR 450.218) and state (43 TAC 16.103). A federally approved STIP is required for projects to be eligible for federal funding under Title 23 USC and Title 49 USC, Chapter 53 which includes projects subject to ADA improvements.

It can take many years for a roadway or transit project to transition from planning and development (i.e., preliminary engineering work, environmental analysis, right-of-way acquisition, and design) to construction or implementation. The STIP identifies projects, programs, and services that are within four years of being designed, constructed, or implemented to meet passenger and freight transportation needs identified during the transportation planning process. The TCAP WebApp allows for full visibility of the necessary remediation in TxDOT corridors and each corridor segment's level of prioritization based on compliance severity and activity (or usage of the corridor segment) by the public. The STIP and ADA Transition Plan objectives align with a focus on:

- Developing an inventory of system infrastructure,
- Analyzing existing conditions and performance,
- Prioritizing needs and developing priorities,
- Developing fiscally constrained programs which identify and allocate funding consistent with priorities,
- Contain a mechanism to monitor project success and system changes,
- Provide reporting on performance, investment strategy, and project selection ensuring decision makers can align and optimize resources, and
- Federally approved STIP projects require ADA improvements, per federal agency guidance, for public rights-of-way scope development.

TxDOT intends to spend an estimated $500 million between fiscal years 2022-2025 across all districts toward remediation and improvements. With the TCAP WebApp remediation tracking being made available in early 2022, the tool will ease the planning and tracking process across districts within each four-year planning cycle.

TCAP Integration

Major initiatives being undertaken after the review of self-evaluation data include better processes related to project planning, programming, and training for all TxDOT staff and project participants. TxDOT has developed a remediation tracking process which will ensure necessary remediation is integrated at project inception and provides the ability to track and manage accessibility assets from

planning phase through the construction and operations phases of the projects. This process is integrated into the TCAP WebApp discussed in other portions of this document. The WebApp will specifically address the findings of the self-evaluation through the following:

- Project planning and programming will now have real-time access to accessibility inventory along the public ROW. Planners can integrate, program, and identify necessary remediation as part of the planned projects.
- Planners can assess the prioritization of corridors by reviewing severity rankings, activity rankings, and composite rankings.
- Remediation tracking will be automated through the WebApp. The process will track accessibility assets through project development, monitoring for changes as scope is finalized, and the project constructed.
- The State of Texas additionally maintains a requirement under Chapter 469 of the Texas Government Code for all projects with planned pedestrian improvements more than $50,000 to be reviewed by third-party inspection process facilitated by a Registered Accessibility Specialist. The approval process will be tracked within the WebApp project status, with the ability to log inspection status, noted deficiencies, and develop an opportunity for correction prior to final contract release.
- Texas Administrative Code establishes a formal variance procedure to waive or modify an accessibility standard. Variance Application submittal and status information will also be tracked in the system.
- The system will allow emerging data or changes within the public ROW to be included to gain visibility to project planners and decision makers.
- Grievances and requests will be logged within the WebApp by Civil Rights Division or the local District ADA Liaisons. The WebApp module will track and monitor responses, timeline for correction, and any corrective actions taken by TxDOT.
- Training will be developed for all TxDOT staff who engage at various stages of a project.
- The STIP details planned projects in a 4-year cycle which includes those eligible for partnerships with other agencies or funding sources.

TxDOT is aware of the challenges uncovered in its public rights-of-way self-evaluation and stands firm on its commitment to promote safety and accessibility for all users of the state's transportation system. The self-evaluation provides a snapshot in time of the system. TxDOT realizes that conditions are constantly evolving, directly impacting the built infrastructure including environmental parameters, construction, population changes, public requests, and advancement in technology. TxDOT maintains a commitment to the public with the understanding that every implementation schedule of each district requires constant evaluation, will be treated as a living document, and will undergo revisions as TxDOT strives to deliver projects that achieve improved accessibility and meet performance goals.

District Implementation Schedules – The Development Process

The Design Division works collaboratively with other divisions and all twenty-five districts of TxDOT to deliver transportation improvements which incorporate accessible pedestrian elements. Through the

development process of the PAI, the TCAP, and the ADA Transition Plan, TxDOT engaged all districts and divisions to analyze information from the self-evaluation, consider cost impacts, prioritization details, and plan schedules.

The STIP projects are identified and mapped in the TxDOT's Statewide Planning Map; this information is overlaid into the TCAP WebApp, via GIS. The TCAP WebApp provides prioritization of severity ranking, activity ranking, and composite ranking of all compliance data. TxDOT staff can see compliance data, planning level costing, prioritized compliance issues, along with TxDOT planned projects to ensure proper analysis of compliance elements for pedestrian facilities which need to be incorporated into upcoming projects. TxDOT acknowledges that with this information, the planning of projects can now be influenced by the accessibility challenges the data reveals.

While all districts have engaged in the Implementation Schedule Planning Process, the TCAP WebApp has only been recently been released to all districts. However, a select group of districts have been engaged in the development of the PAI and TCAP dating back to 2015, and these districts have a deeper level of exposure and training from 2016 through 2021 into the ADA transition planning process. The San Antonio District is an example of such a district, actively participating in the pilot study to aide in development of the overall program. This included use of self-evaluation data collected into active project planning for years, beta testing the TCAP WebApp development from 2016-2021, and engaging with the Civil Rights Division to consider the District ADA Liaison's role of integration to the processes.

All Districts utilized the TCAP data for the purposes of investigating the 2022-2025 implementation plan cycle. All districts reviewed compliance data overlaid with Statewide Planning Map data, with prioritized corridor reports which include macro- to micro-levels of ADA compliance data within the corridor segments (see Summary of Findings regarding this information) and costing to evaluate appropriate projects for the upcoming four-year cycle. This included projects administered by TxDOT within the STIP and outside partners including private development. Additional goals of the planning process included defining TxDOT procedures to create project integration strategies across TxDOT to balance varied urban, suburban, and rural district sizes and needs.

Implementation Plan Schedule – San Antonio District (FY22-FY25)

To showcase this process, below is the San Antonio District (SAT) schedule for the upcoming four-year cycle. Utilizing TCAP, SAT representatives identified appropriate types of projects currently programmed within the STIP and scheduled for letting from FY2022 to FY2025. These projects were then geographically mapped against the Pedestrian Access Inventory within the TCAP WebApp and reviewed for necessary remediation compliance. This process allowed SAT district to ensure the proper pedestrian facilities requiring improvements were incorporated into the project. Further, staff evaluated the prioritization ranking of each project and adjusted plans accordingly. The projects identified within the following table represent planned projects that incorporate improvements consisting of newly proposed facilities and remediation of existing barriers within the project limits, within the 2022-2025 planned cycle.

District representatives can now log these projects within the TCAP WebApp initiating the remediation tracking process. As part of ongoing project development and design review, the District Design

Review Team can specifically reference TCAP data and document changes throughout design review, and at each stage of the project. This is important because many projects at TxDOT are multi-year. This will enable the district to ensure each project is adequately addressing requirements of the ADA and document any challenges along the way to project completion. Should any elements be missed or constructed incorrectly, the district will document the problem to be addressed and track the appropriate actions take place. Design variances or program access solutions will also be documented in the TCAP WebApp.

San Antonio District (FY22-FY25) Implementation Schedule

CSJ	HIGHWAY	Type of Work	County	Letting Year	Proposed Pedestrian Improvements	Total Project Cost
052102041	SL 13	SAFETY IMPROVEMENT PROJECTS	Bexar	2022	$20,250	$101,114
143301032	FM 2252	SAFETY IMPROVEMENT PROJECTS	Bexar	2022	$59,650	$82,034
002509085	FM 78	SAFETY IMPROVEMENT PROJECTS	Bexar	2022	$59,850	$339,581
029103076	SH 16	SAFETY IMPROVEMENT PROJECTS	Kerr	2022	$62,250	$306,181
127201021	FM 1101	SAFETY IMPROVEMENT PROJECTS	Comal	2022	$63,350	$316,707
143301031	FM 2252	SAFETY IMPROVEMENT PROJECTS	Bexar	2022	$74,724	$74,724
052106150	IH 410	SAFETY IMPROVEMENT PROJECTS	Bexar	2022	$74,950	$372,932
002509086	FM 78	SAFETY IMPROVEMENT PROJECTS	Bexar	2022	$80,400	$402,439
021501055	SH 46	SAFETY IMPROVEMENT PROJECTS	Comal	2022	$81,525	$327,277
052101055	SL 13	SAFETY IMPROVEMENT PROJECTS	Bexar	2022	$82,575	$425,266
001608043	SL 368	SAFETY IMPROVEMENT PROJECTS	Bexar	2022	$128,250	$641,213
001608034	SL 368	INTERSECTION & OPERATIONAL IMPRV	Bexar	2022	$500,000	$30,000,000

CSJ	HIGHWAY	Type of Work	County	Letting Year	Proposed Pedestrian Improvements	Total Project Cost
029110114	SH 16	INTERSECTION & OPERATIONAL IMPRV	Bexar	2022	$550,000	$10,800,000
021507027	SH 46	WIDEN NON-FREEWAY	Comal	2022	$804,293	$38,627,400
223001020	FM 1560	WIDEN NON-FREEWAY	Bexar	2022	$1,000,000	$21,000,000
223001021	FM 1560	WIDEN NON-FREEWAY	Bexar	2022	$1,500,000	$39,000,000
025306037	SS 536	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Bexar	2022	$2,000,000	$2,000,000
046502027	FM 1518	WIDEN NON-FREEWAY	Bexar	2022	$2,246,983	$44,737,762
007208144	IH 10	INTERCHANGE (NEW OR RECONSTRUCTED)	Bexar	2022	$5,760,000	$310,438,574
002509083	FM 78	SAFETY IMPROVEMENT PROJECTS	Bexar	2023	$59,850	$339,581
001608041	SL 368	INTERSECTION & OPERATIONAL IMPRV	Bexar	2023	$1,400,000	$26,000,000
021603034	FM 466	INTERSECTION & OPERATIONAL IMPRV	Guadalupe	2024	$55,000	$1,464,845
007302083	US 281	SAFETY IMPROVEMENT PROJECTS	Bexar	2024	$76,500	$496,514
032804046	SH 97	REHABILITATION OF EXISTING ROAD	Atascosa	2024	$250,000	$8,000,000
002509081	FM 78	OVERLAY	Bexar	2024	$335,000	$16,073,352
052104285	IH 410	FREEWAY OPERATIONAL IMPROVEMENTS	Bexar	2024	$550,000	$70,000,000
007302082	US 281	SAFETY IMPROVEMENT PROJECTS	Bexar	2024	$1,050,000	$3,498,795
007308183	IH 37	FREEWAY OPERATIONAL IMPROVEMENTS	Bexar	2025	$220,000	$18,400,000
350801029	SH 151	WIDEN FREEWAY	Bexar	2025	$259,000	$80,000,000
053501077	IH 10	WIDEN FREEWAY	Guadalupe	2025	$300,000	$90,000,000
053501074	IH 10	WIDEN FREEWAY	Guadalupe	2025	$400,000	$169,000,000
245202130	SL 1604	WIDEN FREEWAY	Bexar	2025	$450,000	$53,600,000
029106053	SH 16	WIDEN NON-FREEWAY	Bandera	2025	$499,174	$10,243,256
245203113	SL 1604	WIDEN FREEWAY	Bexar	2025	$500,000	$61,000,000

CSJ	HIGHWAY	Type of Work	County	Letting Year	Proposed Pedestrian Improvements	Total Project Cost
036602089	SH 123	WIDEN NON-FREEWAY	Guadalupe	2025	$900,000	$23,000,000
001605111	IH 35	WIDEN FREEWAY	Comal	2025	$1,000,000	$369,000,000
002407059	US 90	CONVERT NON-FREEWAY TO FREEWAY	Bexar	2025	$1,200,000	$110,000,000
245201066	SL 1604	WIDEN NON-FREEWAY	Bexar	2025	$1,400,000	$40,000,000
002408138	US 90	CONVERT NON-FREEWAY TO FREEWAY	Bexar	2025	$2,500,000	$1,600,000,000

All ADA remediation is subject to biennium budget approval. All schedules for implementation are subject to adjustment per needs in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in TxDOT programs, on-going evaluations, funding constraints and opportunities.

Implementation Plan Process

Based on the findings and lessons learned from the initial study TxDOT will continue with the process defined below. Each district or division is responsible for its geographical area or service including reporting, verification of prioritization, and proactively engaging grievances and requests.

- For all planned projects, review the TCAP WebApp to validate and incorporate any necessary remediation not currently identified within the project. This includes analysis of prioritization data and its applicability to funding requirements. Additionally, review accessibility limits to determine if minor adjustments substantially benefit remediation and adjust project limits if necessary.
  - o For projects associated with alternate funding, those prepared by a partner agency, or associated with a public request / grievance require review of accessibility elements within the projects limits to certify each is being properly addressed. Proceed with project creation into TCAP and begin formalized remediation workflow.
- TxDOT to train staff to follow DOJ/DOT interpretation of 'alteration versus maintenance' in defining project parameters for inclusion of ADA remediation
- Document and identify limits and assets which are scheduled to be remediated within TCAP's WebApp. Any accessibility elements not included should be documented and returned to the PAI for continued monitoring. This process is considered dynamic, and elements may change status throughout project development.
  - o Verify TxDOT statewide policies are being incorporated into project planning:
    - Project work type classification includes necessary remediation
    - Design variances are logged where full compliance cannot be achieved

- Leverage district-specific protocols to confirm, manage, and document planned accessibility improvements for all projects at interim milestone stages. These protocols are typically not included in the formalized TCAP remediation workflow detailed below.
- Continually monitor public requests, grievances, and other environmental changes which may require additional considerations for project inclusion. These are to be logged in the grievance/request module of the TCAP WebApp.
- Finalize project including completion of any required governmental oversight (FHWA, TDLR, etc.) which may affect remediation totals. Close project within TCAP WebApp and finalize reporting.

Figure 1 below depicts the workflow which supports the Implementation Plan Process described. This workflow is built into the planning and project management tools of the TCAP WebApp.
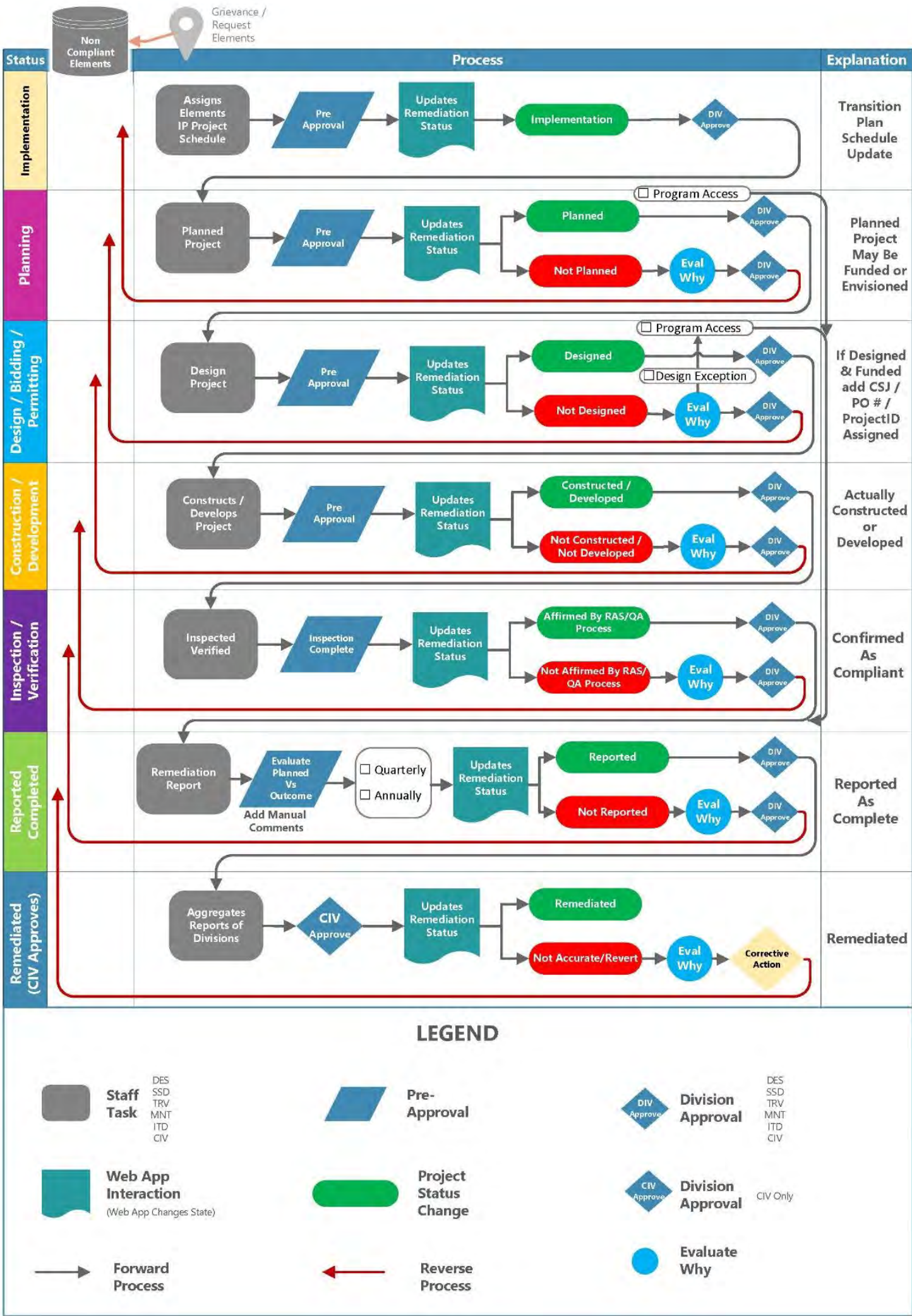
Figure 1: TxDOT Remediation and Tracking Workflow

Implementation Goals:

- TXDOT continues to make significant progress toward improving compliance with the state's transportation system and is scheduled to invest over $500 million between FY 2022 and FY 2025 on accessibility improvements within the Public ROW.

- Additionally, TxDOT will create a process to utilize the dedicated program funding source to address high priority areas and citizen requests which may arise outside of STIP planned improvements.

- With the magnitude of information collected, and the size of TxDOT as an agency, it is apparent an on-going program commitment is necessary to fully train all staff and integrate the TCAP processes. With data coming online in summer 2021, the TCAP WebApp expanding users in fall 2021 for implementation planning, and the enhanced project remediation tracking system coming online in January 2022, TxDOT is committed to the TCAP WebApp project investment.

- TxDOT anticipates fully integrating the TCAP WebApp users beyond the current 100-user licenses in 2022 to engage additional staff as necessary for full integration to all TxDOT staff who can benefit from access to the tool for planning and executing accessible pedestrian facilities in ROW.

- Design Division and each district is responsible for ensuring the implementation schedules for the first cycle follows the San Antonio District example in approach and execution, with full integration to the TCAP WebApp tracking.

14.2 TxDOT Facilities – Support Services Division

All ADA remediation is subject to biennium budget approval. All schedules for implementation are subject to adjustment per needs in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in TxDOT programs, on-going evaluations, funding constraints and opportunities.

Facility Name	TxDOT Asset ID	Estimated Cost of Remediation				
		FY2022	FY2023	FY2024	FY2025	FY2026
Abilene DHQ - Admin.	88056			$107,520		
Abilene DHQ - Veh. Titles & Reg.	88005		$13,075			
Amarillo DHQ - Admin.	48051		$93,180			
Amarillo DHQ - Veh. Titles & Reg.	48007			$61,175		
Atlanta DHQ & Maint. - Admin.	198006					$194,630
Atlanta DHQ & Maint. - Eng.	198046				$40,530	
Austin DHQ & Maint. - Admin. (2)	148113			$150,485		
Austin DHQ - Warehouse.	148082	$23,310				
Austin DHQ Shipping	148081	$43,985				
Beaumont DHQ & Maint. - Admin.	208068		$59,860			
Beaumont DHQ & Maint. - Area Eng.	208075		$75,500			
Beaumont DHQ & Maint. - Train.Cntr	208080	$39,560				
Beaumont DHQ & Maint. - Veh. Titles & Reg.	208003	$9,950				
Beaumont DHQ & Maint. - Warehouse	208070		$31,800			
Beaumont DHQ- Beaumont Area Office	208002		$24,335			
Brownwood DHQ - Area Eng.	238055	$61,515				
Brownwood DHQ - Maint.	238064		$34,685			
Bryan DHQ & Maint. - Admin.	178006	$42,690				
Childress DHQ - Area Eng.	258061	$40,160				
Childress DHQ - Admin.	258067		$75,515			
Corpus Christi DHQ - Admin.	168078				$200,265	
Corpus Christi DHQ & Maint.- Area Eng.	168090					$115,810
Corpus Christi DHQ & Maint.- Veh. Titles & Reg.	168002	$32,285				

Facility	Number					
Dallas DHQ - DalTrans	188019			$77,200		
Dallas DHQ - NE Annex	188090	$35,315				
Dallas DHQ Annex	188101	$21,075				
Dallas DHQ Admin. Bldg.	188077		$34,400			
El Paso DHQ - Admin.	248012					$184,470
El Paso DHQ - TMC Bldg.	248028				$100,725	
Ferry Operations	N/A	$7,935				
Fort Worth DHQ - Admin	28044			$94,735		
Fort Worth DHQ - TransVision Center	28003				$136,210	
Fort Worth DHQ Area Eng. & Maint.	28079	$29,700				
Fort Worth DHQ & Area Eng. & Maint. - Area Eng.	28195	$9,650				
Fort Worth DHQ and Area Engineer and Maintenance - FT Worth District Facilities	28055					$70,800
Fort Worth DHQ and Area Engineer and Maintenance - McCart Conference Space	28056					$28,056
Fort Worth DHQ & Area Eng. & Maint. – Admin Addition	28009					$70,040
Fort Worth DHQ & Area Eng. & Maint. - Permit	28059		$46,015			
Galveston-Port Bolivar Ferry - (Bolivar Side)	128215	$43,225				
Houston DHQ - Admin	128210				$111,245	
Houston South AE & Maint. – Admin.	128079		$58,720			
Houston South AE & Maint.	128098		$24,250			
Houston South AE & Maint. - Restrooms	128243		$57,785			
Houston South AE & Maint.- Public Meeting Space	128097		$17,250			
Houston TranStar	128228					$112,595
Humble North AE & Maint.	128029					$94,620
Jacksboro Maint. Facility - Office Building	28106		$58,565			
Laredo DHQ & Maint. - Area Eng. & Maint.	228009	$80,355				
Laredo DHQ & Maint.	228105			$155,190		
Laredo DHQ & Maint. - Admin.	228104				$111,675	
Lubbock DHQ & Area Eng. - Admin.	58050	$34,425				

Location	Number					
Lubbock DHQ & Area Eng. - Area Eng.	58076		$28,350			
Lubbock DHQ & Area Eng. - Train.Cntr	58083	$70,035				
Lubbock DHQ & Area Eng. - Veh. Titles & Reg.	58003		$15,420			
Lufkin DHQ - Area Eng.	118013	$57,120				
Lufkin DHQ & Maint. - Admin.	118060			$100,560		
Odessa DHQ & Area Eng. & Maint. - Area Eng.	68073	$20,220				
Odessa DHQ & Area Eng. & Maint. - Veh. Titles & Reg.	68064	$11,185				
Odessa DHQ & Area Eng. & Maint. - Admin.	68065		$45,235			
Paris DHQ Eng.	18078				$94,270	
Paris DHQ & Maint. - Admin.	18007				$70,575	
Paris DHQ & Maint. - Teleconference & Train.Cntr	18057				$80,890	
Pharr DHQ & Maint. - Admin.	218077	$53,625				
Pharr HQ Area Eng. & Maint.	218002		$45,485			
Pharr HQ Teleconference & Train.Cntr	218095			$45,975		
Port Aransas Ferry Maint. Ops	168155					$ 86,360
Port Galveston-Ferry Maint. Operations - Rest Area Center (Galveston side)	128172			$56,335		
Raymondville Maint. Facility- Admin.	218132	$4,700				
San Angelo DHQ - Admin.	78048	$46,550				
San Angelo HQ Lab Bldg C.	78047		$19,660			
San Angelo HQ Veh. Title & Reg.-Bldg. E	78001		$47,810			
San Antonio DHQ & Maint. - Admin. (Blds. 1, 3 & 4)	158050			$188,270		
San Antonio DHQ & Maint. - Area Eng.	158051	$48,575				
San Antonio DHQ & Maint. - Transportation Operations	158054		$80,770			
San Antonio DHQ & Maint. - Warehouse (Bldg. 8)	158053				$81,950	
San Antonito DHQ & Maint. - Admin. (Bldg 2)	158102				$109,195	
Tyler DHQ - Admin	108042					$91,910
Tyler DHQ - Gentry Building	108027	$32,555				
Tyler DHQ - Trans Ops	108069					$157,845

		FY2022	FY2023	FY2024	FY2025	FY2026
Waco DHQ & Maint. - Admin.	98035	$61,995				
Waco DHQ & Maint. - Eng.	98095			$59,350		
Wichita Falls DHQ - Admin.	38067	$24,475				
Wichita Falls DHQ - Area Eng.	38072		$67,070			
		FY2022	**FY2023**	**FY2024**	**FY2025**	**FY2026**
Total		**$986,170**	**$1,054,735**	**$1,096,795**	**$1,137,530**	**$1,207,136**

14.3 Safety Rest Areas – Maintenance Division

All ADA remediation is subject to biennium budget approval. All schedules for implementation are subject to adjustment per needs in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in TxDOT programs, on-going evaluations, funding constraints and opportunities.

Facility Name	TxDOT Asset ID	Estimated Remediation Cost				
		FY2022	FY2023	FY2024	FY2025	FY2026
Gray County WB SRA	N/A					$76,330
Donley County SB SRA	N/A			$88,400		
Donley County NB SRA	N/A			$76,300		
Hardeman County SB SRA	N/A			$99,055		
Hardeman County NB SRA	N/A			$105,655		
Van Zandt County WB SRA	N/A			$73,740		
Van Zandt County EB SRA	N/A			$88,680		
Navarro County NB SRA	N/A		$178,980			
Bell County SB SRA	N/A	$108,235				
Hopkins County WB SRA	N/A	$42,415				
Walker County NB SRA	N/A				$91,935	
Walker County SB SRA	N/A				$66,590	
Donley County EB SRA	N/A					$113,275
Bell County NB SRA	N/A	$101,120				
Navarro County SB SRA	N/A		$155,275			
Polk County NB SRA	N/A				$139,620	
Colorado County EB SRA	N/A					$119,635
Guadalupe County WB SRA	N/A		$131,725			
Guadalupe County EB SRA	N/A		$118,865			
Polk County SB SRA	N/A				$117,800	
Colorado County WB SRA	N/A					$126,410
Total		**$251,770**	**$584,845**	**$531,830**	**$415,945**	**$435,650**

14.4 Travel Information Centers – Travel Information Division

All ADA remediation is subject to biennium budget approval. All schedules for implementation are subject to adjustment per needs in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in TxDOT programs, on-going evaluations, funding constraints and opportunities.

Facility Name	TxDOT Asset ID	Estimated Cost of Remediation			
		FY2022	FY2023	FY2024	FY2025
Amarillo TIC	48096		$90,965		
Anthony TIC	248010	$99,150			
Denison TIC	18038	$139,160			
Gainesville TIC	38024			$114,850	
Langtry TIC	568056			$80,725	
Laredo TIC	228010		$114,435		
Texarkana TIC	198020		$141,615		
Orange TIC	208004	$135,590			
Harlingen/Valley TIC	218011				$67,580
Waskom TIC	198019			$142,000	
Wichita Falls TIC	38006				$60,545
Total		**$373,900**	**$347,015**	**$337,575**	**$128,125**

14.5 Websites – Communications and Information Technology Divisions

All ADA remediation is subject to biennium budget approval. All schedules for implementation are subject to adjustment per needs in accommodating community requests, petitions for reasonable modifications from persons with disabilities, changes in TxDOT programs, on-going evaluations, funding constraints and opportunities.

Lessons Learned

While significant accessibility progress has been made to TxDOT.gov web pages, additional work remains the focus of the website redesign effort underway. Efforts include ensuring that any content identified for migration will be remediated for accessibility, new content is tested to meet accessibility standards before it is deployed on the public-facing website, and that those working on web-related content and design are trained and educated regarding web accessibility standards.

Remediation and Implementation Planning

Efforts are in progress to integrate SiteImprove, which is an automated scanning tool that helps to identify accessibility, SEO, Quality Assurance, and Usability issues for resolution and an overall snapshot in time of those items that can be identified using an automated scan.

While automated tools help, a human is needed to physically review the site itself and the reports from the software. SiteImprove tags issues, potential issues, and resolved issues for review and uses a series of testing questions to help facilitate remediation. SiteImprove also measures progress by crawling the websites on a 5-day cycle or a single page scan can be requested on demand.

TxDOT is in the process of reviewing and incorporating a robust QA testing process that includes manual accessibility review. Items that are targeted for a manual review will be tested as required.

TxDOT has reviewed, confirmed, and documented the accessibility issues outlined in the report, and these issues have been logged in an internal ticketing system, for validation, remediation, and implementation as part of the redesign underway.

Extensive efforts are in progress to train staff developers, designers, content contributors, and QA teams on the appropriate checks and solutions for accessibility.

All assets such as PDF files, images, and videos are also being reviewed and documented to address remediation.

TxDOT will be incorporating those files into the Digital Asset Management System (DAM) as migration begins to the future TxDOT.gov. All assets will pass accessibility checks before being incorporated to the new website.

The Accessibility Roadmap and Way Ahead

TxDOT is committed to creating an accessible experience at TxDOT.gov for all people, including people who use assistive technologies to navigate websites with vision and hearing impairments.

In striving to make TxDOT.gov universally accessible, TxDOT utilizes the following practices, which are informing the current redesign and will carry forward from 2022-2025:

- Testing website content and functionality using current WCAG accessibility standards,
- Providing dedicated staff to test, audit, and train on current accessibility guidelines, standards, and best practices,
- Maintaining an Accessibility Policy linked to in the footer of every page on TxDOT.gov,
- Ensuring website publications are available in accessible formats, including HTML and Adobe Acrobat PDF files,
- Using assistive technologies to validate accessibility of new website content, and
- Testing on multiple internet browsers, including Google Chrome, Microsoft Edge and Explorer, and Safari; multiple device types, including desktop computers, mobile phones, and tablets; and multiple operating systems, including MS Windows, Apple iOS and Macintosh, and Google Android.

The redesigned TxDOT.gov is scheduled to go live in the first half of 2022. TxDOT will continue to provide updates on the redesign progress through quarterly updates.

15. Appendix

Attachment A: ADA/Section 504 Assurance

Attachment B: ADA Liaisons by District

Attachment C: ADA Policy Notice

Attachment D: ADA Nondiscrimination Statement

Attachment E: Grievance Appeals Process

Attachment F: Design Standards

Attachment G: List of Facilities Evaluated

Attachment H: Glossary of Terms

Attachment A: ADA/Section 504 Assurance

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.416.4700 | WWW.TXDOT.GOV

AMERICANS WITH DISABILITIES ACT and
SECTION 504 OF THE REHABILITATION ACT OF 1973

ASSURANCE

28 Code of Federal Regulations Part 35.130, Title II of the Americans with Disabilities Act prohibits discrimination on the basis of disability by public entities. Subtitle A protects qualified individuals with disabilities from discrimination on the basis of disability in the services, programs, or activities of all state and local governments. It extends the prohibition of discrimination in federally assisted programs established by section 504 of the Rehabilitation Act of 1973 to all activities of state and local governments, including those that do not receive federal financial assistance, and incorporates specific prohibitions of discrimination on the basis of disability from Titles I, III, and V of the Americans with Disabilities Act. This rule, therefore, adopts the general prohibitions of discrimination established under section 504, as well as the requirements for making programs accessible to individuals with disabilities and for providing equally effective communications. It also sets forth standards for what constitutes discrimination on the basis of mental or physical disability, provides a definition of disability and qualified individual with a disability, and establishes a complaint mechanism for resolving allegations of discrimination.

The Texas Department of Transportation (TxDOT), HEREBY AGREES THAT, as a condition to receiving any federal financial assistance from the U.S. Department of Transportation through the Federal Highway Administration, is subject to and will comply with all laws and regulations, and hereby gives assurance that no qualified disabled person shall, solely by reason of his or her disability, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discriminations, including discrimination of employment, under any program or activity that received or benefits from this federal financial assistance. TxDOT further assures that its programs will be conducted, and its facilities operated, in compliance with all the requirements imposed by or pursuant to 49 CFR Part 27, 28 CFR Part 35, and 42 USC §§ 12101 – 12213.

DocuSigned by:

Marc D. Williams (signature)

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Marc D. Williams, P.E.
Executive Director
Texas Department of Transportation

9/30/2021

_____
Date

OUR VALUES: _People • Accountability • Trust • Honesty_

OUR MISSION: _Connecting You With Texas_

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Attachment B: ADA Liaisons by District

TxDOT ADA Liaisons

District/Division	Name	Title	E-mail	Phone
Abilene	Bryce Wade	Environmental Specialist	Bryce.Wade@txdot.gov	(979)-215-7188
Abilene	Julie Rogers	Contract Specialist	julie.rogers@txdot.gov	325-676-6942
Abilene	Russell Chapman	Construction Inspector	Russell.Chapman@txdot.gov	(325) 676-6895
Abilene	Ryan Carrigan	General Engineering Tech	Ryan.Carrigan@txdot.gov	(325) 676-6927
Abilene	Tanya Brown	Public Information Officer	Tanya.Brown@txdot.gov	(325) 676-6817
Amarillo	Brenda Foster	Maintenance Support Tech	Brenda.Foster@txdot.gov	(806) 763-8137
Amarillo	Jamie Leavitt	Administrative Assistant	Jamie.Leavitt@txdot.gov	(806) 356-3248
Amarillo	Janet Williams	Business Operations Manager	Janet.Williams@txdot.gov	(806) 733-2334
Atlanta	Jason Overmyer	Landscape Architect	Jason.Overmyer@txdot.gov	(903) 799-1205
Atlanta	Jesse Farr	Transportation Engineer	jesse.farr@txdot.gov	(903) 799-1213
Atlanta	Rickie Shields	Construction Records Auditor	Rickie.Shields@txdot.gov	(903) 799-1242
Audit	Kristina Richter	DE/DD Executive Assistant	Kristina.Richter@txdot.gov	(512) 463-8626
Austin	Amanda Owens	Transportation Landscape Architect	Amanda.Owens@txdot.gov	(512) 832-7172
Austin	Chris Hluz	Transportation Engineer	Chris.Hluz@txdot.gov	(512) 832-7092
Austin	Dwayne Halbardier	Transportation Engr Supvr	Dwayne.Halbardier@txdot.gov	(512) 832-7051

Austin	Hector Tamez	Transportation Engineer	Hector.Tamez@txdot.gov	(512) 832-7143
Austin	Joseph Goessling	Transportation Engineer	Joseph.Goessling@txdot.gov	(512) 832-7201
Austin	Keith Taylor	Transportation Engr Supvr	Keith.Taylor@txdot.gov	(512) 832-7063
Austin	Mark Baker	Transportation Landscape Architect	Mark.Baker@txdot.gov	(512) 416-3087
Austin	Matthew Kelly	Transportation Engineer	Matthew.Kelly@txdot.gov	(512) 997-2219
Austin	Richard Garcia	Transport Engineer Spec	Richard.E.Garcia@txdot.gov	(512) 997-2216
Austin	Roy Garcia	Transportation Engineer	Roy.F.Garcia@txdot.gov	(512) 832-7137
Austin	Taylor Hibbens	Right of Way Agent	Taylor.Hibbens@txdot.gov	(512) 832-7142
Austin	Terry Newton	Transportation Engineer Specialist	Terry.Newton@txdot.gov	(512) 308-4473
Aviation	Kari Campbell	Aviation Grants Section Dir	Kari.Campbell@txdot.gov	(512) 416-4543
Aviation	Rose Pankhurst	AVN Grant ADM	ROSE.PANKHURST@txdot.gov	512-416-4561
Beaumont	Arnold Vowles	Planner	Arnold.Vowles@txdot.gov	(409) 898-5773
Beaumont	Peter Jungen	Transportation Engineer Supervisor	Peter.Jungen@txdot.gov	(409) 898-5762
Beaumont	Samantha Harris	Transportation Engineer	Samantha.Harris@txdot.gov	(409) 898-5728
Bridge	Debra Lyon	Business Operations Manager	Debra.Lyon@txdot.gov	(512) 416-2115
Brownwood	Jodie Kelly	Design Project Coordinator	Jodie.Kelly@txdot.gov	(325) 642-7996
Bryan	Stephen Copley	Landscape Architect	Stephen.Copley@txdot.gov	(979) 778-9631
Childress	Chris Reed	Director of Construction	Chris.Reed@txdot.gov	940-937-7251
Communications	David Munns	Creative Services Section Director	David.Munns@txdot.gov	(512) 486-5844

Communications	Don Barrett	Information Architect	Don.Barrett@txdot.gov	(512) 416-2119
Compliance	Parsons Townsend	Compliance Section Director	Parsons.Townsend@txdot.gov	(512) 463-6325
Construction	Sarah Blackburn	Business Ops Project Mgr	sarah.blackburn@txdot.gov	(512) 416-2472
Contract Services	Yvette Ruedas	Special Projects Coordinator	Yvette.Ruedas@txdot.gov	(512) 416-2159
Corpus Christi	Aurora Guajardo	Engineering Assistant	Aurora.Guajardo@txdot.gov	(361) 808-2474
Corpus Christi	Charles Benavidez	Deputy District Engineer	Charles.Benavidez@txdot.gov	(361) 808-2261
Corpus Christi	Gabriel Longoria	Transportation Engineer Supervisor	Gabriel.Longoria@txdot.gov	(361) 808-2383
Corpus Christi	Paula Sales-Evans	Director of Transportation Planning & Development	Paula.SalesEvans@txdot.gov	(361) 808-2222
Dallas	Rachael Twiggs	Transportation Engineer	Rachael.Twiggs@txdot.gov	(214) 320-6669
Design	Jennifer Loa	Transportation Landscape Architect	Jennifer.Loa@txdot.gov	(512) 416-3086
Design	Pete Krause	Landscape Arch Section Dir.	Pete.Krause@txdot.gov	(512) 416-2714
Design	Rebecca Byford	Pedestrian Facility Project Manager	Rebecca.Byford@txdot.gov	(512) 416-2749
El Paso	Sandra Sierra	Special Projects Coordinator	Sandra.Sierra@txdot.gov	(915) 790-4209
Environmental Affairs	Sarah Matthews	Business Operations	Sarah.Matthews@txdot.gov	(512) 416-2608
Financial Management	Cynthia Ochoa	DE/DD Executive Assistant	Cynthia.Ochoa@txdot.gov	(512) 486-5505
Financial Management	Kurt Ahlhorn	Special Projects Coord	Kurt.Ahlhorn@txdot.gov	(512) 486-5653
Fleet Operations	Darah Walrip	Info. Spec.	Darah.Waldrip@txdot.gov	325-676-6950

Fleet Operations	Edwin Baez	Spec. Proj. Coord.	Edwin.Baez@txdot.gov	512-465-7372
Fort Worth	Chris Houghton	Transportation Specialist	Chris.Houghton@txdot.gov	(817) 370-6730
Fort Worth	Faisal Abdel-Qader	Transportation Engr Supvr	Faisal.AbdelQader@txdot.gov	(817) 370-6673
Houston	Jannie Blackmon	Construction Records Auditor	Jannie.Blackmon@txdot.gov	(713) 802-5008
Houston	Pablo Pinales	Human Resources Officer	Pablo.Pinales@txdot.gov	(713) 802-5469
Human Resources	Carol Cunard	HR Specialist	Carol.Cunard@txdot.gov	(512) 486-5418
Human Resources	Gene Chapa	Employee Relations Specialist	Gene.Chapa@txdot.gov	(512) 486-5347

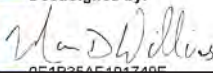# Attachment C: ADA Policy Notice

Texas Department of Transportation

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AMERICANS WITH DISABILTIES ACT and
SECTION 504 OF THE REHABILITATION ACT OF 1973

NOTICE

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Texas Department of Transportation (TxDOT) will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities.

TxDOT does not discriminate on the basis of disability in its hiring or employment practices and complies will all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

TXDOT will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in TxDOT's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

TxDOT will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in TxDOT offices, even where pets are generally prohibited.

Anyone who requires auxiliary aids or services for effective communication, or a modification of policies and procedures to participate in a program, service or activity of TxDOT, should contact TxDOT's ADA/504 Coordinator as soon as possible, but no later than 48 hours before the scheduled event.

The Americans with Disabilities Act does not require TxDOT to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of TxDOT is not accessible to persons with disabilities should be directed to the ADA/504 Coordinator.

TXDOT will not charge a fee on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids and services or reasonable modifications of policy, such as retrieving items from locations that are open to the public, but are not accessible to persons who use wheelchairs.

Contact Information
Texas Department of Transportation
Civil Rights Division
ADA/504 Coordinator
125 E. 11th Street, Austin, Texas 78704
CIV_ADA@txdot.gov I (512) 416-4700

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

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Attachment D: ADA Nondiscrimination Statement

Texas Department of Transportation

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AMERICANS WITH DISABILITIES ACT and SECTION 504 OF THE REHABILITATION ACT OF 1973

NONDISCRIMINATION STATEMENT

The Texas Department of Transportation (TxDOT) does not discriminate against any qualified disabled person solely by reason of his or her disability, exclude from participation in, deny the benefits of, or otherwise subject individuals to discrimination, including discrimination of employment, under any program or activity that receives or benefits from federal financial assistance.

Additionally, TxDOT ensures its programs will be conducted, and its facilities operated, in compliance with all non-discriminatory practices and requirements imposed by or pursuant to 49 Code of Federal Regulations (CFR) Part 27, 28 CFR Part 35 and 42 USC §§ 12101 – 12213.

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9/30/2021

Marc D. Williams, P.E.

Date

Executive Director

Texas Department of Transportation

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OUR MISSION: *Connecting You With Texas*

An Equal Opportunity Employer

Attachment E: Grievance Appeals Process

Texas Department of Transportation
Grievance Appeals Process under The Americans with Disabilities Act

The Department of Justice (DOJ) Title II regulation requires a public entity that employs 50 or more persons to "adopt and publish grievance procedures providing for prompt and equitable resolution of complaints alleging any action that would be prohibited by this part," but it does not mention specifically what the grievance procedures should include. 28 CFR 35.107(b). Specifically, 28 CFR 35.107(b)(4) requires the entity to have an appeals process. TxDOT's grievance appeals process is as follows:

1. Complainant may appeal outcome within 10 days of the decision. He/she must:

    (a) Complete form (under development) to request an appeal.
    (b) Submit to Appeals Team for review (to be identified by Director of Civil Rights Division.

2. The Appeals Team must review the reason for the appeal. Consider the following.

    (a) Violation with no resolution,
    (b) Violation with a resolution but time of barrier removal is unreasonable, and
    (c) Do not agree with the resolution.

3. The Appeals Team reviews the request to:

    (a) Determine if Agree/Disagree,
    (b) Provide rationale & supportive documentation, and/or
    (c) Provide new alternatives.

4. The Appeals Team returns the request to ADA Compliance Administrator/District/Division whichever is applicable to:

    (a) Make necessary changes
    (b) Provide the response to the Complainant

5. The ADA Administrator informs the Complainant of the decision.

Attachment F: Design Standards

The TxDOT Design Standards have been revised to meet the 2006 ADASTF and the 2011 Guidelines for Accessible Public Rights-of-Way (PROWAG), www.access-board.gov/prowag/. As of May 15, 2017, the Texas Department of Licensing and Regulation began allowing the use of the PROWAG for projects in the public rights-of-way. This rule change allows TxDOT to use the PROWAG as its de facto 'standards.' TxDOT's Design Division has also published guidance on the installation of curb ramps and sidewalks (ADA Curb Ramp and Sidewalk Guidance).

The following link provides the Pedestrian Facilities standard sheets that are included in construction projects with pedestrian elements. This document demonstrates that TxDOT has adopted the guidance from PROWAG as our standard:

https://ftp.dot.state.tx.us/pub/txdot-info/cmd/cserve/standard/roadway/ped18.pdf

Attachment G: List of Facilities Evaluated

Facility Name	Facility Category
Abilene DHQ - Admin	General TxDOT Administrative Building
Abilene DHQ - Service Station	General TxDOT Administrative Building
Abilene DHQ - Vehicle Titles and Registration	General TxDOT Administrative Building
Amarillo DHQ - Admin	General TxDOT Administrative Building
Amarillo DHQ - VTR	General TxDOT Administrative Building
Amarillo Travel Information Center	Travel Information Center
Andrew County Northbound	Safety Rest Area
Anthony Travel Information Center	Travel Information Center
Atlanta DHQ - Admin	General TxDOT Administrative Building
Atlanta DHQ - Engineering	General TxDOT Administrative Building
Austin DHQ Admin- Bldg. 1	General TxDOT Administrative Building
Austin DHQ Admin- Bldg. 2	General TxDOT Administrative Building
Austin DHQ Shipping	General TxDOT Administrative Building
Austin DHQ Warehouse	General TxDOT Administrative Building
Beaumont DHQ Admin	General TxDOT Administrative Building
Beaumont DHQ Area Engineer	General TxDOT Administrative Building
Beaumont DHQ Area Engineer-Vehicle Title & Reg.	General TxDOT Administrative Building
Beaumont DHQ- Area Office	General TxDOT Administrative Building
Beaumont DHQ Area Training Center	General TxDOT Administrative Building
Beaumont DHQ- Warehouse	General TxDOT Administrative Building

Dallas DHQ - DalTrans	**General TxDOT Administrative Building**
Dallas DHQ - NE Annex	**General TxDOT Administrative Building**
Dallas DHQ Administration	**General TxDOT Administrative Building**
Dallas DHQ Annex	**General TxDOT Administrative Building**
Denison Travel Info Center	**Travel Information Center**
Dewitt C. Greer Bldg.	**General TxDOT Administrative Building**
Donley County Eastbound	**Safety Rest Area**
Donley County Northbound	**Safety Rest Area**
Donley County Southbound	**Safety Rest Area**
El Paso County Eastbound	**Safety Rest Area**
El Paso DHQ Admin.	**General TxDOT Administrative Building**
El Paso DHQ TMC Bldg.	**General TxDOT Administrative Building**
El Paso Westbound	**Safety Rest Area**
Fort Worth DHQ- Bldg. 1	**General TxDOT Administrative Building**
Fort Worth DHQ- Bldg. 2	**General TxDOT Administrative Building**
Fort Worth DHQ- Bldg. 3	**General TxDOT Administrative Building**
Fort Worth DHQ- Bldg. 4	**General TxDOT Administrative Building**
Fort Worth DHQ - Admin	**General TxDOT Administrative Building**
Fort Worth DHQ - District Facilities	**General TxDOT Administrative Building**
Fort Worth DHQ - Permit	**General TxDOT Administrative Building**
Fort Worth DHQ - TransVision Center v2	**General TxDOT Administrative Building**
Gainesville Travel Information Center	**Travel Information Center**

Gillespie County Ranch Road 1	**Safety Rest Area**
Gillespie County US 290	**Safety Rest Area**
Gray County Westbound	**Safety Rest Area**
Guadalupe County Eastbound	**Safety Rest Area**
Guadalupe County Westbound	**Safety Rest Area**
Hale County Northbound	**Safety Rest Area**
Hale County Southbound	**Safety Rest Area**
Hardeman County Northbound	**Safety Rest Area**
Hardeman County Southbound	**Safety Rest Area**
Haskell County Southbound	**Safety Rest Area**
Hopkins County Westbound	**Safety Rest Area**
Houston DHQ - Admin	**General TxDOT Administrative Building**
Houston DHQ - Parking Garage	**General TxDOT Administrative Building**
Houston South Area Engineer- Bldg. 1	**General TxDOT Administrative Building**
Houston South Area Engineer- Bldg. 2	**General TxDOT Administrative Building**
Houston South Area Engineer- Bldg. 3	**General TxDOT Administrative Building**
Houston South Area Engineer- Bldg. 4	**General TxDOT Administrative Building**
Houston TranStar	**General TxDOT Administrative Building**
Howard County Eastbound	**Safety Rest Area**
Humble North Area Engineer	**General TxDOT Administrative Building**
Jacksboro Maintenance Facility - Office	**General TxDOT Administrative Building**
Kenedy County	**Safety Rest Area**

Kerr County Eastbound	Safety Rest Area
Kerr County Westbound	Safety Rest Area
Langtry Travel Information Center	Travel Information Center
Laredo DHQ - Admin.	General TxDOT Administrative Building
Laredo DHQ - Area Engineering	General TxDOT Administrative Building
Laredo DHQ-Warehouse	General TxDOT Administrative Building
Laredo Travel Information Center	Travel Information Center
Live Oak County Northbound	Safety Rest Area
Live Oak County Southbound	Safety Rest Area
Lubbock DHQ - Administration	General TxDOT Administrative Building
Lubbock DHQ - Area Engineer	General TxDOT Administrative Building
Lubbock DHQ - Training Center	General TxDOT Administrative Building
Lubbock DHQ - Vehicle Titles and Registration	General TxDOT Administrative Building
Lufkin DHQ - Admin	General TxDOT Administrative Building
Lufkin DHQ - Area Engineer	General TxDOT Administrative Building
Medina County Northbound - IH35	Safety Rest Area
Medina County	Safety Rest Area
Medina County Southbound - IH35	Safety Rest Area
Mitchell County Westbound	Safety Rest Area
Navarro County Northbound	Safety Rest Area
Navarro County Southbound	Safety Rest Area
Nolan County Eastbound	Safety Rest Area

Nolan County Westbound	Safety Rest Area
Odessa DHQ- Area Engineer	General TxDOT Administrative Building
Odessa DHQ - DMV	General TxDOT Administrative Building
Odessa DHQ - Admin.	General TxDOT Administrative Building
Orange Travel Information Center	Travel Information Center
Paris DHQ- Admin.	General TxDOT Administrative Building
Paris DHQ- Engineering	General TxDOT Administrative Building
Paris DHQ- Teleconference and Training	General TxDOT Administrative Building
Pecos East County Eastbound	Safety Rest Area
Pecos East County Westbound	Safety Rest Area
Pharr DHQ- Admin.	General TxDOT Administrative Building
Pharr DHQ Engineer & Maintenance	General TxDOT Administrative Building
Pharr DHQ Teleconference & Training	General TxDOT Administrative Building
Polk County Northbound	Safety Rest Area
Polk County Southbound	Safety Rest Area
Port Aransas Ferry	Ferry
Port Aransas- Maintenance Ops	General TxDOT Administrative Building
Port Galveston-Bolivar Side	General TxDOT Administrative Building
Port Galveston Ferry	Ferry
Port Galveston- Galveston Side	General TxDOT Administrative Building
Raymondville Maintenance Admin.	General TxDOT Administrative Building
Rio Grande Valley Travel Information Center	Travel Information Center

San Angelo DHQ- Bldg. 1	General TxDOT Administrative Building
San Angelo DHQ- Admin.	General TxDOT Administrative Building
San Angelo DHQ- Title & Reg.	General TxDOT Administrative Building
San Antonio DHQ- Bldg. 1	General TxDOT Administrative Building
San Antonio DHQ - Engineering	General TxDOT Administrative Building
San Antonio DHQ- Admin.	General TxDOT Administrative Building
San Antonio TransGuide	General TxDOT Administrative Building
San Antonio DNQ-Warehouse	General TxDOT Administrative Building
Sutton County Eastbound	Safety Rest Area
Sutton County Westbound	Safety Rest Area
Texarkana Travel Information Center	Travel Information Center
Tyler DHQ - Gentry Bldg.	General TxDOT Administrative Building
Tyler DHQ- Admin.	General TxDOT Administrative Building
Tyler DHQ- Transportation Operations	General TxDOT Administrative Building
Van Zandt County Eastbound	Safety Rest Area
Van Zandt County Westbound	Safety Rest Area
Victoria County Northbound	Safety Rest Area
Victoria County Southbound	Safety Rest Area
Waco DHQ- Admin.	General TxDOT Administrative Building
Waco DHQ- Engineering Bldg.	General TxDOT Administrative Building
Walker County Northbound	Safety Rest Area
Walker County Southbound	Safety Rest Area

Waskom Travel Information Center	Travel Information Center
Wichita Falls DHQ- Admin	General TxDOT Administrative Building
Wichita Falls DHQ- Area Engineer	General TxDOT Administrative Building
Wichita Falls Travel Information Center	Travel Information Center
Wise County Northbound	Safety Rest Area

Attachment H: Glossary of Terms

2010 ADA Standards Defined Terms

Accessible - A site, building, facility, or portion thereof that complies with this part.

Accessible Means of Egress - A continuous and unobstructed way of egress travel from any point in a building or facility that provides an accessible route to an area of refuge, a horizontal exit, or a public way.

Addition - An expansion, extension, or increase in the gross floor area or height of a building or facility.

Administrative Authority - A governmental agency that adopts or enforces regulations and guidelines for the design, construction, or alteration of buildings and facilities.

Alteration - A change to a building or facility that affects or could affect the usability of the building or facility or portion thereof. Alterations include, but are not limited to, remodeling, renovation, rehabilitation, reconstruction, historic restoration, resurfacing of circulation paths or vehicular ways, changes or rearrangement of the structural parts or elements, and changes or rearrangement in the plan configuration of walls and full-height partitions. Normal maintenance, reroofing, painting or wallpapering, or changes to mechanical and electrical systems are not alterations unless they affect the usability of the building or facility.

Amusement Attraction - Any facility, or portion of a facility, located within an amusement park or theme park which provides amusement without the use of an amusement device. Amusement attractions include, but are not limited to, fun houses, barrels, and other attractions without seats.

Amusement Ride - A system that moves persons through a fixed course within a defined area for the purpose of amusement.

Amusement Ride Seat - A seat that is built-in or mechanically fastened to an amusement ride intended to be occupied by one or more passengers.

Area of Sport Activity - That portion of a room or space where the play or practice of a sport occurs.

Assembly Area - A building or facility, or portion thereof, used for the purpose of entertainment, educational or civic gatherings, or similar purposes. For the purposes of these requirements, assembly areas include, but are not limited to, classrooms, lecture halls, courtrooms, public meeting rooms, public hearing rooms, legislative chambers, motion picture houses, auditoria, theaters, playhouses, dinner theaters, concert halls, centers for the performing arts, amphitheaters, arenas, stadiums, grandstands, or convention centers.

Assistive Listening System (ALS) - An amplification system utilizing transmitters, receivers, and coupling devices to bypass the acoustical space between a sound source and a listener by means of induction loop, radio frequency, infrared, or direct-wired equipment.

Boarding Pier - A portion of a pier where a boat is temporarily secured for the purpose of embarking or disembarking.

Boat Launch Ramp - A sloped surface designed for launching and retrieving trailered boats and other watercraft to and from a body of water.

Boat Slip - That portion of a pier, main pier, finger pier, or float where a boat is moored for the purpose of berthing, embarking, or disembarking.

Building - Any structure used or intended for supporting or sheltering any use or occupancy.

Catch Pool - A pool or designated section of a pool used as a terminus for water slide flumes.

Characters - Letters, numbers, punctuation marks and typographic symbols.

Children's Use - Describes spaces and elements specifically designed for use primarily by people 12 years old and younger.

Circulation Path - An exterior or interior way of passage provided for pedestrian travel, including but not limited to, walks, hallways, courtyards, elevators, platform lifts, ramps, stairways, and landings.

Closed-Circuit Telephone - A telephone with a dedicated line such as a house phone, courtesy phone or phone that must be used to gain entry to a facility.

Common Use - Interior or exterior circulation paths, rooms, spaces, or elements that are not for public use and are made available for the shared use of two or more people.

Cross Slope - The slope that is perpendicular to the direction of travel (see running slope).

Curb Ramp - A short ramp cutting through a curb or built up to it.

Detectable Warning - A standardized surface feature built in or applied to walking surfaces or other elements to warn of hazards on a circulation path.

Element - An architectural or mechanical component of a building, facility, space, or site.

Elevated Play Component - A play component that is approached above or below grade and that is part of a composite play structure consisting of two or more play components attached or functionally linked to create an integrated unit providing more than one play activity.

Employee Work Area - All or any portion of a space used only by employees and used only for work. Corridors, toilet rooms, kitchenettes and break rooms are not employee work areas.

Entrance - Any access point to a building or portion of a building or facility used for the purpose of entering. An entrance includes the approach walk, the vertical access leading to the entrance platform, the entrance platform itself, vestibule if provided, the entry door or gate, and the hardware of the entry door or gate.

Facility - All or any portion of buildings, structures, site improvements, elements, and pedestrian routes or vehicular ways located on a site.

Gangway - A variable-sloped pedestrian walkway that links a fixed structure or land with a floating structure. Gangways that connect to vessels are not addressed by this document.

Golf Car Passage - A continuous passage on which a motorized golf car can operate.

Ground Level Play Component - A play component that is approached and exited at the ground level.

Key Station - Rapid and light rail stations, and commuter rail stations, as defined under criteria established by the Department of Transportation in 49 CFR 37.47 and 49 CFR 37.51, respectively.

Mailboxes - Receptacles for the receipt of documents, packages, or other deliverable matter. Mailboxes include, but are not limited to, post office boxes and receptacles provided by commercial mail-receiving agencies, apartment facilities, or schools.

Marked Crossing - A crosswalk or other identified path intended for pedestrian use in crossing a vehicular way.

Mezzanine - An intermediate level or levels between the floor and ceiling of any story with an aggregate floor area of not more than one-third of the area of the room or space in which the level or levels are located. Mezzanines have sufficient elevation that space for human occupancy can be provided on the floor below.

Occupant Load - The number of persons for which the means of egress of a building or portion of a building is designed.

Operable Part - A component of an element used to insert or withdraw objects, or to activate, deactivate, or adjust the element.

Pictogram - A pictorial symbol that represents activities, facilities, or concepts.

Play Area - A portion of a site containing play components designed and constructed for children.

Play Component - An element intended to generate specific opportunities for play, socialization, or learning. Play components are manufactured or natural; and are stand-alone or part of a composite play structure.

Private Building or Facility - A place of public accommodation or a commercial building or facility subject to Title III of the ADA and 28 CFR part 36 or a transportation building or facility subject to Title III of the ADA and 49 CFR 37.45.

Public Building or Facility - A building or facility or portion of a building or facility designed, constructed, or altered by, on behalf of, or for the use of a public entity subject to Title II of the ADA and 28 CFR part 35 or to Title II of the ADA and 49 CFR 37.41 or 37.43.

Public Entrance - An entrance that is not a service entrance or a restricted entrance.

Public Use - Interior or exterior rooms, spaces, or elements that are made available to the public. Public use may be provided at a building or facility that is privately or publicly owned.

Public Way - Any street, alley or other parcel of land open to the outside air leading to a public street, which has been deeded, dedicated or otherwise permanently appropriated to the public for public use and which has a clear width and height of not less than 10 feet (3050 mm).

Qualified Historic Building or Facility - A building or facility that is listed in or eligible for listing in the National Register of Historic Places or designated as historic under an appropriate State or local law.

Ramp - A walking surface that has a running slope steeper than 1:20.

Residential Dwelling Unit - A unit intended to be used as a residence, that is primarily long-term in nature. Residential dwelling units do not include transient lodging, inpatient medical care, licensed long-term care, and detention or correctional facilities.

Restricted Entrance - An entrance that is made available for common use on a controlled basis but not public use and that is not a service entrance.

Running Slope - The slope that is parallel to the direction of travel (see cross slope).

Self-Service Storage - Building or facility designed and used for the purpose of renting or leasing individual storage spaces to customers for the purpose of storing and removing personal property on a self-service basis.

Service Entrance - An entrance intended primarily for delivery of goods or services.

Site - A parcel of land bounded by a property line or a designated portion of a public right-of-way.

Soft Contained Play Structure - A play structure made up of one or more play components where the user enters a fully enclosed play environment that utilizes pliable materials, such as plastic, netting, or fabric.

Space - A definable area, such as a room, toilet room, hall, assembly area, entrance, storage room, alcove, courtyard, or lobby.

Story - That portion of a building or facility designed for human occupancy included between the upper surface of a floor and upper surface of the floor or roof next above. A story containing one or more mezzanines has more than one floor level.

Structural Frame - The columns and the girders, beams, and trusses having direct connections to the columns and all other members that are essential to the stability of the building or facility as a whole.

Tactile - An object that can be perceived using the sense of touch.

Technically Infeasible - With respect to an alteration of a building or a facility, something that has little likelihood of being accomplished because existing structural conditions would require removing or altering a load-bearing member that is an essential part of the structural frame; or because other existing physical or site constraints prohibit modification or addition of elements, spaces, or features that are in full and strict compliance with the minimum requirements.

Teeing Ground - In golf, the starting place for the hole to be played.

Transfer Device - Equipment designed to facilitate the transfer of a person from a wheelchair or other mobility aid to and from an amusement ride seat.

Transient Lodging - A building or facility containing one or more guest room(s) for sleeping that provides accommodations that are primarily short-term in nature. Transient lodging does not include residential dwelling units intended to be used as a residence, inpatient medical care facilities, licensed long-term care facilities, detention or correctional facilities, or private buildings or facilities that contain not more than five rooms for rent or hire and that are actually occupied by the proprietor as the residence of such proprietor.

Transition Plate - A sloping pedestrian walking surface located at the end(s) of a gangway.

TTY - An abbreviation for teletypewriter. Machinery that employs interactive text-based communication through the transmission of coded signals across the telephone network. TTYs may include, for example, devices known as TDDs (telecommunication display devices or telecommunication devices for deaf persons) or computers with special modems. TTYs are also called text telephones.

Use Zone - The ground level area beneath and immediately adjacent to a play structure or play equipment that is designated by ASTM F 1487 (incorporated by reference, see "Referenced Standards" in Chapter 1) for unrestricted circulation around the play equipment and where it is predicted that a user would land when falling from or exiting the play equipment.

Vehicular Way - A route provided for vehicular traffic, such as in a street, driveway, or parking facility.

Walk - An exterior prepared surface for pedestrian use, including pedestrian areas such as plazas and courts.

Wheelchair Space - Space for a single wheelchair and its occupant.

Work Area Equipment - Any machine, instrument, engine, motor, pump, conveyor, or other apparatus used to perform work. As used in this document, this term shall apply only to equipment that is permanently installed or built-in in employee work areas. Work area equipment does not include passenger elevators and other accessible means of vertical transportation.

PROWAG Defined Terms

Accessible - Describes a facility in the public right-of-way that complies with this document.

Alteration - A change to a facility in the public right-of-way that affects or could affect pedestrian access, circulation, or use. Alterations include, but are not limited to, resurfacing, rehabilitation, reconstruction, historic restoration, or changes or rearrangement of structural parts or elements of a facility.

Blended Transition - A raised pedestrian street crossing, depressed corner, or similar connection between the pedestrian access route at the level of the sidewalk and the level of the pedestrian street crossing that has a grade of 5 percent or less.

Cross Slope - The grade that is perpendicular to the direction of pedestrian travel.

Curb Line - A line at the face of the curb that marks the transition between the curb and the gutter, street, or highway.

Curb Ramp - A ramp that cuts through or is built up to the curb. Curb ramps can be perpendicular or parallel, or a combination of parallel and perpendicular ramps.

Element - An architectural or mechanical component of a building, facility, space, site, or public right-of-way.

Facility - All or any portion of buildings, structures, improvements, elements, and pedestrian or vehicular routes located in the public right-of-way.

Grade Break - The line where two surface planes with different grades meet.

Operable Part - A component of an element used to insert or withdraw objects, or to activate, deactivate, or adjust the element.

Pedestrian Access Route - A continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path.

Pedestrian Circulation Path - A prepared exterior or interior surface provided for pedestrian travel in the public right-of-way.

Public Right-of-Way - Public land acquired for or dedicated to transportation purposes, or other land where there is a legally established right for use by the public for transportation purposes.

Qualified Historic Facility - A facility that is listed in or eligible for listing in the National Register of Historic Places or designated as historic under an appropriate state or local law.

Running Slope - The grade that is parallel to the direction of pedestrian travel.

Shared Use Path - A multi-use path designed primarily for use by bicyclists and pedestrians, including pedestrians with disabilities, for transportation and recreation purposes. Shared use paths are physically separated from motor vehicle traffic by an open space or barrier and are either within the highway right-of-way or within an independent right-of-way.

Vertical Surface Discontinuities - Vertical differences in level between two adjacent surfaces.

Website- Defined Terms

AEM - Adobe Experience Manager.

Assistive Technology - hardware and/or software that acts as a user agent, or along with a mainstream user agent, to provide functionality to meet the requirements of users with disabilities that go beyond those offered by mainstream user agents.

Conformance - satisfying all the requirements of a given standard, guideline or specification.

- Content and controls must be understandable.
- Content must be perceivable.
- Content must be robust enough to work with current and future technologies."
- Interface elements in the content must be operable.

Success Criteria - The testable requirements of WCAG to be met in order to achieve conformance.

Text Alternative - Text that is programmatically associated with non-text content or referred to from text that is programmatically associated with non-text content. Programmatically associated text is text whose location can be programmatically determined from the non-text content.

User Agent - any software that retrieves and presents Web content for users.

WAVE - WAVE is a set of evaluation tools that are designed to help content authors make web pages more accessible to users with disabilities. While it provides accurate and useful information, WAVE (like all automated testing tools) can only robustly test a small fraction of the requirements in WCAG 2.0 A/AA. The WAVE help page specifically states, "WAVE cannot tell you if your web content is accessible. Only a human can determine true accessibility."

Web Content Accessibility Guidelines (WCAG) - WCAG is a set of universal design guidelines for accessible web design. It is created and maintained by the World Wide Web Consortium (W3C) (https://www.w3.org), which provides design guidelines for non-proprietary web technologies. The W3C is best known for its standardization of Hypertext Markup Language (HTML), which forms the basis of all modern web sites.

Web Content Accessibility Guidelines (WCAG) Design Principals - A w3 produced guide to WCAG states, "The overall goal is to create Web content that is perceivable, operable and understandable by the broadest possible range of users and compatible with their wide range of assistive technologies, now and in the future. The basic principles include:

Web Page - a non-embedded resource obtained from a single URI using HTTP plus any other resources that are used in the rendering or intended to be rendered together with it by a user agent.

TxDOT Self-Evaluation and Transition Plan Supplement

Civil Rights Division

9.30.2022

Table of Contents

TxDOT Self-Evaluation and Transition Plan

Public Comment Survey Summary

Civil Rights Division

06.10.2022

TxDOT conducted an update to its ADA Self-Evaluation and Transition Plan from 2015-2022, with an updated report published in February 2022. TxDOT conducted public outreach sessions which were led by the Design Division, Civil Rights, and all the Districts of TxDOT over the course of those years. TxDOT also performed public outreach sessions specific to the findings and outcomes of the ADA Self-Evaluation and Transition Plan process. Public outreach was performed through six virtual and live sessions over three days in March 2022 by the Civil Rights Division with participation from all Districts of TxDOT. A public online survey was made available for a 30-day comment period following the public outreach sessions through early April. Twenty-nine survey responses were received from the public comment period.

The priorities of the public are considered a key factor as districts and divisions develop implementation strategies and plans for accessibility improvement. Individual survey responses were shared with each TxDOT district to inform district headquarters and staff of any communications and comments received. The Civil Rights Division WebApp Training Series is also incorporating the trends of this public feedback survey to help raise awareness across TxDOT as to the public's views and priorities related to TxDOT's programs and services.

This document summarizes the forty-page survey results document by providing the top responses. The major take-aways from the survey responses included:

Question 1 – In what county do you reside? Responses were received from 17 counties, as follows:

There was some duplication of participants living in the same county, with Harris County having the most responses.

o Bastrop	o Ector	o Hidalgo
o Bexar	o El Paso	o Milam
o Cherokee	o Galveston	o Tarrant
o Collin	o Grayson	o Travis
o Dallas	o Harris	o Williamson
o Denton	o Hays	

Question 2 – How would you rate your community's accessibility

- Somewhat accessible   55.17%
- Generally accessible   10.34%
- Only 3.45% indicated not accessible at all

Question 3 – Do you know which agency is responsible for various built environment that you use (i.e. State, City or County in which you live)?

- I am not certain   39.29%
- No   32.14%

It is common that citizens will reach out to TxDOT regarding public rights of way owned by local agencies. We redirect citizens when this occurs to contact their local agency. Only 28.57% said yes.

Question 4 - How well do TxDOT's policies and procedures support people with disabilities?

- Somewhat   41.38%
- I am not sure   34.48%
- Not well   17.24%

Question 5 - In which of these areas does TxDOT need to improve access? (check all that apply)

- Accessible pedestrian pathways, sidewalks or curb ramps   82.76%
- Street and crosswalk signals   65.52%
- Bus stop access   48.28%
- Safety rest areas   37.93%

Question 6 - What is most important to you regarding accessibility, services and inclusion? (check all that apply)

- Sidewalks   78.57%
- Curb ramps   71.43%
- Pedestrian signals   67.86%
- Bus stops   32.14%
- Effective communication 46.43%

Question 7 - Did you know that TxDOT's website lists options for requesting an accommodation for any programs or to register a complaint?

- No, I am not aware of accommodations options.   48.28%
- No, I am not aware of how to register a complaint.   48.28%
- Yes, I am aware of accommodation options.   24.14%
- Yes, I am aware of how to register a complaint   6.90%

Question 8 - Which should be the highest priority to improve in TxDOT's public rights-of-way, buildings with public access, or websites? (Please choose those that are most important to you.)

- Sidewalks   92.86%
- Curb ramps   71.43%
- Parking   60.71%
- Pedestrian signals 46.43%
- Bus stops   42.86%
- Safety Rest Areas   25.00%
- Office buildings   25.00%

- Websites   21.43%
- Travel Information Centers   21.43%
- Ferries   7.14%

Question 9 - What are the most effective means of communication for TxDOT to publicize information on upcoming disability events, announcements, projects or general information about the ADA Transition Plan, access, inclusion, and disability issues?

- Emails to disability groups   75.86%
- Social media (Twitter, Facebook, etc.)   72.41%
- Media   51.72%
- Public meetings   31.03%
- TxDOT ADA webpage   27.59%

Question 10 - What do you feel are the biggest priorities to fix first? (Please select the top four that are MOST important to you.)

- Sidewalks   67.86% - tie
- Pedestrian signals   67.86% - tie
- Curb ramps   64.29%
- Facility access   39.29% - *
- Parking   35.71%
- Bus stops   28.57%
- Safety Rest Areas   25.00%
- Effective communication   25.00%
- Website access   14.29%
- Travel information centers   10.71%
- Other   0.00%

Sidewalks and pedestrian signals tie for the first place, while *facility access emerges as a higher priority than in other responses earlier in the survey.

Question 11 - Are there any specific rest areas, travel information centers, facilities, ferries, sidewalk locations, ramps, or intersections that you use, which you feel should be addressed?

- No   50.00%
- I am not sure 26.92%
- Yes   23.08%

Question 12 - What issues do you face regularly/most often? (Select all that apply.)
- Missing sidewalk   75.00%

- Inaccessible sidewalk   60.71%
- Intersection features (curb ramps, pedestrian signals)   57.14%
- Inaccessible transit features (bus stops or connectivity)   42.86%
- Inaccessible safety rest areas   21.43%
- Inaccessible documents, forms, other communications   21.43%

Question 13 - Are there areas where ADA and disability sensitivity training are needed? If yes, please describe: *(comments are verbatim as received)*

- I feel that public transportation providers should participate in disability-related sensitivity training and would even encourage uber to provide such training to their drivers, as it can be uncomfortable/nervewracking using that service as a person with disabilties. Sometimes, it is the only option to get from point a to point b.
- All areas.
- Due to high turnover in employment, new employees are not sensitive to Deaf/Hard of Hearing, that needs to accomplish effective communication. Deaf/Hard of Hearing people rely visible information, effective communication requires time and patience to communicate effectively.
- Handicap parking spots. People who use handicap placards and take parking spots who could easily walk and extra few feet.
- Yes, Day Centers Drivers would be great to have their drivers to more aware of handling and crisis invention.
- I'm sure there are. Please consider creating better access and safety for bicyclists, people with walkers, strollers, wheelchairs, and pedestrians IN EVERY SINGLE THING YOU DO!
- YES, how to communicate and serve the Deaf community in all of the places.
- Your Rest Stops
- yes, to community workers, public businesses and general public
- autism awareness and the many forms it takes.
- In some resturants and stores ware as a blind person comes in and asks for help and workers instead of giving assistance the will point. That is no help at all
- ANYONE THAT MAY HAVE QNY CONTACT WHAT SO EVER SHOULD HAVE LEARN RESPECT GROWING UP BUT AS I HAVE BEEN FINDING OUT LATELY IF THEY DID THE DIDNT CARE, OR LET IT ROLL ON THRU W/O MAKING A STOP FOR EDUCATING.
- TxDOT Districts, Area Offices, and Maintenance Offices

Question 14 - Are there other barriers not listed above that you want to communicate to TxDOT? If yes, please describe: *(comments are verbatim as received)*

- I think other barriers relate more to commercial, residential, and medical facilities. This is where I am aware of the most barriers in terms of access for people with physical disabilities, visual disabilities, and for the Deaf/ HoH communities. More facilities should use Loop/related technology to increase access for hard of hearing and more apartment complexes and other

commercial sites should have ramps and or elevators to reduce barriers to residents/customers with physical disabilities. Don't know if TxDot would play a part in those changes.

- No accessible public transportation or accessible sidewalks in many areas.
- Offering information in several languages.
- TTY/TTD is everywhere I see, it's great. I wonder if TxDOT realizes the technology is evolving crazily. As of today, TTY/TTD is considered outdated, videophones and video relay services are becoming high demand in the Deaf Community. Hard of Hearing people who don't know sign use the captioned phones. Technology changes, TxDOT needs to keep communication technology for the Deaf/Hard of Hearing more currently.
- Yes more providers or options for grants for small communities centers to host transportation and insurance train.
- If there is a main phone number to call for pedestrian, bike and other issues, it is unknown. It seems to be intentionally kept a secret, or there is no one taking complaints on these sort of access issues. I only heard about this because I was lucky enough to find the phone number of an area engineer.
- Yes, even at Via Trans office that get funds from TXDOT, they refuse to provide equal communication access for Deaf. I have beg for many years.
- No
- Did not see anything in the transition plan that addressed closed captioning of archived/new video on the TxDOT webpages

Question 15 - Please provide any additional feedback on the ADA Transition Plan, if you have any:
(comments are verbatim as received)

- You need to hire the best qualified people to do the jobs. Stop hiring puppets.
- Add Videophones and Video Relay Services, also Captioned Phones, to the list. TTY/TDD cannot be remain alone while more technology options are adding to reasonable accommodations. Apps on smartphones are updating, text-to-speech and speech-to-text technology are available.
- Please consider creating better access and safety for bicyclists, people with walkers, strollers, wheelchairs, and pedestrians IN EVERY SINGLE THING YOU DO!
- Yes, I would like to see your evaluation specific to the Ft. Worth area.
- a continuous state of mind of equitable solutions and pathways for all
- Many state roadways go through existing municipalities, is TxDOT collecting all of the various data points within those communities and is that being shared with the respective community? Needs to be if it is not.

TxDOT (FY22-FY25) Implementation Schedule

District	CSJ	Highway	Type of Work	County	Letting Year	Proposed Pedestrian Improvements
Abilene	0668-02-022	FM 700	TRAFFIC CONTROL DEVICES	Taylor	2022	$407,606
Abilene	029504053	US 180	BMIP Rehab	Scurry	2023	$7,500
Abilene	0908-33-106	E S 7th St	Bridge Replacement	Taylor	2023	$42,500
Abilene	0908-33-107	S. 14th St.	City of Abilene (TA) Walkability Project	Taylor	2023	$1,200,670
Abilene	0908-00-106	BI-20 & N.	Railroad Intersection Safety Improvements	Taylor	2023	$1,002,097
Abilene	0005-06-125	SH 350	Bridge Replacement	Howard	2024	$140,800
Abilene	0005-05-116	US 87	Bridge Replacement	Howard	2024	$134,750
Abilene	0181-01-067	SH 36	Bicycle And Pedestrian Improvements	Taylor	2024	$800,000
Abilene	0908-00-113	Various	Bicycle And Pedestrian Improvements	Taylor	2024	$1,500,000
Abilene	0663-01-024	FM 707	Widen, Add lanes and shoulders	Taylor	2025	$2,100,000
Abilene	1655-01-036	FM 1750	Safety Improvements with adding turn lanes	Taylor	2025	$969,914
Amarillo	0238-03-065	US 54	SAFETY IMPROVEMENT PROJECTS	Dallam	2022	$60,885.00
Amarillo	0042-03-044	US 287	INSTALL TRAFFIC SIGNAL	Armstrong	2022	$71,305.00
Amarillo	0904-02-047	BI 40-D	PEDESTRIAN IMPROVEMENTS PHASE III	Potter	2022	$611,540.00
Amarillo	0557-02-019	SH 152	SURFACING/ROADWAY RESTORATION	Hutchinso	2023	$201,790.00
Amarillo	2635-04-031	SL 335	WIDEN NON-FREEWAY	Potter	2023	$5,587,275.00
Amarillo	0030-06-060	US 60	REHABILITATION OF EXISTING ROAD	Hemphill	2023	$1,069,080.00
Amarillo	0042-11-006	SL 395	PEDESTRIAN, SIDEWALK & CURB RAMPS	Potter	2023	$1,767,410.00
Amarillo	0067-01-084	US 87	PEDESTRIAN, SIDEWALK & CURB RAMPS	Randall	2024	$1,271,900.00
Amarillo	0356-01-108	SH 136	PEDESTRIAN, SIDEWALK & CURB RAMPS	Hutchinso	2024	$1,903,120.00
Amarillo	0379-01-047	SH 136	PEDESTRIAN, SIDEWALK & CURB RAMPS	Hutchinso	2024	$1,255,330.00
Amarillo	2614-01-024	FM 2590	SAFETY IMPROVEMENT PROJECTS	Randall	2024	$200,000.00
Amarillo	0238-03-061	US 54	REHABILITATION OF EXISTING ROAD	Dallam	2025	$1,600,000.00
Amarillo	0238-02-039	US 54	REHABILITATION OF EXISTING ROAD	Hartley	2025	$1,600,000.00
Atlanta	91903064	VA	SIDEWALKS	Harrison	2022	$176,940
Atlanta	61007097	IH 30	SIDEWALKS	Bowie	2022	$831,205
Atlanta	123101066	FM 989	SIDEWALKS	Bowie	2022	$105,968
Atlanta	91919083	VA	SIDEWALKS	Bowie	2023	$631,983
Atlanta	4604061	US 82	SHARED USE PATH	Bowie	2024	$665,000
Atlanta	4604063	US 82	SIDEWALKS	Bowie	2024	$147,240
Atlanta	4603038	US 82	SHARED USE PATH	Bowie	2024	$247,000
Atlanta	21702037	US 71	SIDEWALKS	Bowie	2024	$2,212,048
Atlanta	91919087	VA	SHARED USE PATH	Bowie	2024	$868,615
Atlanta	91919088	VA	SIDEWALKS	Bowie	2024	$518,300
Atlanta	91919085	VA	SIDEWALKS	Bowie	2024	$1,140,150
Atlanta	91919084	VA	SIDEWALKS	Bowie	2025	$1,365,500
Austin	11417010	SL 109	PEDESTRIAN, SIDEWALKS AND CURB RAMPS	Bastrop	2022	$671,429
Austin	1510062	IH 35	WIDEN FREEWAY	Travis	2022	$2,911,384
Austin	1513389	IH 35	WIDEN FREEWAY	Travis	2022	$4,249,165
Austin	1513077	IH 35	WIDEN FREEWAY	Travis	2022	$2,469,207
Austin	1601133	SL 275	SAFETY IMPROVEMENT PROJECTS	Travis	2022	$196,000
Austin	120003061	FM 973	PEDESTRIAN, SIDEWALKS AND CURB RAMPS	Travis	2022	$458,844
Austin	68304023	RM 3238	INTERSECTION & OPERATIONAL IMPRV	Travis	2022	$48,679
Austin	91400457	VARIOUS	PEDESTRIAN, SIDEWALKS AND CURB RAMPS	VARIOUS	2022	$2,965,162
Austin	177602020	FM 2001	BICYCLE INFRASTRUCTURE IMPROVEMENTS	Hays	2022	$199,021
Austin	28601057	SH 80	INTERSECTION & OPERATIONAL IMPRV	Hays	2022	$1,725
Austin	28601062	SH 81	PEDESTRIAN, SIDEWALKS AND CURB RAMPS	Hays	2023	$463,359
Austin	28601063	SH 21	PEDESTRIAN, SIDEWALKS AND CURB RAMPS	Hays	2023	$740,122
Austin	120003060	FM 973	SAFETY IMPROVEMENT PROJECTS	Travis	2023	$638,718
Austin	327701025	FM 3177	SAFETY IMPROVEMENT PROJECTS	Travis	2023	$100,000
Austin	91418120	VARIOUS	PEDESTRIAN, SIDEWALKS AND CURB RAMPS	Bastrop	2023	$2,450,000
Austin	36601081	SH 123	SAFETY IMPROVEMENT PROJECTS	Hays	2023	$45,682
Austin	26513024	SL 230	PEDESTRIAN, SIDEWALKS AND CURB RAMPS	Bastrop	2023	$440,261
Austin	1509185	IH 35	FREEWAY OPERATIONAL IMPROVEMENTS	Williamso	2024	$404,200
Austin	120102026	FM 487	REHABILITATION OF EXISTING ROAD	Williamso	2024	$739,420
Austin	120003064	FM 973	INTERSECTION & OPERATIONAL IMPRV	Travis	2024	$61,029
Austin	118601099	FM 969	INTERSECTION & OPERATIONAL IMPRV	Travis	2024	$1,020,719
Austin	91400477	VARIOUS	PEDESTRIAN, SIDEWALKS AND CURB RAMPS	Travis	2024	$2,352,000
Austin	26501116	US 183	CONSTRUCTION OF NEW FRONTAGE ROAD	Travis	2024	$240,300
Austin	1513388	IH 35	WIDEN FREEWAY	Travis	2025	$25,218,749
Austin	1602114	IH 35	WIDEN FREEWAY	Hays	2025	$364,000
Austin	91400478	VARIOUS	PEDESTRIAN, SIDEWALKS AND CURB RAMPS	VARIOUS	2025	$2,452,000
Beaumont	0028-15-056	Beaumont	Install Sidewalks	Orange	2022	$1,141,463
Beaumont	0920-39-026	Beaumont	PED - Pedestrian, Sidewalks & Curb Ramps	Chambers	2022	$736,120

District	CSJ	Highway	Description	County	Year	Amount
Beaumont	6402-17-001	Beaumont	Maintenance	Jefferson	2022	$35,833
Beaumont	0028-13-141	Beaumont	IH-10 2020 HSIP (Wrong Way Driver	Jefferson	2022	$1,800
Beaumont	0786-01-090	Beaumont	PED - Pedestrian, Sidewalks & Curb Ramps;	Jefferson	2022	$140,810
Beaumont	0389-02-057	Beaumont	Landscape & Scenic Enhancement	Chambers	2022	$6,075
Beaumont	0920-12-047	Beaumont	City of Jasper -SRTS Multi-Segment	Jasper	2023	$364,153
Beaumont	0920-12-048	Beaumont	Marvin Hancock Dr Pedestrian	Jasper	2023	$92,975
Beaumont	0920-13-040	Beaumont	US 69 TA Project- (Woodville) 6-foot-wide	Tyler	2023	$98,076
Beaumont	0920-39-030	Beaumont	Mont Belvieu-Walk Me To School 2021 / (1)	Chambers	2023	$1,213,625
Beaumont	0667-01-115	Beaumont	Rehabilitation of Existing Road	Jefferson	2023	$13,538
Beaumont	0932-01-113	Beaumont	Bridge Widening or Rehabilitation	Jefferson	2023	$1,370,000
Beaumont	0920-00-149	Beaumont	Various Pedestrian Improvements	Various	2024	$1,620,000
Beaumont	0200-09-069	Beaumont	Widen Non-Freeway	Hardin	2024	$7,000,000
Beaumont	0200-08-049	Beaumont	Widen Non-Freeway	Tyler	2024	$2,549,619
Beaumont	0920-39-029	Beaumont	Anahuac Sidewalk and Pedestrian Bridge	Chambers	2025	$349,276
Beaumont	0920-38-294	Beaumont	PA_NinthAve_1 (2021 HSIP) 9th Ave At	Jefferson	2025	$158,300
Beaumont	0920-38-295	Beaumont	PA_NinthAve_2 (2021 HSIP)9th Ave At	Jefferson	2025	$48,100
Beaumont	0920-38-296	Beaumont	PA_WOODWORTH BLVD (2021 HSIP)	Jefferson	2025	$123,425
Brownwood	005406105	US 67	INTERSECTION & OPERATIONAL	Brown	2022	$43,580
Brownwood	012801111	US 377	WIDEN NON-FREEWAY	Brown	2022	$239,321
Brownwood	000704134	SH 112	INSTALL TRAFFIC SIGNAL	Eastland	2022	$10,000
Brownwood	092300076	US 67	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Coleman	2023	$194,880
Brownwood	092300076	SH 206	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Coleman	2023	$120,350
Brownwood	092300076	SH 206	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Comanch	2023	$102,570
Brownwood	092300076	US 67	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Comanch	2023	$2,000
Brownwood	092300076	US 67	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Comanch	2023	$1,000
Brownwood	092300076	FM 3381	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Comanch	2023	$37,610
Brownwood	092300076	FM 3381	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Comanch	2023	$92,310
Brownwood	092300076	SH 16	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Comanch	2023	$191,460
Brownwood	092300076	SH 16	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Comanch	2023	$1,500
Brownwood	092300076	SH 16	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Comanch	2023	$2,000
Brownwood	092300076	SH 6	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Eastland	2023	$3,000
Brownwood	092300076	SH 112	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Eastland	2023	$28,720
Brownwood	092300076	SH 112	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Eastland	2023	$87,380
Brownwood	092300076	FM 101	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Eastland	2023	$6,500
Brownwood	092300076	FM 580	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Lampasas	2023	$3,000
Brownwood	092300076	US 183	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Lampasas	2023	$3,000
Brownwood	092300076	US 183	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Lampasas	2023	$2,000
Brownwood	092300076	SL 257	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Lampasas	2023	$2,000
Brownwood	092300076	US 87	PEDESTRIAN, SIDEWALKS & CURB RAMPS	McCulloc	2023	$3,000
Brownwood	092300076	US 87	PEDESTRIAN, SIDEWALKS & CURB RAMPS	McCulloc	2023	$3,000
Brownwood	092300076	US 183	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Mills	2023	$547,140
Brownwood	092300076	US 180	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Stephens	2023	$7,520
Brownwood	092300076	US 180	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Stephens	2023	$21,550
Brownwood	092300076	US 180	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Stephens	2023	$1,136,510
Brownwood	025106036	US 281	WIDEN NON-FREEWAY	Lampasas	2023	$656,091
Brownwood	346901014	FM 3099	REALIGN INTERSECTION	Stephens	2023	$132,935
Brownwood	005405015	SH 206	REHABILITATION OF EXISTING ROAD	Coleman	2024	$415,535
Brownwood	027203038	US 190	REHABILITATION OF EXISTING ROAD	San Saba	2024	$730,000
Brownwood	012804038	US 87	REHABILITATION OF EXISTING SEGMENT	McCulloc	2025	$52,188
Brownwood	000704128	SH 6	REHABILITATION OF EXISTING ROAD	Eastland	2025	$900,000
Bryan	244701032	FM 577	INTERSECTION & OPERATIONAL IMPRV	Washingt	2022	$24,674
Bryan	0049-08-074	US 190	SAFETY IMPROVEMENT PROJECTS	Robertson	2022	$21,170
Bryan	0049-09-076	BS 6R	INTERSECTION & OPERATIONAL IMPRV	Brazos	2022	$73,000
Bryan	0049-09-087	BS 6R	INTERSECTION & OPERATIONAL IMPRV	Brazos	2022	$164,024
Bryan	0212-03-050	FM 158	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Brazos	2022	$1,991,601
Bryan	0315-04-080	SH 105	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Grimes	2022	$69,216
Bryan	0540-08-014	SH 40	SAFETY IMPROVEMENT PROJECTS	Brazos	2022	$32,293
Bryan	0675-06-108	IH 45	WIDEN FREEWAY	Walker	2022	$381,735
Bryan	0675-07-097	IH 45	WIDEN FREEWAY	Walker	2022	$1,332,855
Bryan	2446-01-030	SH 30	SAFETY IMPROVEMENT PROJECTS	Brazos	2022	$10,821
Bryan	2851-01-050	FM 2818	SAFETY IMPROVEMENT PROJECTS	Brazos	2022	$722,277
Bryan	0114-09-088	BU 290F	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Washingt	2023	$250,000
Bryan	0114-10-101	US 290	INTERSECTION & OPERATIONAL IMPRV	Washingt	2023	$110,000
Bryan	0186-05-044	BS 36J	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Washingt	2023	$534,020
Bryan	0210-03-027	FM 487	REHABILITATION OF EXISTING ROAD	Milam	2023	$17,362
Bryan	0315-04-084	SH 105	TWLTL	Grimes	2023	$1,662
Bryan	0675-01-069	IH 45	ONE WAY FRONTAGE ROAD CONVERSION	Freestone	2023	$956,680
Bryan	0917-17-081	BROSIG	PEDESTRIAN, SIDEWALK, & CURB RAMP	Grimes	2023	$603,017
Bryan	1316-01-081	FM 1179	PEDESTRIAN, SIDEWALK, & CURB RAMP	Brazos	2023	$2,889,035

Bryan	2087-01-023	FM 908	REHABILITATION OF EXISTING ROAD	Milam	2023	$9,325
Bryan	0049-09-092	BS 6-R	RAISED MEDIAN AND SIDEWALKS	Brazos	2024	$250,000
Bryan	0049-12-110	SH 6	WIDEN FROM 4 LANE DIVIDED TO 6 LANE	Brazos	2024	$6,907,960
Bryan	0050-01-094	BS 6-R	RAISED MEDIAN AND SIDEWALKS	Brazos	2024	$2,000,000
Bryan	0050-02-117	SH 6	WIDEN FROM 4 LANE DIVIDED TO 6 LANE	Brazos	2024	$1,936,465
Bryan	3138-01-038	FM 2347	PEDESTRIAN, SIDEWALK, & CURB RAMP	Brazos	2024	$1,314,147
Bryan	3282-01-008	FM 745	PEDESTRIAN, SIDEWALK, & CURB RAMP	Leon	2024	$725,351
Bryan	21203058	SH 30	BRIDGE REPLACEMENT	Brazos	2025	$30,000
Bryan	0186-06-082	US 290	Structures, grading, pavement	Washingt	2025	$1,168,661
Bryan	0205-04-047	US 79	Roadway widening	Leon	2025	$1,874,310
Bryan	0205-05-053	US 79	PEDESTRIAN, SIDEWALK, & CURB RAMP	Leon	2025	$850,000
Bryan	0315-04-087	SH 105	PEDESTRIAN, SIDEWALK, & CURB RAMP	Grimes	2025	$600,000
Bryan	0315-04-088	SH 105	PEDESTRIAN, SIDEWALK, & CURB RAMP	Grimes	2025	$250,000
Bryan	0675-03-106	IH 45	Segment 2B. WIDEN FREEWAY	Walker	2025	$1,917,434
Bryan	0858-02-026	FM 908	PEDESTRIAN, SIDEWALK, & CURB RAMP	Milam	2025	$275,000
Bryan	2087-01-027	FM 908	PEDESTRIAN, SIDEWALK, & CURB RAMP	Milam	2025	$1,225,000
Childress	205101014	FM 2473	Ped, Sidewalks & Curb Ramps	Wheeler	2023	$300,000
Childress	014605038	US 70	Rehab of Exist Roadway	Foard	2024	$350,000
Childress	039702041	SH 152	Super 2	Wheeler	2025	$25,000
Corpus Christi	010204097	US 77	CONVERT NON-FREEWAY TO FREEWAY	Kleberg	2022	$18,875
Corpus Christi	007307068	IH 37	Transportation Non-Roadway	Live Oak	2022	$227,683
Corpus Christi	091635243	S Port Ave	Traffic Signal Improvements	Nueces	2022	$2,284
Corpus Christi	091635247	Texan Trl	Traffic Signal Improvements	Nueces	2022	$1,942
Corpus Christi	091602022	Various	Construct Pedestrian Infrastructure	Kleberg	2023	$268,237
Corpus Christi	091602023	Various	Construct Pedestrian Infrastructure	kleberg	2023	$81,244
Corpus Christi	091602024	Various	Construct Pedestrian Infrastructure	Kleberg	2023	$120,450
Corpus Christi	008706031	BS 359B	Construct Pedestrian Infrastructure	San	2023	$750,000
Corpus Christi	091600250	Various	Construct Pedestrian Infrastructure	Nueces	2023	$2,000,000
Corpus Christi	050701023	SH 234	Resurface Roadway	San	2023	$275,000
Corpus Christi	091628081	Various	Construct Pedestrian Infrastructure	San	2023	$236,600
Corpus Christi	091602025	Various	Construct Pedestrian Infrastructure	Kleberg	2023	$707,650
Corpus Christi	073801067	FM 136	Hazard Elimination & Safety	Refugio	2023	$30,000
Corpus Christi	091635238	Everhart Rd	Traffic Signal Improvements	Nueces	2023	$27,000
Corpus Christi	091635241	Gollihar Rd	Traffic Signal Improvements	Nueces	2023	$20,000
Corpus Christi	091635242	Mc Cardle	Traffic Signal Improvements	Nueces	2023	$35,000
Corpus Christi	091635246	Staples St	Traffic Signal Improvements	Nueces	2023	$20,000
Corpus Christi	091635239	Gollihar Rd	Traffic Signal Improvements	Nueces	2023	$15,000
Corpus Christi	091635240	Gollihar Rd	Traffic Signal Improvements	Nueces	2023	$15,000
Corpus Christi	091635244	Alameda St	Traffic Signal Improvements	Nueces	2023	$22,000
Corpus Christi	091635245	Alameda St	Traffic Signal Improvements	Nueces	2023	$22,000
Corpus Christi	091635249	Yorktown	Traffic Signal Improvements	Nueces	2023	$15,000
Corpus Christi	061701177	SH 358	WIDEN FREEWAY	Nueces	2024	$2,500,000
Corpus Christi	120901030	FM 893	Widen Road - Add Lanes And Shoulders	San	2024	$1,037,940
Corpus Christi	091629019	Various	Construct Pedestrian Infrastructure	Live Oak	2024	$276,000
Corpus Christi	050701022	SH 234	Rehabilitate Existing Roadway	San	2024	$500,000
Corpus Christi	061701177	SH 358	Construct Ramps	Nueces	2024	$400,000
Corpus Christi	032601056	SH 286	Convert Non-Freeway	Nueces	2024	$639,000
Corpus Christi	037302096	SH 44	Resurface Roadway	Nueces	2024	$750,000
Corpus Christi	091635232	Airline Rd	Traffic Signal Improvements	Nueces	2024	$35,000
Corpus Christi	142301037	FM 1360	Hazard Elimination & Safety	Refugio	2024	$35,000
Corpus Christi	010103120	US 181	Traffic Signal Improvements	San	2024	$80,000
Corpus Christi	025401146	US 281	Traffic Signal Improvements	Live Oak	2024	$200,000
Corpus Christi	091627015	CR 26	Construct Pedestrian Infrastructure	Refugio	2025	$247,600
Corpus Christi	091635231	OCEAN DR	Bridge Replacement	Nueces	2025	$250,000
Corpus Christi	098902057	FM 624	Construct New Roadway Lanes	Nueces	2025	$1,975,000
Corpus Christi	091635252	Yorktown	Widen Road - Add Lanes And Shoulders	Nueces	2025	$2,000,000
Dallas	000912219	IH 30	WIDEN FREEWAY	Rockwall	2022	$4,435,250
Dallas	004707237	US 75	SAFETY IMPORVEMENT PROJECTS	Dallas	2022	$152,700
Dallas	004804094	IH 35E	INTERCHANGE (NEW OR RECONSTRUCTED)	Ellis	2022	$314,659
Dallas	009202125	IH 45	INTERSECTION & OPERATION IMPRV	Dallas	2022	$22,600
Dallas	009503085	US 80	BRIDGE REPLACEMENT	Kaufman	2022	$53,905
Dallas	009504069	US 80	INTERCHANGE (NEW OR RECONSTRUCTED)	Kaufman	2022	$258,000
Dallas	026102078	US 767	TRAFFIC CONTROL DEVICES	Dallas	2022	$202,900
Dallas	035304109	SL 12	SAFETY IMPORVEMENT PROJECTS	Dallas	2022	$38,600
Dallas	058101160	SL 12	SAFETY IMPORVEMENT PROJECTS	Dallas	2022	$250,242
Dallas	139201044	FM 1378	INTERSECTION & OPERATION IMPRV	Collin	2022	$1,000,000
Dallas	205601042	FM 2551	WIDEN NON-FREEWAY	Collin	2022	$2,137,235
Dallas	225001029	SL 288	SAFETY IMPORVEMENT PROJECTS	Denton	2022	$41,506
Dallas	225001030	SL 288	SAFETY IMPORVEMENT PROJECTS	Denton	2022	$26,580

Dallas	267903015	FM 2514	WIDEN NON-FREEWAY	Collin	2022	$413,025
Dallas	267903016	FM 2514	WIDEN NON-FREEWAY	Collin	2022	$821,987
Dallas	347602013	FM 3286	INTERSECTION & OPERATION IMPRV	Collin	2022	$25,000
Dallas	000903048	SH 66	INTERSECTION & OPERATION IMPRV	Dallas	2023	$177,500
Dallas	004704031	SH 5	WIDEN NON-FREEWAY	Collin	2023	$1,147,986
Dallas	009503080	US 80	WIDEN FREEWAY	Kaufman	2023	$2,328,720
Dallas	019503087	IH 35	WIDEN FREEWAY	Denton	2023	$1,524,116
Dallas	019503090	IH 35	INTERCHANGE (NEW OR RECONSTRUCTED)	Denton	2023	$394,627
Dallas	019503099	IH 35E	INTERCHANGE (NEW OR RECONSTRUCTED)	Denton	2023	$408,696
Dallas	019602128	IH 35E	INTERCHANGE (NEW OR RECONSTRUCTED)	Denton	2023	$643,873
Dallas	045101053	SH 205	WIDEN NON-FREEWAY	Rockwall	2023	$6,000,000
Dallas	139203012	FM 1461	WIDEN NON-FREEWAY	Collin	2023	$500,000
Dallas	197301015	FM 1461	WIDEN NON-FREEWAY	Collin	2023	$1,500,000
Dallas	013503046	US 380	WIDEN FREEWAY	Collin	2024	$1,244,070
Dallas	013503057	US 380	WIDEN NON-FREEWAY	Collin	2024	$260,967
Dallas	013504033	US 380	WIDEN NON-FREEWAY	Collin	2024	$1,164,531
Dallas	019603288	IH 35E	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Dallas	2024	$116,475
Dallas	019702135	US 175	BRIDGE REPLACEMENT	Dallas	2024	$3,588,000
Dallas	044203042	IH 35E	INTERCHANGE (NEW OR RECONSTRUCTED)	Ellis	2024	$936,232
Dallas	045102028	SH 205	WIDEN NON-FREEWAY	Kaufman	2024	$6,000,000
Dallas	054903031	SH 121	INTERCHANGE (NEW OR RECONSTRUCTED)	Collin	2024	$2,000,000
Dallas	105101052	FM 664	WIDEN NON-FREEWAY	Ellis	2024	$1,368,800
Dallas	237407074	IH 635	INTERSECTION & OPERATION IMPRV	Dallas	2024	$90,000
Dallas	004704029	SH 5	WIDEN NON-FREEWAY	Collin	2025	$800,000
Dallas	009213031	BI 45-F	BRIDGE REPLACEMENT	Navarro	2025	$150,000
Dallas	009510025	US 80	WIDEN FREEWAY	Dallas	2025	$384,301
Dallas	009510033	US 80	WIDEN FREEWAY	Dallas	2025	$661,589
Dallas	017303047	SH 34	OVERLAY	Kaufman	2025	$1,500,000
Dallas	019502074	IH 35	WIDEN FREEWAY	Denton	2025	$2,408,700
Dallas	019502081	IH 35	WIDEN FREEWAY	Denton	2025	$3,402,850
Dallas	019602126	IH 35E	INTERCHANGE (NEW OR RECONSTRUCTED)	Denton	2025	$385,507
Dallas	019602127	IH 35E	INTERCHANGE (NEW OR RECONSTRUCTED)	Denton	2025	$398,472
Dallas	035305131	SL 12	SAFETY IMPORVEMENT PROJECTS	Dallas	2025	$197,109
Dallas	044202161	IH 35E	INTERSECTION & OPERATION IMPRV	Dallas	2025	$400,000
Dallas	058101168	SL 12	SAFETY IMPORVEMENT PROJECTS	Dallas	2025	$277,726
El Paso	035802031	SH 118	OVERLAY	El Paso	2022	$22,486
El Paso	212101094	IH 10	WIDEN FREEWAY	El Paso	2022	$164,205
El Paso	255202028	SL 375	WIDEN FREEWAY	El Paso	2022	$1,112,628
El Paso	000212028	US 62	SAFETY IMPROVEMENT PROJECTS	El Paso	2022	$234,216
El Paso	016701132	US 54	SAFETY IMPROVEMENT PROJECTS	El Paso	2022	$360,440
El Paso	067401071	FM 76	SAFETY IMPROVEMENT PROJECTS	El Paso	2022	$275,777
El Paso	212102176	IH 10	SAFETY IMPROVEMENT PROJECTS	El Paso	2022	$416,624
El Paso	345101048	FM 1281	SAFETY IMPROVEMENT PROJECTS	El Paso	2022	$297,593
El Paso	000102067	SH 20	REHABILITATION OF EXISTING ROAD	El Paso	2023	$320,902
El Paso	000102075	SH 20	SAFETY IMPROVEMENT PROJECTS	El Paso	2023	$15,000
El Paso	000201106	SH 20	SAFETY IMPROVEMENT PROJECTS	El Paso	2023	$260,860
El Paso	000202061	SH 20	PEDESTRIAN, SIDEWALKS & CURB RAMPS	El Paso	2023	$2,250,000
El Paso	000220009	BI 10-D	REHABILITATION OF EXISTING ROAD	El Paso	2023	$113,293
El Paso	002001021	US 90	REHABILITATION OF EXISTING ROAD	El Paso	2023	$92,227
El Paso	010411008	BU 67-A	REHABILITATION OF EXISTING ROAD	El Paso	2023	$120,000
El Paso	035801027	SH 118	OVERLAY	El Paso	2023	$13,484
El Paso	000102074	SH 20	SAFETY IMPROVEMENT PROJECTS	El Paso	2023	$180,458
El Paso	104601045	FM 659	SAFETY IMPROVEMENT PROJECTS	El Paso	2023	$130,322
El Paso	000101068	SH 20	SAFETY IMPROVEMENT PROJECTS	El Paso	2024	$200,000
El Paso	000202059	SH 20	SAFETY IMPROVEMENT PROJECTS	El Paso	2024	$120,000
El Paso	002008048	US 67	OVERLAY	El Paso	2024	$5,000
El Paso	067401073	FM 76	SAFETY IMPROVEMENT PROJECTS	El Paso	2024	$177,224
El Paso	255203070	SL 375	SAFETY IMPROVEMENT PROJECTS	El Paso	2024	$556,016
El Paso	345101042	FM 1281	OVERLAY	El Paso	2024	$60,000
El Paso	016702080	BU 54-A	SAFETY IMPROVEMENT PROJECTS	El Paso	2024	$185,150
El Paso	016702081	BU 54-A	SAFETY IMPROVEMENT PROJECTS	El Paso	2024	$192,239
El Paso	016702083	BU 54A	SAFETY IMPROVEMENT PROJECTS	El Paso	2025	$338,932
El Paso	345101049	FM 1281	SAFETY IMPROVEMENT PROJECTS	El Paso	2025	$211,336
Fort Worth	009401032	SH 183	Bridge Replacement	Tarrant	2022	$291,695
Fort Worth	009402135	SH 10	Safety Improvement Projects	Tarrant	2022	$200
Fort Worth	031204029	FM 730	Bridge Widening or Rehab	Wise	2022	$7,800
Fort Worth	031204022	FM 730	Rehabilitation of Existing Roadway	Wise	2022	$466,720
Fort Worth	000801046	US 180	Overlay	Palo Pinto	2022	$136,500
Fort Worth	024907070	US 281	Super 2 Highway	Jack	2022	$287,992

Fort Worth	001403087	IH 35 W	Freeway Operational Improvements	Johnson	2022	$134,500
Fort Worth	031401082	IH 20	Overlay	Parker	2022	$188,400
Fort Worth	090290034	Var.	New Location Non - Freeway	Tarrant	2022	$818,810
Fort Worth	090290050	Var.	Bicycle Infrastructure Improvements	Tarrant	2022	$496,200
Fort Worth	090290126	SS 580	Pedestrian, Sidewalks and Curb Ramps	Tarrant	2022	$60,000
Fort Worth	001901146	SH 174	Widen Non - Freeway	Johnson	2023	$990,000
Fort Worth	007904049	US 67	Overlay	Erath	2023	$4,000
Fort Worth	008007096	US 377	Overlay	Tarrant	2023	$76,725
Fort Worth	001415034	US 81	Intersection and Operational Imprv	Tarrant	2023	$377,250
Fort Worth	017105094	SH 199	Rehabilitation of Existing Roadway	Tarrant	2023	$3,415,093
Fort Worth	031407074	IH 20	Bridge Replacement	Parker	2023	$10,000
Fort Worth	071802076	FM 156	Intersection and Operational Imprv	Tarrant	2023	$273,540
Fort Worth	001415034	US 81	Intersection and Operational Imprv	Tarrant	2023	$67,000
Fort Worth	090248894	Long	Bridge Replacement	Tarrant	2023	$28,225
Fort Worth	090290195	1st St.	Bicycle Infrastructure Improvements	Tarrant	2023	$119,980
Fort Worth	090290218	Mustang Dr.	Traffic Control Devices	Tarrant	2023	$35,800
Fort Worth	001403088	IH 35W	Interchange (New or Reconstructed)	Johnson	2024	$584,450
Fort Worth	074705042	FM 157	Rehabilitation of Existing Roadway	Johnson	2024	$210,698
Fort Worth	074705043	FM 157	New Location Non Freeway	Johnson	2024	$684,336
Fort Worth	106802147	IH 30	Widen Freeway	Tarrant	2024	$368,358
Fort Worth	226602148	SH 360	Widen Freeway	Tarrant	2024	$291,033
Fort Worth	237405092	IH 20	Widen Non - Freeway	Tarrant	2024	$258,770
Fort Worth	001308134	US 81	Safety Improvement Projects	Wise	2024	$632,615
Fort Worth	106801214	IH 30	Widen Freeway	Tarrant	2024	$3,763,612
Fort Worth	036503050	SH 171	Overlay	Johnson	2025	$22,890
Fort Worth	000803094	IH 20	Interchange (New or Reconstructed)	Parker	2025	$103,850
Fort Worth	00816044	IH 20	Interchange (New or Reconstructed)	Tarrant	2025	$103,500
Fort Worth	226602158	SH 360	Widen Freeway	Tarrant	2025	$6,631,680
Fort Worth	031301061	FM 51	Intersection and Operational Imprv	Wise	2025	$350,000
Fort Worth	031301060	FM 51	Intersection and Operational Imprv	Wise	2025	$380,000
Fort Worth	031204033	FM 730	Intersection and Operational Imprv	Wise	2025	$350,000
Houston	58701064	FM 1495	REHABILITATION OF EXISTING ROAD	Brazoria	2022	$13,438
Houston	18804035	SH 36	WIDEN NON-FREEWAY	Brazoria	2022	$344,724
Houston	304901022	FM 646	WIDEN NON-FREEWAY	Galveston	2022	$700,352
Houston	11109044	BS 288B	OVERLAY	Brazoria	2022	$14,830
Houston	125701052	FM 1092	OVERLAY	Fort Bend	2022	$344,863
Houston	5102108	SH 3	SAFETY IMPROVEMENT PROJECTS	Harris	2022	$979,734
Houston	5106018	SH 3	OVERLAY	Harris	2022	$14,842
Houston	5106019	SH 3	SAFETY IMPROVEMENT PROJECTS	Harris	2022	$126,381
Houston	27117175	IH 610	OVERLAY	Harris	2022	$5,000
Houston	18804050	SH 36	WIDEN NON-FREEWAY	Brazoria	2022	$135,140
Houston	325603094	SL 8	REHABILITATION OF EXISTING ROAD	Harris	2022	$1,357,952
Houston	27107329	IH 10	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Harris	2022	$5,245,143
Houston	33804066	SH 105	WIDEN NON-FREEWAY	Montgomery	2022	$2,138,138
Houston	274401032	FM 2854	OVERLAY	Montgomery	2022	$9,970
Houston	33804065	SH 105	WIDEN NON-FREEWAY	Montgomery	2022	$770,000
Houston	351004055	SH 99	NEW LOCATION NON-FREEWAY	Fort Bend	2022	$281,000
Houston	198601067	FM 1314	OVERLAY	Montgomery	2022	$2,553
Houston	11005127	IH 45	INTERSECTION & OPERATIONAL IMPRV	Harris	2022	$25,287
Houston	11005126	IH 45	BRIDGE REPLACEMENT	Harris	2022	$368,555
Houston	168501092	FM 1960	INTERSECTION & OPERATIONAL IMPRV	Harris	2022	$279,484
Houston	17714039	SL 494	BRIDGE REPLACEMENT	Montgomery	2022	$409,521
Houston	168501090	FM 1960	INTERSECTION & OPERATIONAL IMPRV	Harris	2022	$463,004
Houston	17714037	SL 494	INTERSECTION & OPERATIONAL IMPRV	Montgomery	2022	$8,000
Houston	33804060	SH 105	WIDEN NON-FREEWAY	Montgomery	2022	$719,962
Houston	50003629	IH 45	BRIDGE REPLACEMENT	Harris	2022	$16,000
Houston	304901023	FM 646	WIDEN NON-FREEWAY	Galveston	2023	$147,372
Houston	252302071	FM 2004	OVERLAY	Brazoria	2023	$10,400
Houston	18809040	FM 723	WIDEN NON-FREEWAY	Fort Bend	2023	$5,744,137
Houston	18801016	SH 36	WIDEN NON-FREEWAY	Fort Bend	2023	$2,807,895
Houston	50001119	IH 45	WIDEN FREEWAY	Galveston	2023	$750,000
Houston	353801034	SH 242	WIDEN NON-FREEWAY	Montgomery	2023	$900,000
Houston	97601043	FM 865	REHABILITATION OF EXISTING ROAD	Harris	2023	$10,800
Houston	2710075	UA 90	REHABILITATION OF EXISTING ROAD	Harris	2023	$288,820
Houston	18809051	FM 723	WIDEN NON-FREEWAY	Fort Bend	2023	$3,515,091
Houston	97802053	FM 646	WIDEN NON-FREEWAY	Galveston	2023	$1,558,591
Houston	168501107	FM 1960	IMPROVEMENTS	Harris	2023	$1,000,000
Houston	38906088	SH 146	WIDEN FREEWAY	Galveston	2023	$3,441,704
Houston	2710076	UA 90	REHABILITATION OF EXISTING ROAD	Harris	2023	$495,693

District	CSJ	Highway	Project Description	County	Year	Amount
Houston	72002095	FM 149	OVERLAY	Montgomery	2023	$250,403
Houston	198601064	FM 1314	WIDEN FREEWAY	Montgomery	2023	$945,700
Houston	11103059	FM 521	WIDEN NON-FREEWAY	Fort Bend	2023	$1,914,149
Houston	325601118	SL 8	REHABILITATION OF EXISTING ROAD	Harris	2023	$108,000
Houston	50801373	IH 10	BRIDGE WIDENING OR REHABILITATION	Harris	2023	$115,317
Houston	5006093	US 290	INTERCHANGE (NEW OR RECONSTRUCTED)	Harris	2023	$2,722,971
Houston	325601115	SL 8	REHABILITATION OF EXISTING ROAD	Harris	2023	$185,943
Houston	2713232	IH 69	OVERLAY	Harris	2024	$538,753
Houston	2709105	UA 90	REHABILITATION OF EXISTING ROAD	Harris	2024	$1,546,006
Houston	2709107	UA 90	REHABILITATION OF EXISTING ROAD	Harris	2024	$566,328
Houston	27114240	IH 610	IMPROVEMENTS	Harris	2025	$1,100,603
Houston	168501120	FM 1960	RAMPS	Harris	2025	$8,307,347
Laredo	0037-05-062	US 83	Pedestrian, Sidewals & Curb Ramps	Laredo	2023	$936,000
Laredo	0086-10-053	SH 359	Rehabilitation of Existing Road	Laredo	2023	$327,897
Laredo	0086-14-088	US 59	Convert Non-Freeway to Freeway	Laredo	2023	$3,592,470
Laredo	0086-14-089	US 59	Convert Non-Freeway to Freeway	Laredo	2023	$2,127,060
Laredo	0161-03-025	SS 239	Pedestrian, Sidewals & Curb Ramps	Laredo	2024	$810,000
Laredo	0299-01-076	US 277	Pedestrian, Sidewals & Curb Ramps	Laredo	2024	$810,000
Laredo	0086-14-087	US 59	Convert Non-Freeway to Freeway	Laredo	2024	$1,914,993
Lubbock	0053-18-048	US 84	Rehabilitation of Existing Road	MPO	2023	$331,200
Lubbock	0905-06-120	Inside Lp	Ped Beacons,Crsswlk,Sdwlks	MPO	2023	$1,200,000
Lubbock	0228-01-058	US 62/385	Mill,Inlay,ADA	Terry/Gai	2023	$282,580
Lubbock	0905-06-095	66th - 82nd	CS Widening	MPO	2023	$477,509
Lubbock	0905-06-116	Woodrow	Widen Non-Freeway 2 to 5 Ln	Lubbock	2024	$684,568
Lubbock	0067-07-094	IH 27 &	Bridge Replacement	Lubbock	2025	$6,800
Lubbock	0439-05-026	SH 194	Road Reconstruction	Hale	2025	$1,043,360
Lubbock	0905-06-096	Upland Ave	CS Widening	MPO	2025	$785,835
Lufkin	017602118	US 59	CONVERT NON-FREEWAY TO FREEWAY	Angelina	2022	$828,785
Lufkin	017602125	BU 59G	ALL SIDEWALK - LFK ROAD TO ZERO PRO.	Angelina	2022	$282,908
Lufkin	326401010	FM 326	RECONSTRUCT AND WIDEN PAVEMENT	Angelina	2023	$112,010
Lufkin	017702057	US 59	WIDEN NON-FREEWAY	San Jacinto	2023	$162,400
Lufkin	091100123	VA	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Angelina	2023	$3,000,000
Odessa	503068	BI 20-E	SAFETY IMPROVEMENT PROJECTS	Midland	2022	$200,250
Odessa	516016	BI 20-F	SAFETY IMPROVEMENT PROJECTS	Martin	2022	$179,483
Odessa	29201034	SH 18	REHABILITATION OF EXISTING ROAD	Winkler	2022	$228,130
Odessa	509020	BI 20-E	SAFETY IMPROVEMENT PROJECTS	Midland	2022	$347,064
Odessa	29203032	SH 18	REHABILITATION OF EXISTING ROAD	Ward	2022	$45,727
Odessa	22806092	US 385	REHABILITATION OF EXISTING ROAD	Ector	2022	$160,275
Odessa	229602026	SH 191	INTERCHANGE (NEW OR RECONSTRUCTED)	Midland	2022	$15,336
Odessa	46303052	SH 140	REHABILITATION OF EXISTING ROAD	Midland	2022	$164,312
Odessa	514100	IH 20	INTERCHANGE (NEW)	Midland	2022	$883,502
Odessa	307064	IH 20	TRAFFIC SIGNAL IMPROVEMENTS	Reeves	2022	$69,400
Odessa	35401051	SH 115	REHABILITATION OF EXISTING ROAD	Winkler	2023	$388,600
Odessa	357102008	SS 588	REHABILITATION OF EXISTING ROAD	Midland	2023	$50,000
Odessa	501113	BI 20-E	REHABILITATION OF EXISTING ROAD	Ector	2023	$627,037
Odessa	22904060	US 385	REHABILITATION OF EXISTING ROAD	Upton	2024	$101,990
Odessa	22904061	FM 305	REHABILITATION OF EXISTING ROAD	Upton	2024	$228,490
Odessa	501116	BI 20E	REHABILITATION OF EXISTING ROAD	Ector	2024	$70,000
Odessa	514094	IH 20	WIDEN FREEWAY	Midland	2024	$1,622,425
Odessa	513064	IH 20	WIDEN FREEWAY	Ector	2024	$1,293,650
Odessa	514093	IH 20	WIDEN FREEWAY	Midland	2024	$372,400
Paris	072902034	FM 121	LANDSCAPE & SCENIC ENHANCEMENT	Grayson	2022	$22,534
Paris	000907043	SS 302	OVERLAY	Hunt	2022	$2,590
Paris	4703096	SH 5	BICYCLE INFRASTRUCTURE IMPROVEMENTS	Grayson	2022	$40,000
Paris	77201034	FM 410	SIDEWALKS AND SAFETY TREAT	Red River	2022	$344,736
Paris	145201018	FM 1507	INSTALL SIDEWALKS	Lamar	2023	$1,564,000
Paris	90131136	8th Street	SIDEWALKS	Delta	2023	$350,000
Pharr	309801016	FM 3072	REHABILITATION OF EXISTING ROAD	HIDALGO	2022	$1,053,086
Pharr	22005080	SH 48	SAFETY IMPROVEMENT PROJECTS	CAMERON	2022	$10,994
Pharr	34203037	SH 107	REHABILITATION OF EXISTING ROAD	CAMERON	2022	$7,125
Pharr	106401032	FM 676	WIDEN NON-FREEWAY	HIDALGO	2022	$774,505
Pharr	180401072	SS 115	INTERSECTION & OPERATIONAL IMPRV	HIDALGO	2022	$38,320
Pharr	062101106	SH 336	INTERSECTION & OPERATIONAL IMPRV	HIDALGO	2022	$8,775
Pharr	34201093	SH 107	INTERSECTION & OPERATIONAL IMPROVEMENT	HIDALGO	2023	$684,807
Pharr	86201057	FM 492	BRIDGE REPLACEMENT	HIDALGO	2023	$8,775
Pharr	105702031	FM 732	BRIDGE REPLACEMENT	CAMERON	2023	$307,000
Pharr	106401043	FM 676	WIDEN NON-FREEWAY	HIDALGO	2023	$319,234
Pharr	106401046	FM 676	BRIDGE REPLACEMENT	HIDALGO	2023	$401,000
Pharr	52801118	SH 107	WIDEN NON-FREEWAY	HIDALGO	2024	$2,678,906

Pharr	86401068	FM 494	WIDEN NON-FREEWAY	HIDALGO	2024	$756,845
Pharr	180301092	FM 1925	WIDEN NON-FREEWAY	HIDALGO	2024	$649,267
Pharr	180302035	FM 1925	WIDEN NON-FREEWAY	HIDALGO	2024	$108,743
Pharr	86501108	SH 495	WIDEN NON-FREEWAY	HIDALGO	2025	$777,231
San Angelo	0907-00-178	Various	Upgrade Signals and Illumination	Tom	2022	$152,790
San Angelo	0077-09-010	Various	Safety Treat Fixed Object	Various	2022	$100,000
San Angelo	0907-24-054	US 87	Upgrade Signal and Ped Crossing	Tom	2022	$123,508
San Angelo	0077-09-011	BU 67H	Improve Traffic and Ped Signal	Tom	2023	$70,000
San Angelo	0159-07-007	SL 378	Widen to four-lanes, rehab, add continuous	Tom	2023	$642,827
San Angelo	0907-00-182	Various	Install and Upgrade traffic signals and	Various	2024	$300,000
San Angelo	0035-03-047	US 83, etc	Widen and Rehabilitate roadway	Concho	2024	$344,330
San Angelo	2284-01-032	FM 388	Improve Trafic Signals and Ped Signals	Tom	2024	$116,000
San Angelo	0069-07-111	US 87	Improve Trafic Signals and Ped Signals	Tom	2024	$55,000
San Angelo	0070-02-098	US 87	Improve Trafic Signals and Ped Signals	Tom	2024	$31,000
San Angelo	2574-01-051	RM 584	PED - Pedestrian, Sidewalks & Curb Ramps	Tom	2024	$1,500,000
San Angelo	0907-00-229	Various	PED - Pedestrian, Sidewalks & Curb Ramps	Tom	2024	$2,500,000
San Antonio	25306037	SS 536	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Bexar	2022	$2,000,000.00
San Antonio	52101055	SL 13	SAFETY IMPROVEMENT PROJECTS	Bexar	2022	$54,159.00
San Antonio	143301032	FM 2252	SAFETY IMPROVEMENT PROJECTS	Bexar	2022	$19,574.00
San Antonio	52102041	SL 13	SAFETY IMPROVEMENT PROJECTS	Bexar	2022	$88,698.00
San Antonio	143301031	FM 2252	SAFETY IMPROVEMENT PROJECTS	Bexar	2022	$20,843.00
San Antonio	84901055	FM 471	WIDEN NON-FREEWAY	Bexar	2022	$1,031,361.00
San Antonio	1608043	SL 368	SAFETY IMPROVEMENT PROJECTS	Bexar	2022	$166,981.00
San Antonio	29110114	SH 16	INTERSECTION & OPERATIONAL IMPRV	Bexar	2022	$1,030,782.00
San Antonio	84901053	FM 471	SAFETY IMPROVEMENT PROJECTS	Bexar	2022	$84,000.00
San Antonio	84902045	FM 471	WIDEN NON-FREEWAY	Medina	2022	$11,300.00
San Antonio	143302044	FM 2252	WIDEN NON-FREEWAY	Bexar	2023	$20,305,784.00
San Antonio	46502027	FM 1518	WIDEN NON-FREEWAY	Bexar	2023	$2,398,092.00
San Antonio	1710168	IH 35	WIDEN FREEWAY	Bexar	2023	$2,783,077.00
San Antonio	1167-01-011	FM1052	OVERLAY	Uvalde	2023	$112,707
San Antonio	1728-02-065	FM 306	Ped/Bike Project	Comal	2023	$3,600,000
San Antonio	21509029	FM 725	WIDEN NON-FREEWAY	Guadalupe	2024	$1,137,689.00
San Antonio	52104285	IH 410	FREEWAY OPERATIONAL IMPROVEMENTS	Bexar	2025	$1,605,885
Tyler	19801032	BU 175	ROAD DIET/ SAFETY IMPROVEMENT	Henderso	2022	$40,000
Tyler	91007072	High St	BRIDGE REPLACEMENT	Gregg	2022	$118,540
Tyler	39208023	SS 502	IMPROVE TRAFFIC SIGNAL	Gregg	2022	$41,963
Tyler	19101093	US 69	IMPROVE TRAFFIC SIGNAL	Smith	2022	$46,288
Tyler	52204032	FM 16	WIDEN ROADWAY FROM 2 TO 4 LANES	Smith	2022	$655,737
Tyler	16401075	BS 31	CONSTRUCT 6' SIDEWALK	Henderso	2022	$608,945
Tyler	19005074	US 69	IMPROVE TRAFFIC SIGNAL	Smith	2022	$128,397
Tyler	91000131	VA	SIDEWALK AND PEDESTRIAN	SMITH,	2022	$703,700
Tyler	91016165	MLK JR	IMPROVE TRAFFIC SIGNAL	Smith	2022	$43,257
Tyler	91000133	VA	ENHANCED CROSSWALK	VA	2022	$114,485
Tyler	91000134	VA	CONSTRUCT SIDEWALKS AND CURB RAMPS	VA	2022	$166,250
Tyler	91000135	VA	ADD APS TO SIGNALS INSTALL CROSSWALK	VA	2022	$238,370
Tyler	91016153	FM 849/VA	CONSTRUCT SIDEWALKS	Smith	2023	$300,000
Tyler	19102066	US 69	CONSTRUCT GRADE SPEARATED	Cherokee	2023	$11,880
Tyler	19103083	FM 2493	WIDEN ROADWAY FROM 2 TO 4 LANES	Smith	2023	$845,620
Tyler	91016163	N.	IMPROVE SCHOOL ZONE/ CONSTRUCT	Smith	2023	$10,000
Tyler	91016164	New	IMPROVE TRAFFIC SIGNAL/ CONSTRUCT PED	Smith	2023	$20,000
Tyler	19016162	VA	CONSTRUCT 10 FT SIDEWALK	Smith	2023	$700,000
Tyler	91007088	Moberly	CONSTRUCT SIDEWALK	Gregg	2024	$1,200,000
Tyler	91007086	Green St	CONSTRUCT SIDEWALKS	Gregg	2024	$50,000
Tyler	215801020	FM 2275	WIDEN ROADWAY FROM 2 TO 4 LANES	Gregg	2025	$892,800
Tyler	16403056	SH 31	INSTALL TRAFFIC SIGNAL	Henderso	2025	$20,000
Tyler	10804041	BS 19	SIDEWALK AND PED IMPROVEMENTS	Henderso	2025	$600,000
Tyler	215801019	FM 2275	WIDEN ROADWAY FROM 2 TO 4 LANES	Gregg	2025	$692,200
Tyler	91007087	Young St	CONSTRUCT SIDEWALKS	Gregg	2025	$300,000
Tyler	329002008	SL 485	WIDEN ROADWAY FROM 2 TO 4 LANES	Gregg	2025	$400,000
Tyler	49204034	FM 756	WIDEN ROADWAY FROM 2 TO 4 LANES	Smith	2025	$1,000,000
Tyler	10804040	SH 19	CONSTRUCT SIDEWALKS	Henderso	2025	$3,000,000
Waco	0258-09-142	SH 6	FREEWAY OPERATIONAL IMPROVEMENTS	McLENNA	2022	$44,400
Waco	1662-02-013	FM 339	RESTORATION	HILL	2022	$2,648
Waco	0320-01-078	SS 290	SAFETY IMPROVEMENT PROJECTS	BELL	2022	$105,570
Waco	2057-01-012	FS 439	PEDESTRIAN, SIDEWALKA, & CURB RAMPS	BELL	2022	$397,976
Waco	0209-01-073	SL 2	CONSTRUCT PEDESTRIAN INFRASTRUCTURE	McLENNA	2022	$972,000
Waco	2060-01-037	FM 2113	REHABILITATION OF EXISTING ROAD	McLENNA	2022	$228,411
Waco	0656-01-040	FM 67	RESTORATION	HILL	2023	$75,000
Waco	2304-02-044	FM 2410	REHABILITATION OF EXISTING ROAD	BELL	2023	$43,000

Waco	0258-07-047	SH 6	INSTALL PEDESTRIAN RRFB	BOSQUE	2023	$100,000
Waco	0418-02-035	SH 171	OVERLAY	HILL	2024	$50,000
Waco	0162-01-099	US 84	OVERLAY	McLENNA	2025	$150,000
Waco	0724-02-029	FM 219	REHABILITATION OF EXISTING ROAD	BOSQUE	2025	$153,000
Wichita Falls	031201076	FM 51	Bridge Replacement	Cooke	2022	$137,600
Wichita Falls	004407074	US 82	Landscape	Cooke	2023	$31,735
Wichita Falls	090300118	BU 287 J	ADA Inprovements	Wichita	2024	$1,350,000
Wichita Falls	019402092	IH 35	Widen to 6-Lane Freeway	Cooke	2024	$1,126,975
Yoakum	018703069	SH 36	TRAFFIC CONTROL DEVICES	Austin	2022	$39,990
Yoakum	018702067	SH 36	TRAFFIC CONTROL DEVICES	Austin	2022	$31,934
Yoakum	014404044	SH 238	TRAFFIC CONTROL DEVICES	Calhoun	2022	$43,478
Yoakum	002606032	US 90	TRAFFIC CONTROL DEVICES	Colorado	2022	$69,916
Yoakum	026514015	BS 71-E	TRAFFIC CONTROL DEVICES	Fayette	2022	$31,456
Yoakum	021106060	US 77	TRAFFIC CONTROL DEVICES	Fayette	2022	$66,269
Yoakum	002606034	US 90	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Colorado	2022	$612,895
Yoakum	017904100	SH 35	PEDESTRIAN, SIDEWALKS & CURB RAMPS	Matagord	2022	$1,536,666
Yoakum	008910027	SH 60	TRAFFIC CONTROL DEVICES	Wharton	2022	$47,278
Yoakum	027002046	SH 72	Traffic Control Devices	De Witt	2022	$44,417
Yoakum	027002047	SH 72	Traffic Control Devices	De Witt	2022	$44,640
Yoakum	017904102	SH 35	TRAFFIC CONTROL DEVICES	Matagord	2023	$30,000
Yoakum	141203038	FM 1301	NEW LOCATION NON-FREEWAY	Wharton	2023	$121,237
Yoakum	008911007	SL 521	Pedestrian, Sidewalks & Curb Ramps	Jackson	2023	$433,000
Yoakum	008912006	SL 522	Pedestrian, Sidewalks & Curb Ramps	Jackson	2023	$91,000
Yoakum	034607042	SH 111	Pedestrian, Sidewalks & Curb Ramps	Jackson	2023	$655,000
Yoakum	042001048	SH 172	Pedestrian, Sidewalks & Curb Ramps	Jackson	2023	$369,600
Yoakum	042009025	FM 710	Pedestrian, Sidewalks & Curb Ramps	Jackson	2023	$583,800
Yoakum	194501024	FM 1822	Pedestrian, Sidewalks & Curb Ramps	Jackson	2023	$177,800
Yoakum	026702038	SH 159	Rehabilitation of Existing Road	Fayette	2023	$40,000
Yoakum	111301030	FM 766	RESTORATION	De Witt	2024	$75,000
Yoakum	008907154	US 59	FREEWAY OPERATIONAL IMPROVEMENTS	Wharton	2024	$60,000
Yoakum	021106059	US 77	WIDEN NON-FREEWAY	Fayette	2024	$165,000
Yoakum	008908100	US 59	Freeway Operational Improvements	Wharton	2024	$250,000
Yoakum	017904105	SH 35	Traffic Control Devices	Matagord	2024	$40,000
Yoakum	017904106	SH 35	Traffic Control Devices	Matagord	2024	$40,000
Yoakum	017904107	SH 35	Traffic Control Devices	Matagord	2024	$40,000
Yoakum	017904108	SH 35	Traffic Control Devices	Matagord	2024	$40,000
Yoakum	017904109	SH 35	Traffic Control Devices	Matagord	2024	$40,000
Yoakum	024101050	SH 60	Traffic Control Devices	Wharton	2024	$40,000
Yoakum	024102057	SH 60	Traffic Control Devices	Matagord	2024	$40,000
Yoakum	024102058	SH 60-E	Traffic Control Devices	Matagord	2024	$40,000
Yoakum	026613016	FM 653	REHABILITATION OF EXISTING ROAD	Wharton	2025	$540,000
Yoakum	002604048	US 90	Pedestrian, Sidewalks & Curb Ramps	Colorado	2025	$1,024,800
Yoakum	014309071	US 87	Pedestrian, Sidewalks & Curb Ramps	De Witt	2025	$392,000
Yoakum	026902067	US 77	Pedestrian, Sidewalks & Curb Ramps	Lavaca	2025	$470,400
Yoakum	026903040	UA 77	Pedestrian, Sidewalks & Curb Ramps	Lavaca	2025	$117,600
Yoakum	026904041	UA 77	Pedestrian, Sidewalks & Curb Ramps	Lavaca	2025	$392,000
Yoakum	026905037	UA 77	Pedestrian, Sidewalks & Curb Ramps	De Witt	2025	$313,600
Yoakum	026906060	US 183	Pedestrian, Sidewalks & Curb Ramps	De Witt	2025	$870,240
Yoakum	027101066	IH 10	Widen Freeway	Colorado	2025	$50,000
Yoakum	027101080	IH 10	Widen Freeway	Colorado	2025	$50,000
Yoakum	032303034	SH 95	Pedestrian, Sidewalks & Curb Ramps	Fayette	2025	$439,040
Yoakum	037001040	US 77	Pedestrian, Sidewalks & Curb Ramps	Lavaca	2025	$39,200
Yoakum	044601054	UA 90	Pedestrian, Sidewalks & Curb Ramps	Lavaca	2025	$392,000
Yoakum	008910031	SH 60	Pedestrian, Sidewalks & Curb Ramps	Wharton	2025	$1,120,000
Yoakum	026605054	SH 71	Pedestrian, Sidewalks & Curb Ramps	Wharton	2025	$1,250,552
Yoakum	026606050	SH 71	Pedestrian, Sidewalks & Curb Ramps	Wharton	2025	$989,448
					Total	$407,306,907

Attachment N

Civil Rights Division
FHWA Meeting
Transition Plan Update and WebApp Demo
October 3, 2022

Proposed Agenda:

1. **Introduction to TxDOT's "Living" Transition Plan**

2. **History of the WebApp development**

3. **WebApp demonstration**

    a. Mapping (data)

    b. Project Tracking

    c. Grievances & Inquiries

    d. Reporting

4. **Questions & Answers**