



I-10 Texas Corridor Study Central Working Group Meeting #4

Friday, May 5, 2023

9:00 a.m. – 11:30 a.m. CDT

Alamo Area Council of Governments Office

Attendees

County and City Representatives

- Honorable Rob Kelly – County Judge, Kerr County (Central Working Group Chair)
- Clay Forister, P.E. – County Engineer, Guadalupe County
- Joel W. Hicks – Mayor Pro-Tem, City of Cibolo
- Melissa Reynolds, P.E. – City Engineer, City of Seguin
- Mary Hamann, P.E. – Assistant City Engineer, City of Seguin

MPOs, COGs, and Other Transportation Agencies

- Diane Rath – Executive Director, Alamo Area Council of Governments (AACOG)
- Sean Scott – Director of Transportation, Alamo Area Council of Governments (AACOG)
- Clifton Hall – Transportation Manager, Alamo Areas Metropolitan Planning Organization (AAMPO)
- William Lisska – Regional Planning Manager, Capital Area Metropolitan Planning Organization (CAMPO)
- Charles Haile – Manager of Engineering, Via Metropolitan Transit

Chambers of Commerce and EDC Representatives

- Katie Milton Jordan – Business Development Manager, Kerr Economic Development Corporation
- Chester Jenke – President, Seguin Chamber of Commerce
- Jim Polonis – President, Sonora Economic Development Corporation
- Victoria Vara, Manager, Sonora Economic Development Corporation

Military and Other Federal/State Agencies

- Sam Meta – Encroachment Analyst, 502 ABW/CMI

Advocacy Organizations

- Ross Milloy – Executive Director, Austin-San Antonio Corridor Council

Businesses/Other

- Tyson Moeller – General Director of Network Development, Union Pacific Railroad

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

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

An Equal Opportunity Employer

TxDOT

TxDOT Divisions

- Cary Karnstadt – I-10 Texas Corridor Study Project Development Manager, TPP Division
- Robert Travis, P.E. – Director, Rail Highway Section, TxDOT Rail Division (RRD)

TxDOT Districts

- Clayton Ripps, P.E. – TP&D Director, San Antonio District (SAT)
- Scott Nelson, P.E. – Transportation Engineer (SAT)

I-10 Texas Corridor Study Consulting Team

- Brian Comer – I-10 Texas Corridor Study Project Manager, Associate Vice President, HNTB
- Will Smithson – Principal Planner, HNTB
- Kelsey Heavin – Public Involvement Manager, HNTB
- Brad Peel – Associate Vice President, Principal Planner, HNTB
- Erin Perkins-Watry – President, Foresight
- Jefferson Grimes – Planning & Communications Technical Manager, Foresight
- Catherine Cousar – Planning & Communications Specialist, Foresight
- Patricia Kelly – Planning & Communications Specialist, Foresight (Via Teams)

MEETING AGENDA

1. Study Recap and Status Update
2. Validate Guidelines and Programs
3. Prioritize Plans and Projects
4. Next Steps
5. Questions and Closing Remarks

A complete copy of the PowerPoint presentation is attached.

Welcome, Introductions, and Safety Minute

Slides 1 - 3: Intro and Opening Remarks

The first slide presented initial information for participants to view as they entered the meeting. Brian Comer, I-10 Texas Corridor Study Project Development Manager, started the meeting by introducing himself and welcoming participants. Brian then introduced the TxDOT personnel in attendance. He thanked Diane Rath and the Alamo Area Council of Governments (AACOG) for letting them use the facility.

Diane Rath welcomed and thanked attendees. She said she appreciated everything they have done for the region. She said they have one of the most diverse regions in the county. San Antonio is the seventh-largest city in the nation. New Braunfels is the fastest-growing small city. She also discussed the unique aspects of several counties in the region, including oil production in Karnes County and McMullen County, which has only six hundred residents but high per capita revenue.

She introduced Cary Karnstadt, I-10 Texas Corridor Study Project Development Manager, TPP Division. Cary welcomed everyone and thanked them for their time. He then introduced Kerr County Judge the Honorable Rob Kelly, the Central Working Group chairman.

Judge Kelly welcomed everyone and said it was good to put faces to names after the earlier virtual meetings. He stated as the population in Texas continues to rise, the population just surpassed the 30-million-mark last year, I-10 will play a significant role in that growth. He thanked the working group members for their participation in this study and encouraged them to continue their involvement in transportation.

Slide 4: Safety Minute

Brian presented the safety minute on safe driving and speed.

Slide 5: Meeting Agenda and Purpose

Cary Karnstadt reviewed the meeting agenda. He stated the purpose of the meeting was to discuss and seek consensus from stakeholders, including the TxDOT Districts, on recommended implementation strategies that have been drafted from previous stakeholder input. Cary noted that a significant portion of the meeting would focus on reviewing the proposed guidelines and programs and discussing and prioritizing plans and projects.

Slide 6: Coffee Talk: Recent Developments

Participants were asked to provide input on the following “Coffee Talk” (interactive discussion) question:

What are some recent developments within the greater Central Segment Region that may impact transportation needs along the I-10 Corridor?

Participants provided the following responses:

- Judge Rob Kelly (Kerr County) discussed a solar eclipse that is coming in the fall of 2023 and then again in the spring of 2024 that will add stress to the traffic on I-10. He was concerned that they might be unable to keep traffic flowing on I-10 during the coming eclipses, as they expect cars to stop along the highway to observe the eclipse. He wants to keep SH 16 to Fredericksburg and SH 173 to Bandera open so that they have an outlet if the traffic stops.
- Brian gave an example from the fourth East Working Group meeting of a future transportation project that will involve rerouting I-10 traffic. In Louisiana, the main span of the I-10 bridge over the Mississippi River will be under construction for improvements. They are going to reroute traffic onto US 90 that is coming to Texas. This needs to be addressed.
- Diane Rath (AACOG) discussed air quality in Bexar County. She noted the air quality will be downgraded and considered severe in a few years and that has significant potential restrictions.

Study Recap and Status Update

Slides 7 - 9: Study Area Overview, Purpose, and Scope

Brian provided a recap of the I-10 Texas Corridor Study and the importance of I-10 to the nation and within Texas. He also discussed the nationwide importance of I-10 to critical freight links as well as its military importance as a national defense corridor. The Central Segment of the corridor is approximately 307 miles long and spans eight counties. Brian then highlighted the specific features and characteristics of the Central Segment of I-10 and the purpose and scope of the study.

Slide 10: I-10 Texas Corridor Vision

Brian presented the vision statement for the I-10 Corridor as follows:

I-10 is an ever-improving lifeline corridor for Texas. It provides safe, reliable multimodal, transportation from state line to state line. I-10 is accessible and well-maintained, connecting communities and supporting the national and state economies by efficiently moving people and goods throughout the state and beyond.

Slide 11: Goals for the I-10 Corridor

Brian shared the goals for the I-10 Corridor, which included the following:

- Enhance mobility to support safer, more efficient, and reliable travel along the I-10 corridor.
- Improve safety for passenger and freight travel on the I-10 corridor.
- Increase resiliency and connectivity between communities, borders, ports, and activity centers along I-10 and with other critical highways on the state roadway network.
- Maintain and preserve the I-10 corridor in a state of good repair.
- Invest in the I-10 corridor to support the state and national economies and increase opportunities for Texas' businesses, employees, and communities to grow and prosper.
- Preserve and protect the character, culture, history, values, and natural resources of the communities along the I-10 corridor.
- Provide a broad range of reliable, innovative, and multimodal transportation options and technologies along the I-10 corridor to meet diverse user needs and future demand.

Slide 12: I-10 Texas Corridor Study Status Update

Brian reviewed the study milestones. He noted that the study team has reviewed the existing conditions and identified needs and gaps. The team has also identified initial improvement strategies based on socio-economic and traffic analyses and input received from the second round of stakeholder meetings and the public survey. He stated that high-level costs and potential funding sources have been developed for some of the proposed improvement strategies. Brian said that the potential economic impacts of the agreed-upon proposed transportation investments and improvement strategies will be analyzed and prioritized as part of the next phase. He noted that this fourth round of stakeholder engagement meetings was added to prioritize and develop consensus on the implementation strategies associated with study programs, plans, and projects.

Slide 13: Overview of Proposed Improvement Strategies

Brian gave an overview of proposed improvement strategies. He said the recommendations were broken down into four categories: guidelines, programs, plans, and projects. Brian provided a brief definition of each, as follows:

- Guidelines are broad recommendations to guide decisions on future corridor investments based on identified goals. Brian noted policies had been changed to guidelines after the last round of meetings to provide more flexibility.
- Programs are a set of related initiatives or investments designed to advance identified guidelines.
- Plans are broad or conceptual-level initiatives that require further study and refinement to advance identified guidelines.

- Projects are specific initiatives or infrastructure investments with defined geographic limits, scope, and costs to advance identified guidelines.

Slide 14: What We've Done Since Round 3

Brian reviewed the work of the study team since the third round of working group meetings:

- Reviewed and incorporated input from Working Group and Steering Committee meetings into proposed improvement strategies.
- Held project review meetings with TxDOT Districts to refine proposed plans and projects.
- Held coordination meetings with TxDOT Divisions to refine proposed guidelines and programs.

Slide 15: Connecting Texas

Brian reviewed the multimodal corridor slide to reinforce that TxDOT is addressing issues with multiple plans, studies, and strategies. He said the study team coordinated with TxDOT divisions to discuss the issues and how I-10 needs could be addressed through ongoing plans. Brian stated that the divisions discussed ongoing and upcoming initiatives with the study team. The study team also received a summary of current plans and projects from the districts along the corridor. Many of the issues the stakeholders have raised during the previous I-10 Corridor meetings are being studied and addressed through some of these initiatives.

Slide 16: Coffee Talk: Recent Developments

Participants were asked to provide input on the following “Coffee Talk” (interactive discussion) question:

What are you most excited about for the future of I-10?

Participants provided the following responses:

- Victoria Vara (Sonora Economic Development Corporation) said that Sonora was excited about the new I-27 that will meet up with I-10.
- Joel W. Hicks (City of Cibola) said the completion of I-10.
- Diane Rath (AACOG) said that in discussing I-10 they cannot overlook I-35. The I-35/I-10 intersection is a crucial one that sometimes gets lost. Forty percent of US-Mexico trade comes up I-35 and then hits the split at I-10 to go west and east.
 - Brian noted that the port representative in the East Working Group brought up a similar point. Traffic hits I-45 and I-69 in other corridors but it is on I-10 for a short portion. The I-35/I-10 intersection is like a funnel and traffic can get backed up there.

- Diane also stated that it is critically important to discuss connecting Sequin to Boerne, to alleviate traffic on I-10 and create a safe alternative route. She requested that SH 46 be included as a bypass in the planning of I-10. A significant amount of truck traffic is going there.
 - A working group member noted that he had traveled the SH 46 corridor on Tuesday and had been amazed by the amount of truck traffic. He was also surprised by the amount of traffic backing up at US 281 and Spring Branch in Bulverde. There was congestion on both sides of it.
 - Judge Rob Kelly said that after looking at the map it would be good to have a major west to east freeway north of Austin.

Guideline and Program Priorities

Slide 18: Applicable Guidelines and Programs for Infrastructure

Brian provided an overview of the applicable guidelines and programs related to infrastructure projects on the corridor. Where feasible, the guidelines include incorporating key design and operational improvements into major projects, incorporating context-sensitive design and environmentally sustainable materials and practices into I-10 improvements, and working with adjacent segments to ensure appropriate project sequencing to minimize the impacts on safety and mobility.

Some of the infrastructure programs discussed include design upgrades, access management, ramp improvements, bridge improvement strategies, frontage road upgrades, and drainage improvements. Brian also mentioned potential Power Projection Platform route upgrades, such as replacing substandard and low-clearance bridges to accommodate major freight and military needs.

Slide 19: Applicable Guidelines and Programs for Technology and Communications

Brian reviewed the applicable technology and communications guidelines and programs. Where feasible, the applicable guidelines included incorporating the installation of broadband/fiber and smart technology equipment into major projects on the I-10 corridor, developing comprehensive statewide communication technologies to improve trip planning and incident management, and continuing to develop infrastructure to support vehicle technology (ADS/CDS).

Applicable technology and communications programs that were discussed include installing broadband/fiber backbone, ITS/DMS infrastructure improvements, advanced flooding warning systems, bridge clearance notifications, blocked rail crossing notification, Truck Parking Availability System and Weigh-in-Motion and Vehicle Classification expansion and upgrades, Smart Work Zones, signage improvements, and freight fuel alternatives.

Slide 20: Applicable Guidelines and Programs for Multimodal Passenger Travel

Brian provided an overview of the applicable guidelines for multimodal passenger travel. The applicable guidelines include overcoming funding and legislative policy barriers, encouraging the incorporation of multimodal improvements into larger projects, and supporting the development of multimodal capacity and connectivity improvements. As people move further out of inner cities, multi-county and multi-agency funding for bus transit will become more important.

Brian outlined the applicable multimodal programs for passenger transit. These include intercity bus transit, commuter transit, autonomous rural transit, the bicycle tourism network, and intercity passenger rail service. He noted the Amtrak 2035 plan service recommendation for upgrades to provide more frequent service.

Slide 21: Applicable Guidelines and Programs for Multimodal Freight

Brian provided a summary of the applicable multimodal freight travel guidelines for implementation on the I-10 corridor. He said the guidelines should include standardizing and sharing freight data among states and partner agencies, identifying funding and legislative/policy opportunities to overcome freight transport barriers, and supporting last-mile freight connectivity options.

Brian outlined applicable multimodal programs to move freight on I-10, including freight data sharing (including TPAS, WIM/VC), border wait times, supporting private alternative freight delivery systems, freight transportation/land use connections, and freight mobility hubs. In meetings with the Strategic Planning Division and the Aviation Division, the study team found that TxDOT is looking at air mobility systems that provide options for moving freight. Private industry is also working on freight shuttle concepts. Stakeholders have brought up the importance of addressing access improvements and the infrastructure to support these systems.

Slide 22: Break

Plans and Projects

Slide 24: Applicable Connectivity Plans

Brian presented a slide summarizing the six phases of the project development process. He described how plans and projects move through development phases from concept to construction. Brian explained that there are several multi-segment I-10 projects for which portions are already in the Unified Transportation Program (UTP), but there are also portions that have not yet been funded for construction. Others may currently be in the UTP as a planning or feasibility study, but specific project details (such as the number of lanes, route locations, etc.) have not been determined. Identifying these “gap” projects as being important for improving mobility, safety, or connectivity

along I-10, will result in them being included in the I-10 Texas Corridor Implementation Plan for potential advancement to the next phase of project development. He asked members to consider these phases as the team discussed proposed plans and projects for the I-10 Corridor.

Slides 25 - 26: Central Segment Connectivity Plans: Prioritization Exercise

Brian presented a map showing applicable Central Segment connectivity plans. The maps also indicated the parallel and connecting corridors that were identified from a resiliency standpoint. He informed members that they would be broken up into two smaller breakout groups to discuss the connecting and parallel routes along I-10. The groups were advised to consider the overarching desire to improve connectivity, mobility, and resiliency along the I-10 corridor. Brian explained that each member was provided three voting dots to correspond with their top three plans. After the group discussions, each member would vote by placing their dots in the “priority” column of the plan to reflect their three priorities. Space was provided for participants to add any connecting and parallel routes that were not identified on the maps.

Participants provided the following comments during the exercise:

- Tyson Moeller (Union Pacific Railroad) commented that one of the key pieces UP will be interested in is to make sure any road under UP Right-of-Way is improved to reduce/eliminate bridge strikes. If there are any structures in the company’s ROW, they will want future designs to contemplate moving those structures outside of the ROW.
 - Kelsey Heavin responded that the East Working Group mentioned ROW as well.
 - Tyson Moeller replied that he was sure Mr. Travis would have that on his list. He asked to be informed if there were any questions for him from a freight rail perspective. UP is actively working with TxDOT Houston and El Paso Districts for future I-10 improvements. He also asked to be informed if there was any need for a separate discussion with the study team since I-10 parallels the railroad throughout the state.

Following the activity, each group selected a member to present the comments. Melissa Reynolds (City of Seguin) spoke for the first breakout group. She said the SH 46 connector between Boerne and Seguin was a major area of concern. While truck traffic typically goes through downtown San Antonio, passenger traffic in the area typically takes SH 46.

The I-35/I-10 interchange was also an area of concern. Additionally, there were areas of concern along SH 130, connecting SH 130 to I-35, and connecting 130 to SH 80, the Luling connection back onto I-10, and the Outer Loop, the US 290 connection to Austin, and then back to Houston.

Judge Kelly spoke for the second group. His breakout group prioritized Highway 123 between Seguin and San Marcus, SH 46 between Boerne and Seguin, and US 290 to Houston.

Both breakout groups separately identified SH 46 from I-10 West to US 281 as a highly significant need for study and project development.

Slides 27 - 29: Project Prioritization Exercise

Brian presented slides describing the gap projects identified in the Central Segment:

- C-1: SH 46 to FM 3351 (Ralph Fair Rd.)
- C-2: FM 465 to FM 464
- C-3: SH 123 to SH 130
- C-4: SH 130 to US 183

Brian noted that information on each project had been provided to the members on a postcard. The postcards included details about each project's limits, the current status, the estimated cost, and several anticipated benefits. The breakout groups were to review the project-specific information, consider the prioritization of each project in the context of I-10 through the region, and select the preferred time frame for advancing each project. The time frame options were short-term (less than five years), mid-term (from five to ten years), and long-term (more than ten years).

Brian then asked that the breakout groups keep in mind the following as they discussed the projects:

- Estimated Cost
- Project Sequencing
- Other Ongoing or Planned Projects
- Previous Stakeholder Input
- Segment and Corridor-wide Needs and Impacts

Brian reminded members that during prior meetings, the top priorities were established as being:

- To reduce congestion
- To reduce crashes
- To increase maintenance efforts

The breakout groups discussed and prioritized the projects. Study team members engaged the members within the groups, answering any questions that were asked about the plans or projects. At the end of the exercise, the study team collected the postcards and tabulated which timeframe options had been selected for which projects.

One breakout group recommended C-3 (I-10 from SH 123 to SH 130) be prioritized due to its proximity to SH 130. Further, it should include direct connectors in all directions. The other breakout group recommended Loop 1604 from I-35 West to I-10 be developed swiftly as an alternate route to I-10 proper.

Slides 30-32: Overview of Proposed Plan Contents

Brian reviewed the proposed I-10 Corridor Plan contents. He noted that the plan will include the following:

- Emphasis on the local, statewide, and national importance of I-10
- Description of stakeholder engagement and planning process
- Overview of existing and forecasted socio-economic, traffic, and infrastructure conditions
- Description of identified needs and gaps
- List of prioritized guidelines, programs, plans, and projects

Slide 32: Coffee Talk: Central Segment Plan Highlights

Participants were asked to provide input on the following “Coffee Talk” (interactive discussion) question:

What are some key topics that they would like to highlight in the I-10 Texas Corridor Study Report for the Central Segment?

Participants provided the following responses:

- One participant said the gaps on I-10 going east are problematic.
- Another member stated Boerne in Kendall County is having construction fatigue.
- Brian noted that they could have a six-lane section if they completed all sections from downtown San Antonio to Luling.
- Diane Rath (AACOG) highlighted that it was the fastest-growing region in the country but the infrastructure in the area was designed in the fifties and has not received substantial renovation since construction.
- Joel W. Hicks (City of Cibolo) said that industrial growth was a big aspect. Seguin is getting a lot of industry as is Cibolo. Industry is now looking further away from cities in areas along I-10 and SH 130. Aisin Corporation chose to move their facility to Cibolo over other locations in part because of where Toyota is located, in the southern part of San Antonio.

- Brian said that if you look at it from a site selection perspective Cibolo is closer to I-35, still relatively close to the ports. It is a crossroads for everything and is an ideal location.
- A participant noted that it is within the triangle between Austin, San Antonio, and Houston. Cibolo is on the I-10 corridor with connections to SH 130 and I-35.
- Chester Jenke (Seguin Chamber of Commerce) noted that the industrial site selection process used to be that a tier 1 or tier 2 site had to be within 30 miles of major infrastructure. Now they consider locations that are an hour or more away. Site selectors have said they are considering going all the way to Luling. The trend is going that way since Texas is so tax-friendly for businesses. The stakeholder discussed a recent small working group with Caterpillar, CMC, and Niagara discussing shipping logistics. They changed their logistic departure times because vehicles that left at 10 p.m. made it twice as far as vehicles that left at 10 a.m. The logistics manager, Vidisco, charges for overnight parking but drivers are willing to pay to not have to travel on I-10 during the daytime. The clocked miles getting from point A to point B affect the bottom line. This is also true for mom-and-pop shops trying to ship materials and not just manufacturing plants.
- Melissa Reynolds (City of Seguin) said another thing that has come up is autonomous freight and finding hubs for transfer. Autonomous trucks come off I-10 and need to transfer to vehicles with drivers to get to final locations. It is an eye-opener to realize how many autonomous trucks are driving on I-10 daily.
 - Brian discussed freight mobility hubs that are outside of the region for drivers to do transfers and rest when they run out of hours of service. Brian noted that technology is needed to get information into the cab of semi-trucks. Autonomous vehicles perform well on mainlines but struggle in construction zones. There is a need for smart work zones that provide advanced information. There is a need for fiber and broadband in rural areas where there is a gap to ensure these technologies can function throughout the corridor.
 - A participant agreed that manufacturing and industrial work is spreading in the west and central areas such as Kerrville and Kerr County. They are receiving a lot of requests from site selectors and companies that are looking for space and willing to drive extra distance for it. Everybody around this area is experiencing that same thing and this is why infrastructure should be a priority.
 - Brian noted this is why parallel routes are important.

Slides 33 – 35: Prioritization Exercise Results

Brian reviewed the results of the plan and project prioritization exercises, showing how stakeholders prioritized plans and projects in the Central Segment.

Plan Prioritization Results

Plan	Breakout Group #1	Breakout Group #2	Total Votes
SH 46 Boerne to Seguin*	9	7	16
I-35/I-10 Interchange*	4	2	6
US 277 Sonora Safety Route Study (around Sonora)	3	1	4
US 90A I-10 west of Seguin to I-10 in east Houston		3	3
US 183 SH 130 to I-10	3		3
I-10 SH 130 in Guadalupe County to SH 80 south of Luling		2	2
US 90 Corridor-wide (I-10 in Van Horn to I-10 in Beaumont)		2	2
Complete Loop 1604 improvements around San Antonio	1	1	2
US 290/91 Corridor-wide (I-10 south of Junction to I-610 in Houston)	2		2
US 290 Central Segment (I-10 south of Junction to west Austin)	2		2
SH 123 San Marcos to Seguin*		2	2
US 290 I-10 South of Junction to Fredericksburg*		1	1
SH 130 Corridor-wide (I-10 to the north of Georgetown)			

Plan	Breakout Group #1	Breakout Group #2	Total Votes
I-10 Gillespie/Kerr County line to SH 16			
SH 16 US 290 in Fredericksburg to I-410 in west San Antonio			
US 190/I-14 Corridor-wide (I-10 in Pecos County to Texas/Louisiana State line)			
US 277 US 190 to Del Rio Improvement Study (Ports-to-Plains Corridor)			

* Indicates plan added by the stakeholders

Brian noted that SH 46 was a clear priority. It is an alternate route from Boerne to Seguin. I-10 is not the quickest route to Houston or between Boerne and Seguin.

Participants provided the following responses:

- A participant noted that this was the 2050 plan. While they are currently seeing a need for SH 46, by 2030 or 2040 they will see the need for US 290 expansion as it will be the next loop.
- Will Smithson said that the spokespeople had noted that SH 46 was very important.

Project Prioritization Results

Facility	Project Score
C-1: SH 46 to FM 3351 (Ralph Fair Rd.)	Short Term
C-2: FM 465 to FM 464	Short Term
C-3: SH 123 to SH 130	Mid Term
C-4: SH 130 to US 183	Mid Term

Brian shared the tabulated results from the project prioritization activity. On the project postcards participants had selected C-1 and C-2 as short-term and C-3 and C-4 as mid-term. However, following a discussion, participants voted that C-3 should be short-term.

C-1 SH 46 to FM 3351

- Will said that Clayton Ripps (TxDOT SAT) had informed him that for C-1 there was potential for the project to expand the HOV lane up to Boerne.

Comments written on the C-1 project postcards noted that the segment is a major commuter route and growth needs will continue to escalate. Other comments expressed the for an HOV lane as well as another through lane.

C-2 FM 465 to FM 464

- Will said that C-2 was a logical way to fill in the gaps. Will also noted that the MSA is larger than an MPO. The regions are hitting their expansion limits. There is one county separating the Houston MSA and San Antonio MSA.
- Sam Meta (ABW/CMI) said that C-2 supports the increased military mission in the area, as does C-1.

Comments written on the project postcards expressed the need for the project to finish and the need for an HOV lane. A comment stated that the segment supports the air force and FEMA missions. Another comment noted the segment is a major computer route and there is a major gap with improvements starting in Seguin.

C-3 SH 123 to SH 130

Participants discussed if C-3 should be short-term rather than mid-term.

- A participant said it should be short-term because of its connectivity. SH 123 to SH 130 is a nexus for economic and industrial activity.
- Another participant said that mid-term makes sense now, but it comes down to the utilities.
- Another participant said that the corridor serves to get traffic through, and a lot of trucks go through the area.
- Brian requested a show of hands to decide if it should be moved to the short term. Participants voted to move it to the short term.

A comment written on the project postcards for C-2 noted that economic growth will necessitate this connection.

C-4 SH 130 to US 183

Participants made no additional spoken or written about C-4 during the discussion.

Next Steps

Slides 36 - 37: Next Steps

Brian provided an overview of the next steps and the upcoming schedule. He said following the Working Group meetings, the study team would incorporate the stakeholders' input into the plan. Later in the spring, the team will meet with the Steering Committee to review the stakeholder input and the draft plan. The study team will finalize and present the implementation plan in the early summer of 2023.

Questions & Closing Remarks

Slides 38 - 39: Questions & Closing Remarks

Cary said the information provided was extremely valuable and thanked the attendees for taking the time to participate.

Final Stakeholder Input

- Clayton Ripps (TxDOT SAT) asked what level of study will be done and what the benefits and costs would be. He wanted to figure out the objective or goal of the study to find a tangible fix for some of the redundant connectivity routes. He hoped that a benefit would come out of the study beyond the identification of obvious problems.
- Melissa Reynolds (City of Seguin) noted that I-410 is a through route but it is fully congested at times. What else can be done?
- Clayton returned to the earlier conversation about multi-modal facilities and using alternate hours for freight travel.
 - A stakeholder noted that Bexar County is not in attainment for clean air. He noted what Clayton was saying about using nighttime routes to I-410 or Loop 1604 because during the day those routes are congested. He thought it was a good point.
- Ross Milloy (Austin-San Antonio Corridor Council) asked for clarification on what was meant when fiber optics were discussed. He had thought the current move was to get away from fiber optics to broadband.
 - Brian clarified that in some areas they are putting in fiber on the corridor and in other areas they are expanding the use of broadband. Many rural areas lack connectivity. Even with broadband sometimes more infrastructure is needed. Broadband is important to ensure connectivity in rural areas.
 - A participant noted on the I-35 corridor between Austin and San Antonio after eight years they had only 1% of the coverage with fiber optics but when they shifted over to broadband, they had coverage on the whole corridor in two years.
 - Brian noted that there could be broader benefits to surrounding communities and traffic flow from broadband.