



I-10 Texas Corridor Study Steering Committee Meeting #4

Wednesday, May 31, 2023

9:00 a.m. – 11:30 a.m. CST

Microsoft Teams

Attendees

Counties

- Stacy Slawinski – County Engineer, Fort Bend County

Cities

- Lori An Gobert – Mayor, City of Columbus
- David Tingle – Public Works Design Manager, City of Beaumont
- Patrick Nguyen – Senior Division Manager, Houston Public Works

Regional Agencies

- Alan Clark – Chief Strategy Officer, Metro Transit Authority of Harris County (METRO)
- Angie Thomason – President & CEO, Katy Area Economic Development Council
- Michael Ada – Executive Director, Golden Crescent Regional Planning Commission

Ports and Port Authorities

- Bruce Mann – Director of Freight Mobility, Port of Houston Authority

Advocacy Organizations

- Allen Kaminski – State Director, Texas Farm Bureau

Businesses

- Tom Marian – General Counsel & VP, Buffalo Marine Service, Inc.

Other

- Hira Pazir – did not identify what organization they were with

TxDOT

Districts

- Martin Gonzalez – District Engineer, Beaumont District (BMT)
- Sarah Dupre – Public Information Officer, BMT
- Robert Ornelas – TP&D Director, Odessa District (ODA)
- Lucean Kuykendall – Public Information Officer, Yoakum District (YKM)

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

- JohnPaul Clark – Planning Engineer, YKM
- Eliza Paul – District Engineer, Houston (HOU)
- Brenda Bustillos – Deputy Program Manager, HOU
- Shixin “David” Gao – Planner, HOU
- Danny Perez – Public Information Officer, HOU

Divisions

- Lorena Echeverria De Misi – Manager, TPP Corridor Planning Branch
- Cary Karnstadt – I-10 Texas Corridor Study Project Development Manager, TPP
- Claudia Lagos Galindo – Manager, TPP International Trade and Border Planning Branch
- Loretta Brown – Planner, TPP Freight, Trade & Connectivity Section
- Curtis Jones – Project Development Manager, TPP Freight, Trade & Connectivity Section
- Marvinna Cephas – International Trade and Border Coordinator, TPP
- Amy Redmond – Public Involvement Specialist, TPP Public Involvement Section
- Janie Temple – Transportation Analysis Manager, TPP
- John Young – Environmental Specialist, Environmental Affairs Division

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
- Lauren Read – Public Engagement & Communications Specialist II, HNTB
- Noemi Herrera Rojas – Public Involvement Support, HNTB
- Erin Perkins-Watry – President, Foresight
- Jefferson Grimes – Planning & Communications Technical Manager, Foresight
- Patricia Kelly – Planning & Communications Specialist, Foresight

MEETING AGENDA

1. Study Recap and Status Update
2. Revised Guidelines and Programs

3. Segment Working Group Input
4. Overview of Proposed Plan Contents
5. Next Steps
6. Questions and Closing Remarks

A complete copy of the PowerPoint presentation is attached.

Welcome, Introductions, and Safety Minute

Slides 1 - 2: 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.

Lorena Echeverria De Misi, Manager, TPP Corridor Planning Branch, welcomed the Steering Committee members to the fourth and final Steering Committee meeting and thanked everyone for attending. She stressed that the input provided by the Steering Committee members is very important to identify the critical issues and needs along the corridor. She commented that this committee is helping to shape the vision and proposed solutions on this corridor which is vital for statewide connectivity. It was noted that this meeting would focus on the results of the prioritization exercises completed by the working groups and obtaining the Steering Committee members' feedback. Lorena then introduced Cary Karnstadt, the I-10 Texas Corridor Study Project Development Manager.

Slide 3: Safety Minute

Cary presented the safety minute on safe driving and speed. He stated in the previous round of stakeholder meetings, the study team heard a lot about safety issues caused by speeding. He shared that along I-10 in 2021 there were 144 crash fatalities, 31 of which involved speeding. Cary reminded everyone, it's important to always be thinking about safety and stay focused on the road.

- Slow down and follow posted speed limits. When workers are present, traffic fines could double.
- Resist the urge to talk, text, or do anything else that is distracting, especially in a work zone.
- Leave plenty of space between the car in front of you and look out for flaggers and signage requiring you to slow, stop, or change lanes.
- Plan your trip beforehand to make sure you account for delays or detours.

Slides 4 - 5: Roll Call and Introductions

Brian Comer, Project Manager for the HNTB I-10 Texas Corridor Study consultant team, provided instructions on how to participate in the meeting and introduced Mentimeter.com (Menti) to the group. Menti is an interactive presentation tool that facilitates real-time participant responses to questions. Participants were then asked to use Menti to provide their names, organizations, and titles. (Participants' names and organizations are noted in the attendee list above).

Slide 6: Meeting Agenda and Purpose

Cary Karnstadt reviewed the meeting agenda. He stated the purpose of the meeting was to discuss and validate the recommended implementation strategies that have been drafted from previous stakeholder input and to identify any additional corridor-wide priorities. 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 7: What We Heard: Recent Developments

Brian presented a slide listing the recent developments discussed in each segment working group. In the West Segment, the developments included the impact of Ports to Plains, the lack of current east/west alternative routes, and the need for connectivity from US 90 to the Ports of Entry. He noted that all of these are important because the production of renewable energy is driving a lot of economic activity, which drives the transportation needs within the area. In the Central Segment, Brian discussed the preparation for the solar eclipses in October 2023 and April 2024. Within the Kerrville region, they are preparing for thousands of tourists and looking at ways to provide safe roadways and ensure traffic can flow through the region. In the East Segment, it was discussed that the Louisiana Department of Transportation will be closing multiple lanes on the I-10 bridge in Baton Rouge and will be rerouting a lot of traffic to US 90. The increasing amounts of goods flowing in and out of the ports is also an important issue in the East Segment, as those connections from the ports to I-10 are vital. Brian reviewed the information gathered and asked participants if other items should be added.

Participants provided the following responses:

- John Young (TxDOT Environmental Affairs Division) noted in the Western Segment, the study team should look for a location for an overpass for the pronghorn deer and black bears. In the central and east segments, he suggested looking for opportunities to ensure bridges provide for the terrestrial and aquatic passage of animals. It is an opportunity to increase safety.
 - Brian stated safety was not just for the animals but for motorists as well. He added that the study team has developed several guidelines, and this could be added to the guidelines that address bridge improvement needs.
 - John emphasized the need to get information from Parks and Wildlife on the migratory patterns of the pronghorn deer around the Van Horn/Fort Stockton area to assist with identifying the best locations.
 - Brian mentioned that some federal funding is available through the Infrastructure Investment and Jobs Act to address some of those needs.
- Alan Clark (METRO) said that as growth in Texas continues, it will be important to ensure that interstates are not impenetrable barriers for the communities surrounding them. This isn't something unique to I-10, but something to keep in mind as communities continue to grow and develop. It is important to maintain access for the communities.
 - Brian replied that this issue has been discussed and included within the guidelines. The study team is concerned about maintaining access, addressing local needs, and including context-sensitive design throughout the corridor.

Study Recap and Status Update

Slides 8 - 10: 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. Brian reviewed the characteristics of the I-10 Texas Corridor noting that the corridor spans 880 miles from the New Mexico state line to the Louisiana state line. He also provided a summary of the study's purpose, scope, and components.

Slide 11: 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 12: Goals for the I-10 Corridor

Brian presented the goals for the I-10 Corridor, as follows:

- 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 13: 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 a variety of factors including the 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 noted that the economic analysis is ongoing. He highlighted 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 14: Overview of Proposed Improvement Strategies

Brian provided 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 15: What We've Done Since Round 3

Brian reviewed the work of the study team since the third round of working group meetings. Brian noted the study team has incorporated input from round three of the working group and steering committee meetings into proposed improvement strategies, held meetings with the TxDOT districts and divisions to refine proposed guidelines, programs, plans, and projects, and held a fourth round of working group meetings to get their consensus on the prioritization of plans and projects.

Slide 16: Bringing It All Together

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 raised by the stakeholders during the previous I-10 Corridor meetings are being studied and addressed through some of these initiatives.

- Alan Clark (METRO) asked if any of the strategies or programs are related to operations and communications. In addition to hurricane evacuation, there are several reasons why people might travel in unusual ways. The key to successful operations is communication. He asked if communication with travelers is considered in the plan.
 - Brian replied that Technology and Communications are key parts of the study team's recommendations and would be discussed in greater detail later in the presentation. Stakeholders had told the study team that travelers need the information as far in advance as possible, potentially a district or two away or even in a neighboring state.

Based on the available alternative routes, there are points where a traveler must make a decision of which routes to take. This makes it pertinent for TxDOT districts to coordinate with neighboring districts and/or states to provide information to the traveler as far in advance to allow those decisions to be made efficiently.

Guideline and Program Update

Slides 18: Infrastructure Program Implementation

Brian reviewed the infrastructure concerns identified by the study effort and the existing TxDOT programs which may implement the critical improvements identified by the stakeholders. Brian noted that the UTP is mentioned multiple times because that program distributes programming capacity to construction categories. These programs intend to integrate the guidelines and programs into the consideration of new projects so the infrastructure needs can be incorporated and addressed as new projects are being implemented.

Brian noted the study team received the most feedback on the issue of modern interstate design upgrades. There are a multitude of items that need to be updated along the I-10 corridor. He stated that the bridge improvements discussed included raising some of the bridges and providing advanced notification of under-height bridges. Brian revisited the point made by John Young earlier and stated that this is where the team could address the wildlife crossing concern. He also raised the issue of the modernization of the frontage roads from two-way to one-way where practical. He said that especially within the east region, it was apparent that the frontage roads provide important resiliency corridors.

I-10 Identified Programs	Existing TxDOT Programs
Modern Interstate Design Upgrades	TxDOT and FHWA design standards, manuals, and transportation engineering training courses
	Unified Transportation Program (UTP)
Access Management and Ramp Improvements	Access Management Manual
	Unified Transportation Program (UTP)
Bridge Improvement Strategies	TxDOT and FHWA design standards, manuals, and transportation engineering training courses
	Highway Bridge Program (HBP)
	Bridge Maintenance and Improvement Program (BMIP)
	Unified Transportation Program (UTP)
Frontage Road Upgrades	Unified Transportation Program (UTP)
Drainage Improvements	Stormwater Management Program (SWMP)
	Project Development Process Manual – Section 7: Drainage Design
	Unified Transportation Program (UTP)

Slide 19: Technology and Communication Program Implementation

Brian provided an overview of the technology and communication issues and gaps throughout the corridor and the existing TxDOT programs which could facilitate program implementation.

Brian began by saying stakeholders have repeatedly said, information is key. People have a choice on how and when they travel and stakeholders believe it is crucial to get more advanced information out along the entire corridor, in both urban and rural areas. One way to do that is to put more wayfinding signs up along the corridor. For instance, the Maritime Division is working on a program to get more wayfinding signs to direct travelers to the ports and to inform those who may not be familiar with the area.

I-10 Identified Programs	Existing TxDOT Programs
ITS/DMS Infrastructure Improvements	Transportation System Management and Operations (TSMO)
	Smart Work Zones
Signage Improvements	Texas Manual on Uniform Traffic Control Devices (TMUTCD)
	Sign Guidelines and Applications Manual
	Port Access Improvement Program
Coordinated Technology Program	Texas Technology Task Force
	Advanced Flooding Warning Systems
	Provide data to State and 3rd party applications and websites
Broadband Backbone	Expand broadband and 5G capabilities along I-10 in coordination with planned projects
	Explore opportunities to leverage Federal funding for rural/stand-alone projects
Fuel Alternatives	National Electric Vehicle Infrastructure (NEVI) Formula Program
	Texas Electric Vehicle Infrastructure Plan

Brian stated that promoting safety is a key facet of technology and communication programs. Intelligent transportation systems (ITS) and dynamic message signs (DMS) provide critical information to drivers based on current conditions. TxDOT has a Transportation System Management and Operations (TSMO) Strategic Plan for developing and implementing systems across the state, and I-10 can serve as a pilot corridor for these efforts. He added that I-10 can be seen as a pilot for technology implementation through efforts like the ongoing Truck Parking Availability Systems project, and TxDOT may be able to leverage those efforts to advance the implementation of ITS and DMS along the corridor more quickly.

Slide 20: Multimodal Passenger Program

Brian reviewed the multimodal passenger concerns identified through the study process and the existing TxDOT programs that could be used to implement or facilitate the improvements. He stated

one of the things the study team heard during the stakeholder meetings was that the transit agencies do an excellent job providing services within their regions, but there is an increasing need for intercity transit. Stakeholders noted that cities are becoming megaregions with all the growth. This growth has led to the need for affordable, more frequent daily commuter, and intercity transit and rail trips, especially around Houston, San Antonio, and El Paso. Brian also noted that the Amtrak 2035 Plan identified the opportunity to increase the service frequency provided by The Sunset Limited to increase intercity passenger rail transit. Brian also discussed the desire to evaluate the bicycle connections when reviewing the first and last-mile connections. As travelers are connecting to different mobility hubs and park and rides, it will be important to work with local districts and MPOs on developing those.

I-10 Identified Programs	Existing TxDOT Programs
Intercity Bus and Rail Transit/Build on Intercity Bus Study/Amtrak 2035	Intercity Bus Strategic Direction Report
	Texas Intercity Bus Study
	Texas Rail Plan
Commuter Transit	Promote and/or subsidize regional commuter transportation options, including carpool and vanpool programs
Rural Transit	Flex/Demand Response
	Autonomous transit
Bicycle Tourism Network	Bicycle Tourism Trail Study
	Transportation Alternatives Set-Aside Program (TAP)
First and Last Mile Connections	Evaluate pedestrian and bicycle connections as part of park-and-rides and/or mobility hubs
Bicycle/Pedestrian Facility Improvements	Transportation Alternatives Set-Aside Program (TAP)
	TxDOT Roadway Design Manual

Regarding intercity bus transit, Brian said TxDOT has examined its rural intercity service needs to determine whether and how to change the program to a revised strategic direction. The ensuing report, *Texas Intercity Bus Study*, is intended to document the Texas program, review programs in other states, identify service needs, and define and prioritize potential service expansions. Brian commented that the I-10 Plan could build upon the bus study.

Slide 21: Multimodal Freight Program Implementation

Brian outlined multimodal freight concerns identified and the existing TxDOT programs that could be used to implement or facilitate the improvements. He discussed how important sharing information across borders is, whether it be border wait times or Weigh-In-Motion information, it is important to share that information between districts, states, and countries. Freight mobility hubs have also been identified as an important development, a place to not only provide a place to park, but to provide a place to connect to the network and provide additional amenities. Brian also stated the need for additional truck parking throughout the corridor.

I-10 Identified Programs	Existing TxDOT Programs
Freight Data Sharing (TPAS, WIM/VC, Border Wait Times and Delays)	Texas Delivers 2050 Texas Freight Mobility Plan Smart Work Zones
	The Texas-Mexico Border Transportation Master Plan
	I-10 Truck Parking Availability Systems (TPAS)
Supporting Infrastructure for Private Alternative Freight Delivery Systems	Texas Delivers 2050 Texas Freight Mobility Plan
Freight Transportation/Land Use Connections	Texas Delivers 2050 Texas Freight Mobility Plan
Freight Mobility Hubs	Texas Delivers 2050 Texas Freight Mobility Plan
Truck Parking Capacity	Texas Statewide Truck Parking Study

Brian highlighted how freight data sharing is included in several current plans. He noted that *Texas Delivers 2050 Texas Freight Mobility Plan* provides Texas with a blueprint for facilitating continued economic growth through a comprehensive, multimodal strategy for ensuring the safe, efficient, resilient, and equitable movement of goods necessary to support the state’s growing population and essential supply chains. Data sharing is an integral aspect of the implementation strategies identified in the plan. Brian also stressed that stakeholders identified the need for early acquisition of the right-of-way.

Slide 22: What We Heard

Brian presented additional recommended guidelines and programs gathered from the fourth round of working group meetings. They included the following:

- Programs that encourage changes in peak demand as freight delivery is moved to off-peak hours.
- Programs that encourage early acquisition of rights-of-way.
- Programs that recognize and address the need for air quality improvements.

Brian asked the Steering committee members if there were additional recommendations they thought should be included.

- Alan Clark (METRO) asked about specific active safety programs. For instance, the Houston area has a type of motorist assistance patrol where law enforcement officers at Transtar have been hired to monitor the freeway for stalled vehicles and other kinds of incidents. He suggested a more active approach could benefit I-10 and this type of safety item could be included as a guideline or a program.
 - Brian stated he thought this was a good addition and agreed that it could be included as a program. He followed up by asking since some regions already have these types of programs, are there gap sections along I-10 where these programs do not exist?

- Alan believes that the gaps are outside the urban areas along the corridor. He stressed this could be especially helpful in tourism areas. He also suggested it would be a good idea to look at other states to see what could be learned from their programs like this.
- Brian noted that a lot of areas that used to be considered rural have experienced a lot of growth and have similar needs to the urban areas now.
- Loretta Brown (TxDOT TPP) noted that the Hero Program for I-35 is an example of a successful program, specific to the I-35 corridor.
- Brian noted the topic previously raised by John Young, the wildlife overpasses, would also be added to the guidelines and programs.
- Alan said that he would like to see strategies under the guidelines and programs added to look at opportunities to increase vehicle occupancy. Based on Houston's experience with HOV lanes, he thinks they are an excellent way to move people.
 - Brian said he thinks this issue is raised in the guidelines and programs under the multimodal passenger programs, but it could be made more explicit. He stated that increasing vehicle occupancy is one of the many items accomplished in the Houston District's ConnectSmart app. It provides information and seems to connect to rideshare and public transportation.

Segment Working Group Input

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.

Slide 25: Connectivity Plans: Prioritization Exercise

Brian described how the prioritization exercise was conducted in the working group meetings. He said the working group members were divided into two or three smaller breakout groups (depending on the number of participants) to discuss the plans and studies listed within the segment. Following the discussion of the plans or studies, each working group member was provided three voting opportunities which they used to identify their top three priorities. The breakout groups also added any priority corridors that they felt were missing from the list. Brian presented a photo of the East Working Group's priority exercise as an example.

Slides 26 - 27: West Segment Connectivity Plans and West Working Group Prioritization Results

Brian presented a map of the connectivity plans and studies in the West Segment. Each of the plans was briefly reviewed. Then Brian presented the results of the West Working Group's prioritization exercise.

The top three priority plans and studies were:

- US 62/US 180 Outer Loop FM 3380 to Borderland Expressway
- RM 652 Connect 62/US 285
- I-10 Extend Frontage Roads to Outer Loop

Will Smithson discussed how the major theme for the top three priorities is providing an alternate route to I-10. He noted that the top priority, US 62/US 180, provides an outer loop around the City of El Paso. The RM 652 connection from US 62 to US 285 provides another option if there was an incident on I-20.

The West Working Group also identified four additional segment priority plans and studies. They are:

- I-10 FM 2037 to Warnock Road (ODA)
- I-10 FM 2886 to just east of US 190 (ODA)
- US 190/I-14 Corridor-wide
- SH 54 Expand Existing

Brian noted the West Segment has few east-west connections which is a unique issue for the segment.

Slides 28 -29: Central Segment Connectivity Plans and Central Working Group Prioritization Results

Brian reviewed the connectivity plans and studies in the Central Segment. He noted in the central and even in the east segments, there are a lot more connecting and parallel routes than in the West Segment. With the population and industry growth in the area, more commuters are reliant on these parallel and connecting routes to travel between communities. The stakeholders identified that I-10 is not necessarily the most direct route when traveling between San Antonio and Houston. He then presented the Central Working Group's prioritization exercise results.

The top three priority plans and studies were:

- SH 46 Boerne to Seguin
- I-10/I-35 Interchange
- US 290 Corridor-wide (I-10 south of Junction to I-610 in Houston)

Will stated that again in the Central Segment, the main theme was to improve connectivity and alternate connections. SH 46 provides an alternative route for not just residents but for freight. US 290 connects I-10 all the way east to Houston. As it is currently, US 290 in some areas is four lanes and is access controlled.

The Central Working Group also identified seven other segment priority plans and studies as follows:

- I-10 SH 130 in Guadalupe County to SH 80 south of Luling
- US 90 Corridor-wide (I-10 in Van Horn to I-10 in Beaumont)
- SH 130 Corridor-wide (I-10 to north of Georgetown)
- 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)

Slides 30 -31: East Segment Connectivity Plans and East Working Group Prioritization Results

Brian reviewed the connectivity plans and studies in the East Segment. He discussed how during the East Working Group meeting, it was noted there are numerous opportunities for connecting and alternative routes. However, there are also other significant needs that should be addressed. He then presented the East Working Group's prioritization exercise results.

The top three priority plans and studies were:

- US 90 Corridor Study (Statewide)
- US 90A Corridor Study (West of San Antonio to Houston)
- Highway 62 to US 96; US 69; and the Grand Parkway all received the same number of votes.

The East Working Group also identified five additional plan and study segment priorities as follows:

- US 290 Corridor Study (I-10 south of Junction to I-10 in Houston)
- Bolivar Bridge Connects Galveston Island to Port Bolivar Peninsula (Feasibility)
- FM 365 US 90 to Port Neches
- SH 87 Port Arthur to Port Orange and points north within the Beaumont District
- US 183 Gonzales to I-10

Brian stated that the working group identified the US 90A corridor study. Will noted that in some areas, especially near downtown Houston, I-10 is 22 lanes. Because of this, adding more lanes to I-10 may not be feasible. Therefore, it is crucial to focus on improving or developing alternative routes. US 90 has been noted as an important route for the entire state. Will noted that both US 90 and US 90A are routes that provide resiliency near I-10. Will explained that SH 99 or Grand Parkway

provides a large, outer loop around the city of Houston. Will reminded the group that in this region, not only do these connections provide for alternative routes or moving freight, goods, and people, but they also function as hurricane evacuation routes. Brian stated the stakeholders noted there is a lot of development along 36A near Katy, and if the right of way is not preserved now, in the future it will be a congested corridor.

Slide 32: Coffee Talk: Corridor Plan Priorities

Brian asked the Steering committee members if any plan prioritization results were surprising to them. Are there any additional plans from a corridor-wide perspective that they feel should be prioritized?

- Tom Marian (Buffalo Marine Service, Inc.) underscored a point raised at the East Working Group meeting, the routes coming from the ports are massive on-ramps for trade. There is a surge of economic activity on the east side and SH 225 and US 90 will help alleviate that, but that section of I-10 is going to get bogged down even more as the numbers at the ports continue to grow.
- Alan Clark (METRO) mentioned the Bryan/College Station area because there are roads under construction, such as SH 249 and proposed that 36A will serve as alternative routes north to the Fort Worth area. He said this area falls between the study areas but still felt it was important to consider.
- Alan asked if the study team has thought about the important rail freight corridors along the I-10 corridor and the extent to which they support each other or sometimes conflict. He specifically noted that in many areas, it is very difficult to create any grade separations. He asked if there is a way to link some of the recommendations coming out of the statewide rail studies and the I-10 corridor study that could be helpful to both.
 - Brian said the study team has met with all the modal divisions including the Rail Division. During those meetings, they discussed constraints and blocked crossings, infrastructure and connectivity needs for some of these major freight rail hubs that are just off I-10, and the need to upgrade FM roads that are being used to access some of the hubs. He also described the discussion around moving more goods through freight, rail, and other types of modes. These are all being taken into consideration.

Slide 33: Project Prioritization Exercise

Brian described how the project prioritization exercise was conducted during the working group meetings. He explained that the breakout groups were given project-specific postcards. Each postcard included details about each project's limits, status, estimated cost, and several anticipated benefits. The breakout groups reviewed the project-specific information, considered the prioritization of each project in the context of I-10 through the region, and selected 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). The results were reviewed by the breakout groups and then the larger working group and a consensus on the time frame prioritization was reached. He noted that the yellow areas on the maps were the areas where the gaps projects were located, and the green projects are projects that are funded for construction.

Slides 34 - 35: West Segment Project Prioritization Summary

Brian presented slides showing maps of the West Segment gap projects and the West Working Group’s project prioritization summary. Will gave a high-level overview of the West Segment projects. He noted some of the input received from the working group. He stated that stakeholders discussed that W-3 and W-4 are some of the busiest sections of I-10 in the El Paso area. The Borderland Expressway would provide an outer loop and provide a route for traffic that doesn’t need to go through El Paso.

The table below shows the West Working Group’s prioritization results.

Facility	Project Score
W-1: SH 20 to I-10/US 85/Sunland Pk Interchange	Mid Term
W-2: Thorn (just north of SH 20) to Executive Center Blvd.	Mid Term
W-3: Executive Center Blvd. to US 54/Copia St.	Short Term
W-4: US 54/Copia St. to US 62 (Paisano Dr.)	Short Term
W-5: US 62 (Paisano Dr.) to Airway Blvd.	Mid Term
W-6: Airway Blvd. to Yarbrough Dr.	Mid Term
W-7: Yarbrough Dr. to FM 659 (Zaragoza)	Mid Term
W-8: FM 659 (Zaragoza) to Eastlake Dr.	Mid Term
W-9: FM 1281 (Horizon) to FM 1110	Mid Term
W-10: FM 1110 (Clint) to FM 3380	Mid Term
W-11: Borderland Expressway/Loop 375 (Purple Heart Memorial Hwy) to FM 3255 (MLK Blvd.)	Short Term
W-12: Border Highway East Extension/Loop 375 (Americas Hwy) to FM 3380 (MF Aguilera Rd.)	Short Term

Slides 36 - 37: Central Segment Project Prioritization Summary

Brian displayed maps of the Central Segment gap projects and a table listing the Central Working Group’s project prioritization summary. He noted that the San Antonio District has completed some improvements on I-10 and is continuing with more improvements. There are some gaps that would help to connect Boerne and Seguin. The map also showed some of the improvements needed in the Yoakum District. Will noted that the stakeholders in the Central Segment stressed the significant amount of development in the Boerne and Seguin areas.

The table below lists the Central Working Group’s project prioritization.

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	Short Term
C-4: SH 130 to US 183	Mid Term

Slides 38 - 39: East Segment Project Prioritization Summary

Brian presented maps of the East Segment gap projects and a table summarizing the East Working Group's project prioritization summary. Will noted that on I-10, one goal would be to widen I-10 from a minimum of four to six lanes between Houston and San Antonio. He stated that if all the yellow projects in the Central Segment and the East Segment were all constructed, there would be at minimum six lanes from the Louisiana state line to Boerne. He noted truck traffic on this stretch of I-10 is 40% to 55%.

The table below summarizes the East Working Group's prioritization of the gap projects.

Facility	Project Score
E-1: Study, US 183/80 to US 90 (East of Waelder)	Mid Term
E-2: Study, US 90 (East of Waelder) to FM 2672	Mid Term
E-3: Widening, FM 2672 to Fayette/Colorado C/L	Mid Term
E-4: Widening, Fayette/Colorado C/L to FM 155	Mid Term
E-5: Widening, FM 155 to FM 2434	Mid Term
E-6: Widening FM 2434 to Colorado Bridge	Mid Term
E-7: Widening Colorado Bridge to US 90 (Alleyton Rd.)	Short Term
E-8: Frontage Rds. FM 359 to west of Snake Creek	Mid Term
E-8b: Frontage Rds. Waller/Ft. Bend CL to west of Snake Creek	Mid Term
E-9: FM 359 to Waller/Ft. Bend C/L	Mid Term
E-10: Waller/Ft. Bend C/L to W. of Snake Creek	Mid Term
E-11: West of Snake Creek to Ft. Bend/Harris C/L	Mid Term
E-12: Ft. Bend/Harris C/L to Mason Rd.	Mid Term
E-13: I-610 to I-45	Mid Term

One final time, the Steering Committee was asked the following question:

Are there any additional projects from a corridor-wide perspective that you feel be prioritized?

Participants provided the following input:

- Bruce Mann (Port of Houston Authority) noted that if the I-10 East PEL Study was completed, all the projects covered by that study would rank higher than any of the projects listed in the west part of the segment because of the increase of activity at the ports.
- Alan Clark (METRO) stated that E-13 contains two parts because there is a transit component. It will be a bus rapid transit link, which means it would not have any other traffic on it other than buses, but it connects three major bus corridors going into downtown. This transit component is a very high priority for the Houston District.
 - Brian stated the study team could add the transit component in the description for the report and clarify that it is a priority.
- Alan also noted that there are several developments and improvements on I-69 and US 59. While those are not in the I-10 Corridor study area, they do influence the area between the Louisiana state line and the Houston/Beaumont area.
- John Young (TxDOT Environmental Affairs Division) reiterated that the recent bipartisan infrastructure bill had a lot of money, not just for wildlife crossings, but for bridge and transportation work as well. There are grants, and it is a competitive process, but districts should be looking into potential funding.
 - Brian stated this would be noted in the report, especially because there are so many funding gaps.
 - John noted TxDOT recently hired a federal grants coordinator.

Overview of Proposed Plan Contents

Slides 40 - 41: Overview of Proposed Plan Contents

Brian provided an overview of 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

Next Steps

Slides 42 - 43: Next Steps

Brian provided an overview of the next steps and the upcoming schedule. He said the study team will finalize and present the implementation plan in the early summer of 2023. The plan will be presented at a final combined meeting with the Steering Committee and Working Groups. The meeting date has not yet been set, but the team is looking at dates in early to mid-July.

Questions & Closing Remarks

Slides 44 - 45: Questions & Closing Remarks

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