



I-20 Texas Corridor Study – Steering Committee Project Project Identification Meeting

Date: June 2, 2022

Time: 8:30 am – 11:00 am

Location: Microsoft Teams

Attendees: *Steering Committee*

Judge B. Glen Whitley – Tarrant County

Chelsea Griffith – Tarrant County

Judge Debi Hays – Ector County

Judge Hal Richards – Kaufman County

Judge Bill Stoudt – Gregg County

Judge Pat Deen – Parker County

Allen Hunter – Texas Transit Association

Andrew Avis – Midland County

Berrien Barks – NCTCOG

Cameron Walker – Permian Basin MPO

David Cleveland – East Texas COG

E’Lisa Smetana – Abilene MPO

Heather Nick – Tyler MPO

Judge Kathryn Wiseman – Howard County

Peter LeCody – Texas Rail Advocates

Robin Stallings – Bike Texas

Judge G. Scott Kniffen – Callahan County

Glenn Green – NETRMA

Debra Richmond – Permian Strategic
Partnership

TxDOT Districts

Elias Rmeili – Brownwood District Engineer

Vernon Webb – Tyler District Engineer

Glenn Allbritton – Abilene District Engineer

Buddy Williams – Atlanta District Engineer

Jeffrey Harmon – Deputy District Engineer,
Tyler

Jason Scantling – TPD, Brownwood District

Study Team

Nishant Kukadia – Jacobs

Dan Seedah – Jacobs

Nair Barrios – Jacobs

Felipe Dias – Jacobs

Stephanie Lind – Jacobs

Travis Norton – Jacobs

Lei Yang – Jacobs

Lynda Rife – Rifeline

Lorenzo Long – Rifeline

TxDOT

Cary Karnstadt – TPP

Caroline Mays – TPP

Lorena Echeverria de Misi – TPP

Annie Sikes – TPP

David Fouts – TPP

Sherry Pifer – Freight

Lauren Garduño

John Hudspeth

Mildred Litchfield

Marty Boyd

Mohammad Al Hweil

Other Attendees

Richard Zientek

Robert Ornelas – TPD, Odessa District
Bethany Kurtz – PIO, Fort Worth District
Tanya Brown – PIO, Abilene District
Lisa Tipton – PIO, Brownwood District
Heather Deaton – PIO, Atlanta District
Katie Martin – TPP, Atlanta District
Gabriel Ramirez – TPP, Odessa District
Deanne Simmons – TPD, Atlanta District
Michael Haithcock – TPD, Abilene District
Gene Powell, Jr. – PIO, Odessa District
Chad Windham – Odessa District
Ricardo Gonzalez – TPD, Fort Worth District

- Agenda:
- 1) Welcome and Introductions
 - 2) Safety Minute and Roll Call
 - 3) Recap of Previous Activities
 - 4) TxDOT Truck Parking Study: I-20 Corridor Considerations
 - 5) Preliminary Corridor Wide Improvement Options
 - 6) Break
 - 7) Project Evaluation Criteria
 - 8) Funding
 - 9) Three Month Look Ahead and Next Steps

Attachments: Attachment A – Steering Committee Project Identification Meeting Summary
Attachment B – Action Items
Attachment C – Steering Committee Project Identification Meeting Presentation
Attachment D – Mentimeter Results
Attachment E – Steering Committee Potential Improvement Options Map Package

Attachment A – Meeting Summary

Welcome and Introductions (Judge B. Glen Whitley – Tarrant County)

Judge B. Glen Whitley, Steering Committee Chair, welcomed everyone to the call and thanked them for their work so far before passing the meeting to Cary Karnstadt, TxDOT Project Manager for the I-20 Texas Corridor Study, to present the Safety Minute.

Safety Minute (Cary Karnstadt – TxDOT)

Cary Karnstadt (TxDOT) welcomed everyone to the call before presenting a Safety Minute on safety conditions along I-20, including main crash types per behavior associated with them and the number of fatalities in 2019 and 2021, to illustrate upward trends and areas of concern.

Roll Call (Lorena Echeverria de Misi – TxDOT)

Lorena Echeverria de Misi (TxDOT) instructed attendees on how to access Mentimeter for an interactive roll call. Then, she read through names as they appeared on the Mentimeter slide and within the Teams chat. Refer to Attachment B for a full list as it appeared on screen. Then, Lorena briefly went through the agenda before handing facilitation back to Cary Karnstadt (TxDOT) to present a recap of previous activities.

Recap of Previous Activities (Cary Karnstadt – TxDOT)

Cary Karnstadt (TxDOT) presented and discussed the following topics.

Recap of Previous Activities
Ongoing Private Sector Engagement
MetroQuest Survey
MetroQuest Survey Results

Discussion: Anything that got left out? Do we have a full list now?

Six responses were received through Mentimeter during this discussion section. Attendees could also submit a “thumbs up” through Microsoft Teams to express approval. The complete list of responses is included at the end of this document in Attachment D and they included:

- No surprises, great participation (Metroquest).
- “Thumbs up” (5)

Regarding the public survey, Judge B. Glen Whitley (Tarrant County) said he was surprised there weren't any major congestion points noted for the east segment. Maybe it's because the traffic is consistently heavy throughout the east segment with no real sticking points.

Judge Hal Richards (Kaufman County) said the big concerns in Kaufman County are congestion and being blocked or diverted off of I-20 because there are no alternative routes once you cross the Trinity River. Safety is also a related concern.

Texas Statewide Truck Parking Study (Sherry Pifer – TxDOT)

Lorena Echeverria de Misi (TxDOT) introduced Sherry Pifer, Freight Systems Branch Manager at TxDOT. The Freight Systems Branch is responsible for the integration of multimodal freight considerations into agency-wide planning and implementation efforts. Sherry oversees the development, updates, and implementation of the Texas Freight Mobility Plan and the coordination of the Texas Freight Advisory Committee.

Sherry Pifer (TxDOT) presented and discussed the following topics related to the Texas Statewide Truck Parking Study that was conducted in April 2020.

Project Purpose and Goals
Why Truck Parking Matters
Types of Truck Parking
Why Drivers Park in Unauthorized Locations

Statewide Inventory – Public and Private Sectors
Statewide Truck Parking Utilization and Shortages
Truck Parking Capacity Needs
Future Truck Parking Capacity Needs – 2050
Truck Parking Hot Spots and Statistics – Odessa District
Truck Parking Hot Spots and Statistics – Abilene District
Truck Parking Hot Spots and Statistics – Brownwood District
Truck Parking Hot Spots and Statistics – Fort Worth District
Truck Parking Hot Spots and Statistics – Dallas District
Truck Parking Hot Spots and Statistics – Tyler District
Truck Parking Hot Spots and Statistics – Atlanta District
Keys for Addressing Texas’ Truck Parking Needs
Truck Parking Recommendations Overview
Statewide Truck Parking – Next Planning Steps

Judge B. Glen Whitley (Tarrant County) asked if air quality issues were considered in the development of this study. Sherry Pifer (TxDOT) said air quality issues were considered and are a part of the upcoming statewide freight plan. Looking at air quality is a new requirement under the Infrastructure Investment and Jobs Act (IIJA). Looking at alternative fuels will also probably happen in the future. Judge Whitley said he believes the central area is moving to **Sphere**. Sherry said they are currently working on finishing a scope for a district truck parking study in Houston. There are no **safety** rest areas in the **Houston** District, so they will be working with the private sector more on developing innovative approaches to resolve the issue. They will be looking at how to integrate truck parking into the industrial land use project development process, both at TxDOT and on the regional economic development level. She encouraged those on the call to ask shippers and receivers questions about parking. The dynamics of truck parking provision needs to change. Safety is the overall goal.

Judge Hal Richards (Kaufman County) asked if there is an opportunity to find out how much truck drivers would be willing to pay for upgraded parking facilities. Sherry Pifer (TxDOT) said a lot of truckers pay at Love’s or Flying J. Fuel programs also offer incentives. Many drivers said they would pay for safety.

Robin Stallings (Bike Texas) asked why there is an assumption there will be a large need for truck parking in 2050 when autonomous vehicles are coming. Judge B. Glen Whitley (Tarrant County) asked if 2050 truck parking projections included estimations for how many of those vehicles would be driverless. Sherry Pifer (TxDOT) said that was not included in the initial assessment, but it is a conversation that is being had. They recognize they will need a lot of places for driverless trucks to transition to last-mile drivers.

Robin Stallings (Bike Texas) asked if there are apps where truckers can plan ahead for parking at safe rest areas. Sherry Pifer (TxDOT) answered there are apps called Trucker Path and Park My Truck. However, many drivers have to plan ahead because certain companies ban cell phone use in the cab.

Robin Stallings (Bike Texas) asked if there is dedicated state funding category for safety rest areas or truck parking. In the past, ~\$100 million has been redirected from bike trail funding to truck parking. Sherry Pifer (TxDOT) said they have identified some Cat. 12 funding in Texas that is appointed by the Transportation Commission; there is a 10-year project plan in which the Maintenance Division is investing in redoing some safety rest areas to add between 20-30 parking spots per site. This will be done every year for the next ten years and will result in up to 2,200 available spaces at safety rest areas, excluding picnic areas. Maintenance is only including existing safety rest areas because those are paved and striped. There is a program underway in Nolan, **Crockett**, and Bell Counties. The remaining identified improvements will occur over the next nine years. **Robin** also asked where the money is coming from. Sherry said it is coming from the state and Cat. 12. Robin said the new federal transportation bill will not allow redirection as easily in the future and needs to be planned for.

Robin Stallings (Bike Texas) also asked if there is a concerted effort to move more freight tonnage from road to rail transportation. Sherry Pifer (TxDOT) said rail is a private sector entity. It's a topic that has been addressed during Texas Freight Advisory Committee meetings. Rail representatives have said it's not financially beneficial for the railroads to move such a short distance or for customers because that's a day trip for the truck while for rail, it could be two days. Everything that is on rail should be low-value commodities. High-value commodities are on a truck because they're time sensitive and there is a security component. Peter LeCody (Texas Rail Advocates) said Union Pacific and Burlington Northern Santa Fe had initiated some short runs between the ports at Houston up to Alliance or South Dallas at one time. Maybe there should be a conversation between TxDOT, the railroads, and other entities around incentives to move more trucks off highways.

Judge B. Glen Whitley (Tarrant County) said he didn't realize interstates right of way cannot be commercialized and asked for clarification on electric vehicle charging lanes specifically. Sherry Pifer (TxDOT) said commercialization of any state rest area on the interstate is prohibited. Judge Whitley asked if electric vehicle charging lanes could be charged to the user as they're moving down the interstate. Sherry said she would have to follow up with their federal affairs group. That's different than charging for a hook-up at a rest area.

Discussion: Do you have any questions or comments on the Truck Parking Considerations for the I-20 Corridor?

Three responses were received through Mentimeter during this discussion section. The complete list of responses is included at the end of this document in Attachment D and they included:

- If state funding will be used to construct specific public commercial truck parking areas, there should be a fee collected to offset costs (i.e., maintenance, lighting, security, upkeep, EV truck recharging hookups, etc.)
- No.
- Re: the maintenance program – can private sector contributions be accepted? If yes, can they accelerate construction?

Sherry Pifer (TxDOT) said there is a federal law that prohibits commercializing the interstate as a state entity. A fee cannot be collected on interstates. State and US highways are different.

Sherry Pifer (TxDOT) said the maintenance program question would have to go through administration to determine if that is appropriate.

Preliminary Improvement Options (Nishant Kukadia – Jacobs)

Nishant Kukadia (Jacobs) presented the definition of Potential Improvement Categories as defined by the study team. He presented and discussed the following topics, encouraging attendees to follow along with the maps (Attachment ##) provided either in printed or electronic version.

Definition of Improvement Type Categories
Current Active Projects Per Segment
Preliminary Improvement Options – Totals Per Segment

Corridor-Wide Improvement Options (Nair Barrios – Jacobs)

Nair Barrios (Jacobs) presented and discussed the follow topics as they relate to corridor-wide improvement options.

Automated/Connected Vehicle Infrastructure
Electric Vehicle Integration
Freight Operations
Truck Parking
Truck Platooning
Intelligent Transportation Systems (ITS)
Bridge Clearance 18' 6"
Alternative Use of Right-of-Way

Pavement Rehabilitation and Maintenance Drainage

Peter LeCody (Texas Rail Advocates) would like to see intercity bus and passenger rail service added as multimodal improvement options. There is a lack of intercity bus service in rural areas along the I-20 Corridor, including connections to Monahans, Colorado City, or Canton. Intercity passenger rail service along the I-20 Corridor is currently only serving Longview, Marshall, and Mineola.

Discussion: Would you add anything to these options? What other topics should we explore?

One response was received through Mentimeter during this discussion section. The complete list of responses is included at the end of this document in Attachment D and they included:

- Multi-modal: Lack of intercity bus and passenger rail service, some rural towns and cities along I-20 have little or no intercity passenger rail or bus service.

Break (Judge B. Glen Whitley – Tarrant County)

Judge B. Glen Whitley (Tarrant County) invited attendees to take a 10-minute break before beginning the second half of the meeting.

Preliminary Improvement Evaluation (Travis Norton – Jacobs)

Travis Norton (Jacobs) reconvened the meeting and presented the following topics for discussion:

*Critical Point Identification Starts the Development of Solutions
Improvement Definition and Prioritization Process
Unified Transportation Plan Evaluation Criteria
I-20 Study Evaluation Criteria*

Discussion: What additional criteria should be considered in the evaluation of I-20 projects?

Two responses were received through Mentimeter during this discussion section. The complete list of responses is included at the end of this document in Attachment D and they included:

- None.
- Can projects get linked to matching federal grant opportunities they qualify for?

Mohammad Al Hweil (TxDOT) said projects typically have to be funded or partially funded for construction to be accepted into the Unified Transportation Plan's 10-year window. He thinks the needs for I-20 exceed far past that available funding for the next ten years and suggested looking up to twenty years out for opportunities to move projects into the 10-year window. Travis Norton (Jacobs) said the implementation plan will segment improvements into short-, mid-, and long-term implementation buckets. To Mohammad's point, Lauren Garduño (TxDOT) said some of the projects along I-20 will be eligible for MPO funding through the Metropolitan Transportation Plan.

From a stakeholder management perspective, Debra Richmond (Permian Strategic Partnership) said it's important to set clear construction timing and funding expectations especially with the private sector. In reference to her earlier comment about Public-Private Partnership (P3) funding being an option for truck parking, she said the discussion around that should continue. Judge B. Glen Whitley (Tarrant County) said Tarrant County did a \$200 million transportation bond issue in 2006 and a \$400 million transportation bond issue in 2021. While they are using that to incentivize cities to participate, they are also using it to incentivize the state to try and move up their funding timeline. He's aware they are competing with other areas in doing that, but if it works, it works. He suggested that each segment of I-20 start having conversations with the MPOs and cities about the possibility of doing something that might encourage the state to participate quicker. Both of the 2006 and 2021 bond issues had other items contained within that election, and in both cases, the transportation portion passed overwhelmingly (usually 10-15 percentage points higher than the next item), but these conversations would need to include TxDOT. Debra agreed and said voters would

benefit from learning more about bond issues. It's currently difficult to get bond issues passed especially in rural areas, so the value needs to be shown.

In the chat, E'Lisa Smetana (Abilene MPO) asked if the study team is looking at any additional criteria that is in the new transportation bill. Travis Norton (Jacobs) said they are learning more about that as it starts to roll out. Resiliency is a key item that will be discussed later in the presentation. The study team will also be looking at considerations for electric vehicle charging stations and equity.

Improvement Advancement and Funding (Nishant Kukadia – Jacobs)

Nishant Kukadia (Jacobs) presented and discussed the following topics.

- Improvement Advancement Phases*
- Statewide Funding – An Upward Trend*
- Statewide Funding Allocation*
- Improvement Types Per TxDOT Funding Category*
- Bipartisan Infrastructure Law (BIL) FT 2022-26*
- Other Funding Considerations*

Debra Richmond (Permian Strategic Partnership) requested for the Steering Committee to agree on an overall funding strategy once the project recommendations are finalized. For example, the DFW area within the central segment is more likely to be successful in obtaining federal grant dollars through the new IIJA programs, which could free up money for the east and west segments, this would be an strategic opportunity to cover the entire corridor. Caroline Mays (TxDOT) agreed with a phased comprehensive corridor-wide funding strategy. Debra said she would be happy to participate in a subgroup of the Steering Committee to further discuss. Caroline said the new transportation bill is looking at developing more multi-corridor and longer corridor strategies, so it might be worth bringing Louisiana and New Mexico into the conversation. I-20 is a strategic national corridor so thinking outside of Texas is essential. Judge B. Glen Whitley (Tarrant County) asked if there have been attempts to coordinate with the I-10 corridor study or any other coast-to-coast corridor studies. Debra added I-10 and I-27 and said the I-69 Coalition is also a precedent. In the chat, Berrien Barks (NCTCOG) said he would be happy to connect the study team with Jeff Neal who leads NCTCOG's grant opportunities.

Judge B. Glen Whitley (Tarrant County) had a comment about other funding considerations, particularly about local government funding and registration fees. He said when they agreed to go with the toll projects in the North Texas area (North Tarrant Express, DFW Connector), the Texas Transportation Commission Chair at the time said they would not be penalized in future funding formulas, but the state did not hold up to that. As a result of that, maintenance dollars were given to other areas of the state. It's something to consider as we talk about local government action. Caroline Mays (TxDOT) thanked Judge Whitley and said she would take his feedback back to leadership.

Peter LeCody (Texas Rail Advocates) said there is no state match for any competitive federal rail grants that will become available under IIJA. There is going to be up to \$33 billion that will be available for freight and passenger rail projects.

Mohammad Al Hweil (TxDOT) asked if a funding needs assessment will be sent to the Steering Committee at the end of the study. Nishant Kukadia (Jacobs) said there is a funding memo being developed based on the current available funding forecast. Improvement projects will be folded in to determine gaps by segment. Mohammad said receiving that would be helpful.

Discussion: What other considerations for project prioritization and advancement should we look at?

No responses were received through Mentimeter during this discussion section.

Judge B. Glen Whitley (Tarrant County) asked if the study team is making sure proposed regional improvements do not negatively impact nearby regions. Nishant Kukadia (Jacobs) said the study team is taking note of conflicts during prioritization to bring up to the Steering Committee.

Discussion: What have we missed? Is there anything that has not been considered that is important for the I-20 Texas Corridor?

One response was received through Mentimeter during this discussion section. The complete list of responses is included at the end of this document in Attachment D and they included:

- How many bridges need to be repaired along the corridor? Can TxDOT submit an I-20 bridge bundle grant application?

Nishant Kukadia (Jacobs) said there are about 45 bridges that need to be repaired and the study team will follow up with TxDOT to see if bundling for a grant application is possible.

Schedule and Next Steps (Cary Karnstadt – TxDOT)

Cary Karnstadt (TxDOT) went over the schedule and next steps before passing to Judge B. Glen Whitley (Tarrant County) to provide his closing remarks. In the chat, E’Lisa Smetana (Abilene MPO) inquired about the plan to get the private sector’s input going forward. Nishant Kukadia (Jacobs) said the study team has a stakeholder list and survey that can be shared with the Steering Committee. He encouraged Steering Committee members to share any private sector stakeholders that might be missing from the list. One-on-one interviews have been happening and will continue to happen. Judge B. Glen Whitley (Tarrant County) thanked everyone for participating and passed to Caroline Mays (TxDOT) to provide her final remarks and close the meeting.

Meeting was adjourned at 11:05 am

Attachment B – Action Items

Action Items from meeting

DATE ID'd	ACTION ITEMS	PERSON(S) RESPONSIBLE	DUE DATE	COMMENTS
06/23/2022	Follow up with Federal Affairs Group re: charging drivers to use electric vehicle charging lane	Sherry Pifer (TxDOT)	TBD	
06/23/2022	Add intercity bus and passenger rail service as multimodal corridor-wide improvement options	Study Team	TBD	
06/23/2022	Follow up with TxDOT to see if bundling an I-20 bridge grant application is possible	Study Team	TBD	



Attachment C – Steering Committee Project Identification Meeting Presentation

Attachment D – Mentimeter Results

Roll Call - Type your name, official title and organization represented



Debra Richmond, Permian Strategic Partnership	Bethany Kurtz, PIO, TxDOT FTW District	Peter J LeCody, Texas Rail Advocates
Hal Richards, Kaufman County Judge	Ricardo Gonzalez- Director of Transportation Planning & Development	Glenn Green Executive Director North East Texas Regional Mobility Authority
Tarrant County Judge Glen Whitley	Buddy Williams District Engineer ATL TXDOT	David Cleveland, Executive Director, East Texas Council of Governments



Roll Call - Type your name, official title and organization represented



Allen E. Hunter, Executive Director, Texas Transit Association	Glenn Allbritton - TxDOT Abilene District Engineer	Vernon Webb - Tyler District Engineer
Lisa Tipton Public Information Officer TxDOT Brownwood District	Jeffrey Harmon Deputy District Engineer - Tyler District	David Fouts, PI Summer Intern, TxDOT TPP
Robert Ornelas - Director of TP&D Odessa District	Heather Deaton, TxDOT Atlanta District Public Information Officer	elisa smetana executive director abilene mpo



Roll Call - Type your name, official title and organization represented



Berrien Barks- Program Manager- NCTCOG	Chad Windham - Director of OperationsOdessa District	Debi Hays, Ector County Judge
Heather Nick, MPO Executive Director, Tyler Area MPO	elisa smetana executive director abilene mpo	Judge Scott Kniffen Callahan County
Katie Martin Planning Engineer ATL TXDOT	Mohammad AL Hweil- Advanced Transportation Planning, FTT District.	Gabriel RamirezPlanning EngineerOdessa District



Roll Call - Type your name, official title and organization represented



John Hudspeth TxDOT Dallas	Deanne Simmons, Director of TP&D, Atlanta District	Tanya Brown TxDOT Abilene District PIO
Andrew Avis, Director of Public Works, Midland County	Jason Scantling TP&D Director Brownwood District	I think for Kaufman County residents congestion and service roads would far outpace safety.



Are there any surprises in these results? Where do you disagree?



Thumbs up		no surprises. great participation



Do you have any questions or comments on the Truck Parking Considerations for the I-20 Corridor?



No	Comment: If state funding will be used to construct specific public commercial truck parking areas, there should be a fee collected to offset costs (i.e. maintenance, lighting, security, upkeep, EV truck recharging hookups, etc).	Re the MNT program - can private sector contributions be accepted? If yes can they accelerate construction?
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Would you add anything to these options? What other topics should we explore?



Multi-modal: Lack of intercity bus and passenger rail service, some rural towns and cities along I-20 have little or no intercity passenger rail or bus service



What additional criteria should be considered in the evaluation of I-20 projects?



None

Can projects get linked to matching fed grant opps they qualify for



What other considerations for project prioritization and advancement should we look at?



What have we missed? Is there anything that has not been considered that is important for the I-20 Texas Corridor?



Bridges - how many need repair along corridor? Can TxDOT submit an i20 bridge bundle grant application?



Attachment E – Steering Committee Potential Improvement Options Map Package