## Attendees

<table>
<thead>
<tr>
<th>Committee Member</th>
<th>Organization</th>
<th>Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ed Emmett, Chair</td>
<td>Rice University</td>
<td>Present</td>
</tr>
<tr>
<td>Ron Beeson</td>
<td>East Harris County Manufacturers Association</td>
<td>Present</td>
</tr>
<tr>
<td>Russell Boening</td>
<td>Texas Farm Bureau</td>
<td>Not Present</td>
</tr>
<tr>
<td>Randy Brogoitti</td>
<td>Brogoitti Construction</td>
<td>Not Present</td>
</tr>
<tr>
<td>Paul Christina</td>
<td>BNSF Railway</td>
<td>Designee Present</td>
</tr>
<tr>
<td></td>
<td>(Megan Shea)</td>
<td></td>
</tr>
<tr>
<td>Drew Crutcher</td>
<td>Landgraf, Crutcher &amp; Associates</td>
<td>Not Present</td>
</tr>
<tr>
<td>Bryan Daniel</td>
<td>Governor’s Office of Economic Development and Tourism</td>
<td>Not Present</td>
</tr>
<tr>
<td>Michael Dyll</td>
<td>Texas International Freight</td>
<td>Not Present</td>
</tr>
<tr>
<td>John Esparza</td>
<td>Texas Trucking Association</td>
<td>Present</td>
</tr>
<tr>
<td>Roger Guenther</td>
<td>Port of Houston Authority</td>
<td>Present</td>
</tr>
<tr>
<td>Luis Hinojosa</td>
<td>Uni-Trade Forwarding, LLC</td>
<td>Not Present</td>
</tr>
<tr>
<td>Judge Clay Lewis Jenkins</td>
<td>Dallas County</td>
<td>Not Present</td>
</tr>
<tr>
<td>Carson Landsgard</td>
<td>H-E-B</td>
<td>Not Present</td>
</tr>
<tr>
<td>Sean Strawbridge</td>
<td>Port of Corpus Christi Authority</td>
<td>Not Present</td>
</tr>
<tr>
<td>Brenda Mainwaring</td>
<td>Union Pacific Railroad</td>
<td>Present</td>
</tr>
<tr>
<td>Kevin McIntosh</td>
<td>Kansas City Southern (KCSR)</td>
<td>Not Present</td>
</tr>
<tr>
<td>Jeff Moseley</td>
<td>Texas Association of Business</td>
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</tr>
<tr>
<td>Rolando Ortiz</td>
<td>Killam Development, Ltd.</td>
<td>Present</td>
</tr>
<tr>
<td>Keith Patridge</td>
<td>McAllen Economic Development Corp.</td>
<td>Present</td>
</tr>
<tr>
<td>K. Alan Russell</td>
<td>The Tecma Group of Companies</td>
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</tr>
<tr>
<td>Carlton Schwab</td>
<td>Texas Economic Development Council</td>
<td>Not Present</td>
</tr>
<tr>
<td>Todd Stewart</td>
<td>Gulf Wind International</td>
<td>Not Present</td>
</tr>
<tr>
<td>Jack Todd</td>
<td>Trinity Industries, Inc.</td>
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# Texas Transportation Commissioners

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alvin New, Commissioner</td>
<td>Texas Transportation Commission</td>
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</tr>
<tr>
<td>Laura Ryan</td>
<td>Texas Transportation Commission</td>
<td>Present</td>
</tr>
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## Ex-Officio Members

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Christopher Evilia</td>
<td>Waco MPO</td>
<td>Present</td>
</tr>
<tr>
<td>Erin Ford</td>
<td>Retired-Houston County</td>
<td>Present</td>
</tr>
<tr>
<td>Clark Greer</td>
<td>Coca-Cola</td>
<td>Not Present</td>
</tr>
<tr>
<td>Rep. Armando Martinez</td>
<td>Texas House Member, District 39</td>
<td>Not Present</td>
</tr>
<tr>
<td>Rep. Sergio Munoz Jr.</td>
<td>Texas House Member, District 36</td>
<td>Not Present</td>
</tr>
<tr>
<td>Mayor Pete Saenz</td>
<td>City of Laredo</td>
<td>Present</td>
</tr>
<tr>
<td>Gerry Schwebel</td>
<td>IBC Bank</td>
<td>Present</td>
</tr>
<tr>
<td>Danny Smith</td>
<td>United Parcel Service</td>
<td>Not Present</td>
</tr>
<tr>
<td>Paul Treangen</td>
<td>TNW Corporation</td>
<td>Present</td>
</tr>
<tr>
<td>Matt Woodruff</td>
<td>Kirby Corporation</td>
<td>Present</td>
</tr>
</tbody>
</table>

## Cambridge Systematics Consulting Team

- Dan Andersen: Cambridge Systematics
- Paula Dowell: Cambridge Systematics
- Brian Stewart: Cambridge Systematics
- Elizabeth Welch: Cambridge Systematics

## TxDOT & Texas A&M Transportation Institute (TTI)

- Marc Williams, PE: Director of Planning, TxDOT
- Caroline Mays, AICP: Interim Freight Systems Branch Manager, TxDOT
- Pete Alvarez, P.E.: Pharr District Engineer, TxDOT
- Carl L. Johnson, P.E.: Abilene District Engineer, TxDOT
- Elias Rmeili, P.E.: Brownwood District Engineer, TxDOT
- Eliza Paul, P.E.: Houston District Engineer, TxDOT
- Quincy Allen, P.E.: Director of District Operations, TxDOT
- Lauren Macias-Cervantes: El Paso District PIO, TxDOT
- Sondra Johnson: TxDOT
- Loretta Brown: TxDOT
- Kale Driemeier: TxDOT
- Casey Wells: TxDOT
- Sherry Pifer: TxDOT
- Peter Smith: TxDOT
- Charles Airiohudion: TxDOT
- Akila Thamizharasan: TxDOT
- Megan Kenney: TxDOT
- Eduardo Hagert: TxDOT
- Melba Schaus: TxDOT
- Zeke Reyna: TxDOT
- Gabriel De Ochoa: TxDOT
- Carlos Calle: TxDOT
- Jianming Ma: TxDOT
- Yvette Flores: TxDOT
Tricia Hasan   TxDOT
Jennifer Wright  TxDOT
James Kuhr  TxDOT
Roberto Rodriguez  TxDOT
Noah Oaks  TxDOT
Francisco Almanza  TxDOT
Adriana Rodriguez  TxDOT
Darran Anderson  TxDOT
Brent Johnson  TxDOT
George Villarreal  TxDOT
Curtis Jones  TxDOT
Katelyn Dwyer  TxDOT
Giacomo Yaquinto  TxDOT
Marty Boyd  TxDOT
Julia Jerome  TxDOT
Maria Hanke  TxDOT
Trent Tomas  TxDOT
Andrew Mao  TxDOT
James Lovett  TxDOT
Cory Hendrickson  TxDOT
Tony Cantonio  TxDOT
Nicole Katsikides  TTI
Bill Eisele  TTI
Allan Rutter  TTI
Jolanda Prozzi  TTI
Dan Middleton  TTI
Katie Turnbull  TTI
Craig Morgan  TTI

Other Attendees

Alice Torres, CPB DHS
Allison Blazosky, AAMPO
Brian Comer, HNTB
Brian Hill, FHWA
Brian Mofford, Drivewyze
Bruce Mann, Port of Houston Authority
Carlos Lopez, HNTB
Clifton Hall, Alamo Area MPO
Collin Moffett, NCTCOG
Craig Toth, HNTB
D. Moore, CDM Smith
Dani Waltersdorfer, Cambridge Systematics
Darrin Willer, HNTB
David Coronado, City of El Paso International Bridges Department
David Millikan, WG Inc.
Donna Adams, Atkins
Eduardo Calvo, El Paso MPO
Gene Conti, Drivewyze
Genevieve Bales, FHWA
Georgi Ann Jasenovec, FHWA
Note* Some attendees did not provide their name for the webinar so their attendance could not be formally recorded.

1. Meeting Overview & Introductions

Chair Ed Emmett, Rice University, opened the Texas Freight Advisory Committee (TxFAC) Meeting at 8:15 a.m. He took the first few minutes to welcome attendees and identify committee members present on the webinar. In addition, Chair Emmett mentioned the protocol for muting/unmuting the microphone when committee members would like to give feedback throughout the webinar, as well as how to access Menti.com for the interactive polls portion of the meeting. He then identified and prompted Commissioner Laura Ryan to do a quick introduction. Comm. Ryan greeted the group and provided appreciation for the meeting moving forward during these circumstances.

Chair Emmett then turned the meeting over to Caroline Mays, TxDOT.

Caroline Mays, TxDOT, walked through the agenda for the meeting and noted that the meeting is unique as it will focus on only one topic, the Truck Parking Study. She mentioned that the PowerPoint presentation, the Draft Final Report, and Draft Executive Summary are available to all attendees to reference throughout the meeting, and that the project team will be looking for questions and feedback throughout the meeting, as well as feedback on the Executive Summary and Final Report. She also mentioned that part of the agenda would be to discuss the I-10 Corridor Coalition Truck Parking Availability System Project.

Caroline noted that all committee members should sign in with their name for attendance to be properly recorded, or type into the chat box. She then proceeded to ask each of them to introduce themselves on the call. Attendance is noted above.
After introductions, it was concluded that not many committee members were present and there was some debate on whether the meeting should proceed. Caroline mentioned that a few members are not usually present at most meetings, and that some folks might be busy dealing with the current issues surrounding the coronavirus. She also mentioned that there are current discussions regarding changes to the TxFAC and that there are also some Ex-Officio members and other participants on the call. Those other members do not count as official members. There was further discussion between Chair Emmett, Caroline Mays, and Comm. Ryan about the timing of the webinar and any confusion on the start time, or other reasons attendance was low.

Caroline confirmed the members that were present and their current membership status. She confirmed that six active members and three ex-officio members were present at that time. Chair Emmett asked if there were any rules on attendance or quorum. Caroline mentioned it is not based on quorum, not action based, and is a consensus-based meeting. Chair Emmett confirmed with Comm. Ryan that this was okay and concluded that the meeting should then proceed.

Around this time, a couple more committee and ex-officio members started signing into the webinar. Chair Emmett and Caroline acknowledged the new attendees, and then reinforced to mute the microphone during the presentation when not leaving feedback.

The presentation was then handed off to Sherry Pifer, TxDOT Branch Manager of the Freight and International Trade Section, and Paula Dowell, Cambridge Systematics Program Manager.

2. Texas Statewide Truck Parking Study Chapters 1-2

Section 1: Texas Statewide Truck Parking Study in Texas

- Chapter 1 – Overview of the Texas Statewide Truck Parking Study

Paula Dowell, Cambridge Systematics, welcomed the group and gave recognition to members of the trucking, railroad and maritime industries for keeping freight moving during this unprecedented time. Paula provided a high level overview of the Texas Statewide Truck Parking Study. She briefly discussed the contents of each chapter and section as well as when to expect the Menti polls.

Paula reviewed Chapter 1, which included the chapter purpose (purpose, overview, summary), key messages (national and state freight goals, stakeholder process, final report), and support for messages (cross tabulation of study goals, key technical analyses, summary of exhibits and stakeholder events, and links to technical reports). Paula asked if anyone had any questions when she concluded her overview.

John Esparza, Texas Trucking Association, commented that he is really impressed with the participants and the carriers. He appreciated all the work done.

- Chapter 2 – Why Truck Parking Matters in Texas

Paula continued with an overview on Chapter 2. She discussed the chapter purpose (truck parking importance, public awareness), key messages (trucks economic vitality, drivers for parking demand, public concerns), and support for messages (statistics on trucked freight/economy, hours of service, Jason’s law, and driver survey results).
On the “Why Truck Parking Matters” slide, Chair Emmett noticed that the $1.6 billion “value of freight” may be incorrect. Bruce Mann, Port of Houston Authority, (via chat) noted that it should be $1.6 “trillion”. Paula confirmed this is correct and that it will be changed.

There were no additional questions or comments on this section. She then turned the presentation to Brian Stewart, Cambridge Systematics to discuss Chapter 3.

3. Texas Statewide Truck Parking Study Chapters 3-6

Section 2: Current State of Truck Parking in Texas

- Chapter 3 – Truck Parking Supply in Texas

Brian Stewart, Cambridge Systematics, began this section to discuss the chapter purpose (document inventory and capacity of public/private parking, and inventory amenities), key messages (TxDOT provides less than 10 percent of authorized parking in the state, usually in rural areas, and basic amenities needed), and support for messages (summary statistics, truck parking inventory map, summary statistics of truck parking by corridor, and survey results on amenities)

Brian asked if anyone had questions on this chapter.

Christopher Evilia with the WACO MPO wondered if there were any cost differences between the private and public sectors, and who can use the amenities and the parking spots?

Brian replied that TxDOT does not charge for parking at rest areas, which have few amenities. For the most part, the private sector does not charge for parking either, they make their money from gas, food, and other amenities. However, most will dedicate a portion of their parking spaces for paid reserved parking. Some trucking companies will reimburse their drivers for reserved parking and some do not. Of course, owner-operators are responsible for all of their expenses.

- Chapter 4 – Truck Parking Demand and Shortages

Brian continued with slides for Chapter 4, reviewing truck parking demand and shortages. He went through the chapter purpose (demand for parking in Texas, identifying utilization, shortages and capacity needs), key messages (demand for truck parking exceeds capacity in all major metro areas and the Permian Basin during peak hours, lack of capacity forcing unauthorized parking, and 2050 demand projections), and support for messages (summary of statistics on parking demand and shortages statewide, statistics on parking demand and utilization at corridor/district levels, driver survey results and District input, and future truck parking demand) He then opened the webinar for questions.

Erin Ford, former Houston County Judge asked (via chat) “Just curious—has TxDOT ever approached the major trucking companies to partner together to provide additional parking? Sherry responded “Erin, thank you for reaching out. We have worked very closely with trucking fleets and owner operators to obtain information about the needs for truck parking in Texas. Later in the presentation you will see our recommendations highlighting some partnerships to increase parking capacity.” Erin replied: “Thank you, Sherry. I suspected that you have looked at public/private partnerships to provide the needed parking. It is advantageous to the major truckers in ensuring the safety of their drivers, trucks, and cargo.”
Brian passed the presentation to Lizzie Welch, Cambridge Systematics, to discuss Chapters 5 and 6.

- **Chapter 5 – Impacts of Truck Parking Shortages in Texas**

Lizzie Welch, Cambridge Systematics, discussed the Chapter 5 purpose (identify truck parking safety, congestion, and asset management impacts), key messages (safety hazards of unauthorized truck parking, congestion caused by lack of truck parking and vice-versa, and unauthorized truck contributes to pavement damage), and support for messages (crash statistics, capacity needs and congestion comparison, and input from TxDOT Districts).

She concluded the overview by prompting the group for questions. No questions or feedback was provided on this chapter.

- **Chapter 6 – Focusing on the Highest Priority Truck Parking Needs**

Lizzie went into more detail on the Chapter 6 purpose (highest priority truck parking needs statewide and by corridor and district), key messages (parking needs present throughout the state and highway freight network, 90 percent of interstate mileage has high or medium priority needs, and numerous US/SH corridors have high truck parking needs), and support for messages (prioritization process, maps of prioritized statewide needs, table of corridor prioritized needs, and a chart of TxDOT District prioritized needs).

Lizzie concluded this chapter and prompted the group for questions. No questions were asked at this point.

4. **Texas Statewide Truck Parking Study Chapters 7-10**

**Section 3: Addressing the State's Truck Parking Needs**

Paula Dowell introduced section 3 and Chapters 7-10. She mentioned this portion of the meeting will require the use of Menti, described the purpose of the Menti tool along with when the attendees would be utilizing it during the section 3 portion of the meeting agenda.

- **Chapter 7 – Addressing Truck Parking Challenges Through Policies, Outreach, and Coordination**

Paula provided an overview discussing policy/outreach/coordination strategies (TxDOT led and TxDOT supported), key messages (all require coordination with partners, many require private sector or partners take the lead, and strategies can be advanced in short term), support for messages (strategies and support with State of Practice examples, stakeholder input, and feedback)

Paula paused after the Chapter 7 discussion for comments or questions. She then prompted the group to open Menti for the first poll question and reiterated that the poll was for TxFAC committee members only and reiterated how to use the Menti software.

Chris Evilia (via chat) wrote: “Hard sell getting non-TxDOT public facilities to permit parking. Increased maintenance cost, although this is easier to overcome. Liability is the big issue, without more legal protection I don’t see many places allowing this.”

Erin Ford, (via chat) mentioned that Chris had a good point about the liability issue.
In response, Sherry Pifer mentioned this issue came up in our stakeholder engagement, and that TxDOT understands it is a concern and may not be feasible or acceptable everywhere, but is a valid strategy worth exploring.

Paula added that not all of these recommendations can be feasible at all locations, and there is no silver bullet. We need a whole portfolio of strategies to address truck parking.

The Menti poll commenced with a practice poll, allowing attendees to practice using the software. After the practice poll concluded, the Menti poll moved on to the first official polling question.

Chair Emmett interjected to see how many actual committee members were on the Menti polling software. Caroline Mays commented that there were currently 14 members at the meeting. Chair Emmett mentioned there were 18 on the Menti poll and that was an issue, and that if a participant is not a committee member that they should not be on the poll. Caroline reiterated this is for committee members only. Ultimately, all un-needed participants dropped off, and the remaining 14 TxFAC committee members remained for the survey. The question and response options were presented in two sequential polls which 14 participants responded to, as shown below.
Question 1 (MENTI POLL): Please rate on a sliding scale the policy recommendations you feel TxDOT should pursue.

Paula reviewed the responses to question 1, and then share the responses to a similar question asked during a recent meeting with TxDOT district staff.
Question from Eduardo Calvo, El Paso MPO (via chat) stated: “Are you looking at any air quality impacts related to truck parking? Specifically, when trucks park and keep engines running/idling to provide heating/cooling and power they are emitting pollutants. This may be more of an issue in non-attainment areas. Can this drive funding opportunities (e.g., CMAQ) to build new truck parking facilities in strategic locations?”

Sherry Pifer responded: “Eduardo, this study was to examine the truck parking supply of Texas and propose recommendations to improve truck parking across the state. Looking into air quality and funding would be a next step as individual regions and sites are evaluated.”

- **Chapter 8 – Addressing Truck Parking Challenges Through Infrastructure Investments**

Dan Andersen, Cambridge Systematics, reviewed Chapter 8 which included the chapter purpose (present infrastructure strategies), key messages (basic amenities needed to meet driver needs, opportunities to expand existing public facilities, and add new truck parking facilities in select locations), and support for messages (compare needs to utilization at existing facilities and public right-of-way). Dan first discussed amenities that could be provided at TxDOT truck parking facilities, and asked the participants to enter their opinions via a second Menti poll. The question and responses from 15 participants are shown below.

**Question 2 (MENTI POLL): Rate on a sliding schedule the amenities/features you feel should be provided at TxDOT Truck Parking facilities.**

Paula Dowell allowed time for the participants to provide their feedback and reviewed the results. Toilets and trash containers were ranked as a high priority need. This is consistent with other survey results. Vending also was ranked higher in importance. Dan Andersen shared the Menti results from the February webinar with the TxDOT districts.
John Esparza (via chat) said: “Something to consider that is being kicked around now under the current situation with COVID is allowing food trucks into TxDOT Travel Centers/Parking where it is currently prohibited.”

Paula responded that this is not the first time this has been brought up. The federal laws regarding commercialization on US highways poses some challenges for that option outside of emergency events such as COVID-19.

John additionally commented that this has been brought up more lately since it’s more difficult to get food, it’s being considered. Chair Emmett chimed in that the drivers were adamant that food, good quality food, was a big deal to drivers.

Sherry Pifer mentioned she just received a text from a truck Driver listening to the webinar but unable to leave a comment, that food is a huge and immediate issue for drivers due to the COVID-19 pandemic.

Dan Andersen then presented to the committee infrastructure recommendations for adding truck parking capacity, and asked the committee members to enter their opinions via a third Menti poll. The question and responses from 12 participants are shown below.

**Question 3 (MENTI POLL): Please rate on a sliding scale your opinion of each type of infrastructure project for increasing truck parking capacity.**

<table>
<thead>
<tr>
<th>Infrastructure Project</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expand/upgrade SRAs and TICs</td>
<td>3.9</td>
</tr>
<tr>
<td>Expand picnic areas</td>
<td>2.8</td>
</tr>
<tr>
<td>Repurpose closed SRAs/TICs for dedicated truck parking</td>
<td>4.2</td>
</tr>
<tr>
<td>Repurpose parking safety pull-off area for truck parking</td>
<td>4</td>
</tr>
<tr>
<td>Build new dedicated truck parking</td>
<td>3.8</td>
</tr>
</tbody>
</table>

While the survey was being conducted, several questions came up in the chat box.

Erin Ford commented (via chat) " My idea is certainly unconventional but what about building an overhead ramp above the existing parking spaces, where high density parking is required?" Sherry replied: “Thank you Erin, it is important to look at all ideas so we can be sure we exhaust our efforts so definitely something we could look into in the future.”
Brent Johnson, TxDOT, commented (via chat): “FYI. Current cost for the construction of a SRA is $25-30M. This includes an SRA on each side of highway with 28 designated truck parking spots per SRA.” Erin Ford asked: “So $1.0mm per space?” Brent (via chat) replied: “usually the pavement is 60-65 percent of the cost.”

Erin Ford commented (via chat): “We’re looking at greater footprints for truck parking when we might be able to stack truck parking. It has certainly been done with smaller vehicles.”

Paul Treangen, TNW Corporation, commented (via chat): "A concern is how it is paid for and utilization of user fees.”

Chris Evilia (via chat): “Can we discuss a modest user fee to guarantee a parking spot at a specific location for a particular time? Perhaps add a congestion pricing component as demand increases?”

Dan Andersen responded to Chris about laws in place that restrict the commercialization of public rest areas within the interstate corridor, and limit TxDOT’s ability to charge fees except for vending machines. The other challenge with reservation systems are that they require enforcement.

Comm. Ryan commented that we shouldn’t overlook some options just because current laws or regulations my prohibit that strategy. Include with the recommendation the administrative and legal obstacles to implementation so that we can work to remove them.

Paula Dowell expanded on Comm. Ryan’s point that even if it’s not possible now that doesn’t mean it couldn’t be an effective strategy eventually. The first step with a strategy may be to enact or change regulation.

Dan continued with the presentation and reviewed the results from the February webinar with the TxDOT districts to Question 3, then passed the presentation to Brian Stewart.

- **Chapter 9 – Addressing Truck Parking Through Technology and Programs**

  Brian Stewart presented on Chapter 9 which included the chapter purpose (present technology and programs), key messages (technology and programs do not add capacity but facilitate more efficient use of the existing parking, provide useful information to drivers and dispatchers, and cost less), and support for messages (present strategies and support with State of Practice examples, stakeholder input, and feedback). Brian opened the floor for questions.

  Caroline Mays added a comment in reference to the bullet about public education campaigns that we have public and industry. We can add the public sector/local government/counties and cities and others that make land use decisions – on why truck parking is important. How do we engage both public and private sectors? Brian Stewart mentioned that was great point and that it’s mentioned in the action plan that it’s important to work with MPOs, etc.

  Matt Woodruff, Kirby Corporation, asked a question (via chat): “Does rolling the cost of parking at a truck stop into the cost of fuel allow cost shifting to whoever pays for the fuel? Do trucks run on a cost plus fuel basis? If so, the party bearing the fuel cost is picking up parking too, since the truck stop includes the cost of parking in its fuel cost.” He went on to elaborate that there is no such thing as free anything. If they are not charging for it, they are picking up the cost of the parking. I don’t know how the trucking industry works, I’m from the maritime industry but sometimes it’s the daily rate plus fuel which bills customer directly for fuel cost. There is a pass-
through opportunity for fuel cost – passing parking costs onto those to those paying the fuel cost. If the trucker is paying those costs, it really isn’t an issue. In the maritime industry same issue with barge fleeting facilities – you pay a daily fee for each of those services, they are unbundled and separately charged. No one is going to park at a free public rest area with limited amenities instead of a free private truck stop with ALL amenities. No one will go to paid parking with limited amenities.

Chair Emmett, in response to Mr. Woodruff mentioned that he agreed about the cost of parking being passed on to fuel cost. TxDOT providing facilities far removed from where there would be private facilities. John Esparza would probably know, but truck stops with parking – fuel stop is more expensive. It’s a sales tool to get them to buy fuel and food. It’s almost like an ad campaign.

John Esparanza responded to Chair Emmett that advertising of the fuel price, food price will get the drivers to the truck stop and profits are made that way. John noted the biggest complaint truckers have is toll pricing that fluctuates. They need stable costs. The owner-operator is more limited in his/her ability to pay costs.

Loretta Brown (via chat) asked: “Would it be possible to partner with John Esparza/trucking association(s) to educate trucking community/collaborate on ‘End the Streak’ campaign and truck parking safety contributions to achieve goal of no fatalities?”

Brian Stewart asked the committee members to enter their opinions on the technology and program recommendations via a fourth Menti poll. The question and responses from 13 participants are shown below.

**Question 4 (MENTI POLL): Please rate on a sliding scale the technology and program recommendations you feel TxDOT should pursue.**

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck Parking Availability System</td>
<td>4.5</td>
</tr>
<tr>
<td>Install static signs and use existing ITS indicating truck parking locations</td>
<td>3.8</td>
</tr>
<tr>
<td>Facilitate discussions for private truck stop development or expansion</td>
<td>4.1</td>
</tr>
<tr>
<td>Include driver outreach in “Don't Mess with Texas” campaign</td>
<td>3.6</td>
</tr>
<tr>
<td>Create a public education campaign on the importance of truck parking</td>
<td>3.2</td>
</tr>
<tr>
<td>Collect truck and car utilization data at public facilities</td>
<td>3.8</td>
</tr>
<tr>
<td>Conduct Corridor Truck Parking Plans</td>
<td>4.4</td>
</tr>
</tbody>
</table>
Paula Dowell reviewed the results from the TxFAC committee members. Asked if there was any feedback on the responses. None was provided over the phone. There were several comments raised in the chat box.

Chris Evilia (via chat) commented: “Quick reminder, MPOs are not directly involved in land use decisions. To that point however, there does need to be greater coordination with municipalities on identifying where truck stops / parking would be appropriate within their cities. May need some discussion that cities shouldn't completely prohibit such a use.”

Brian Stewart replied that requiring shippers and receivers to provide truck parking would help. But if City A requires shippers and receivers to provide truck parking on site, and City B does not, the shipper/receiver may decide to establish their facility in City B. Therefore, regional coordination and consistent truck parking requirements among the cities would be beneficial.

Chris Evilia replied (via chat): “Agreed that a level playing field for parking requirements at a metro scale is important and the MPO can play a role. We probably also need a level field at a megaregion scale also as that competition between cities extends beyond our regions. I've heard rumors that Dallas and Houston may have a small rivalry.”

Gerry Schwebel, IBC Bank, (via chat): “City of Laredo has a major ordinance blocking trucks from parking in residential areas, so Laredo City Council is seeking the information you are providing to make better recommendations including incentivizing the private sector to build facilities.”

Eduardo Calvo (via chat): “MPOs can also explore the possibility of using public funds given that providing truck parking is in the public's interest for safety, congestion relief, AQ, etc., perhaps as a 3P.”

Collin Moffett, NCTCOG, (via chat) asked: “Are there any examples of successful truck parking P3s in the state?”

Sherry Pifer (via chat) replied: “Collin, we have looked at several models for improving truck parking. I know in California there has been partnerships with local municipalities to use their public parking infrastructure (commuter lots) at night. This is still such a major issue across the nation, so a lot of efforts are still in the testing phase.”

Erin Ford (via chat) asked: “Have you found any lessons learned that are already being implemented from other states with heavy interstate traffic??”

Sherry in reply (via chat): “Erin, we have looked at several states and some of their truck parking practices and it really has been a learning process as truck parking is still such a national problem. As Brian mentioned the Lehigh Valley, PA has started requiring any new logistics parks or industrial areas to provide onsite truck parking. I think in this next presentation they may also reference what some other states have learned when implementing a truck parking availability system.”

Matt Woodruff (via chat) commented: “It seems to me that an app that shows parking availability would make signs unnecessary.”. Sherry Pifer replied (via chat): “Matt, yes the apps drivers use such as trucker path are very helpful but there are still rural areas with little to no signal so the signs are still necessary in some regions. In addition, we heard from some fleets that they have a hands free policy so the signs would still help inform drivers.”
Chapter 10 – Taking Action to Address Truck Parking Challenges in Texas

Brian Stewart presented last chapter reviewing the chapter purpose (short-, medium- and long-term steps to advance recommendations), key messages (some are TxDOT led and others TxDOT supported, all require coordination with partners, strategies can be advanced in short-term), support for messages (strategies and support with State of Practice examples, stakeholder input, and feedback). He then opened the floor to questions.

Paul Treangen provided a comment that the users of the system should have an investment in what is to be built, whether that be through fuel taxes or other sources. The mode equity question brought up earlier is legitimate and that he doesn’t see anything in the study that builds something that utilizes investments or specifies how to pay for it.

Caroline Mays responded to Paul by mentioning one of the key goals of the study was to identify the magnitude of the issues of lack of parking and what are the pinch points, and to provide broad recommendations. We have not identified any funding or building, we are going to be doing more detailed feasibility assessments on what needs to be done, and identify funding opportunities. There is a big role to play by public and private sector. Currently, TxDOT provides less than 2000 truck parking spaces out of 27,000 total in the state so our role is very small comparatively. Safety is our goal. Adding truck parking capacity is fundamental from a safety and asset management perspective. The next step will involve more analysis. This study wasn’t about who pays and mode of equity.

Paul in reply mentioned that the study is fantastic, and the case is well made. Waited until short- and mid-term steps were listed and didn’t see that addressed but just wanted to make sure it was brought up.

Caroline prompted others to ask additional questions.

Rolando Ortiz, Killam Development, LTD, commented that truck parking and staging areas are an issue for Laredo and Rio Grande Valley. Trucks are parking while they wait for their next load. In addition, traffic in Laredo is exacerbated by 18-wheeler and trackers parking in streets. How do we accommodate those types of customers at the end of the day who need safe truck parking? Caroline in response thanked Rolando. We are exploring truck parking options in Laredo.

Mayor Pete Saenz, City of Laredo echoed Rolando’s points. Laredo, whether public or private, needs to get it done. At the Port of Laredo, you can see the tremendous need from trucks parking on streets, etc. Whatever we can do to demonstrate the problem or provide further data, count on us Caroline.

Caroline thanked Mayor Saenz for his comments and asked for any other questions from TxFAC members around the state.

Bruce Mann added a comment about parking near ports. When looking at reports, SH 225 needs the parking the most. The demand for truck parking at ports and border crossings is significant. Is it appropriate to start looking at those types of needs in a Planning and Environmental Linkages study (PEL), such as the PEL on SH 225 that is about to start? Parking near port regions is vitally important.
Caroline thanked Bruce. She agreed that PEL studies should integrate truck parking into the process. TxDOT will follow through on how best to do that. All corridors are struggling to provide sufficient truck parking. Truck parking should be integrated into all future planning projects.

Mike Wilson added that we’ve done good things from a regional, state, and national point of view. We have tools that we need to deploy. It’s a matter of monitoring where the growth is headed. We still have issues with folks parking trucks where they shouldn’t be on side of the road in the early morning hours. We will be with you all until the end. A focus on freight corridors and growth gives us the best idea of what to do next.

Caroline asked if anyone wanted to comment on the challenges faced in the energy sector areas for truck parking.

Pete Alvarez, TxDOT Pharr District, mentioned that there are ongoing projects for US 281, I-69C and I-69E, and US 77 where we are going to be incorporating additional parking at the rest areas, which are about an hour drive from the Valley We will continue to evaluate that in our plans for both of these corridors.

Caroline replied by saying those are the incremental things we need to do as we move forward with ongoing projects. Even if we can only add a small number of spaces here and there it will help. She provided an example of other states that have dedicated truck parking facilities.

Marty Boyd, TxDOT El Paso District, provided a thank you statement to the team and for the opportunity to coordinate with El Paso’s efforts. We are looking into additional truck parking capacity. Hopefully we will be able to incorporate some of these ideas. Just wanted to express the District’s gratitude.

Caroline replied that we will continue to work with you on how to advance these items.

Caroline mentioned to send any other comments to Sherry via email so they can be incorporated. All were encouraged to provide comments on the Draft Final Report and Executive Summary. Sherry mentioned the deadline for comments is April 7, by noon and the Final Report would be ready by April 15, 2020.

Chair Emmett commented that a lack of comments may be because this is the best and most thorough presentation out of any they’ve seen.

Comm. Ryan added that there is a lot of information here, and everything is well put together. She is looking forward to future discussions to execute on some of these recommendations.

There were no other verbal comments on the Texas Statewide Truck Parking Study, although several came through the chat.

Erin Ford (via chat) thanked everyone for a great meeting and offered to help where possible. Sherry thanked Erin.

Gerry Schwebel (via chat) asked “When will this presentation will be online to share with key local leaders and private sector leaders?” Mentioned this was great information and great meeting.

Sherry replied (via chat) “The presentation should be posted already to our website at www.movetexasfreight.com. If you have any trouble getting access, please to let her know. In addition, the Draft Final Report, Executive Summary, presentation, and the supporting documents are online.”
5. I-10 Corridor Coalition Truck Parking Information Systems

Caroline Mays began a quick segue into the final agenda item regarding the I-10 Corridor Coalition, consisting of four states, including Texas. She went into further detail on the purpose of this coalition, key issues and challenges and that it is a technology test opportunity. This is a full grant that TxDOT is working on with the three other states, and today’s presentation will be an overview of what has been done so far. The intent here is to engage Freight Advisory committee and get their input.

Gretchen Ivy, HTNB, provided a brief overview of the I-10 corridor coalition and the planned technology deployment, called Truck Parking Availability System (TPAS). The presentation included an overview of the I-10 Coalition vision and goals, TPAS concept, data collection, approaches and platforms to communicate information, and stakeholder engagement.

Brian Comer, HNTB, went into more detail about data collection with TPAS, real-time truck parking availability as well as safety rest area amenities. He also outlined the current TPAS schedule and next steps. Brian took a moment to ask for questions.

Brenda Mainwaring, Union Pacific Railroad, had some questions on the key goals of the project. Specifically relating to the points about “saving time and money for trucks” and “adding value to trucking industry” and that TxDOT should make equal investments into other modes of transportation such as waterways and railroads. Brenda was concerned that there was a lot of time and money invested into this project which is in direct competition with the rail industry.

Caroline thanked Brenda for her comment and indicated that this project was funded by the federal government – specific to only highway grants, not multimodal.

Brenda acknowledged she understood that was the case but wanted TxDOT to consider with other projects to “add value to other modes” not just the trucking industry. Chair Ed Emmitt, commented in reply to Brenda that he sees where she is coming from but reiterated that it was funded by FHWA specifically for federal highways. If FRA wanted to do the same thing for railroads, I assume TxDOT would participate in that as well. The people that use federal highways are trucks.

Brenda asked if there was a state match. Caroline replied that there is a state match, and indicated that TxDOT has participated in the past with local governments and agencies for federal grants related to railroads. TxDOT has sought grant opportunities for all modes. This one is just specific to trucking and highway.

Brenda responded to possibly look at changing the perspective of “adding value to trucks” statement. Caroline replied that maybe “adding value” is not the right way to portray goals of study. Main goal is to provide truck parking information to the truck industry along the corridor to enhance safety and noted that this is a multistate effort all along the I-10 corridor. TxDOT didn’t go into this to add value but facilitate efficient and safe movement. Gretchen added that the goals were brought today for input. TxDOT can refine that goal based on input.

Gretchen asked again if there were any other questions. No other verbal questions were asked, but a one did come through the chat.

Chris Evilia (via chat) asked if there will there be an evaluation of any change in illegal truck parking along the corridor after implementation?
Gretchen replied over the webinar that there are performance measures set for this project such as utilization, safety, accuracy, and reliability of the system. Based on surveys and other outreach, we’ve done a similar deployment for the Mid America Association of State Transportation Officials (MAASTO) states and analyzed if it changed driver behavior. She thinks that can be an aspect of this project for performance measurements, and improvements made pre and post deployment.

Caroline added that the intent of this project is to provide information on available parking and is not adding any additional parking for trucks. She didn’t think there will be a huge drop in illegal parking. It can be looked at after, but I don’t think the supply is changing. She then opened the floor to questions and asked if the Traffic Safety Division, which is leading the technical aspects of this study, wanted to comment as well.

Jianming Ma, TxDOT, thanked for the opportunity to work on this project.

6. Next Steps and Wrap Up Discussion

Chair Emmett concluded that was the end of the discussion and there were no other comments and questions.

Sherry Pifer reminded everyone that April 7 was the deadline for comments and to reach out directly with questions. The Final Report will be posted and available on April 15; the draft Final Report is currently available. TxDOT is looking at dates in July and August for the next TxFAC meeting to present our regional freight planning efforts in the Rio Grande Valley and the Permian Basin.

Chair Emmett thanked the group for everyone’s participation, Comm. Ryan on behalf of the Commission especially.

Comm. Ryan also thanked the group.

Meeting adjourned at 11:39 a.m.