



Freight Advisory Committee August 24, 2021, 8 a.m.

In-Person at the Texas Department of Transportation
Ric Williamson Hearing Room
125 East 11th Street | Austin, Texas 78701
Virtual Option via WebEx

ATTENDEES

Committee Members	Organization	Attendance
Ed Emmett, Chair	Rice University	Present
Adriana Cruz	Office of the Governor	Present
Carson Landsgard	H-E-B	Not Present
Charlie Leal	Texas Farm Bureau	Not Present
Clark Greer	Coca Cola	Present (virtual)
Clint Schelbitzki	Union Pacific Railroad	Designee Present (Tyson Moeller)
Drew Crutcher	Landgraf, Crutcher & Associates	Not Present
Gerry Schwebel	IBC Bank	Present
John Esparza	Texas Trucking Association	Present
Keith Patridge	McAllen Economic Development Corp.	Present (virtual)
Matt Woodruff	Kirby Corporation	Present
Megan Shea	BNSF	Present (virtual)
Michael Dyll	Texas International Freight LLC	Not Present
Paul Treangen	TNW Corporation	Not Present
Randy Brogoitti	Brogoitti Construction	Present (virtual)
Roger Guenther	Port Houston	Present
Rolando Ortiz	Killam Development, Ltd.	Present (virtual)
Ron Beeson	The Lubrizol Corp.	Not Present

Committee Members	Organization	Attendance
Sean Strawbridge	Port of Corpus Christi Authority	Present (virtual)
Tiffany Melvin	North American Strategy for Competitiveness	Present (virtual)
Todd Stewart	Gulf Winds International	Not Present
VJ Smith	Marathon Petroleum Company	Not Present
VACANT	AllianceTexas	Not Present
VACANT	TEMPO	Not Present
Texas Transportation Commissioners	Organization	Attendance
Alvin New, Commissioner	Texas Transportation Commission	Present
Laura Ryan, Commissioner	Texas Transportation Commission	Present
Ex-Officio Members	Organization	Attendance
Armando "Mando" Martinez	Texas House of Representatives	Not Present
Brenda Gunter	City of San Angelo	Not Present
Danny Smith	UPS	Not Present
Pete Saenz	City of Laredo	Not Present
Sergio Munoz	Texas House of Representatives	Not Present
John LaRue	United Corpus Christi Chamber	Present

Count of Ex-Officio Members Present: 0

Total Count of Committee and Ex-Officio Members Present: 15

TxDOT & Texas A&M Transportation Institute (TTI)

Brandye Hendrickson	Deputy Executive Director, TxDOT
Jessica Butler, P.E.	TPP Division Director, TxDOT
Roger Beall, P.E.	Deputy Director, TPP Division, TxDOT
Caroline Mays, AICP	Director of Freight, Trade and Connectivity Section, TxDOT
Cary Karnstadt	TxDOT
Christeen Pusch	TxDOT
Dan Perge	TxDOT
Geir-Eilif Kalhagen	TxDOT Maritime Division Director
Giacomo Yaquinto	TxDOT
Jeffrey English	TxDOT
John R. Speed, P.E.	TxDOT
Kale Driemeier	TxDOT
Katelyn Dwyer	TxDOT
Loretta Brown	TxDOT

Melanie Alvord	TxDOT Federal Affairs Division Director
Pedro Alvarez	TxDOT
Peter Espy	TxDOT Rail Division Director
Robert Ramirez	TxDOT
Sherry Pifer	TxDOT
Sondra Johnson	TxDOT
Travis Milner	TxDOT
Trisha Hasan	TxDOT
Bill Eisele	TTI
Curtis Morgan	TTI
Jason Wallis	TTI

Cambridge Systematics Consulting Team

Paula Dowell	Cambridge Systematics
Adam Danczyk	Cambridge Systematics
Daniel Wong	Cambridge Systematics
Elizabeth Welch	Cambridge Systematics
Isabel Victoria-Jaramillo	Cambridge Systematics
David Milner	AIG
Janna Rosenthal	Atkins
Mike Chaney	Alliance Transportation Group
Susan Atherton	Freight Insights
Vicky Carrasco	Kleinman Consultants
Linda Vela, AICP	Poznecki-Camarillo
Joseph Bryan	WSP

Other Attendees

John Heimsath	ACM Logistics & Consulting
Clifton Hall	Alamo Area MPO
Jennifer Shepard	Alliance for I-69 Texas
Gerardo Interiano	Aurora
Lindsay Mullins	BNSF Railway
Sarah Bagwell Rudy	Burns & McDonnell
David Coronado	City of El Paso
Paul Stresow	City of El Paso
Cade Burks	City of Fayetteville City Council
Eduardo Calvo	El Paso MPO
Monika Darwish	Embark Trucks
Mike Leary	FHWA
Russell Laughlin	Hillwood Properties
Brian Comer	HNTB
Carlos Lopez	HNTB
Chris Kiefer	HNTB
Gretchen Ivy	HNTB
Mike Johnson	NCTCOG
Bruce C. Mann	Port Houston
Richard Byrnes	Port Houston

Sean Stibich	Port of Victoria
Andrew Canon	RGVMPO
Clay Barnett	Sherman-Denison MPO
Sam Vale	Starr-Camargo Bridge Company
Charlie Leal	Texas Farm Bureau
Nathan Kurland	Trimac Transportation
Meaghan Pier	TXTA
Michael Bomba	University of North Texas

1. Introductions and Welcome New Committee Members

Chair Ed Emmett, Rice University, opened the Texas Freight Advisory Committee (TxFAC) Meeting at 8:10 a.m. He asked members in the room to mute their microphone when not speaking and mentioned that there were 85 people attending virtually. He thanked everyone for their interest and congratulated the group and the Texas Department of Transportation (TxDOT) for the committee's work that has been going on for about a decade.

Next, Chair Emmett introduced Brandye Hendrickson, TxDOT's new Deputy Executive Director. Brandye said she joined TxDOT on July 10, 2021, and is happy to be joining TxDOT after a long career in transportation including prior work for the American Association of State Highway and Transportation Officials (AASHTO), Federal Highway Administration (FHWA), and Indiana Department of Transportation (INDOT). She said freight was important in Indiana given its location and that she is appreciative of the TxFAC's work in this area.

Chair Emmett commended TxDOT staff for the effort with the committee and said he felt it was one of the best freight advisory operations in the country. Jessica Butler, Division Director for TxDOT Transportation Planning & Programming (TPP), agreed with their comments and thanked everyone for their participation.

Next, Chair Emmett introduced new members to the TxFAC including:

- Tiffany Melvin, North American Strategy for Competitiveness.
- Adriana Cruz, Executive Director for Economic Development and Tourism at the Governor's Office.
- Charlie Leal, Texas Farm Bureau.
- VJ Smith, Marathon Petroleum.
- Clint Schelbitzki, Union Pacific Railroad.
- Clark Greer, Coca Cola (formerly Ex-Officio).
- Matt Woodruff, Kirby Corporation (formerly Ex-Officio).

Chair Emmett also introduced Mayor Brenda Gunter with the City of San Angelo as a new Ex-Officio member.

2. Overview of Today's Meeting and Recap of April 20, 2021 TxFAC Meeting

Sherry Pifer, TxDOT, provided a recap of the April 20, 2021

Caroline Mays, Director of TxDOT's Freight, Trade and Connectivity Section, told the group that today was the first time the TxFAC met with both the Port Association Advisory Committee (PAAC) and the Border Transportation Advisory Committee (BTAC) members. She thanked everyone for participating as the group moves forward.

Sherry then reviewed the meeting agenda and guest speakers. She said the first item would give different freight modes the opportunity to share issues, challenges, priorities, and opportunities for each of their modes.

3. Freight Modal Discussions

Rail

Peter Espy, TxDOT Rail Division Director, welcomed Megan Shea with BNSF Railway and Tyson Moeller with Union Pacific Railroad (UPRR) to speak about issues facing their modal industry. He then turned the presentation over to Megan.

Megan said that rail business had increased primarily due to increased online sales. She said consumer, industrial, agricultural, and coal products had all increased in the first six months of 2021. She also said that rail was not immune to the effects of COVID and that volumes hit a steep decline in March and April of 2020 when everything, including manufacturing, shut down. However, once people started purchasing things online, she said rail picked up very quickly. She said the pandemic raised new issues for her industry as rail companies established policies on social distancing. She said BNSF Railway transitioned quickly and when rail traffic went down, they used it as an opportunity to get maintenance crews out to work on repairs and made sure equipment was in place at ports to handle demand once things picked up. Megan then handed over the presentation to Tyson Moeller with UPRR to talk about their perspective on rail.

Tyson said he covers UPRR from Missouri to New Mexico with a primary focus in Texas. He said UPRR came to a complete stop from May through June. He too said they took the opportunity to work on maintenance and prepare for when things would pick back up. He highlighted one of the problems his industry is seeing is not having enough trucks to get products the last mile to rail. He said his company's number one priority is providing consistent and safe service. He noted that Texas has a significant amount of chemical production, and they want it to be shipped safely placing a greater emphasis on cyber security.

In terms of operations, Tyson said UPRR would like to run longer trains efficiently and their current studies are focused on future grade separations or rail improvements to prevent blocked crossings. He said they would also like to see improved infrastructure for trucking

and the use of connected and automated technology where feasible.

Tyson mentioned the desire to be more like Amazon where customers could log on to an app and track the location of their product, but being able to do that securely is UPRR's primary concern. He also cited workforce concerns saying that while they pay their employees well, they struggle in competing from a quality-of-life standpoint.

Chair Emmett commended TxDOT for conducting various freight studies. He then introduced the trucking perspective which was presented by John Esparza with the Texas Trucking Association, and Clark Greer with Coca-Cola Southwest Beverages.

Trucking

Clark began by talking about the trucking industry's need for a good truck network to deliver efficiently. He mentioned that the United States can no longer manufacture all products at the same time as pre-pandemic. He said car manufacturers are still waiting for some of the parts they need to get their vehicles out. He also said that workforce is affecting all areas of the supply chain but especially the trucking industry. He mentioned that equipment is increasingly hard to get as well. He noted that a truck or trailer cannot be bought 6-10 months out, and none are available for rent. He said these increased costs are being passed on to consumers and future priorities need to be placed on safety and employment of workforce.

John said that consumer confidence fell to an all-time low during COVID and oil and gas is just now at its highest level since April 2020. He cited that inflation had gone up 5.4% over the course of the last year, and inventory ratios are at an all-time low. He then discussed supply chain delays. He said manufacturing was impacted the most followed by construction, retail, and wholesale. He also said there are several disruptions that are still ongoing. He talked about the truckload forecast and said that while the first half of 2021 was slow it has turned into the strongest growing truck freight market since the 1982 recession recovery. The challenges he cited included a lack of equipment and a general lack of truck drivers that is only expected to increase.

Clark added that it is important that all modes work together, as 70-90% of the products they move come over water at some point. He said the expansion of the Panama Canal will only continue that trend.

David Milner asked via chat, "The Trucking statistics slide - demand or actual shipping/transport?" The response was provided that the slide represented actual shipping/transport.

Seaports

Next, Roger Guenther, Port Houston, discussed trends, issues, and challenges facing Port Houston. He said that starting in the last quarter of 2020, the port has had the greatest quarters ever. He said as soon as people started buying via e-commerce things picked up, but it has also caused severe impacts to the supply chain. He said one impact has been to

workforce. He mentioned ships on the west coast waiting to be unloaded due to lack of equipment. He said Houston has been somewhat immune to that until just recently. Roger said there has been a huge shift from exports to imports, and now ships get to the port with nowhere to go. He said the port has started imposing storage fees trying to get people to pick up their cargo.

He said with the widening of the Panama Canal, the port is being asked when they can start taking wider ships. He said they have started prefunding for widening the bay region of the Houston Ship Channel to take larger ships. Some of the roadway projects important to Port Houston include the Loop 610 Bridge, the I-10 San Jacinto River Bridge, and the Grand Parkway. He also said the Pelican Island Bridge is in bad shape and the port has 1200 acres on Pelican Island.

Sean Strawbridge, Port of Corpus Christi Authority, then addressed the committee. He said Corpus Christi also has a federally authorized widening of their ship channel and are on track for a 2023 completion. This project will take the Corpus Christi channel to 54 feet in depth and widen the channel from 400 to 930 feet. He said one of his priorities is that the freight plan be clear and incentivize innovations in the movement of freight. He said reducing mobile source emissions for trucks and rail in partnership with other agencies should be a priority and that the Port of Corpus Christi is working on a clean air action plan with other industries, government representatives, and non-governmental organizations (NGOs) in the spirit of responsibility.

He said the port would like to use connected and automated truck deployments and test electric vehicle trucks and hydrogen trucks. Sean said that increased truck parking capacity is also needed as there will be a need to switch from autonomous to manned vehicles. He also said it was important to eliminate rail system bottlenecks. He has seen an increase in grain exports due to high commodity prices and good production and that the increase in grain has been fivefold. Finally, he said the Mexico border crossings continue to be a challenge and that there is a need for distribution structures in central Mexico to alleviate bottlenecks. He said Mexico and Texas need to continue to collaborate, especially where three border crossings converge onto one line.

As the presentation concluded, committee members made the following observations.

Gerry Schwebel, IBC Bank, said he was glad the presentations focused on supply chain resiliency and the disruptors to the supply chain. He asked John to share more about the labor shortage and its effect on supply chains.

John said there is a shortage of 61,000 drivers across the country and that number will be well over 100,000 in just a few years. He said industry is focusing more on the quality of the job, raising pay, and changing the lifestyle. He said the long haul over the road truck driver is a dying breed, and the industry is transitioning to shorter hauls. People no longer want to be gone for days hauling goods. He said that technology and automation will also need to play a role. He said the industry continues to invest in training for truck drivers and hopes that legislators reduce the age from 21 years to 18 years. He added that the insurance industry will likely also limit how many 18-year-olds can be hired.

John LaRue, Port of Corpus Christi Authority, asked if TxDOT needs to look at the proposed merger between Kansas City Southern Railroad (KCS) and one of two bidding Canadian railroads: Canadian National (CN) and Canadian Pacific (CP). During previous mergers, ports and other freight providers provided comments.

Chair Emmett noted there were no comments online, but that given the late start the committee would move forward without an official break. He also added that the TxFAC is infrastructure- based, but this human factor must be addressed. He said the issue seems to be cutting across several freight industries that offer good paying jobs.

Chair Emmett also asked if there had been any coordination with the railroads on the bridge to Pelican Island since a rail line might be needed to serve the facility. He also asked who was responsible for maintaining container balance with regards to the movement of empty containers.

Roger said the carriers or container owners are responsible. He added that right now people outside of the United States are making so much more money bringing things into the United States that they often ship back empty containers as soon as possible without trying to coordinate a shipment back. He said that 10 years ago the United States was exporting 65% and importing 35% and now it is almost the reverse due largely to shopping online.

Chair Emmett then asked if TxDOT Transportation Commissioner Laura Ryan was present and wanted to speak. Commissioner Ryan thanked the group for having these discussions and said that many of the challenges being experienced by the freight network are the same challenges TxDOT is experiencing.

Curtis Morgan, TTI, asked, via chat, if the recordings would be made available to everyone. Caroline said the recordings would be made available.

4. Texas-Mexico Border Transportation Master Plan (BTMP) 2021

Gerry Schwebel, IBC Bank, began the panel discussion regarding the BTMP. He was glad to see that TxDOT leadership is recognizing the value of the border. He said when the BTAC first started looking at the issue in 2019 they expected impacts to the United States Gross Domestic Product to be \$4.4 billion if nothing was done. He said in Laredo, they identified 112 projects that will cost just under \$12 billion. He said the greatest challenge is most of the projects are still unfunded so figuring out how to implement the projects is key. He said there has been a 27% increase in traffic in Laredo largely due to trade. Several of the Laredo bridges are older, so improvements need to be made outside the gate. He also commended TxDOT on the bi-national approach of the Border Transportation Master Plan.

Sam Vale, Starr-Camargo Bridge Company, said there is an opportunity to reevaluate everything we are doing in terms of supply chains. He said it can even go as far as what they are doing in Amsterdam before they go to China. He encouraged TxDOT to continue to build partnerships with everyone at all levels. He said ocean containers are probably the most significant movers of freight traffic in the world.

John added that he has never seen so many owner/operators taking drivers from bigger

operations. He said there is a need for TxDOT to expand the area Caroline is working in to allow for greater partnerships to be built. He said there needs to be a way to streamline inspection operations to reduce the impact on cargo. Also, he said that when the Wi-Fi goes down at the border, all operations stop.

Eduardo Calvo, El Paso Metropolitan Planning Organization, talked about the work needed along the border for El Paso. He said border movements are very complex and to improve those movements everyone will need to work together. He said some of what they have learned is that border crossing times have not improved. El Paso may lose crossing traffic. He said the solution will require both physical improvements but also technological improvements. He said that access to funding to make improvements will be very important. He also talked about I-10 being equally as important as I-35 as it is the entrance to the state from the West. Eduardo said El Paso is deep into the supply chain as many of the items are being generated in Ciudad Juarez.

Chair Emmett then led a discussion on the subject.

Chair Emmett said most of the discussions about the border focus on Texas but wondered how well we understood the Mexican side. He asked Eduardo what modal share of truck traffic is coming from Mexico. Eduardo said it was approximately 80%.

Chair Emmett asked if the rail bridge at Presidio had been rebuilt. Peter said that from the railroad infrastructure side it was traversable; however they are still working south of the border, and it is not operational because it still requires inspection facilities at a cost of \$33 million.

Gerry said he serves on a United States-Mexico Economic Council with five different working groups. He said Mexican leadership is involved at the highest levels, but the United States has not engaged to the same level.

Chair Emmett asked if there was a truck driver shortage in Mexico. Mr. Esparza said the shortage is two-fold. He said there are not enough that can cross into the U.S. The pandemic has made it difficult for drivers with visas to have their visas renewed. Second, there is a shortage of Mexican companies that become CPTAT/FAST certified. Customs & Border Protection has not been able to go certify companies and a trusted shipper program is critical to expansion of freight.

5. New Federal Infrastructure Bill Update

Melanie Alvord, TxDOT Federal Affairs, gave an update on the latest transportation bill. She said the infrastructure bill passed the U.S. Senate, but it is not final yet. She said the bill covers 2022-2026 and includes the traditional highway reauthorization bill. It also covers energy, drinking water, wastewater, and broadband.

Melanie said the bill represents \$550 billion in new spending with \$110 billion allocated for roads, \$66 billion for passenger rail and freight, and \$39 billion for public transit. She said the bill also includes a new office of multimodal freight infrastructure and policy within the U.S. Department of Transportation that is housed out of the Office of the Secretary and

headed by an Assistant Secretary of Multimodal Freight. She said funding would come across via a new megaprojects program, RAISE grants which will be statutory, and INFRA grants (see presentation for additional details). She said the bill also adds six new components to the national freight strategic plan including incorporating most recent supply chain cargo flows in the state by mode, an inventory of commercial ports, impacts of e-commerce, and consideration of military freight. It also requires states to consider the impacts of freight on local air pollution, flooding and stormwater runoff, and wildlife habitat. She said plans will need to enhance reliability and redundancy of freight transportation and incorporate the ability to rapidly restore access and reliability with respect to freight. She said the planning process also goes from every five to every four years. Other key points included the following:

- Requires plans to go from every five years to every four years.
- Increases National Multimodal Freight Network Mileage designated by states by 20-30%.
- Increases available funding for freight projects through RAISE grants, mega-project grants, INFRA grants, the National Highway Freight Program, and bridge funding programs.
- Promotes emissions reductions and encourages EV infrastructure.
- Provides carbon reduction program, and Texas will get \$641.3 million over 5 years.
- Reduction of Truck Emissions at Port Facilities program will have \$400 million over 5 years.
- Provides funding to close or grade separate railway and highway crossings.

Melanie said the bill passed the Senate (69-30) and the earliest they could pass a reconciliation bill would be September 15, 2021, but it will require support from moderate Democrats.

Chair Emmett then asked if railroads were considering electrification. Tyson said they were not, but electrification could be an opportunity at the ports.

6. 2018 Freight Plan Implementation | 2023 Texas Freight Mobility Plan Development

Sherry addressed the committee about the 2018 Freight Plan Implementation and the 2023 Texas Freight Mobility Plan Development. She said the 2018 Freight Plan identified policies, projects, and programs. She said many of those were not funded. She then reviewed several of the related studies being developed by TxDOT TPP including:

- Statewide Truck Parking Study.
- Freight Infrastructure Design Considerations Final Report.
- Texas Congestion Analysis Tool.
- Ports-to-Plains Study.
- Economic Role of Freight in Texas Final Report.
- Freight Network Technology and Operations Plan and TCAT.
- Border Transportation Master Plan.
- Rio Grande Valley Freight and Trade Transportation Plan.
- Permian Basin Freight and Energy Sector Transportation Plan.

Sherry said the Truck Parking Study was completed and found that some truck drivers drive around one hour before finding safe parking. She also talked about freight infrastructure design considerations that were developed to be incorporated into TxDOT's Roadway Design Manual. With the Regional Freight and Trade Plans and BTMP, she said TxDOT identified local and regional policy and project recommendations.

Sherry also reviewed the freight investment prioritization tool developed by TPP to help districts and MPOs working on freight planning. She said the goal was to provide them with a guidebook. She then introduced Kale Driemeier, TxDOT TPP, to review the status of freight investments.

Kale said 1,273 projects were let since FY 2016. He showed committee members a series of maps that were developed by tracking projects. The maps showed how projects were spread out throughout the state and by the National Highway Freight Program. Kale said the federal funds typically include a 20% match by TxDOT and resulted in a total of \$882 million allotted to 30 highway projects and one rail project. He then specifically covered three improvement projects including I-35E lane additions in the Waco District, US 83 improvements in the Pharr District, and I-37 improvements in the Corpus Christi District.

Chair Emmett asked if the new law would turn the 2023 Texas Freight Mobility Plan into a 2030 plan. Caroline said that it will continue as the 2023 plan. She pointed out that several of the projects identified in the 2018 Plan have been let and encouraged committee members to stay involved to help advance projects.

Next, Paula Dowell, Cambridge Systematics, provided a high-level overview of the 2023 Texas Freight Mobility Plan development. She said the TxFAC previously identified supply chains as a critical component for the next plan and she noted that every speaker today touched on some aspect of supply chains. She said the team was starting to collect data and review materials including the National Freight Strategic Plan and the other non-transportation resources, such as those published by the U.S. Department of Agriculture.

She said the next TxFAC meeting would focus on goals and objectives and a deeper dive into supply chains and establishing work groups for these supply changes. She said the process will be data driven, stakeholder informed and will identify the supply chain network needs and trends.

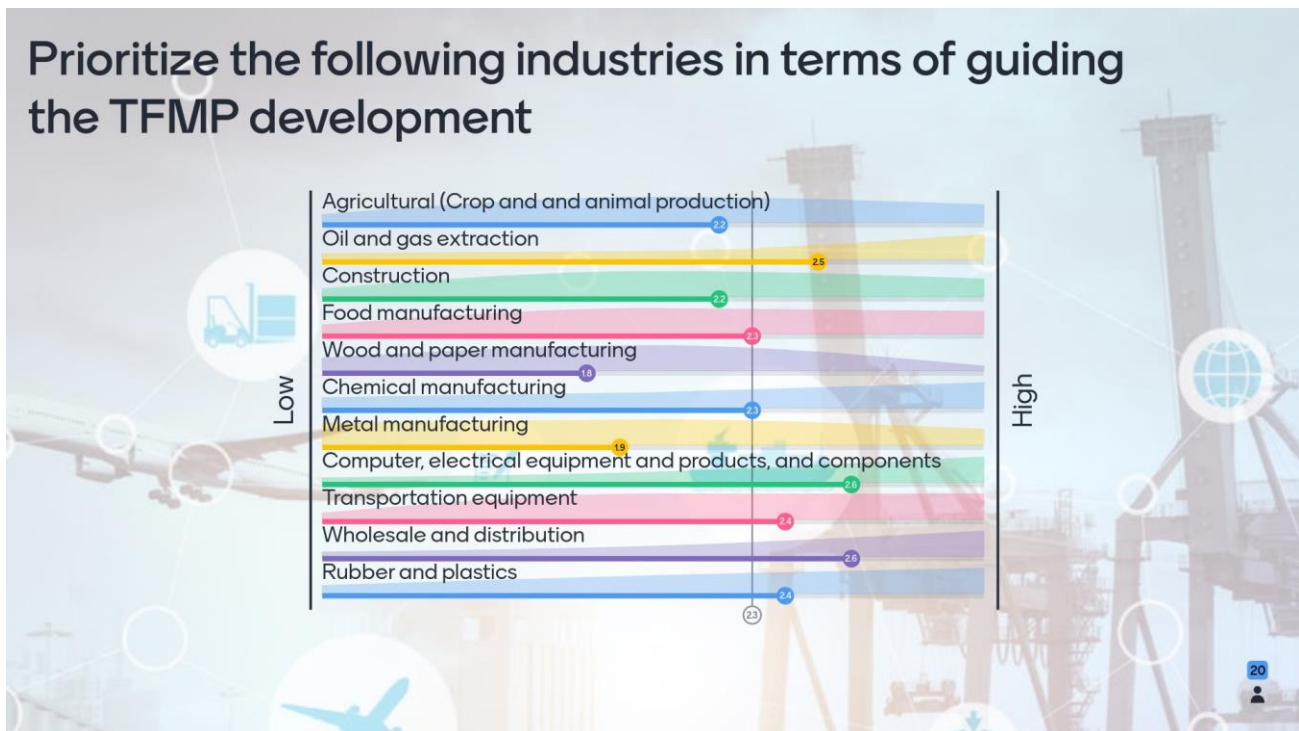
Paula then reviewed the supply chain cycle and mentioned Clark helped with this during the development of the last plan. She said the team would be focused on documenting the multimodal freight infrastructure needed to implement critical supply chains. She said this would then become the basis for the remaining technical tasks in the plan itself. She said the team would also be looking at the National Highway Freight Network designation and focus on data-driven selection of key corridors. She said once the network is identified, the team will then conduct a needs assessment including the need for resiliency and assigning a resiliency rating for key corridors.

Paula indicated that the deliverables will be a series of technical reports, but the final deliverable will be more of a graphical executive summary.

Eduardo said he noticed that El Paso and Laredo districts were not included on one of the funded project slides. Caroline said that the challenge with those funds is that they had to be on the National Freight Highway Network, the Freight Investment Plan, and fully funded. She said that is why you only see 12 out of 25 districts on the map. She said every district does have freight projects funded through other funding sources.

Paula said that the study team understood that identifying critical supply chains would be important for this next plan. She said the study team would work with supply chain working groups to document the importance of different aspects of TxDOT's freight network. She said her team looked at previous TxFAC feedback, identified industries with the highest commodity flows, and looked at international exports and imports (and the value of these) to develop an initial list for the group's consideration.

Gerry said that in national dialogues, they have identified semiconductors, pharmaceuticals, and health related products as high priorities. Paula thanked him for his comment and then invited committee members to rate whether the supply chains shown on the screen were of low, medium, or high priority using an online polling tool. Participants identified the supply chain priorities shown on the image below and then engaged in a discussion.



Curtis Morgan, via chat, suggested considering space technology given Blue Origin and SpaceX. He said these multimodal needs could be more important for the next plan.

Chair Emmett said computers do not take much space and perhaps we need to consider bigger items instead.

Jeffrey English, TxDOT Houston District, asked, via chat, where mining and refining would go

since oil and gas seem to reference extraction and it seemed like refining was left off. Paula said it would fall under oil and gas and would be considered upstream activities.

Paula said stakeholder outreach will continue to be important and the supply chain working groups would be in addition to TxFAC and regional workshops. She then reviewed the schedule and said the group would be developing policies, programs, and projects by Summer 2022. She said the next TxFAC meeting would be in November 2021, but that the TxFAC will probably need to start meeting every 2 months after that.

One of the committee members asked how the team would be coordinating with Mexican and Canadian stakeholders. Paula said the study team had previously put together a border presentation to coordinate.

Gerry noted that both Tiffany Melvin and Roger are involved with the National Supply Chain Advisory Council and that they could potentially be excellent resources for the study team. Paula thanked him for his comment and said the study team would start reaching out to stakeholders prior to the next TxFAC meeting.

7. Overview of Senate Bill (SB) 1308

Sherry then reviewed SB 1308 stating the study is meant to review the benefits and impacts of connected and automated vehicles. She said it will also evaluate the impacts on the transportation workforce including drivers and safety. She said the entire study needs to be completed by January 1, 2023, and that TxDOT would be seeking the group's involvement. Eduardo asked to be signed up to help. Chair Emmett thanked him for volunteering.

8. Wrap-Up Discussion

Caroline thanked committee members for participating in-person and online. She acknowledged the committee had been going on for a while and that continued participation was very important moving forward into the 2023 plan. She noted that the new plan will have additional requirements and encouraged everyone to stay involved.

Chair Emmett thanked TxDOT staff for setting up the meeting and said the new plan will have to take into consideration social equity and the environment was mentioned. He said it will also be important to make the case for why the projects are needed. He thanked everyone for coming and said the next meeting will be November 10, 2021.

9. Adjourn

The meeting adjourned at 11:46 a.m.