Texas Freight Advisory Committee Meeting

Area Campus-Stassney- Austin, Texas

Texas Department of Transportation

May 7, 2025

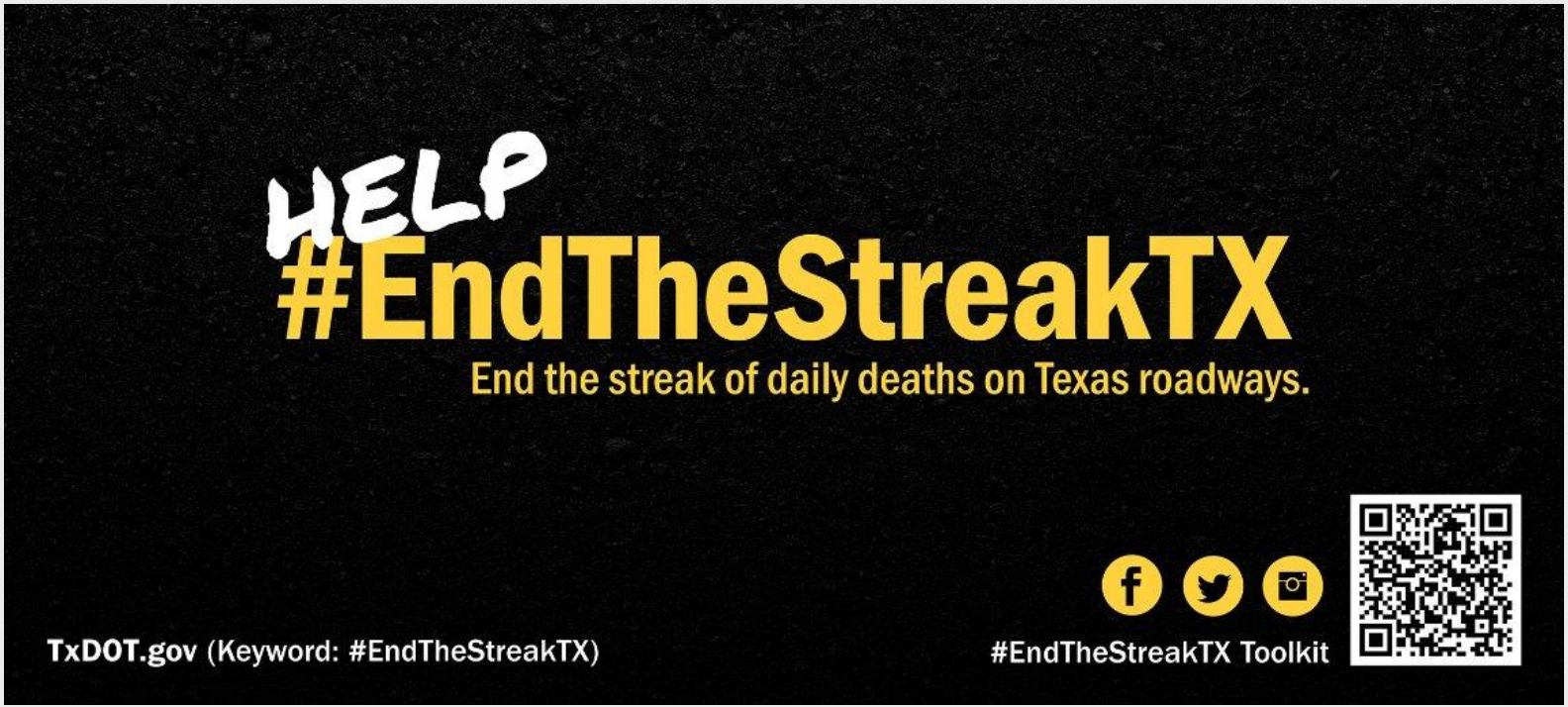
TxFAC Welcome, Call to Order, and New Business

Judge Ed Emmett
Fellow in Energy & Transportation Policy, Rice University's Baker Institute for Public Policy, TxFAC Chair

Commissioner Alejandro "Alex" G. Meade III
Texas Transportation Commission

Andrew A. Canon
Freight, Trade, and Connectivity Section Director, TxDOT

Safety Minute



Vehicle Safety Checks for Summer Road Trips

- Check Tire Pressure- including the spare tire
- Check Tire Tread- uneven wear, nails or sharp objects, and tears in tread
- Check Fluid Levels- coolant, brake, automatic transmission, power steering, windshield wiper fluid
- Check Lights- headlights, brake lights, turn signals, emergency flashers, and interior lights
- Check Wiper Blades

Agenda

8:50 a.m. – 9:20 a.m.	Roundtable: Member Updates and State of Freight Discussion	Committee
9:20 a.m. – 10:00 a.m.	Freight & Supply Chain Resilience Plan Update	**Farideh Dassi,** *Senior Transportation Planner, TxDOT* **Mike Williamson,** *Principal, Cambridge Systematics*
10:00 a.m. – 10:15 a.m.	*Break*	
10:15 a.m. – 11:00 a.m.	Truck Parking Action Plans Summary: Far West and Southeast Texas	**Kale Driemeier,** *Project Development Manager, TxDOT* **Brian Comer,** *Project Director, HNTB* **Jeremy Upchurch,** *Planning Project Manager, HNTB* **Ana Ramirez Huerta,** *Technical Project Manager, TxDOT Houston*
11:00 a.m. – 11:30 a.m.	Innovations in Freight- Guest Speaker Series: Linehaul Station	**Jeff Swenson,** *Founder & CEO, Linehaul Station*
11:30 a.m. – Noon	Rural Rail Transportation Districts and their Future	**Chad Coburn,** *Railroad Divison, TxDOT* **Allan Rutter,** *TTI Senior Research Scientist Program Manager, Texas A&M Transportation Institute*
Noon	Adjourn	

Member Updates and State of Freight Discussion

Texas Department of Transportation

May 7, 2025

TEXAS FREIGHT & SUPPLY CHAIN RESILIENCE PLAN

Opening Remarks

NOW SPEAKING:

Andrew Canon
TxDOT, Director of Freight,
International Trade, and Connectivity

Introductions and Meeting Purpose

NOW SPEAKING:

Farideh Dassi
TxDOT

Agenda

- Introductions & Meeting Purpose
- FRP Overview
- Stakeholder Findings
- Modal and Supply Chain Findings
- Needs Assessment and Prioritization
- Freight Resilience Recommendations
- Wrap Up & Questions

FRP Overview

NOW SPEAKING:

Farideh Dassi
TxDOT

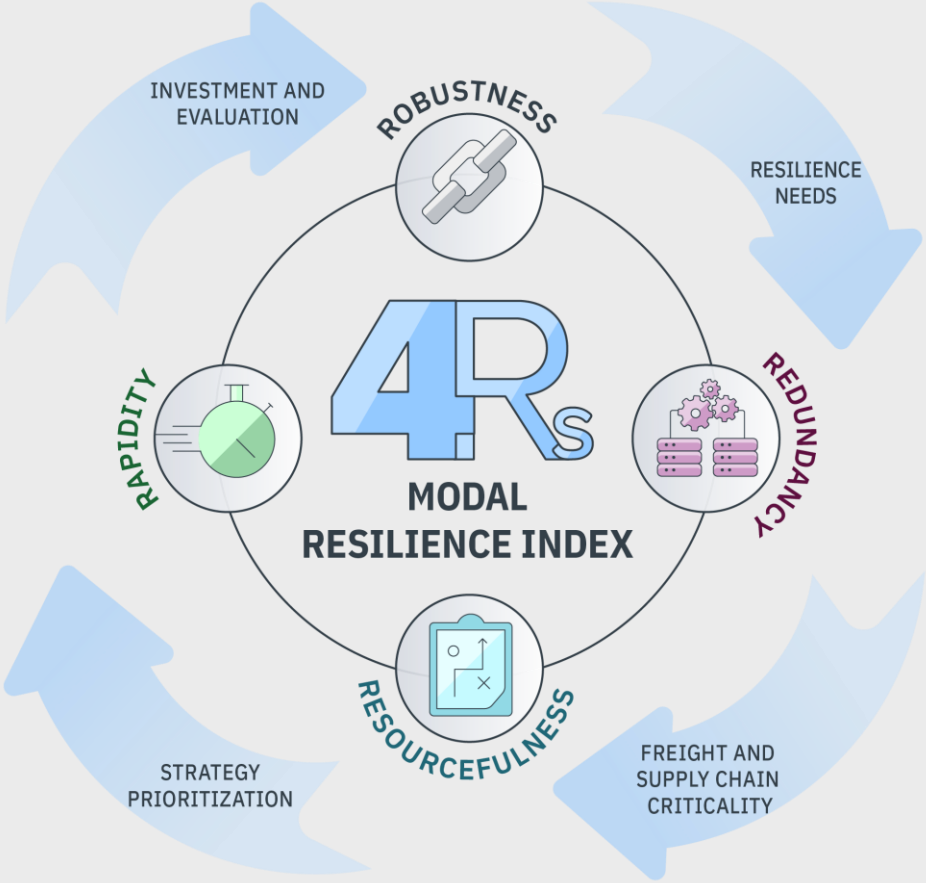
Overview

Supply chain **disruptions** and infrastructure failures **significantly impact** the efficient delivery of goods

Resilience Improvement Plans help **quantify** the **vulnerability** of a state's transportation system

Texas's ***Freight and Supply Chain Resilience Plan*** *(FRP)* **advances** the state-of-the-practice for **freight resilience planning** by introducing the *4Rs of Resilience Framework* to freight planning in Texas

TxDOT's 4Rs modal Resilience Index **supports** an **ongoing life cycle** of **freight resilience planning**



What Freight Resilience meant to you in April 2024…

Why Is Freight Resilience Important?

Disruptions to Texas' supply chains and movement of freight come at a great cost. ***Natural disruptions, such as the 2021 Winter Storm, caused $200-300 billion in economic loss (TD2050).***

A **Freight Resilience Plan (FRP)** can help TxDOT prepare for disruptions by:

- Understanding the linkages between disruptors and the movement of freight for critical supply chains.
- Identifying freight resilience projects and mitigation strategies to prioritize investments.
- Estimating the economic impacts and the value of freight resilience.

FRP Project Approach

Stakeholder Findings

NOW SPEAKING:

Farideh Dassi
TxDOT

Stakeholder Engagement

- TxDOT Resilience Steering Committee (3 meetings)
- TxDOT Freight Advisory Committee (2 meetings)
- Stakeholder Meetings (30 to date)
- Transportation Research Board (1 presentation)
- Ongoing conversations with modal division offices (i.e., interviews, project lists)

Texas Trucking Association
United States Army Corps of Engineers
Kirby Corporation
Permian Strategic Partnership
TxDOT TPP Corridor Team
Texas – Pacifico
United States Coast Guard
MOTRAN Alliance
Peterbilt Motors
Kraus Development
Port Corpus Christi – Texas Ports Association
Killam Development
Texas Resilience Steering Committee
US Army – Fort Cavazos
5C Custom Logistics
Palmer Steel
Peterbilt Motors
US Army – Fort Bliss
Texas Wheat Producers Board and Association
Amazon
FEMA
Port Houston
TxDOT Divisions
Texas Freight Advisory Committee

What We Heard

Funding & Planning

- Secure dedicated, mode-specific funding
- Accelerate critical projects (I-20, Permian Promise)
- Integrate freight resilience into UTP priorities

Infrastructure & Operations

- Retrofit aging infrastructure; implement smart tech
- Develop guidance for non-state infrastructure
- Enhance multimodal connections (rail, truck, port)

Border & Corridor Efficiency

- Improve freight flow at Mexico border
- Expand hours, capacity, and IT systems at crossings
- Address bottlenecks on key routes (I-35, I-10, Mines Road)

Coordination & Communication

- Streamline emergency response and permitting
- Improve agency collaboration and private sector outreach
- Share real-time updates and regular reports with stakeholders

What We Heard

Preparedness & Response

- Create flexible emergency templates for carriers
- Enhance training, after-action follow-ups, and communications
- Make the Freight Resilience Plan (FRP) a living document

Private Sector & Data Use

- Leverage public-private partnerships for investment
- Use APIs and tech tools to improve coordination
- Collaborate with major shippers on resilience strategies

Targeted Improvements

- Widen ship channels; add hazmat routes and parking
- Prioritize vulnerable areas based on risk studies
- Addresses rail inefficiencies to boost supply chain speed

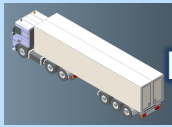
Modal and Supply Chain Findings

NOW SPEAKING:

Michael Williamson
Cambridge Systematics

Modes and Supply Chains: Building Blocks for the FRP

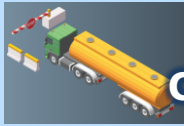
MODES

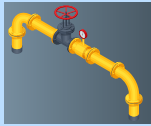

Highways


Rail


Seaports


Airports


Border Crossings


Pipeline Terminals

SUPPLY CHAINS


Agriculture


Construction


Electronics


Military


Petroleum


Transportation Equipment


Warehousing & Distribution

4 R'S OF RESILIENCE

Resilience Needs Identification

Robustness
Ability to withstand disruptions

Redundancy
Substitutable systems elements

Resourcefulness
Ability to mobilize resources

Rapidity
Capacity to restore functionality

The 4Rs of Resilience Framework in Detail

	Robustness Vulnerable	**Redundancy** Diversion Efficiency	**Resourcefulness** Mobilize resources	**Rapidity** Restore functionality
Highways *Most of the factors were measurable metrics with a calculated score to assign level of need*	• Exposure and Sensitivity to 8 disruptors from STRP	• Cost to divert truck freight • Availability of and distance to divert cargo to compatible location	• Functional class, emergency evacuation route, and amount of freight movement • **Rail** national defense network and revenue generation • **Border crossing, airports, seaports, and pipeline terminals** cargo volume	• ITS camera density for quick notification and proximity to maintenance crews for repair • Rapidity scores for highways connecting to **border crossings, seaports, and pipeline terminals** • **Rail** active warning crossing density for quick notification • **Airport** aviation repair capacity
Other modes *Most of the factors reflect a comparative assessment based on available data to identify potential need*				

The 4Rs of Resilience Framework Adds Dimensionality

ROBUSTNESS

The **ability to withstand** *impacts of disruptions*

Infrastructure Hardening

The US181 Harbor Bridge Replacement increases robustness by hardening an evacuation route.

Construction of new US 181 Harbor Bridge.

REDUNDANCY

The extent to which **system elements are substitutable**

Substitutable Infrastructure

Backup infrastructure increases redundancy by continuing operations after a disruption, such as substitutable border crossings.

Eagle Pass Border Crossing, with rail bridge on the foreground and vehicle bridge in the background.

4Rs OF RESILIENCE

RESOURCEFULNESS

The ability to **mobilize resources**

Staging and Equipment Availability

Strategically located staging areas and equipment increase resourcefulness by having resources available to diagnose and address disruptions.

Staging area in preparation for Hurricane Ike.

RAPIDITY

The capacity to **restore functionality in a timely manner**

Real-Time Intelligence and Rapid Response

Intelligent transportation systems and contract mechanisms in place increase rapidity by quickly deploying resources and reducing downtime.

Traffic management center in Houston with real-time monitoring and response capabilities.

4Rs of Resilience: Highways

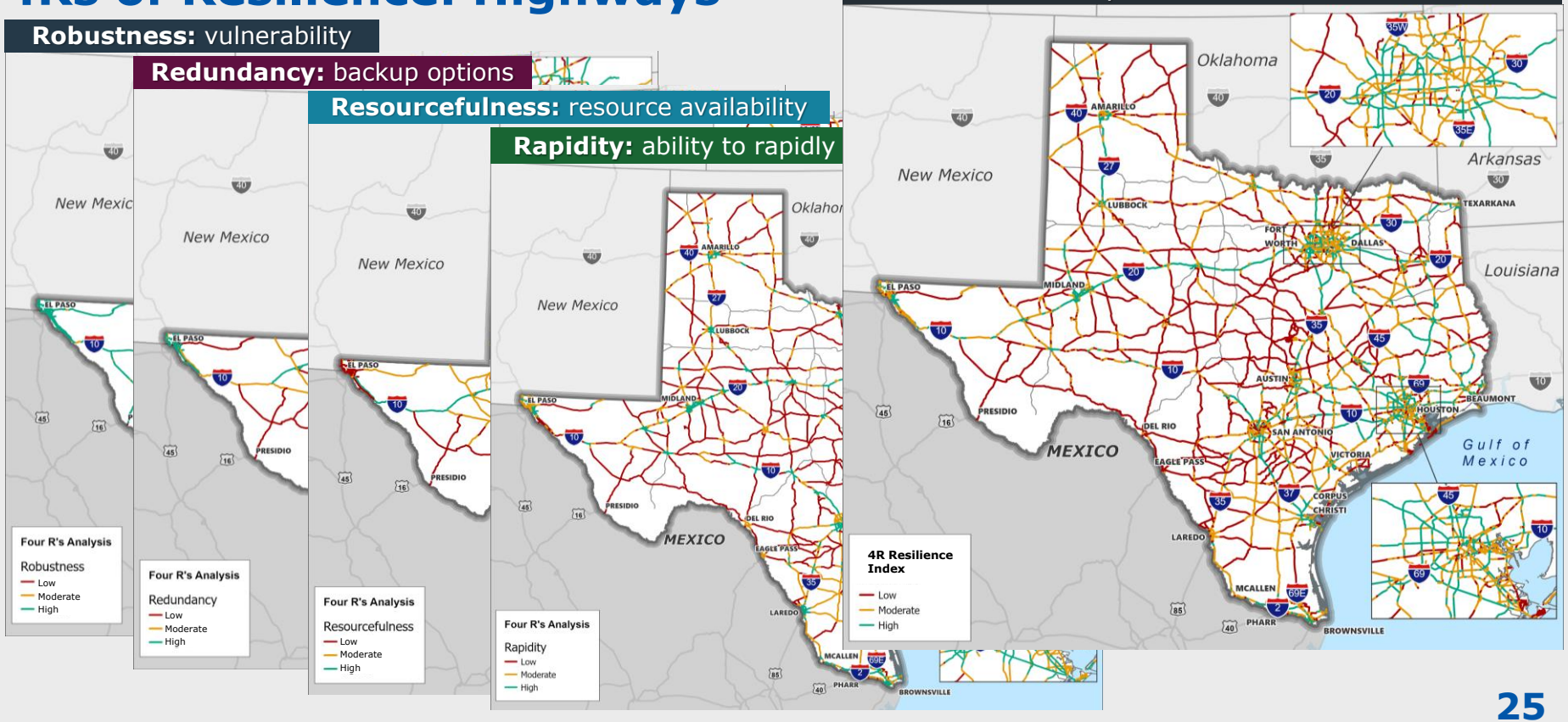
Robustness: vulnerability

Redundancy: backup options

Resourcefulness: resource availability

Rapidity: ability to rapidly

4Rs Index: does your asset have a resilience need?



Modal Resilience Highlights for Highways

Robustness

Vulnerability to climate disruptors

- 4,330 miles high need due to high exposure and sensitivity to multiple disruptors
- Inland flooding was top disruptor impacting the entire state
- Gulf Coast assets rated high need due to extreme heat, hurricanes, and extreme heat vulnerability

Redundancy

Risk of operational failures due to no backup options

- Metropolitan areas rated lower need due to greater density of freight-capable roads for diverting cargo
- Single corridor highway links in rural areas, especially those for Energy and Ag, resulted in higher needs for Central and Western Texas

Resourcefulness

Limited capacity to bring assets to a functional state

- Interstate routes rated lowest need due to connecting key destinations and supporting high volume of cargo flow
- Texas Triangle routes rated low need due to significant cargo movement and use as critical hurricane evaluation routes

Rapidity

Limited ability to reduce freight downtime

- Rural regions of the state with limited TMC cameras and less dense maintenance facilities rated high need
- Speed of THFN return to function determines how quicky modal nodes can be accessed for quick return to functionality

4Rs of Resilience: Other Modes

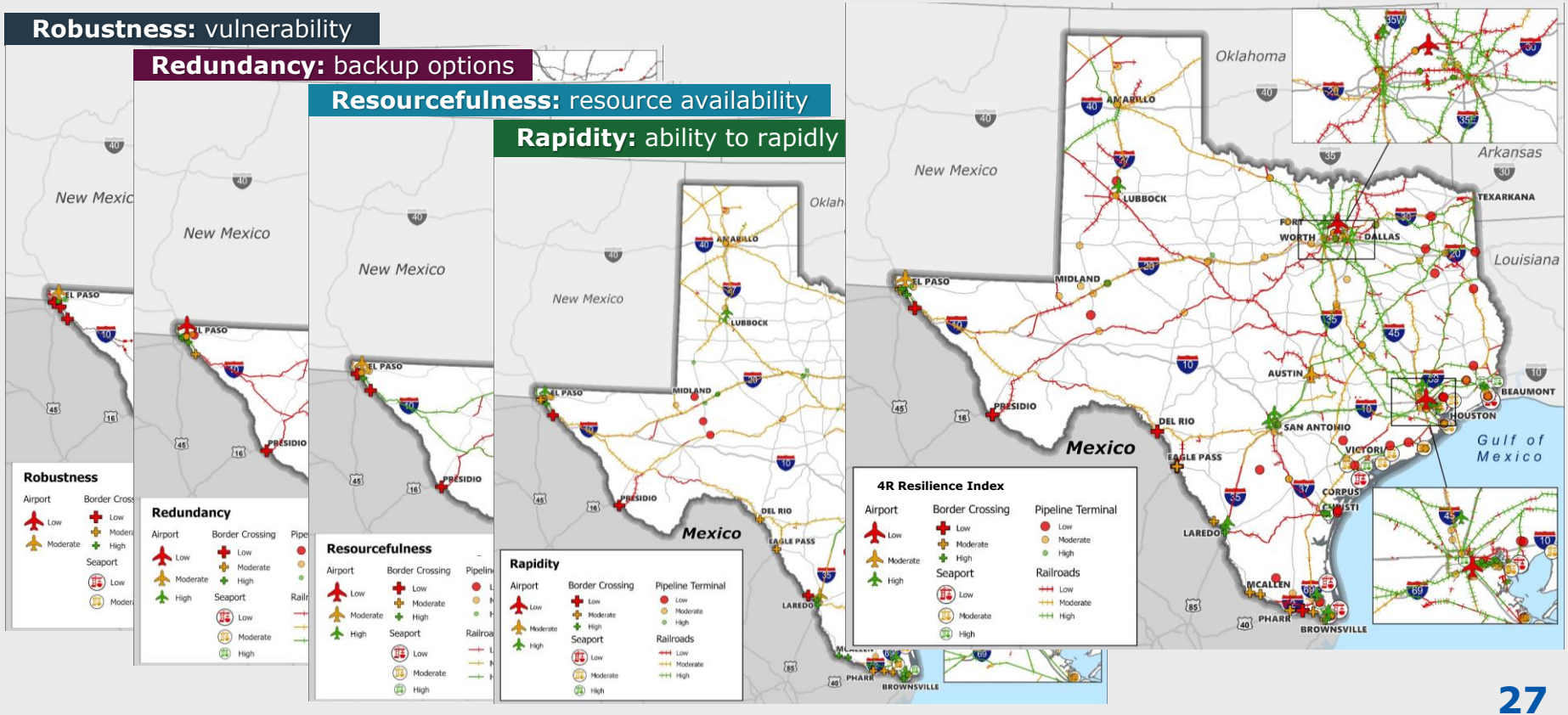
Robustness: vulnerability

Redundancy: backup options

Resourcefulness: resource availability

Rapidity: ability to rapidly

4Rs Index: does your asset have a resilience need?



Modal Resilience Highlights: Other Modes

 **Rail**	• Rural energy and agricultural regions have fewer rail lines and intermodal exchange points to shift cargo potentially creating freight disruptions during events
 **Seaports**	• Core infrastructure is hardened, but coastal access routes and inland connectors remain prone to multiple disruptions increasing risk for delayed return to functionality
 **Airports**	• Large cargo flights require 10,000-foot runways limiting options for diversion of cargo during disruptions
 **Border Crossings**	• Vulnerability to flooding and >50 miles distance separating crossings increases potential for freight disruptions
 **Pipeline Terminals**	• Access road vulnerability to flooding and wildfire disruptions increases risk of delayed return to functionality

Discussion Questions

- Which of the 4Rs [robustness, redundancy, rapidity, resourcefulness] do you think has the biggest impact on freight system resilience?
- Are any of the modal highlights surprising? If so, why?

Supply Chain Resilience Highlights

For the seven industries analyzed, we:

Checked for new patterns, trends, disruptions, and opportunities

Identified infrastructure most used by each industry

Compared industry flows to statewide 4R analysis

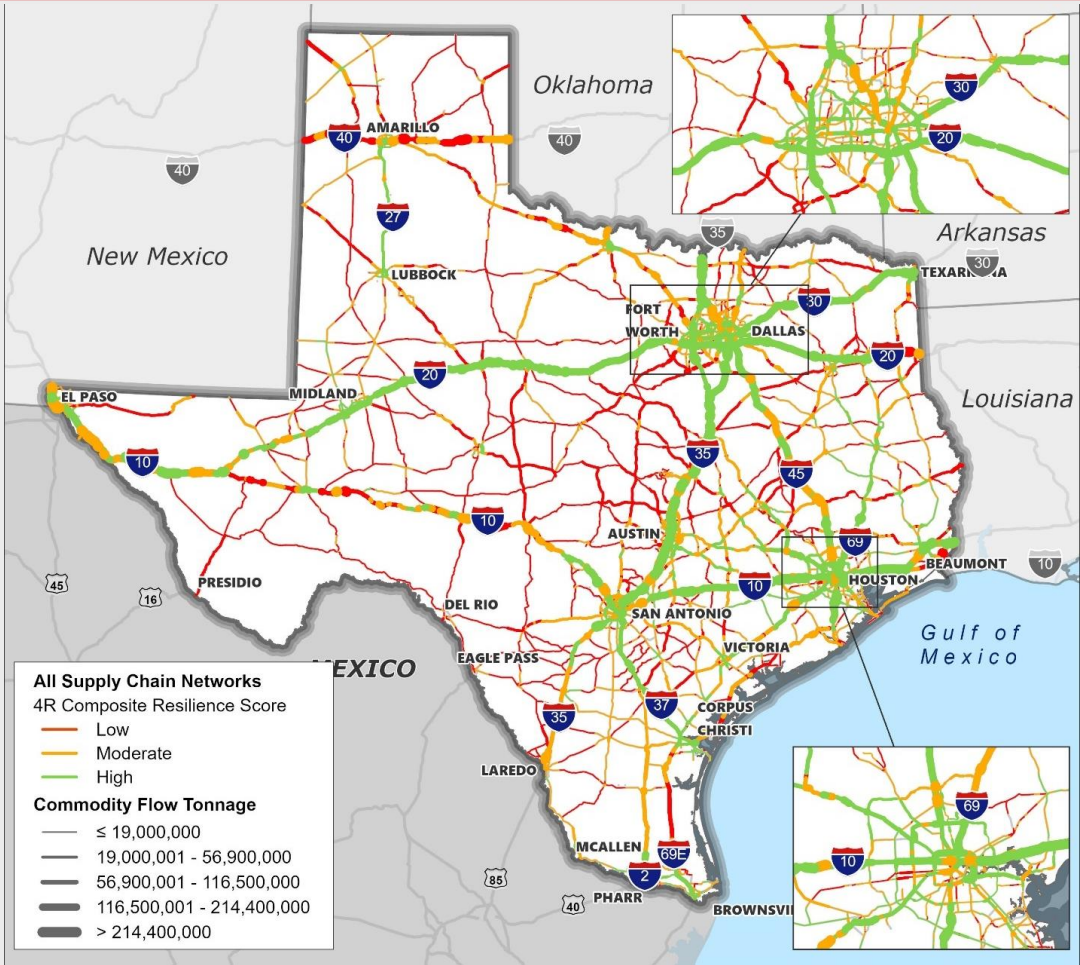
Identified and analyzed an illustrative lane

Key Themes for Resilient Supply Chains

- Urban and rural resilience are interconnected
- Lack of redundancy in rural areas is a persistent challenge
- Resilience at border crossings is essential
- Transfers between modes introduce additional risk
- Interim and final products often cannot be substituted, increasing the importance of resilient connections

THFN: Findings from All Supply Chains

- Three corridors in the state exhibit both a low 4R Score and the highest volumes of freight:
  - I-10 between I-20 and San Antonio, with lower resilience in the western half of this segment, *(Low Redundancy and Rapidity Scores)*
  - I-40 across the Texas Panhandle *(Low Redundancy),* and
  - I-69E/US 77 between Brownsville and Corpus Christi *(Low Robustness)*
- All rural interstates:
  - Poor redundancy *(viable alternate freight routes)*
  - Not covered by technology or traffic management centers
  - Various hazard exposures (varies geographically)
- Similar challenges are seen in the center of the state on corridors with moderate traffic



Automotive Components: Laredo to DFW on I-35
(illustrative lane)

- Within **Transportation Equipment**, **automotive components** was selected as an illustrative lane
- The composite score shows **a high or moderate 4Rs resilience index overall**
- However, individual factors reveal that this is due to the **ability to respond to and recover from events**
- **Addressing hazard vulnerability and redundancy** are the most important needs
- Addressing resilience at the **southern end of I-35** will help performance

Criticality and Exclusivity Considerations can Dramatically Affect the Impact of Resilience Deficiencies

Criticality:

Importance of transportation assets within the TMFN for supply chain efficiency and integrity, particularly during disruptions.

Exclusivity:

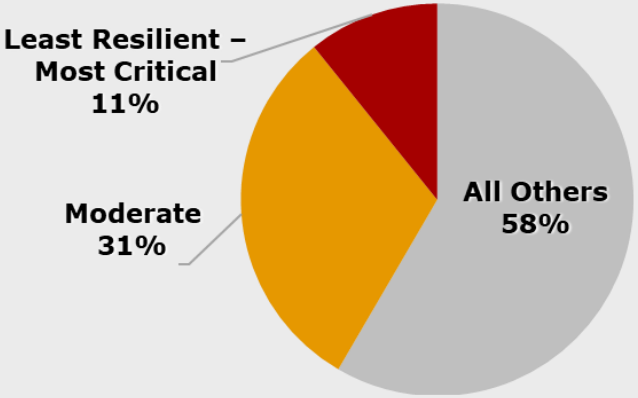
Parts of the multimodal network located in areas of importance as the primary producer or distributor of a good or commodity.

Investment Decision Support - Resilience and Criticality

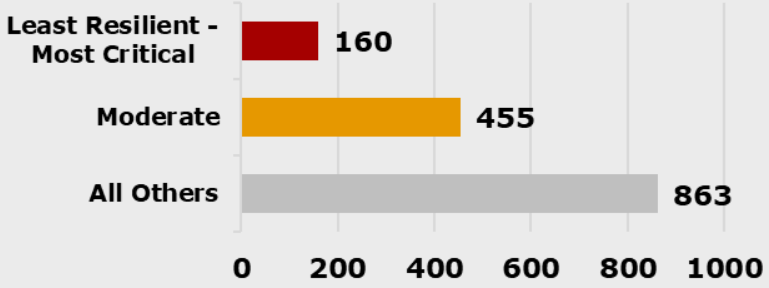
Resilience		Criticality: Low	Criticality: Medium	Criticality: High
	Low	Least Resilient Least Critical	**Least Resilient Moderately Critical**	**Least Resilient Most Critical**
	Medium	Moderately Resilient Least Critical	Moderately Resilient Moderately Critical	**Moderately Resilient Most Critical**
	High	Most Resilient Least Critical	Most Resilient Moderately Critical	Most Resilient Most Critical

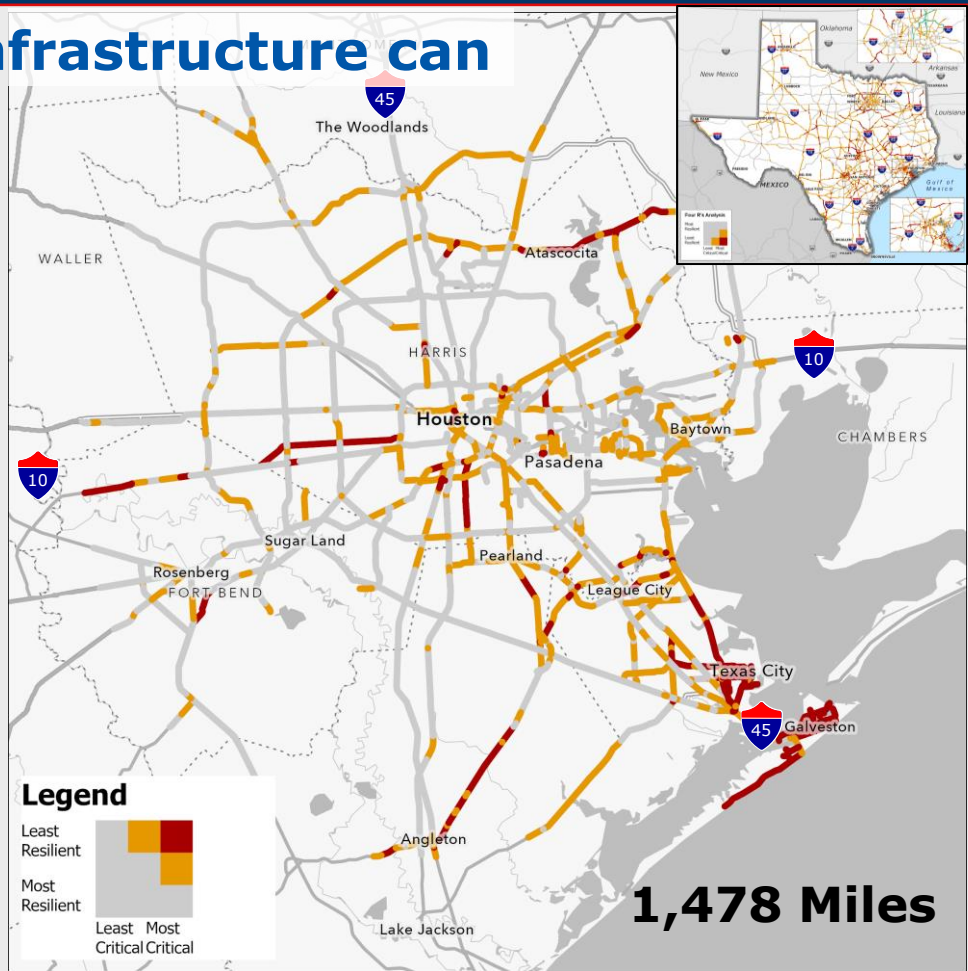
Least Resilient/Most Critical Infrastructure can Define Areas of Greatest Need

Segments by Resilience-Criticality Rating (miles)



Segments by Resilience-Criticality Rating (miles)





Supply Chain Criticality and Exclusivity

- Critical infrastructure carrying majority of products were identified and evaluated based on the 4Rs
- Ability to zoom in and look at specific movements, multimodal/intermodal transfers and their **resilience needs**
- This provided an assessment of **supply chain exclusivity** that informed the needs assessment and prioritization process

Discussion Questions

- Do you have any examples or experiences where this concept of exclusivity has disrupted a supply chain?
- What should be the key considerations to plan for and recover from these failures?

Needs Assessment and Project Prioritization

NOW SPEAKING:

Hannah Santiago
Cambridge Systematics

How the 4Rs Inform Investments in the TMFN

A decision framework based on the 4Rs, and measures of criticality can help prioritize freight resilience improvements

Investment Examples based on Resilience Need - Highway

The type of investment is determined by each resilience need.

Robustness Vulnerability to climate disruptors	Redundancy Risk of operational failures due to no backup options	Resourcefulness Limited capacity to bring assets to a functional state	Rapidity Limited ability to reduce freight downtime
• Flood mitigation projects • Drainage improvement • Elevating roadway; Slope stabilization	• Construct alternative or secondary routes • Improve and expand evacuation route networks • Increase connectivity and access to key supply chain assets	• Risk-based procurement for maintenance equipment and response resources • Emergency preparedness plans based on site-specific risk profiles • Right-of-way improvements (ROW)	• ITS systems deployment • IT systems and enterprise improvement
Example: Flood Mitigation Projects: Incorporating bioswales into roadway designs near large freight hubs to manage stormwater runoff and reduce flood-related disruptions.	**Example: SH 99 Grand Parkway** project adds a third loop as a critical alternative freight corridor to I-10, I-610 and Beltway 8.	**Example: Dual-Use Truck Parking and Emergency Staging Areas:** Designated spaces that convert to support emergency response and resource staging efforts during disruptions.	**Example: Beaumont District TSMO Program Plan:** to install more climatized dynamic message signs, CCTV, and road weather information system sensors.

Investment Examples based on Resilience Need – Other Modes

The type of investment is determined by each resilience need.

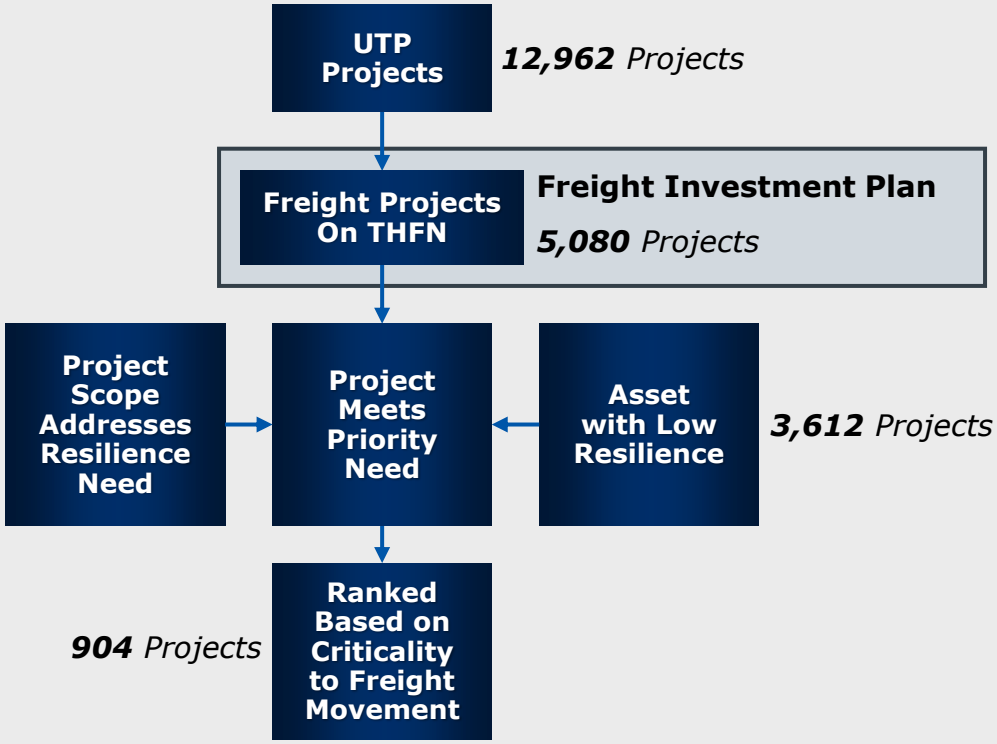
	Robustness Vulnerability to climate disruptors	Redundancy Risk of operational failures due to no backup options	Resourcefulness Limited capacity to bring assets to a functional state	Rapidity Limited ability to reduce freight downtime
	Raise and harden rail segments, access routes to intermodal facilities, or other infrastructure	Build additional tracks, sidings, and switches to enhance movements between rail lines	Increase asset capacity of existing yards or implement additional sites for rolling stock and equipment storage for operational flexibility	Enhance real-time monitoring and rapid response capabilities through integrated signaling systems and active rail crossings
	Harden airport access routes, runways, and other infrastructure to minimize inland and coastal flooding impacts	Improve and/or extend runways to increase the number and variety of aircrafts and cargo handled	Increase cargo capabilities through apron expansion or warehousing facilities	Increase resources allocated to state of good repair and enhance maintenance facilities to reduce scheduled or unscheduled downtime
	Raise and harden access routes, docks or other infrastructure to minimize inland and coastal flooding impacts	Improve on-site facilities to increase variety of cargo handled or deepening of channel	Enhance capabilities for cargo handling through port and capacity expansion	ITS coverage of seaports and other modes that integrate ports in monitoring and rapid response across modes

Discussion Questions

- What types of improvements are most needed for Texas's non-highway freight network to be more resilient?
- What is the best way for TxDOT to engage with modal partners to promote freight system resilience?

Freight Highway Project Identification & Gap Identification

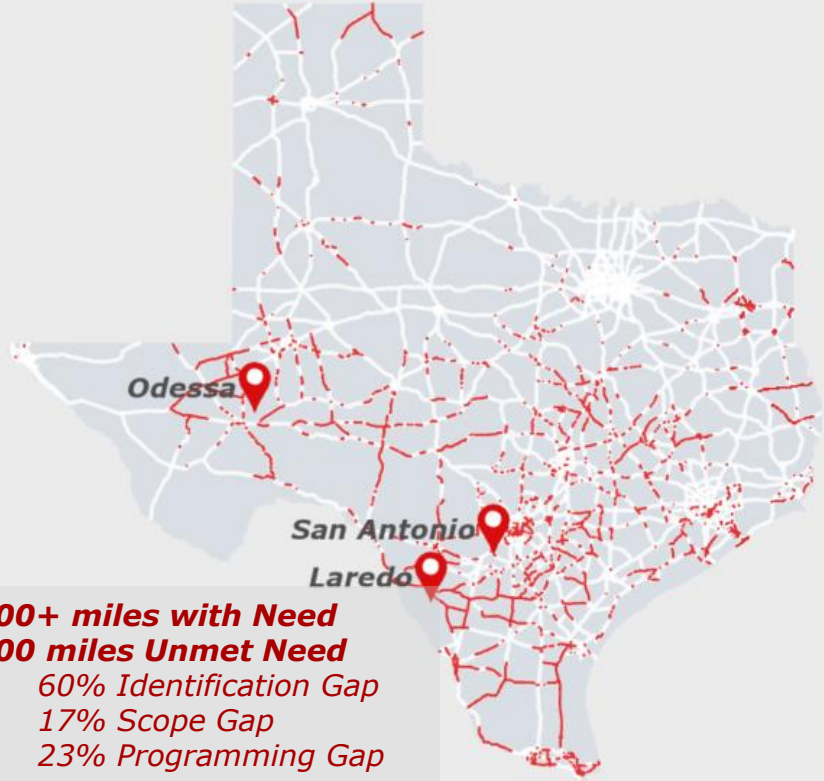
Freight Highway Projects



- Freight Resilience Project Priorities
  - Programmed projects meet 15% of resilience needs on the THFN
- Unmet freight resilience needs along THFN
  - Most freight resilience projects address **robustness**
  - 92% of **resourcefulness** needs remain unmet

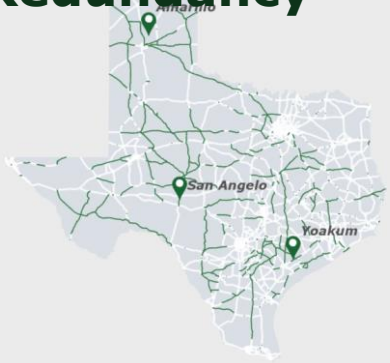
Unmet Resilience Needs on THFN vary by Resilience Need

Robustness



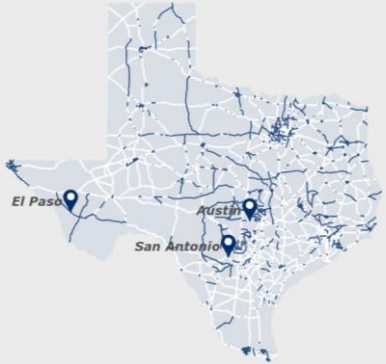
6,500+ miles with Need
4,500 miles Unmet Need
60% Identification Gap
17% Scope Gap
23% Programming Gap

Redundancy



Rapidity

Resourcefulness



Freight Resilience Recommendations

NOW SPEAKING:

Michael Williamson
Cambridge Systematics

Approach for Development of Recommendations

Modal and Supply Chain Resilience

Resilience Needs and Improvements

Stakeholder Input

Recommendation Development

Policies | Programs | Technology & Operations

Priority

- Low
- Medium
- High

Timeframe

Short-term: 0-4 years

Medium-term: 5-9 years

Long-term: 10+ years

Proposed Recommendation Categories

Coordination and Information Sharing	Emergency Management	Planning and Performance	Project Development
Improve TxDOT's organizational capacity to collaborate internally and externally, both during events and on an ongoing basis	Address immediate needs before, during, and after a disruption to enhance existing emergency management practices specific to freight needs	Provide guidance to amplify current TxDOT practices, and measure the success of the freight resilience program and the resilience of the TMFN	Implement infrastructure and operational improvements to ensure investments address identified freight resilience needs
7 recommendations **Tech & Ops** focus **3** high priority, short-term recommendations	**5** recommendations **Program** focus **3** high priority, short-term recommendations	**10** recommendations **Policy** focus **2** high priority, short-term recommendations	**9** recommendations **Program** focus **2** high priority, short-term recommendations

30 recommendations across the four categories

Ten High Priority, Short-term Recommendations

#	**Recommendations** *(in order of implementation)*	**Initiating Action**
1	Develop district and corridor freight resilience profiles to further investigate unmet needs	Communicate findings to TxDOT Districts and prepare project lists for review
2	Accelerate project development and funding of highest priority projects	Distribute list of highest priority projects to programming partners for evaluation and discussion
3	Evaluate opportunities to modify planned project scopes in corridors with low resilience	Provide list of priority resilience needs that overlap with upcoming funded and planned project locations
4	Review and improve emergency response training as it relates to the specific needs of the freight vehicles	Engage training partners to discuss opportunities to better address freight-centric needs
5	Coordinate with border crossing partners to promote improvements to processes, infrastructure and technologies that promote border resilience	Utilize data on border crossing resilience needs to inform ongoing discussions with border partners to incorporate freight resilience improvement strategies

Ten High Priority, Short-term Recommendations

#	**Recommendations** *(in order of implementation)*	**Initiating Action**
6	Coordinate with TxDOT Design Division to document current freight resilience design practices	Collaborate with TxDOT Design Division to identify sensitive design elements for freight resilience
7	Ensure freight resilience deficiencies are evaluated during after-action reviews (AARs) and implement mitigating strategies	Request the integration of freight concerns into after-action review protocols
8	Dedicate resources to restoring roadside access to intermodal facilities during and after disruptions	Engage with partners to request information and discuss how intermodal access is prioritized today
9	Formalize a program and protocol to identify and publish emergency truck parking locations	Coordinate with TxDOT Districts to activate a network of emergency parking sites
10	Add freight information to the Drive Texas website to facilitate data sharing	Discuss with TxDOT Travel Information the feasibility of using freight data layers in Drive Texas

Discussion Questions for TxFAC

- Did any recommendation stand out to you as being especially impactful on freight system resilience?
- What is the best way for TxDOT to roll out the FRP?
- Are there any additional policies or programs that we should recommend for the short-term?

Wrap-up and Questions

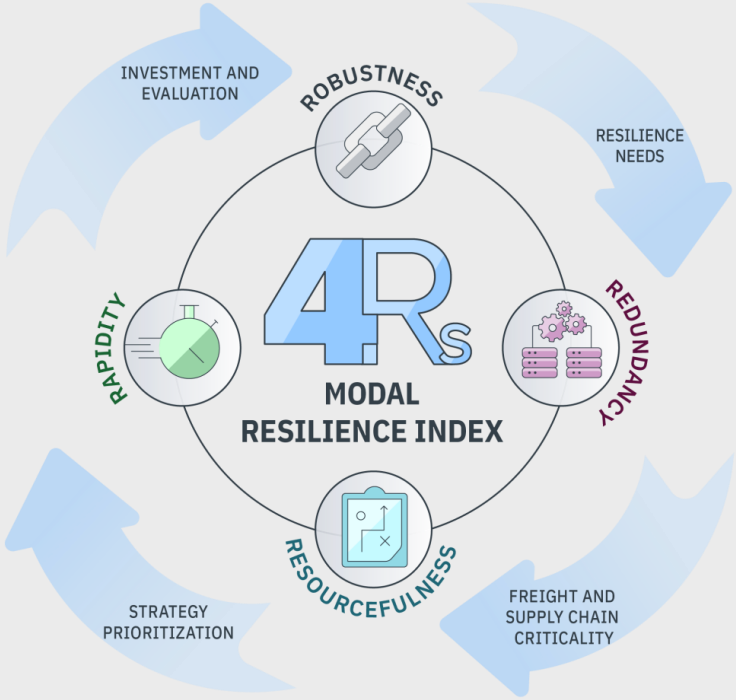
NOW SPEAKING:

Farideh Dassi
TxDOT

Michael Williamson
Cambridge Systematics

Next Steps

- Finalize FRP [currently under TxDOT review]
- Administration adoption
- Initiate rollout/implementation actions
- Align with STRP implementation activities
- Incorporate into 2027 Texas Freight Mobility Update



Thank you!

Contact info for the Freight Resilience Plan

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Break

Texas Department of Transportation

May 7, 2025

Texas Truck Parking Action Plans

Texas Freight Advisory Committee

Texas Department of Transportation

May 7, 2025

Table of Contents

Why Truck Parking Matters

Safety

- *Between 2018 and 2022 there were 144,377 commercial vehicle crashes; 2,950 involved parked trucks, 106 of those crashes involving parked trucks resulted in fatalities.*

Economic Impact

- *Freight tonnage moving to or from Texas has grown nearly 29% between 2014 and 2019 from 2.8 billion tons to about 3.7 billions tons.*
- *FHWA estimates trucks carry over 19 billion tons of freight valued at more than $18 trillion annually in the U.S.*

Time and Money

- *9,300 revenue-earning miles are lost every year.*
- *$4,600 annually is lost due to the lack of truck parking.*

Preservation of Roadways

- *Lack of parking means trucks often park on shoulders and ramps.*
- *Parking in unauthorized locations poses safety hazards and causes damage to pavement and property.*

Truck Parking Needs

Federal Hours of Service (HOS) regulations include strict provisions on driving limits and rest breaks, enforced by in-cab electronic logging devices.

Federally Mandated Operational Needs

- 10-hour Rest
- 30-Minute Break
- Time Off

Unique Needs

- 2+ Hour Staging
- Emergency
- Intermodal (Ports)
- Border

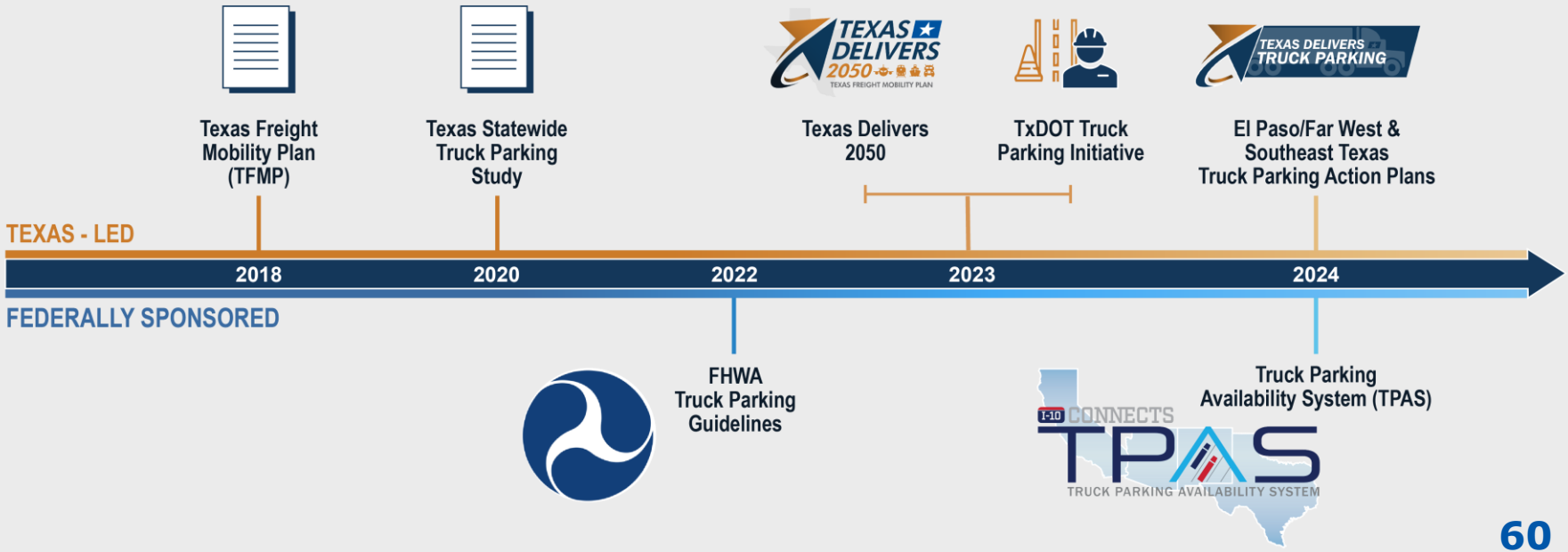
Overview of Truck Parking Action Plans

Texas Department of Transportation

May 7, 2025

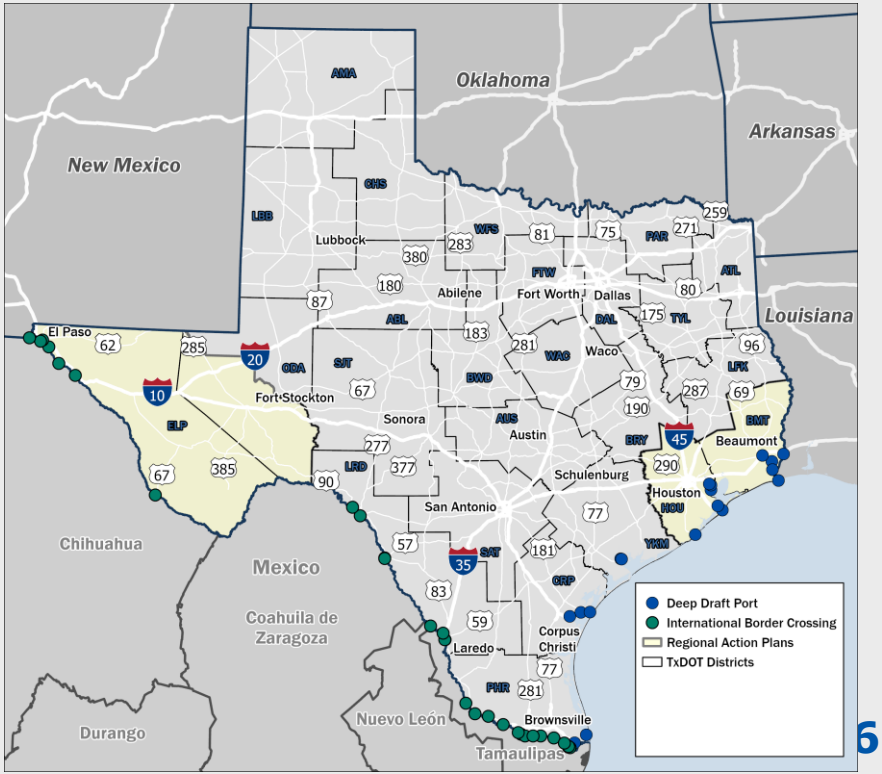
TxDOT Truck Parking Efforts

Truck Parking Efforts



Texas Truck Parking Action Plans

- TxDOT Transportation Planning and Programming Division.
  - Advance recommendations from the 2020 Statewide Truck Parking Study.
  - TxDOT-led regional action plans.
  - Outcomes: conceptual action plans, preliminary cost estimates, short, mid, and long-term phasing concepts.



Complete

National significance of I-10

- 2,460 miles from the Pacific Ocean to the Atlantic Ocean.
- One third of I-10 is in Texas.

Regional Approach

Texas Department of Transportation

May 7, 2025

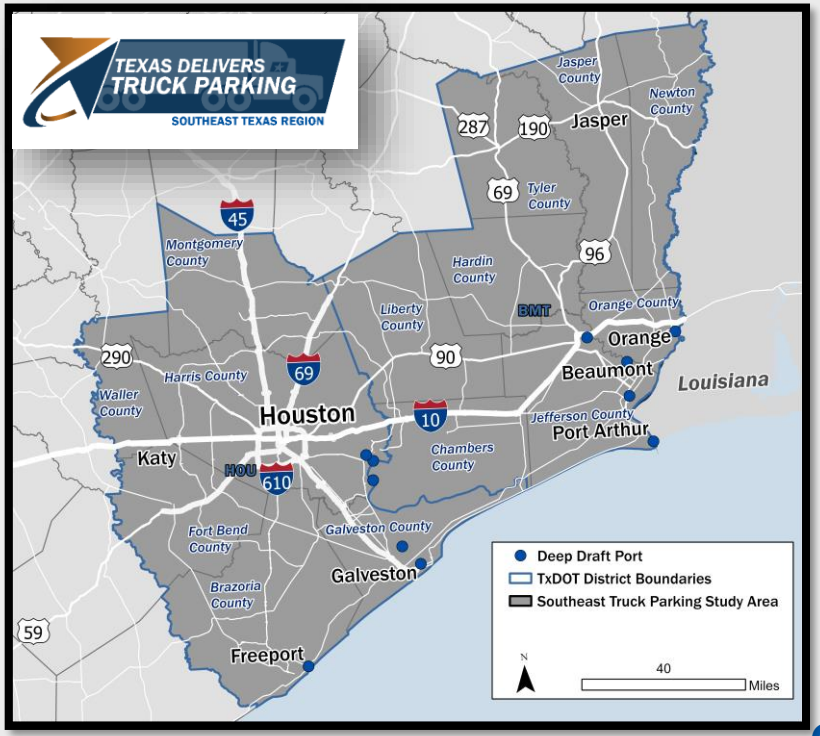
Houston and Southeast Texas

- 5th largest MSA with 7.5 million residents.
- Ports, energy sector and hub for distribution and warehousing.
- Subject to hurricanes and flooding.
- No public truck parking in Houston District.

Southeast Texas Truck Parking Action Plan

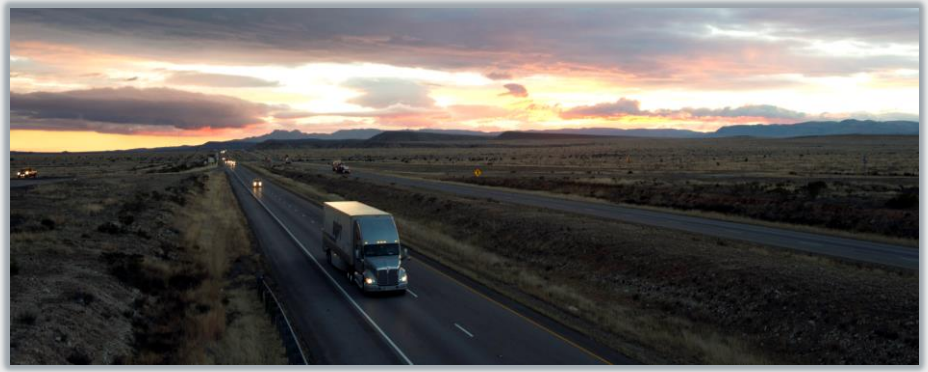
TxDOT Transportation Planning and Programming Division

- Maritime ports, warehousing and distribution, FEMA and emergency management, energy sector.
- Port Houston is the top-ranked U.S. port by tonnage and is a major hub for warehousing and distribution.
- Port Beaumont and Port Arthur are important to moving military personnel and equipment.



El Paso/Far West Texas

- El Paso MSA pop 873,331 (#68).
- Six Texas-Mexico roadway bridge border crossings.
- Two Texas-Mexico rail bridge border crossings.

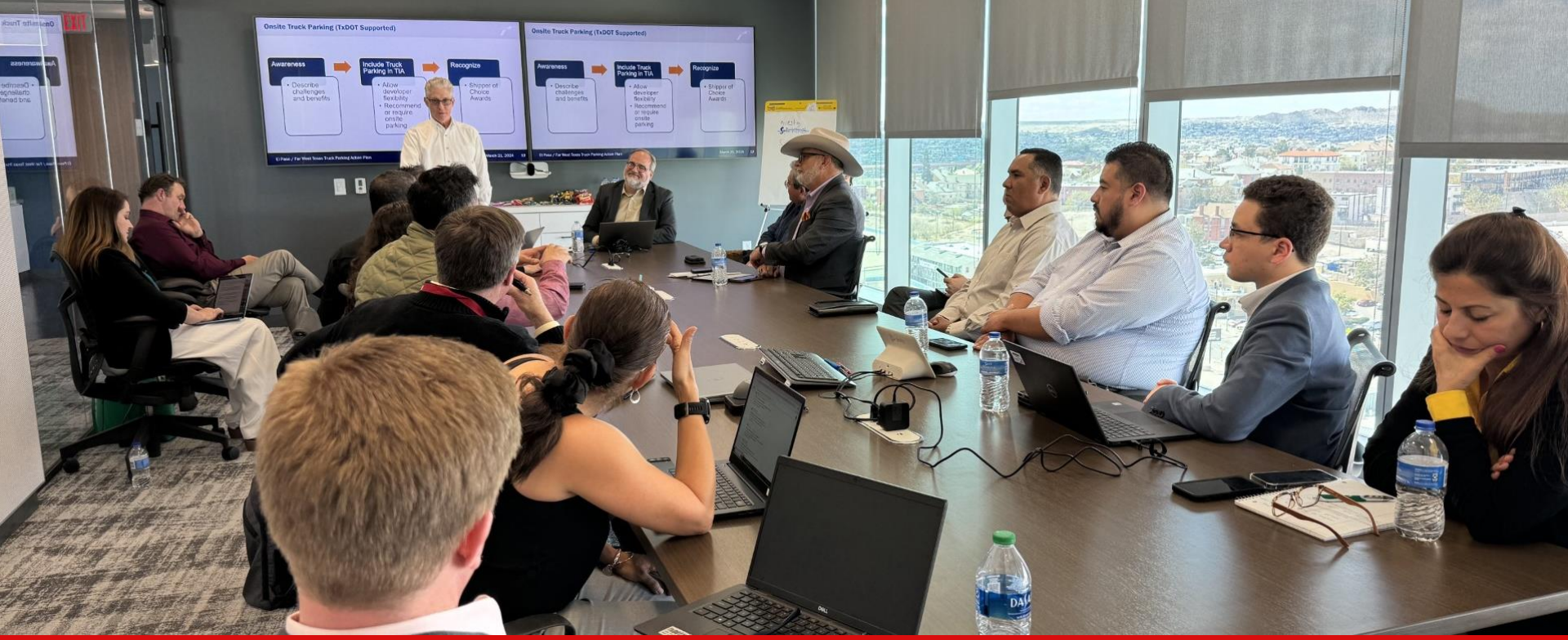


- Long stretches of rural interstate.
- One of two *transmigrante* crossings.

El Paso/Far West Texas Truck Parking Action Plan

TxDOT Transportation Planning and Programming Division

- Provides critical connections to border crossings.
- Energy sector growth continues to increase demand for safe parking and staging areas.
- Safety improvements are critical in this region.



Stakeholder Outreach

Texas Department of Transportation

May 7, 2025

Southeast Texas Truck Parking Action Plan

- **32 stakeholder meetings**
  - Key stakeholders: Houston and Beaumont MPOs (H-GAC and SETRPC), BAYTRAN, ports, local agencies, and industries.
  - Online commercial truck driver survey conducted in Dec. 2023 and April 2024.

Houston-Galveston Area Council

BAYTRAN
Bay Area Houston Transportation Partnership

SETRPC
SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

What We Have Heard

Ports

- Ports are actively planning for truck parking projects.
  - Port Freeport is planning for additional truck parking and the number of trucks could double in the next several years.
  - Port Galveston currently moves trucks off city streets to queue on port property.
  - Cedar Port Industrial Park plans for staging/queuing space within individual warehousing facility footprints.

Houston Area

- Must think creatively about land use.
  - There are opportunities for shared-use facilities (commercial malls, speedways, and fairgrounds).
- There is a need to incentivize private development.
- Commercial truck driver survey; 152 responses with a 45% completion rate:
  - Need affordable parking.
  - Industrial parks need more parking.
  - Need security and amenities.

El Paso/Far West Texas Truck Parking Action Plan

- **20 stakeholder meetings**
- Key stakeholders:
  - Camino Real RMA, El Paso MPO, Rio Grande COG, Permian Road Safety Coalition.
  - Cities of El Paso, Pecos, Ft. Stockton, Van Horn, and Presidio.
  - Coordination with NMDOT.

What We Have Heard

Border

- There is a need to coordinate with Mexico on truck parking needs at/near border crossings.
- Bridge of the Americas (El Paso) - space is limited.
- Presidio/Ojinaga Port of Entry - border back up impedes local traffic.
- Delays and parking needs due to *transmigrante* traffic.

Permian Basin

- Collaboration between cities and industries helps identify hot spots.
- Energy production operations are in rural areas accessed by two-lane highways with no shoulders.
- In between jobs, truck drivers park and wait for dispatch and need safe places to park.

What We Have Heard: Weather Events

Images of I-10 and City of Houston flooding during tropical storm Imelda, September 2019.
Sean Hannon/Shutterstock.com

Images of vehicle pile-up at the I-10 and I-20 Split during the 2023 winter storm.
Posted by Ricardo Nunez, on West Texas Oil Field Traffic Update, Facebook Group

Recommendations

Texas Department of Transportation

May 7, 2025

Recommended Projects, Policies, Programs, and Technologies

TxDOT-Led

- New truck parking capacity in TxDOT ROW
- Technology
  - TPAS expansion for new sites
  - ConnectSmart
- Truck Parking Guidance
- Education Campaign
- Integrate truck parking into project development process

TxDOT-Supported

- New parking capacity
- Industry-provided truck parking
- Emergency and evacuation staging
- Innovative partnerships
- Manage curbside truck parking

REAL REGIONAL EXPRESS ACCESS LANES

connectsmart

I-10 CONNECTS TPAS TRUCK PARKING AVAILABILITY SYSTEM

Port of PORT ARTHUR

PORT OF BEAUMONT

GALVESTON WHARVES

I-10 Truck Parking Availability System (TPAS)

- Partnership between California, Arizona, New Mexico, and Texas.
- Provides real-time truck parking availability information.
- Deployed at 37 sites along the corridor.
- Funded through federal grant.

I-10 CONNECTS TPAS
TRUCK PARKING AVAILABILITY SYSTEM

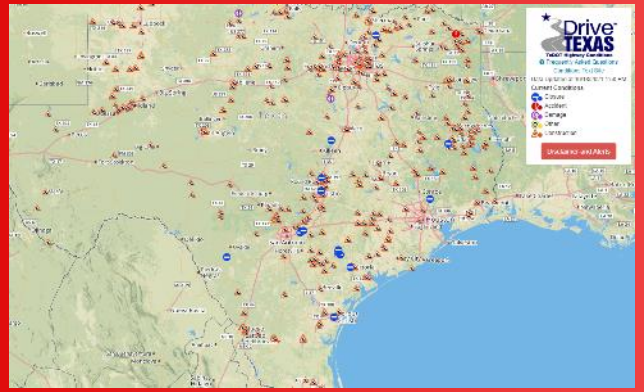
I-10 Texas TPAS

- TPAS will be implemented at ***16 safety rest areas*** and ***2 travel information centers*** in Texas
- ***6 projects*** totaling ***$7.2M*** let by ***ELP, ODA, SJT, SAT, YKM, and BMT*** Districts (via Statewide Construction letting)
- Districts are leading construction, inspection, and ongoing management

Now under construction

How TPAS Information is Shared

Roadside Truck Parking Signs

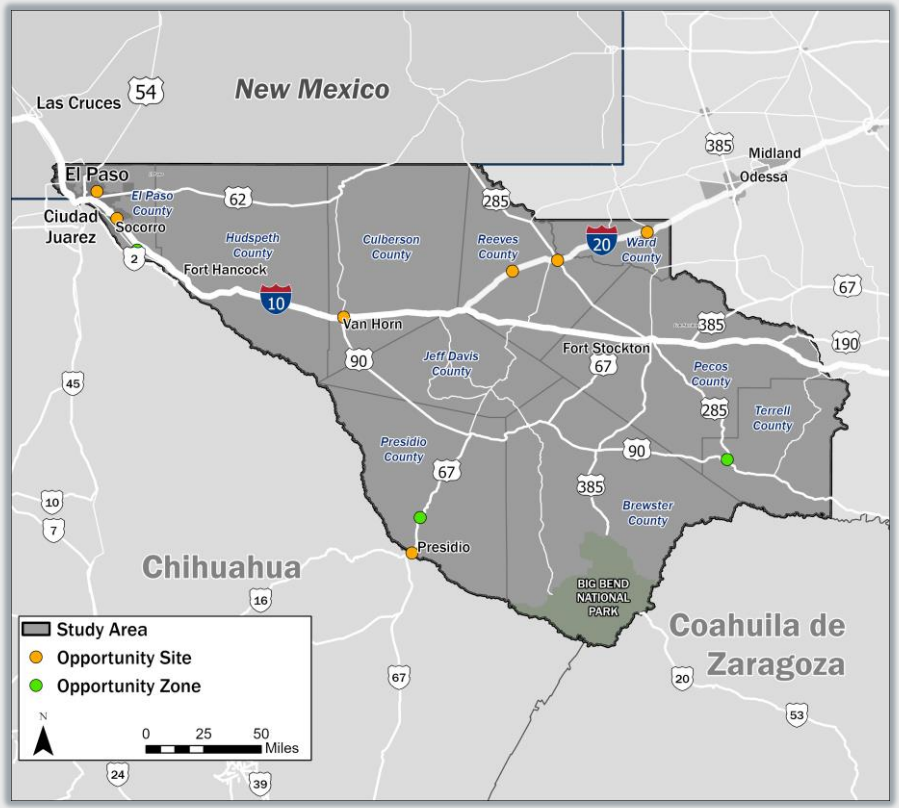


Integrated into DriveTexas™

Private (3rd-party) Smartphone or Web Traveler Applications

In-cab Integrated System

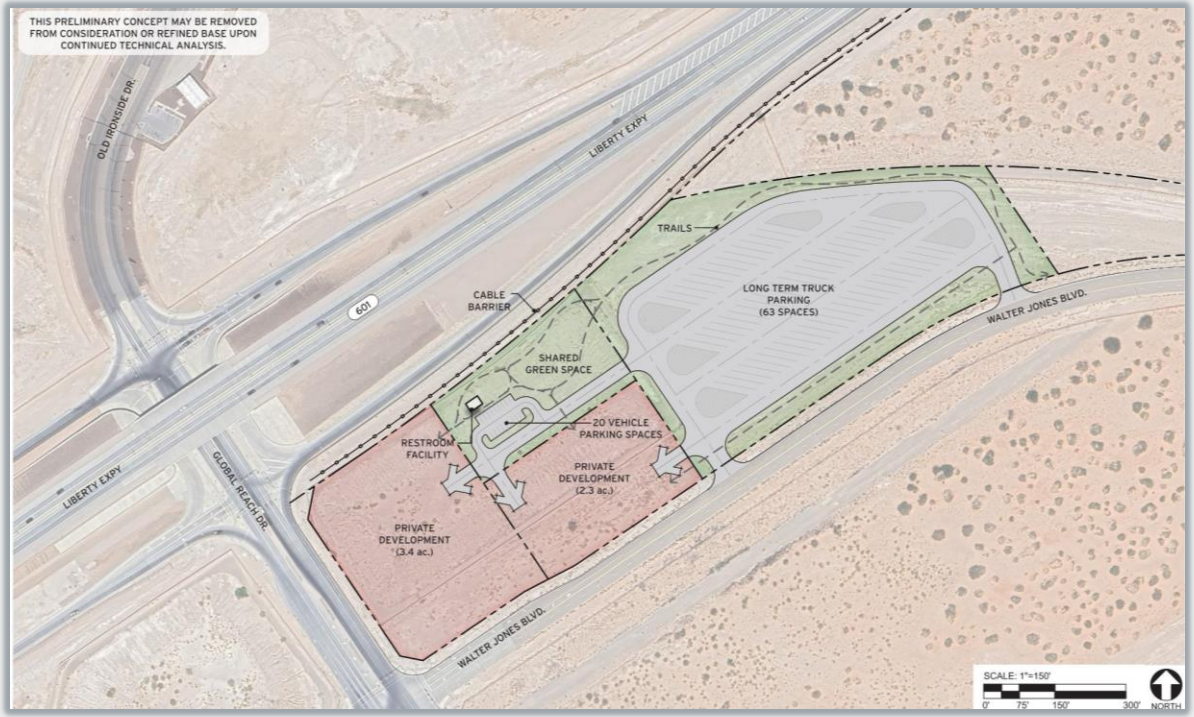
El Paso and Far West Truck Parking Opportunity Sites



- Opportunity sites are targeted at critical infrastructure needs.
- Project and district staff are working with local partners to assess ways to accelerate freight infrastructure development.

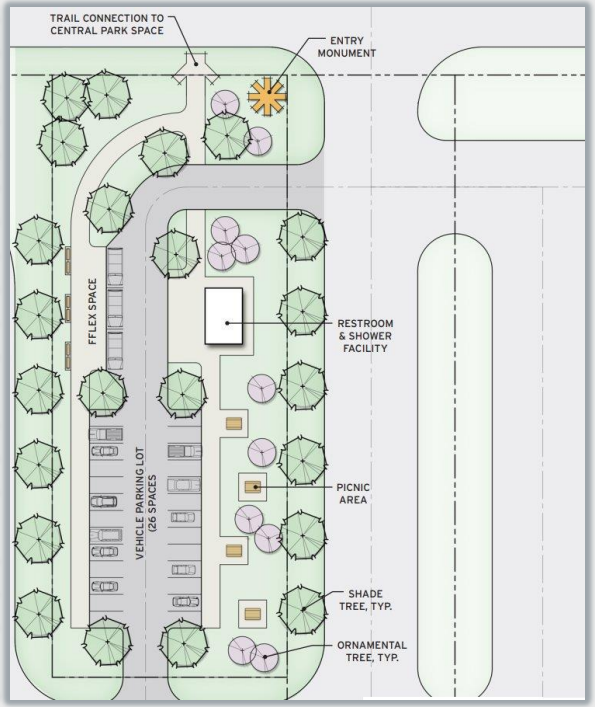
El Paso/Far West Texas: New Truck Parking Capacity Example

- 601 Corridor Business proposed development will bring heavy manufacturing and warehousing to El Paso.
- The El Paso Airport is supportive of a truck staging site within the area.



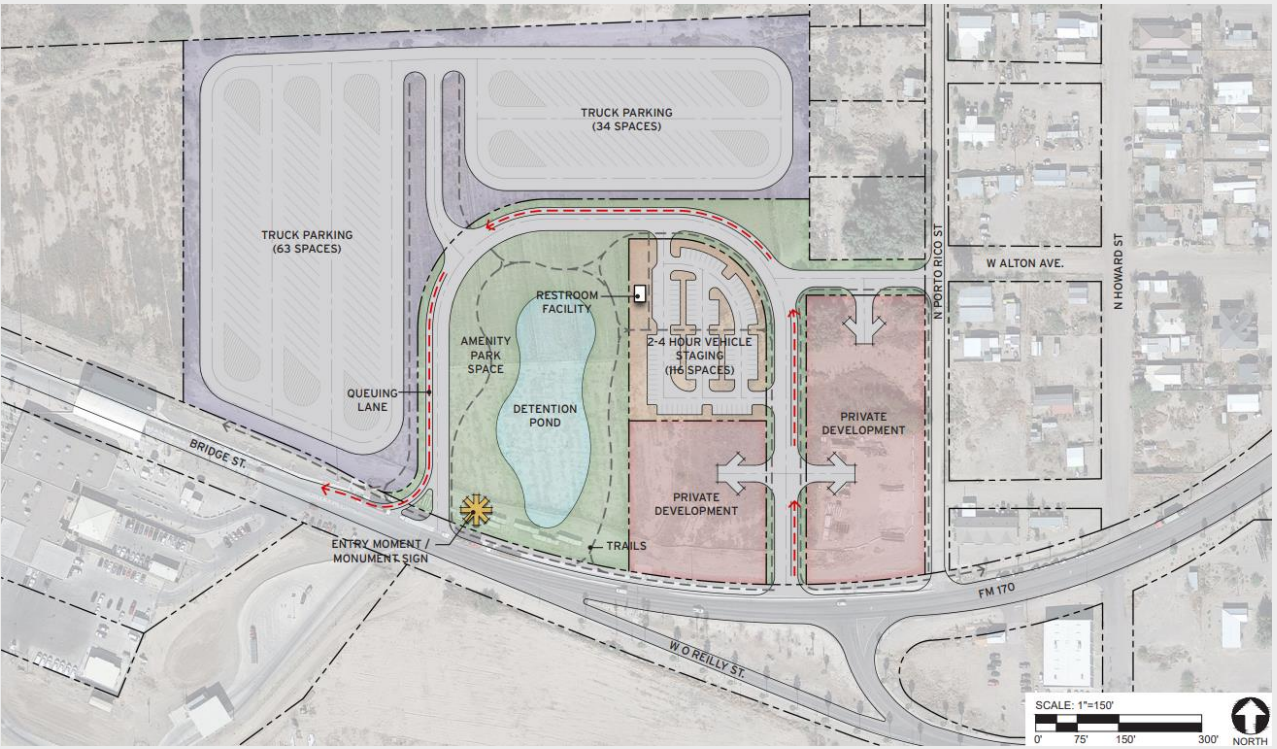
This preliminary opportunity site was identified during the planning process for its potential to support truck parking improvements. Further analysis, design and funding will be required to advance this concept.

Opportunity Site Example: Pecos, I-20, and US 285



This preliminary opportunity site was identified during the planning process for its potential to support truck parking improvements. Further analysis, design and funding will be required to advance this concept.

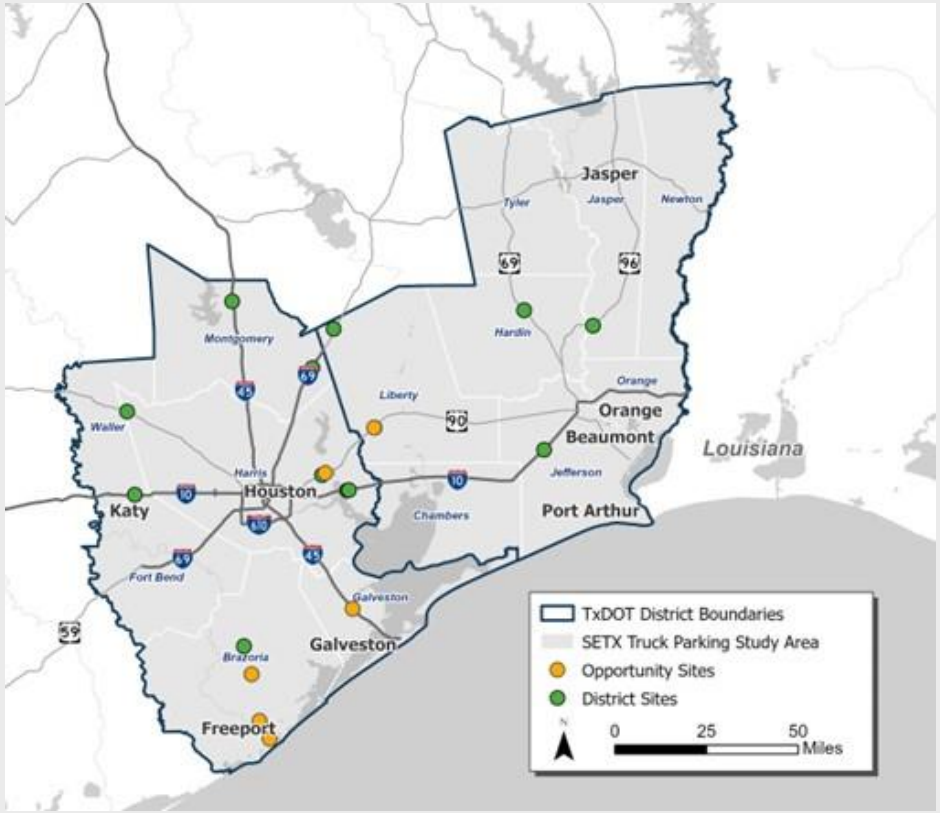
Opportunity Site: Presidio (TxDOT Supported)



- Overnight and staging truck parking that can accommodate oversized vehicles with lighting.
- Vehicle parking, restrooms, open space, detention, shade structures, and trails.
- Shopping center, fuel, goods, services, restaurants, hotel, etc.

This preliminary opportunity site was identified during the planning process for its potential to support truck parking improvements. Further analysis, design and funding will be required to advance this concept.

Southeast Texas Truck Parking Opportunity Sites

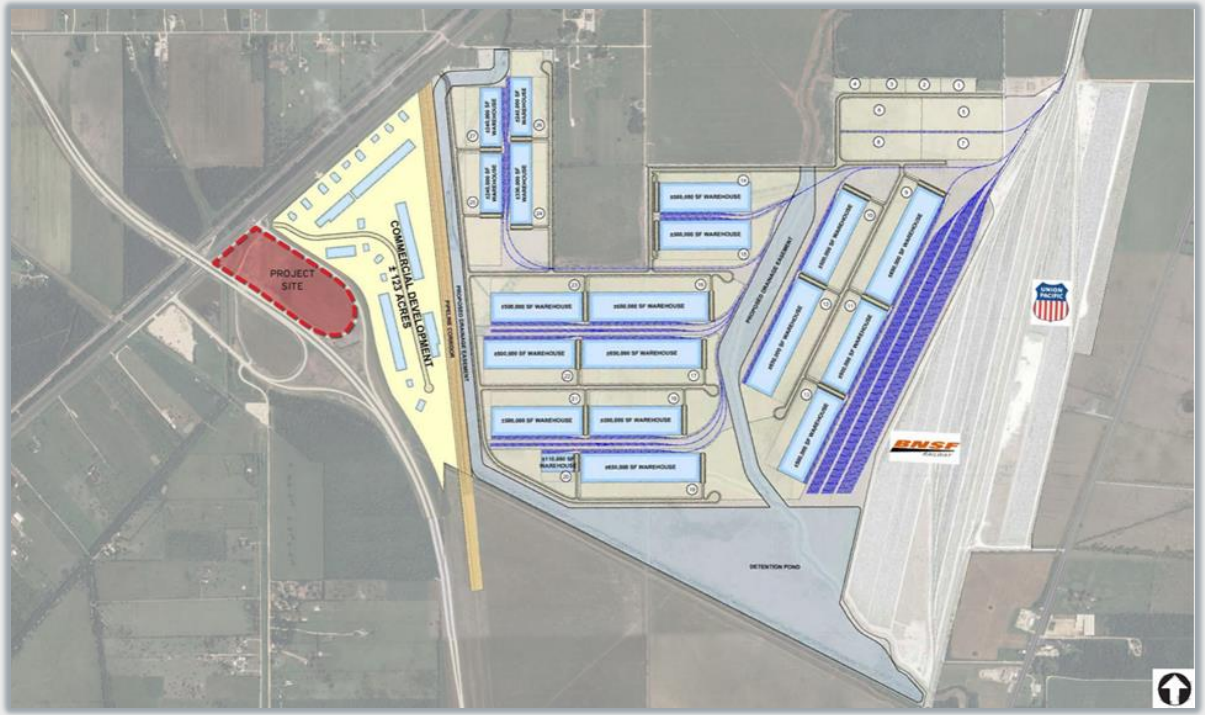


- Opportunity sites identified by the Houston and Beaumont Districts and regional stakeholders.
- Project and district staff have prioritized sites for conceptual design support.
- Sites are being developed to support specific local needs.

US 90 & Grand Parkway

- BNSF and
  UP logistics center

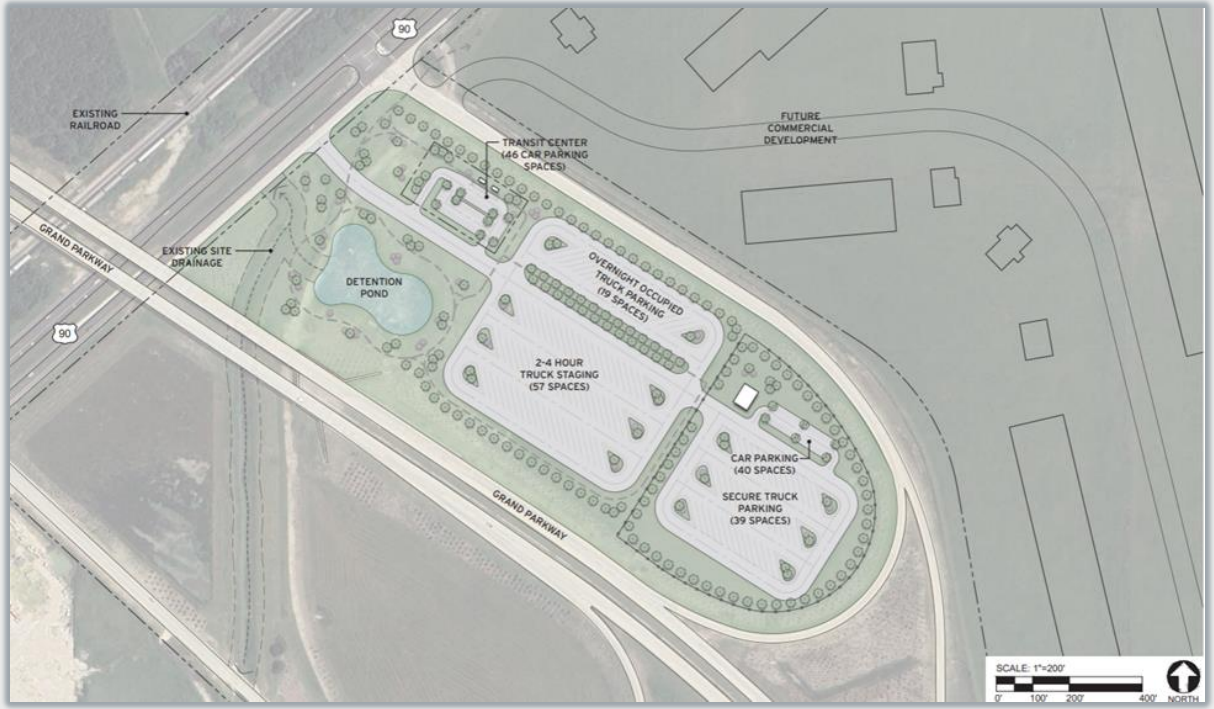
- Planned commercial
  development



This preliminary opportunity site was identified during the planning process for its potential to support truck parking improvements. Further analysis, design and funding will be required to advance this concept.

Parking Capacity on TxDOT ROW

- Overnight, staging and owner-operator truck parking
- Lighting
- Restrooms
- Detention
- Trail connections
- Transit and Park and ride



This preliminary opportunity site was identified during the planning process for its potential to support truck parking improvements. Further analysis, design and funding will be required to advance this concept.

2022 REAL Plan Houston District

The REAL Plan is a comprehensive plan to present a long-term vision for the future that shows how the transportation network will evolve over time to move people and goods.

The REAL Plan includes an interconnected multimodal transportation system to provide access to opportunities for the entire region.

REAL hubs

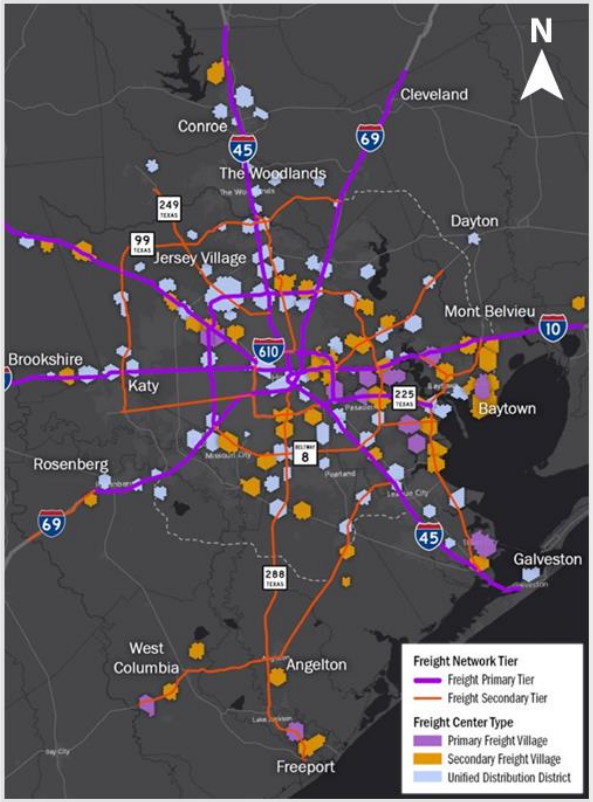


Figure 1: Recommended REAL Goods System

Additional Policies and Programs (TxDOT Led)

Integrate truck parking into the project development process

Evaluate excess ROW for truck parking viability

Allow truck-parking in auto-designated areas at existing public facilities during off-hours

Integrate truck parking into **the Planning Process and the Strategic Highway Safety Plan (SHSP).**

Enhanced Truck Parking Areas

Dynamic message signs

Reservation System

Retail Shops

Pre-Conditioned Air

Lodging Options

Restaurants

Wifi and Charging

Alternative Fuels

Rural $22M – Freight Parking

2025-2026 RURAL Grant Awards $22M from USDOT utilized deliverables from the ongoing Southeast Texas Truck Parking Action Plan.

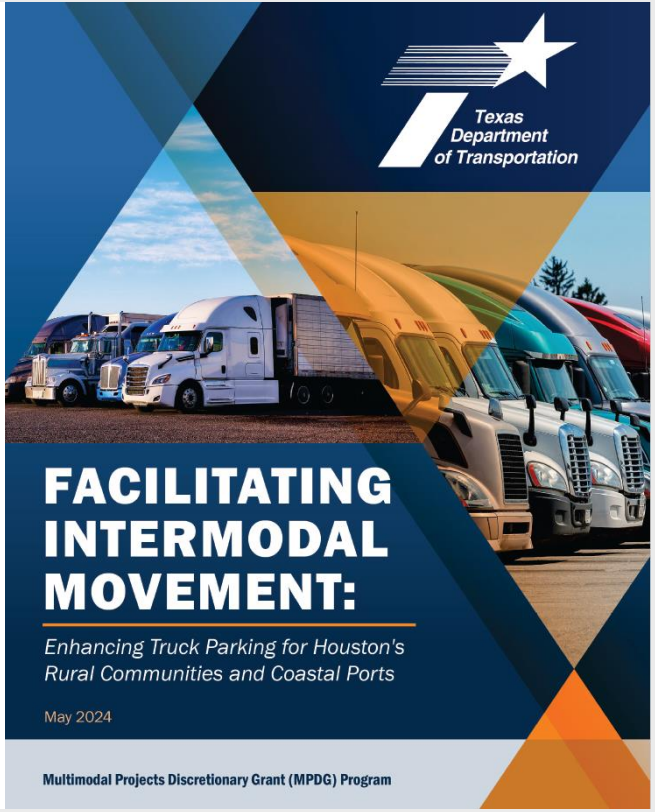
U.S. Department of Transportation

1200 New Jersey Avenue SE
Washington, DC 20590

Project Name: Enhancing Truck Parking for Houston
Applicant: Texas Department of Transportation
Rural Grant Funding: $22,253,040
Funding Source: Rural FY 25 Small - $11,344,905; Rural FY 26 Small - $10,908,135
Estimated Future Eligible Project Costs: $27,816,300

Project Description: The project will construct two freight intermodal facilities that include truck parking for short-term/drayage and long-term owner/operator needs while also providing electric vehicle charging stations for freight and passenger vehicles. The project will also construct vanpool/carpool parking and a transit center to improve multimodal options. Both sites will include accessible sidewalks and shared use paths.

Congratulations! The project above was selected to receive an MPDG FY 2025-2026 Rural grant.



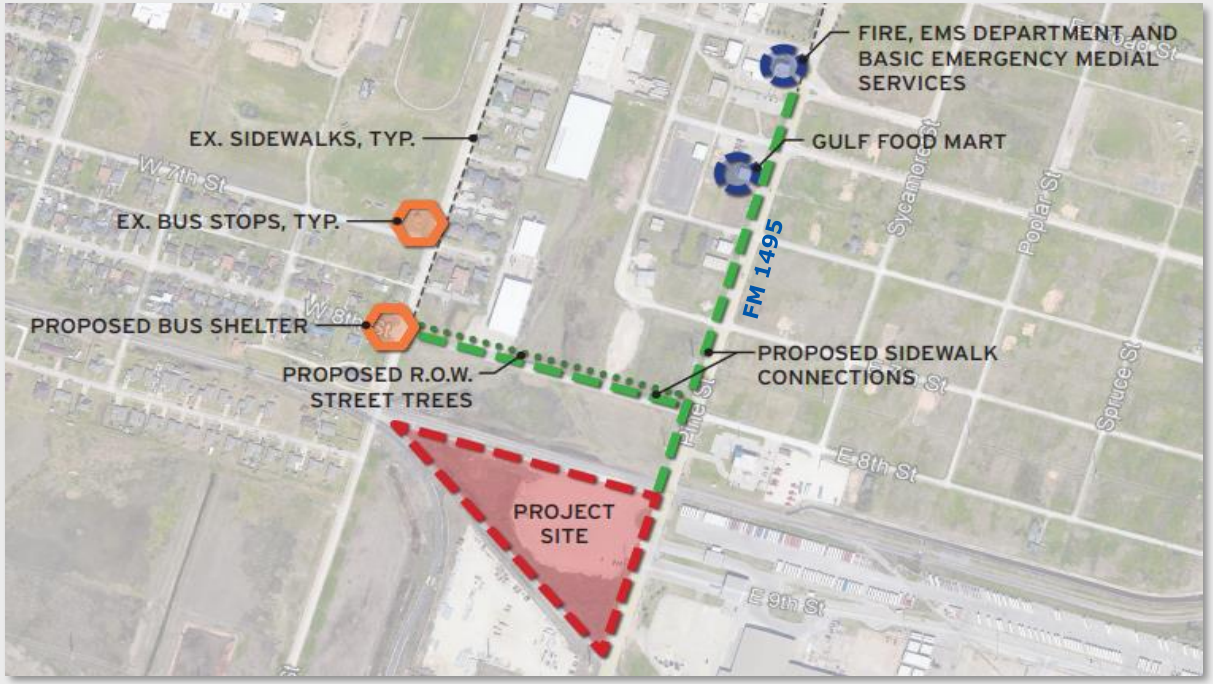
Port Freeport Site

- Innovative TxDOT and Port Freeport partnership.
- Outside the gate project
- Build 35 truck parking.
- Staging area truck parking with an office for Port Freeport staff.
- Pre-clearance area reducing unsafe queuing along FM 1495.
- EV charging stations
- Project to be included in the 2026-2027 Port Mission Plan.

This preliminary opportunity site was identified during the planning process for its potential to support truck parking improvements. Further analysis, design and funding will be required to advance this concept.

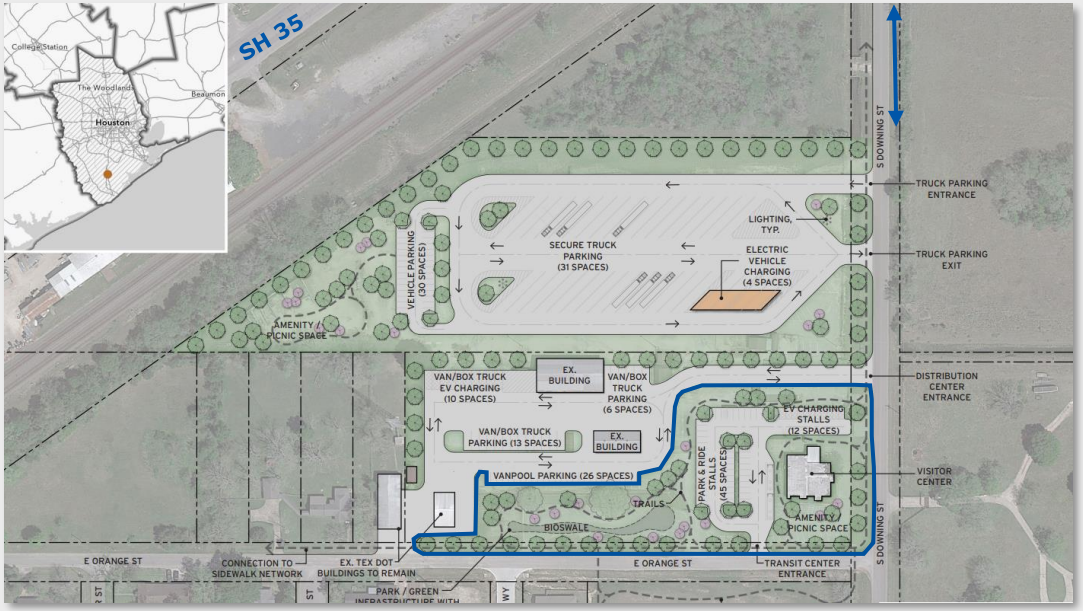
Port Freeport Site

- Provides sidewalks to nearby amenities.
- Increases affordable mode choices, such as transit.
- 9 Letters of support
- Partnerships:



City of Angleton Site

- Innovative location – **abandoned Area Office** to build **31 truck parking**, and other amenities.
- **Other modes:** carpool, vanpool and Park and Ride.
- **Staging for event management**: Proximity to Brazoria County Fairgrounds
- **Partnerships:**



City of Angleton
Ped/Bike Subcommittee

Questions

Thank you for attending

- **TxDOT Project Manager**

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- **TxDOT Houston District**

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Texas Department of Transportation

The following slides were presented by Linehaul Station, LLC, invited by the Texas Department of Transportation (TxDOT) as a part of the:
Innovations in Freight–Guest Speaker Series

TxDOT does not necessarily endorse Linehaul Station, LLC or the views expressed herein.


LH
LINEHAUL
STATION
Texas
Department
of Transportation
TEXAS FREIGHT
ADVISORY COMMITTEE

IT'S TIME TO *RE-THINK* TRUCKING

LINEHAUL STATION

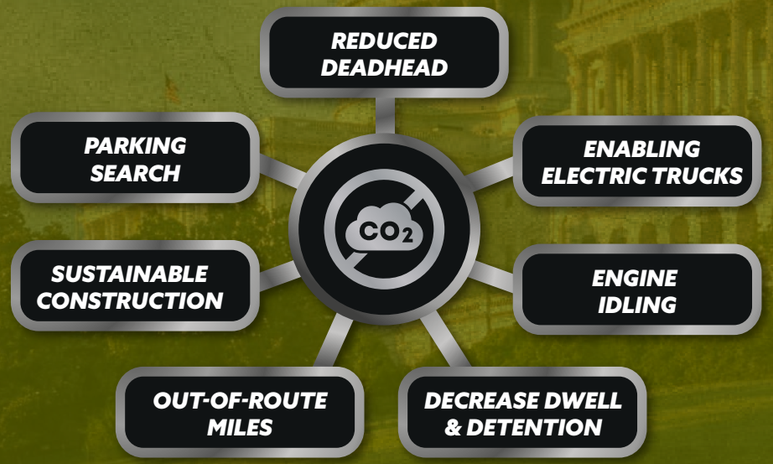
- ★ Low Asset Utilization / Shrinking Profits
- ★ Rising Insurance Claims & Cost
- ★ Unsafe & Illegal Truck Parking
- ★ Growing Driver Shortage
- ★ Driver Turnover & Recruiting
- ★ Shipper Detention & Delay
- ★ Surging Freight Theft

LINEHAUL STATION

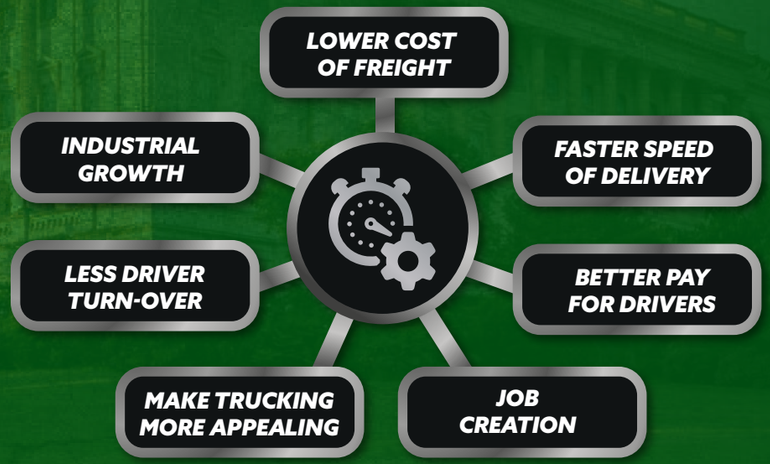
SOLVING THE *BIG* PROBLEMS

INFRASTRUCTURE

DECARBONIZATION



EFFICIENCY



EVERYONE WINS...

PARKING *IS* THE HEADLINES

Transport Topics

Gregory Van Tighem | Special to Transport Topics January 10, 2023 11:21 AM, EST

Truck Parking Is Top Issue for Drivers

Truck Stops Search for Solutions

A Love's Travel Stop in Patterson, Calif. (Love's Travel Stops)

The New York Times

America's Truckers Face a Chronic Headache: Finding Parking

Parking spots for trucks are in short supply around the country, and the problem can lead to unsafe situations for long-haul truck drivers and other motorists.

TRANSPORT DIVE

Buttigieg announces nearly $40 million in grants to expand truck parking

The money will pay for additional parking in Florida and Tennessee, plus tech to help drivers find open spaces.

Published Oct. 3, 2022

CCJ

Tom Quimby

BUSINESS | WORKFORCE DEVELOPMENT

'People have to feel like we give a damn': Empathy, respect key to driver retention

Driver survey comments mostly focus on dispatchers and 'it isn't likely to be positive.'

We might be having the completely wrong conversation about truck parking

Academic touts tax dollar-free solution to the truck parking dilemma

Rachel Premack • Thursday, July 28, 2022 9 minutes

More than half of truck drivers park illegally at least three times a week, according to the American Trucking Associations.

FREIGHTWAVES

Minneapolis goes ahead and enacts sweeping truck parking restrictions

Optimism from trucking officials that process had been slowed proved false; ban on 26,000-pound trucks citywide

John Kingston Monday, July 26, 2021 3 minutes read

"The Minnesota Trucking Association ***is extremely disappointed with the action of the Minneapolis City Council,*** It not only bans on-street parking for commercial trucks but it provides no meaningful city resources to address the need for safe truck parking."

THE WALL STREET JOURNAL.

English Edition | Print Edition | Video | Audio | Latest Headlines | More

BUSINESS

Study Finds Shortage of Truck Parking a 'Safety Concern'

The FHA's survey is the latest and most comprehensive attempt to tackle the problem

By Betsy Morris Follow

Aug. 21, 2015 12:01 am ET

Share Resize 20

When drivers were asked to identify problem parking regions, the mid-Atlantic area ranked first. PHOTO: KYLE GRANTHAM FOR THE WALL STREET JOURNAL

Truck Parking in the Spotlight on Capitol Hill

House Transportation and Infrastructure Committee to Vote on Key Legislati

Dan Ronan | Senior Reporter
January 9, 2024 6:11 PM, EST

Truck Parking Front and Center at TRB

Discussions Emphasize Funding, Expanding Capacity

(vitpho/Getty Images)

[Stay on top of transportation news: Get TTNews in your inbox.]

WASHINGTON — Transportation officials meeting at the Transportation Research Board Annual Meeting heard several proposals to solve the truck parking shortage.

DRIVER SHORTAGE IS GROWING

How the Transportation Industry Is Handling an Aging Driver Population and Worker Shortage

Ray Ramu is the Executive Vice President and Chief Customer Officer of Saia, an American less-than-truckload (LTL) freight shipping and logistics company. In a Q&A, he answers questions about some of the most pressing issues facing the transportation industry today, and

Driver Pool is Retiring
Average Age is 54

Transport Topics

ATRI Research Identifies Challenges for Female Truck Drivers

But Outlines Many Reasons That Many Women Get Behind the Wheel

ATRI research found that women are drawn to driving careers for the income potential. (ATRI)

Only 7% of
Drivers Are Female

The New York Times

The Real Reason America Doesn't Have Enough Truck Drivers

A 1,000-mile journey through the middle of America reveals the fundamental reason for truck driver shortages: It is a job full of stress, physical deprivation and loneliness.

Share full article 1.1K

Most Young People
Reject the Lifestyle

HOW LONG CAN THIS LAST?

COMPENSATION IS LAGGING

CONSTRUCTION JOBS

$38.50

AVG. 40 HR WEEK

MANUFACTURING JOBS

$34.50

AVG. 46 HR WEEK

PRIVATE FLEET DRIVER

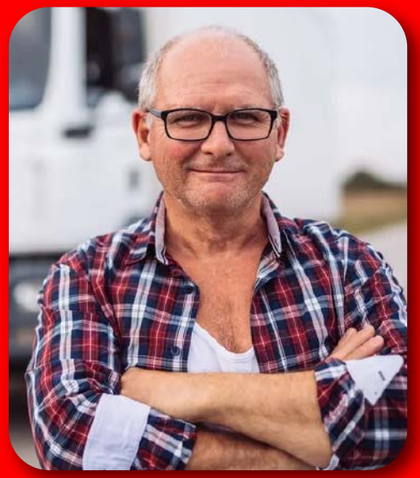
$30.00

AVG. 52 HR WEEK

PORT WORKER

$24.75

INCREASING TO $32



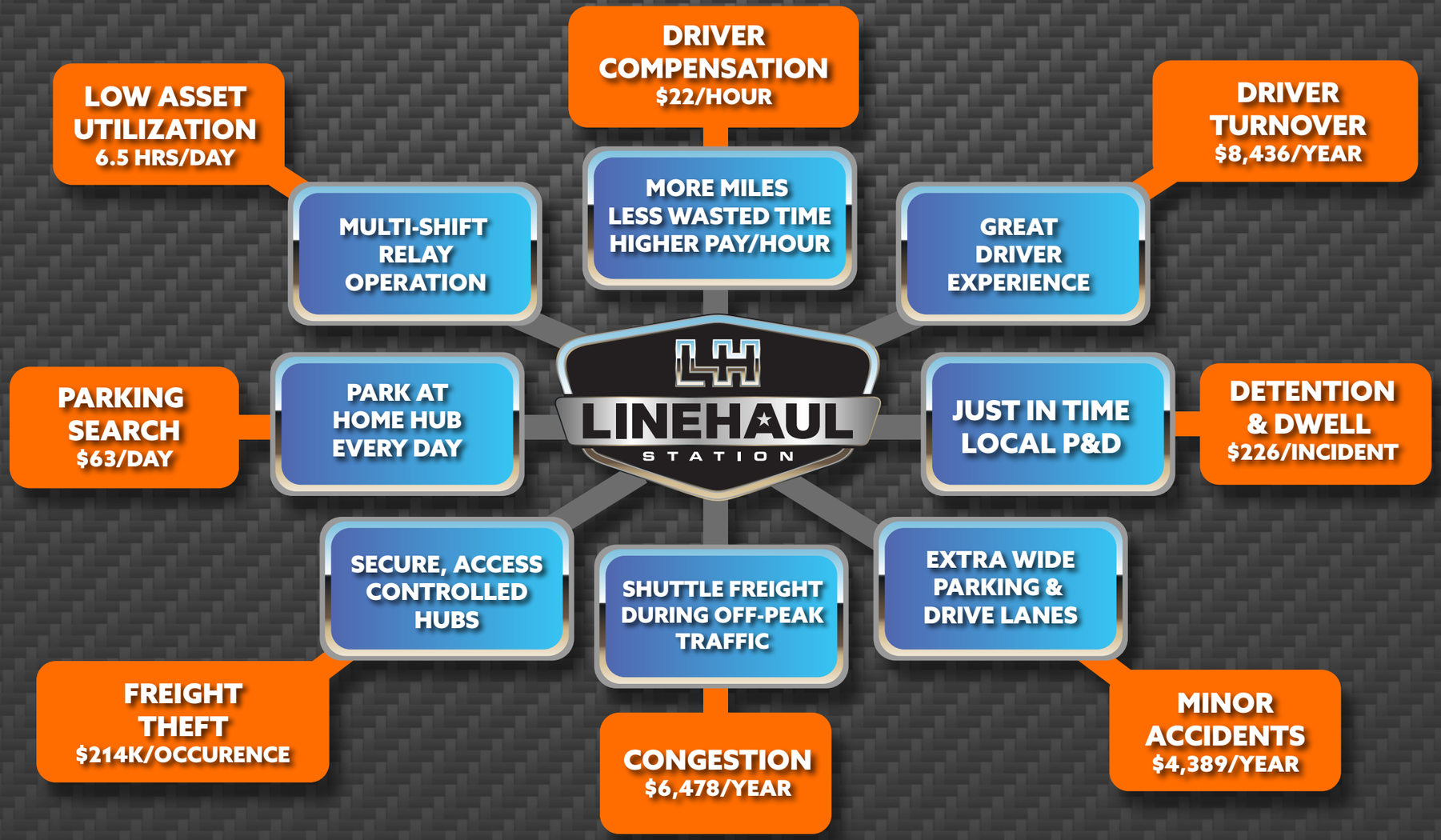
COMPANY DRIVER

$22.00

AVG. 60+ HR WEEK

DUE ONLY TO WASTED HOURS

DRIVING INDUSTRY SOLUTIONS



Imagine...

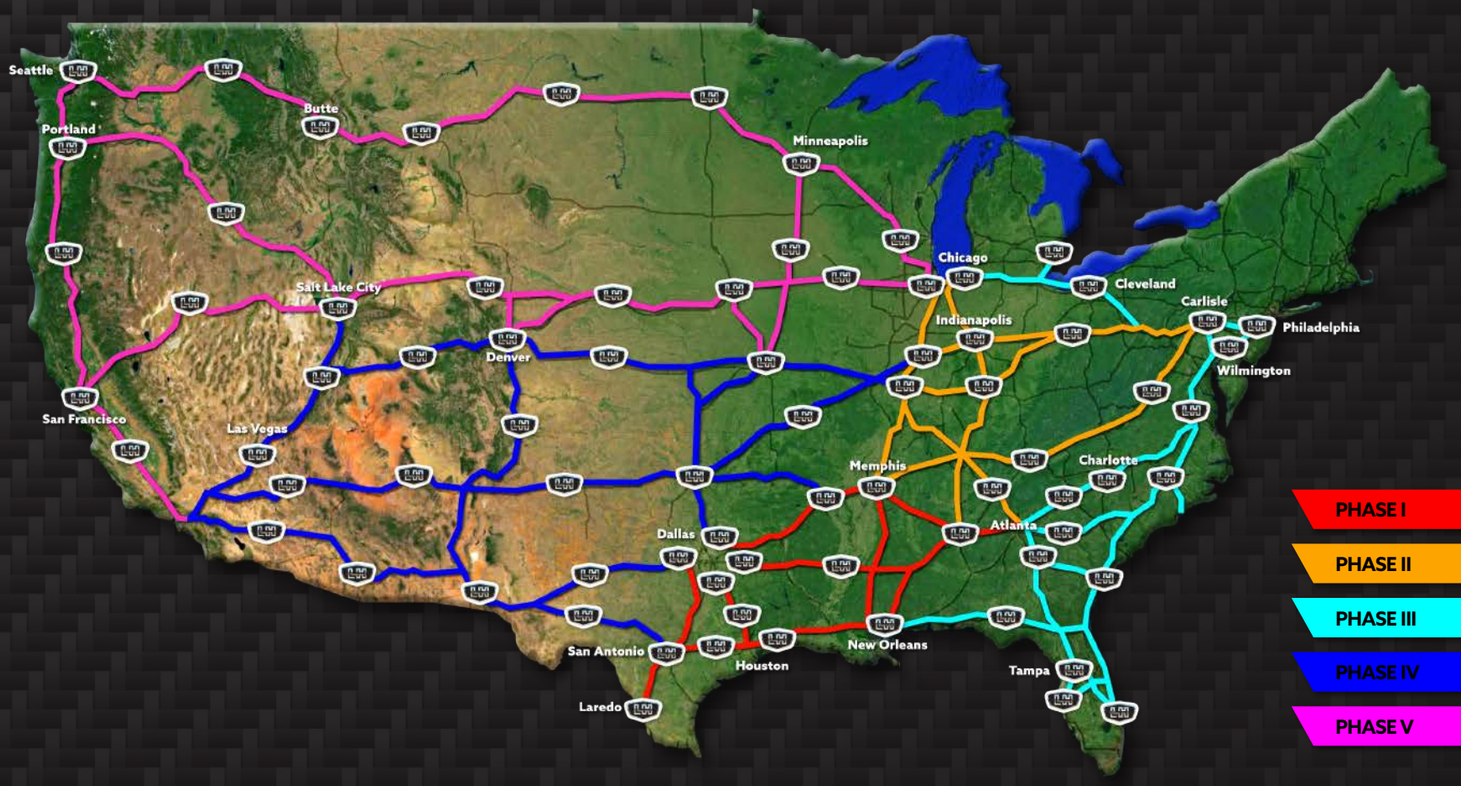
A National, Member-Only Shared-Space Terminal Network that delivers critical fleet services and driver amenities in dozens of locations across the country to truckload carriers of all sizes.

★ ★ ★

This Universal Network also enables a Freight Relay System that efficiently operates like a Modern-Day Pony Express to Increase Asset Utilization, Reduce Transportation Costs, and Optimize Speed of Delivery.

LINEHAUL STATION

★ ★ ★ AMERICA'S ★ ★ ★ FREIGHT RELAY NETWORK



CONNECTING MAJOR MARKETS WITH 50+ HUBS

NATIONAL FULL-SERVICE, SHARED-SPACE TERMINAL & RELAY NETWORK

★ ★ ★ ★ ★

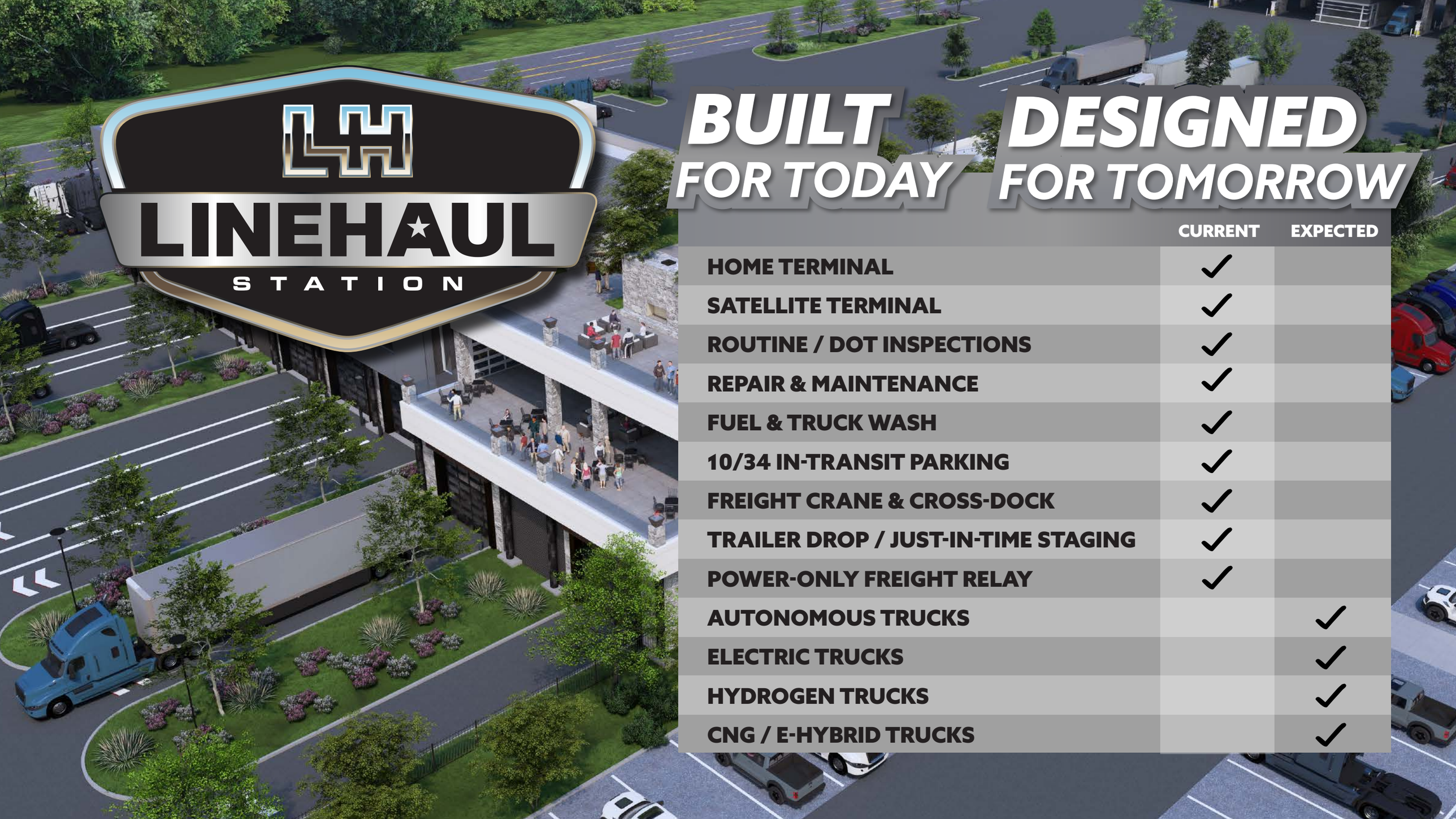
SIMPLE OBJECTIVES

★ ***FASTER*** - Speed of Freight Delivery

★ ***BETTER*** - Customer Service to Shippers
Work Conditions for Drivers

★ ***CHEAPER*** - Cost of Trucking

Ready to Roll.



BUILT FOR TODAY DESIGNED FOR TOMORROW

	CURRENT	EXPECTED
HOME TERMINAL	✓	
SATELLITE TERMINAL	✓	
ROUTINE / DOT INSPECTIONS	✓	
REPAIR & MAINTENANCE	✓	
FUEL & TRUCK WASH	✓	
10/34 IN-TRANSIT PARKING	✓	
FREIGHT CRANE & CROSS-DOCK	✓	
TRAILER DROP / JUST-IN-TIME STAGING	✓	
POWER-ONLY FREIGHT RELAY	✓	
AUTONOMOUS TRUCKS		✓
ELECTRIC TRUCKS		✓
HYDROGEN TRUCKS		✓
CNG / E-HYBRID TRUCKS		✓

THIS IS *YOUR* TERMINAL NETWORK

PRIVATE FLEETS

FOR-HIRE CARRIERS

FREIGHT BROKERS

OWNER OPERATORS

COMPANY DRIVERS

YOU CHOOSE HOW TO *LEVERAGE THE NETWORK*
TO EXPAND YOUR FOOTPRINT & INCREASE PRODUCTIVITY

LINEHAUL STATION

★ 50 Acre Regional Hubs ★

★ 1,035 Tractor/Trailer/Flex Spaces ★

★ High Security & Surveillance ★

★ Cross-Dock Building ★

★ Full-Service Repair Shop ★

★ Truck Wash ★

★ Private Drivers Club ★

A Private Driver's Club That Has No Comparison.

Outriders is an industry original, built on the cornerstone of driver courtesy and mutual respect, that is committed to creating an unparalleled experience for each and every member.

With over 25,000 square feet of fantastic amenities, drivers will feel like they have exclusive membership to the "Rig Carlton"!

LINEHAUL STATION
OUTRIDERS
DRIVERS CLUB

AMENITIES

- ★ Sports Lounge & Fireplace
- ★ Skydeck & Firepits
- ★ Apparel & Gear Shop
- ★ Private Meeting Room
- ★ Vintage Barbershop

DINING

- ★ Members-Only Club
- ★ Rotisserie Craft Kitchen
- ★ Coffee, Cold Beverage & Juice Bar
- ★ Open-Air Dining Experience
- ★ Grab-and-Go Snacks

ENTERTAINMENT

- ★ Billiards & Game Tables
- ★ Cornhole Courts
- ★ Virtual Trap & Skeet
- ★ Digital Gamers Den
- ★ Driving & Flying Simulators


LINEHAUL STATION
OUTRIDERS
DRIVERS CLUB
HEALTH & WELLNESS
★ Fitness Studio
★ Magnificent Locker Rooms
★ Private Shower Suites
★ Urgent Care
★ Underground Storm Shelter
OVERDRIVE

Keep The Wheels Rolling

Fleets face a myriad of challenges with small, independent repair shops across the country. The focus of LineHaul Station is to unify a fleet services program with the highest level of expertise and customer service across the entire terminal network.

Inspections

Maintenance

Truck Wash

Cross Dock

FLEET SERVICES

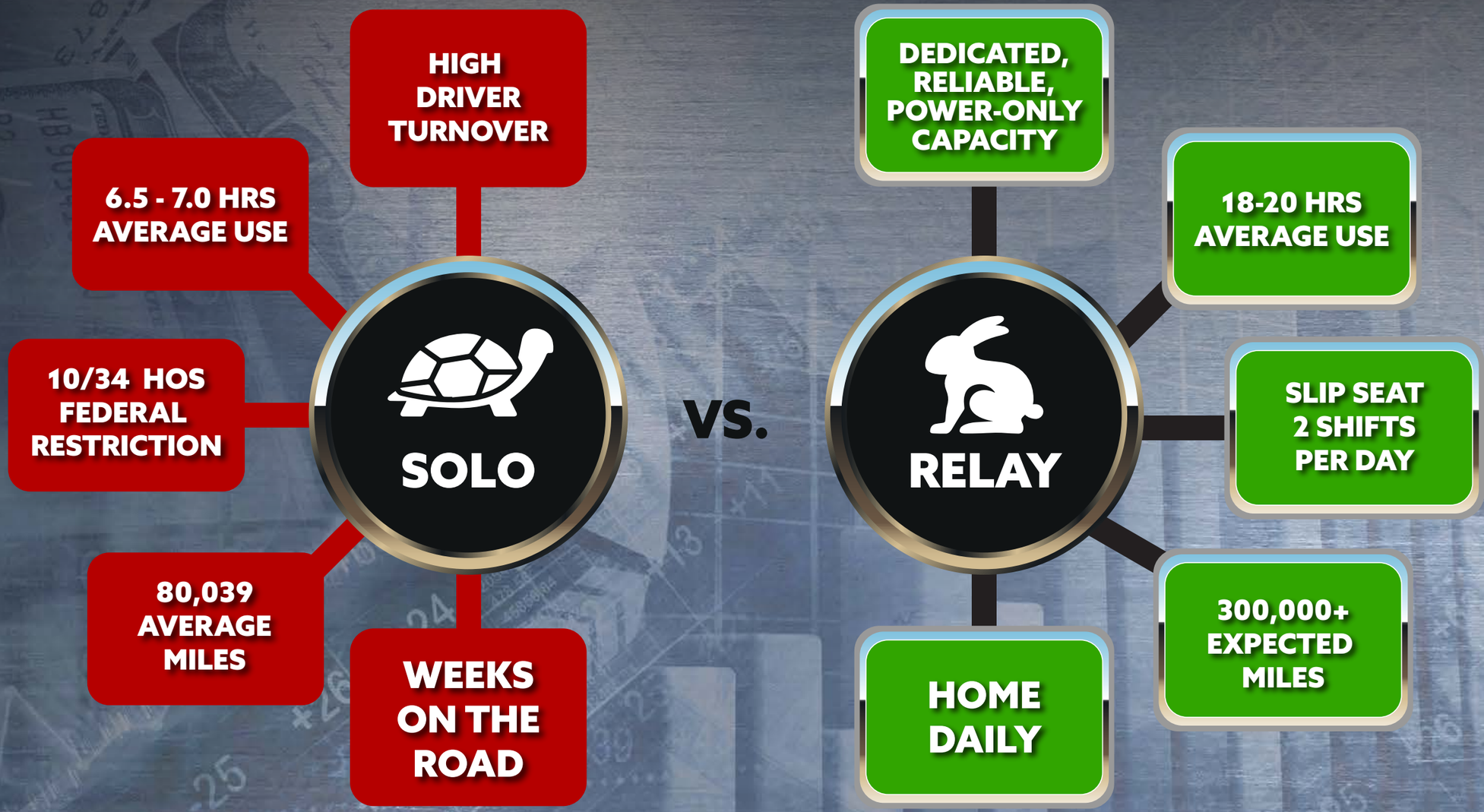
The Fleet Services team will be staffed with veteran service managers and top-notch technicians to ensure that inspection, maintenance and repair is done right the first time.

Avoiding breakdown maintains dependable on-time delivery.

FREIGHT RELAY IS *A GAME CHANGER*

LINEHAUL STATION

A POWERFUL SHIFT OF ASSET UTILIZATION



ALL RELAY COSTS & METRICS ARE PROJECTED AND SUBJECT TO INDEPENDENT VERIFICATION

AVERAGE COST OF TRUCKING

PRIVATE FLEETS **$3.62** PER MILE

FOR-HIRE FLEETS **$2.91** PER MILE

RELAY FLEETS **$2.41** PER MILE

RELAY INCREASES ASSET UTILIZATION BY 3X - 4X
& REDUCES OPERATING COST BY UP TO 30%

HOW IT WORKS

MOST MAJOR MARKETS - INTERCONNECTED SYSTEM

MULTIPLE HUBS PER CITY - PRIMARY INTERSTATES

650 TRUCKS PER HUB ROLL TWICE A DAY

1,300 OUTBOUND / 1,300 INBOUND LOADS PER DAY

ESG HAPPENS NATURALLY

We don't specifically invest in ESG that is motivated politically or by undue public pressure. Rather, we invest in operational efficiency that is economically advantageous and demonstrates social responsibility. The sustainability benefits derived, that are immediate & measurable, are the natural result of a better system that will benefit our world for generations to come.

DECARBONIZATION

- ★ Eliminate Deadhead
- ★ Eliminate Out of Route Miles
- ★ Less Engine Idling (Shorepower)
- ★ Enabling Electric Vehicles

SOCIAL RESPONSIBILITY

- ★ Improve Supply Chain Sustainability
- ★ Create Safer Roads / Less Congestion
- ★ Better Quality of Life for Drivers
- ★ Greater Access to Truck Parking

COST/PRICING
ECONOMICS IS THE HURDLE

BUYING AN EXISTING TERMINAL

$85,464

AVG COST PER SPACE

- ★ 153 PROPERTIES
- ★ AVG. AGE OF 44 YEARS
- ★ 45% RANGED FROM $100K - $533K

ATRI 2025 TRUCK PARKING STUDY

$113,000

AVG COST PER SPACE

- ★ NEW 2025 STUDY
- ★ MULTI-STATE SURVEY

US DOT TRUCK PARKING PROJECT

$153,000

AVG COST PER SPACE

- ★ 2 PROJECTS IN 2022
- ★ FLORIDA & TENNESSEE
- ★ 245 TOTAL SPACES

BUILDING A NEW TRUCK TERMINAL

$160,000

AVG COST PER SPACE

- ★ 10 ACRE PROPERTY
- ★ 20,000 SF BUILDING
- ★ 90 SPACES

LINEHAUL STATION LEADERSHIP

JEFF SWENSON
Founder & CEO

Jeff is a seasoned entrepreneur who has held leadership roles in the planning, design, sales and construction of more than $2 billion worth of urban residential, commercial & logistics-related real estate development over the past 40 years. The portfolio includes a diverse mix of unique projects that all have a common theme of enhancing the experience of people and companies in how they live, work and play.

BOARD ADVISORS

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Senior Investment Partner
VENTURE 53

JOHN WILBUR
Senior Vice President
Merger & Acquisitions
DASEKE INC.

CRAIG HUGHES
Chairman
TOTAL TRANSIT INC

THINK FORWARD.

The enormous opportunity of building shared infrastructure for the highly fragmented and very lucrative trucking industry is unparalleled.

Our member-only offering is one-of-a-kind and freight relay is a monumental paradigm shift to significantly greater efficiency.

Ready to Roll,

Jeffrey J. Swenson
Founder & CEO

BE PART OF SOMETHING BIG

FOR ADDITIONAL INFORMATION, PLEASE CONTACT

JEFF SWENSON

FOUNDER & CEO

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Texas A&M Transportation Institute

RURAL RAIL TRANSPORTATION DISTRICTS

ALLAN RUTTER

TEXAS A&M TRANSPORTATION INSTITUTE

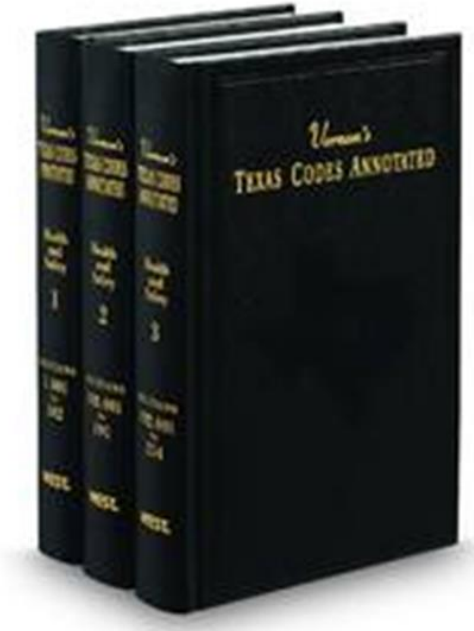
Table of Contents

Why Am I Talking About Rural Rail Transportation Districts?

- You heard about them from Rep. Jill Dutton at two TxFAC meetings in 2024 (remember these nails?)
- Chairman Emmett asked TxDOT to return with a briefing
- That’s why I’m here…

What is a Rural Rail Transportation District (RRTD)?

- Political subdivision of state government
- First authorized in 1981
- Precursor to multimodal Regional Mobility Authorities authorized in 2003 in Chapter 370, Texas Transportation Code
- Chapter 172, Texas Transportation Code amended several times (e.g., 1993, 1997, 2009, and 2011)
- Formed at County Government Level by Commissioners Court
- Single or Multi-County
- No restrictions on participation in more than one district



What is the Purpose of a RRTD?

- Original purpose was to preserve rail infrastructure and/or service
  - Preserve rail lines for agricultural transportation
  - Preserve rail lines for use by existing industrial customers in rural areas
  - Work to ensure that lack of rail service will not prevent future businesses from locating in the area
- More recently RRTD activities lean toward rail-based economic development projects

Multiple or Single-County RRTDs

Multi-county districts:

- Before 1997, RRTDs could only be formed by agreement of two or more counties to form a multi-county rail district
- Required cooperation and setting of regional goals to preserve freight rail lines/operations

Single county districts:

- Since 1997, single counties can form districts
- Has resulted in the creation of districts that are “project-specific”

Things to Know About RRTDs

- Originally authorized with eminent domain power (constrained by 2011 legislation)
- Can construct new lines or acquire and rehabilitate existing lines
- Can develop industrial parks, intermodal facilities, and/or transloading facilities
- RRTD activities are not subject to direct oversight by any other state agency

More Things to Know About RRTDs

- Can issue revenue bonds to finance acquisitions and construction
- Cannot levy or collect ad valorem taxes
- Must charge rents sufficient to maintain their properties and pay off any bonds
- May sell or lease “excess” property
- May receive real property or funding grants

Must be considered in statewide rail planning

Identified RRTD Activities

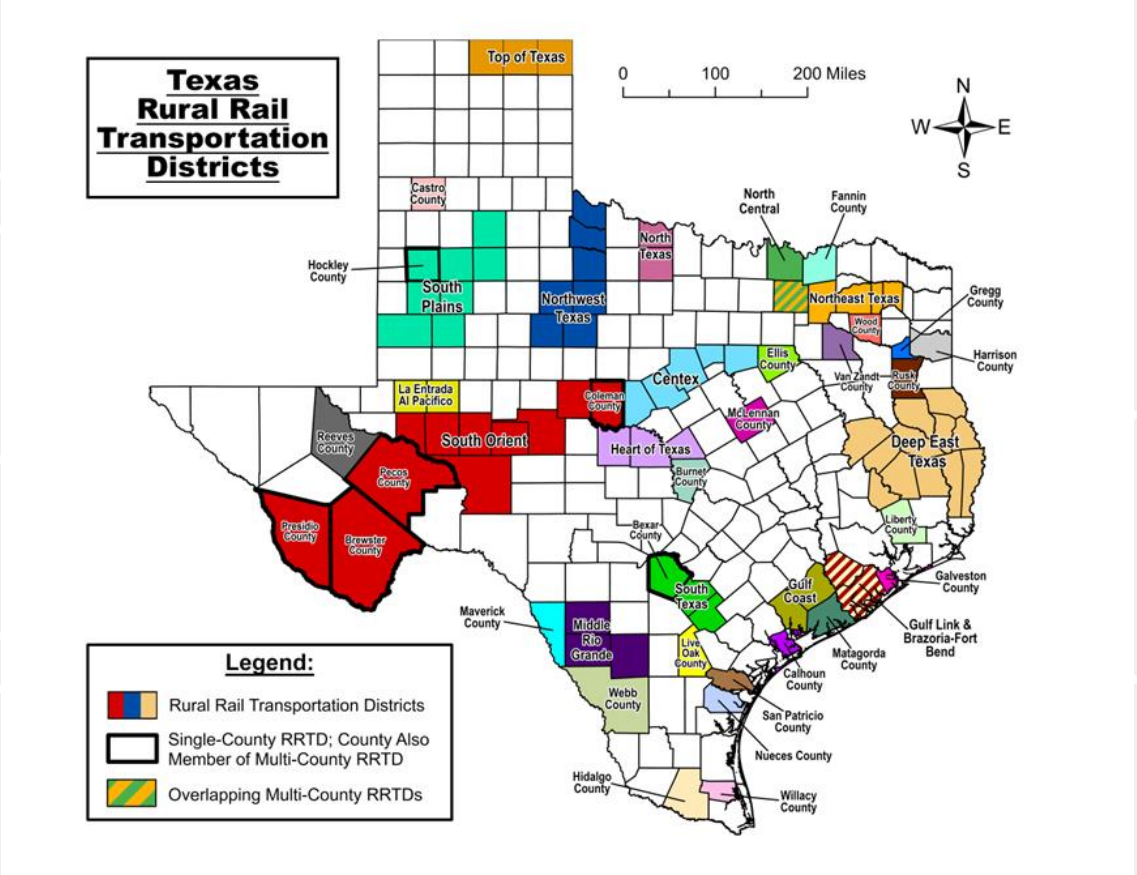
- Railroad Right-of-Way/Rail Line Ownership
  - *Purchase of Abandoned or Spur Lines, Freight Operations*
- Other Railroad-Related Activities
  - *Study of New Lines, Federal Grant Applications for Rehabilitation*
- Economic Development
  - *Industrial Park Development, Preservation of Existing Spur Lines*
- Non-Railroad Related Activities
  - *Trail Development, Potential Toll-Road in Abandoned Corridor*
- Interaction with Other Special Districts
  - *Regional Mobility Authority Plans, Commuter Rail District*
- RRTD Asset Ownership beyond RRTD Boundaries
  - *Purchase of ROW that Extends outside Counties in District/State*

RRTDs Formed in Texas

1981 to Present

	Number
RRTDs	44
Single County	28
Multi-County	16
Total Number of Counties	91

NOTE: These are our best estimates from current and previous research

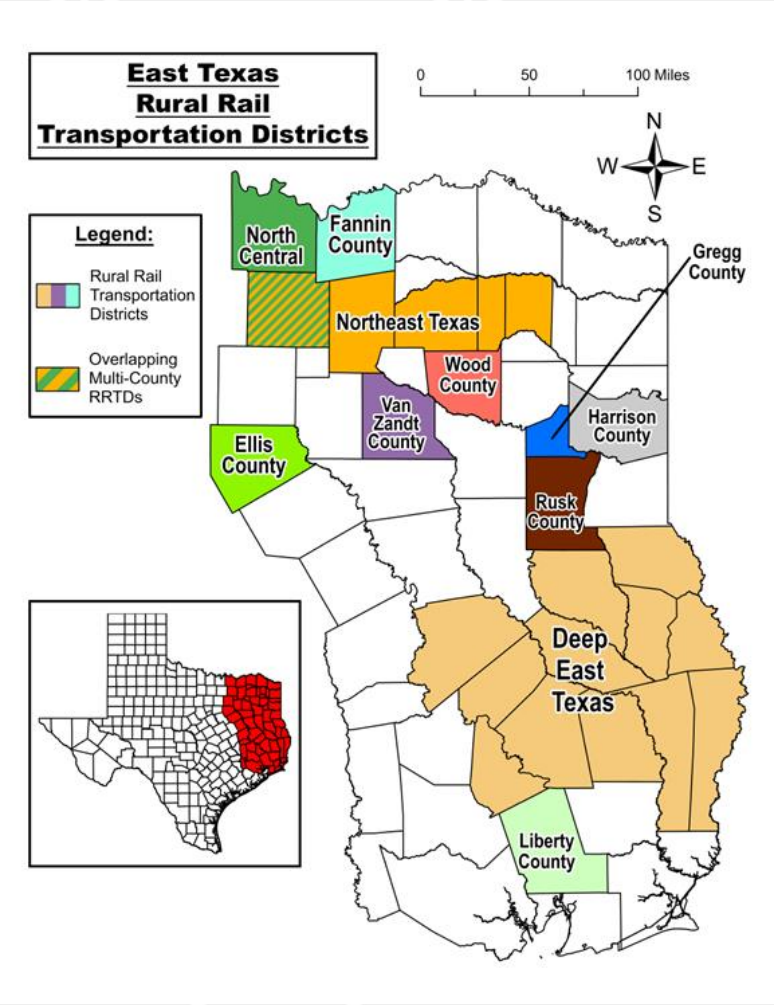


East Texas RRTDs

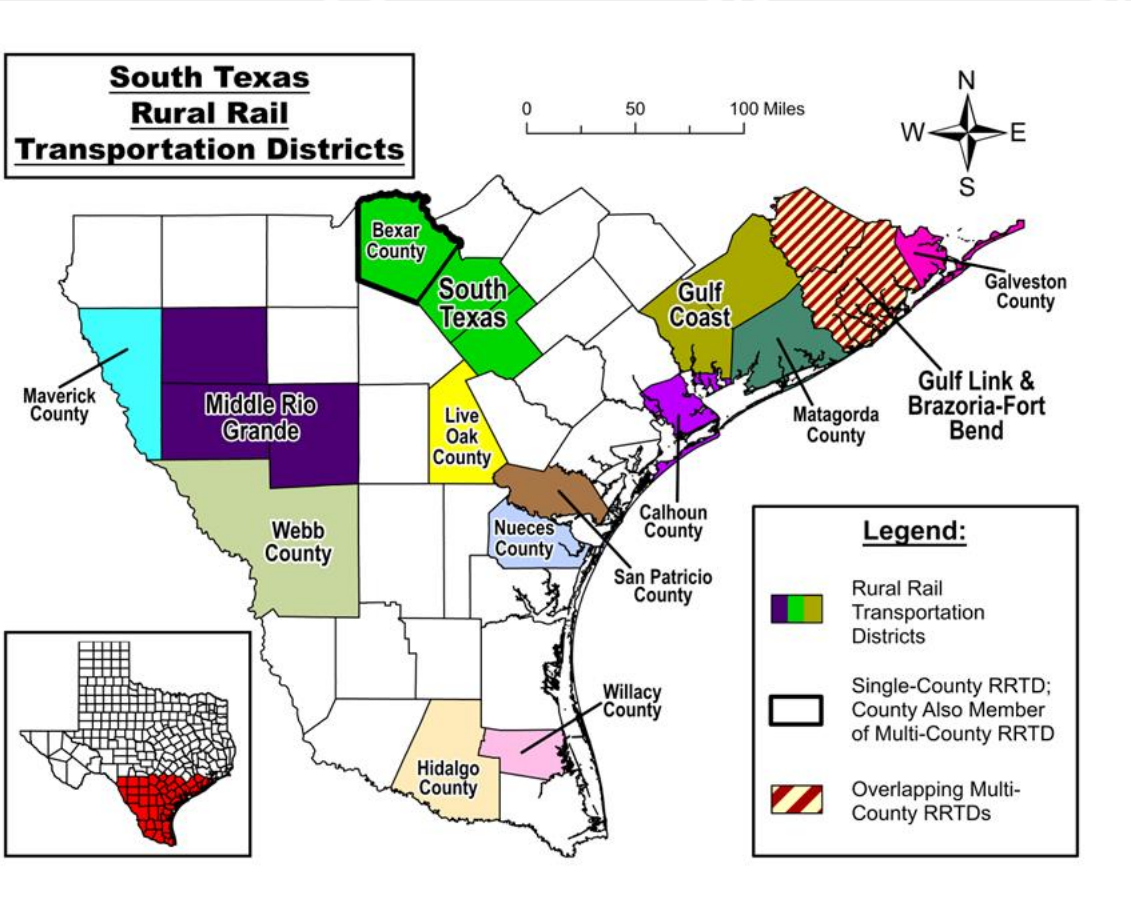
Passenger rail development activity active through the I-20 Corridor Council

- Includes Gregg, Marion, Smith Counties, NCTCOG and East Texas Baptist University
- Southern Rail Commission received Corridor ID grant to pursue service from Dallas to Meridian MS

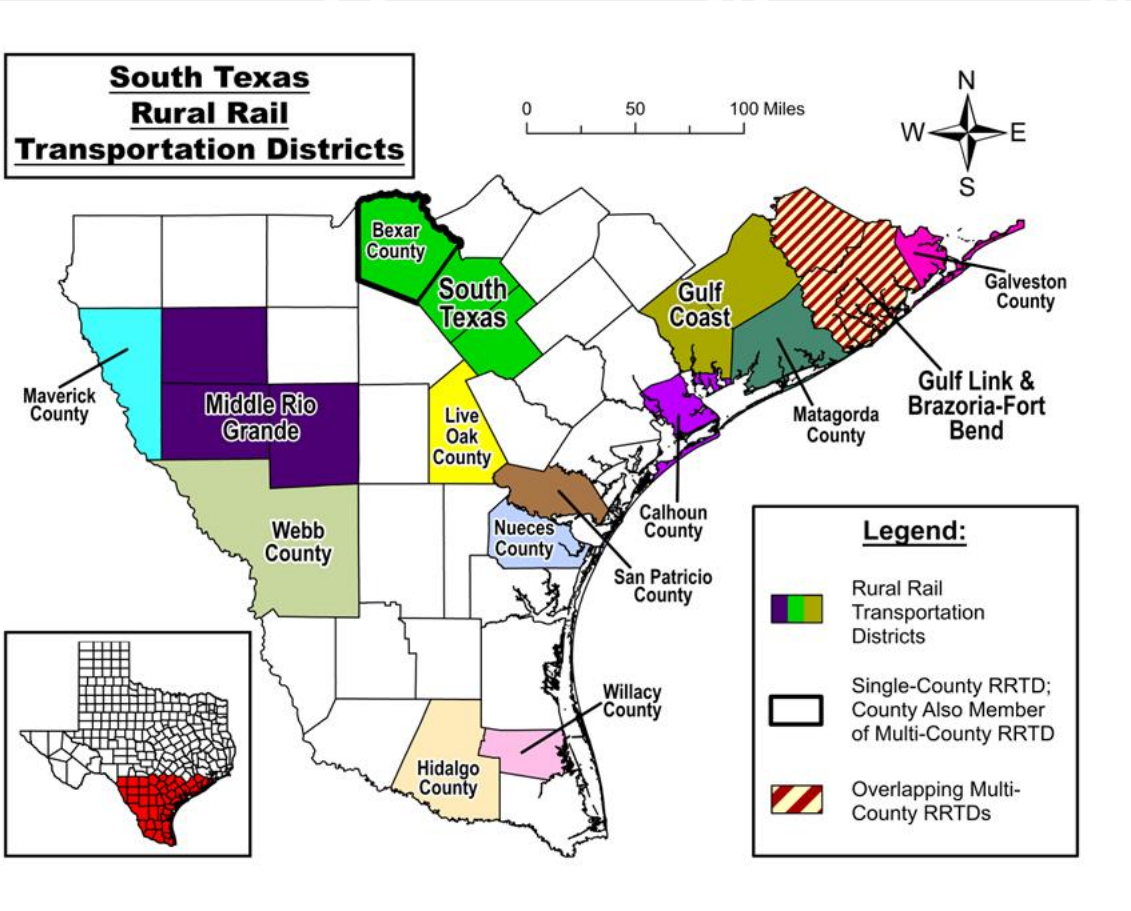
Freight rail development coordinated through Northeast Texas RMA



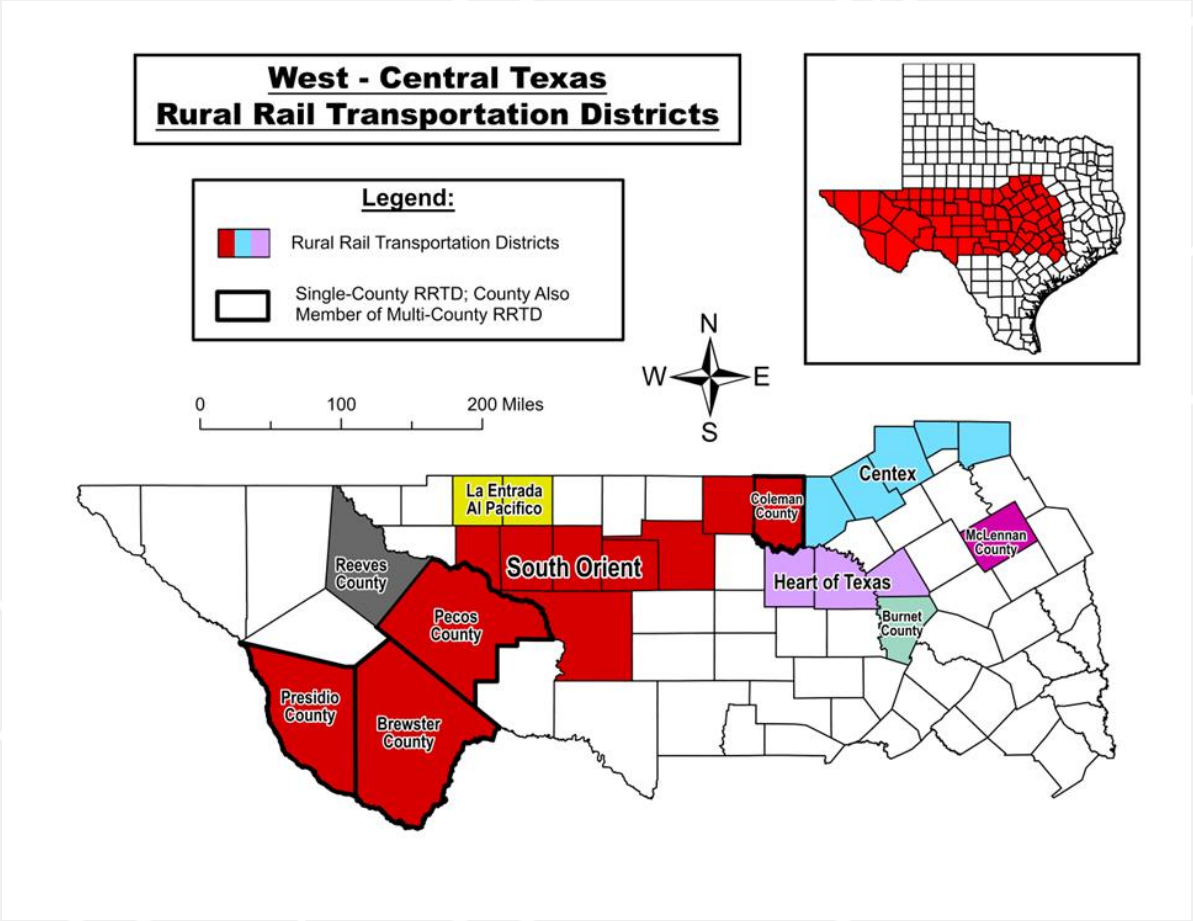
South Texas RRTDs



South Texas RRTDs



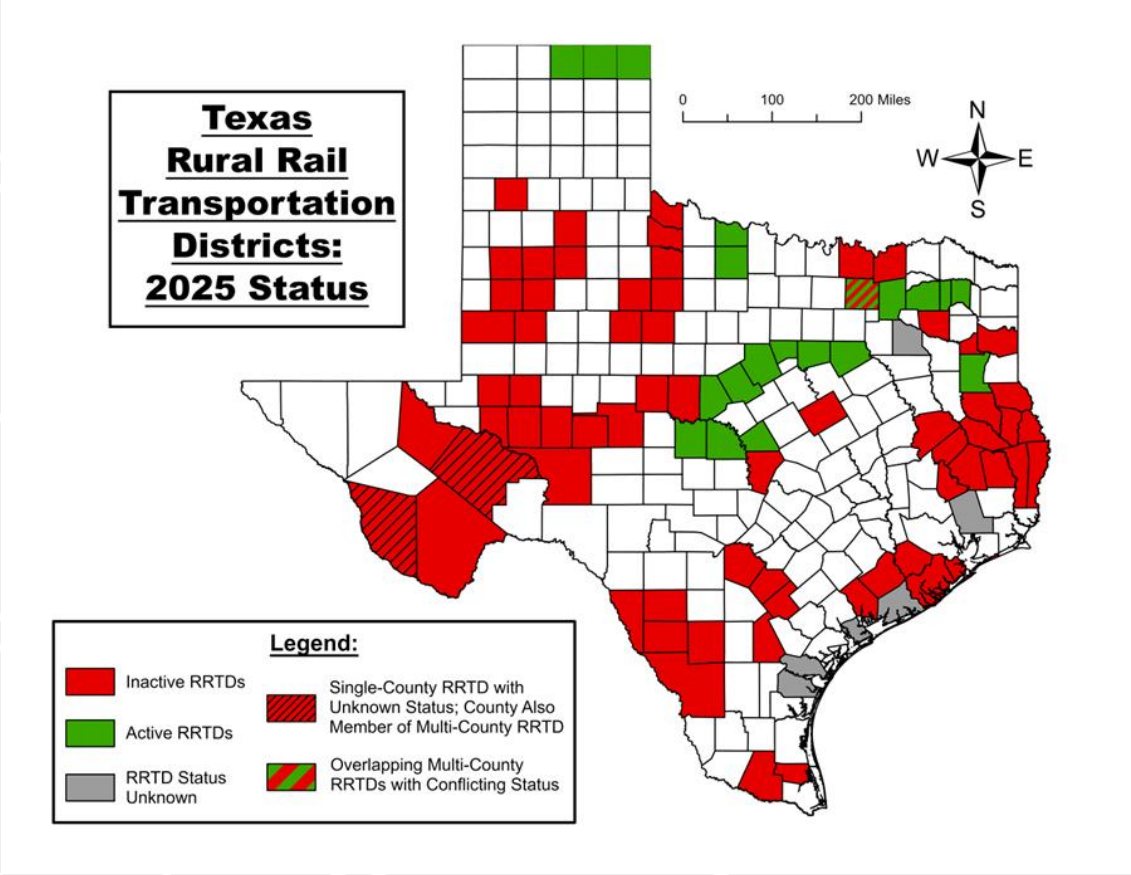
West and Central Texas RRTDs



Active and Inactive RRTDs

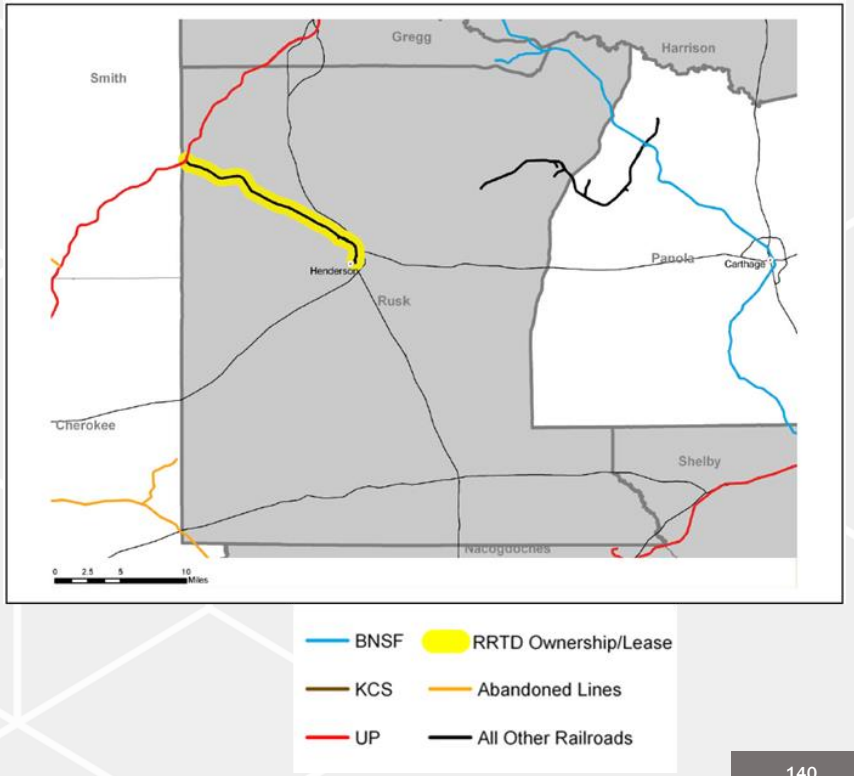
	Number
Active	7
Inactive	29
Unknown	8

Active RRTDs support ongoing activities and operations



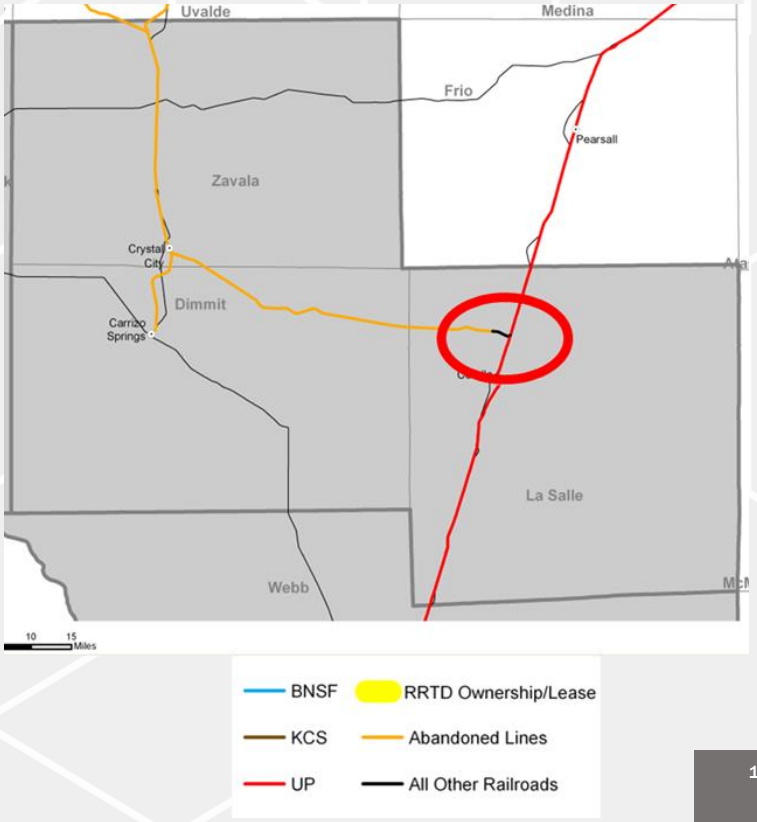
RRTD Example: Rusk County RRTD

- Year Created: 2008
- Motivation: Abandonment
- Asset Ownership: Purchased and Owns 15-mile Overton-Henderson spur line
- Activities:
  - Maintaining freight operations with Blacklands Railroad
  - Received $8.5M 2020 CRISI grant for track upgrades, sidings and new equipment



RRTD Example: Middle Rio Grande RRTD

- Formed: 1987
- Motivation: Preservation
- Asset Ownership: None
- Status: Inactive
- Purchased 175 miles from Missouri Pacific, abandoned after Del Monte plant stopped using rail in 1995
- Gardendale Railroad in La Salle County is all that remains

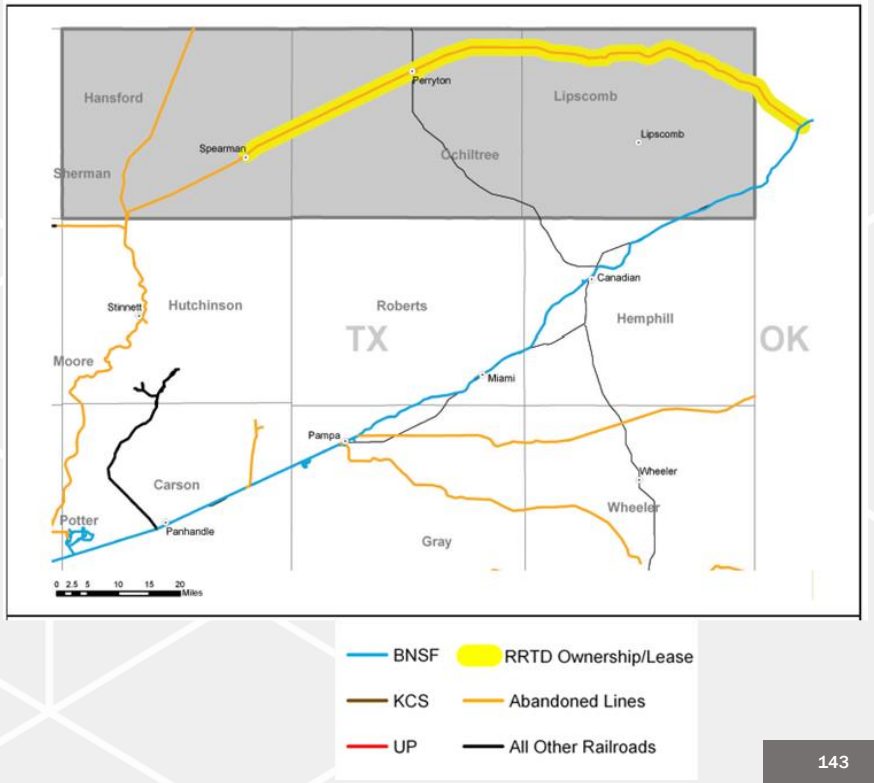


Gardendale Railroad Today

- Owned by Ironhorse Resources
- 33 miles of track

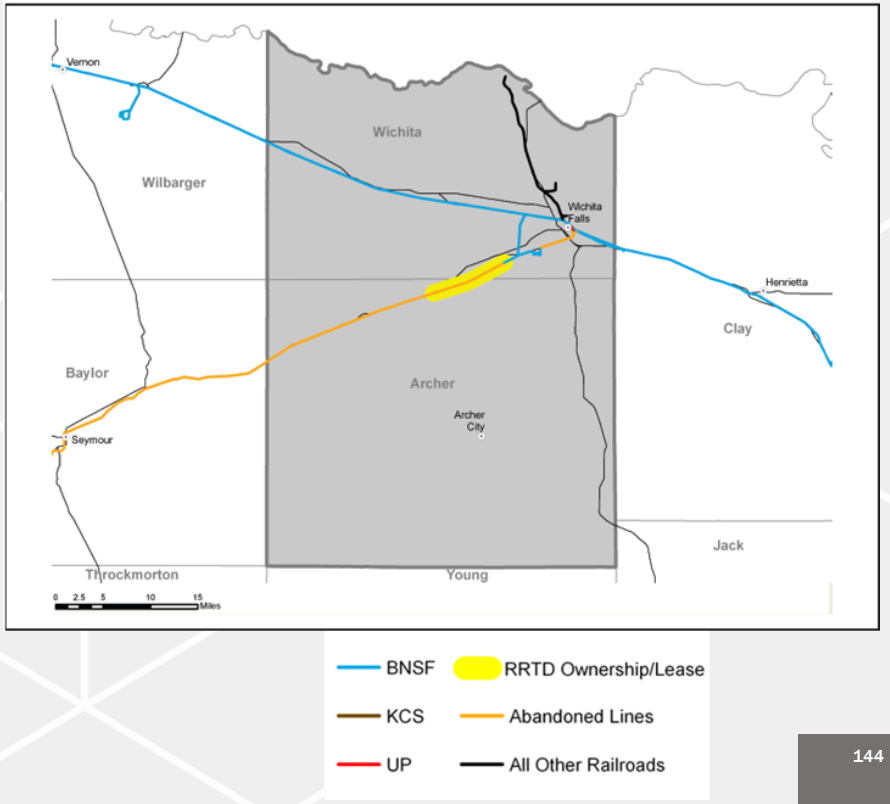
RRTD Example: Top of Texas RRTD

- Formed: 2006
- Motivation: Abandonment
- Asset Ownership: ROW
- Status: Active
- RRTD retained ownership of ROW (including beyond TX-OK border) after rail abandoned
- Collects land lease payments from ROW leases as income



RRTD Example: North Texas RRTD

- Formed: 1995
- Motivation: Abandonment
- Asset Ownership: ROW
- Status: Active
- RRTD purchased and rail-banked seven-mile segment



RRTD Example: Brazoria, Fort Bend Counties

- Gulf Link RRTD created in 1998 for economic development purposes
- Both counties formally dissolved the Gulf Link RRTD in January 2015
- That same month, both counties created the new Brazoria-Fort Bend County RRTD
- The counties and Port Freeport funded a feasibility study performed by the RRTD
- RRTD operations ceased in the summer of 2020 and remains inactive

Issues with RRTD Formation

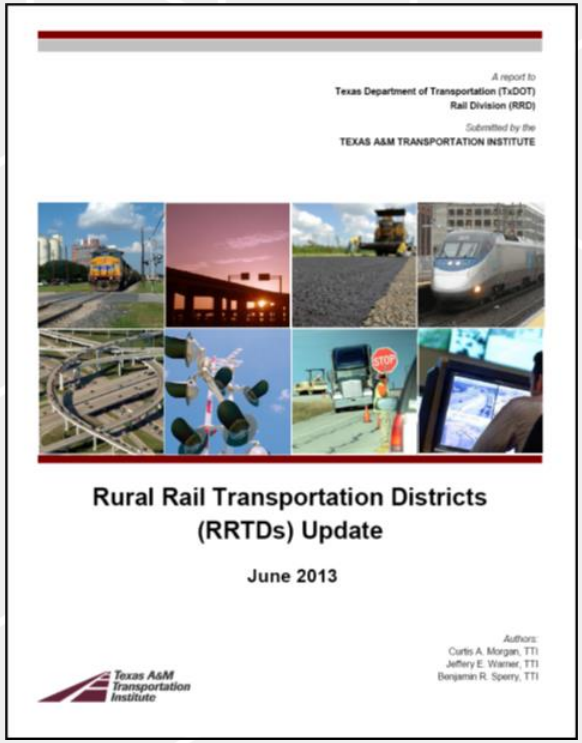
- Under current statutes, RRTDs do not have to officially report their formation to TxDOT, the Secretary of State, the Attorney General or any other state agency
- Loss of institutional memory/history of inactive RRTDs over time
- No dedicated funding source; RRTDs dependent on discretionary grants (with uncertain timing and outcomes)
- RRTDs considered in statewide rail planning, no clear coordinating role authorized for TxDOT in statute

Future Role of RRTDs Uncertain

- Active RRTDs work/may work directly with TxDOT Rail Division
- Role/Status of Inactive RRTDs are unknown
- Eminent domain powers of many are at risk/gone due to 2011 legislation
- Potential for passenger rail or other linear transportation options (roads, multipurpose pathways) near urban areas
- Rail-served economic development dependent on RRTDs attracting infrastructure improvement funding

2013 RRTD Report is Available Online

- TxDOT Rail Division funded report
- Rural Rail Transportation Districts (RRTDs) Update- June 2013
- http://ftp.dot.state.tx.us/pub/txdot-info/rail/rural/rrtd-update.pdf
- Original report in 2002, today's presentation updates 2013 report



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Questions?

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Final Remarks

Adjourn

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