



Texas Freight Advisory Committee Meeting

Embassy Suites Downtown- Amarillo, Texas



September 10, 2025

Safety Minute

HELP
#EndTheStreakTX
End the streak of daily deaths on Texas roadways.



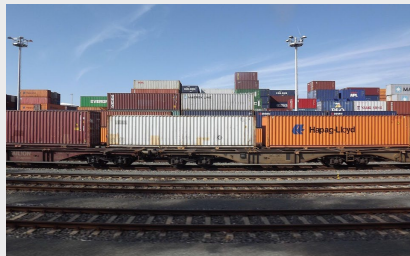
TxDOT.gov (Keyword: #EndTheStreakTX)

#EndTheStreakTX Toolkit



Stop. Trains Can't.

- **Always expect a train.** A freight train traveling at 55 mph can take over a mile to come to a complete stop.
- **Obey all warning devices.** Driving around lowered gates is illegal and deadly.
- **Know the Emergency Notification System.** Every crossing has a blue sign with a phone number to call to give the location ID if your vehicle stalls on a crossing or you see a hazard on the crossing.



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 Alvin New

*Texas Transportation Commission,
Acting Chair*



Andrew A. Canon

*Freight, Trade and Connectivity Section
Director, TxDOT*



Caroline Mays, AICP

*Senior Director of Planning and Modal
Programs, TxDOT*

Agenda

8:40 a.m. - 8:55 a.m.	Welcome to Amarillo- Open Spaces, Endless Opportunities	Mayor Cole Stanley, City of Amarillo
8:55 a.m. - 9:40 a.m.	Roundtable: Member Updates and State of Freight Discussion	Committee
9:40 a.m. - 9:55 a.m.	TxDOT Amarillo District Update	Blair Johnson, AMA District Engineer
9:55 a.m. - 10:10 a.m.	<i>Break</i>	
10:10 a.m. - 10:45 a.m.	Texas Freight Mobility Plan: Implementing Texas Delivers 2050 and Announcing the 2027 Texas Freight Mobility Plan Update	Tyler Graham, Freight Systems Branch Manager, TxDOT
10:45 a.m. - 11:10 a.m.	Regional Rail Update from BNSF	Lindsay Mullins, BNSF French Thompson, BNSF
11:10 a.m. - 11:40 a.m.	Future Interstate Highways Implementation Update: I-27, I-69, and I-14	Lorena Echeverria de Misi, Corridor Planning Branch Manager, TxDOT
11:40 a.m. - Noon	Statewide Truck Parking Inventory Update	Leah Casey, Freight Planner, TxDOT Jeremy Upchurch, HNTB
Noon	<i>Adjourn</i>	



Welcome to Amarillo- Open Spaces, Endless Opportunities

Mayor Cole Stanley, City of Amarillo



Member Updates and State of Freight Discussion



AMARILLO DISTRICT

Texas Freight Advisory Committee

September 2025



September XX, 2025

TxDOT Amarillo District Overview

- General Information:
 - Population: 391,955
 - Area (Sq. Miles): 17,849
 - Bridges: 842
 - Lane Miles: 9,516
 - Daily Vehicle Miles: 10,788,400
 - CST / MNT Expenditures: \$415M (FY 2024)
 - Freight Corridors: I-27; I-40; US 54; US 60; US 87; US 287
 - Popular Attractions: Route 66; Cadillac Ranch; Palo Duro Canyon



Executive Summary

The Importance of Highways to U.S. Agriculture

December 2020



United States Department of Agriculture



Commodities

Analyses in this report are based on a representative sample of agricultural commodities.

The six major categories of commodities used to identify the HDAH are:



Grains

(corn, soybeans, and wheat)



Fruits and Vegetables

(apples, strawberries, oranges, watermelons, lettuce, dry onions, and potatoes)



Milk and Dairy Products



Meat

(Fresh or frozen Beef, Pork, and Poultry)



Livestock

(cows and hogs)



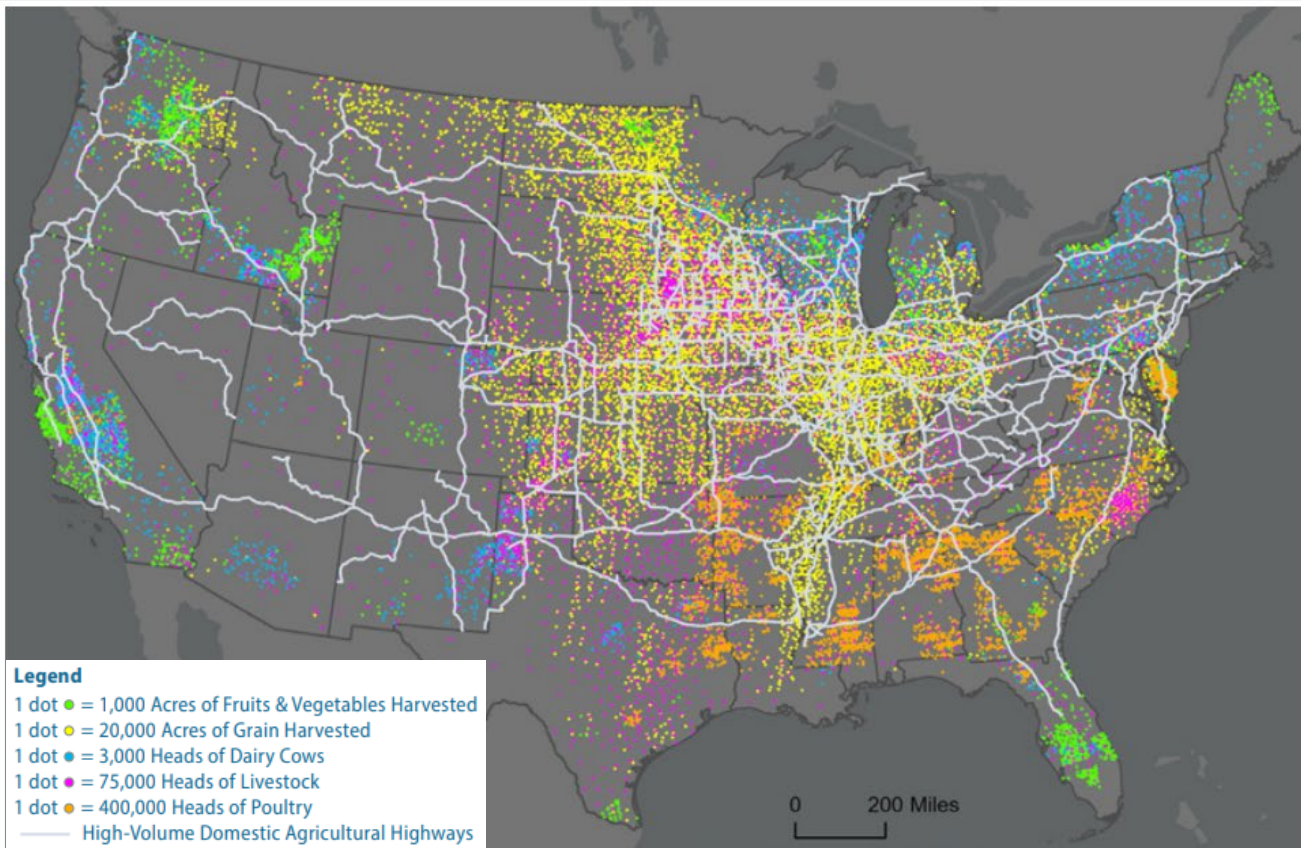
Poultry

(chicken and turkey)

Commodities Production

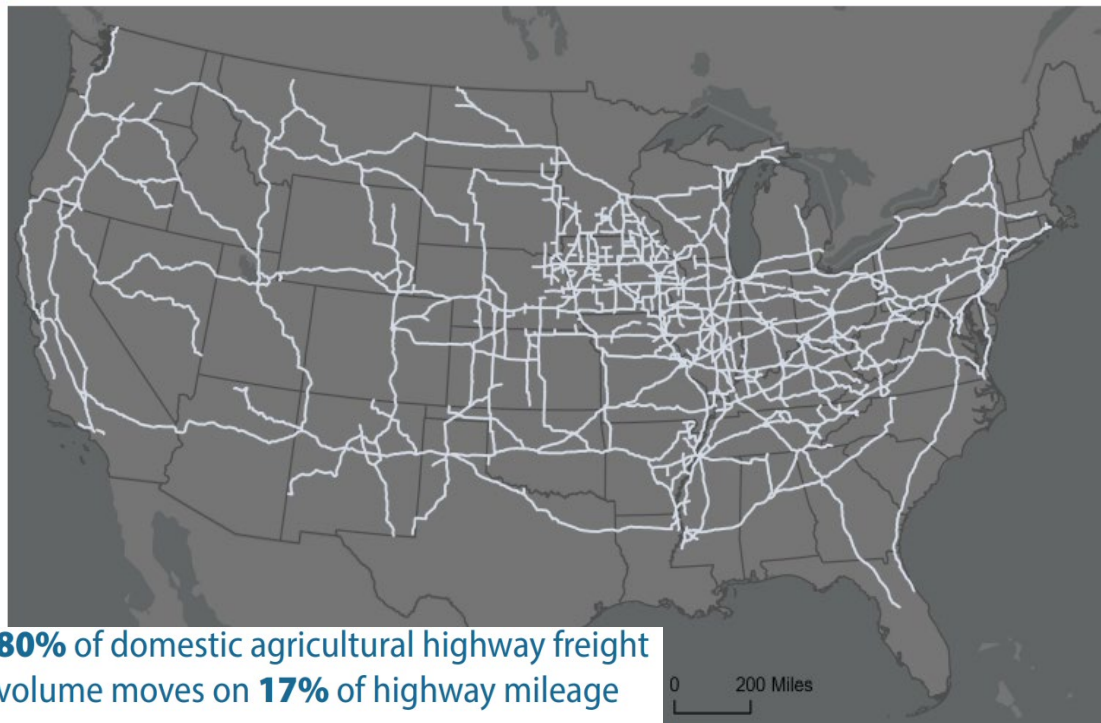
Figure 13: Map of the HDAH Overlaid with County-Level Production of Selected Commodities

Source: Volpe Center analysis of 2017 Census of Agriculture and 2018 IHS Markit Transearch data



High Domestic Agricultural Highways

Figure 5: High-Volume Domestic Agricultural Highways (HDAH)



Source: Volpe Center analysis of 2018 IHS Markit Transearch data

High Domestic Agricultural Highways

Figure 20: Map of HDAH with Segments On and Off the National Highway System

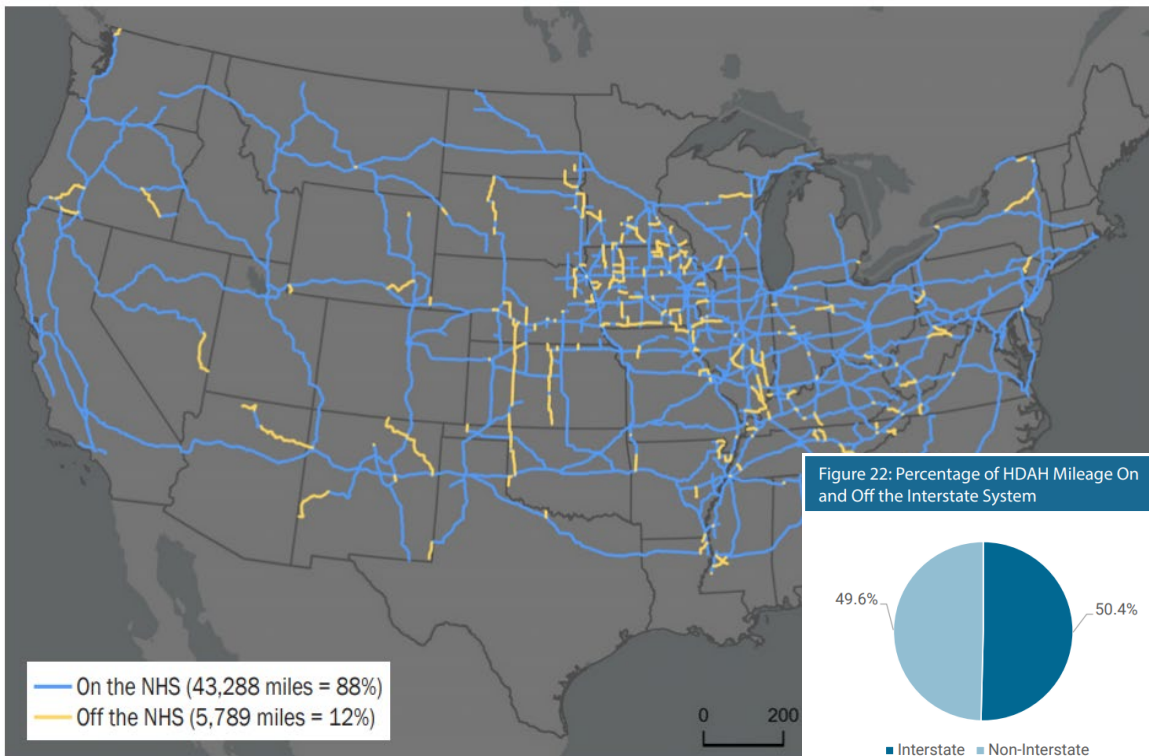
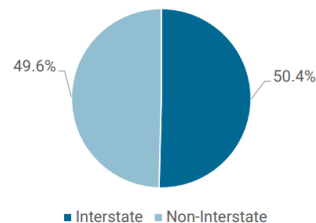


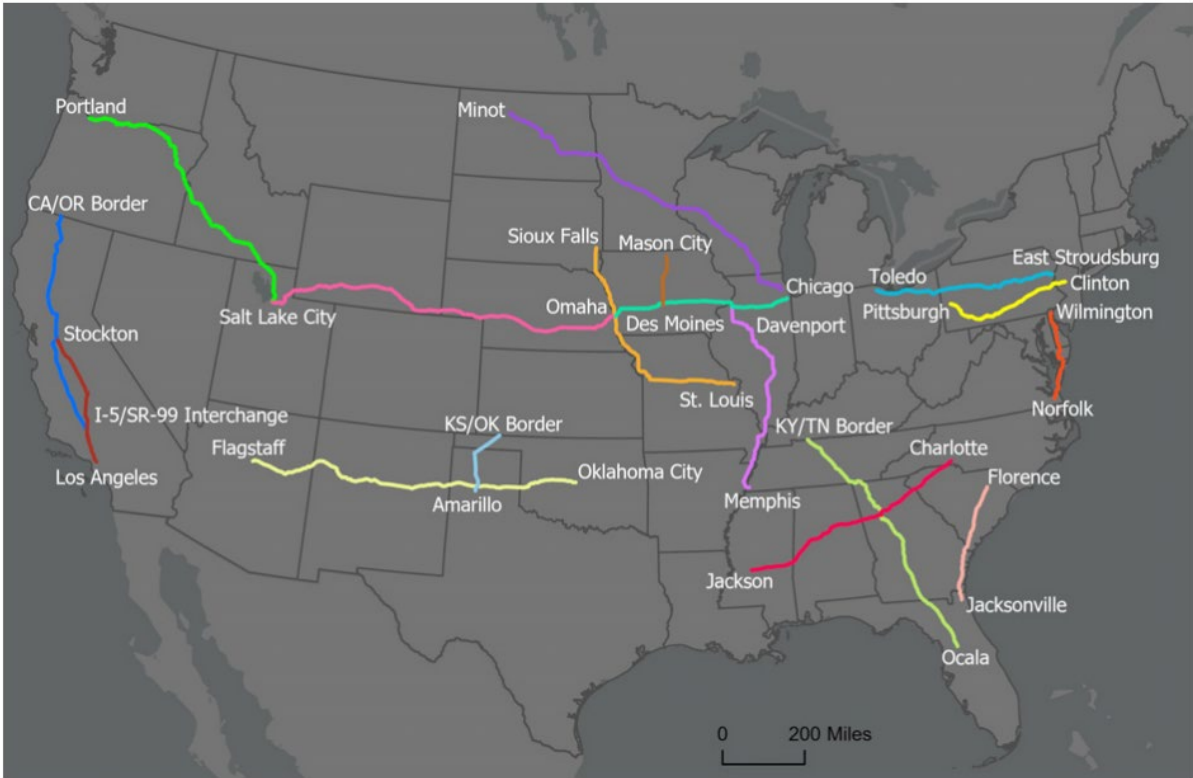
Figure 22: Percentage of HDAH Mileage On and Off the Interstate System



Figures 20, 21, and 22 Source: Volpe Center analysis of 2018 HPMS data

Top 5% of Corridors based on Volume

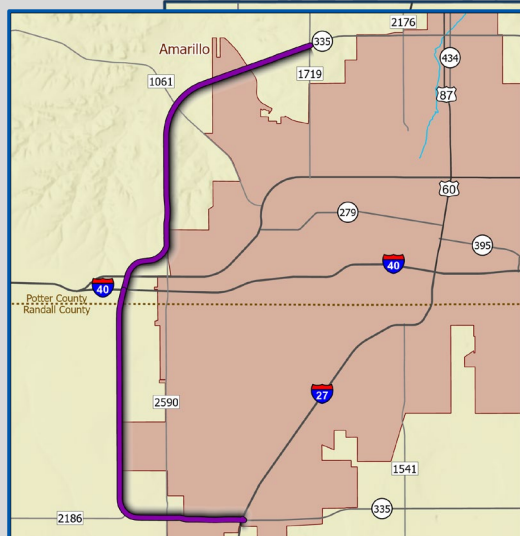
Figure 27: Map of 17 Analysis Corridors



Source: Volpe Center analysis

- Source: I-27 System Implementation Plan and Report, 08.07.24
<https://ftp.txdot.gov/pub/txdot/get-involved/statewide/ports-plains/080724-i27-system-in-texas.pdf>

P2P Corridor Recent Expansion



SL 335 Expansion Phase I

Limits: I-27 to FM 1719

Construct 4-Lane Divided Hwy

Cost: \$298.6 M



I-27 Expansion

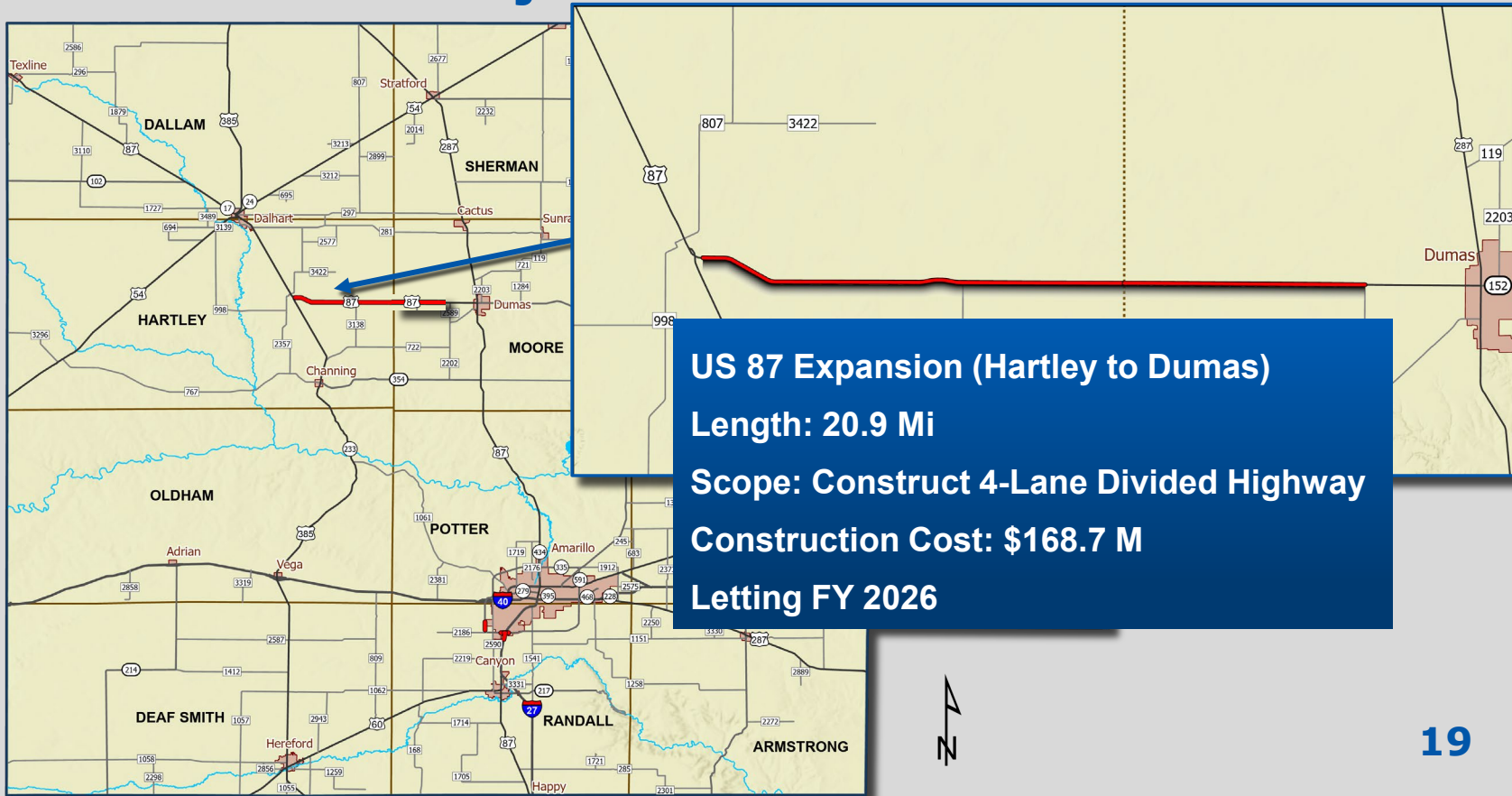
Limits: US 87/US 60
Interchange to SL 335

6-Lane Interstate

Cost: \$312.51 M



P2P Future Funded Projects



P2P Future Funded Projects



SL 335 / I-27 Interchange Phase II

Scope: Construct SL 335 Mainlanes & Direct Connector ramps

Construction Cost: \$238.3 M

Letting FY 2028



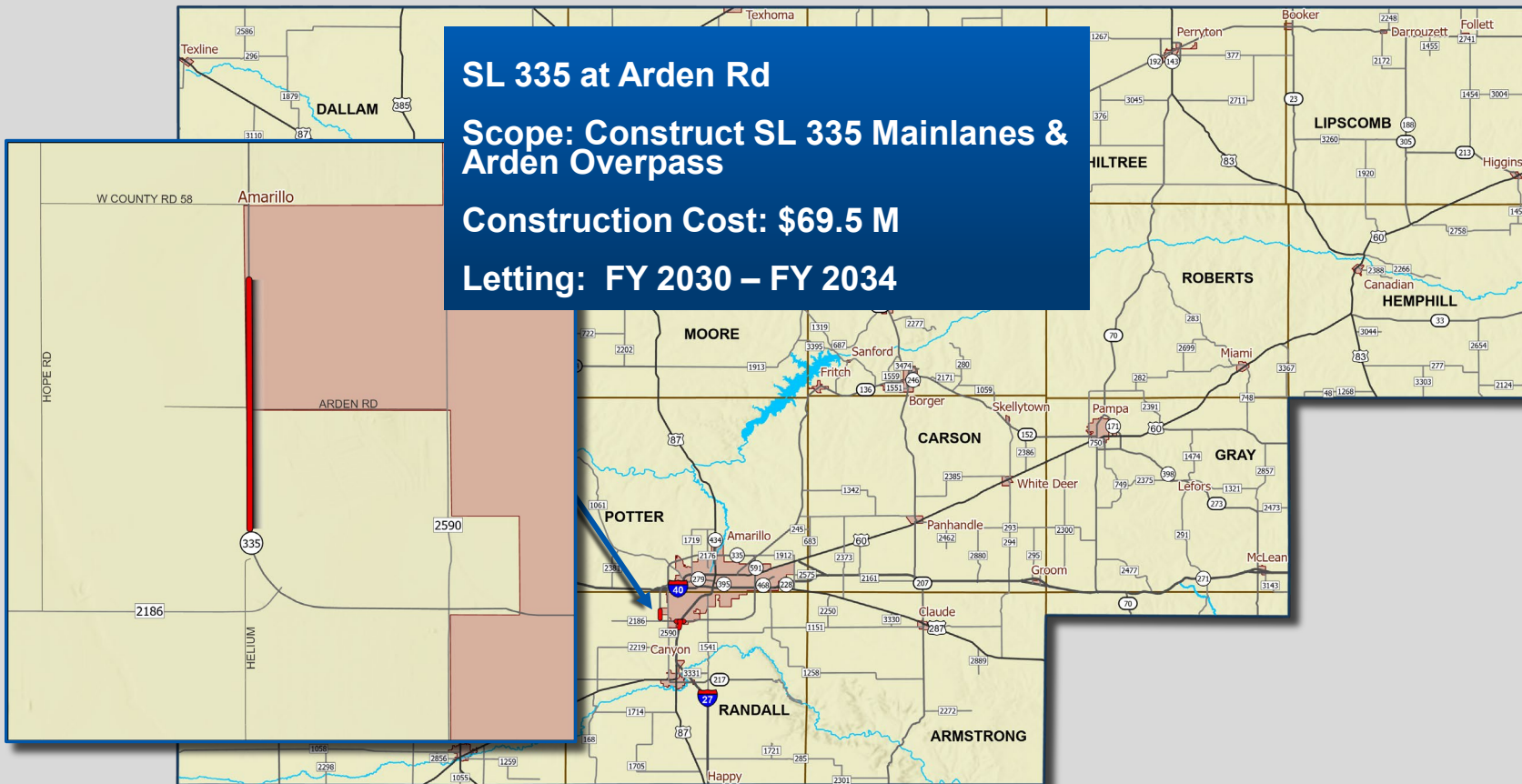
P2P Future Funded Projects

SL 335 at Arden Rd

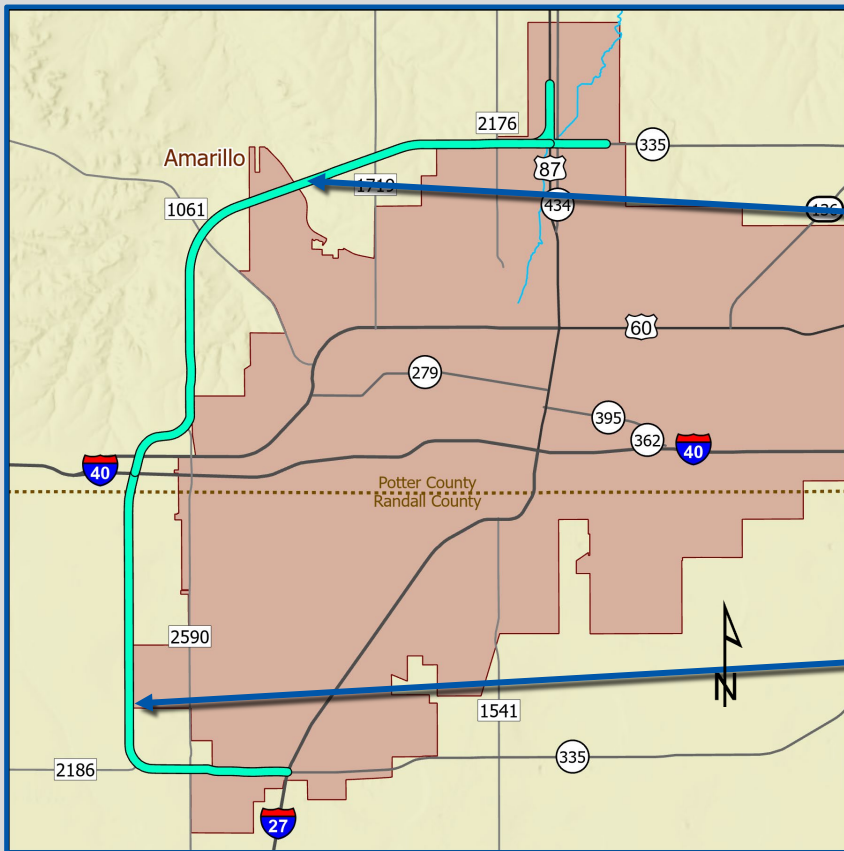
Scope: Construct SL 335 Mainlanes & Arden Overpass

Construction Cost: \$69.5 M

Letting: FY 2030 – FY 2034



P2P Future Needs



SL 335 / Future I-27 NW Quadrant

Scope: Construct Mainlanes

Project Length: 10.7 Miles

Construction Cost: \$750.0 M

Project Development: Schematic & Environmental Complete

SL 335 / Future I-27 SW Quadrant

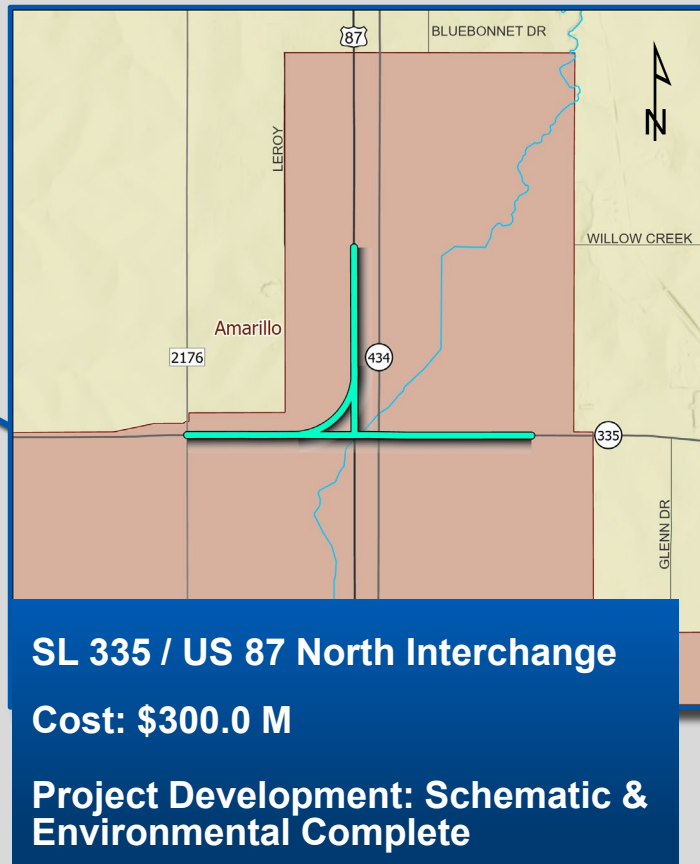
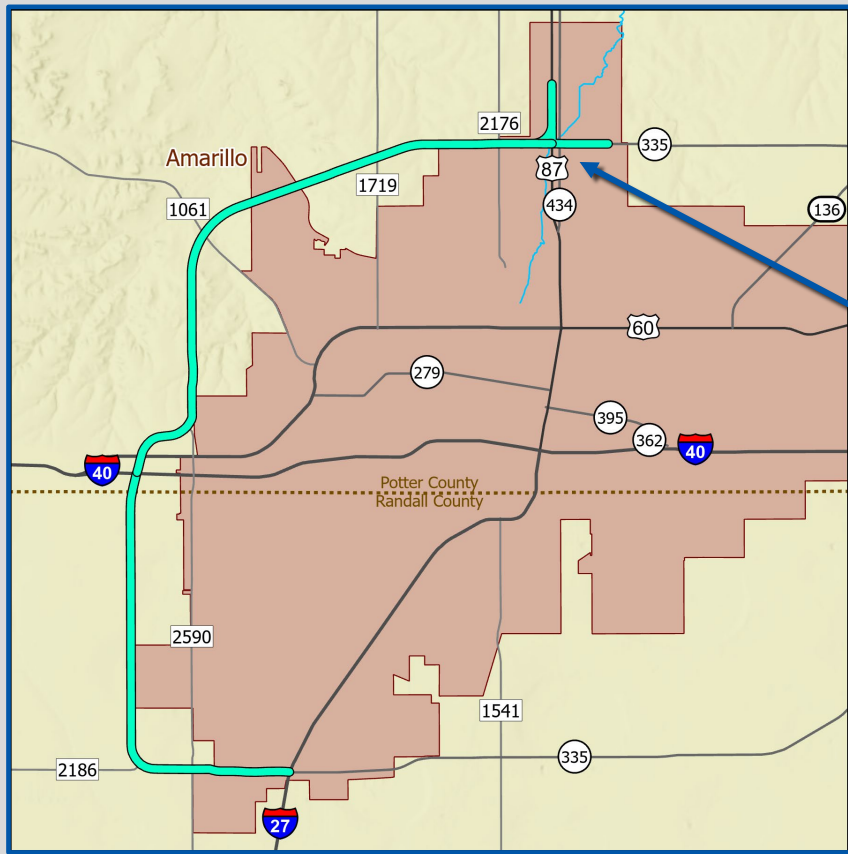
Scope: Construct Mainlanes

Project Length: 6 Miles

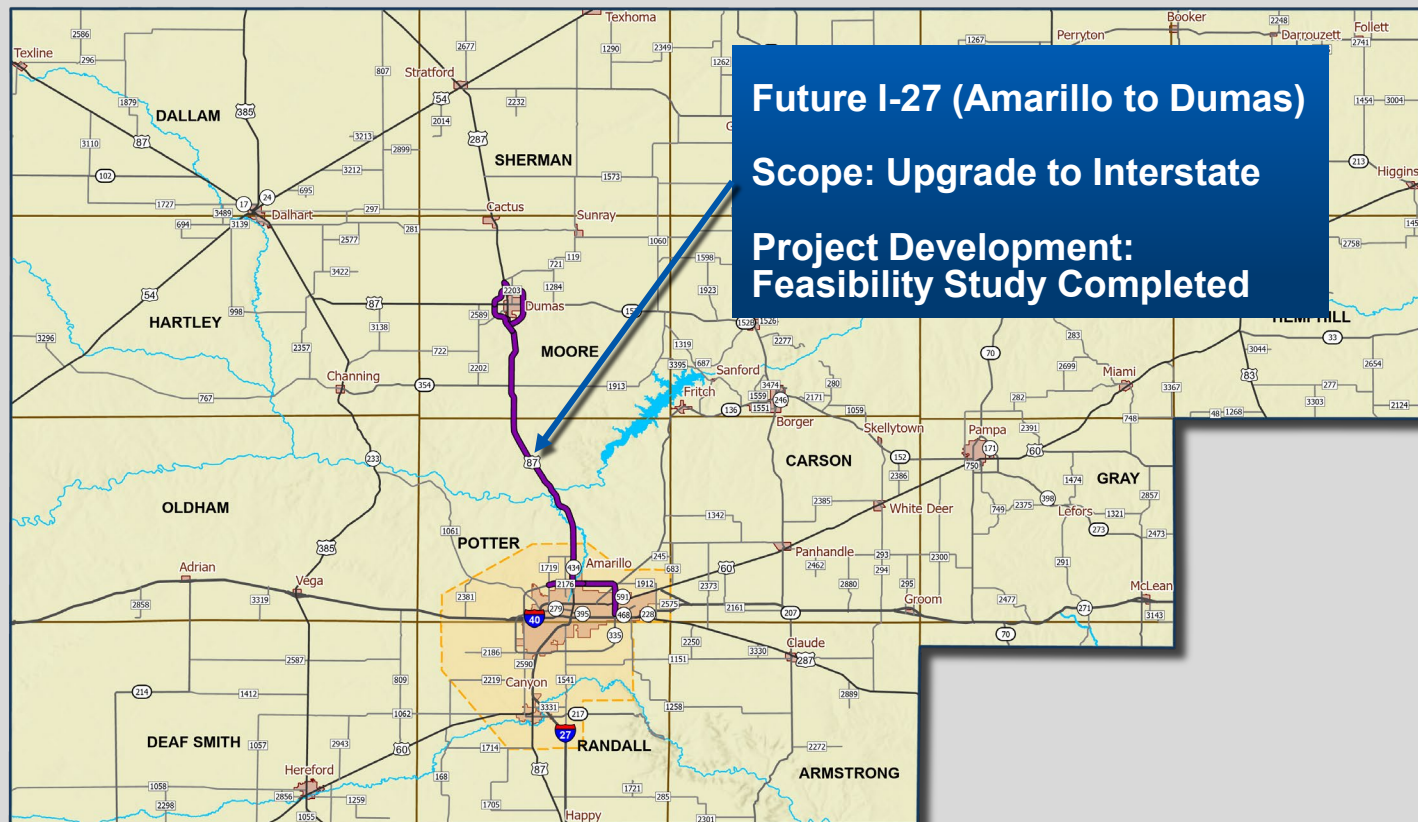
Construction Cost: \$342.5 M

Project Development: Schematic & Environmental Complete

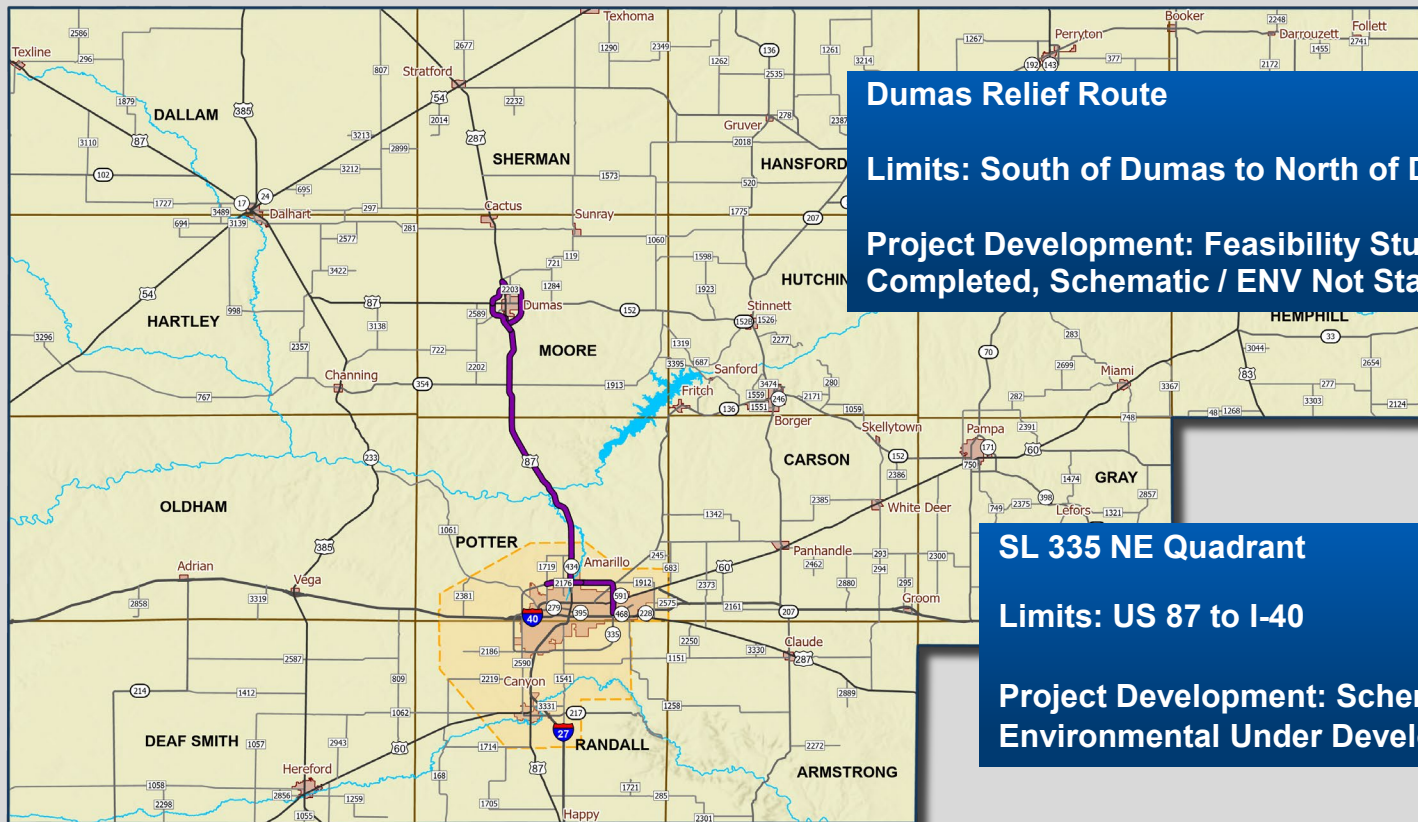
P2P Future Needs



P2P Feasibility/Schematic Studies



P2P Feasibility/Schematic Studies



Dumas Relief Route

Limits: South of Dumas to North of Dumas

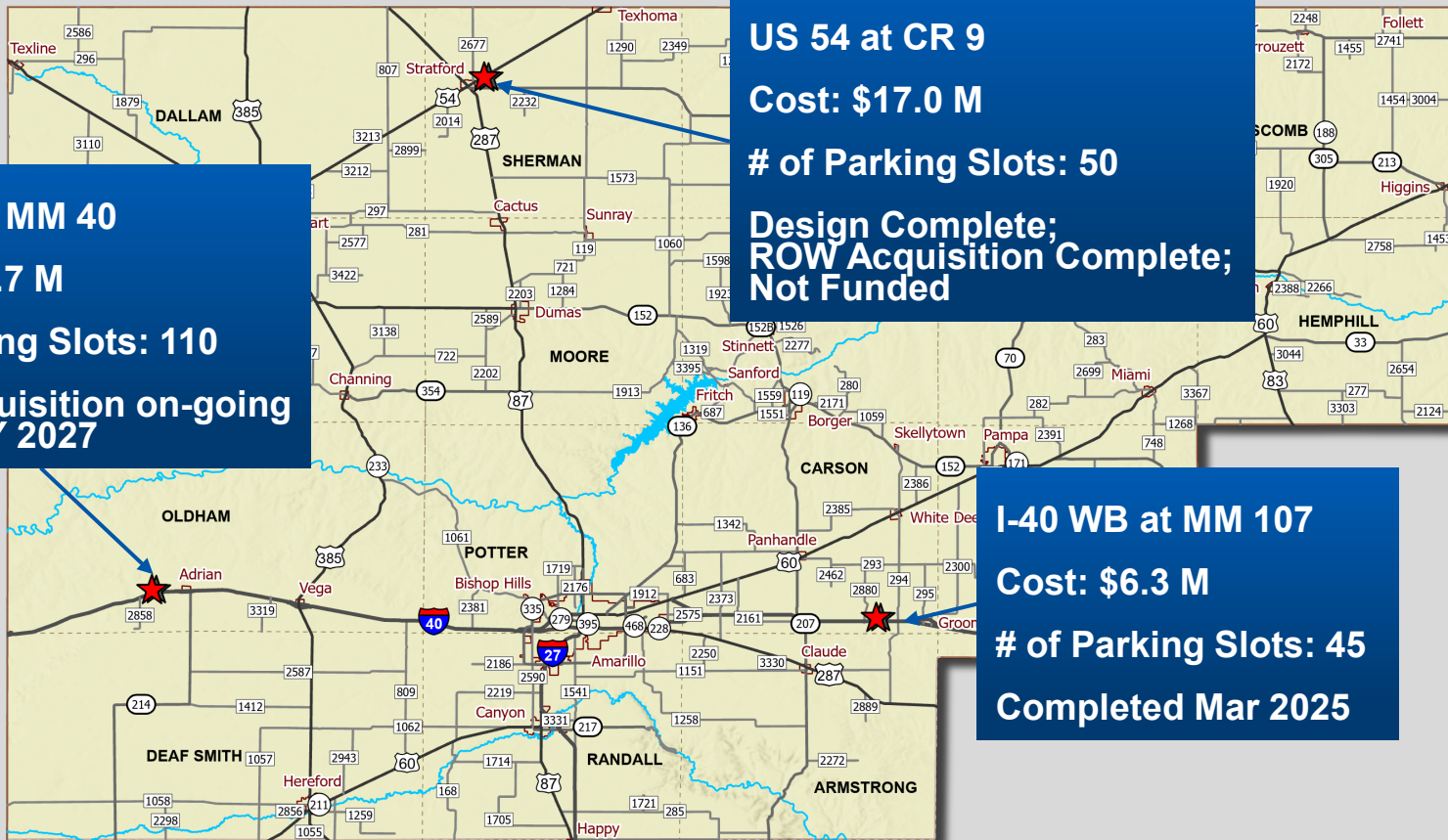
Project Development: Feasibility Study Completed, Schematic / ENV Not Started

SL 335 NE Quadrant

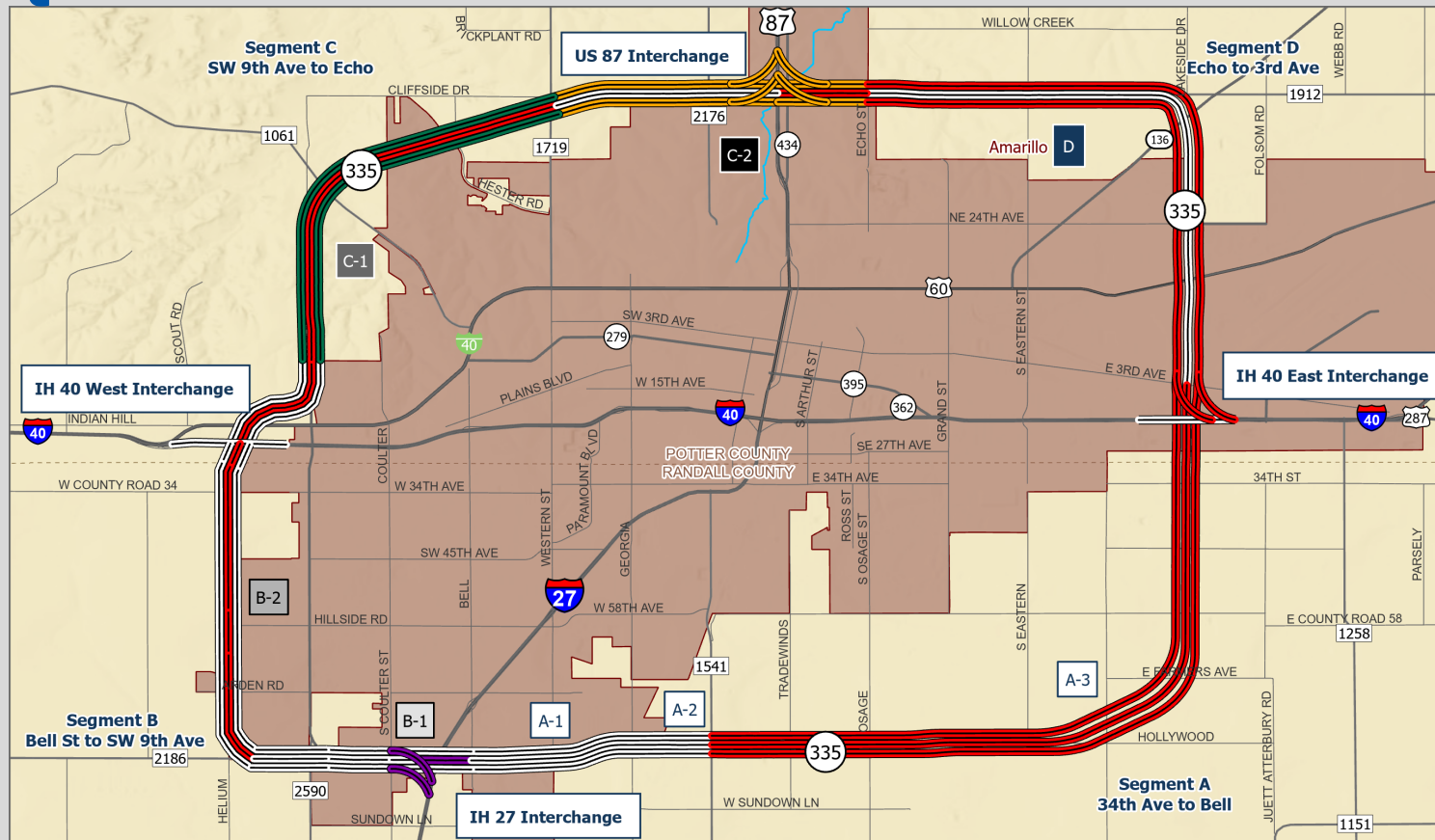
Limits: US 87 to I-40

Project Development: Schematic & Environmental Under Development

District Truck Parking Expansion



QUESTIONS?



SL 335 Progress Map

- Complete
- Under Construction
- Funded
- Unfunded
- Planning



Break



May 7, 2025



The Texas Freight Mobility Plan: Beyond *Texas Delivers 2050*

Tyler Graham, Freight Systems Branch Manager

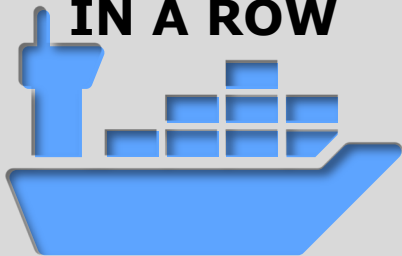


September 24, 2025

Texas Moves the World's Economy

#1

**U.S.
EXPORTER
FOR 23 YEARS
IN A ROW**

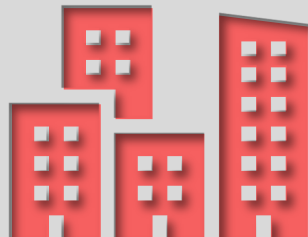


**8th LARGEST
ECONOMY IN
THE WORLD***

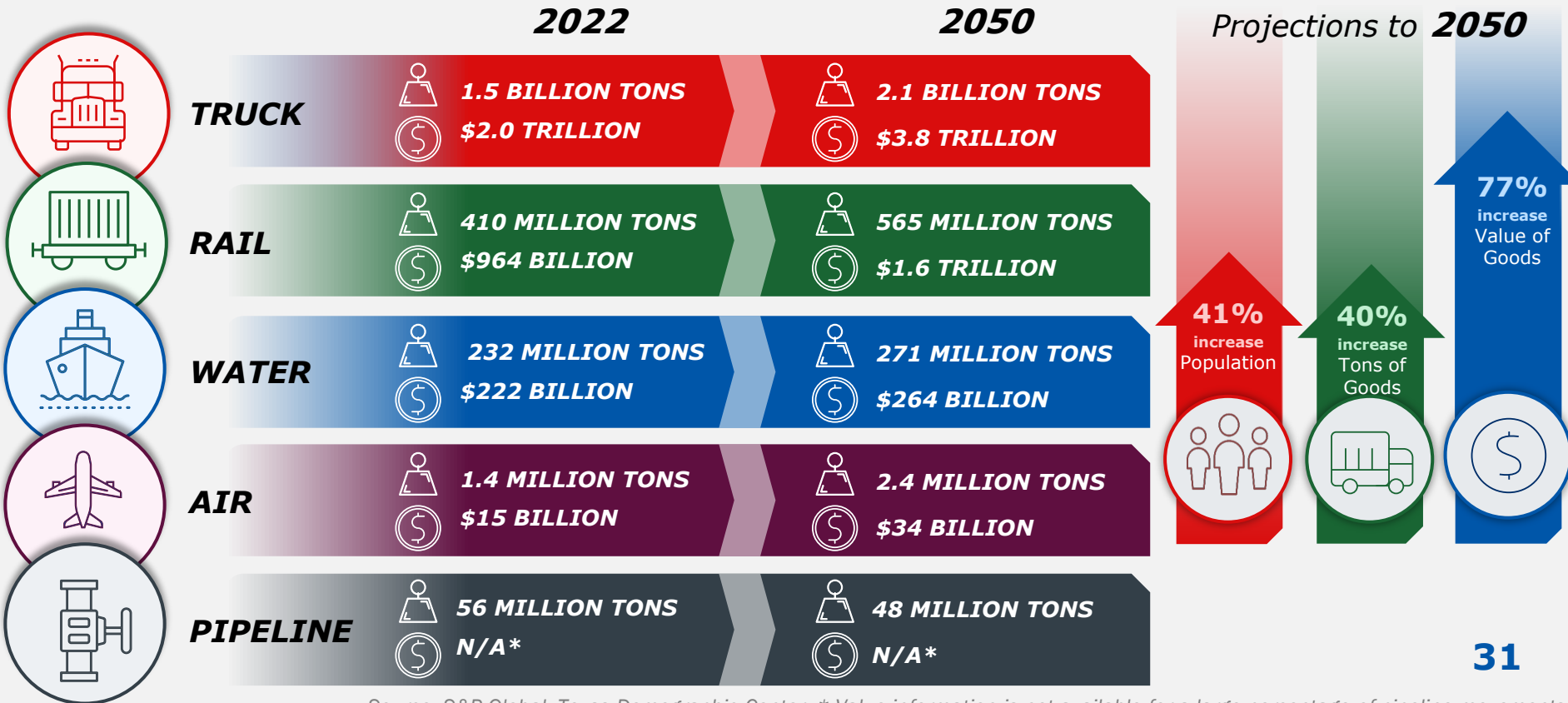
**If Texas were a nation*

**\$2.2
TRILLION**

**GROSS STATE
PRODUCT (2024)**

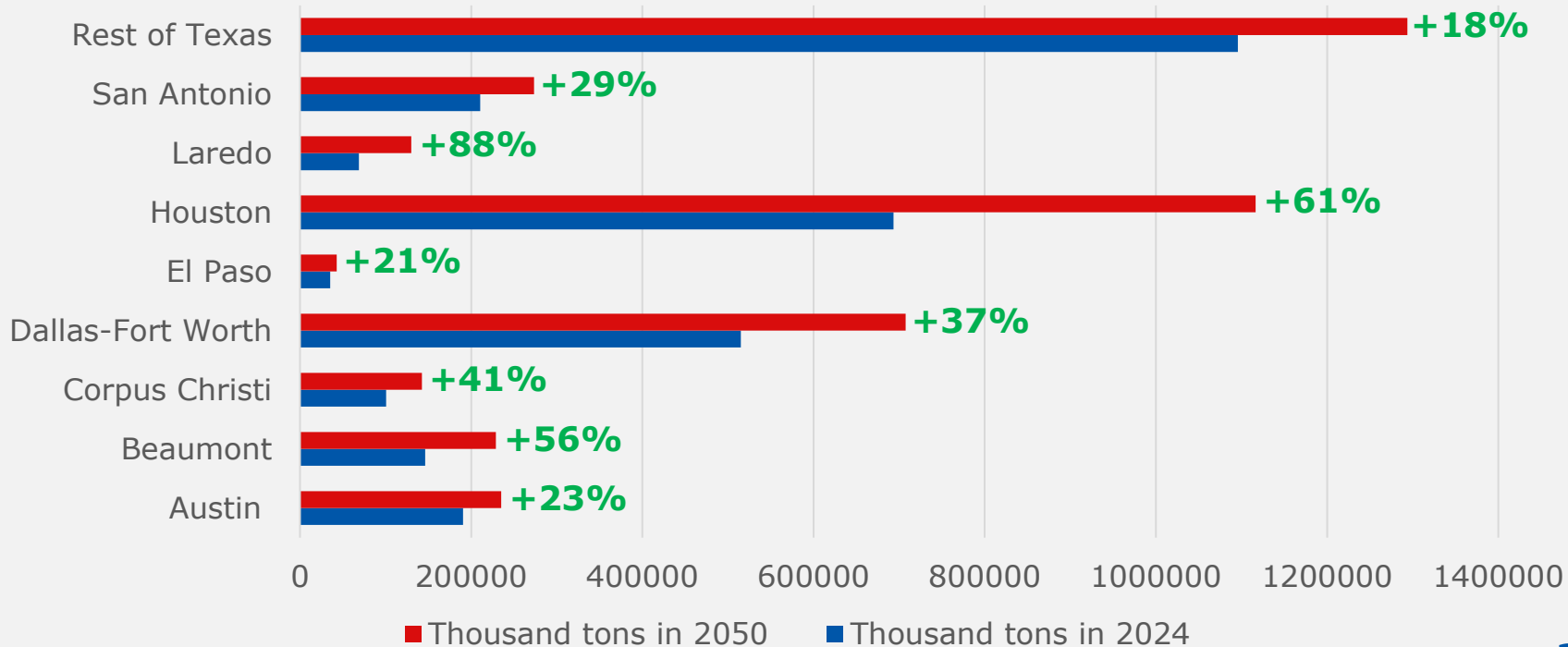


Total Tonnage and Value of Goods Movement in Texas

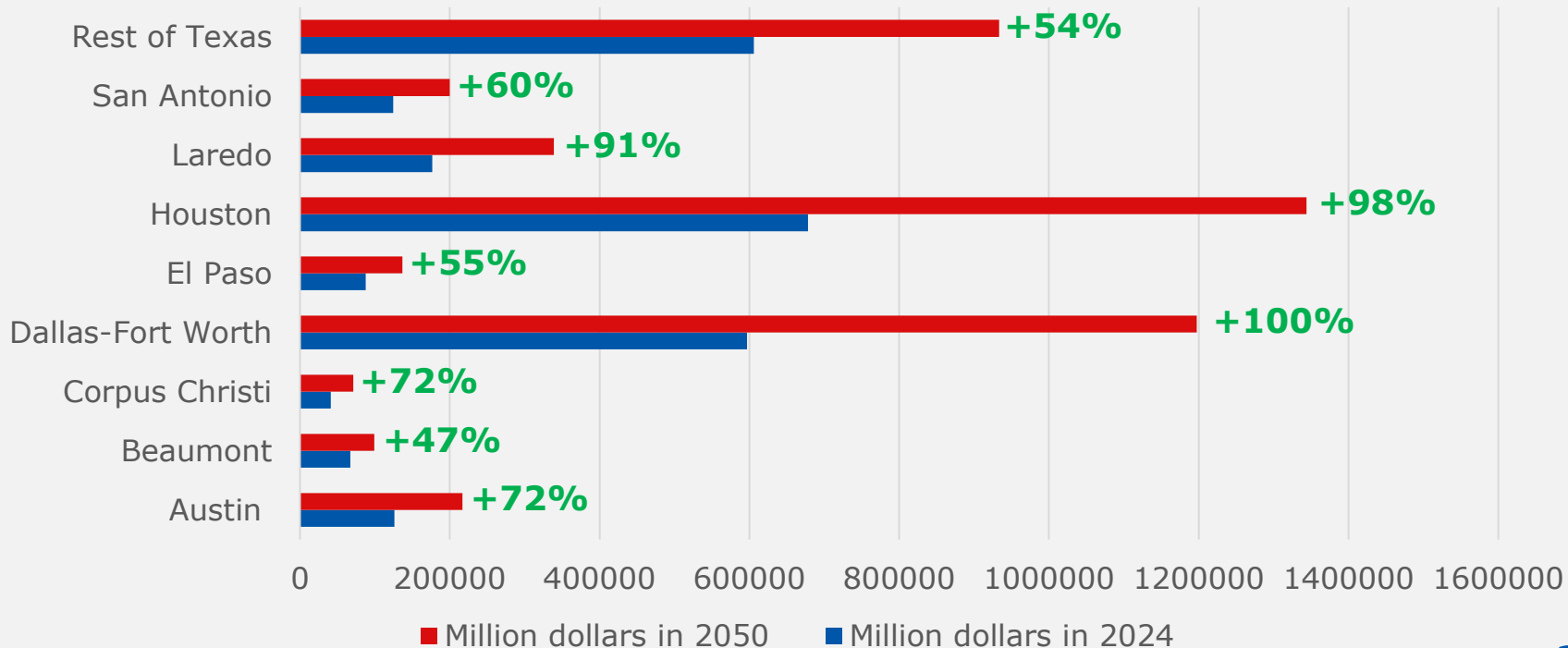


Source: S&P Global; Texas Demographic Center. * Value information is not available for a large percentage of pipeline movements.

Total Freight Tonnage Growth, 2024 to 2050, Select Texas Areas



Total Freight Value Growth, 2024 to 2050, Select Texas Areas



State Freight Plans: The Purpose and Need

- ✓ Identifies the **most critical projects and corridors** for goods movement across the state
- ✓ Serves as a “**keystone document**” to provide TxDOT with guidance on freight-centric agency policies and programs
- ✓ Projects **future freight demand, usage, and trends** for usage across TxDOT and beyond

Completing a State Freight Plan and satisfying all federal requirements allows TxDOT to receive National Highway Freight Program (NHFP) funding.

➤ FHWA estimates that Texas will receive **over \$146 million** in NHFP funding in FY 2026¹

➤ TxDOT is permitted to spend up to 30% of this funding on multimodal projects

Federal Requirements for State Freight Plans

Freight Trends
and Needs

Freight
Policies and
Strategies

Critical
Corridors

National Goals
Alignment

Technology &
Innovation

Heavy Vehicle
Impacts

Freight
Bottlenecks
Identification

Congestion
Solutions

Freight
Investment
Plan

Truck Parking

Freight Flows

Inventory of
Ports

Regional
Coordination

E-Commerce
Impacts

Military
Freight

Environmental
Strategies

Stakeholder
Input

TxDOT also addresses the unique needs from stakeholders and Texas industries that may not be fully captured in the federal requirements listed above.

A History of Freight Planning at TxDOT



In late 2015, the FAST Act required State Freight Plans to be completed every five years and introduced **National Highway Freight Program** funding.

The IIJA added funding eligibility for multimodal projects and requires new Freight Plans every four years.

Key Questions Answered by the Freight Plan

What is the most important freight **infrastructure**?

- Texas Highway Freight Network (THFN)
- Critical Rural Freight Corridors (CRFC)
- Critical Urban Freight Corridors (CUFC)
- Texas Multimodal Freight Network (TMFN)

What **projects** are the most important for freight?

- TxDOT Project Identification
- Multimodal Partner Project Identification
- Freight Investment Plan (FIP)

How can those projects on that infrastructure be **delivered**?

- TxDOT UTP Categories
- National Highway Freight Program (NHFP) Funding
- Prioritization and justification for planning partners

The Texas Multimodal Freight Network (TMFN)

Over 23,000
miles of
highways

Class I and III
(short line)
railroads

10 maritime
ports

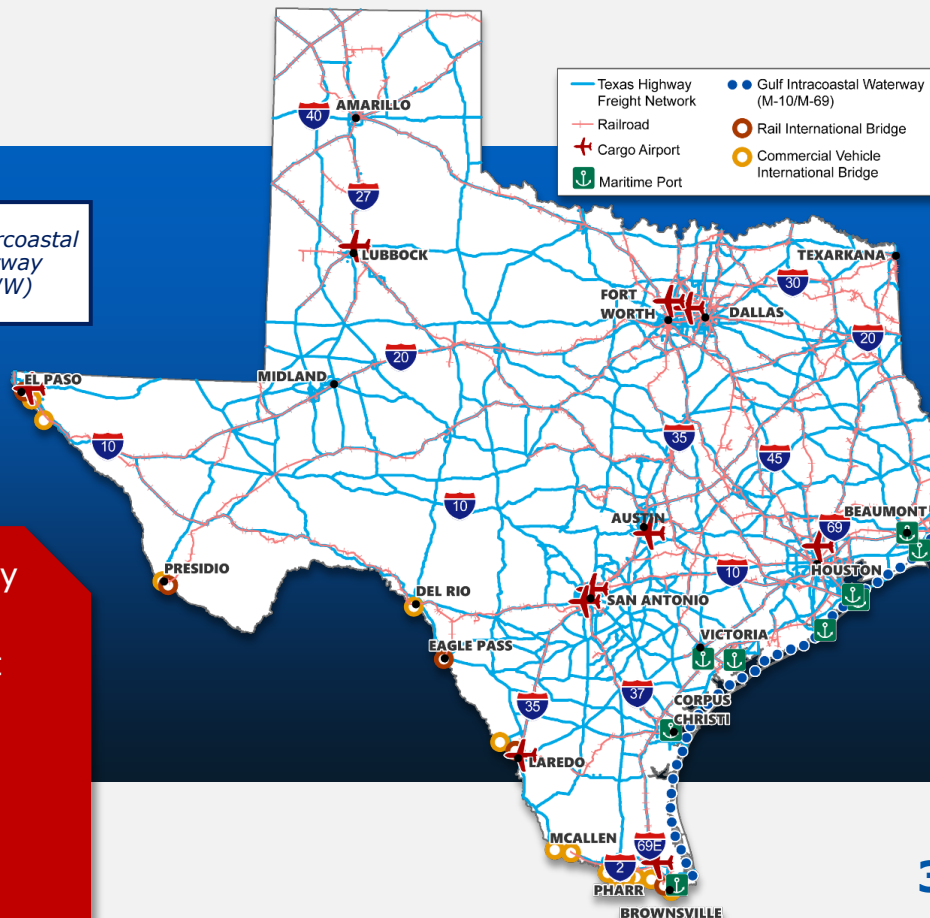
Gulf Intercoastal
Waterway
(GIWW)

10 air cargo
airports

15 commercial
vehicle
international
border crossings

5 rail
international
border crossings

- ❖ Identified and approved by TxFAC for every new Freight Plan
- ❖ Planning purposes only – does **not** restrict or permit traffic
- ❖ Designated as the **most critical infrastructure for freight**
- ❖ Infrastructure **must** be on the network to be eligible for NHFP funding



OVER
\$422
MILLION

in NHFP funding since
Texas Delivers 2050

allocated within the UTP

Supporting projects such as:

- ❖ **US 59 / SL 20 Interchanges**
Laredo District
- ❖ **SH 178 (Artcraft Road) Direct Connectors Project**
El Paso District
- ❖ **IH 10 Widening to 6 Lanes**
Yoakum District

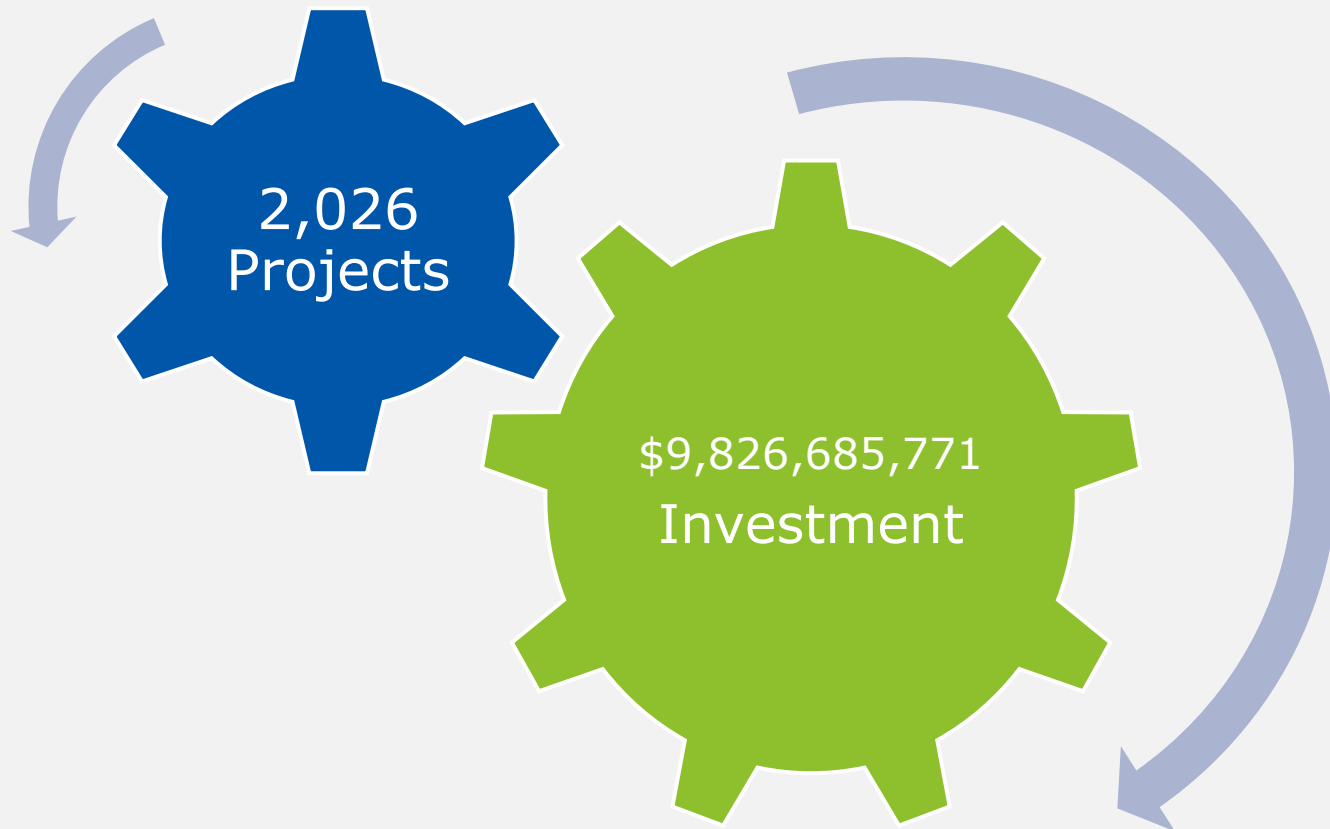
2023 Freight Investment Plan

- Federally required component of *Texas Delivers 2050*
- Fully-funded (constrained) and unfunded (unconstrained) projects identified based upon needs and corridors identified by TxFAC
- Over **2,000** projects representing over **\$62 billion** in improvements

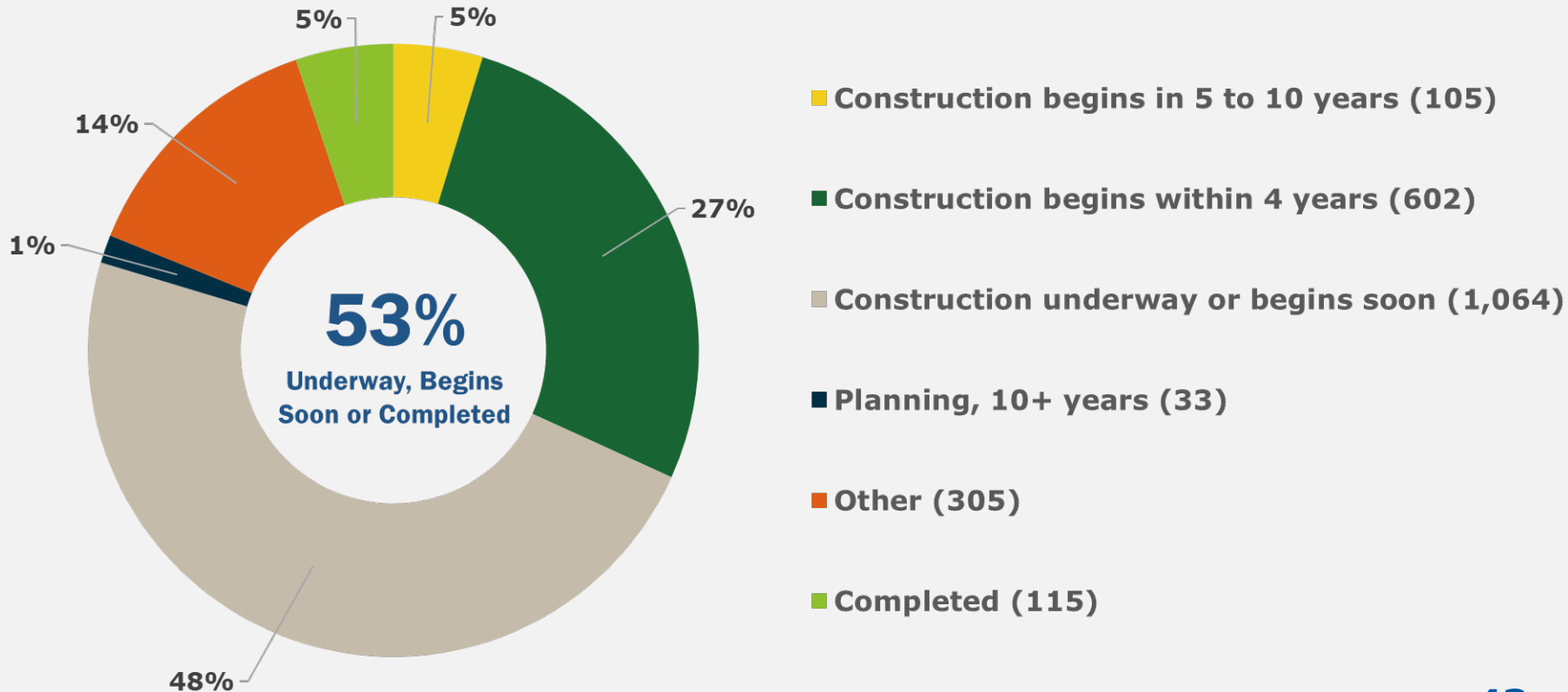
TxDOT has already spent over **\$9.8 billion** to advance projects in the Freight Investment Plan



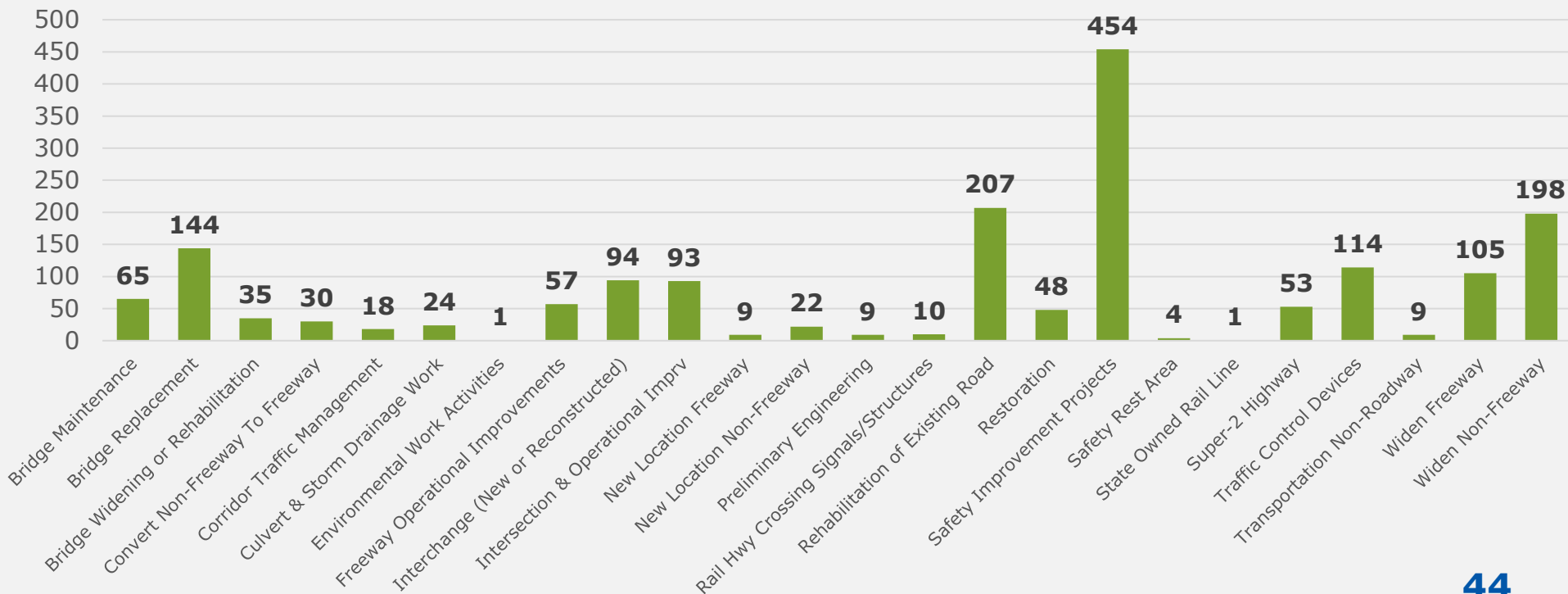
Freight Investment Plan – Invested to Date



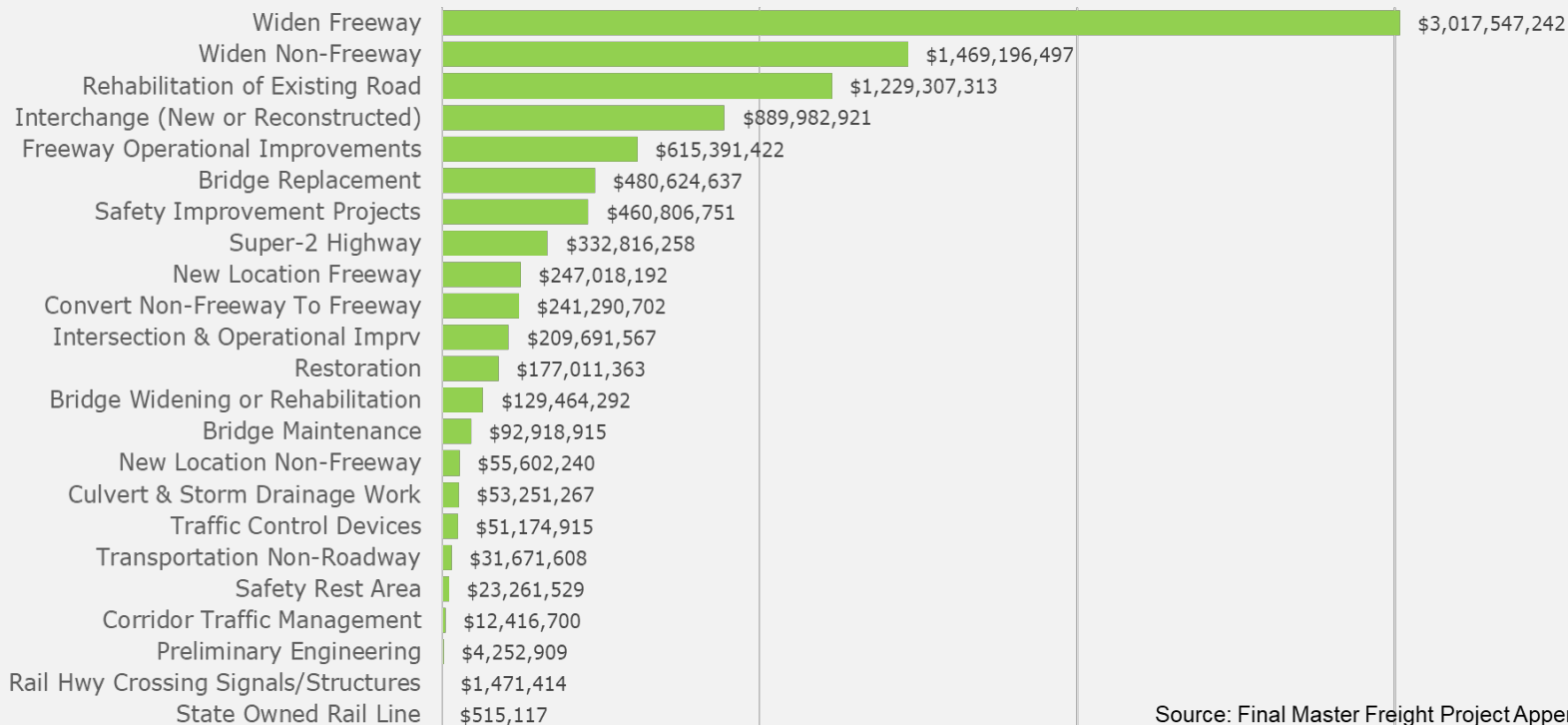
2023 Freight Investment Plan: UTP Project Status Update



2023 Freight Investment Plan: UTP Projects by Category



Freight Investment Plan – Invested by Category



Source: Final Master Freight Project Appendix 01202023

Policy and Program Recommendations

*For Texas Delivers 2050,
TxFAC made...*

22 Freight Policy
Recommendations

8 Freight Program
Recommendations

14 Freight Technology and
Operations Recommendations

*TxDOT continues to implement
recommendations from Texas Delivers 2050*

Binational freight traffic operations
studied

Truck Parking Action Plans for Far West and
Southeast Texas completed

IH 10 Truck Parking Availability System
fully let to construction

Key Focus Areas for the 2027 Texas Freight Mobility Plan

- How has the movement of goods changed since 2022?
- What are new socioeconomic and modal factors that need to be planned for?
- How should TxDOT target its investments to respond to changing demand?



Open Discussion

**How can TxDOT
maintain a world-
class freight
network?**

Priorities for the 2027 Texas Freight Mobility Plan

- ☐ Monitor and meet or exceed all applicable federal requirements to ensure continued National Highway Freight Program funding for Texas.
- ☐ Understand key trends and changes in goods movement across Texas – and impacting Texas – to inform TxFAC’s policy, program, and project recommendations.
- ☐ Advance TxDOT’s implementation of key TxFAC recommendations and priorities.

Open Discussion

**What else should
the 2027 TFMP
prioritize in order
to succeed?**

The 2027 Texas Freight Mobility Plan Team



**Tyler
Graham**
Freight Systems
Branch Manager



**Kale
Driemeier**
Project Manager



Leah Casey
Deputy Project
Manager



**Farideh
Dassi**
Project Manager



David Mass
Deputy Project
Manager

Statutory Compliance and Project Programming

Policy, Trends, and Implementation

The Road Ahead

Fall 2025

Formal announcement of 2027 Texas Freight Mobility Plan

Internal project kickoff meetings



Late 2025
– Fall 2026

Ongoing project development and stakeholder engagement

Several meetings with TxFAC



Late 2026

Draft final plan submitted to TxFAC for approval

Final plan submitted to Texas Transportation Commission for approval



Early 2027

2027 Texas Freight Mobility Plan approved by U.S. Department of Transportation





September 24, 2025

Questions?

Tyler Graham

Freight Systems Branch Manager

tyler.graham1@txdot.gov | (512) 354-9278

HELP MAKE TEXAS SAFER FOR EVERYONE

DRIVE *like a* TEXAN™

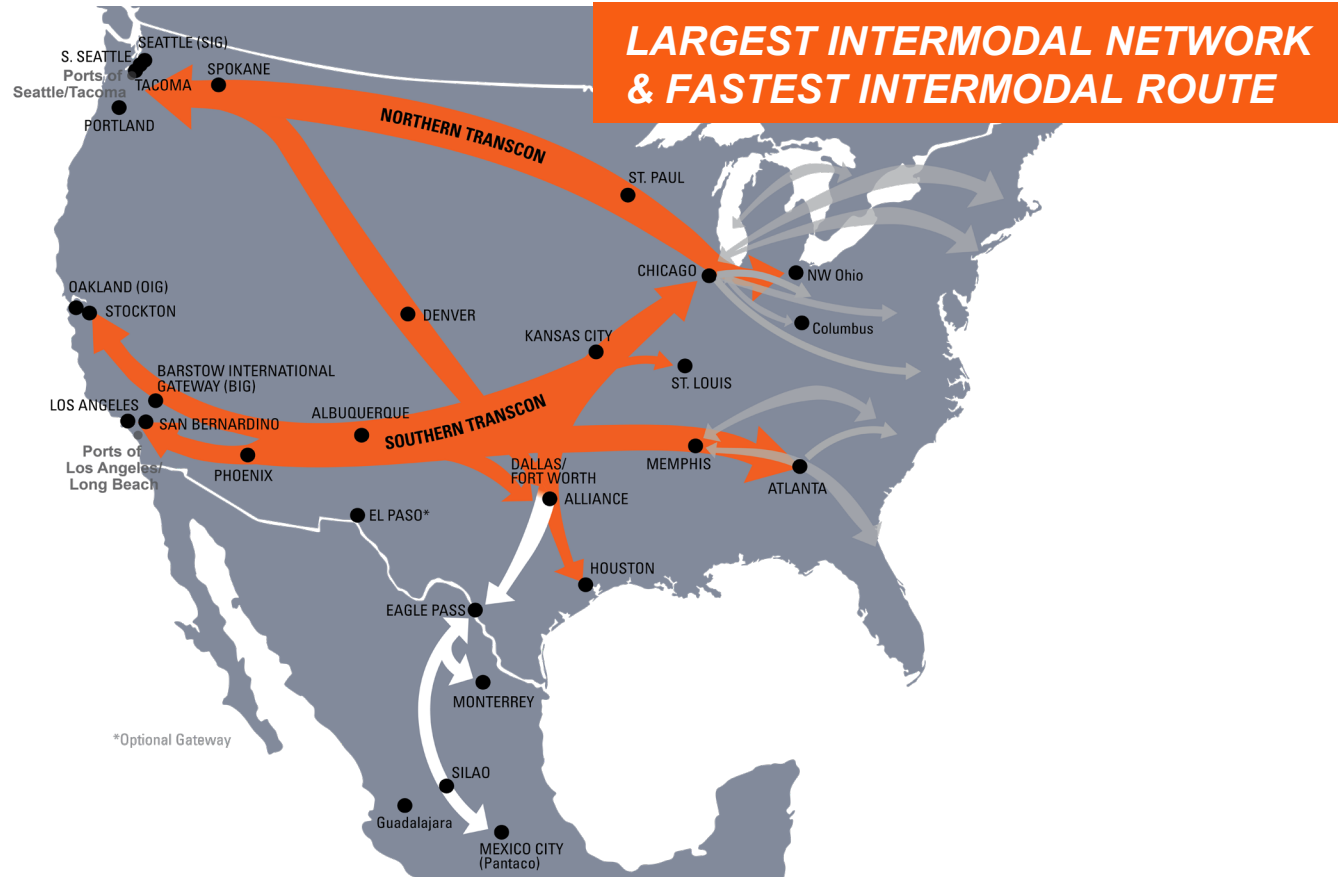
Kind. Courteous. Safe.

DriveLikeATexan.com



BNSF Overview

- A **Berkshire Hathaway** company
- **~36,500** employees
- **~ 6,800** locomotives
- Operates an average of **1,300** trains/day
- **32,500 route miles** in 28 states and three Canadian provinces
- **13,000+** bridges and **89** tunnels
- Serves **40+** ports
- **27** intermodal facilities



The Intermodal and Rail Industry Leader

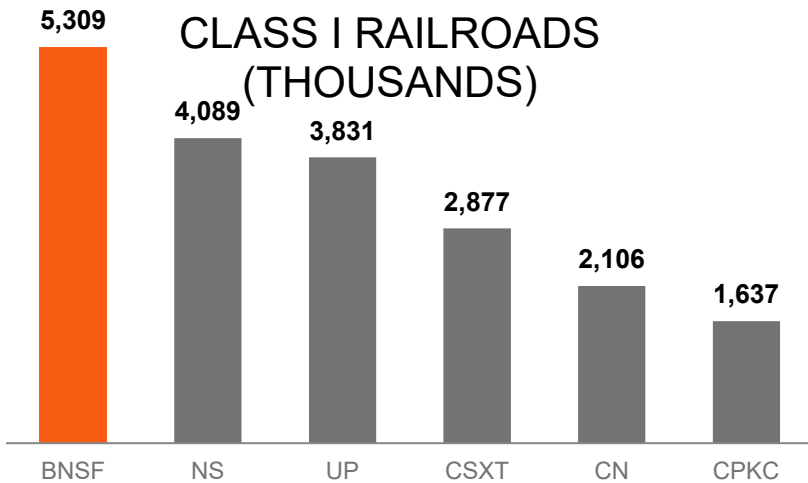
The Intermodal Leader

Consumer Products represents **nearly 59 percent** of BNSF's business portfolio

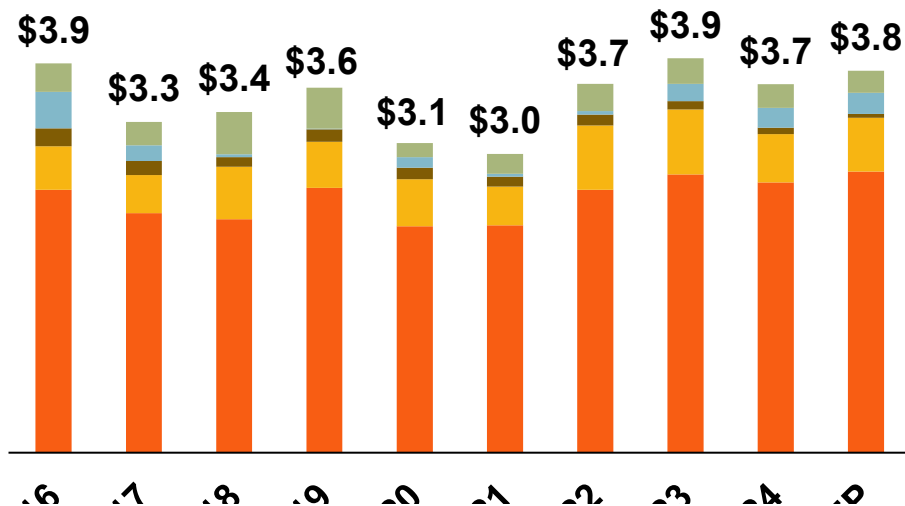
The Industry Leader

BNSF has **invested the most capital** of any Class I railroad in the past 10 years

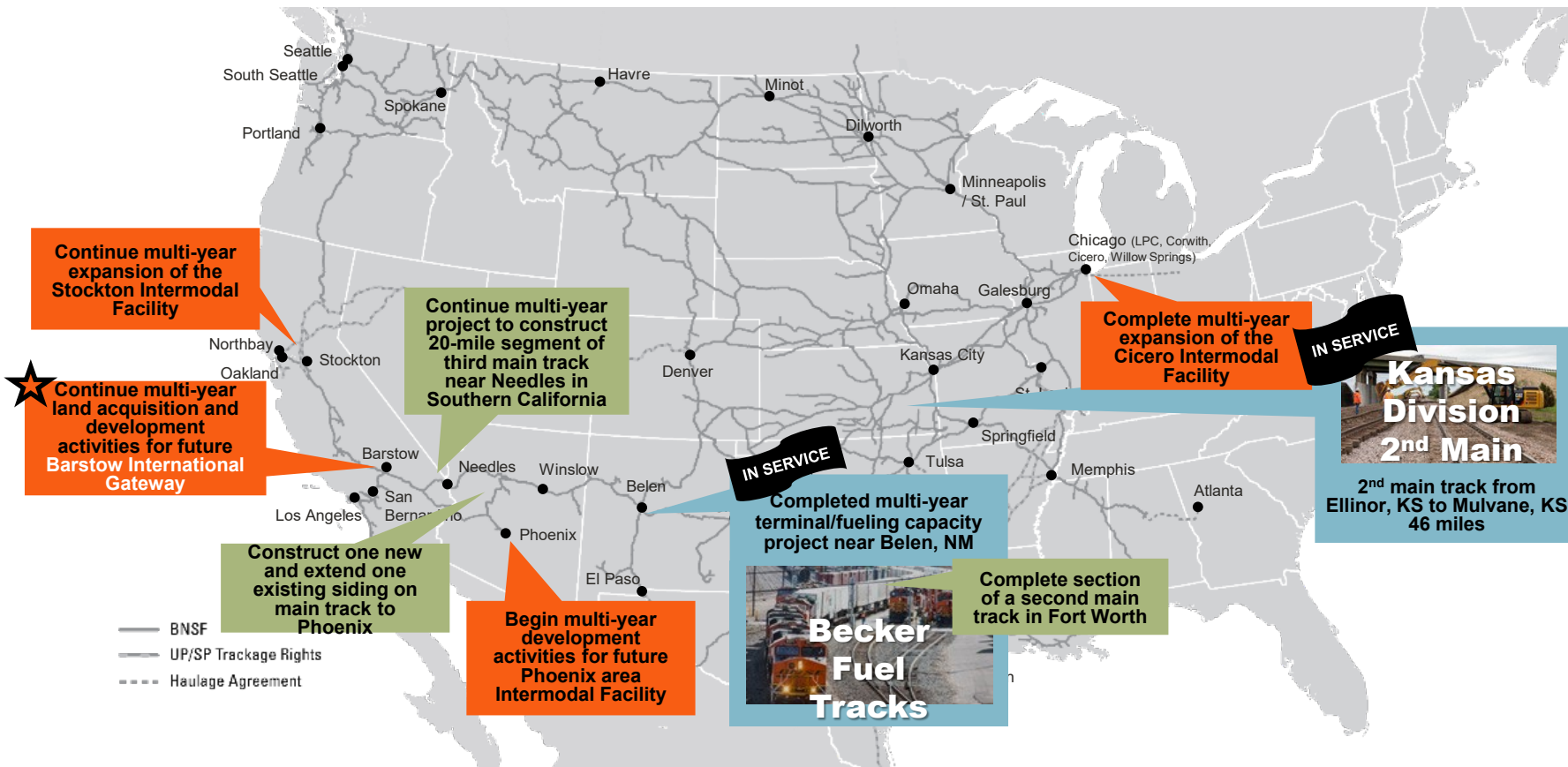
2024 INTERMODAL VOLUMES
HANDLED BY
CLASS I RAILROADS
(THOUSANDS)



■ Equipment
■ Locomotive
■ PTC



2025 Major Line and Facility Expansion Projects



BNSF SOUTHERN TRANSCON:

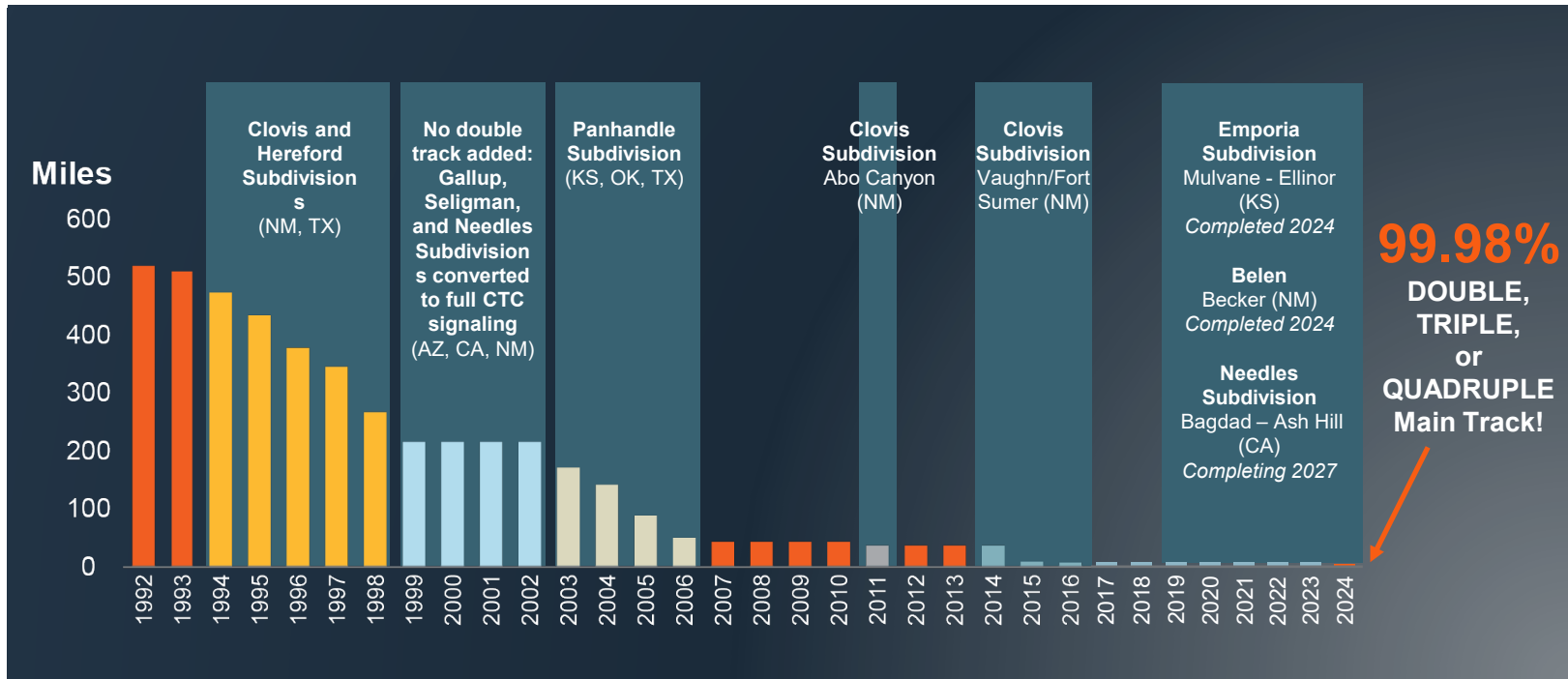


We invest in tomorrow

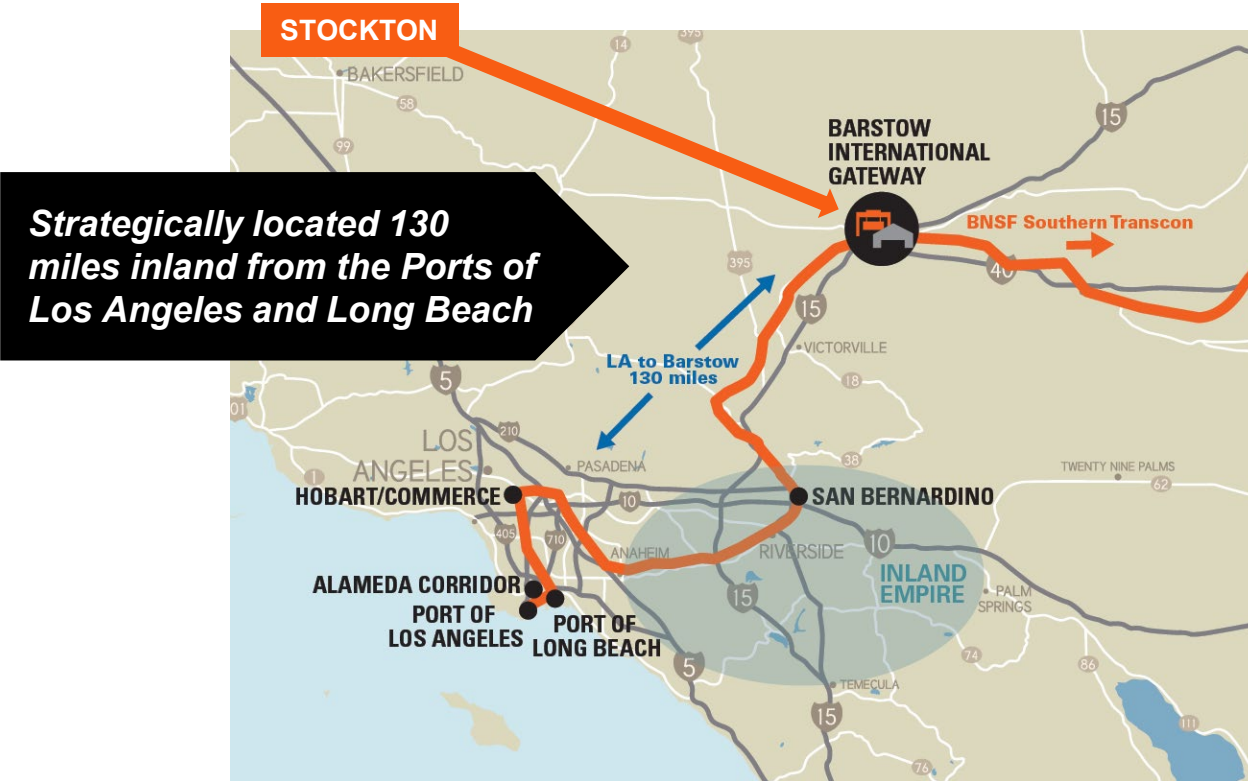


\$35B spent in the past 10 years – including
\$3.7B on the Southern Transcon since 2020

BNSF's Southern Transcon



Barstow: The Gateway to the Southern Transcon



BIG will take the 10 rail-served marine terminals, our Los Angeles and San Bernardino facilities and Northern California, and **tie them together to increase the efficiency and fluidity of the California gateway**

2025 Southern Transcon Crime Mitigation Highlights

10 suspects were arrested on Jan 13 for burglarizing a train on the Seligman Sub



Search Warrant —
Ten pallets of stolen cargo were recovered in an LA warehouse.
The pallets were labeled for shipment to NC



Search Warrant –
35 pallets of product was recovered in Greenville, NC



Customer-installed light alarm was received near Ludlow, CA.
Two suspects were arrested, and product recovered (valued at \$400k)



Search Warrant –
31 pallets of product from various customers was recovered in Norwalk, CA



Search Warrant –
Three locations in LA recovering multiple pallets of product from several customers



New
Expedited
Service:

Los
Angeles to
Houston



Third Day Service with 80-Hour Goal



***Growing the Greater Houston Market Through
Enhanced Speed, Consistency and Connectivity***



Planning the Future Multimodal Interstate System in Texas: I-69, I-14, and I-27

Texas Freight Advisory Committee



September 10, 2025

Presentation Outline

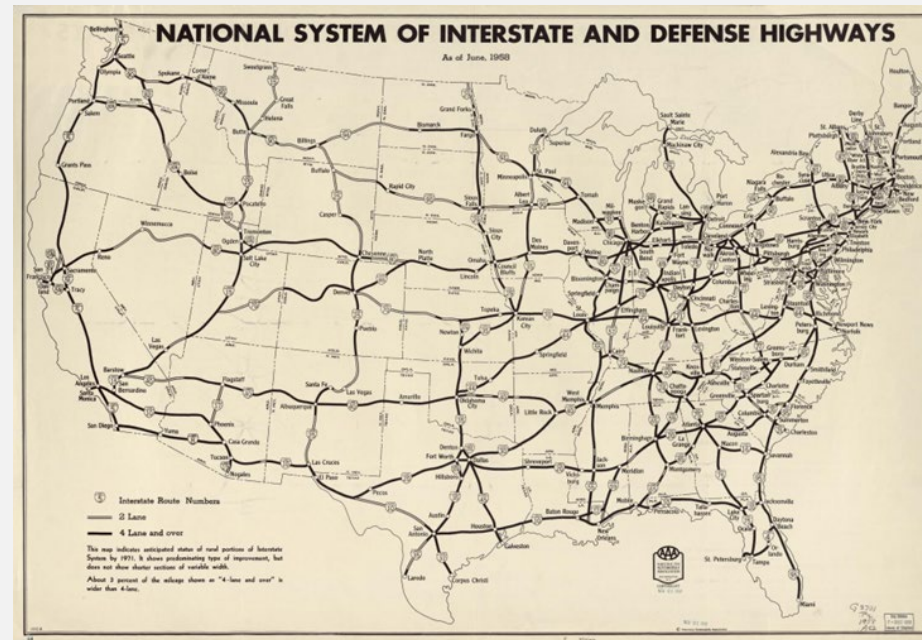
- 1** | The Interstate Highway System in Texas
- 2** | Intro to the Future Interstates in Texas: I-69, I-14, and I-27
- 3** | I-69 System in Texas
- 4** | I-14 System in Texas
- 5** | I-27 System in Texas
- 6** | Post-Implementation Plan Activities



The Interstate Highway System in Texas

Interstate Highway System

- In 1956, Congress passed the Federal-Aid Highway Act, creating federal funds for interstate highway construction.
- The Interstate Highway System remains critical roadway infrastructure:
 - Connecting principal metropolitan areas, cities, and industrial centers
 - Serving the national defense
 - Providing important linkages to Canada and Mexico

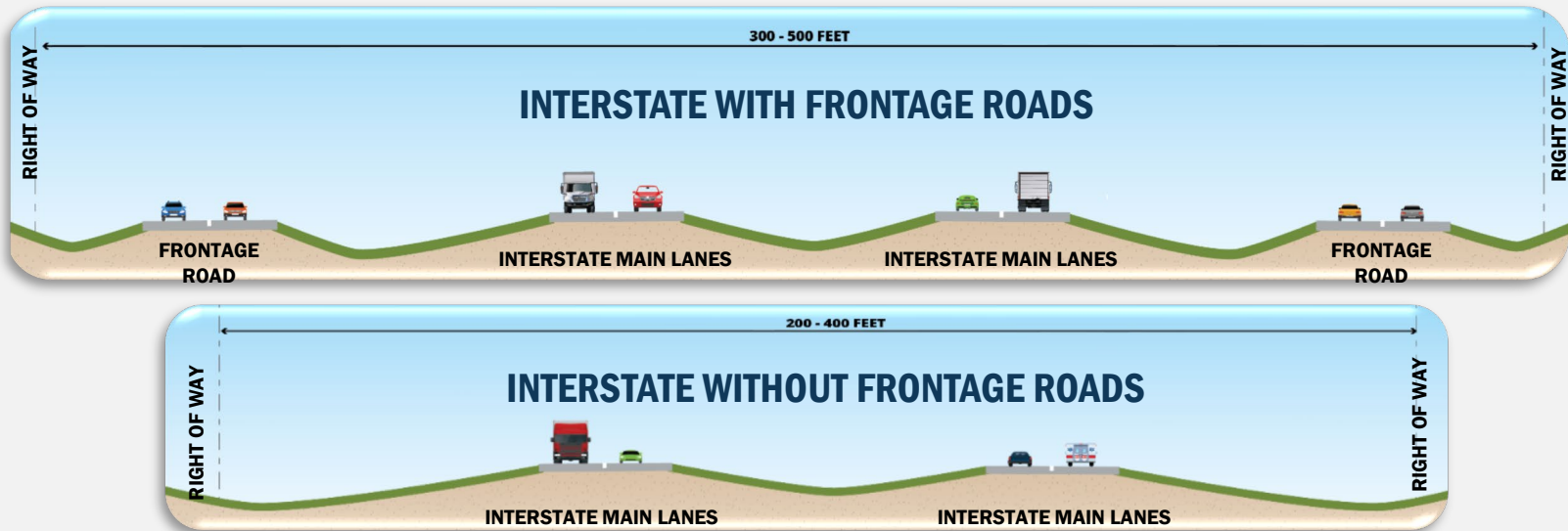


***Interstate Highway Map, 1958
(Sources: AAA; Library of Congress)***

- Provides connections to other modal facilities, including
 - Class 1 and short-line railroads
 - Maritime ports and Marine Highway 69 (Gulf Coast Intracoastal Waterway)
 - Commercial and general aviation airports
 - Ports of Entry at the international border

Texas is the state with the most miles of the interstate highway system with over 3,400 centerline miles.

Safety Design Standards of an Interstate



Full control of access; no driveways connecting to main lanes



No stop signs or traffic signals on main lanes



Higher design speeds



Limited access points



Larger right-of-way widths; minimum main lanes and shoulders



Entrance and exit ramps deceleration/acceleration lanes

Benefits of an Interstate Highway



Improve Safety, Mobility and
Connect Rural and Urban Texas



Improve Travel Time and
Reduce Travel Time Costs



Improve Freight Movement
Facilitate the Flow of Goods and
International Trade



Increase Access to Markets



Alleviate Congestion and
Improve Reliability



Create Economic Opportunities and
Attract Businesses

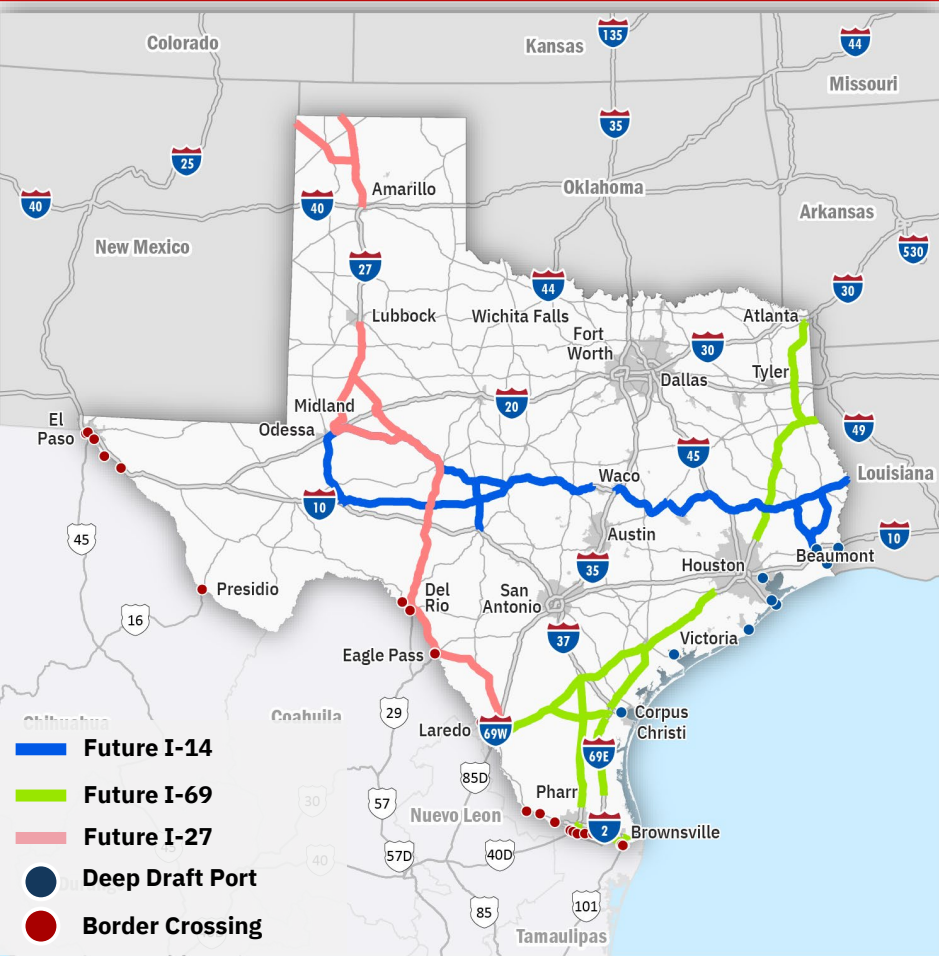


Intro to the Future Interstates in Texas

Congressionally Designated High Priority Corridors as Future Interstates



- Future I-14
- Future I-69
- Future I-27
- High Priority Corridor
- Interstate Highway



Designation Summary Status

Future Interstate	Corridor Length (mi.)	Current IH (mi.)
I-69	1,134	172
I-14	1,031	25
I-27	963	128
Total	3,128	325

When completed, the three future interstates will connect state, national and global markets through Texas seaports and border crossings.

Linking Largest Economic Sectors in Texas



Oil and Natural Gas Sector

\$719 B of total private sector Texas GSP in 2023

Source: 2024 Annual Energy & Economic Impact Report, Texas Oil & Gas Association



Timber Sector

\$54.2 B of total industry output in 2024

Source: Texas A&M Forest Service



Agriculture Sector

\$32.2 B of sales in 2022

Source: Texas Department of Agriculture: Texas Ag Stats



U.S. \leftrightarrow Mexico Trade

70% of US/Mexico Trade (**\$588.7 B** of **\$839.9 B** in 2024)

Source: Bureau of Transportation Statistics: Transborder Freight Data



International Maritime Trade

19% of US Maritime Trade in 2024

\$268 B in exports and **\$144 B** in imports

Source: U.S. Census Bureau: Economic Indicators Division USA Trade Online



National Defense and Security

\$89 B in GDP in 2023

Source: Texas Comptroller of Public Accounts: Military Snapshot

- **70% (\$588.7B) of all U.S.-Mexico trade (\$839.9B) in 2024** passed through Texas.
- Six international trade corridors facilitate north to south movement:
 - I-10 (El Paso)
 - I-35 (Laredo)
 - I-69 (Laredo)
 - I-69 (Brownsville)
 - Future I-27 (Eagle Pass)
 - US 67 (Presidio)



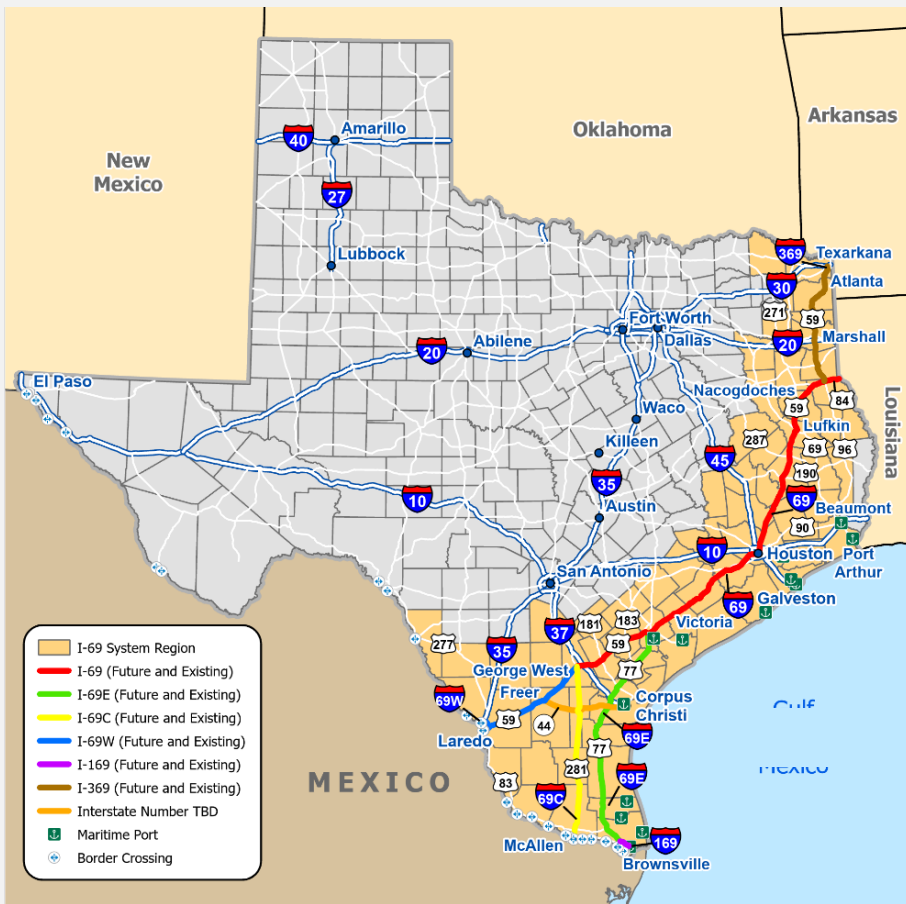


I-69 System in Texas

I-69 System in Texas Overview

- In Texas, approximately **172 miles have been designated** as interstate highway.
- Once constructed to interstate standards and designated as interstate, there will be approximately **1,100 miles** of I-69 system roads in Texas.
- I-69 System in Texas Implementation Plan was completed in 2016 and updated in 2018.





I-69 System in Texas: Interstate Designation Status

Route	Existing (miles)	Future (miles)	Total (miles)
I-69	75	324	399
I-69E	70	155	225
I-69C	18	131	149
I-69W	1	114	115
I-369	4	114	118
SH 44	0	73	73
I-169	4	5	9
Total	172	916	1,088

I-69 System in Texas: Investments to Upgrade to Interstate Standards

- **Projects Under Construction**
 - 20 projects
 - \$2.0B est. construction cost
 - 54.0 miles
- **Projects in the 2025 UTP (Fully Funded)**
 - 14 projects
 - \$1.6B est. construction funding
 - 46.7 miles
- **Projects in Planning (Partial/Unfunded)**
 - 40 projects
 - \$8.1B est. construction cost
 - 197.3 miles



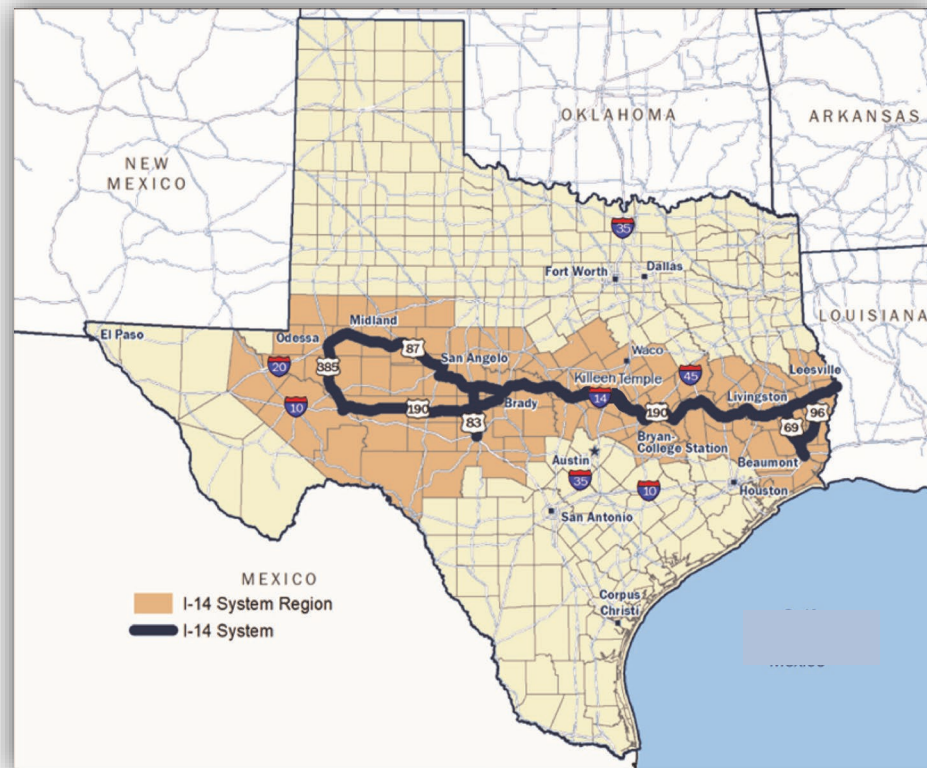
***Two Direct Connectors being built from I-69W
to I-35, Laredo, TX***



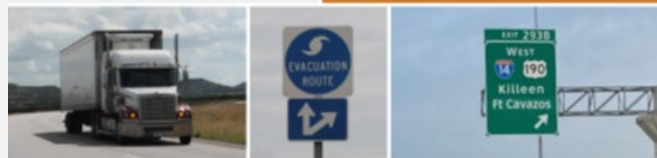
I-14 System in Texas

I-14 System in Texas Overview

- In Texas, approximately 25 miles have been designated as interstate highway.
- Once constructed to interstate standards and designated as interstate, there will be approximately **1,000 miles** of I-14 system roads in Texas.
- I-14 System in Texas Implementation Plan was completed in March 2024.



I-14 System in Texas: Interstate Implementation Plan and Report



Purpose

The purpose of the implementation strategy and plan is to **identify short-, mid-, and long-term improvements** that upgrade the corridor to interstate standards.

Over 1,000 Miles

I-14 (Existing): 25 miles

44 Cities/Towns along route

32 Counties

7 TxDOT Districts

5 MPO's

www.TxDOT.gov
Keyword: I-14 System

I-14 System in Texas: Investments to Upgrade to Interstate Standards

- **Projects Under Construction**
 - 18 projects
 - \$1.1B est. construction cost
 - 66.0 miles
- **Projects in the 2025 UTP (Fully Funded)**
 - 15 projects
 - \$1.7B est. construction funding
 - 63.5 miles
- **Projects in Planning (Partial/Unfunded)**
 - 19 projects
 - \$3.7B est. construction cost
 - 117.4 miles



The first 25-mile section of I-14 from Copperas Cove to I-35 at Belton was added to the Interstate Highway System in 2017



I-27 System in Texas

I-27 System International Connectivity



- **1998:** Designated by Congress as a High Priority Corridor (Texas/Mexico border to Denver, Colorado)
- **2019:** HB 1079 requiring interstate feasibility study of upgrading corridor to interstate standards
- **2020:** TxDOT submitted the Feasibility Study Report to the Governor and Texas Legislature
- **2021:** SB 1474 established the I-27 Advisory Committee
- **2022:** Designated by Congress as a future interstate from Texas/Mexico border to Raton, New Mexico
- **2023:** I-27 Numbering Act

I-27 System International Trade Significance



Opening Strategic Trade Gateways

The strategic trade gateways at Laredo, Eagle Pass, and Del Rio connect Mexico with Texas and the US



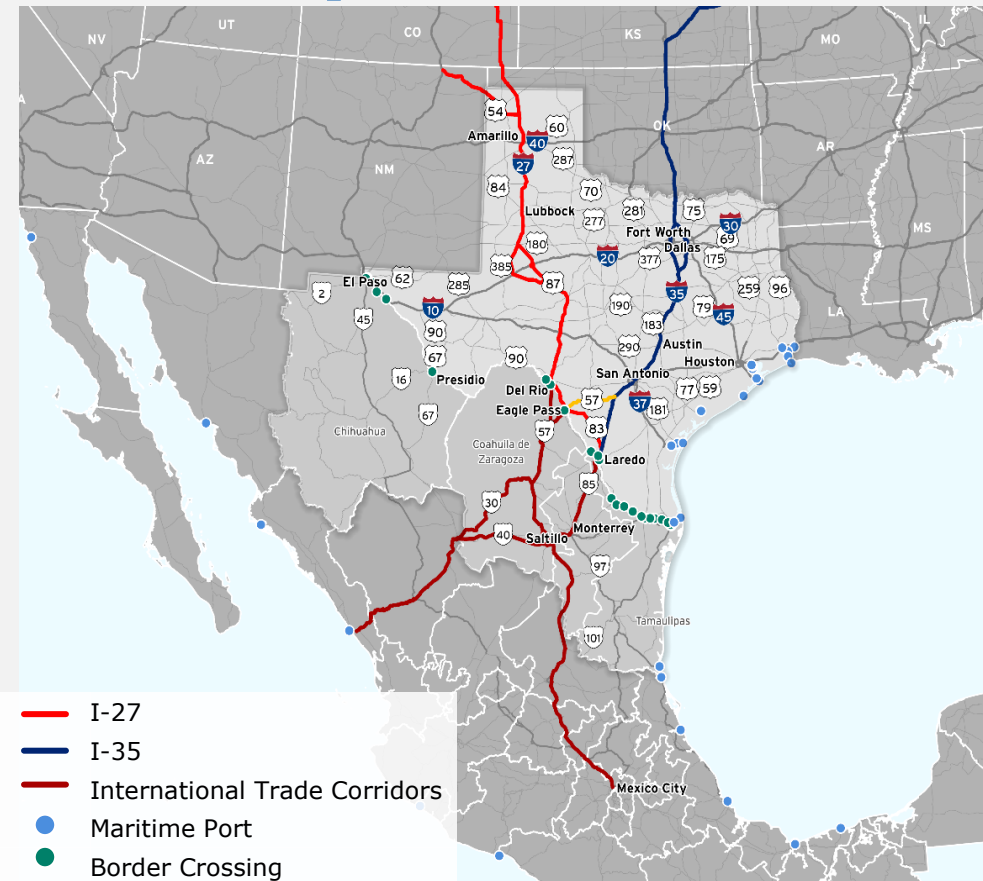
Accessing International Trade

I-27 will provide improved access to the trade gateways



Competing Internationally

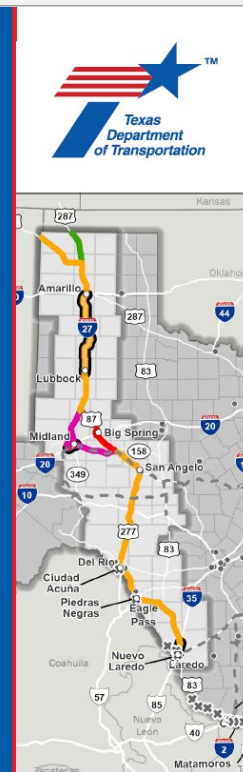
I-27 is vital to the continued viability of the international trade gateways



I-27 System in Texas: Implementation Plan and Report

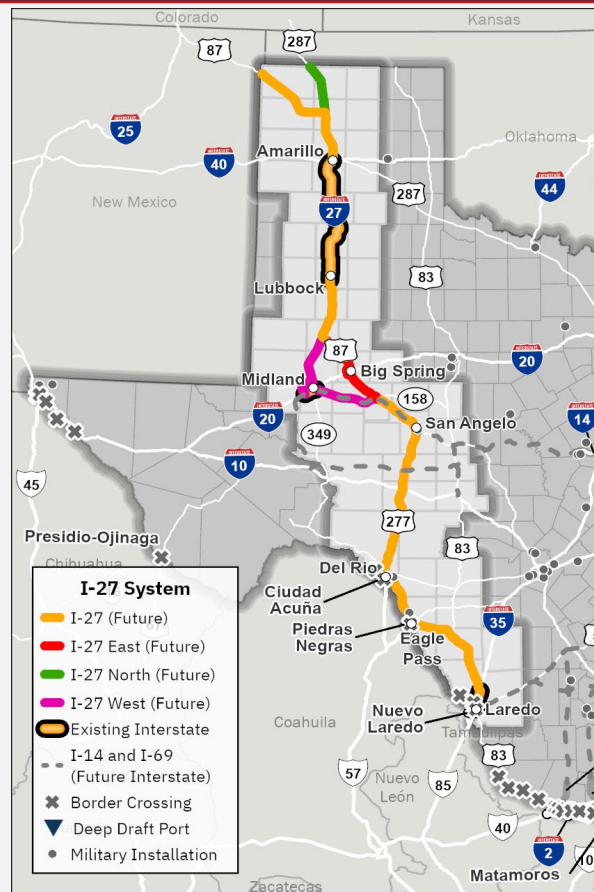
- Published in July 2024
- The Report provides recommendations for each TxDOT District along the I-27 System and includes:
 - Projects to upgrade to interstate standards
 - Areas where detailed city location studies should occur due to engineering and environmental constraints
 - Implementation timeframes
 - Statewide priority rankings for interstate designation

I-27 System in Texas Implementation Plan



I-27 System in Texas: Investments to Upgrade to Interstate Standards

- **Projects Under Construction**
 - 6 projects
 - \$729.8M est. construction cost
 - 30.2 miles
- **Projects in the 2025 UTP (Fully Funded)**
 - 15 projects
 - \$1.2B est. construction funding
 - 69.2 miles
- **Projects in Planning (Partial/ Unfunded)**
 - 38 projects
 - \$8.9B est. construction cost
 - 331.1 miles





Post-Implementation Plan Activities

Agency-wide Briefings and Updates

- I-27 Advisory Committee Meetings (2X per Fiscal Year)
 - Established by Senate Bill 1474 June 2021
 - Amended by House Bill 2775 June 2025
- Transportation Advocacy Groups
 - Alliance for I-69 Texas
 - I-14 Gulf Coast Strategic Highway Coalition
 - MOTRAN (Midland-Odessa Transportation Alliance)
 - Ports-to-Plains Alliance
 - TEX-21
- Districts are prioritizing and programming projects and conducting detailed location studies guided by the future interstate Implementation Plans.

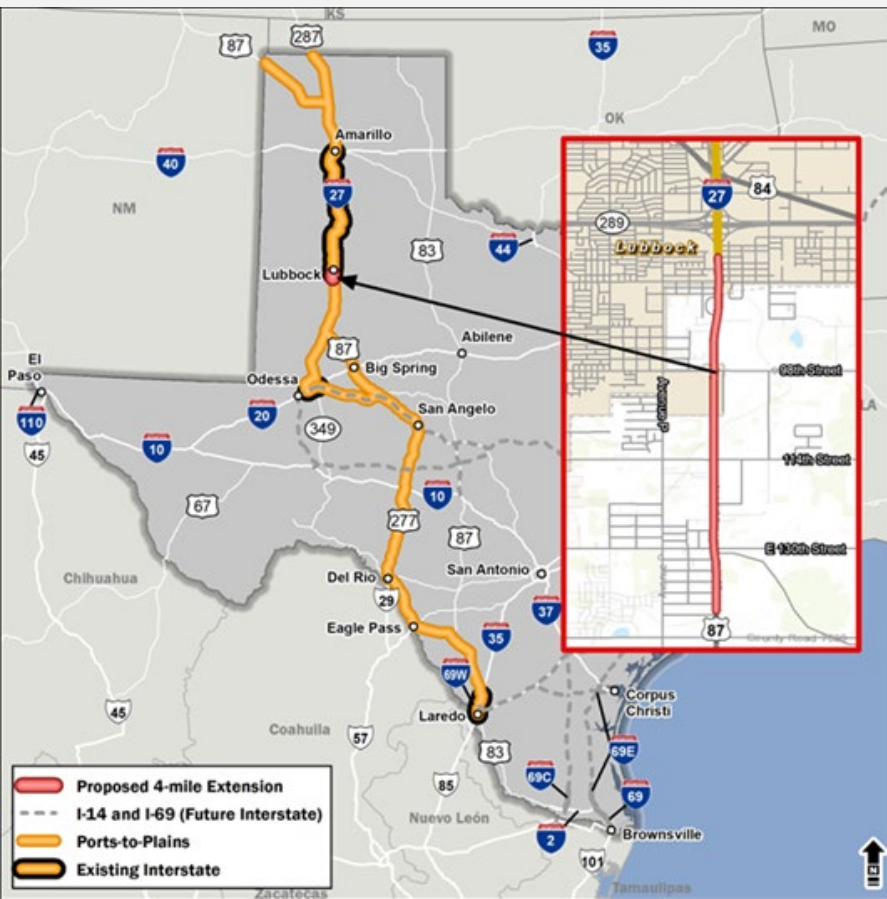
I-27 System in Texas: First New Interstate Designation in Lubbock County

Length: 4.2 miles

- Five separate projects constructed to bring this segment to interstate standards
- Let in 1987, 1988, 1999, 2011, 2017

Process of Approvals:

- November 2023 – AASHTO's Special Committee on US Route Numbering approved the route numbering request of the I-27 Extension
- September 2024 - FHWA approved the inclusion of this segment on the Interstate Highway System
- September 2024 - Texas Transportation Commission approved to add to State Highway System



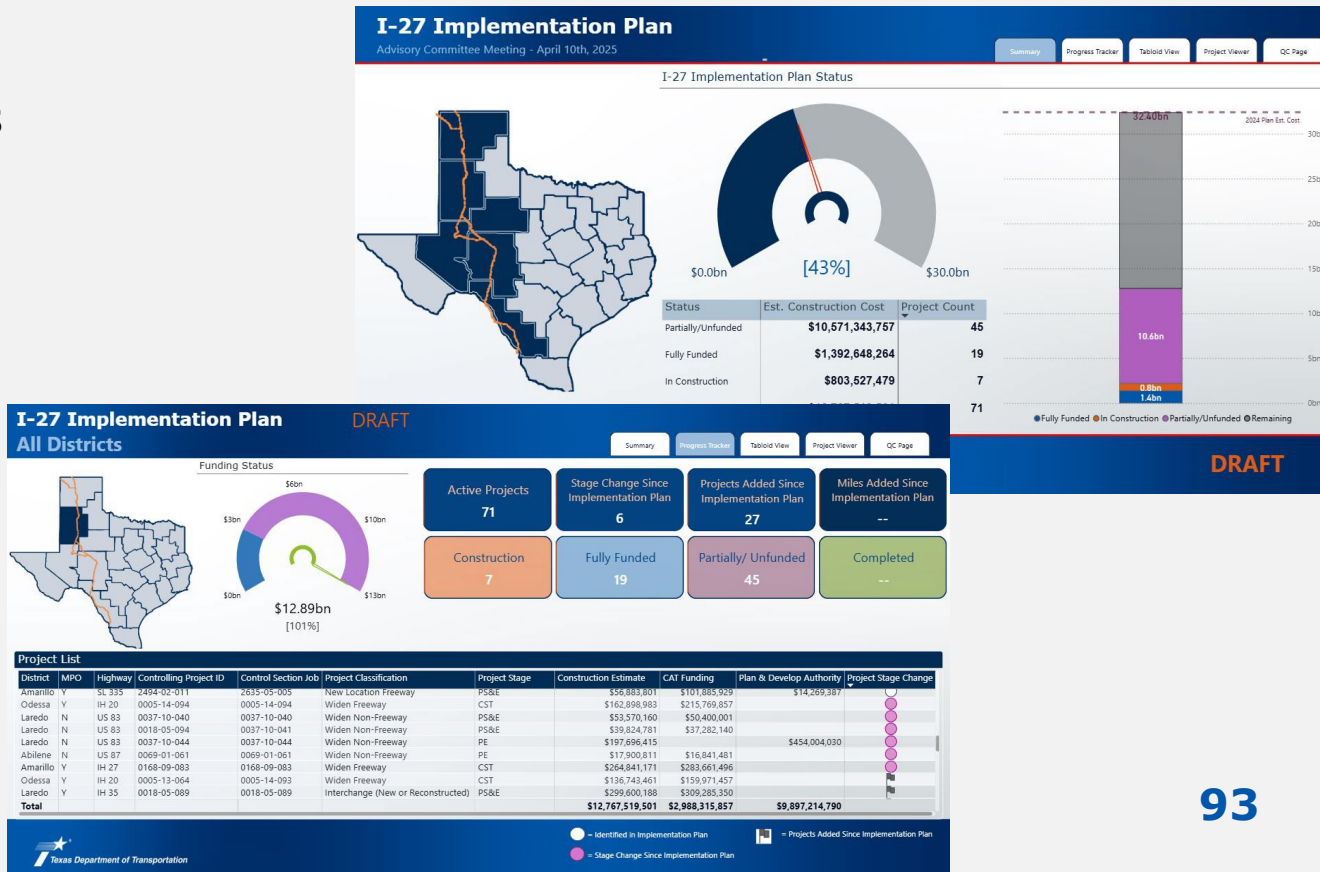
Celebrating Progress!



Celebrating the opening of a newly designated I-27 segment in Lubbock, TX with US Senator Ted Cruz, April 2025.

Monitoring Progress on Implementation of Future Interstates

- Monitor project progress using TxDOT's Corridor Planning Implementation Dashboard
- Periodic coordination with District leadership on project construction progress
- Interstate Designation Process





Thank You!

Lorena Echeverria de Misi, P.E.
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TxDOT Transportation Planning and Programming Division
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September 10, 2025



Statewide CMV Parking Facilities Assessment

Texas Freight Advisory Committee (TxFAC) Meeting



September 10, 2025

Study Goals and Objectives

- ✓ Update inventory and utilization of public and private truck parking
- ✓ Forecast future statewide truck parking demand
- ✓ Identify and prioritize critical truck parking need areas
- ✓ Support policy and investment alignment with IIJA, TD2050, and 2027 Freight Mobility Plan Update
- ✓ Proactively engage stakeholders to gather insights and validate assessment, ensuring a well-informed and credible process

Statewide CMV Parking Facilities Assessment

Data Collection & Inventory

Existing CMV Parking Infrastructure

CMV Traffic Volume & Patterns

Field Surveys at Key Locations

Stakeholder Input

Parking Demand Estimation

Truck Trip Origins, Destinations, and Time-of-Day

Parking Demand Indicators

Future CMV Volume Growth and Associated Parking Demand

Spatial Analysis

Demand Hotspots

Parking Availability Along Major Highways and Near Intermodal Facilities

Areas of Greatest Need

Overview of 2025 Inventory



- Total number of truck parking spaces: **35,701**
- Total number of facilities: **710**
- **34% increase** in parking spaces over 5 years



- **94%** of the parking spaces are owned by private entities totaling 33,422 spaces
- The rest of the public facilities consist of **2,279** spaces
- **80%** of statewide parking spaces are located within a half mile from interstates

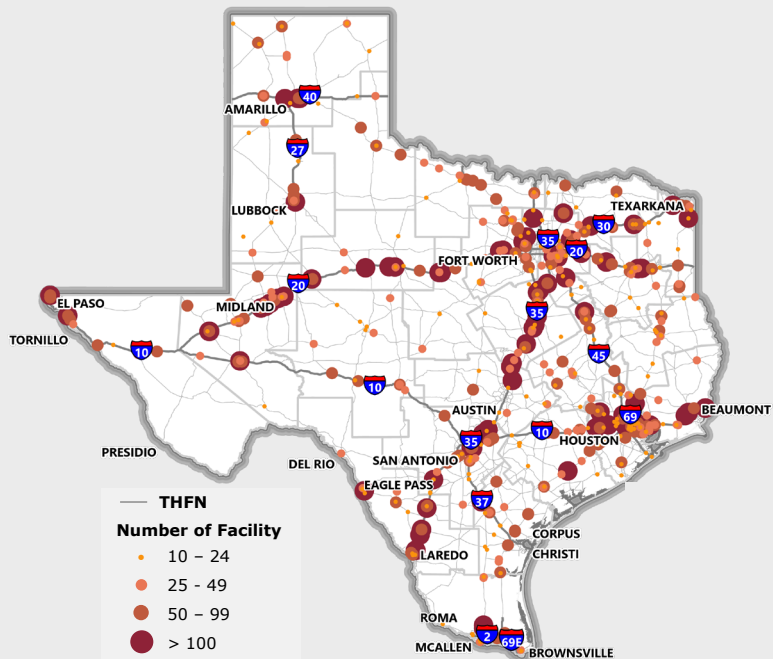


- New type of facility: **Reservation Parking Sites**
- Number of truck parking spaces: **1,455**
- Additional needs for truck staging at maritime ports and border crossings

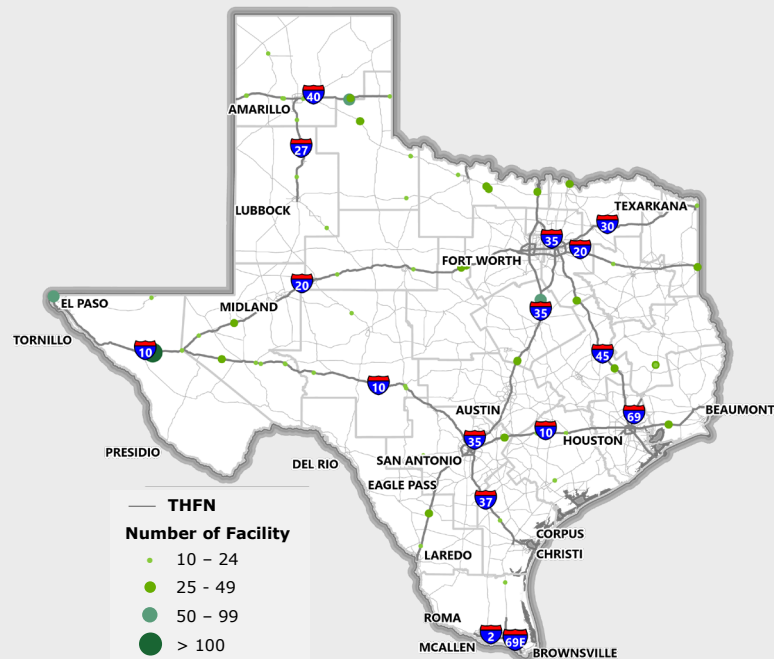
Note: Inventory numbers are approximate based on a review of primary sources, third-party applications, and aerial imagery verification.

Overview of 2025 Inventory

Private Parking Facilities

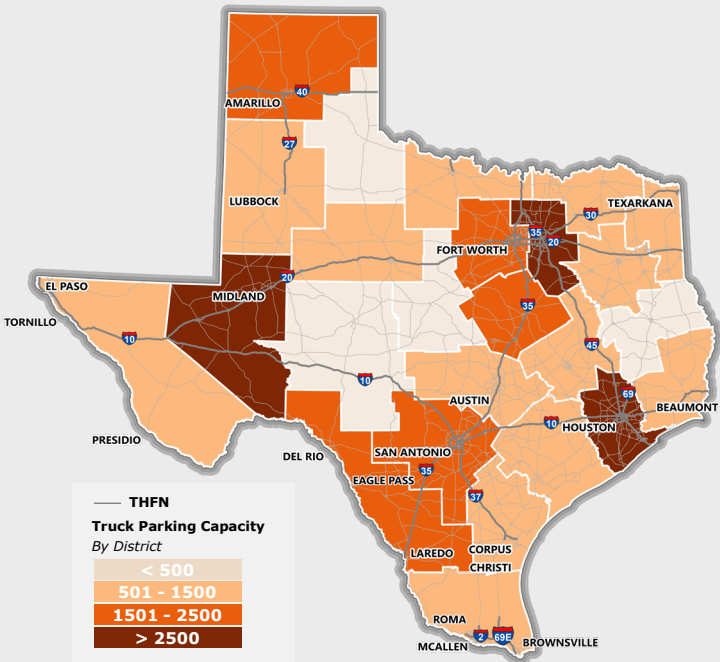


Public Parking Facilities

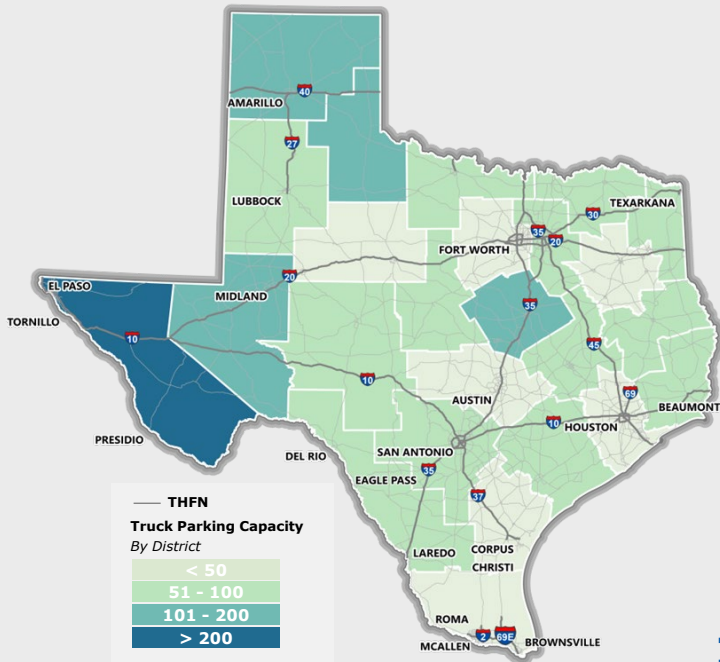


Truck Parking Capacity by Districts

Private Parking Facilities



Public Parking Facilities

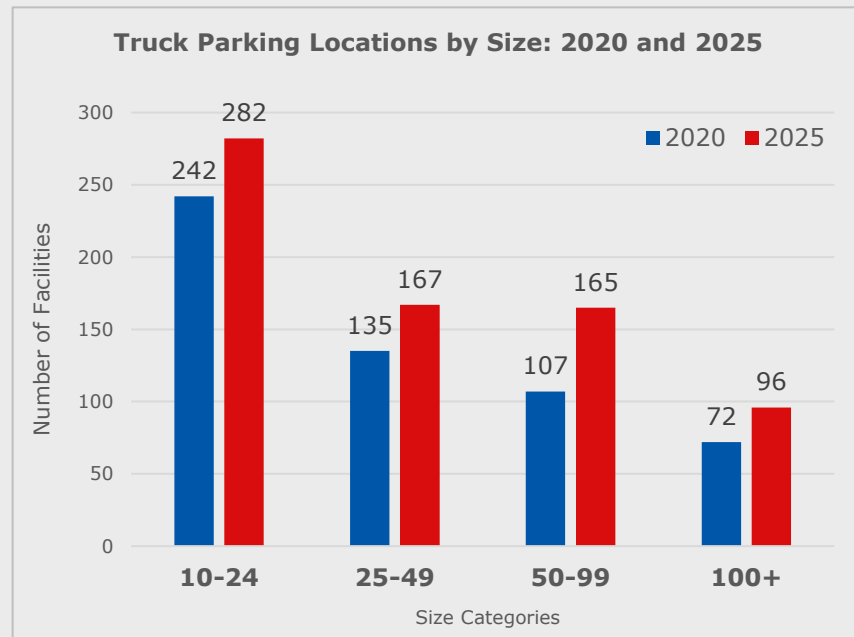
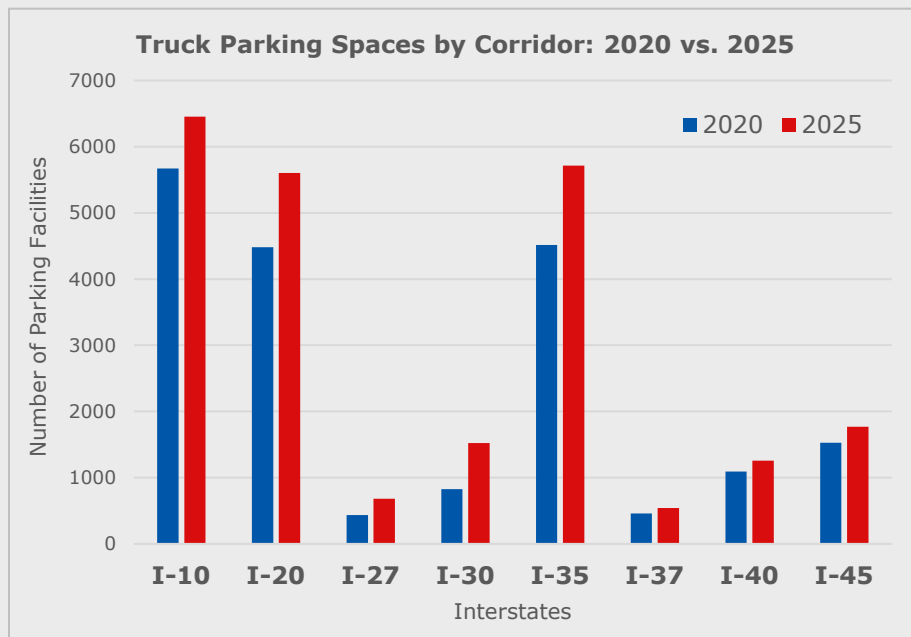


Comparison 2020 vs. 2025

Type	Facilities		Spaces	
	2020	2025	2020	2025
Private	462	606	24,807	33,422
Public	94	104	1,814	2,279
Total	556	710	26,621	35,701

Year	Metro Districts	Urban Districts	Rural Districts	Texas
Truck Parking Supply 2020	9,989	10,686	5,946	26,621
Truck Parking Supply 2025	13,562	14,023	8,116	35,701
% Change	36%	31%	36%	34%

Comparison 2020 vs. 2025



Comparison 2020 vs. 2025

Abilene	Amarillo	Atlanta	Austin	Beaumont
2020: 955	2020: 1,545	2020: 630	2020: 348	2020: 1,323
2025: 1,029	2025: 1,831	2025: 1,034	2025: 633	2025: 1,458
Change: 8%	Change: 19%	Change: 64%	Change: 82%	Change: 10%
Brownwood	Bryan	Childress	Corpus Christi	Dallas
2020: 278	2020: 738	2020: 377	2020: 873	2020: 2,384
2025: 514	2025: 1,038	2025: 414	2025: 986	2025: 2,946
Change: 85%	Change: 41%	Change: 10%	Change: 13%	Change: 24%
El Paso	Fort Worth	Houston	Laredo	Lubbock
2020: 1,249	2020: 1,255	2020: 3,142	2020: 1,429	2020: 516
2025: 1,738	2025: 2,188	2025: 4,297	2025: 1,888	2025: 764
Change: 39%	Change: 74%	Change: 37%	Change: 32%	Change: 48%
Lufkin	Odessa	Paris	Pharr	San Angelo
2020: 362	2020: 1,937	2020: 579	2020: 727	2020: 449
2025: 531	2025: 2,721	2025: 982	2025: 1,084	2025: 554
Change: 47%	Change: 40%	Change: 70%	Change: 49%	Change: 23%
San Antonio	Tyler	Waco	Wichita Falls	Yoakum
2020: 2,133	2020: 647	2020: 1,395	2020: 433	2020: 917
2025: 2,414	2025: 1,125	2025: 1,895	2025: 660	2025: 977
Change: 13%	Change: 74%	Change: 36%	Change: 52%	Change: 7%

Stakeholder Survey Development

2025 Port Survey



MRD Truck Parking Survey

The Texas Department of Transportation (TxDOT) is completing a statewide truck parking facilities assessment. The assessment will evaluate the capability of the State, together with the private sector, to provide adequate truck parking and rest facilities for commercial drivers. It will also examine truck traffic volumes in the State to identify areas experiencing shortages of adequate truck parking facilities, including an analysis of the underlying causes of such a shortage. This survey is intended to solicit information on existing and planned truck parking, staging, and queuing facilities near Texas Maritime Ports. We appreciate your input and estimate that this brief survey will take no more than 5 minutes to complete.



Does your port provide designated truck parking, staging, or queuing areas?*

☐ Yes

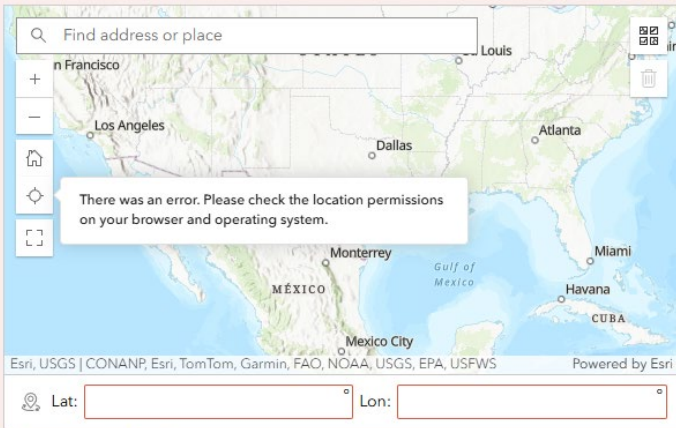
☐ No

[MRD Truck Parking Survey](#)

Please drop a pin on the map to show their location(s). (1)


1


Location(s) of existing designated truck parking, staging, or queuing areas:*



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Esri, USGS | CONANP, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS
 Powered by Esri

Lat: Lon:

This is a required question

Data Analysis

Data Collection



Data source:

- 2024 INRIX Waypoint and Trip Path data

Weight classes used:

- Medium duty trucks/vans
- Heavy duty trucks



Study area:

- Statewide private and Public truck parking locations
- Statewide areas of unauthorized parking

Demand measurement



Existing demand analysis:

- Analyze location and duration of each vehicle in a non-moving (i.e. stationary) state to calculate parking demand
- Develop trip OD table in combination with waypoints



Next steps:

- Expand polygons to capture any stops not captured due to data perturbation
- Expand demand using INRIX trip path data
- Calculate parking utilization



Questions and Discussion



Contact Information

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Final Remarks



Adjourn

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