



I-20 East Texas Corridor Advisory Committee Meeting

Monday, January 6, 2014, 1:00 p.m.
 Grand Hyatt Hotel, San Antonio, Texas
 MEETING SUMMARY

Name	Organization
Members Present	
Judge Bill Stoudt (Chair)	Gregg County
Judge Joel Baker	Smith County
Mayor John Monaco	City of Mesquite
Michael Morris	NCTCOG
Gerardo Cuaron (on behalf of Mark McDaniel)	Tyler MPO
Heather Nick	Tyler MPO
Karen Owen, Director	Longview MPO
Judge Hugh Taylor	Harrison County
Judge Bruce Wood	Kaufman County
Members Not Present	
Mayor Harold Magill	City of Seagoville
Mayor Darren Rozell	City of Forney
Mayor Barbara Bass	City of Tyler
Mayor Jay Dean	City of Longview
Mayor Ed Smith	City of Marshall
Judge Clay Jenkins	Dallas County
Judge Rhita Koches	Van Zandt County
Mayor Dr. Carrie Gordon	City of Balch Springs
Mayor Hal Richards	City of Terrell
Linda Ryan Thomas, Director	NETRMA
Celia Boswell	NETRMA
Mayor Robert Nelson (on phone)	City of Lindale
Gary C. Thomas	DART

To view the complete meeting sign-in sheets, see Attachment 1.

Purpose:

The purpose of this meeting was to: 1) Make Committee members aware of strategies and efforts employed by the Alliance for I-69 Texas to enhance awareness of the I-69 project; 2) provide members with in-depth information on Transportation Reinvestment Zones and examples already in place in Texas; 3) review drafts of Public Involvement Materials to be used in the next stage of the process and 4) plan and set priorities for future meetings. Printed documents were made available to all Committee Members and *attendees to follow during the meeting*. The agenda, presentation and Public Involvement Materials are included in Attachments 2 through 3.

Welcome/Introductions:

Marc Williams (TxDOT) welcomed the Committee Members and began the meeting by requesting all attendees to introduce themselves.

Safety Briefing:

Given the time constraint and easily readable configuration of the venue, Marc Williams (TxDOT)

deferred the safety briefing in favor of the first agenda item.

Alliance for I-69 Texas Overview:

Judge John Thompson (Polk County: Guest Speaker) gave an overview of the lessons learned throughout the process of developing I-69 in East Texas.

Among his recommendations and main observations were the following:

- A non-governmental group to support the project allows the goals and objectives for the corridor to remain consistent through the process and helps further the needs of the corridor among different government levels.
- By not being eligible for the Interstate Highway Construction Program, funding became the main concern in terms of transportation development.
- TxDOT's shift in strategy from a centrally managed planning process to a more inclusive use of a Statewide Committee and six local segment committees was critical to the development of local support for I-69.
- He considers a group outside of TxDOT essential in advancing committee priorities at the State and Federal level.
- I-69 currently has projects completed or under construction totaling \$742 million.
- The ultimate success of a large corridor is dependent on the development of individual pieces, and the members need to encourage/celebrate the progress of even the smallest piece of the whole project.
- Having large, private donors interested in economic development fostered by the project, facilitates the non-governmental group efforts.
- Existing Legislation can present particular challenges. Lobbying to streamline the process for designating sections of new Interstate accelerated the development of I-69

TRZ Overview by TxDOT staff:

Julie Rabeux (TxDOT) explained the basic definition and components of a Transportation Reinvestment Zone and its differences with similar financing schemes like Tax Incentive Zones and Tax Increment Reinvestment Zones. She also stated it is TxDOT's goal to provide assistance to interested parties.

As part of the presentation, Julie explained the steps local authorities must follow in order to set up a TRZ in their communities. She also emphasized the recent changes made by the 2011 legislature to the TRZ rules which increase flexibility through provisions to allow the combination of resources from multiple communities and jurisdictions as well as time extensions based on performance. For other particular questions Julie encouraged the members to get in contact with TxDOT's Debt Management Office. To review the complete presentation on TRZ Financing, see Attachment 2.

One Advisory Committee member inquired about selecting and managing the TRZ boundaries. Julie Rabeux expressed the need to maintain a balance in terms of the amount of land included in the zone. Also she mentioned it is important to carefully select the parcels included within a TRZ boundary based on revenue potential and avoiding tax exempt properties.

Another Advisory Committee member inquired as to what would happen if the TRZ is unable to pay back its commitments in the time stipulated when originally established. Julie Rabeux expressed that fortunately that hasn't been a concern yet, but reliable feasibility studies and long time periods are vital to prevent such scenarios. Also as previously mentioned, the possibility of extension has been

recently addressed by the legislature.

Texas Transportation Commissioner Jeff Austin III mentioned examples of successful TRZ structures in the state and encouraged members to develop innovative proposals for Texas Transportation. Julie Rabeux supported his statement by elaborating on existing TRZs.

One of the Advisory Committee members proposed the creation of a strategic project review plan for prioritization of projects. He expressed his belief that the pursuit of innovation can facilitate the lobbying of funding for transportation projects above the local level. He also argued for the necessity of mapping transportation needs along the corridor.

Smith County TRZ:

Judge Joel Baker (Smith County) reported on the progress of approving a new TRZ around Toll Road 49 that covers roughly 2 miles of I-20 within Smith County. He mentioned that although the crafting of legal documents has been completed, the approval has been postponed for 4 to 6 months in order to better inform the public on the meaning and implications of the TRZ.

Judge Baker assured the committee that even though Smith County is moving forward with the establishment of a TRZ, they are willing to expand or modify it to accommodate I-20 East Corridor priorities and needs.

Public Outreach:

Susan Howard asked the Committee Members to review the provided materials and express any concerns about them. Comments and observations should be forwarded to her or Caroline Love before January 20th. She also encouraged members to let TxDOT know if there is need for bilingual materials in their communities. Once changes are made and materials are approved, Committee members can begin distributing them among their constituents.

Susan reiterated the importance of public involvement and urged members to come forward if they believe an important form of outreach had been overlooked.

Open Comments:

In reference to additional means of identifying project funding, Judge Bruce Wood (Kaufman County) announced a successful \$56 million bond election meant for transportation improvements in November with an approval of 66% of voters.

Commissioner Austin encouraged members to continue to express their support for I-20 since the corridor plays a vital role in the advancement of economic development in Texas. He also argued for the need to look at transportation improvements from a broad perspective and consider how they will connect with corridors and initiatives in other states.

Wrap Up:

Roger Beall (TxDOT) discussed topics to be included in upcoming meetings. Committee members agreed upcoming meeting should include discussion on rail possibilities, the Cotton Belt Corridor Innovative Finance Initiative and locations for specific improvement projects. The possibility of scheduling the next Advisory Committee Meeting in February was also brought up, to which members

agreed. TxDOT will identify possible dates and take care of the scheduling. Mayor John Monaco (Mesquite) offered to host the next meeting and the committee approved. Roger Beall (TxDOT) invited members to provide any other comments in regards to the corridor study or the topics already discussed during the meeting.

The meeting was then adjourned.

Action Items:

- Provide existing right-of-way maps and data at next meeting
- Present results of current efforts to define feasibility and requirements for rail throughout the corridor
- Review comments and create final public outreach materials for distribution
- Prepare presentation about lessons learned from the Cotton Belt Innovative Finance Initiative and rail possibilities
- Schedule next meeting for February

Attachments:

1. Advisory Committee Sign-In Sheets
2. Meeting Agenda and TRZ Presentation
3. Public Involvement Materials

Meeting Staff:

Marc Williams, Caroline Love, Susan Howard, Roger Beall, Julie Rabeux, Tim Juarez and Lindsey Kimmitt (TxDOT)

Michael Sexton, June San Miguel, Chris Lazaro, Nair Barrios and Kevin Conner (Jacobs)

Attachment 1
Advisory Committee
Meeting Sign-In
Sheets



I-20 East Texas Corridor Study Advisory Committee Meeting

Attending	Member Name	Representing	Alternate (Print Name)	Signature
	Barbara Bass	City of Tyler		
✓	Bill Stoudt (Chair)	Gregg County	Bill Stoudt	Bill Stoudt
✓	Bruce Wood	Kaufman County	Bruce Wood	BW
	Celia Boswell	NETRMA		
	Clay Jenkins	Dallas County		
	Darren Rozell	City of Forney		
	Dr. Carrie Gordan	City of Balch Springs		
	Ed Smith	City of Marshall		
	Gary C. Thomas	DART		
	Hal Richards	City of Terrell		
	Harold Magill	City of Seagoville		
✓	Heather Nick	Tyler MPO		Heather Nick
✓	Hugh Taylor	Harrison County	HUGH TAYLOR	HT
	Jay Dean	City of Longview		
✓	Joel Baker	Smith County		Joel Baker
✓	John Monaco	City of Mesquite		JM
✓	Karen Owen	Longview MPO		Karen Owen
	Linda Ryan Thomas	NETRMA		
✓	Mark McDaniel	Tyler MPO	→ Gerardo Cuaron	
✓	Michael Morris	NCTCOG MPO		
	Rhita Koches	Van Zandt County		
	Richard W. Lawrence	City of Canton		
	Robert Nelson	City of Lindale		



**I-20 East Texas Corridor Study
Advisory Committee Meeting
General Sign-In**



Name	Representing	Email
Cardene Love	TXDOT	Cardene.Love@txdot.gov
Julie Raboux	TXDOT	julie.raboux@txdot.gov
Susan Howard	TXDOT	SusanHoward@txdot.gov
Vernon Webb	TXDOT	Vernon.webb@txdot.gov
Kevin Connor	Jacobs	KEVIN.CONNOR@JACOBS.COM
Tonia Norman	TXDOT	tonia.norman@txdot.gov
Jenny Dittman	City of Mesquite	jdittman@cityofmesquite.com
Bruce Wood	Kaufman County	jwood@kaufmancounty.net
Deanne Simmons	TXDOT-Atlanta	deanne.simmons@txdot.gov
BRIAN BARTH	TXDOT-FTM	BRIAN.BARTH@TXDOT.GOV
Bill Hale	TXDOT-DS/IA	Bill.Hale@TXDOT.GOV
Lindsay Kimmitt	TXDOT-ENV	lindsay.kimmitt@txdot.gov
Gleann Green	TXDOT-Tyler	gleann.green@txdot.gov
Gerardo Cuan	Tyler MPO	GCuan@tylerkvas.com



**I-20 East Texas Corridor Study
Advisory Committee Meeting
General Sign-In**

Name	Representing	Email
Nair Barrios	Jacobs Engineering	Nair.barrios@jacobs.com
Chris Lazaro	Jacobs	christopher.lazaro@jacobs.com
June SanMiguel	Jacobs Engineering	june.sanmiguel@jacobs.com
Marc Williams	TxDOT	Marc.Williams@txdot.com
Roger Beall	TxDot	Roger.Beall@txdot.gov
Michael Sexton	JACOBS	Michael.Sexton@JACOBS.COM
Jeff Austin III	Texas Transportation Commission	
Jennifer Maczygemba	TxDOT	Jennifer.Maczygemba@txdot.gov
Russell Zapalac	Tx DOT	russell.zapalac@txdot.gov
David Plutowski	TxDOT RMA	david.plutowski@txdot.gov



**I-20 East Texas Corridor Study
Advisory Committee Meeting
General Sign-In**

Name	Representing	Email
Hal Stanford	TXDOT DALLAS	hal.stanford@txdot.gov
John Thompson	Alliance for I-69 TX	john.thompson@co.polk.tx.us
Bob Ratcliff	TXDOT - Atlanta	Bob.Ratcliff@txdot.gov
Peggy Thurim	TXDOT TPP	peggy.thurim@txdot.gov
Jack Foster	TXDOT TPP	jack.foster@txdot.gov
Tim Juarez	TXDOT - TPP	tim.juarez@txdot.gov
John Hedrick	ETCOG - ETRPO	john.hedrick@etcog.org
Stephen Endres	TXDOT - DALLAS	Stephen.Endres@TXDOT.GOV

Attachment 2

Meeting Agenda and Presentation

I-20 East Texas Corridor Advisory Committee

Monday, January 6, 2014, 1:00 PM – 2:30 PM

Grand Hyatt Hotel, Room: Travis C/D (3rd Floor)

600 E. Market Street, San Antonio, Texas 78205

Call-in: 866-637-1408 Conference Code: 312 746 6422#

Meeting #3 - Agenda

Welcome/Registration

1:00 – 1:10 PM	Welcome & Introductions	Judge Bill Stoudt, Gregg County
	Safety Briefing	Marc Williams, TxDOT
1:10 – 1:30 PM	Alliance for I-69 Texas	Judge John Thompson
1:30 – 2:15 PM	Overview of TRZ	Julie Rabeux, TxDOT
	Smith County TRZ efforts	Judge Joel Baker, Smith County
	Round table discussion on TRZ along I-20	Members
2:15 – 2:25 PM	I-20 Public Outreach Tools	Susan Howard, TxDOT
2:25 – 2:30 PM	Wrap-up and Next Steps	Roger Beall, TxDOT
2:30 PM	Adjourn	



TEXAS DEPARTMENT OF TRANSPORTATION



TRANSPORTATION REINVESTMENT ZONES

How communities can leverage local funds for transportation projects

**BACKGROUND:
WHAT IS A TRZ ?**

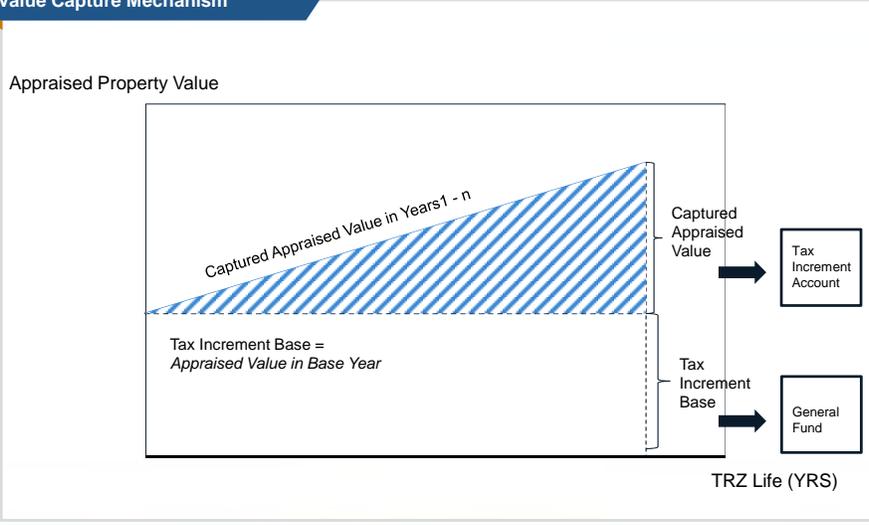
What is a Transportation Reinvestment Zone

- Transportation Reinvestment Zones are a tool that were created in the 2007 legislative session (Senate Bill 1266) as a **value capture method for transportation projects** where VC revenues are set aside to finance a project
- **House Bill 563 (2011)** – introduced significant changes that increased implementation flexibility. Previously tied to Pass Through projects, but have steadily gained interest since the tool became more flexible.
- Statute Governing Transportation Reinvestment Zones (TRZs):
 - Transportation Code [Chapter 222 Sections 106-110](#)
- What exactly is a TRZ:
 - ***A TRZ is a specific contiguous zone around a planned transportation project that is established as a method to facilitate capture of the property tax increment arising from the planned project***
- Currently there are four types of TRZ's: **County, Municipal, Port Authority and Navigation Districts, and County Energy**

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What is a Transportation Reinvestment Zone

Value Capture Mechanism



Appraised Property Value

Captured Appraised Value in Years 1 - n

Tax Increment Base = Appraised Value in Base Year

TRZ Life (YRS)

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What is a Transportation Reinvestment Zone

- Why use a TRZ and how to find the appropriate project:
 - A TRZ can be used in conjunction with other financing mechanism to fund a transportation project.
 - Allows a community to capture both existing economic growth as well as expected growth generated from the transportation project.
- Why haven't they been used more?
 - Has only been detached from Pass Through Toll project since 2011
 - Communities are familiar with TIRZ/TIF
- What's the difference with a TIRZ
 - TIRZ/TIF typically used to support non-transportation tools, primarily seen in urban areas
 - TIF/TIRZ cannot be used at the County level
 - A TRZ does not require a board

What should be included/considered in a TRZ feasibility analysis

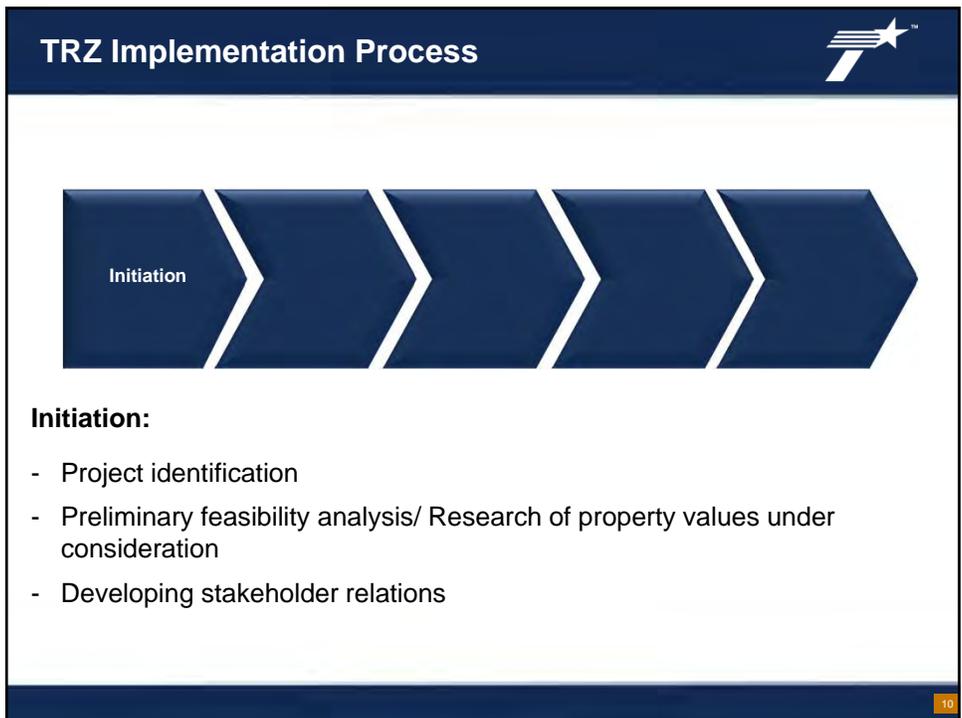
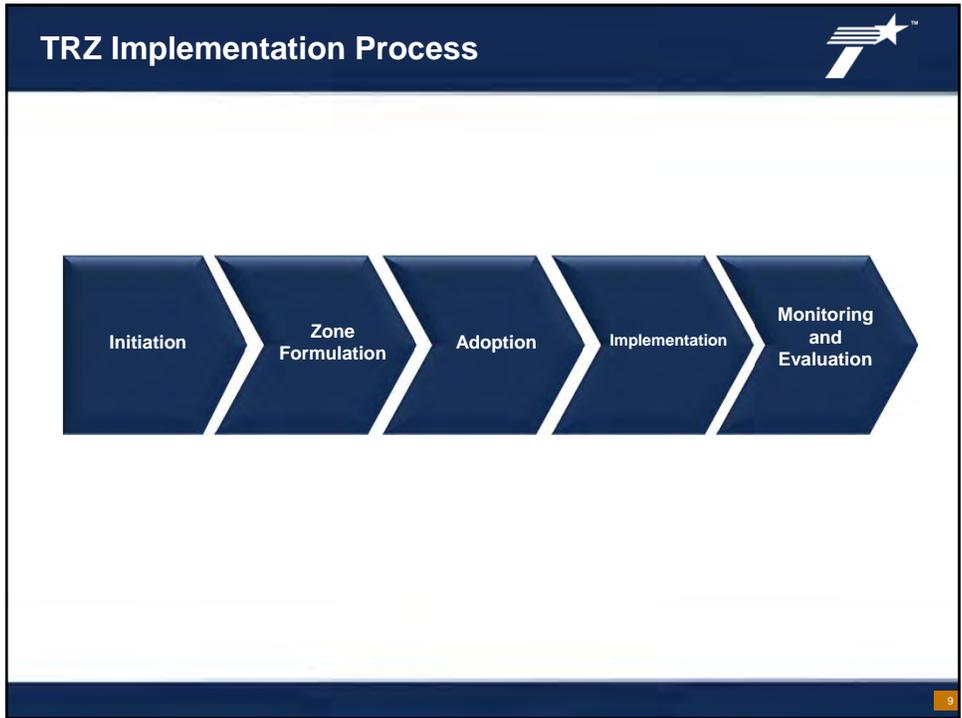


The following are recommended items to include and consider in the preparation a TRZ capacity analysis:

- Clear overview of the zone, map, zone delineation, parcel listing (if available)
- List of Participating local governments considering a TRZ for the project (city, county, etc.)
- Assumptions of the study:
 - The percentage of the property tax value increment in the Zone that is under consideration by the local government
 - Number of years included in the analysis
 - Assumed base year of establishment of the TRZ
- Parcel analysis, including zoning types considered and current breakdown of zoning included in the potential TRZ (e.g: residential, commercial etc.)
- The netting out of existing properties that would not contribute to the revenues (ie: other TIRZ, TIF, abatement agreements, or tax-exempt property)
- 30 years of revenue estimates, including a cash flow table in both nominal and NPV figures
- Historical property value growth trend analysis, based on Central Appraisal District data
- Multiple Economic growth models, i.e. pessimistic, base and optimistic revenue estimate scenarios

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IMPLEMENTATION PROCESS



TRZ Implementation Process



Zone Formulation:

- Define boundaries, zones, parcels
- Establish benchmark year for tax increment collection
- Provide 60 day notice
- Refine feasibility study

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TRZ Implementation Process



Adoption:

- Public hearings
- Ordinance (Municipal TRZ)
- or
- Order of the Commissioner's Court (County TRZ)

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TRZ Implementation Process



Implementation:

- Determination of TRZ financing aspects
- Establish mechanisms for funding/partnerships (Inter-local agreements, partnerships with RMA's etc.)

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TRZ Implementation Process



Monitoring and Evaluation:

- Establish monitoring of TRZ to optimize revenue and payment streams
- Dissolution of TRZ :
 - December 31 of the year of compliance with contractual requirement or
 - December 31 of the 10th year after establishment if not used for the purpose

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FINANCING

Financing



- Can a TRZ finance a transportation project in its entirety?
- A local government with a created TRZ can use the captured funds directly toward a transportation project, as a pledge for a method of financing (for cities and ports that could include bond issuance)
- TxDOT State Infrastructure Bank Loans
 - The SIB program allows borrowers to access capital funds at or lower-than-market interest rates.
 - Work eligible for the program's funding includes: planning and preliminary studies; feasibility, economical and environmental studies; right of way acquisition; surveying; appraisal and testing; utility relocation; engineering and design; construction; inspection and construction engineering.

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CONTACT INFORMATION

Contact Information 

To learn more about options for Local Governments, visit:

www.TxDOT.gov

Julie Rabeux
Julie.Rabeux@txdot.gov
512-964-8690

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Attachment 3

Public Involvement Materials Comments



I-20 East Texas Corridor Study

December 2013

HOW TO GET AND STAY INVOLVED...

Visit our website at www.txdot.gov/inside-txdot/projects/studies/statewide/i20-east-corridor.html

Fact Sheet (DRAFT)



Overview

IH 20 provides an important east-west connection for travel and trade in Texas. As the interstate system ages and population and trade increases, it is necessary to assess the current safety and capacity needs and plan for the future. A Corridor Assessment study will be undertaken to identify rural transportation needs along IH 20 from the Dallas/Fort Worth Metropolitan Area to the Texas/Louisiana State Line.

Scope of Study

The study will:

- Assess current corridor conditions and identify short, intermediate and long-term needs. The needs assessment will focus on addressing safety, congestion, and system preservation concerns.
- Identify opportunities for addressing needs related to vehicular, freight and alternative transportation modes.
- Consider funding requirements for implementation of potential improvements, including alternative/non-traditional funding strategies.
- Outline next steps for TxDOT and other transportation stakeholders to consider advancing project development activities for the corridor.





I-20 East Texas Corridor Study

Fact Sheet (DRAFT)



Advisory Committee

An integral component of this study will be working with public and private stakeholders through an Advisory Committee. The charge of the Committee will be to assist TxDOT in assessing the rural transportation needs along I-20 by providing locally focused input and recommendations. The Committee will provide a valuable avenue for public outreach and input on issues that include:

- Rural transportation needs along the I-20 corridor
- Local planning issues (development activities, planning/environmental features)
- Opportunities for short, intermediate and long-term transportation improvements
- Recommendations for addressing freight and alternative transportation modes
- Input on the feasibility of potential alternative/non-traditional funding strategies
- Recommendations on priorities and next steps for TxDOT and other local stakeholders to consider in advancing project development activities for the corridor

The Advisory Committee will be comprised of individuals representing a cross-section of elected officials and other stakeholders along the corridor. Committee members will include representation from the following:

- Counties (Dallas, Kaufman, Van Zandt, Smith, Gregg, Harrison)
- Cities (Balch Springs, Mesquite, Forney, Terrell, Canton, Lindale, Tyler, Longview, Marshall)
- Metropolitan Planning Organizations (NCTCOG, Tyler, Longview)
- North East Texas Regional Mobility Authority
- Dallas Area Rapid Transit
- Other entities could include economic development organizations, business interests and Native American Tribes.

It is anticipated that the Advisory Committee will meet every two months.

Schedule

Expected study duration is about 18 months.





Frequently Asked Questions (DRAFT)



1.

What is the I-20 East Texas Corridor Study?

The I-20 East Texas Corridor Study being conducted by TxDOT is focused on evaluating the current safety and capacity needs along the 155-mile stretch of I-20 from I-635 in Dallas to the Texas/Louisiana state line.

2.

Why is this study important?

The I-20 corridor currently serves as an integral east-west connection for both travel and trade in Texas. As the interstate system ages and trade increases, identifying opportunities for improvement becomes more critical. Assessing the current corridor conditions and identifying future growth potential are important to ensuring this route meets the needs of the region for decades to come.

3.

Who is involved with the study?

A major component of this study is to work directly with public and private stakeholders through an Advisory Committee. The I-20 East Texas Corridor Advisory Committee was established in August 2013 by the Texas Transportation Commission to assist TxDOT in assessing the rural transportation needs along I-20 by providing locally focused input and recommendations. This group is currently comprised of 21 elected officials and other stakeholders along the I-20 corridor and includes representatives from:

- Counties (Dallas, Kaufman, Van Zandt, Smith, Gregg, Harrison)
- Cities (Balch Springs, Mesquite, Seagoville, Forney, Terrell, Canton, Lindale, Tyler, Longview, Marshall)
- Metropolitan Planning Organizations (NCTCOG, Tyler, Longview)
- North East Texas Regional Mobility Authority
- Dallas Area Rapid Transit

In addition to the members of the committee, the Advisory Committee will be working closely with several collaborating partners, including:

- Farm Bureau
- Native American Tribes
- Economic Development Organizations
- Private Businesses Interests
- Rural Planning Organizations
- Freight Rail and Passenger Rail Interest Groups
- Transit Interest Groups

I-20 East Texas Corridor Study

Want more
information?

Visit our website at
www.txdot.gov/inside-txdot/projects/studies/statewide/i20-east-corridor.html



Frequently Asked Questions (DRAFT)



I-20 East Texas Corridor Study

Want more information?

Visit our website at www.txdot.gov/inside-txdot/projects/studies/statewide/i20-east-corridor.html

4.

What will be reviewed as part of the study?

This study will focus on evaluating safety concerns and capacity needs along the corridor. This could include additional frontage roads, ramp/interchange redesign, improving vertical clearance, and passenger rail alternatives. The purpose of including representatives of all major areas within the corridor is to ensure that a complete view of the needs for the future of the I-20 corridor is considered.

5.

How long will the study last?

The study is expected to be complete in December 2014.

6.

What areas will be included in the study?

The area included within this study spans 155 miles along I-20 from I-635 in Dallas County to the Texas/Louisiana state line. In some areas, other regional highways or roadways may be included in the study when considering solutions to problems, but the primary focus of this study is along I-20.

7.

What will be the end result of the study?

Ultimately, the result of the I-20 East Texas Corridor Study will serve as a guide for TxDOT to begin improvements throughout the corridor by providing a prioritized list of projects as well as possible funding solutions.

8.

How can I participate in the study?

Throughout the 18-month study, we will be updating our website regularly, issuing press releases about important topics, sending out newsletters and creating a Facebook page for you to connect with us through social media. In addition, we will be hosting open houses to gather input on the draft plan. In addition to open houses, you can also submit comments on our website at www.txdot.gov/inside-txdot/projects/studies/statewide/i20-east-corridor.html

Talking Points (DRAFT)



I-20 East Texas Corridor Study

Study Overview

- I-20 corridor is an integral east-west connection for both travel and trade in Texas
- 18-month study to conclude in December 2014
- Evaluate 155-mile stretch of I-20 from I-635 in Dallas to the Texas/Louisiana State Line
- Focus on current and future safety and enhanced mobility needs
- Identify and prioritize opportunities for improvements along the corridor

Advisory Committee

- 21 members
 - All counties along the corridor represented
 - Dallas, Kaufman, Van Zandt, Smith, Gregg and Harrison counties
 - Cities with population over 15,000 people
 - Transportation stakeholders represented
 - DART, NCTCOG, netRMA, Longview MPO, Tyler MPO
- Work with other collaborative partners from the community
- Assist TxDOT with assessing the rural transportation needs

Public Outreach

- You can get involved throughout the duration of the study
 - Presentations to local governments, civic and community groups, elected officials, chambers of commerce, and economic development groups
 - Open Houses
- Information to be updated and distributed regularly via
 - Website updates (insert link here)
 - Fact Sheets and FAQs
 - Facebook (insert Facebook link here)
 - Twitter (insert Twitter handle here)
 - Press Releases



Draft: December 12, 2013



Activity Form

Committee Member Name: _____

Organization or Group Presented To: _____

Location: _____ Date: _____

of Attendees (approximate): _____

Questions/Comments: _____

Follow Up Requests: _____



Please return this sheet to Caroline Love at
Caroline.Love@txdot.gov or mail to:

Texas Department of Transportation
Attn: Caroline Love
125 East 11th St.
Austin, TX 78701

Attach copies of meeting agenda, sign-in list, or any other items that may help to document or provide a record of this activity.



I-20 East Texas Corridor Study

LET US HEAR FROM YOU!

Please provide your comments on the I-20 East Texas Corridor Study.

To submit comments online, please visit our website at www.txdot.gov/inside-txdot/projects/studies/s-tatewide/i20-east-corridor.html

Comment Card

Please provide your comments below on the I-20 East Texas Corridor Study.



Comments/Questions:

Check any that apply to you:

- I am employed by TxDOT.
- I do business with TxDOT.
- I could benefit monetarily from the project or other item about which I am commenting on.

Texas Transportation Code, §201.811(a)(5)

Join our email list:

NAME:

EMAIL:

ZIP:



TEXAS DEPARTMENT OF TRANSPORTATION



I RIDE I-20

I-20 EAST TEXAS CORRIDOR STUDY

Community Presentation

About the Study

- 18-month study to be complete in December 2014
- Focused on evaluating safety and capacity needs along I-20 through East Texas
- Work with stakeholders to identify and prioritize opportunities for improvement



Study Area

- 155-mile stretch of I-20 from I-635 near Dallas to the Texas/Louisiana state line through Dallas, Kaufman, Van Zandt, Smith, Gregg and Harrison counties



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Why is this study needed?

- I-20 is an important east-west connection for travel and trade in Texas
- Interstate system is aging and population and trade are increasing
- Assess current safety and capacity needs and plan for the future
- Identify rural transportation needs



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What will be reviewed?

SAFETY CONCERN EXAMPLES	CAPACITY IMPROVEMENT EXAMPLES
<ul style="list-style-type: none"> ▪ Median barriers ▪ Vertical clearance of underpasses and bridges ▪ Interchange design ▪ Crash hotspots 	<ul style="list-style-type: none"> ▪ Additional frontage roads ▪ Additional lanes ▪ Alternate routes ▪ Freight needs ▪ Passenger rail options

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Advisory Committee

- Assist TxDOT by providing locally focused input and recommendations
- Helps provide feedback to TxDOT on issues and concerns to be considered, prioritization of projects needed and possible funding alternatives
- Members are made up of 21 elected officials and other key transportation stakeholders (full list on next slide)
- Works closely with other key organizations to help provide accurate and well-rounded feedback

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Advisory Committee Members

Entity	Member Name	Title
Dallas County	Clay Jenkins	County Judge
Kaufman County	Bruce Wood	County Judge
Van Zandt County	Rhita Koches	County Judge
Smith County	Joel Baker	County Judge
Gregg County	Bill Stoudt (Chair)	County Judge
Harrison County	Hugh Taylor	County Judge
City of Balch Springs	Dr. Carrie Gordan	Mayor
City of Mesquite	John Monaco	Mayor
City of Seagoville	Harold Magill	Mayor
City of Forney	Darren Rozell	Mayor
City of Terrell	Hal Richards	Mayor
City of Canton	Richard W. Lawrence	Mayor
City of Lindale	Robert Nelson	Mayor
City of Tyler	Barbara Bass	Mayor
City of Longview	Jay Dean	Mayor
City of Marshall	Ed Smith	Mayor
Dallas Area Rapid Transit	Gary C. Thomas	President
NCTCOG MPO	Michael Morris	Director of Transportation
NETRMA	Linda Ryan Thomas	Chair/Chair, Rail
Tyler MPO	Barbara Holly	MPO Director
Longview MPO	Karen Owen	MPO Director



Stay Informed

-  **Website updates**
www.txdot.gov/inside-txdot/projects/studies/statewide/i20-east-corridor.html
-  **Fact Sheets**
Emailed to the mailing list, posted on website, available at outreach events, available at Advisory Committee member offices
-  **Open houses**
Currently planned for Fall 2014
-  **Email notifications**
Sign up to join the mailing list on our website
-  **Facebook**
www.facebook.com/I20EastTexas
-  **Twitter**
@I20EastTexas

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Questions and Comments

QUESTIONS?

Comments can also be submitted online at
www.txdot.gov/inside-txdot/projects/studies/statewide/i20-east-corridor.html

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