



I-14 System in Texas

STAKEHOLDER LISTENING SESSION

Welcome!!

Please Sign In

- Point phone camera at code on right and open link or click the link in the chat box to sign in.
- OR
- You may also type your name and organization in the chat box

Go to www.menti.com and use the code 7480 2672

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www.menti.com

Enter the code
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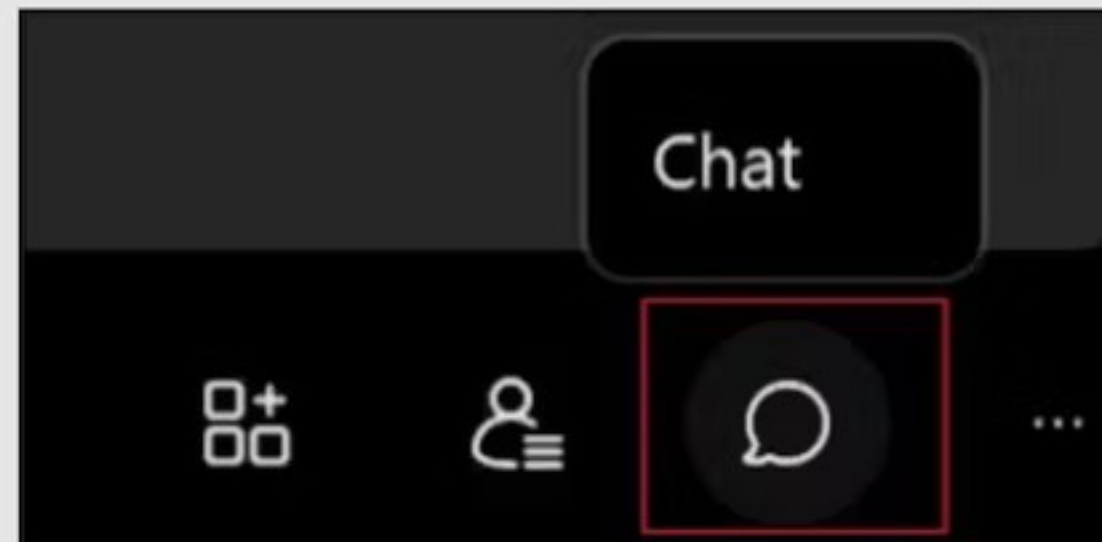
If you would like to provide input during the meeting either:



Wait for the discussion portions and participate on Menti or through Chat



Use the Chat option (lower right side of screen) to submit your question or comment, and we will address after presentation.



Housekeeping

- Mute your line if you are not speaking



- Conserve bandwidth by turning off your camera





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- Mentimeter Polling Exercise
- Provide real-time input to our discussion
- Polling is accessible via computer, smartphone, tablet
- Go to www.menti.com and enter code:

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Possible prompt:

The presenter has changed slide.

Cancel

Go to slide

What is your favorite summer pastime?

tennis

cycling

theme parks

swimming

hiking

concerts

fishing



I-14 System

In Texas

STAKEHOLDER LISTENING SESSION

Steve Linhart, AICP
Project Development Manager, TxDOT

April 27, 2023



HELP

#EndTheStreakTX

End the streak of daily deaths on Texas roadways.



[TxDOT.gov](https://www.txdot.gov) (Keyword: #EndTheStreakTX)

#EndTheStreakTX Toolkit



- 1 Welcome & Listening Session Goals
- 2 Overview of the Interstate Highway System
- 3 I-14 System in Texas: Overview
 - Infrastructure
 - Demographics and Economic Analysis
 - Freight
 - Safety
 - Traffic
- 4 I-14 System in Texas: Implementation Strategy
- 5 I-14 System in Texas: Resources



Inform



Engage



**Solicit
Feedback**



Overview of the Interstate Highway System

Interstate Highway System in Texas



First created in 1956, the Interstate Highway System remains critical roadway infrastructure:

- Connecting principal metropolitan areas, cities, and industrial centers
- Serving the national defense
- Providing important corridors to Canada and Mexico

There are more than 3,400 main lane centerline miles in the Interstate Highway System in Texas

Source: Texas Roadway Inventory, 2021



Benefits of an Interstate Highway



Improve Safety, Mobility, and Connectivity



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

Safety Design Standards of an Interstate Highway



Full control of access; no driveways connecting to main lanes; no stop signs or traffic signals on main lanes



Higher design speeds



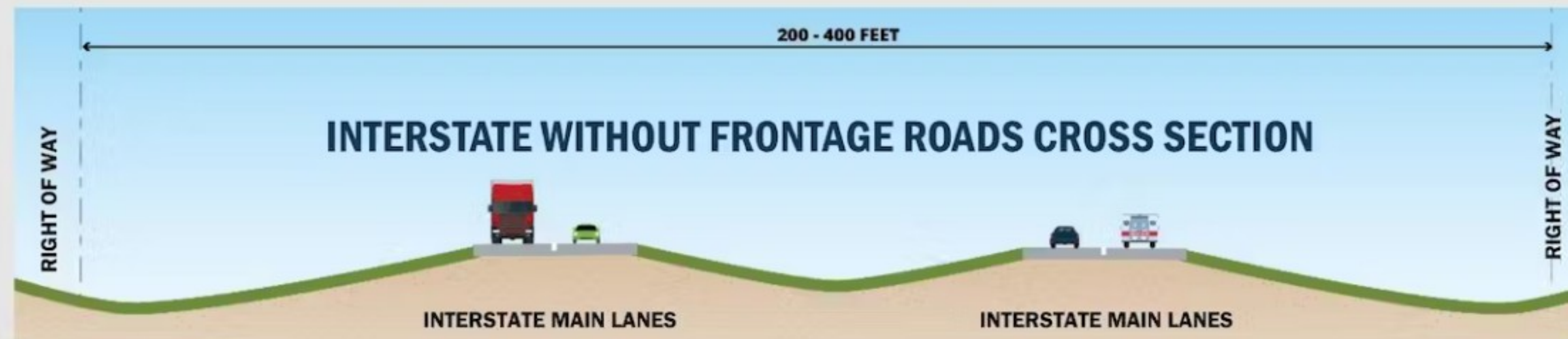
Limited access points; grade separations needed



Larger right-of-way widths; min. main lanes and shoulders



Entrance and exit ramps decel/accel lanes



National I-14 System



Designated and Future Interstates in Texas



Future IH Corridor	Approximate Corridor Length (mi.)	Current Interstate Highway Designation (mi.)
I-69	1,088	172
I-14	1,031	26
Ports-to-Plains	963	124

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



- Designated by Congress as a High Priority Corridor #84 (Central Texas Corridor)
- Central Texas Corridor was defined in the Fixing America's Surface Transportation (FAST) Act of 2015:
 - Generally, US 190 from I-10 to SH 63 to the Sabine River Bridge
 - Authorized to be upgraded as an interstate highway and designated as I-14 upon meeting standards
- The Infrastructure Investment and Jobs Act of 2021 (IIJA) added highways to the Central Texas Corridor and continues to authorize the upgrade of highways to interstate standards

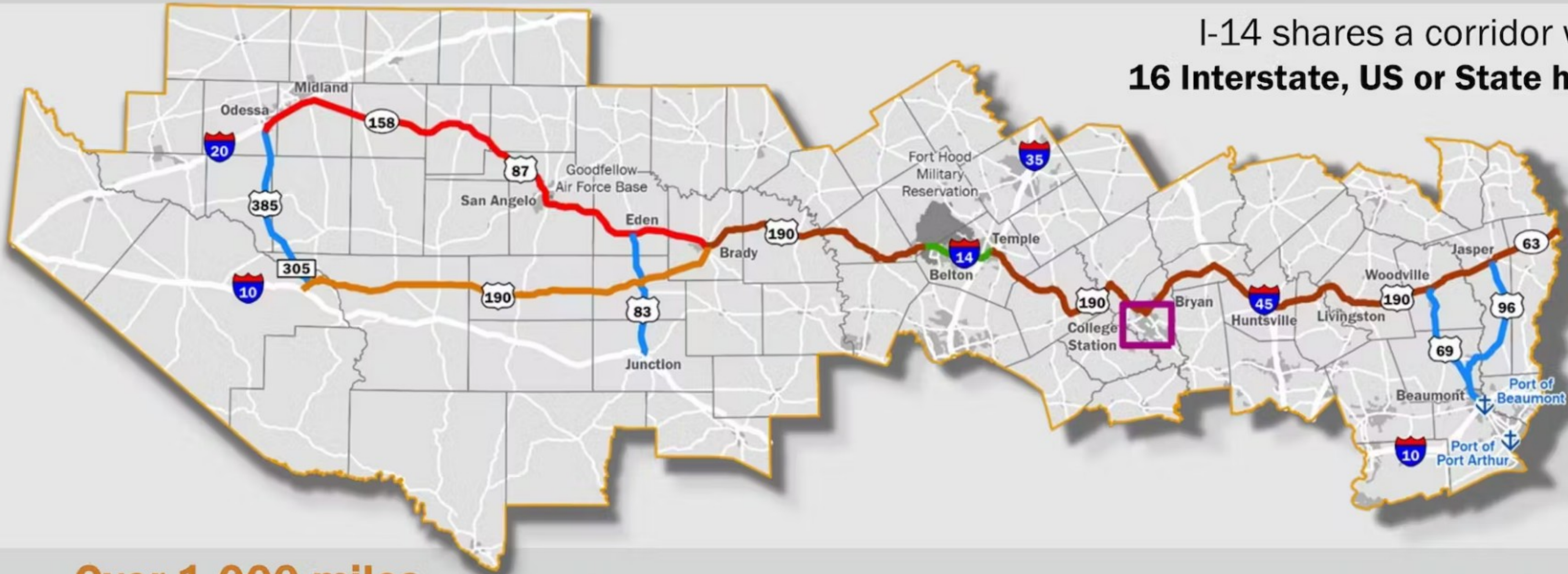


The first 25-mile section of I-14 from Copperas Cove to I-35 at Belton was added to the Interstate Highway System in 2017.

I-14 System in Texas: Regional Characteristics



I-14 shares a corridor with **16 Interstate, US or State highways**



Over 1,000 miles

I-14 North (Future): 210 miles

I-14 South (Future): 175 miles

I-14 (Future): 409 miles (including 25 miles of existing I-14)

Future Interstate: 234 miles

I-214 to be determined

44 Cities/Towns along route

283 cities/towns in region

32 Counties

5 MPOs

- I-14 (Existing)
- I-14 (Future)
- I-14 North (Future)
- I-14 South (Future)
- I-214 (Future) Study Area
- Future Interstate
- County Boundary

What are some benefits of having an interstate highway system in your region?

4 Answers

Safety and improved mobility

Relief to I10- Very dangerous section currently here in East Texas.

Retail, manufacturing



3PL- Third Party Logisitcs



Existing and Future Conditions

I-14 Interstate Criteria



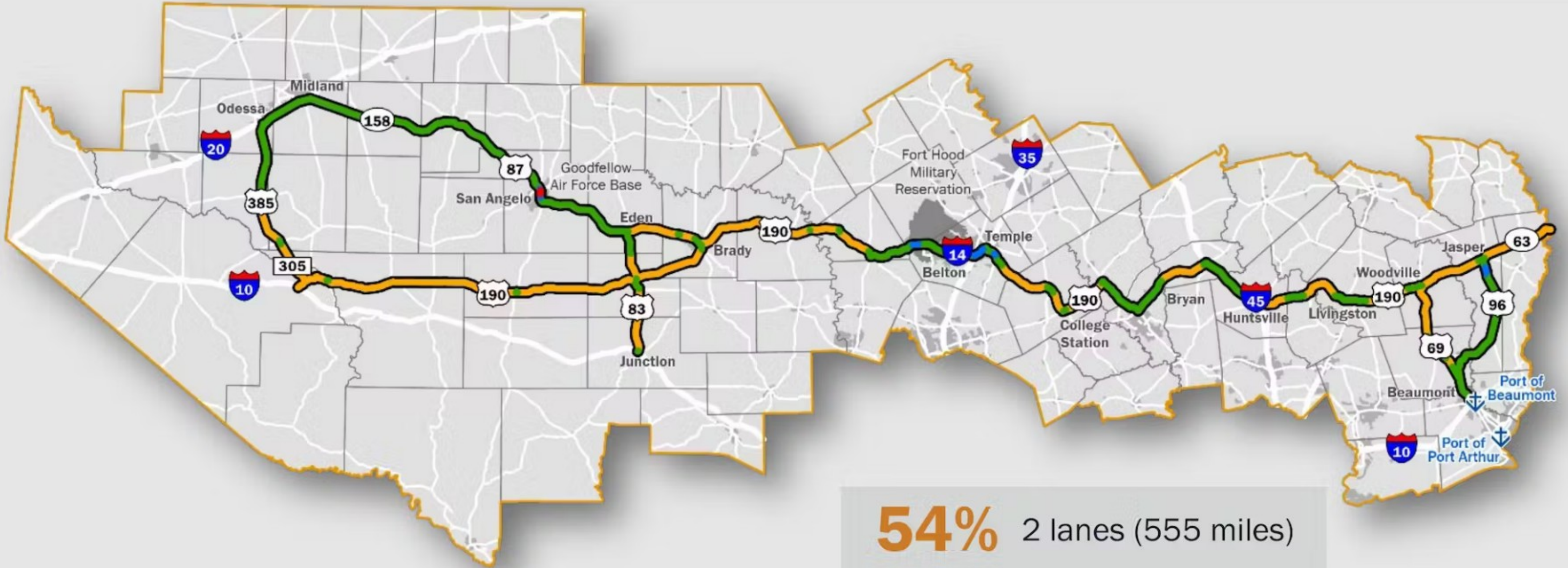
-  Interstate criteria not met
-  Interstate criteria met

956 (92%)
non-interstate miles

78 (8%)
interstate miles

Source: TxDOT Roadway Inventory, 2021

I-14 System: Main Lanes

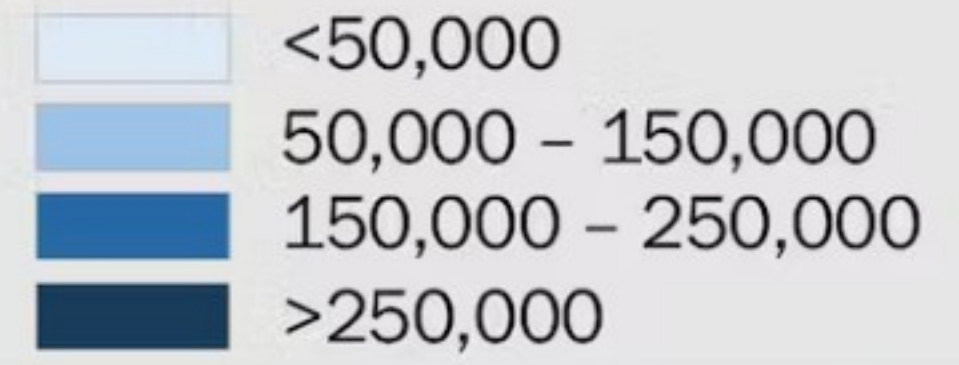


- 2 lanes
- 4 lanes
- 6 lanes
- 8 lanes

54%	2 lanes (555 miles)
44%	4 lanes (451 miles)
2%	6 lanes (25 miles)

Source: TxDOT Roadway Inventory, 2021

Total Population in the I-14 System Region – 2020 & 2050



Top 5 Counties

1. Montgomery
2. Williamson
3. Bell
4. McLennan
5. Jefferson

4.2M
(14.5%)



Top 5 Counties

1. Williamson
2. Montgomery
3. Bell
4. Brazos
5. McLennan

6.2M
(15.0%)

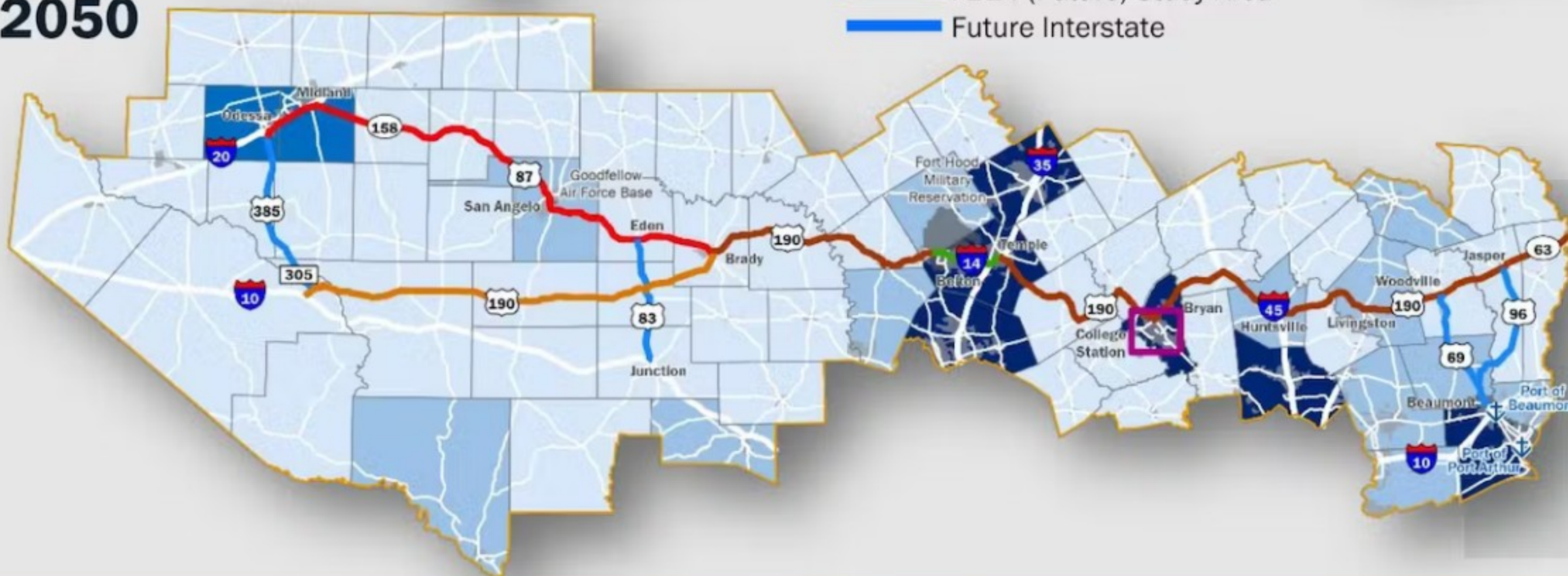
Source: Woods & Poole, 2022

2020

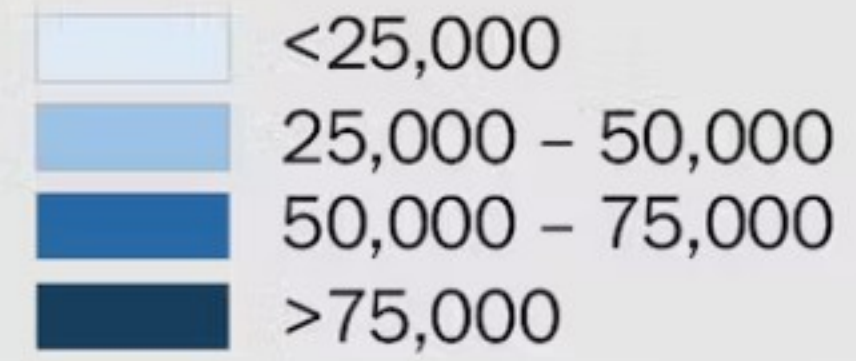


- I-14 (Existing)
- I-14 (Future)
- I-14 North (Future)
- I-14 South (Future)
- I-214 (Future) Study Area
- Future Interstate

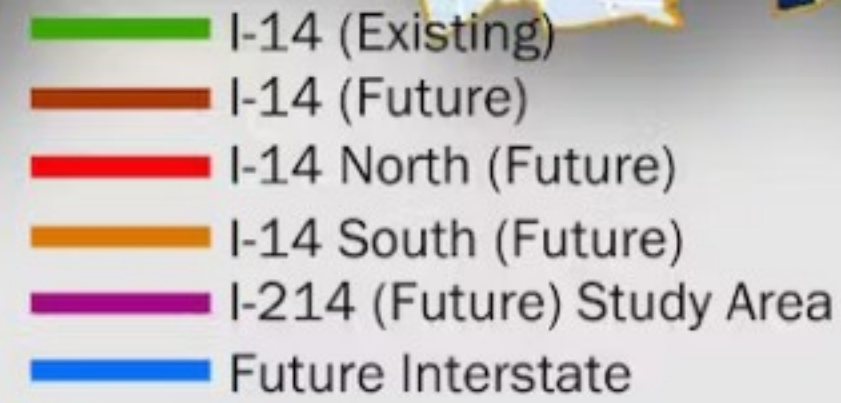
2050



I-14 System Sociodemographic Data: Total Employment – 2020 & 2050



2020

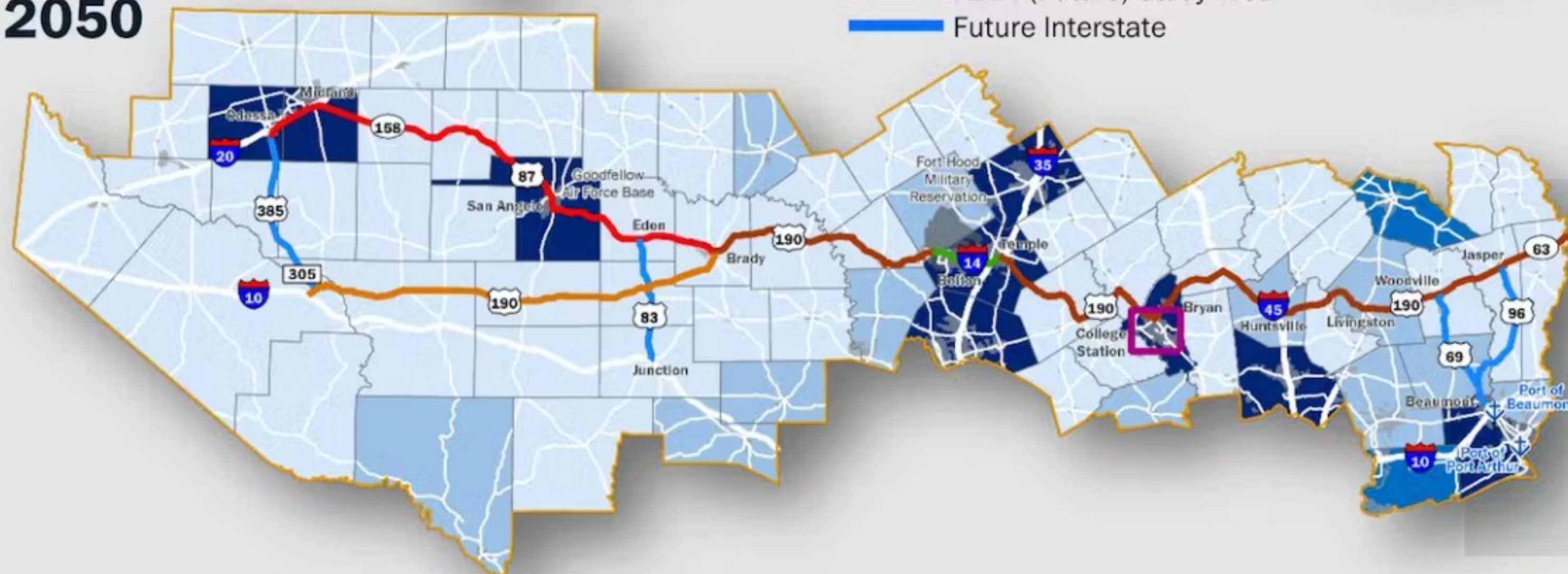


Top 5 Counties

2.2M
(12.8%)

1. Montgomery
2. Williamson
3. Bell
4. McLennan
5. Jefferson

2050



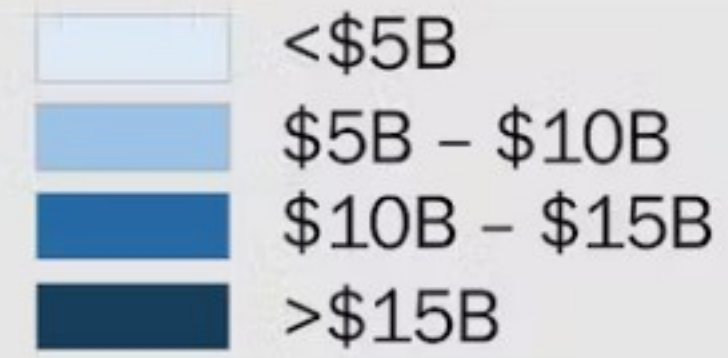
3.9M
(12.8%)

Top 5 Counties

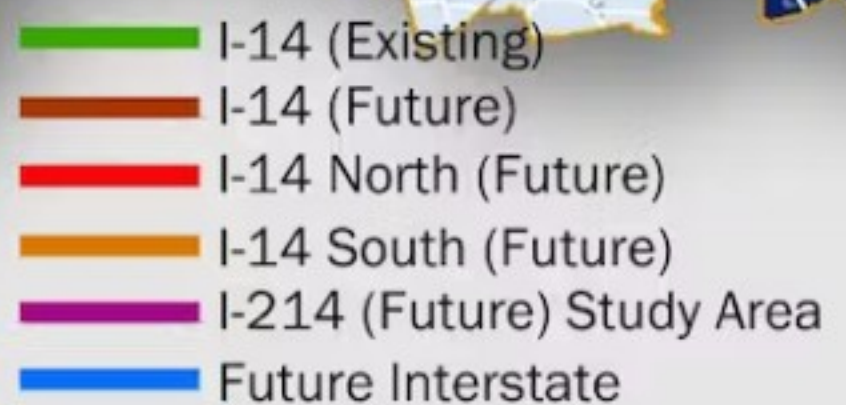
1. Williamson
2. Montgomery
3. Bell
4. Midland
5. Brazos

Source: Woods & Poole, 2022

I-14 System Economic Data: Gross Regional Product (GRP) 2020 & 2050



2020



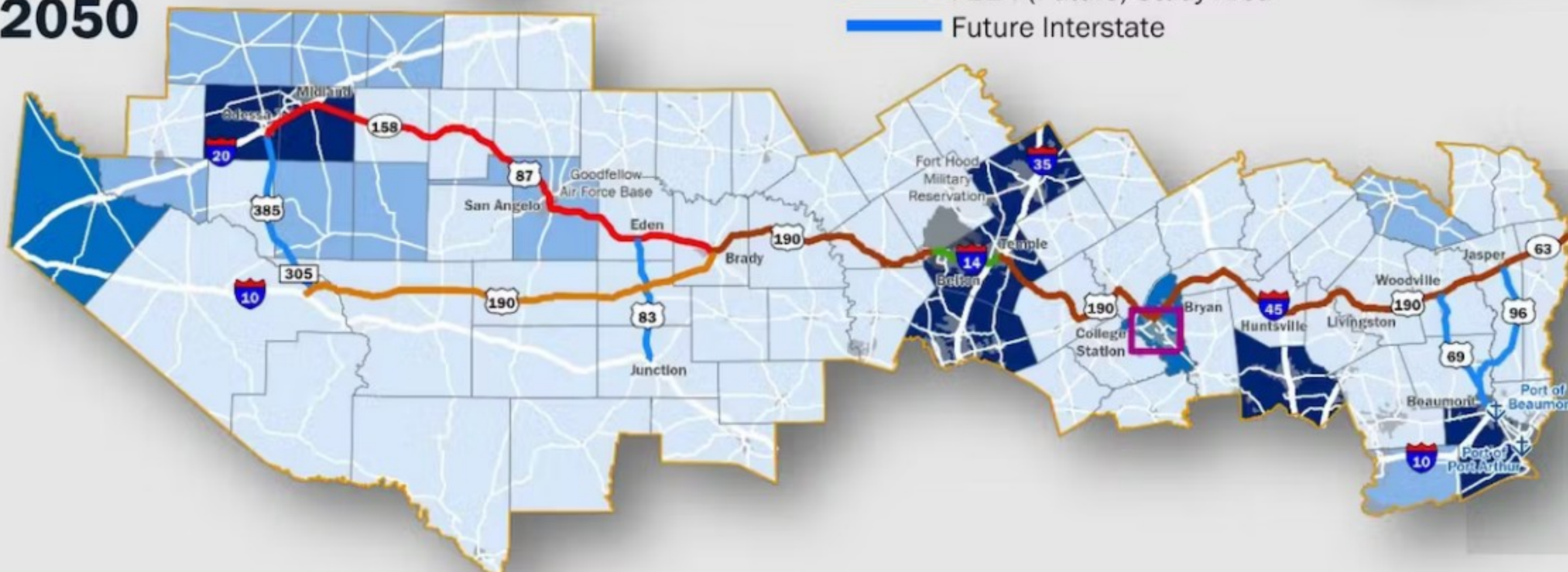
Top 5 Counties

\$202.0B
(12.7%)

1. Montgomery
2. Williamson
3. Jefferson
4. Midland
5. Bell



2050



Top 5 Counties

\$442.4B
(12.2%)

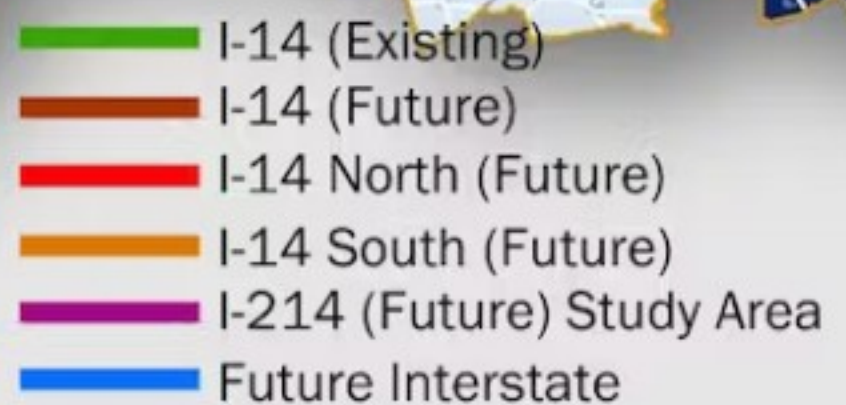
1. Williamson
2. Montgomery
3. Midland
4. Bell
5. Jefferson

Source: Woods & Poole, 2022

I-14 System Total Freight Tonnage by County – 2020 & 2050



2020



Top 5 Counties

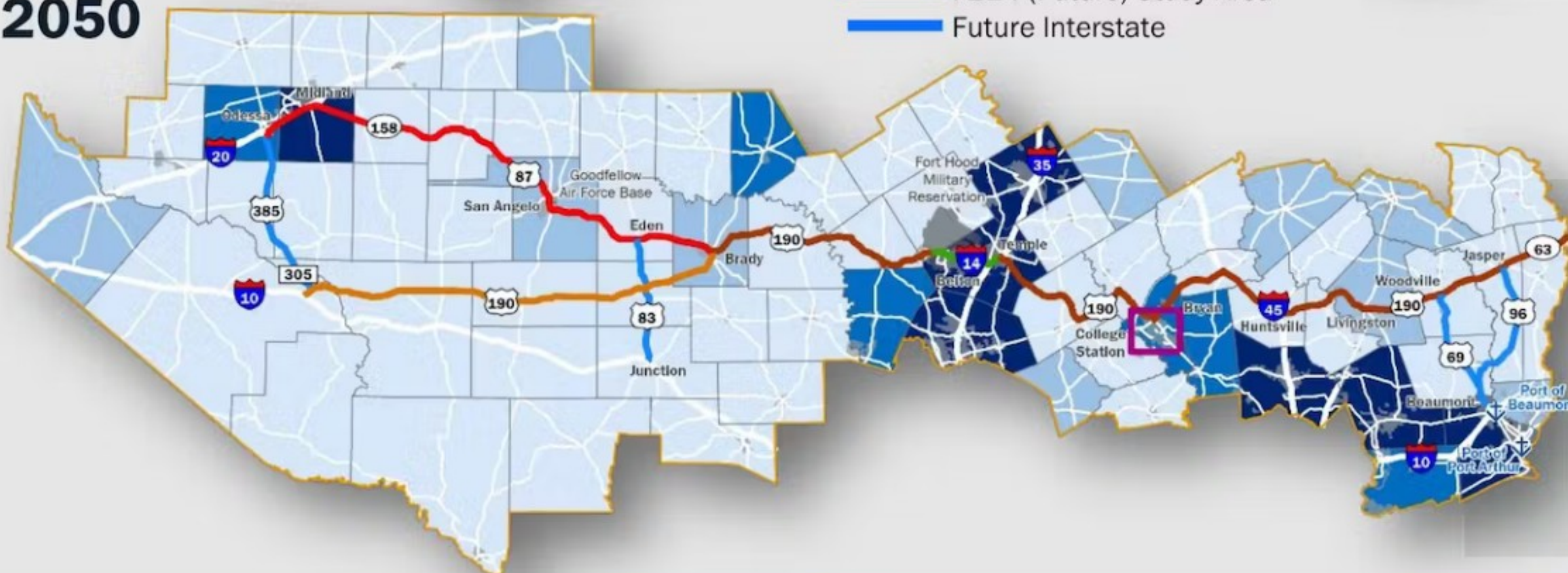
1. Jefferson
2. Williamson
3. Montgomery
4. McLennan
5. Bell

264.2M



88.1%
growth

2050



Top 5 Counties

1. Jefferson
2. Montgomery
3. Williamson
4. McLennan
5. Bell

497.0M

Source: Transearch (IHS Markit), 2021

What are key industries that you expect the I-14 system to serve in the near and long term?

3 Answers

Logistics and distribution

Military related

Energy production support

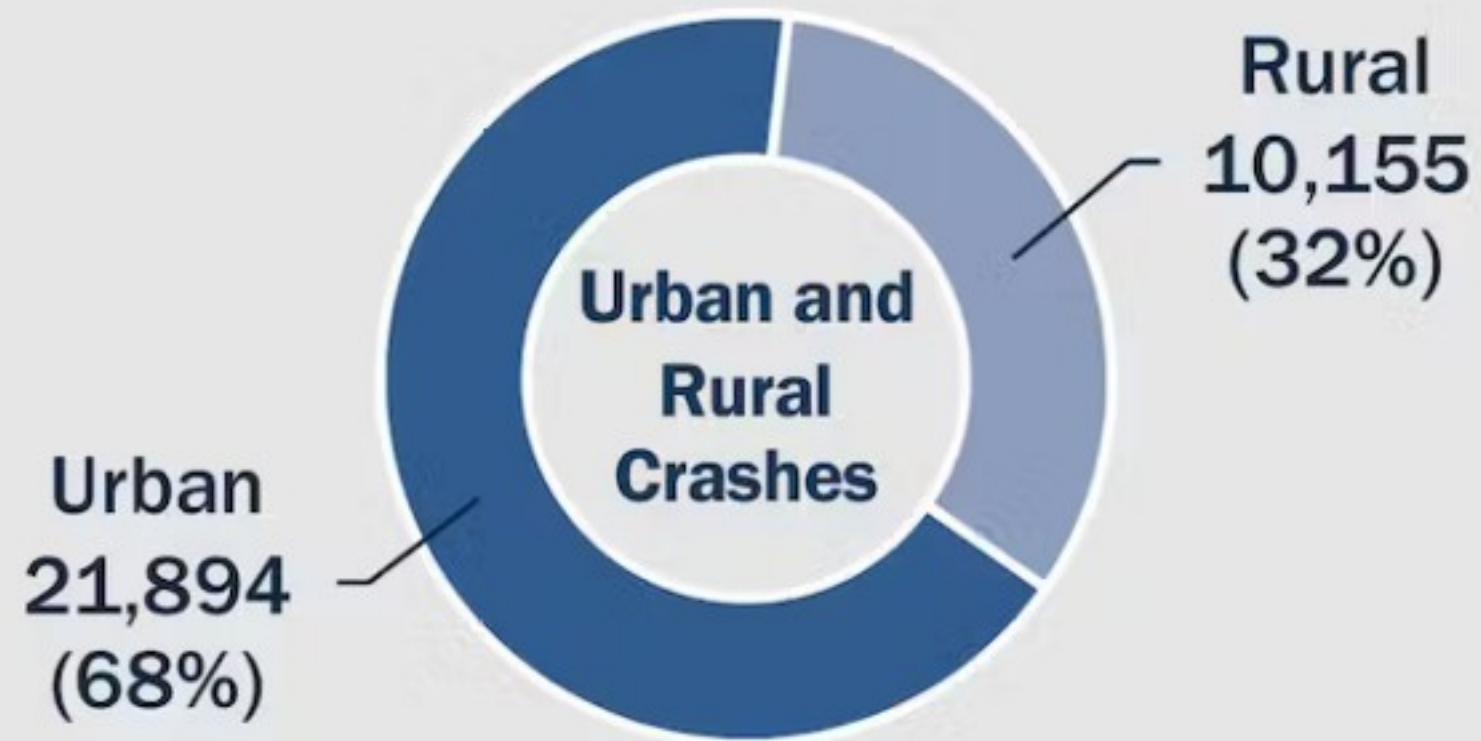
How do you anticipate the I-14 system will impact freight movement?

2 Answers

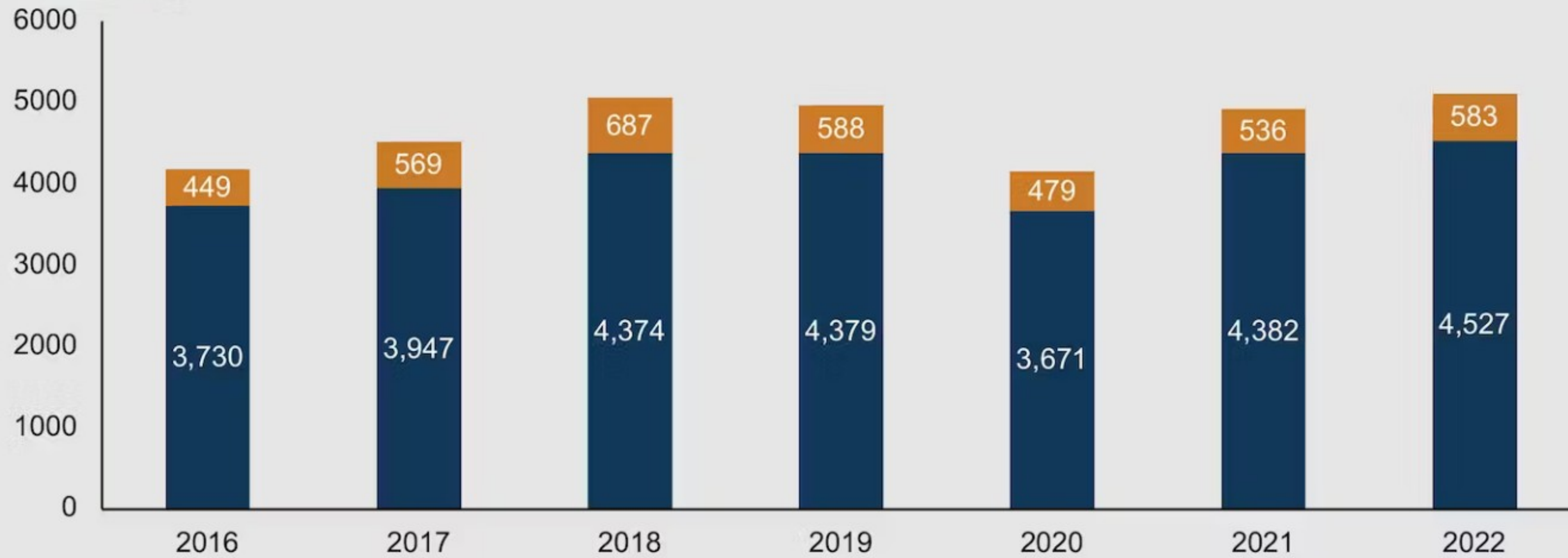
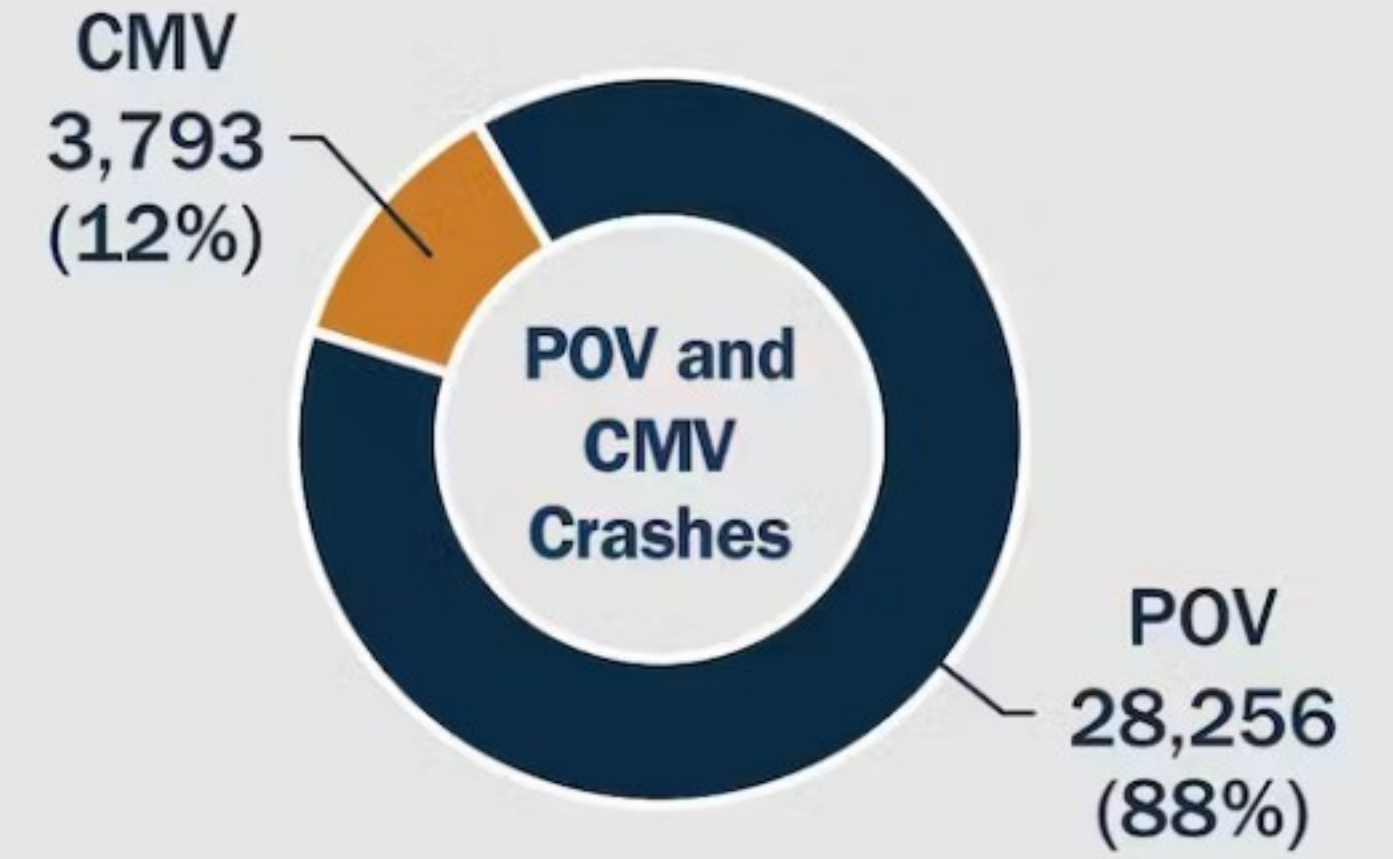
Serve as high elevation alternative to i
-0

Attract more industry to Central Texas

Safety: Total Crashes 2016 - 2022



32,049 total crashes

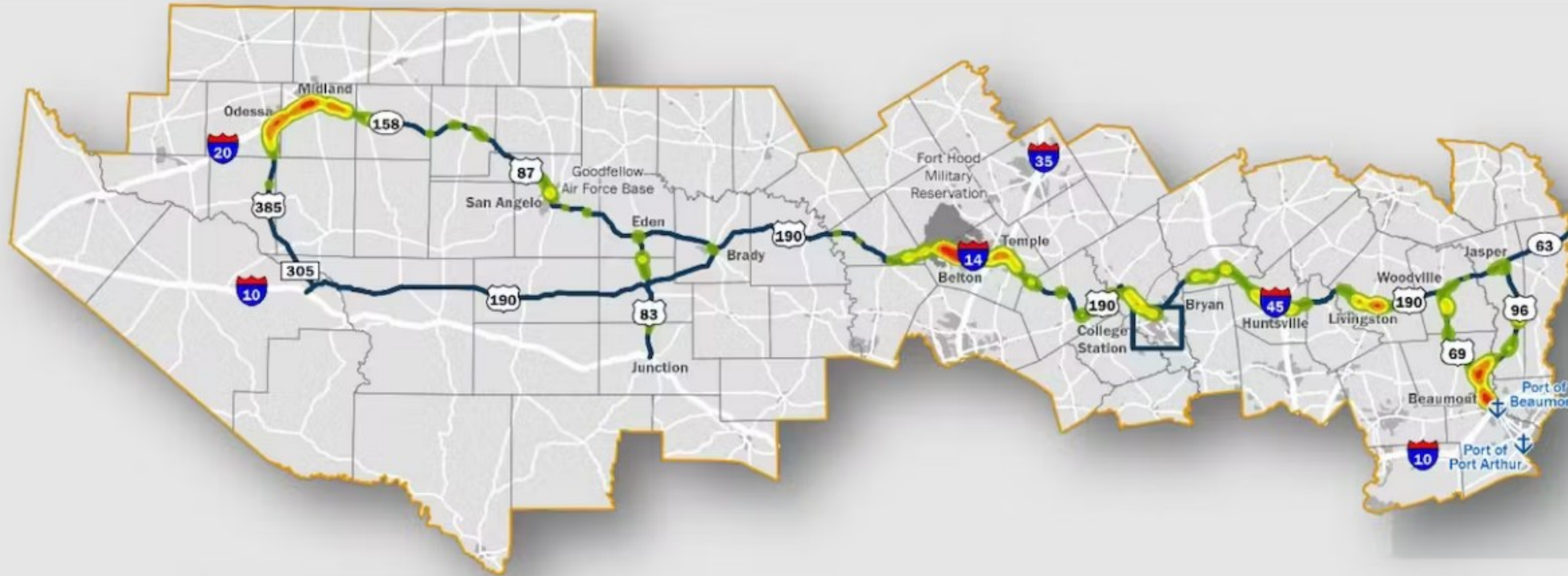


■ Privately Owned Vehicle (POV) Crashes

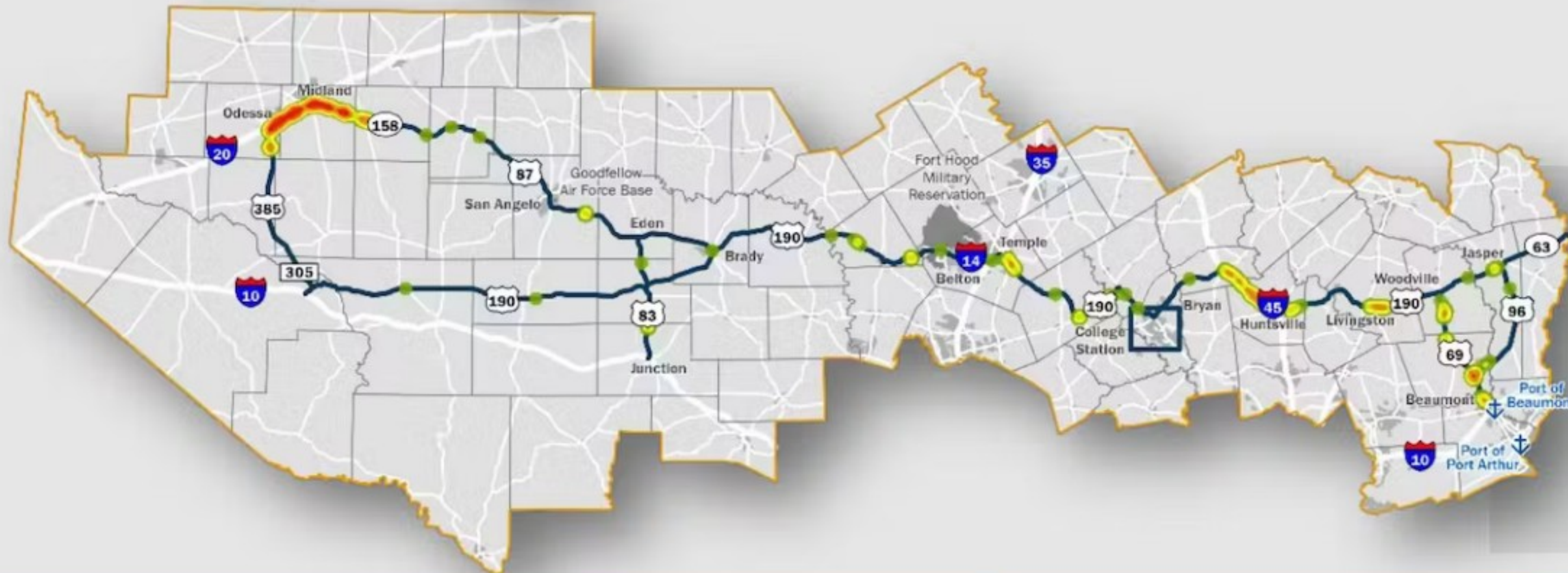
■ Commercial Motor Vehicle (CMV) Crashes

Source: TxDOT C.R.I.S., 2022

Safety: Fatal Crash Hotspots 2016 - 2022



All Fatal Crashes (Density)



Commercial Motor Vehicle Fatal Crashes (Density)



Source: TxDOT C.R.I.S., 2022

What safety and operational enhancements do you believe are needed along the I-14 system of roadways?

3 Answers

Continue adding Wrong Way signage and lane reflectors

More grade separations

Cameras are always good for investigative/flow trends

Average Daily Traffic: 2021 & 2041



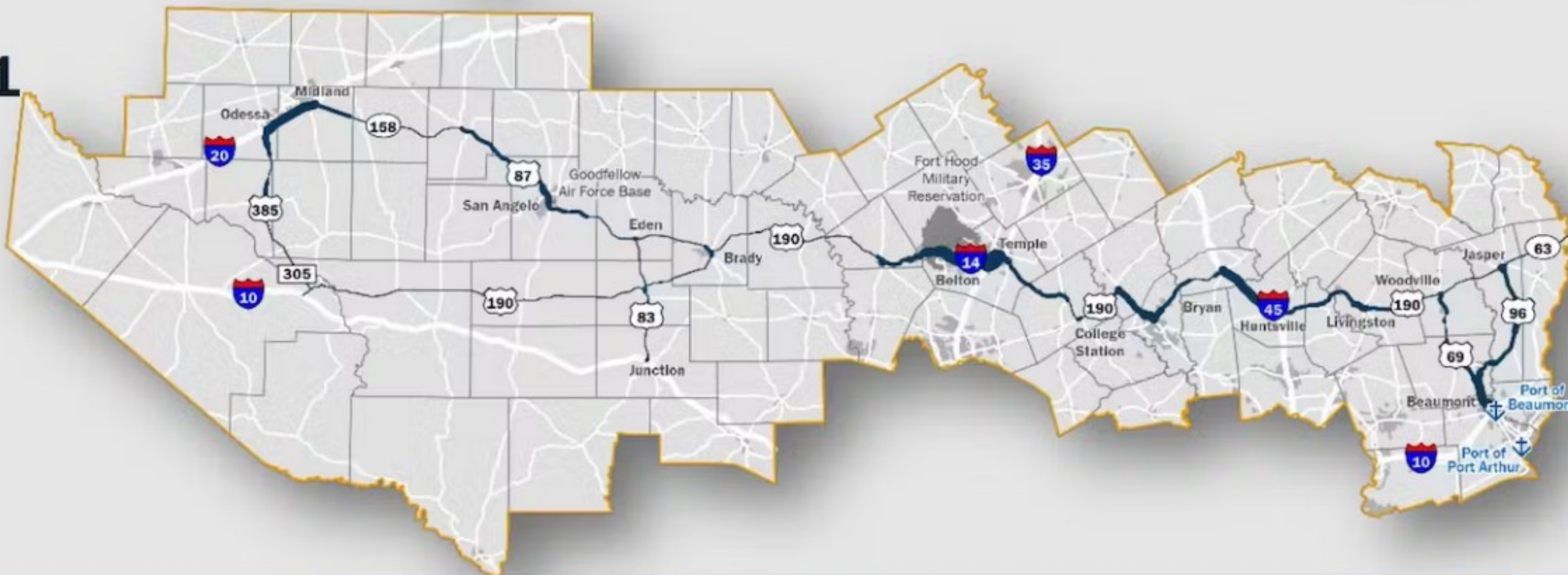
2021



40%
growth

Fort Hood to Temple
segment with the most growth (163%)

2041



ADT

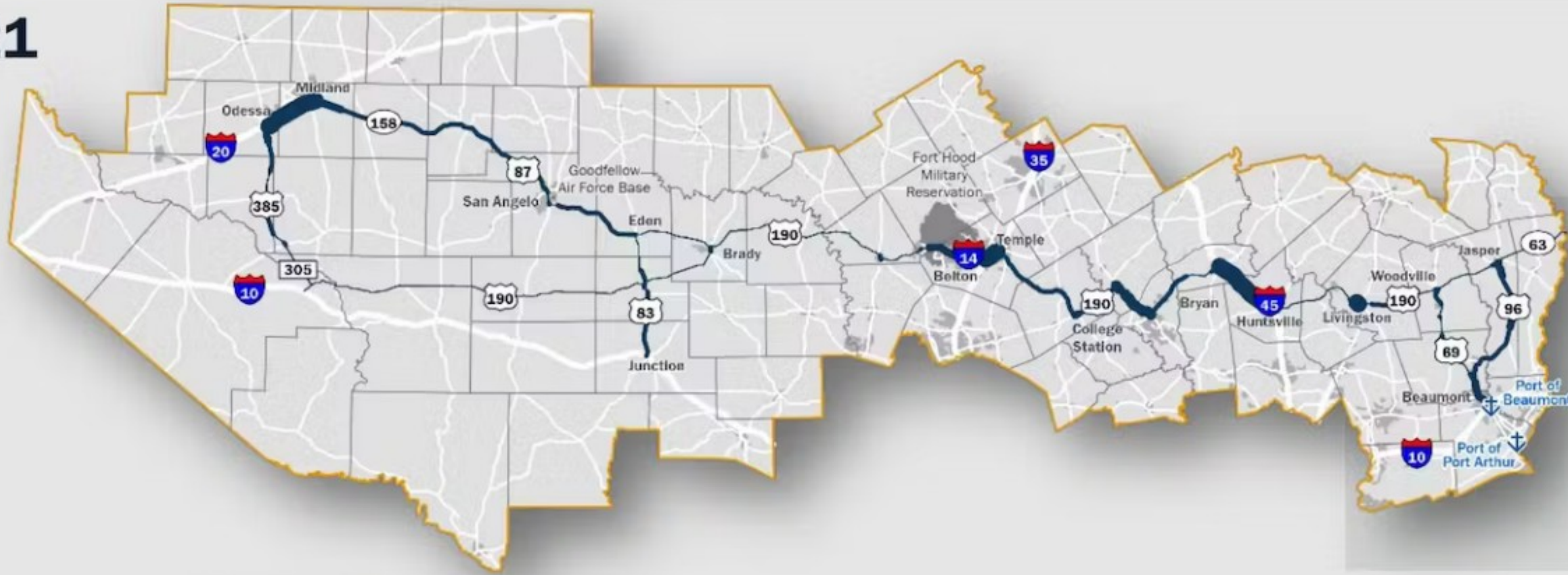
- <10,000
- 10,001 - 25,000
- 25,001 - 50,000
- 50,001 - 100,000
- 100,001 - 150,000
- >150,000

Source: TxDOT Roadway Inventory, 2021

Average Daily Truck Traffic: 2021 & 2041



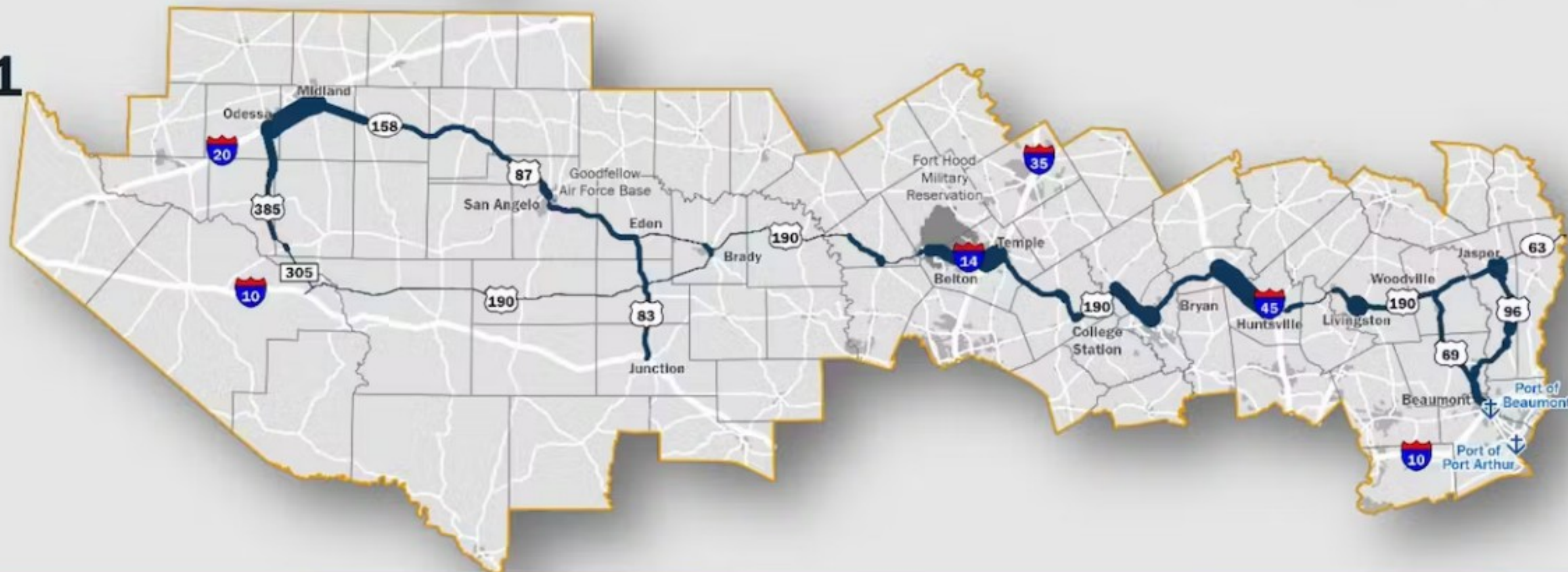
2021



40%
growth

Fort Hood to Temple
segment with the most growth (171%)

2041



Truck ADT

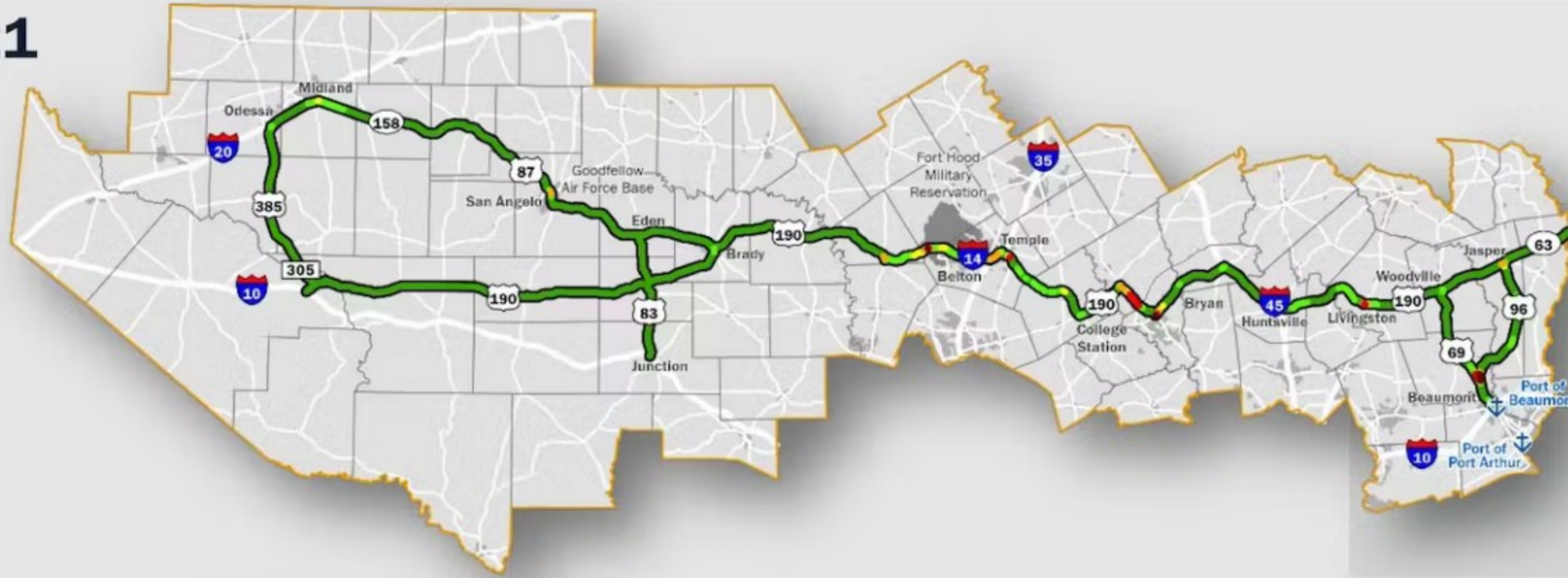
- <1,000
- 1,001 - 2,500
- 2,501 - 5,000
- 5,001 - 7,500
- >7,500

Source: TxDOT Roadway Inventory, 2021

Existing and Future Congestion Levels: 2021 & 2041

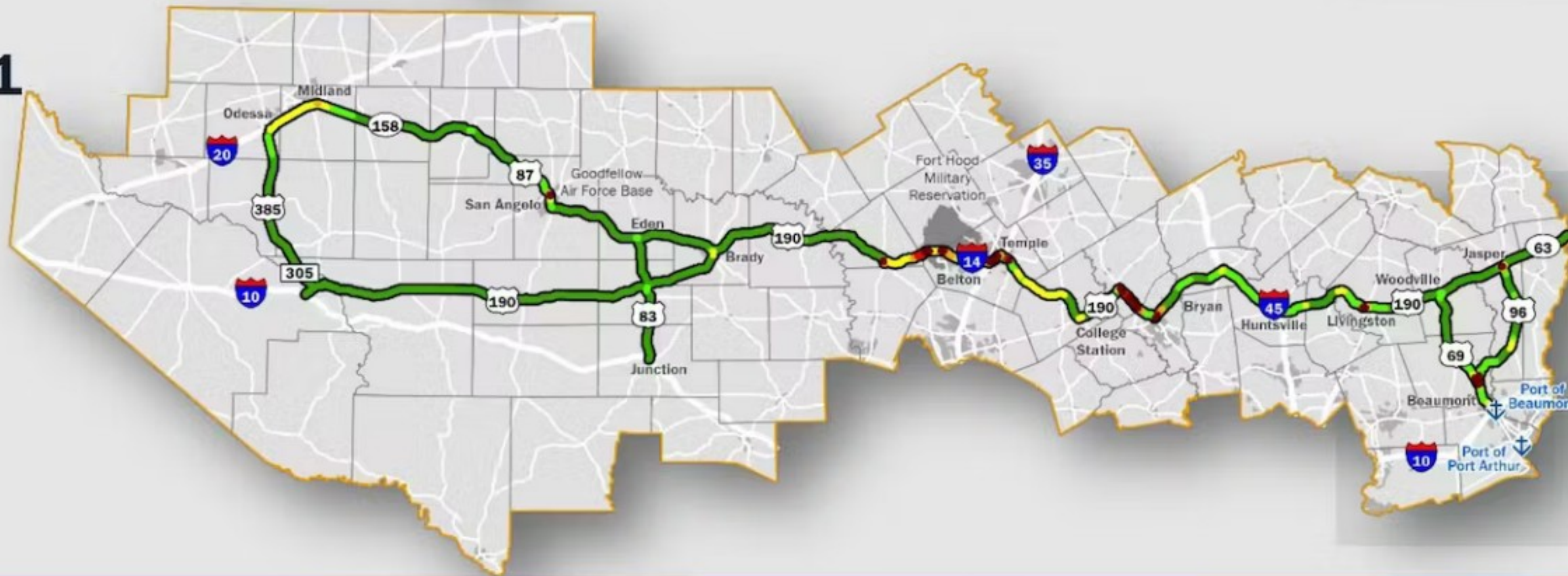


2021



13%
congested
(LOS D or worse)

2041



33%
congested
(LOS D or worse)

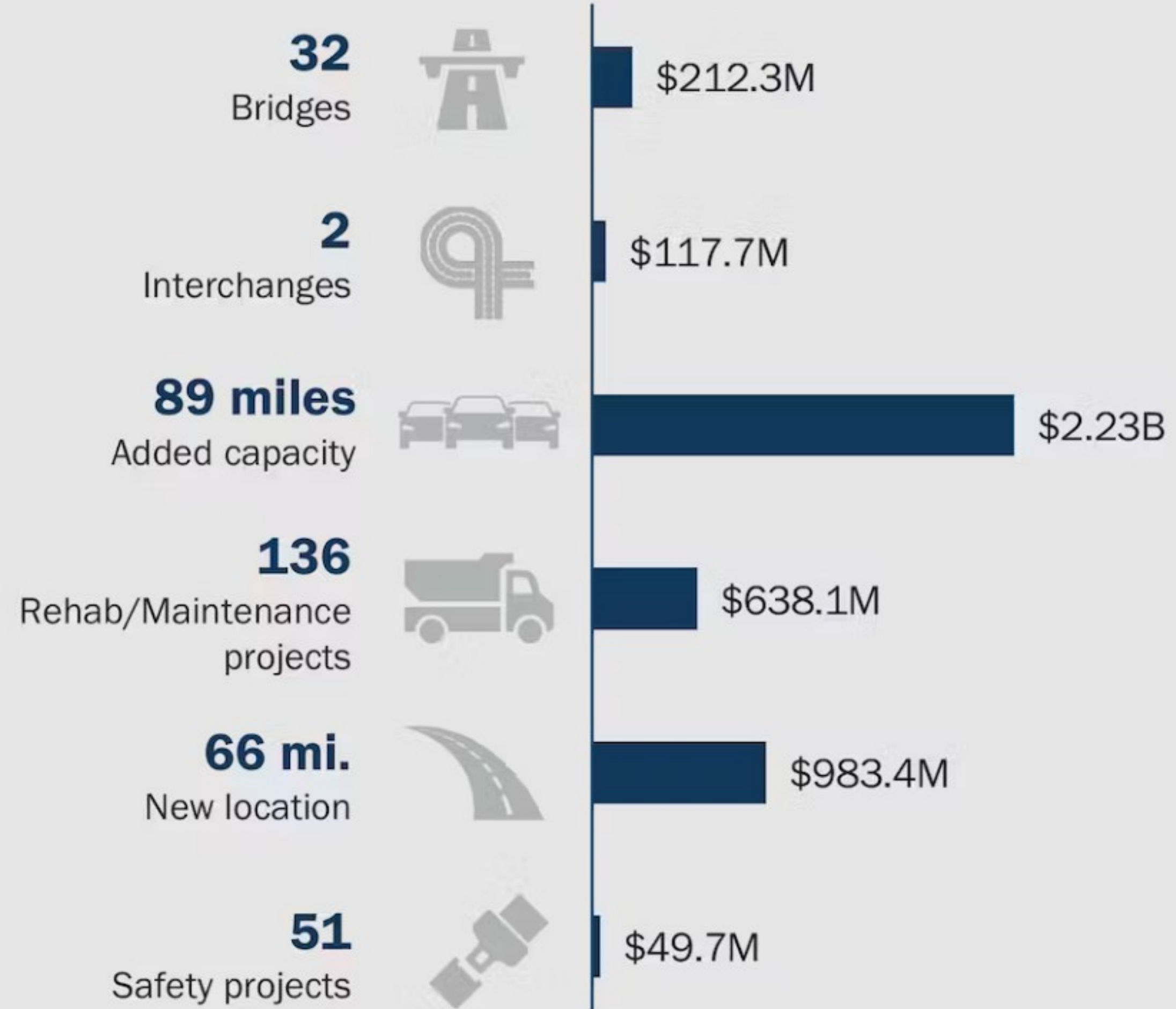
Source: TxDOT Roadway Inventory, 2021

I-14 System Estimated Investments: Active Projects (10 years)



260
Active projects

\$4.23B
construction cost



Source: TxDOT Project Tracker, January 2023



I-14 System in Texas: Implementation Strategy

What is a TxDOT Interstate Implementation Strategy?



- Comprehensive planning process to guide TxDOT, particularly Districts, on
 - Sequencing the upgrading to interstate standards the roadways comprising the system
 - Identifying where relief route or additional planning studies are needed
 - Estimated funding needed for construction



I-69 Implementation Strategy Update Report

February 2018

Transportation Planning and Programming Division

General Approach in Planning the I-14 System in Texas



- **Build** from existing interstate highways (I-10, I-14, I-20, I-35, I-45), not just radiate from existing I-14
- **Avoid** project planning to interstate standards in areas that do not connect to an existing interstate, or a highway section being developed to interstate standards
- **Avoid** federal, state, local and tribal lands to the extent practicable (National Forests, Big Thicket National Preserve, military installations, Alabama-Coushatta Tribe of Texas)
- **Identify** 4-lane highway sections (undivided and divided) that are also adjacent to existing interstate highways for initial phase of planning and development
- Some highways serve as the “**Main Street**” for communities
 - Roads on new alignment (relief routes) are likely in some areas to avoid a significant number of displacements or impacting environmental features



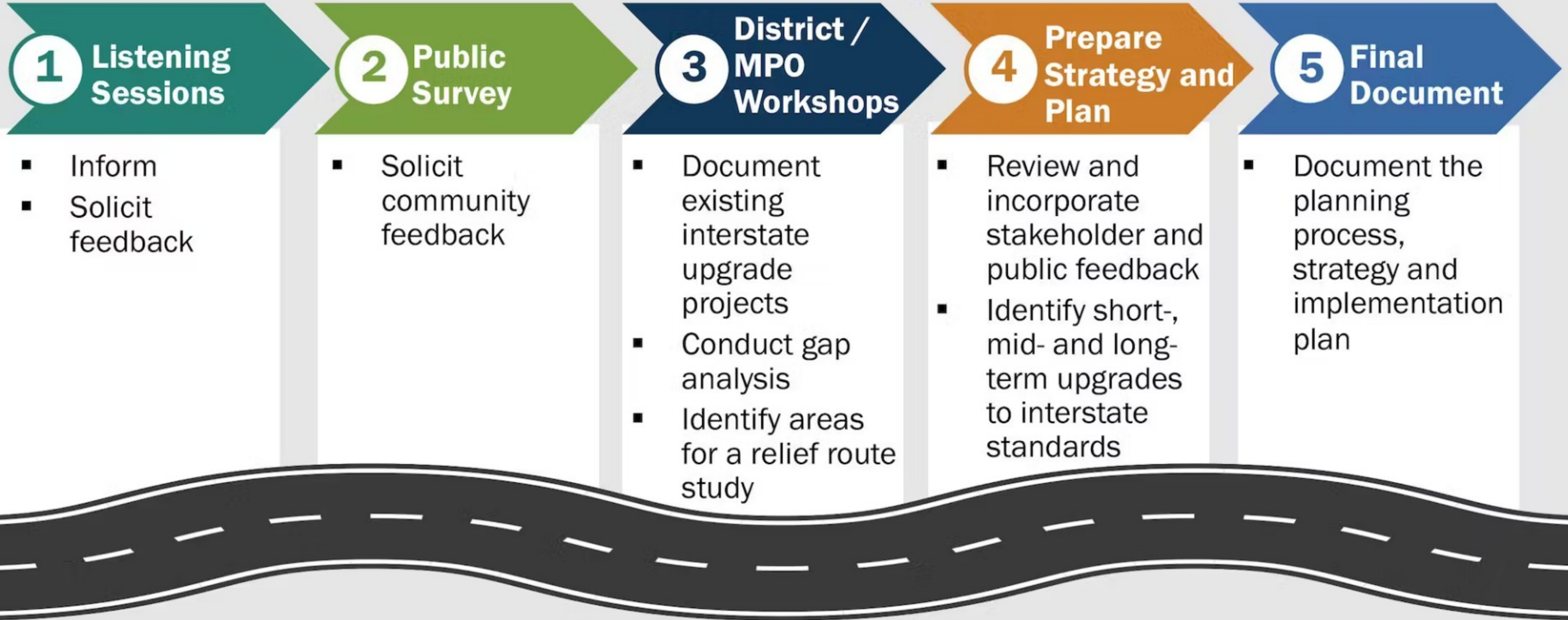
Key Elements of the I-14 System Implementation Strategy



Spring 2023

Summer 2023

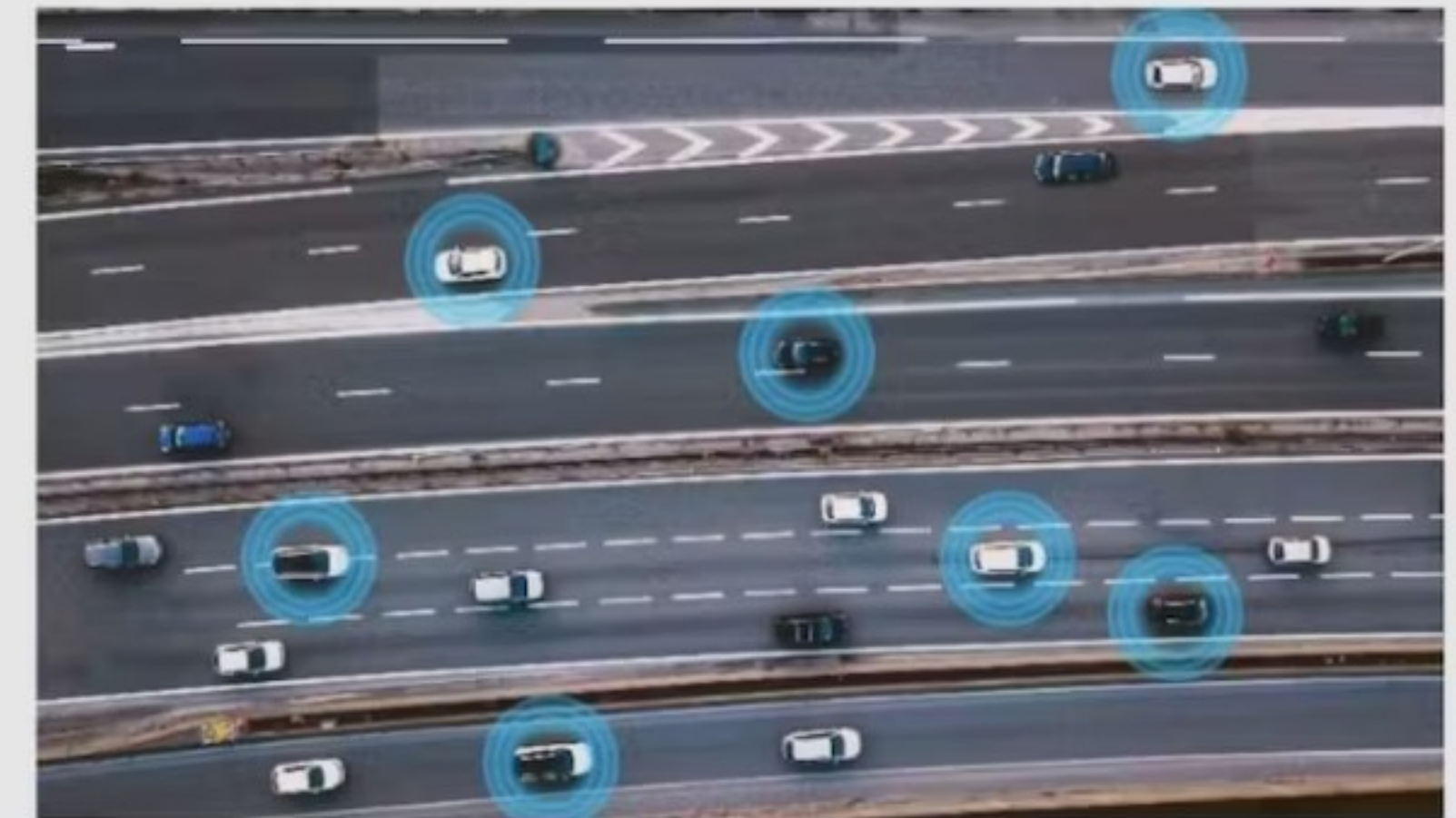
Fall 2023/Winter 2024



I-14 System: Emerging Technologies



- Electric Vehicles (EV)
 - National Electric Vehicle Infrastructure (NEVI) program
 - Texas EV Infrastructure Plan
- Connected and Automated Vehicles (CAV)
 - Standardizing Infrastructure
 - Vehicle-to-infrastructure (V2I) technology
- Intelligent Transportation Systems
 - Trip planning (e.g., ConnectSmart App)
 - Truck Parking Availability System (TPAS)
 - Advance Flood and Fog Detection Warning
 - Smart Work Zones
 - Digital Message Signs





TxDOT is required to complete:

- Feasibility study
- Traffic and safety analysis
- Environmental clearance
- Public involvement
- Engineering and design
- Interstate access justification report (IAJR)
- Railroad agreements
- Right of way acquisition and utility adjustments
- Inclusion of the project in financially constrained plans
 - Unified Transportation Program (UTP)
 - Statewide Transportation Improvement Program (STIP)
 - Transportation Improvement Program (TIP)



Funding

Currently, no specific federal or state funding program set aside to build future interstate highway projects.

- Projects compete with all other Texas highway improvement projects for funding
- Continually balance competing interests throughout the state
 - New construction
 - Maintenance and preservation

Project Selection

- Annual project scoring system evaluates all projects prior to developing the Unified Transportation Program (UTP) each year
- Each project competes for funding during the annual project selection process in the UTP



Congressional designation for a future interstate does not promote future interstates above other projects



I-14 SYSTEM IN TEXAS: RESOURCES

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✉ Lorena.echeverriademisi1@txdot.gov

Steve Linhart, AICP

Project Development Manager

Texas Department of Transportation

☎ (512) 730-9502

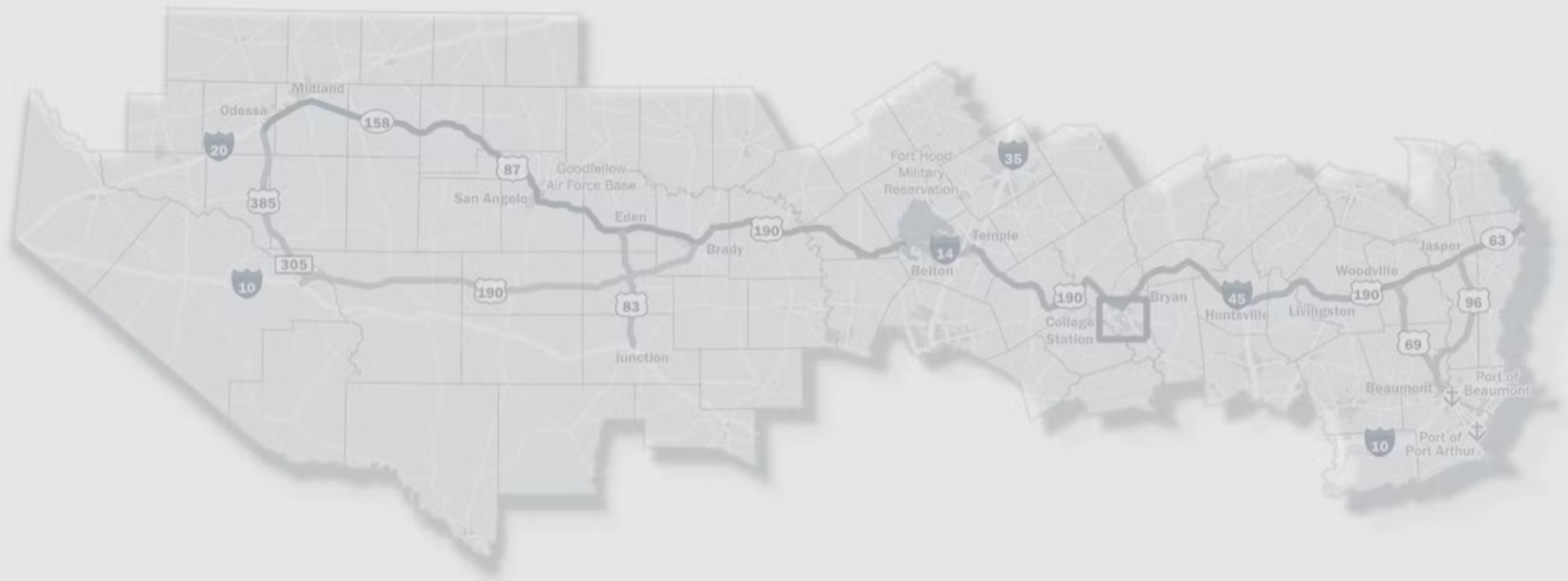
✉ steve.linhart2@txdot.gov

Webpage is active on
TxDOT.gov keyword
"Interstate 14"

Fact sheet is available



Discussion



I-14 System in Texas Implementation Strategy

Stakeholder Listening Session

Thursday, April 27, 2023 9:30 A.M. Session

Webex Chat Comments, Transcribed

- Regarding Menti Question: What are some benefits of having an interstate highway system in your region?
 - John Thompson via Chat:
 - Economic, Evacuation
 - Plus all of the benefits previously noted.
 - Malcom D. Morris via Chat: Facilitate Access to Ft. Polk LA, Economic development for Central Louisiana.

- Regarding Menti Question: What are key industries that you expect eh I-14 system to serve in the near and long term?
 - Malcolm D. Morris via Chat: Military, Timber, Oil & Gas
 - John Thompson via Chat: Timber, Recreational

- Regarding Menti Question: How do you anticipate the I-14 system will impact freight movement?
 - John Thompson via Chat: Relief to existing Interstates
 - Malcom D. Morris via Chat: Increase efficiency and safety.

- Regarding Menti question: What safety and operational enhancements do you believe are needed along the I-14 system of roadways?
 - John Thompson via Chat:
 - Other than Mandated for Interstate?
 - Vicky replied via voice: Either/Or
 - No 2 way feeder streets.

- Chris Lanier via chat: Thanks for the insight and diligence with this project.

- During the Discussion Session:
 - John Thompson via chat: Sabine River Bridge Status?
 - Steve Linhart via Voice: I believe that would be something more for the distract itself. Will get Lisa Collins info down to Mr. Thompson.
 - John Thompson replied via Chat: Thanks
 - Chris Lanier via Chat: How many Bucees will this new stretch support? Ha

- Malcom D. Morris via Chat: How is TxDOT coordinating with LA DOTD as well as other states in the corridor?
 - Steve Linhart via Voice: We're staying in touch with Louisiana DOT and invited them to attend Listening Sessions. We will continue to work with other states as well. They have his contact info. TxDOT received a question from the Youth Infrastructure Coalition (an Alabama organization). They reached out to the TxDOT TPP director about I-14 system. Steve provided the information to them.
 - - Malcom D. Morris: Thank you.