



Status of Freight Planning in the Alamo Area MPO



Agenda

Why are we talking about freight?

- FAST Act
- Impact of freight on our transportation system
- Recent developments changing the freight landscape

How do we address freight?

- What has been done locally?
- What has been done around the state?
- What are the requirements of the FAST Act?

Mapping Exercise

Where do we go from here?

- Next Steps
- What else do you think needs to be done to address freight locally?



Why are we talking about freight?

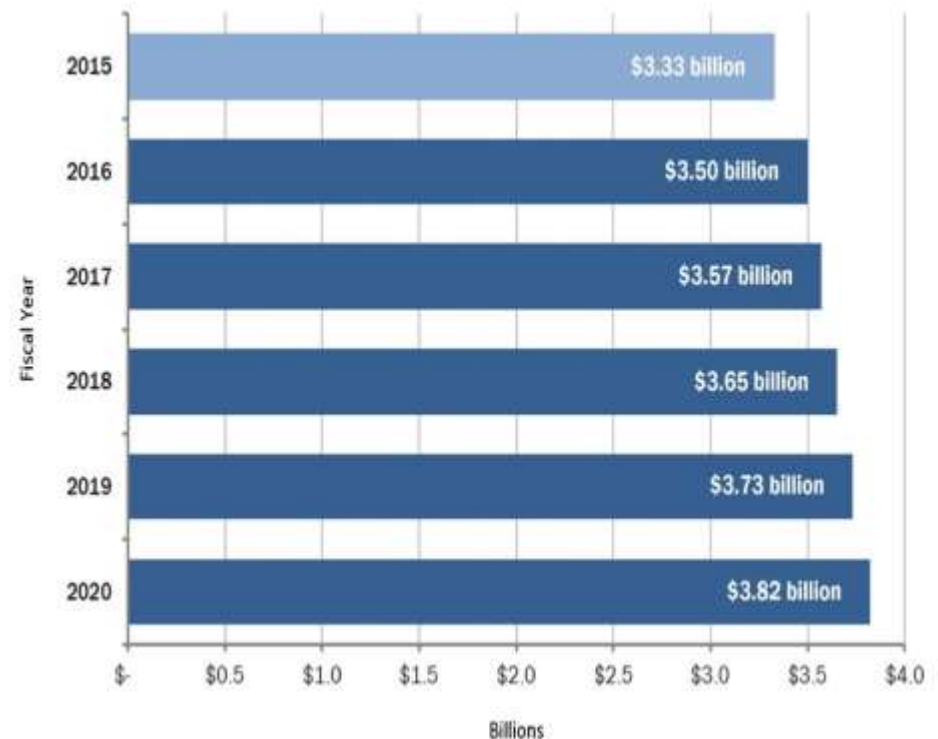


The Fixing America's Surface Transportation (FAST) Act is a five-year, \$305 billion bill that reauthorizes surface transportation programs

FAST Act provisions **related to freight**:

- Establish a National Multimodal Freight Policy and require a National Freight Strategic Plan to implement that policy
- Create a new discretionary freight-focused grant program to invest \$4.5 billion
- Establish a National Highway Freight Program to receive \$6.3 billion in formula funds
- Expand on performance measurement targets

Estimated FAST Act Apportionments for Texas



Source: TxDOT, October 2016

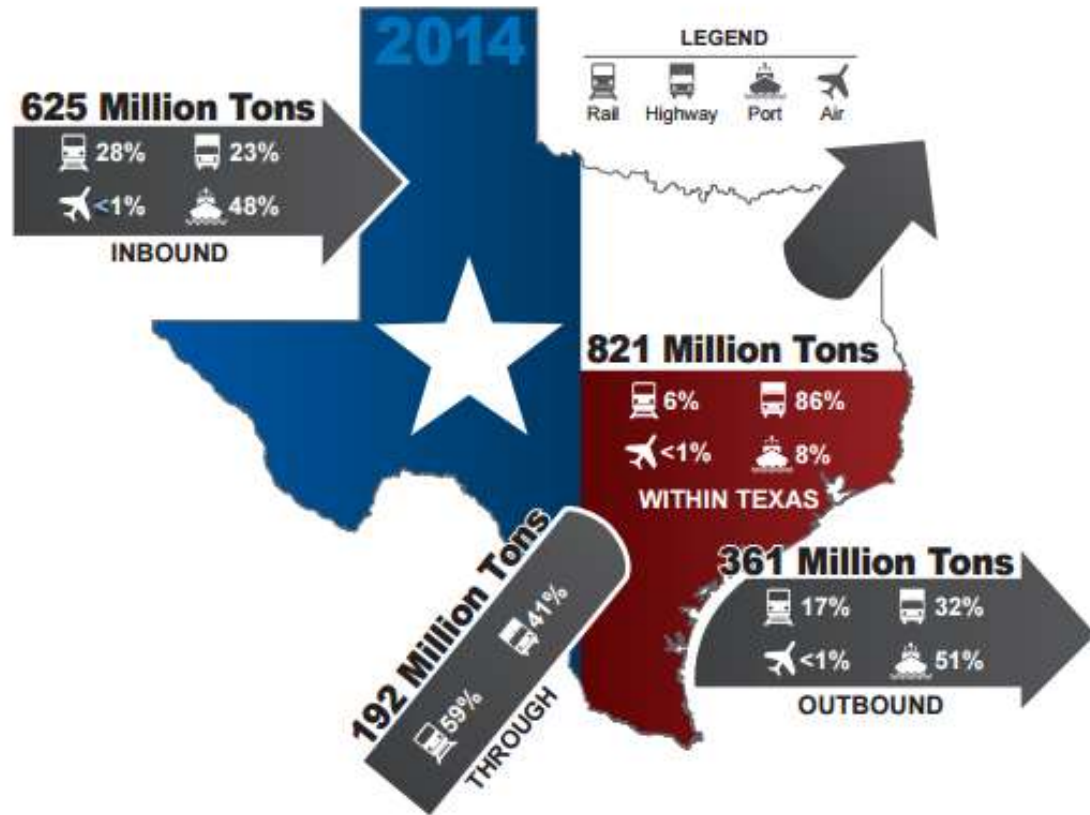


Texas is home to 26 million residents, each of whom depend on the daily delivery of goods transported via a multimodal freight network

67 tons
per Texan

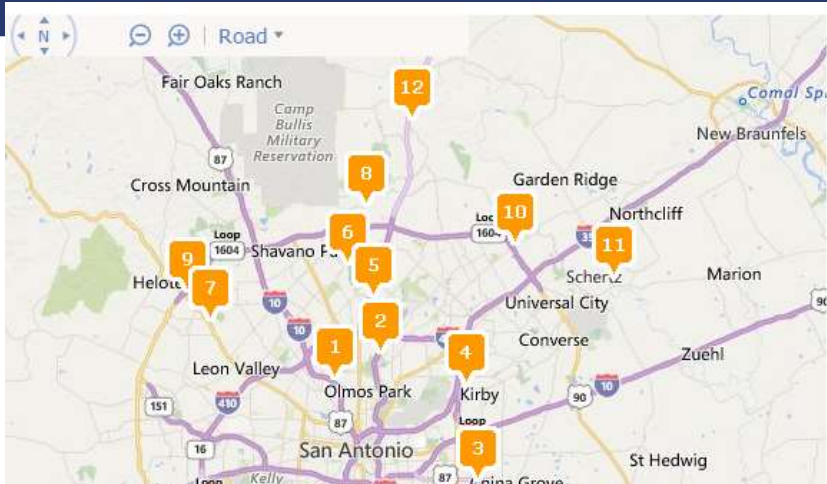
7 million
Texas workers

Almost
50%
growth from
2014 to 2040





Recent developments are changing the freight landscape.
 Have you spotted an Amazon locker in your neighborhood?



Amazon Pickup Location Search Results

Results for "78205"

- | | | | |
|---|---------------------------------------------------------------------------------------------------------------------------|--------------------------|------------------------|
| 1 | Amazon Locker - Sicily
2302 West Ave, at 7-Eleven, San Antonio TX 78201-2231
Map details | Mon - Sun:
Open 24hrs | Select |
| 2 | Amazon Locker - Tessa
7655 Jones Maltsberger Rd, at 7-Eleven, San Antonio TX 78216-6902
Map details | Mon - Sun:
Open 24hrs | Select |
| 3 | Amazon Locker - Polina
5242 US Highway 87 E, at 7-Eleven, San Antonio TX 78222-1418
Map details | Mon - Sun:
Open 24hrs | Select |
| 4 | Amazon Locker - Apricot
4710 N Interstate 35, at 7-Eleven, San Antonio TX 78218-5415
Map details | Mon - Sun:
Open 24hrs | Select |
| 5 | Amazon Locker - Leci
12011 San Pedro Ave, at 7-Eleven, San Antonio TX 78216-2836
Map details | Mon - Sun:
Open 24hrs | Select |





Connected / Autonomous Vehicles (C/AV) are already on the roadway

CNN Money U.S. Business Markets Tech Media Personal Finance Small Biz Luxury

A self-driving truck just hauled 51,744 cans of Budweiser on a Colorado highway

by Matt McFarland @mattmcfarland
October 25, 2016 5:02 PM ET



Self-driving truck makes first shipment: 50,000 cans of beer

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Here's How Colorado's Transportation Chief Organized Otto's Self-Driving Truck Beer Run

CLARISSA HAWES | NOVEMBER 1, 2016 | EDITOR'S PICKS, TRUCKING TECHNOLOGY

Uber Self-Driving Truck Packed With Budweiser Makes First Delivery in Colorado

The ride-hailing giant teamed up with AB InBev to transport beer in an autonomous vehicle, which they say is the world's first such commercial delivery.

by Eric Newcomer and Alex Webb
October 25, 2016 — 6:00 AM EDT



A potential commercial example of the Freight Shuttle System (FSS) is underway with the Port of Houston Authority





How do we address freight?



In November 2013, the MPO held a pair of Freight Stakeholders Workshops

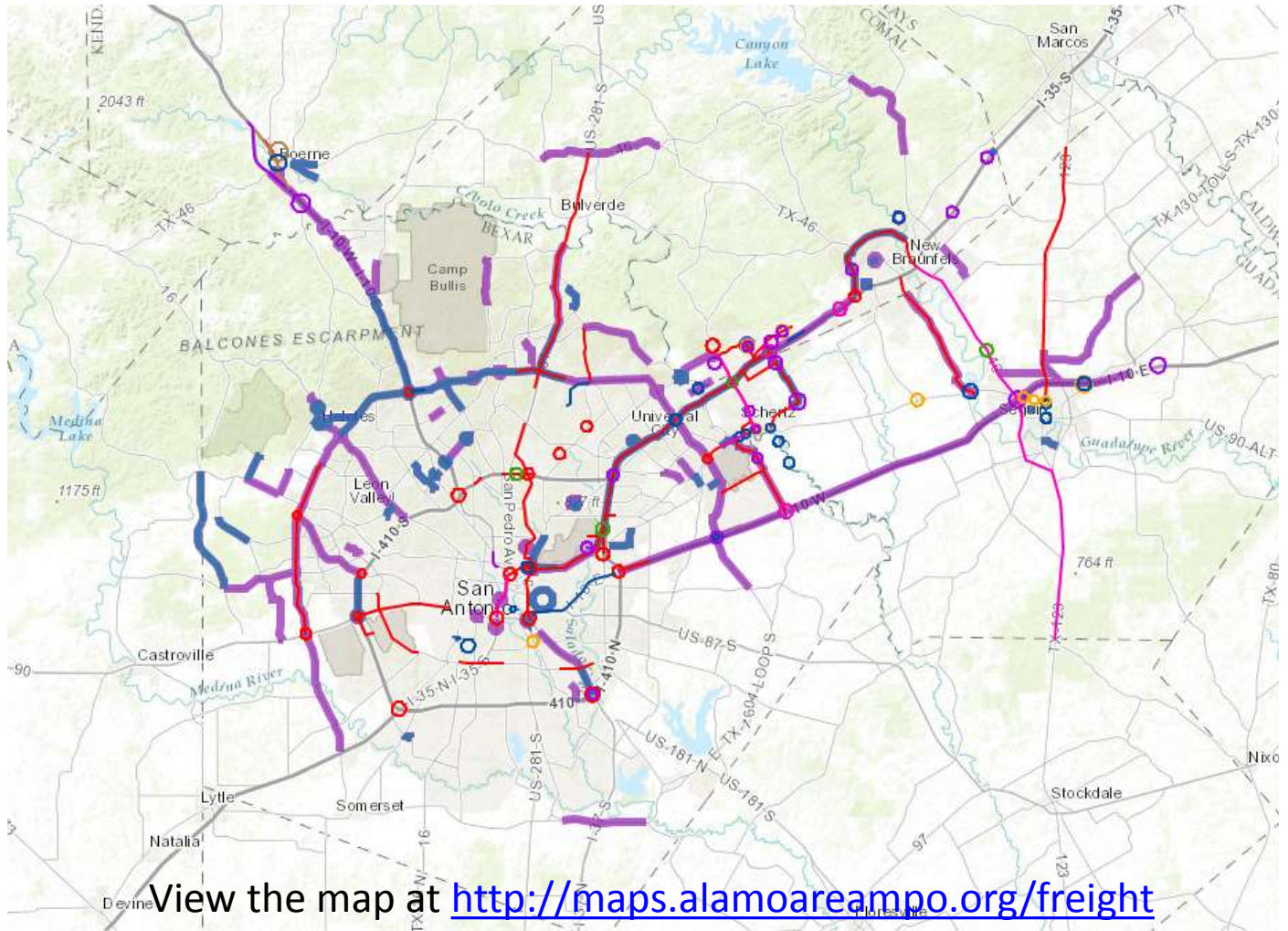
Asked attendees for input on a variety of freight issues:

- Traffic congestion
- Safety concerns
- Rail issues
- Delivery issues
- Physical barriers
- Conflict points



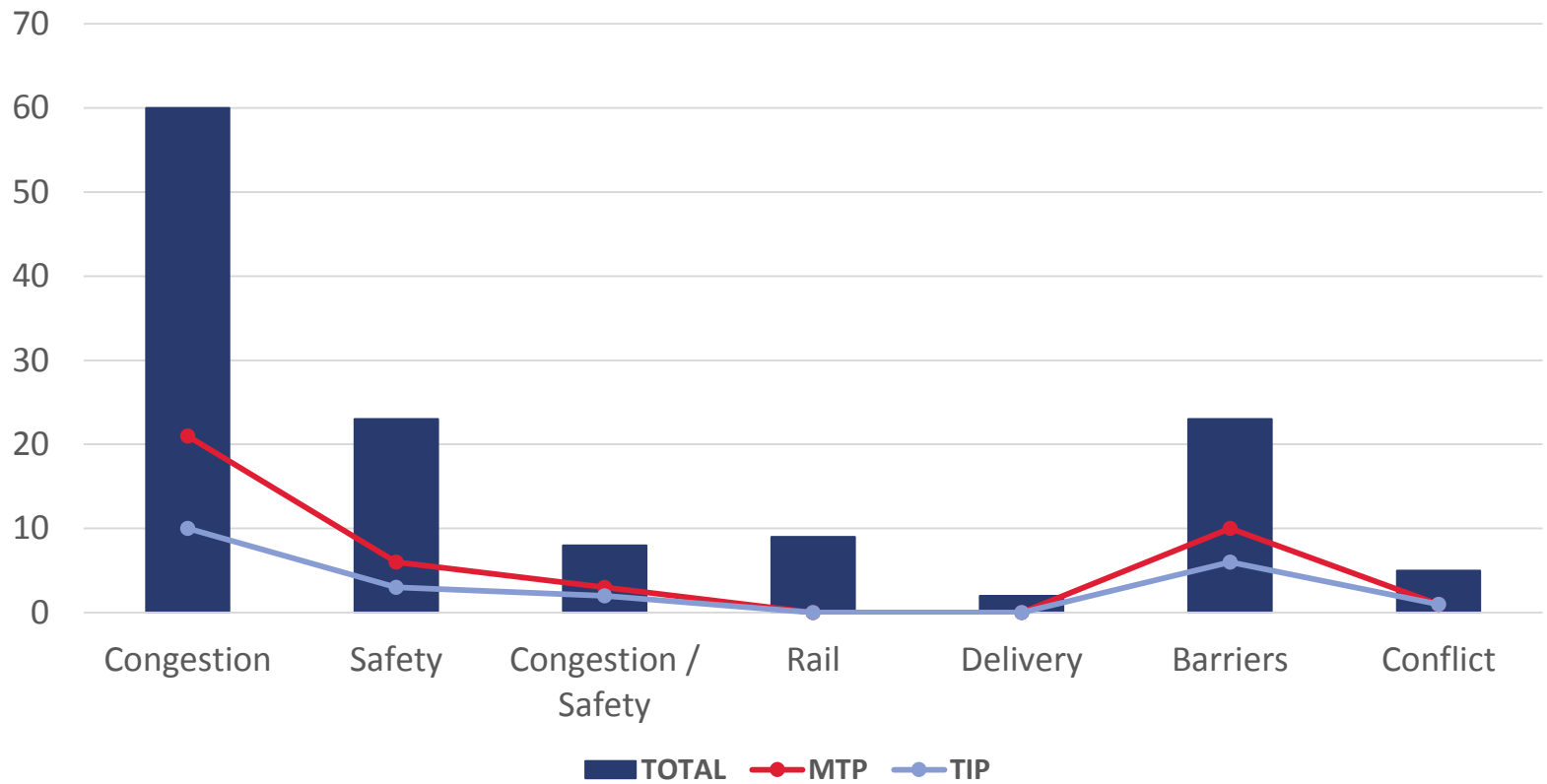


Stakeholders identified 130 concerns. Forty-four overlap with project limits in Mobility 2040





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The Texas Transportation Commission adopted the Texas Freight Mobility Plan in January 2016

- The *first* plan developed by TxDOT that focuses on Texas' freight transportation needs
- Currently being updating to meet FAST Act requirements published in 2016





Freight planning looks different around the state. Examples from the Houston Galveston Area Council (HGAC):

A screenshot of the Houston-Galveston Area Council (HGAC) website. The header includes the HGAC logo and name, navigation icons for Residents, Business, and Government, and a red 'H-GAC' menu button. A search bar is present with the text 'Search H-GAC' and an orange 'Search' button. The main content area has a dark blue header for 'Freight Planning' and a section titled 'About Freight Planning' with descriptive text. At the bottom, there are three blue navigation buttons: 'Ports Area Mobility Study' (highlighted with a red box), 'Greater Houston Freight Committee', and 'Freight Resources'.

- Follow-up to a *Regional Goods Movement Plan (2013)*
- Will recommend improvements to better connect their four deep water ports with emerging population and employment centers



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- Formed in 2016 and has met once. Open membership and chaired by Harris County Judge and JetCo Delivery CEO
- Attendees participated in a map-based exercise to define the Houston-area CUFN routes
- Future business: involved in the ongoing development of the Ports Area Mobility Study, Federal Freight performance measures and a committee work plan



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- HGAC's long-range *Regional Goods Movement Plan*, meant to ensure that the region can continue to play a critical role in national and international supply chains while meeting regional economic goals, addressing critical mobility challenges, mitigating impacts on the environment and contributing to community livability and quality of life.
- Produced by Cambridge Systematics



Examples of freight planning at the North Central Texas Council of Governments (NCTCOG):

NCTCOG
North Central Texas Council of Governments

Search NCTCOG

Programs > Topics A-J > Topics K-Z > Departments > Services > About Us

transportation

Home > Transportation > Goods Movement
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- Goods Movement Home
- General Freight Planning
- Railroad Crossing Banking Program
- Rail Planning
- Railroad Crossing Reliability Partnership Program
- Regional Freight Advisory Committee (RFAC)
- Freight North Texas**
- Truck Lane Demo Project
- Truck Planning
- Transportation Home

Freight Program Area

General Freight Planning

Key Freight Transportation Facilities in the DFW Region

- BNSF Railway's Intermodal and Carload Transportation Center at Alliance Airport
- Union Pacific Railroad's intermodal facility in Southern Dallas County along IH 45
- Union Pacific Railroad's Auto Facilities in Mesquite and Arlington
- Air cargo terminals at Dallas/Fort Worth International Airport and Fort Worth Alliance Airport
- Four Foreign Trade Zones (FTZ)
- A variety of facilities at private firms, pipeline terminals, and industrial parks which generate substantial truck traffic.



Resources

- [Freight Facilities Map](#)
- [Freight Oriented Development](#)
- [Regional Freight Advisory Committee \(RFAC\)](#)

Staff

- Jeff Hathcock, Principal Transportation Planner
- Mike Johnson, Transportation Planner
- Lisa Key, Sr. Administrative Assistant
- Dan Lamers, Sr. Program Manager

[Freight Links](#) [Contacts by Topic](#) [Click Here to Stay Informed](#)





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Examples of freight planning at the Capital Area Metropolitan Planning Organization (CAMPO):



Freight

CAMPO > Plans & Programs > Freight



Regional Freight Planning

The CAMPO region has approximately 138 million tons of freight moving into or through the region per year by air, rail and over the road. The large population growth in the region, along with the growing presence of high-technology industry, has increased the demands placed on an already limited transportation network. CAMPO's freight planning efforts are intended to encourage more efficient movement of goods and people into and through the region, while minimizing the impacts to our environment as much as possible.

Freight Transportation Study

CAMPO, in partnership with the Texas Department of Transportation and the Greater Austin Chamber of Commerce, completed a comprehensive study of the region's freight existing conditions and potential opportunities. The freight study, published in 2009, examined existing and forecasted freight flows on the air, rail and road networks. CAMPO assembled a Steering Committee of both private and public stakeholders to gain insights and share information with each other. The stakeholder meetings, along with an online survey, helped form the basis for the recommendations included in the study. Overall, the study provides not only the existing and forecasted freight flows but also recommendations to improve the efficiency of the freight network throughout the region.

- [Austin Area Freight Transportation Study](#)
- [Austin Area Freight Transportation Study Executive Summary](#)

Meeting Agendas

[View all agendas](#)

Recent meeting agendas:

- 10.26.2016 TAC Agenda
 - [TAC Agenda - October 26, 2016](#)
 - [TPB Agenda October 17, 2016](#)
- 9.28.16 – Technical Advisory Committee meeting
 - [TAC Agenda September 28 2016](#)
- 9.12.16 – Transportation Policy Board meeting
 - [TPB Agenda September 12, 2016](#)
- 8.24.16 – Technical Advisory Committee meeting
 - [TAC Agenda August 24, 2016](#)

Latest News





The FAST Act directed US DOT to create two new freight networks:

National Highway Freight Network:

- Primary Highway Freight System (PHFS)
- Critical Rural Freight Corridors
- Critical Urban Freight Corridors
- Interstates not on PHFS

National Multimodal Freight Network:

National Highway Freight Network *plus*

- Class 1 freight railroads
- Ports
- Inland and Intracoastal Waterways
- MARAD Marine Highways
- Airports with highest annual landed weight
- Other assets as identified by USDOT (i.e. railroad connectors)



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National Highway Freight Network:

- Primary Highway Freight System (PHFS)
- Critical Rural Freight Corridors
- Critical Urban Freight Corridors
- Interstates not on PHFS (*limitations on states with high PHFS mileage, incl. Texas*)

NHFN is formula funded:

- \$6.3 billion (\$557 million for Texas) over 5 years

National Multimodal Freight Network:

National Highway Freight Network *plus*

- Class 1 freight railroads
- Ports
- Inland and Intracoastal Waterways
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What are Critical Urban Freight Corridors (CUFCs)?

- The **FAST Act** authorizes large **MPOs**, in consultation with the state, to **designate locally significant public roads as Critical Urban Freight Corridors (CUFCs)**
- The state, in consultation with smaller MPOs, designates CUFCs for MPOs under 500,000 population
- CUFCs are part of the National Highway Freight Network (NHFN) **eligible for formula funds**





According to Federal Highway Administration guidance, CUFCs must meet one of the following requirements:

1

Connect an intermodal facility to:

- The Primary Highway Freight System (PHFS),
- The Interstate System,
- Intermodal Freight Facility

2

Be located within a corridor of a route on the PHFS and provide an alternative highway option important to goods movement

3

Serve a major freight generator, logistic center, or manufacturing and warehouse industrial land

4

Be important to the movement of freight within the region, as determined by the MPO or the State

FHWA encourages States, when making CUFC designations, to consider **first or last mile connector routes** from high-volume freight corridors to freight-intensive land and key urban freight facilities



The maximum CUFC mileage Texas may designate is 10% of the state's PHFS mileage

- **Texas** may designate about **373 miles** of CUFCs
- With 9.28% of the urbanized area in Texas, **AAMPO's** challenge is to identify **about 35 miles of CUFCs**
- TxDOT envisions tying CUFCs to existing UTP projects and projects in DCIS that address freight needs





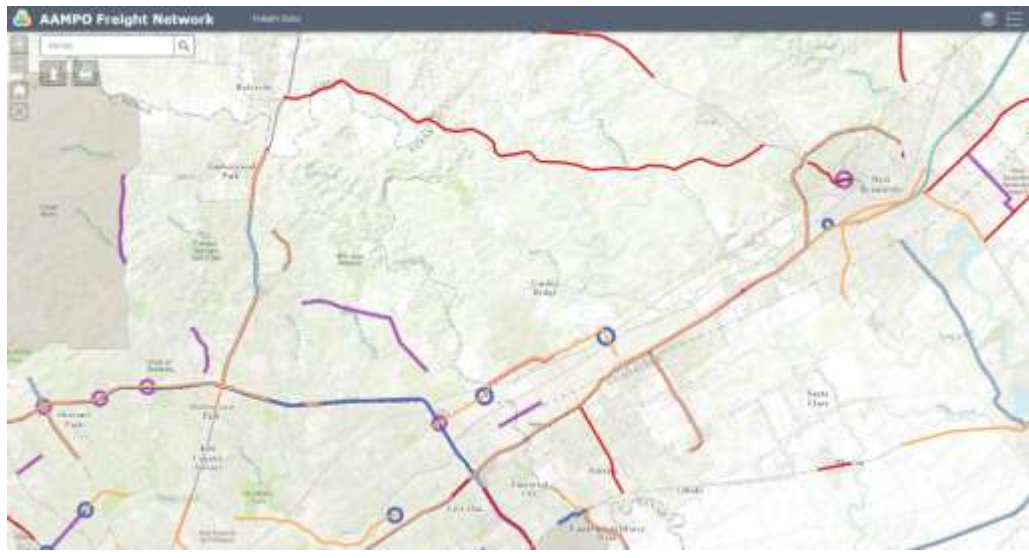
Mapping Exercise



Instructions for the CUFC Mapping Exercise

The maps provided show:

- Primary Highway Freight System (PHFS)
- Interstate System
- NHS Intermodal connectors
- Industrial land use



You can find additional layers on maps.alamoareampo.org/freight:

- Freight Workshop feedback
- TxDOT UTP projects
- AAMPO TIP & MTP plans
- TxDOT Texas Highway Freight Network
- TxDOT 2015 and 2035 AADT
- TxDOT Truck Traffic Percentage of 2015 AADT
- National Multimodal Freight Network
- Hazardous Material Routes



Instructions for the CUFC Mapping Exercise

1. Use **BLUE** markers to show where freight is entering or exiting our region.
2. Use **ORANGE** markers to show where freight is originating in our region. This includes warehouses, multimodal centers, and/or major distributors.
3. Connect these locations with a **GREEN** marker. This should correspond to known freight corridors in our region.
4. Now use the limited amount of **STRING** provided to your group to designate your group's recommendation for a Critical Urban Freight Network from the freight corridors identified in green

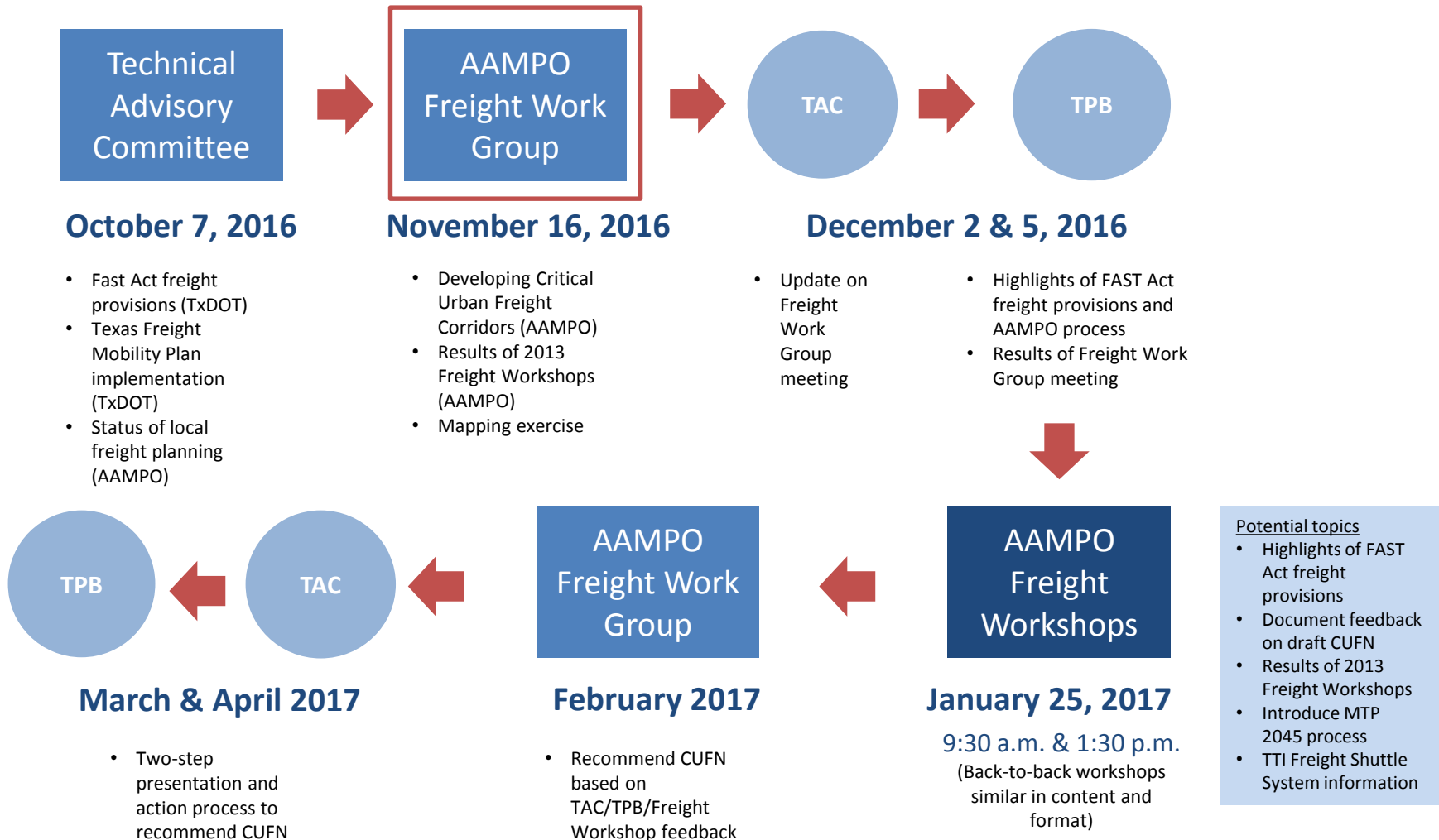
TIP: Avoid designating roadways on the Primary Highway Freight System as CUFCs. These are already eligible for the FAST Act's Freight Program funding



Where do we go from here?



FAST Act Freight Provisions: AAMPO Public Involvement Process for Critical Urban Freight Corridors (CUFC) Designation





Open discussion:
What else needs to be done to address freight locally?



Thank you!

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