



# TEXAS FREIGHT MOBILITY PLAN IMPLEMENTATION

AAMPO Technical Advisory Committee (TAC)



# Overview of Texas Freight Mobility Plan



The Freight Plan is TxDOT's first multimodal transportation plan that focuses on freight needs:

- Identifies freight transportation challenges and outlines investment strategies needed to address them
- Provides a vision for a safe, reliable, and efficient freight transportation system
- Identifies freight transportation investments critical to Texas' economic growth and competitiveness



# Texas' Freight Transportation Challenges



## CAPACITY/ CONGESTION

Cost \$1billion, 7 freight  
bottlenecks



## SYSTEM OPERATIONS

freight network, traffic  
management center



## SAFETY

truck parking, at-grade  
rail crossings



## CONNECTIVITY

between modes,  
urban/rural



## INSTITUTIONAL COORDINATION

collaboration and  
partnerships



## BORDER/PORTS -OF- ENTRY

congestion, wait times,  
coordination



## PUBLIC AWARENESS/ EDUCATION

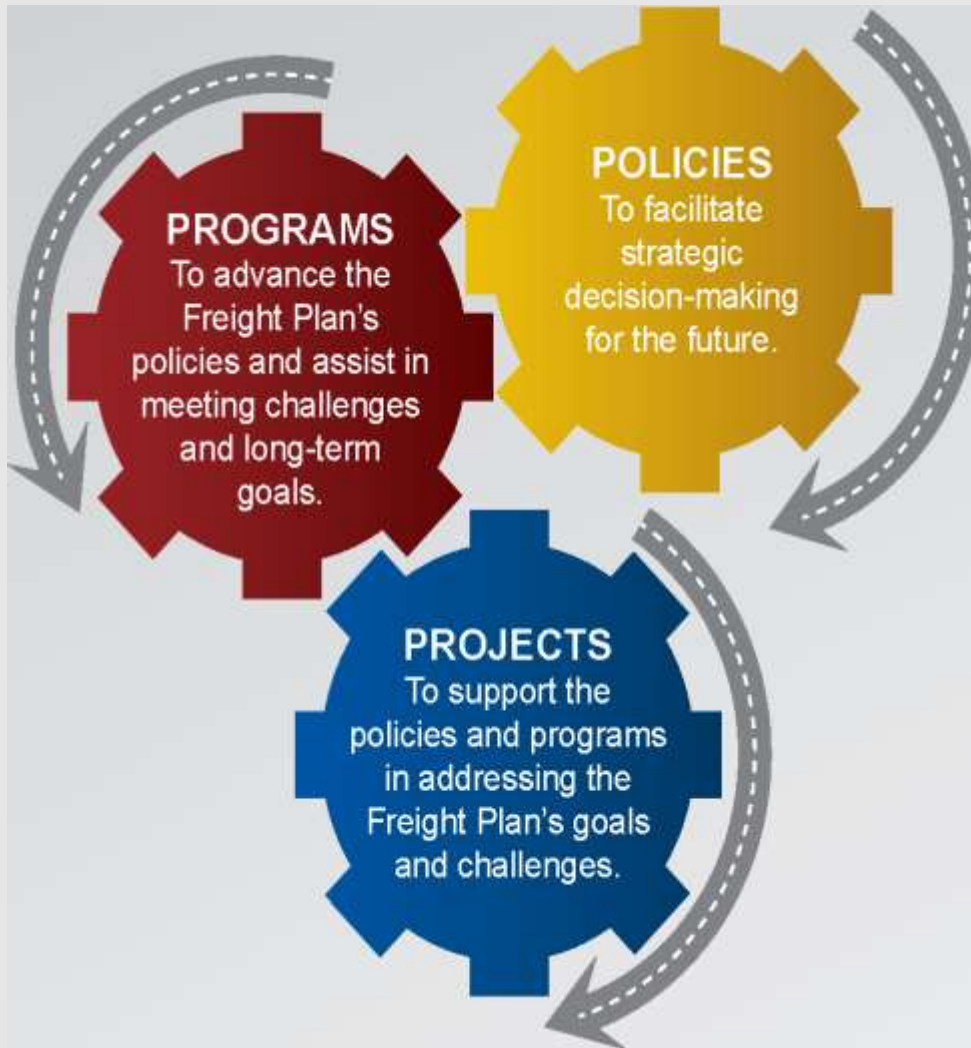
economic impact of freight



## FUNDING

invest in freight,  
alternative funding

# Freight Plan Recommendations – Addressing the Challenges

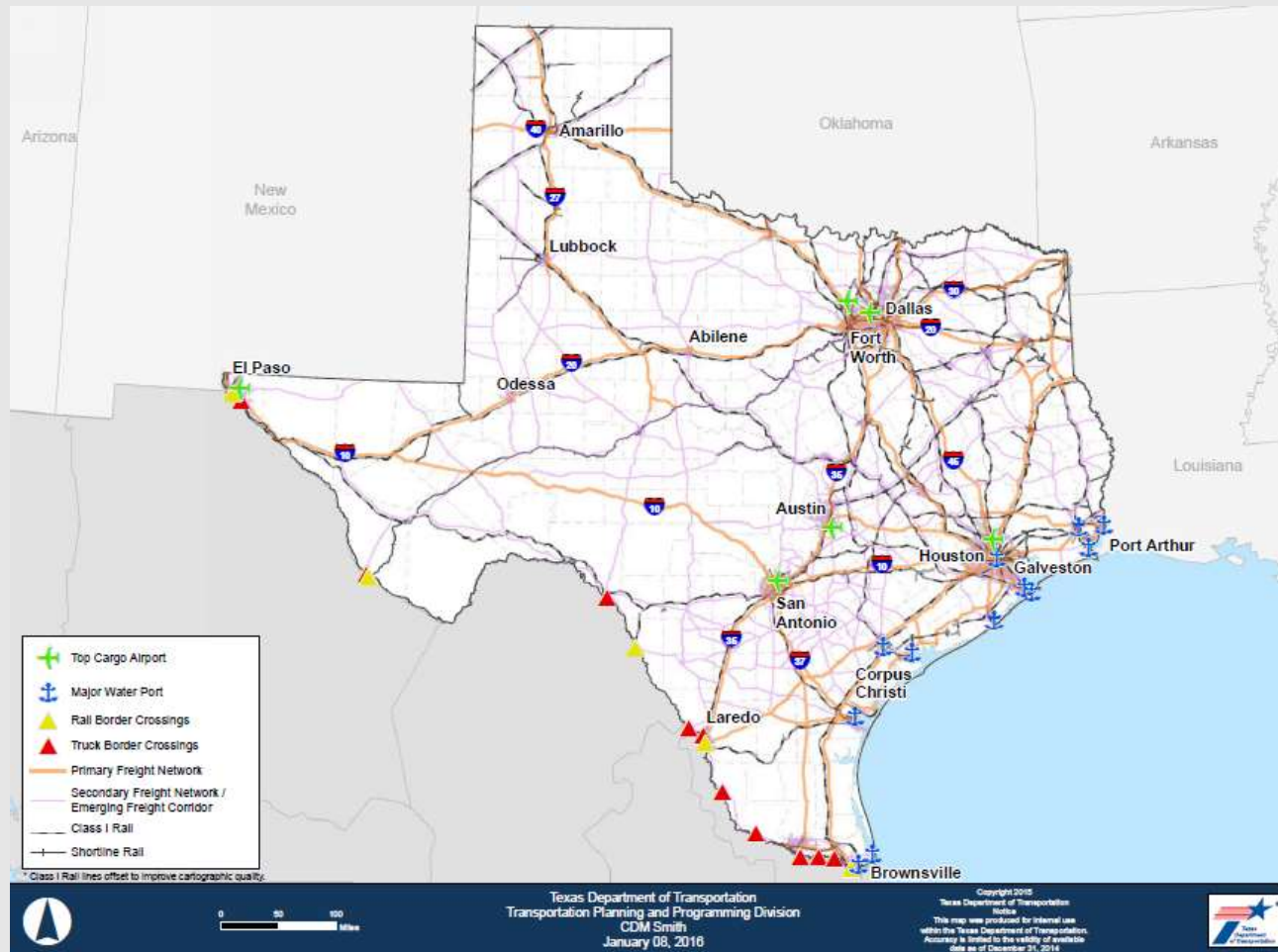


- Three key recommendation categories:
- Policies – enhance freight investment decision making
- Programs – advance freight policies and address challenges
- Projects – support policy goals and programs



# Key Policy Recommendation: Texas Freight Network

- The Texas Freight Network provides a strategic framework for statewide transportation investment decisions.



- Invest in corridors that provide the greatest gain.
- Link modal networks
- Design and maintain the Freight Network for future freight needs

# Texas Freight Mobility Plan Program Recommendations

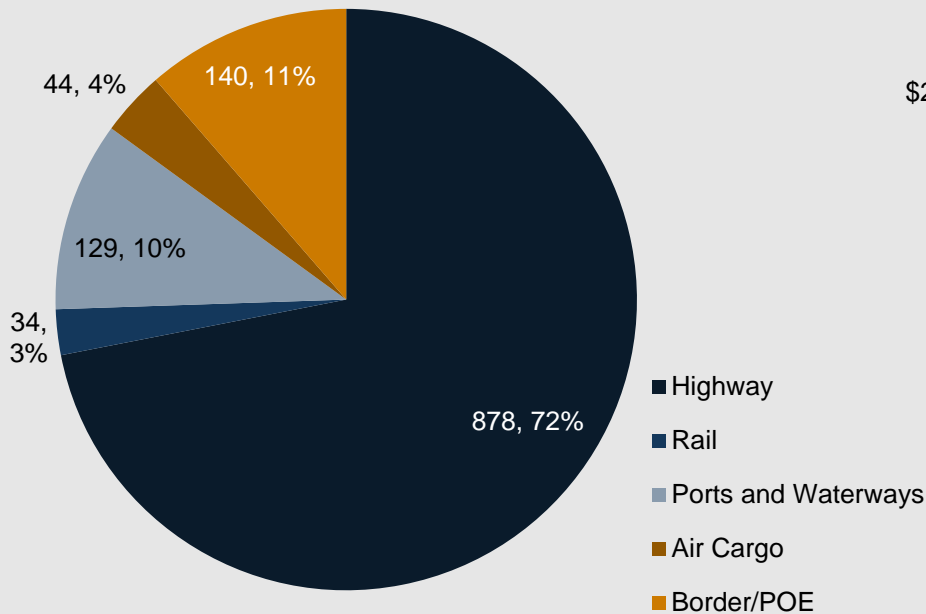
## 8 Key Categories Program Recommendations

1. Strategic freight planning initiatives and studies
  - a) Freight-Centric design guidelines
  - b) Truck Parking Needs Assessment Study
  - c) Economic Impact of freight
2. Education and public awareness
3. Technology and operations
4. Border and Ports-of-Entry
5. Highway
6. Rail
7. Ports and Waterways
8. Aviation

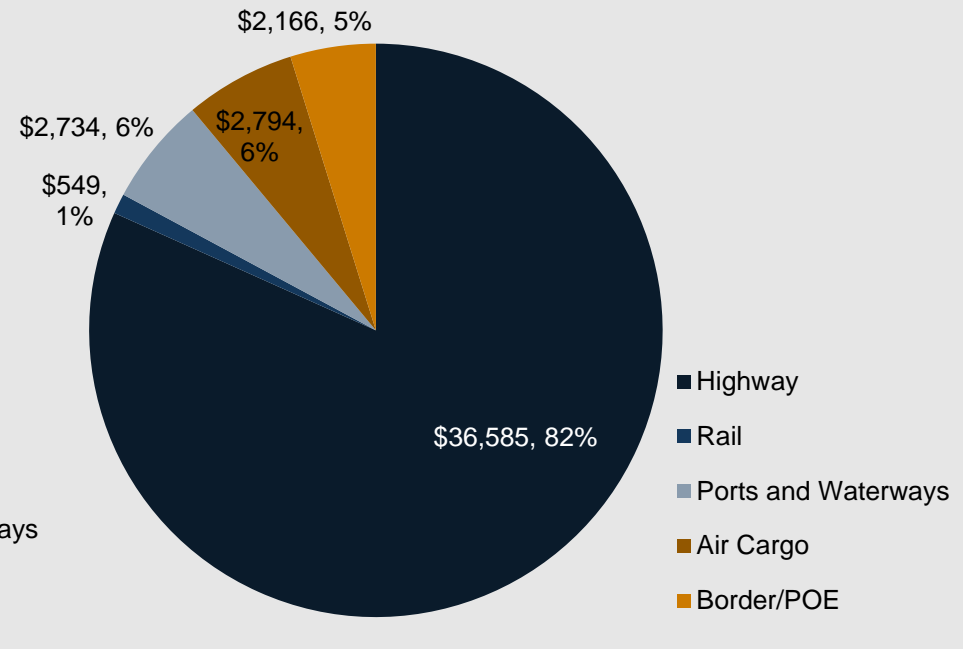
# Freight Plan Project Recommendations

- 1,225 projects under development
- Estimated total cost of \$49 billion

## Number of Projects



## Estimated Cost (in millions)





# TEXAS DEPARTMENT OF TRANSPORTATION



## FREIGHT PLAN IMPLEMENTATION

Since Adoption In Jan. 2016

FINAL  
January 25, 2016

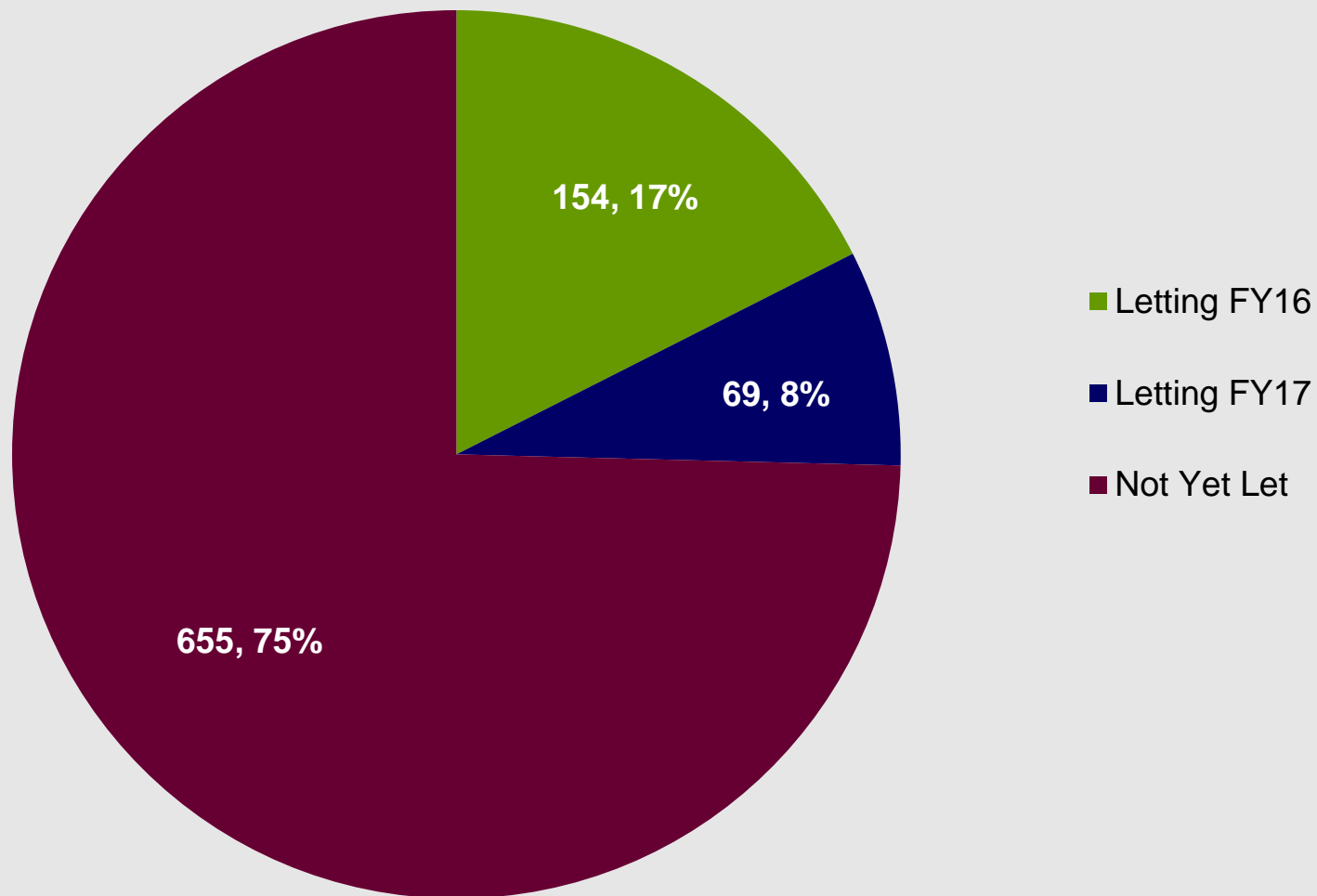
### TEXAS FREIGHT MOBILITY PLAN

[www.MoveTexasFreight.com](http://www.MoveTexasFreight.com)



# Freight Mobility Plan – Highway Project Implementation

**TFMP Highway Projects  
878 Total**

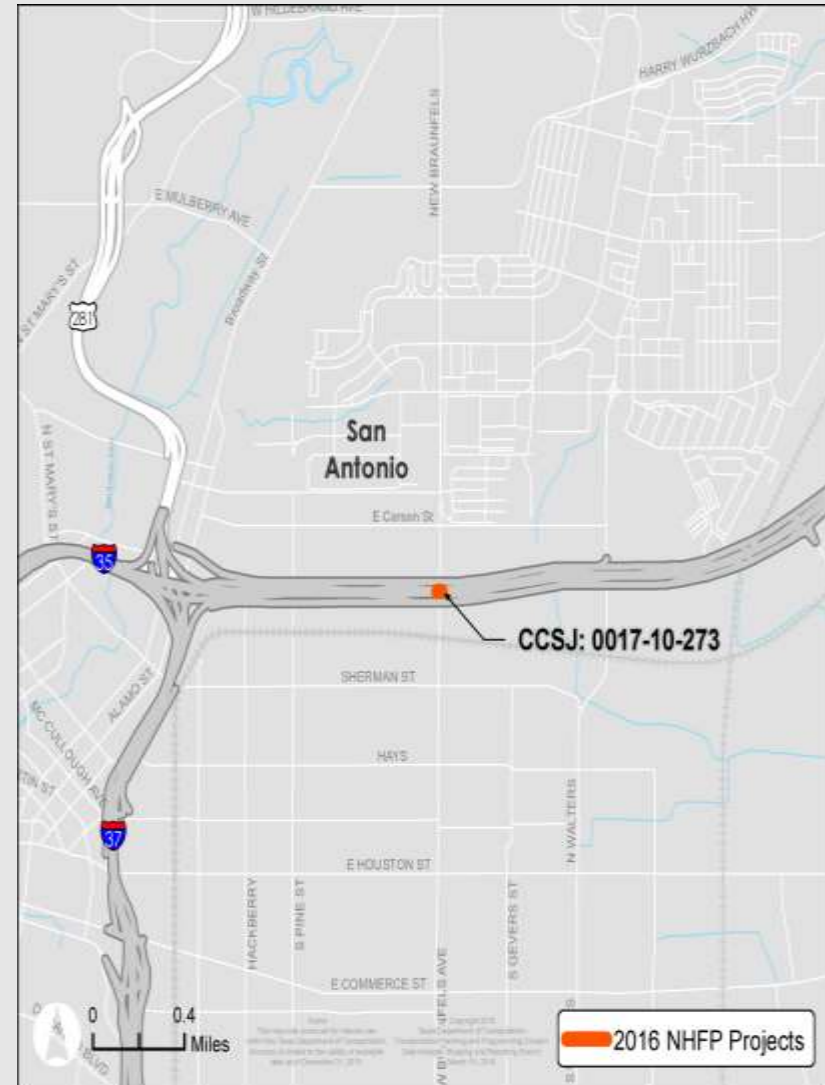


## Fiscal Year 2016:

- 10 projects from the Texas Freight Mobility Plan submitted for \$98.6 million apportionment for Texas under the National Highway Freight Program.
  
- Projects submitted meet the following criteria:
  - FHWA-designated Primary Highway Freight System
  - Included the Texas Freight Mobility Plan

# NHFP Project: San Antonio, I-35 Bridge and Approaches

- Bridge has been repeatedly hit by over-height vehicles due to 14'6" clearance.
- I-35 is the most utilized trade corridor in the state and nation.
  - Backbone of the NAFTA trade route from Mexico to Canada.
  - Projected growth for this segment from 34 million annual tons of goods movement in 2010 to 104 million tons by 2040.
- The new bridge will be higher at both ends and allow future widening of I-35 corridor underneath.
- NHFP Freight Funding: \$4,022,200
- Federal share of total project cost: 100%
- Construction Let: April 2016
- Construction Start: June 2016



# 2016 FAST Act Discretionary Grant Applications



## I-35W North Tarrant Express Segment 3C FASTLANE Grant Application

Project Name: I-35W North Tarrant Express Segment 3C	
Previously Incurred Project Cost	\$20,773,325.79
Future Eligible Project Cost	\$611,528,000
Total Project Cost	\$611,528,000
NSFHP Request	\$63,000,000
Total Federal Funding (including NSFHP)	\$260,752,000
Are matching funds restricted to a specific project component? If so, which one?	Yes, ROW acquisition, wishbone ramp intersection imp
Is the project or a portion of the project currently located on National Highway Freight Network?	Yes
Is the project or a portion of the project located on the National Highway System?	Yes
Does the project add capacity to the interstate system?	Yes
Is the project in a national scenic area?	No
Do the project components include a railway-highway grade crossing or grade separation project?	No
Do the project components include an intermodal or freight rail project, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?	No
If answered yes to either of the two component questions above, how much of requested NSFHP funds will be spent on each of these projects components?	NA
State(s) in which project is located.	Texas
Small or large project	Large
Also submitting an application to TIGER for this project?	No
Urbanized Area in which project is located, if applicable.	Dallas-Fort Worth
Population of Urbanized Area.	5,121,892
Is the project currently programmed in the:	
TIP?	Yes
STIP?	Yes
MPO Long Range Transportation Plan?	Yes
State Long Range Transportation Plan?	Yes
State Freight Plan?	Yes

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## Grand Parkway Segments H, I-1, and I-2 FASTLANE Grant Application

### i. COVER PAGE

Project Name: SH-99 (Grand Parkway) - Segments H, I-1, I-2A and I-2B	
Previously Incurred Project Cost	\$14,000,000
Future Eligible Project Cost	\$1,227,000,000
Total Project Cost	\$1,241,000,000
NSFHP Request	\$45,000,000
Total Federal Funding (including NSFHP)	\$367,000,000 (NSFHP plus TIFIA request amount)
Are matching funds restricted to a specific project component? If so, which one?	No
Is the project or a portion of the project currently located on National Highway Freight Network?	No (However, potential to be part of Critical Rural Freight Corridor designation)
Is the project or a portion of the project located on the National Highway System	Yes
• Does the project add capacity to the Interstate system?	No
• Is the project in a national scenic area?	No
Do the project components include a railway-highway grade crossing or grade separation project?	Yes
Do the project components include an intermodal or freight rail project, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?	No
If answered yes to either of the two component questions above, how much of requested NSFHP funds will be spent on each of these projects components?	\$0.0
State(s) in which project is located.	Texas
Small or large project	Large
Also submitting an application to TIGER for this project?	No
Urbanized Area in which project is located, if applicable.	Houston
Population of Urbanized Area.	4.9 million
Is the project currently programmed in the: (please specify in which plans the project is currently programmed)	
• TIP	Yes
• STIP	Yes
• MPO Long Range Transportation Plan	Yes
• State Long Range Transportation Plan	Yes
• State Freight Plan	Yes

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## IH-35 Laredo Bundle FASTLANE Grant Application

### i. COVER PAGE

Project Name: IH-35 - Laredo Bundle	
Previously Incurred Project Cost	\$0
Future Eligible Project Cost	\$58,600,000
Total Project Cost	\$58,600,000
NSFHP Request	\$35,160,000
Total Federal Funding (including NSFHP)	\$46,880,000
Are matching funds restricted to a specific project component? If so, which one?	No
Is the project or a portion of the project currently located on National Highway Freight Network?	Yes
Is the project or a portion of the project located on the National Highway System	Yes
• Does the project add capacity to the Interstate system?	No
• Is the project in a national scenic area?	No
Do the project components include a railway-highway grade crossing or grade separation project?	Yes
Do the project components include an intermodal or freight rail project, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?	No
If answered yes to either of the two component questions above, how much of requested NSFHP funds will be spent on each of these projects components?	\$0.0
State(s) in which project is located.	Texas
Small or large project	Small
Also submitting an application to TIGER for this project?	No
Urbanized Area in which project is located, if applicable.	Laredo
Population of Urbanized Area.	636,520
Is the project currently programmed in the: (please specify in which plans the project is currently programmed)	
• TIP	No
• STIP	No
• MPO Long Range Transportation Plan	Yes
• State Long Range Transportation Plan	Yes
• State Freight Plan	No

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# DEVELOPING A FAST ACT COMPLIANT FREIGHT PLAN

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# Texas Freight Mobility Plan Update

Texas Freight Mobility Plan Update to include FAST ACT required provisions:

- Must be updated and submitted to USDOT by December 1, 2017
- **Critical Rural Freight Corridors** – A state identified network meeting certain requirements
- **Critical Urban Freight Corridors** – An MPO identified network, in consultation with the state
- **Consideration of significant congestion or delay caused by freight movements and strategies to mitigate that congestion or delay**
- **Fiscally Constrained Investment Plan (project listings)** – funding for completion of listed projects to be available within the time period identified in the freight investment plan.



## TEXAS FREIGHT MOBILITY PLAN



Shaping How Freight Moves in Texas

# Freight Plan Update

- **Tentative Freight Plan update timeline (12 months)**
  - Stakeholder engagement: - Regional freight stakeholder workshops
  - Designate the Urban and Rural Critical Freight Corridors and submit to FHWA by December 2017
  - Update Texas Freight Network
  - Further address congestion and delay caused by freight movements and identify mitigation strategies.
  - Determine that included projects have sufficient funding.
  - Determine discretionary projects.
- **Updated Texas Freight Mobility Plan by October 2017 and submit to FHWA by December 1, 2017**

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