



Alamo Area

Metropolitan Planning Organization



"We Plan to Keep You Moving!"

Status of Freight Planning in the Alamo Area MPO



Workshop Objectives

1. Learn more about the Alamo Area MPO and their role in freight planning
2. **Hear about the future of freight** from representatives of the Freight Shuttle System and Southwest Research Institute
3. Hear more about freight planning at the **national, state, and local levels**
4. **Participate in a discussion** on transportation issues affecting freight movement
5. **Recommend corridors** that should qualify for federal freight funding, or Critical Urban Freight Corridors

Outline

- **What is the Alamo Area MPO?**
- Innovations in Freight Transport
- National, Statewide, and Local Freight Planning
- Small Group Discussions
- Small Group Reports
- Next Steps

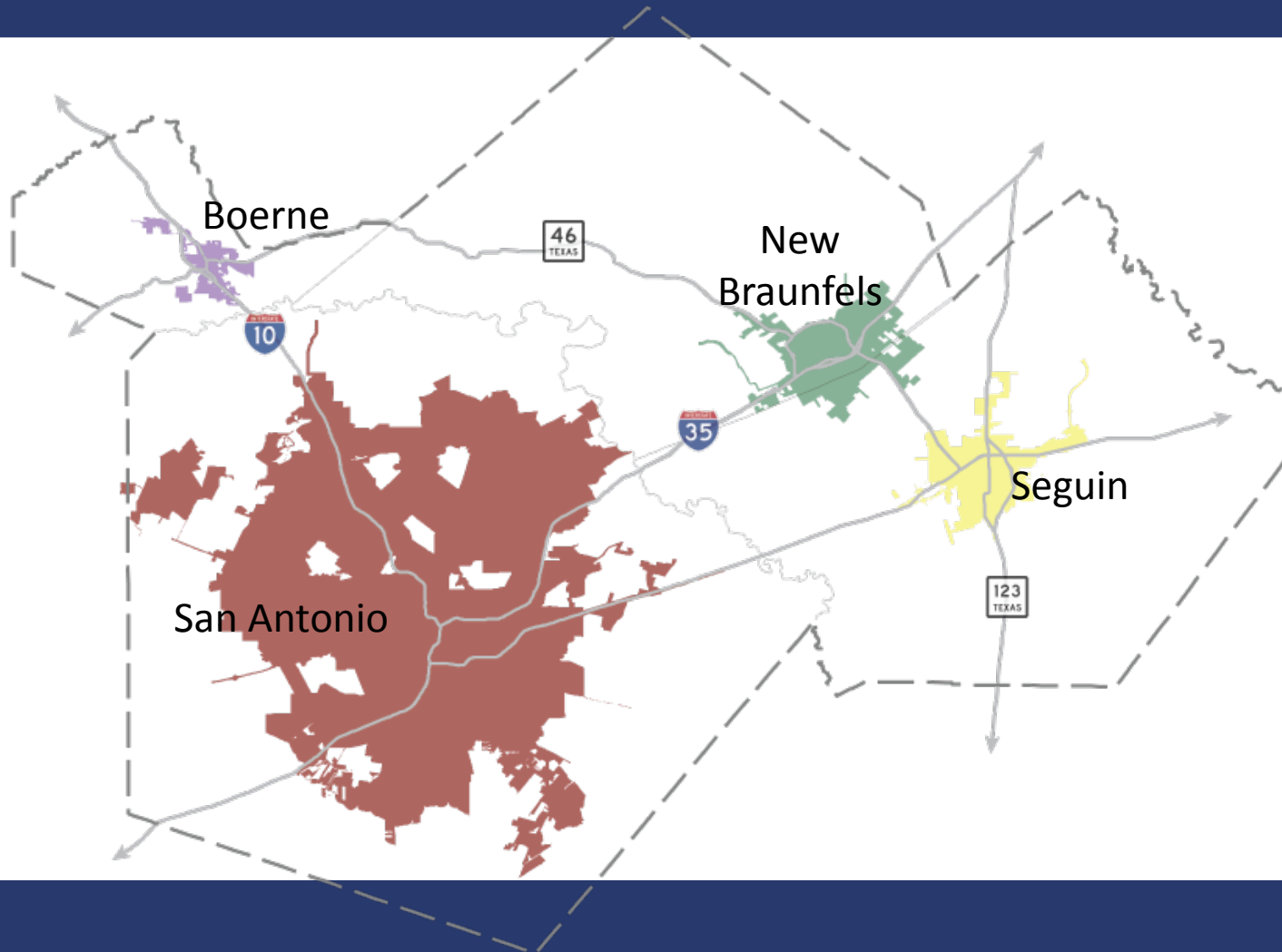


AAMPO Mission

- Provide a forum for **project selection** by local officials
- **Set policy and guide** the transportation planning process
- Develop a **long-range, multi-modal Metropolitan Transportation Plan (MTP)** looking out 25 years
- Develop a **short-range, multi-modal Transportation Improvement Program (TIP)** scheduling projects for construction over the next 4 years



AAMPO Study Area



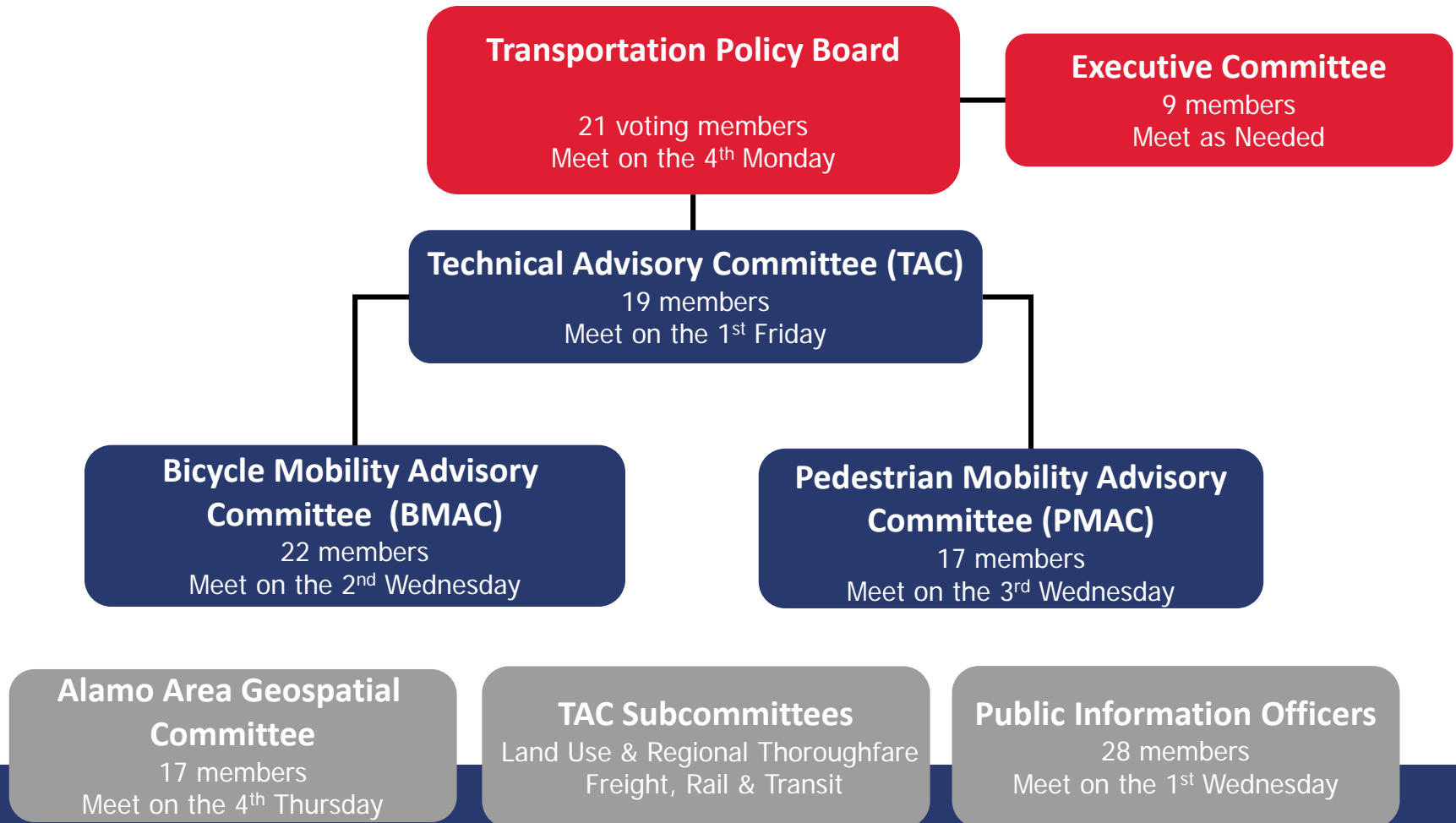
2 million
residents

who travel
50 million
miles daily

along
10,000
lane miles

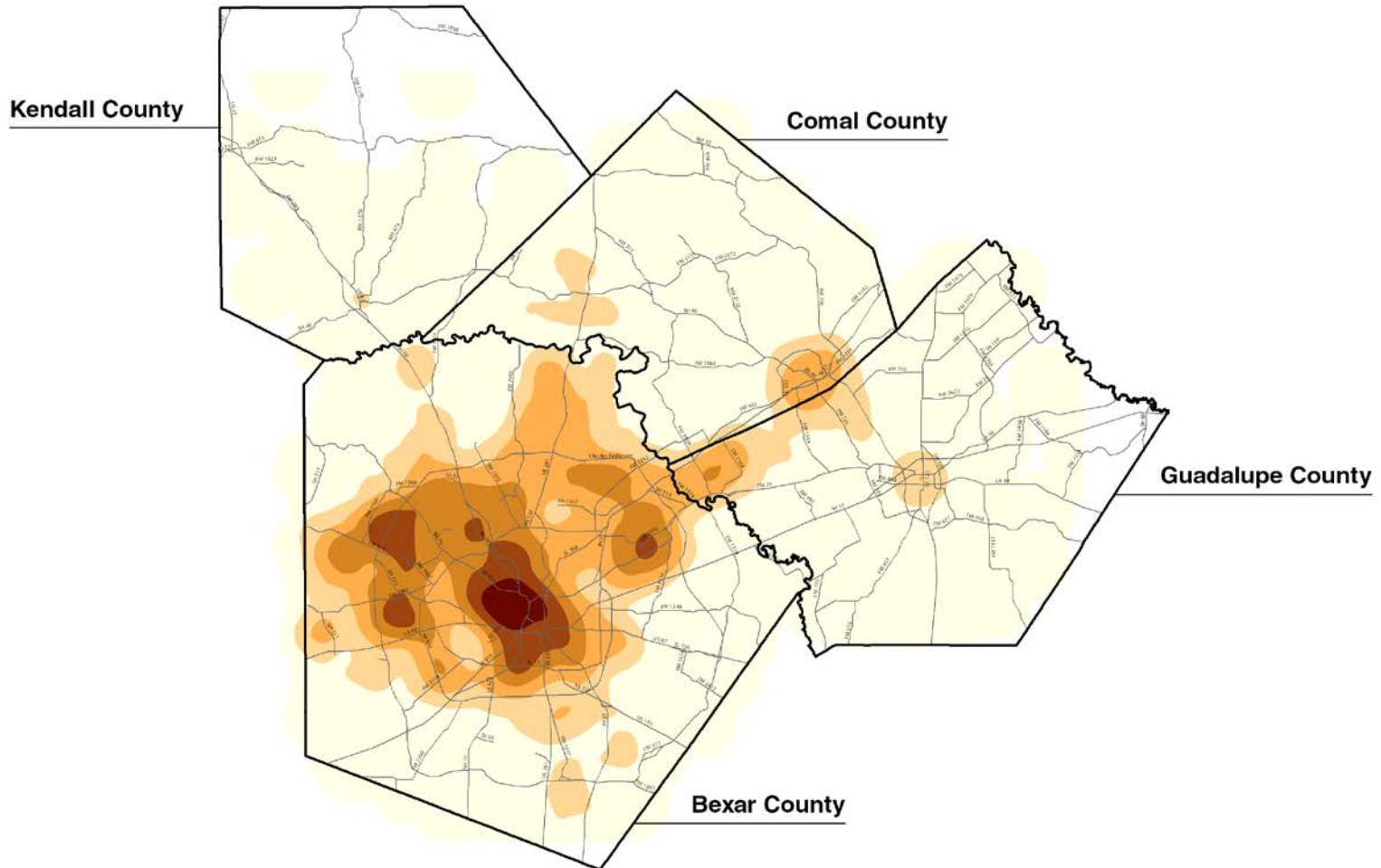


AAMPO Transportation Policy Board



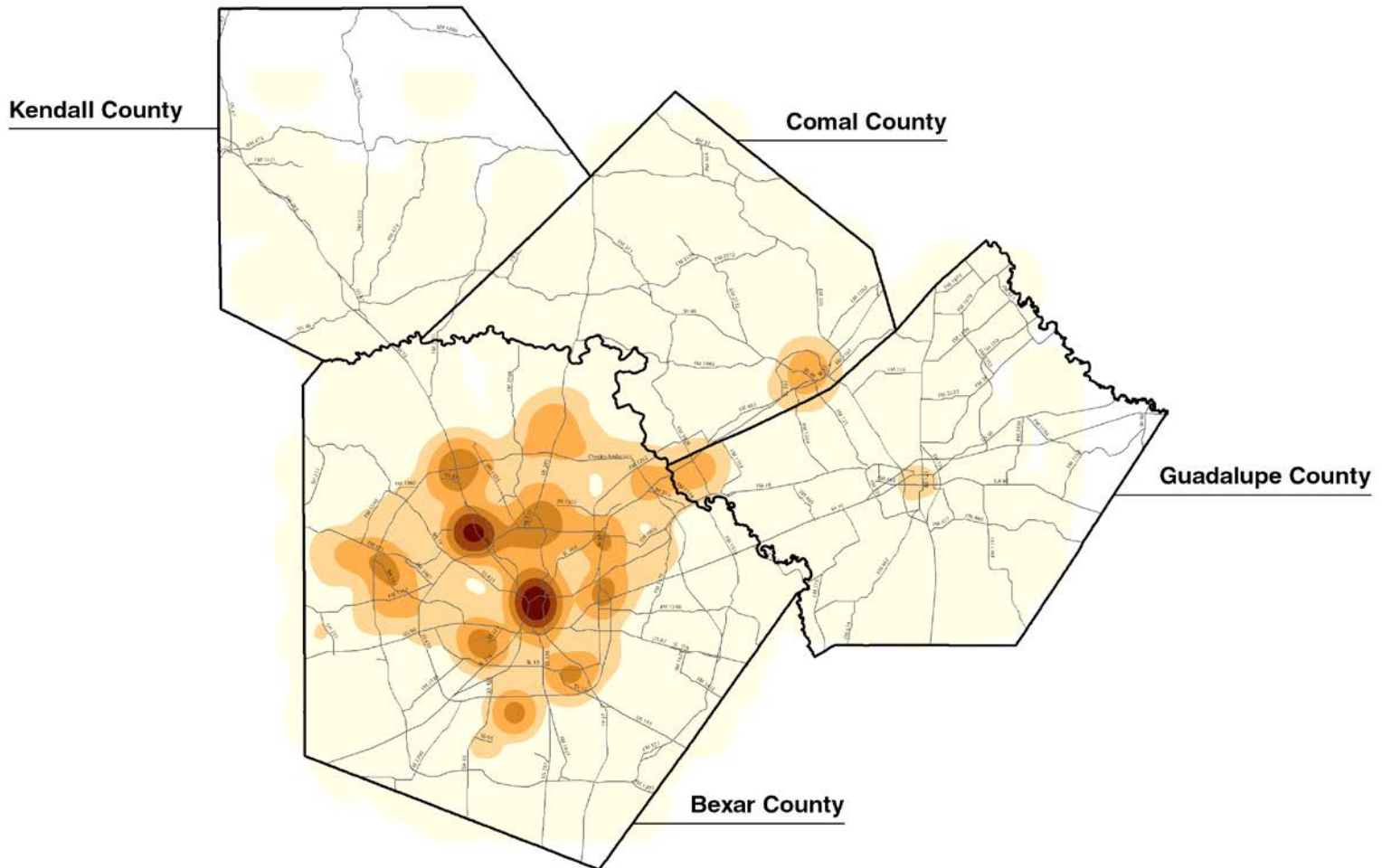


The region will add about **1.5 million people by the year 2040** – a change of more than 70% from 2010. The darker an area, the more people are moving to that area





The region will **add more than 800,000 jobs by the year 2040** – almost doubling employment from 2010. The darker an area, the more jobs are created in that area





November 2013 Freight Workshops

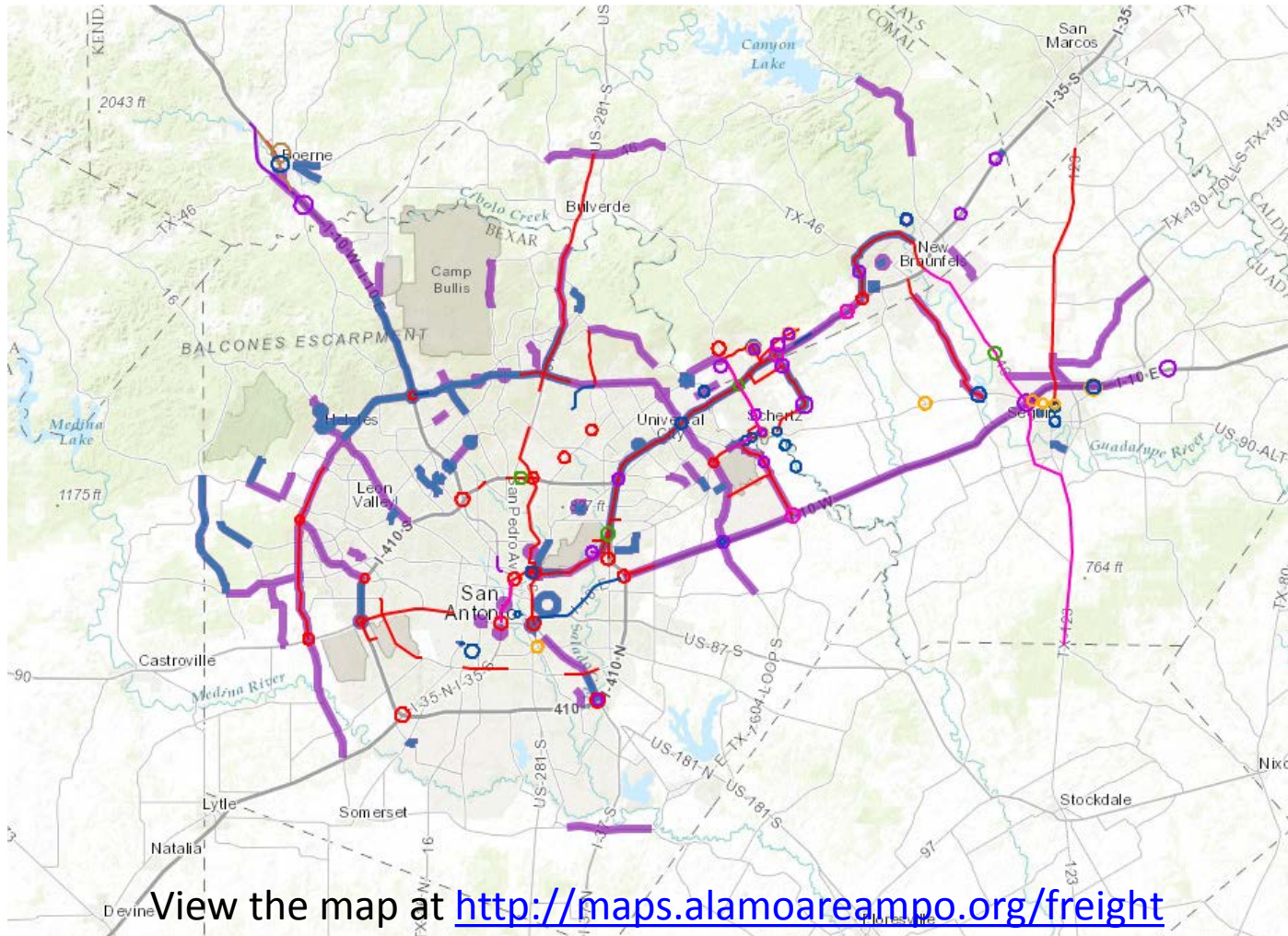
60+ attendees gave input on a variety of freight issues:

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



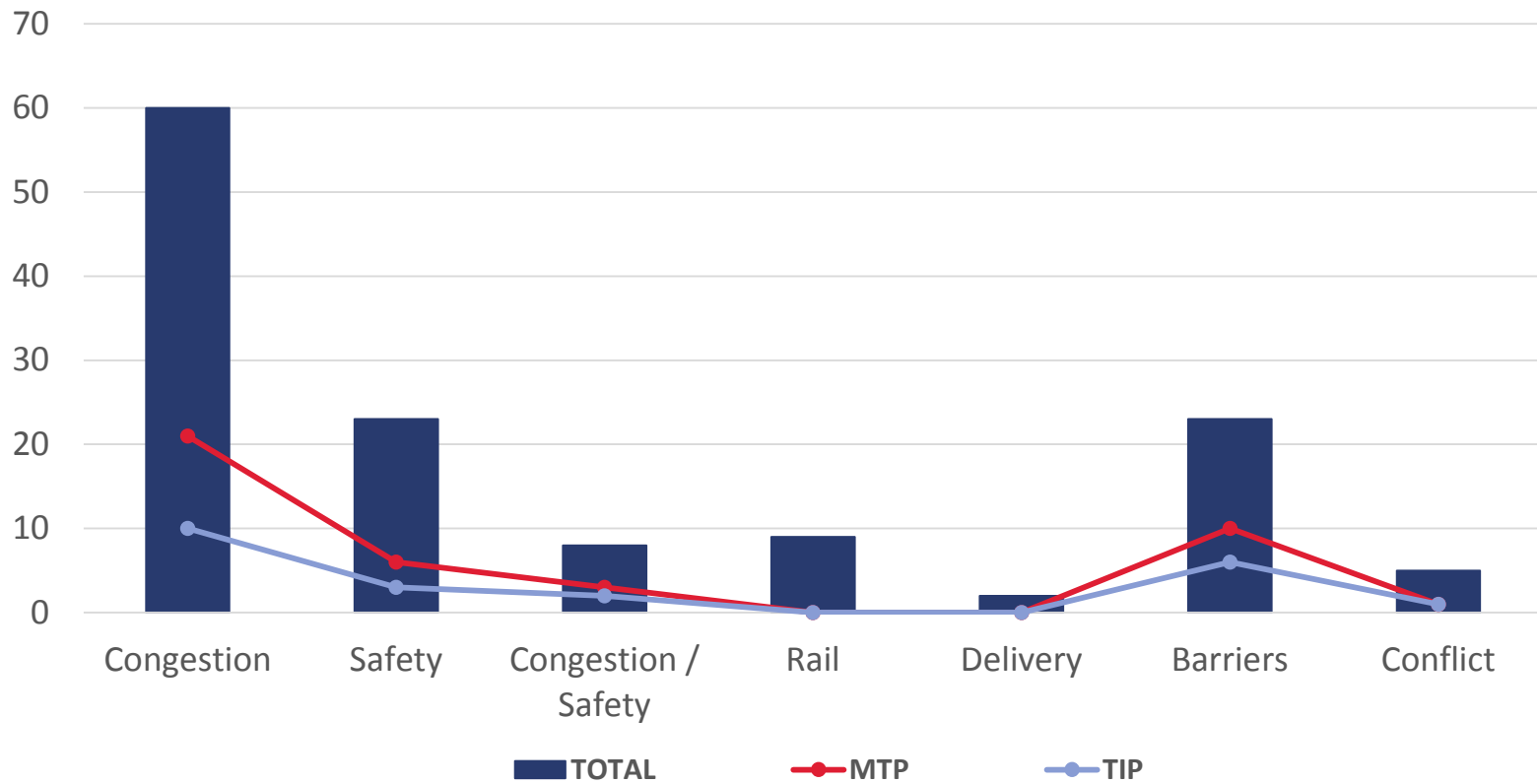


Stakeholders identified 130 concerns. **Forty-four coincided with project limits** later adopted in the AAMPO's Metropolitan Transportation Plan, Mobility 2040





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Freight Planning at All Levels

National

Transportation and trade priorities

- National Strategic Freight Plan
- Freight Conditions and Performance Report

State and Region

Transportation and economic priorities

- State and regional transportation and freight plans
- Funding priorities

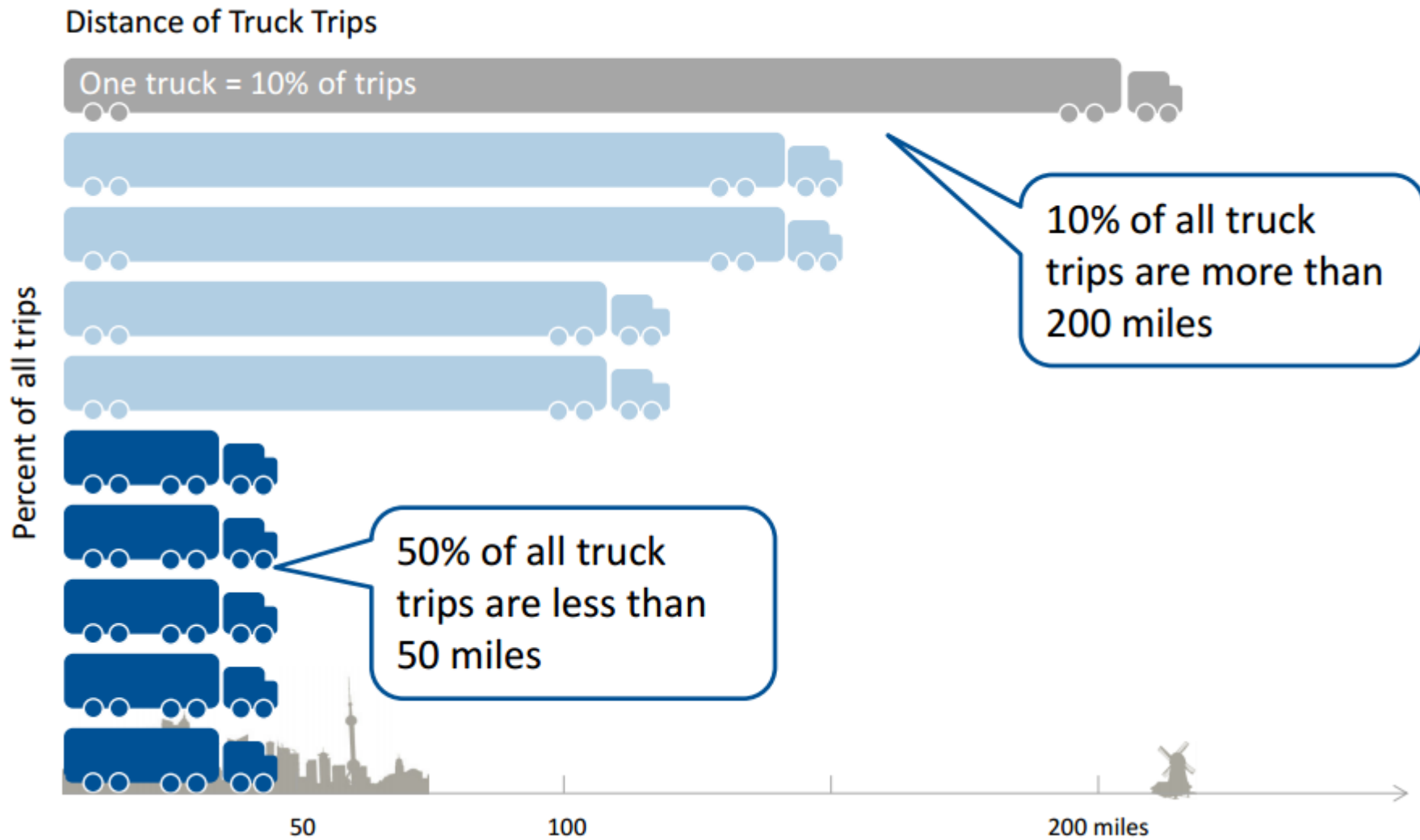
Local

Economic development priorities

- Local plans
- Local use of highway funding for investment



Freight movements, especially trucks, represent a large value of both **local and long-distance movement** in the U.S.



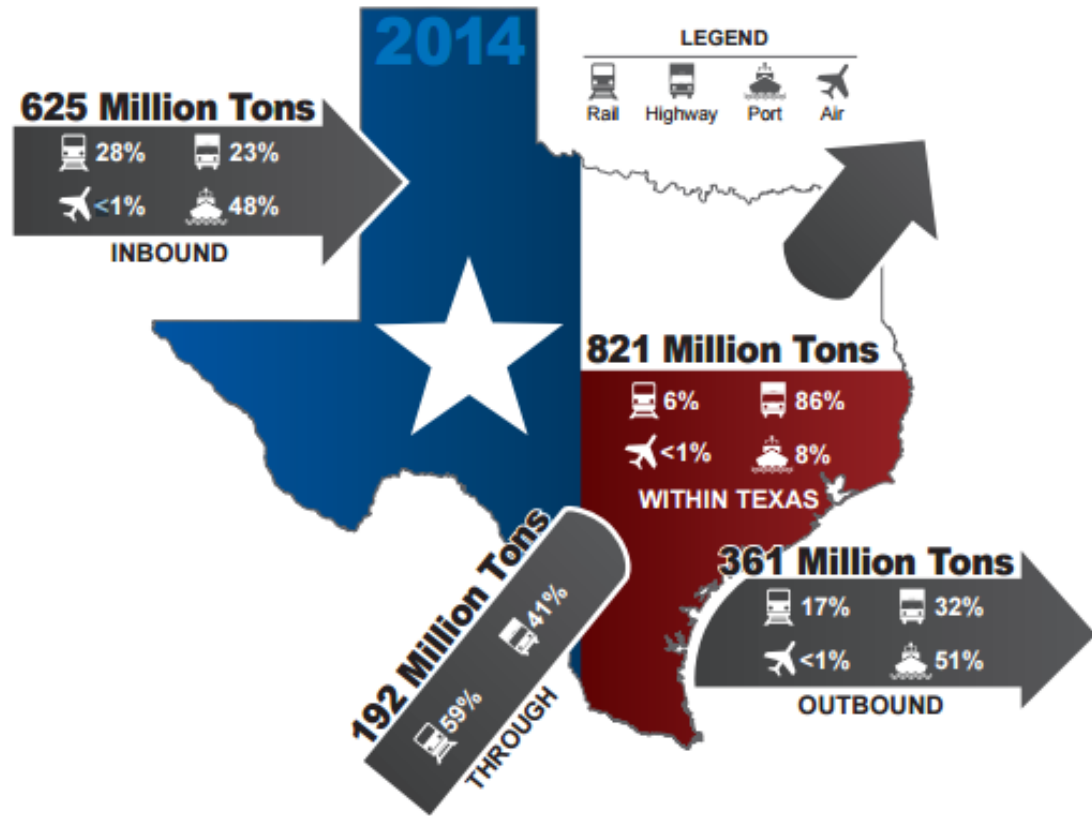


Texas is home to 26 million residents, each of whom depend on the daily delivery of goods transported via a multimodal freight network

67 tons
per Texan

7 million
Texas workers

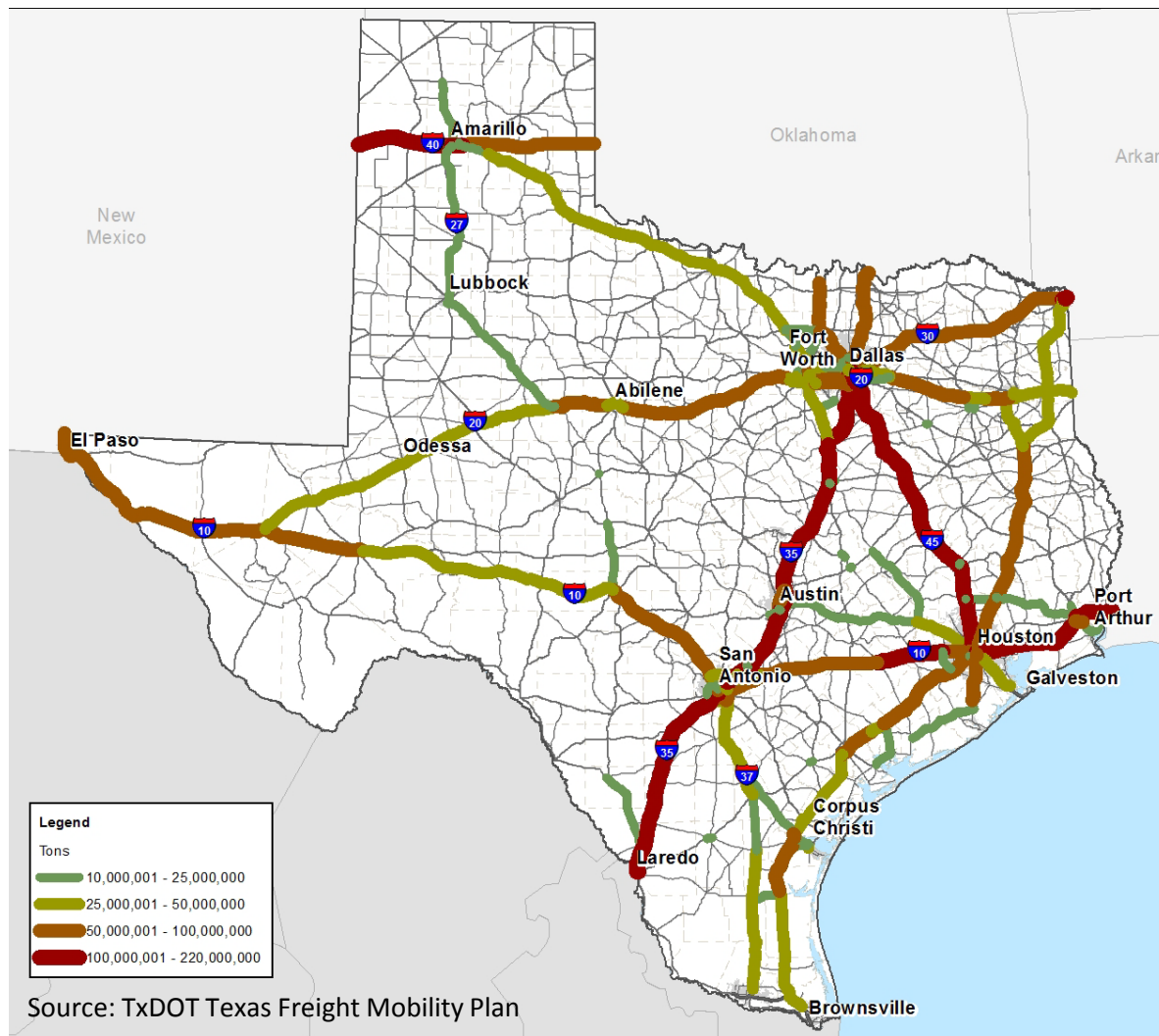
Almost
50%
growth from
2014 to 2040





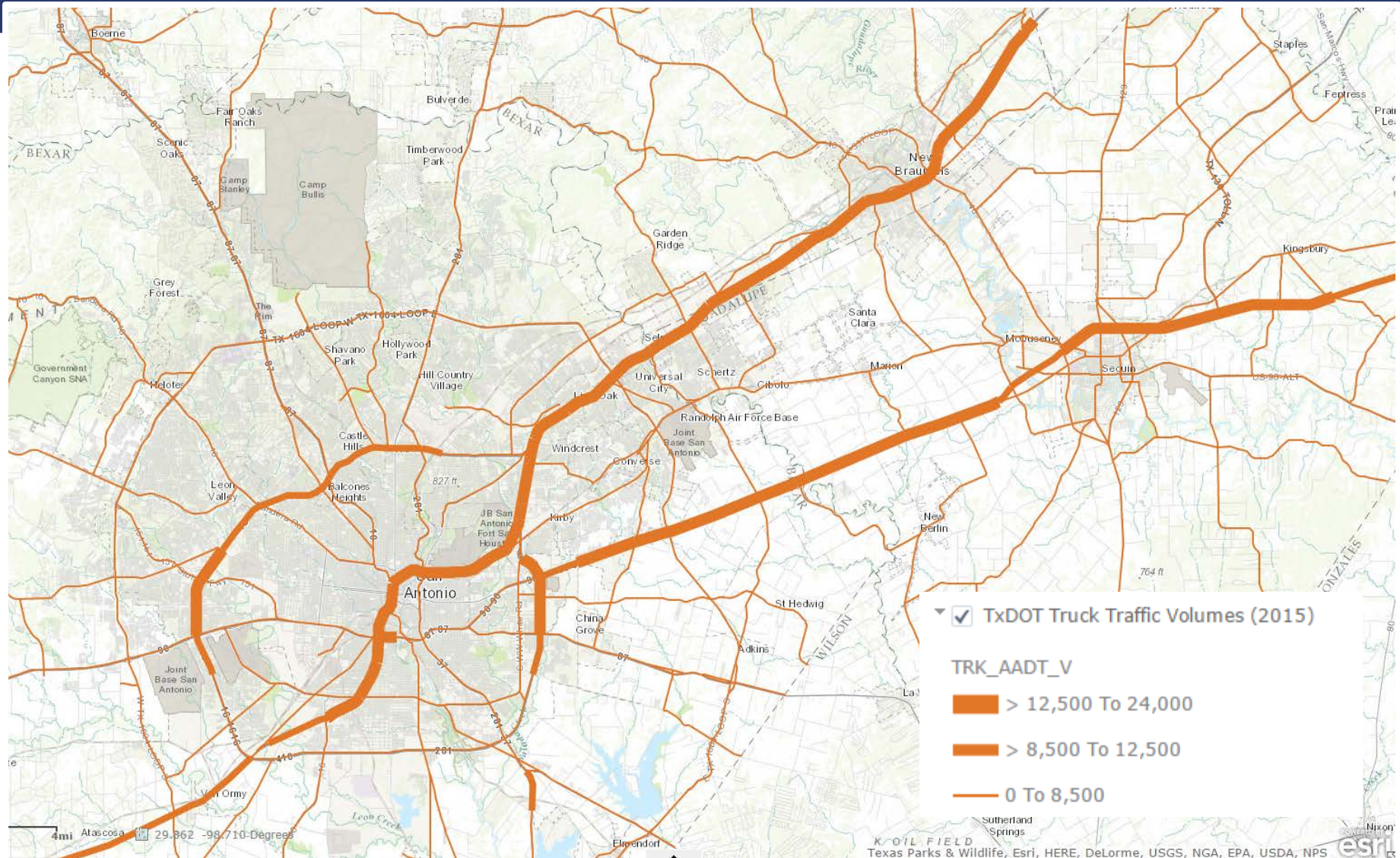
Freight tonnage moved by truck in Texas is projected to double between 2014 and 2040 (from 1.04 billion to 2.19 billion tons)

Projected Texas Highway Freight Tonnage 2040





Some corridors in our region see more than 23,000 trucks every day





Why measure and plan for freight?

- Address impacts of **forecasted growth** in freight
- Reduce **delays** of freight movement
- Reduce **costs** to consumers and to businesses that generate and receive freight
- Improve ability of freight industry to **move goods and provide jobs** in our communities

A black rectangular sign with yellow LED-style text that reads "DELAYS EXPECTED" in two lines.



The Texas Transportation Commission adopted the **Texas Freight Mobility Plan** one year ago (January 2016)

The **first plan** developed by TxDOT that **focuses on Texas' freight transportation needs**

Since the Freight Plan's approval, FHWA published **new FAST Act guidance and requirements**

TxDOT is updating the Texas Freight Mobility Plan to comply by:

- Designating **critical freight corridors**
- Developing **performance measures**
- Developing a **Fiscally Constrained Investment Plan** (project listing)

FHWA must receive TxDOT's updated Freight Plan by December 1, 2017





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 network **eligible for National Highway Freight Program 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

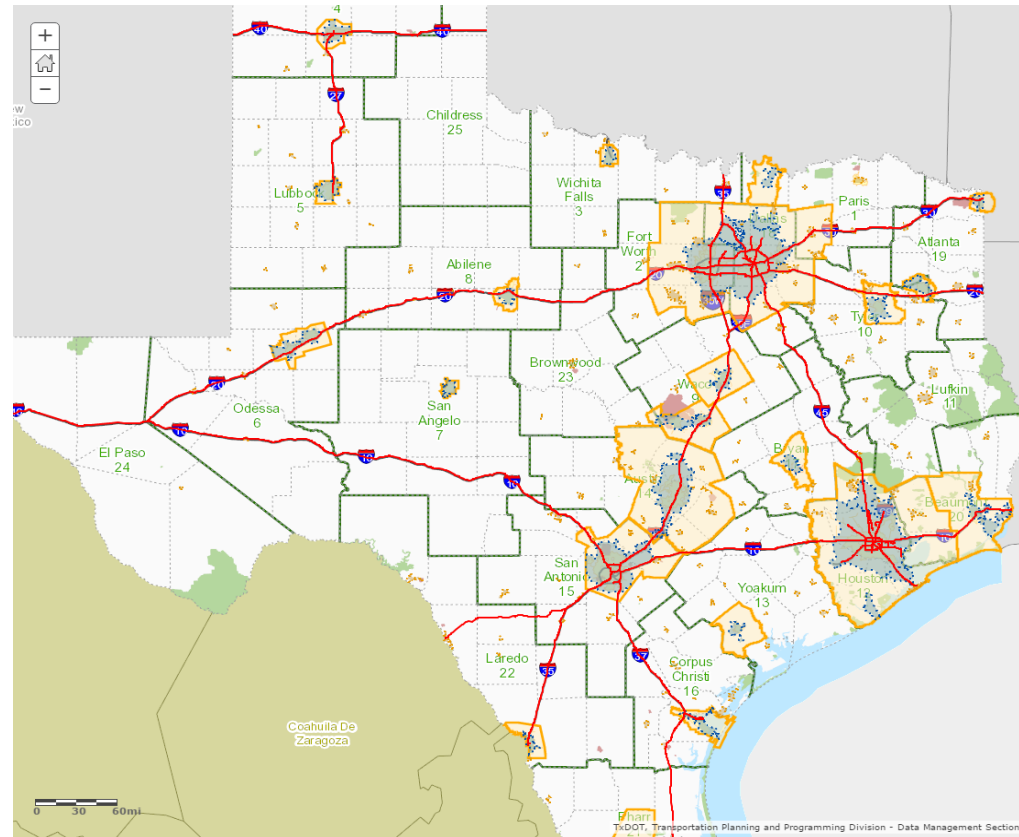
Serve a major freight generator, logistic center, or manufacturing and warehouse industrial land

4

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

How many miles of CUFCs can be submitted for funding eligibility?

- 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**
- CUFCs must meet certain requirements such as connecting an intermodal facility to the Interstate System or serving a major freight generator





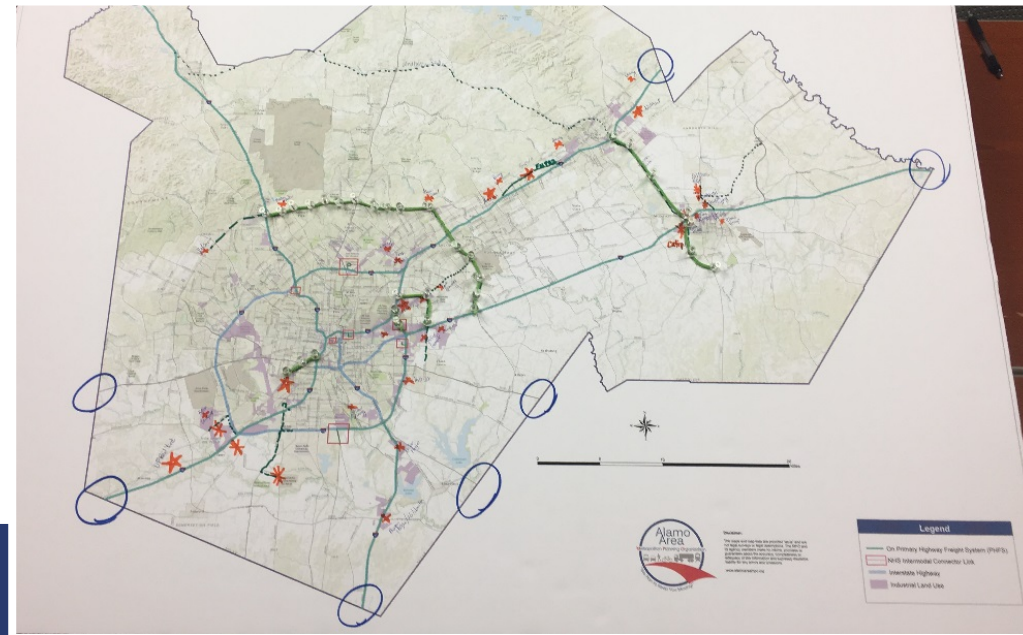
TAC members participated in a mapping exercise in November 2016 to **begin identifying potential CUFCs**

TAC used markers to identify:

- **Where freight enters/exits** the region
- **Points of origin** of freight (i.e. warehouses and intermodal centers)
- **Connecting corridors**

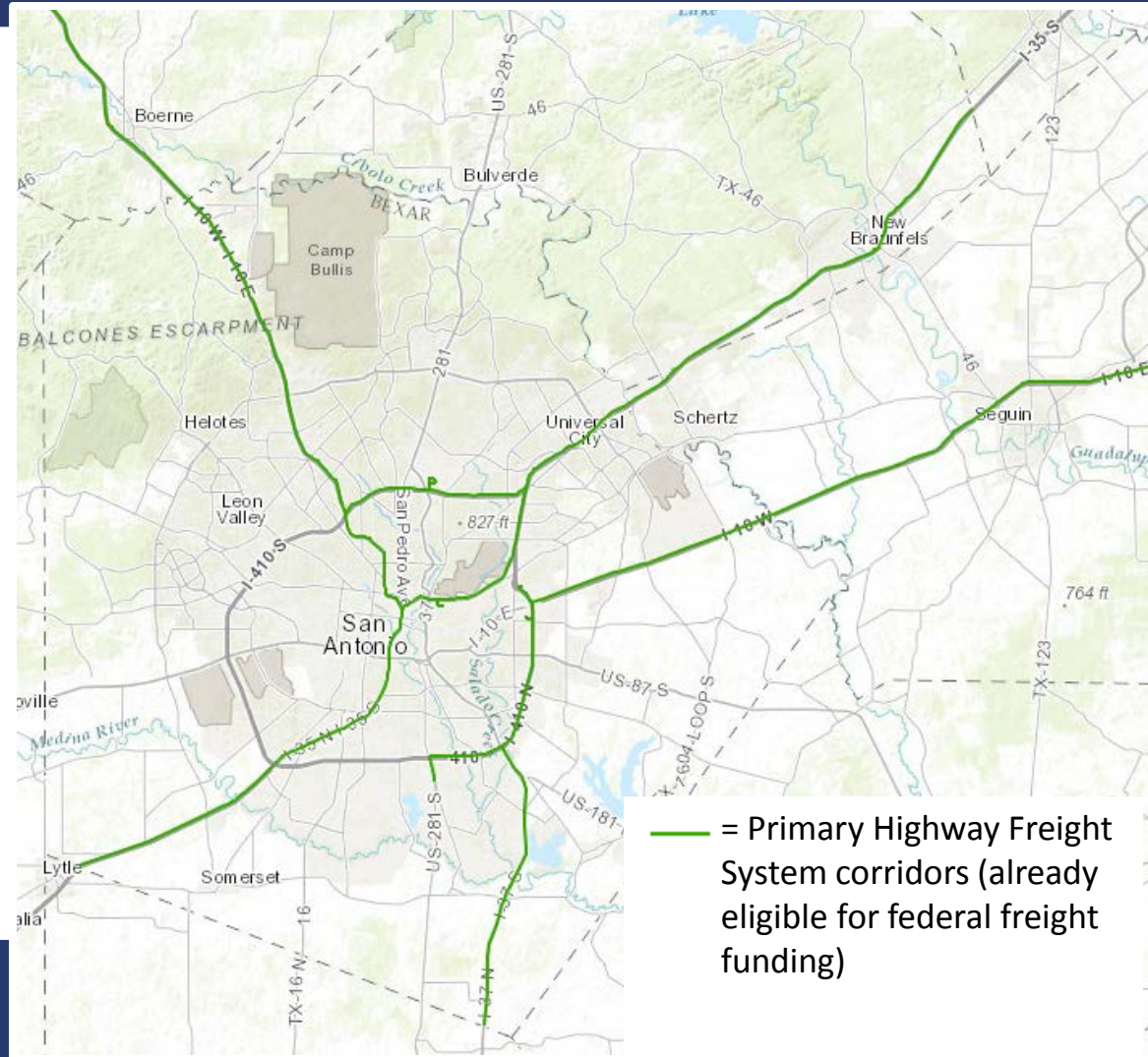
Then, they worked with measured **strings** to identify potential critical urban freight corridors

- Used 58 “miles” of string





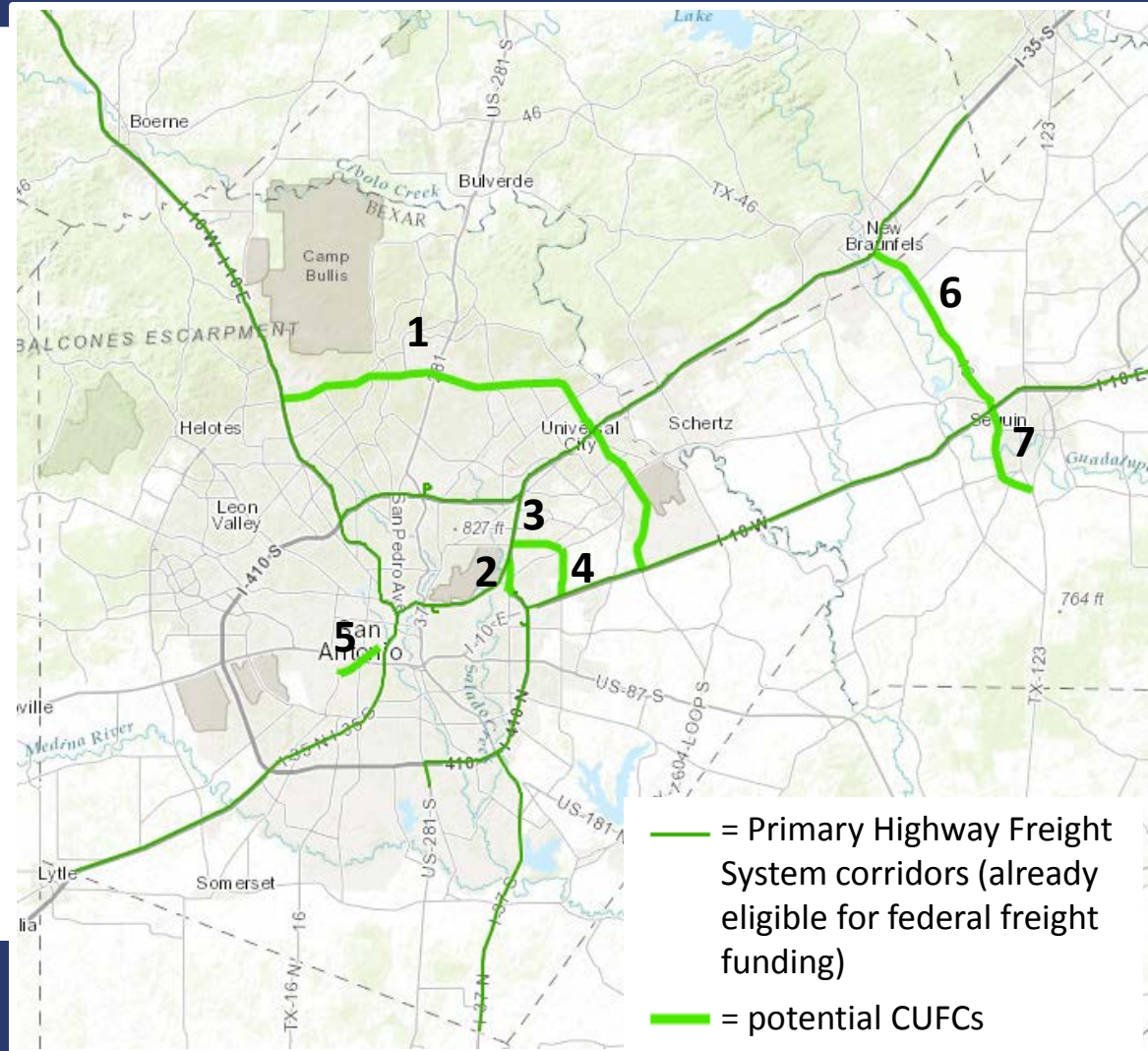
Many corridors are identified on the national Primary Highway Freight System and **already eligible for federal freight funding**





TAC members used 58 “miles” of string to draft the following locally significant public roads as potential CUFCs

1. **Loop 1604** from IH 10 W to IH 10 E (29.63 mi)
2. **Loop 410** from IH 35 N to NE Loop 410 (2.12 mi)
3. **Rittiman Road** from Loop 410 to FM 78 (2.97 mi)
4. **Foster Road** from FM 78 to IH 10 E
5. **Frio City Road** from General Hudnell Dr to Brazos St (2.76 mi)
6. **SH 46** from IH 35 to IH 10 E (11.79 mi)
7. **SH 46** from IH 10 E to SH 123 (6.27 mi)



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Small Group Exercise

Group Discussion

- 1) Identify areas of concern
- 2) Provide feedback on recommended CUFCs
- 3) Identify your top 3 priorities

Maps at your tables show:

- Primary Highway Freight System (PHFS)
- Truck Traffic Percentage of 2015 AADT
- Truck Volumes of 2015 AADT
- Industrial land use

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
- TxDOT Truck Volumes of 2015 AADT
- National Multimodal Freight Network
- Hazardous Material Routes

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Participate in TxDOT's process. Workshop schedules and registration are at www.movetexasfreight.com



Home

Committees

Studies & Plans

Resources

Contact Us

Thursday, March 2, 2017
8:30 a.m. - 11:30 a.m.
VIA Metropolitan Transit
VMC Terry Eskridge Room
1021 San Pedro Ave.
San Antonio, TX 78212

Texas Freight Mobility Plan

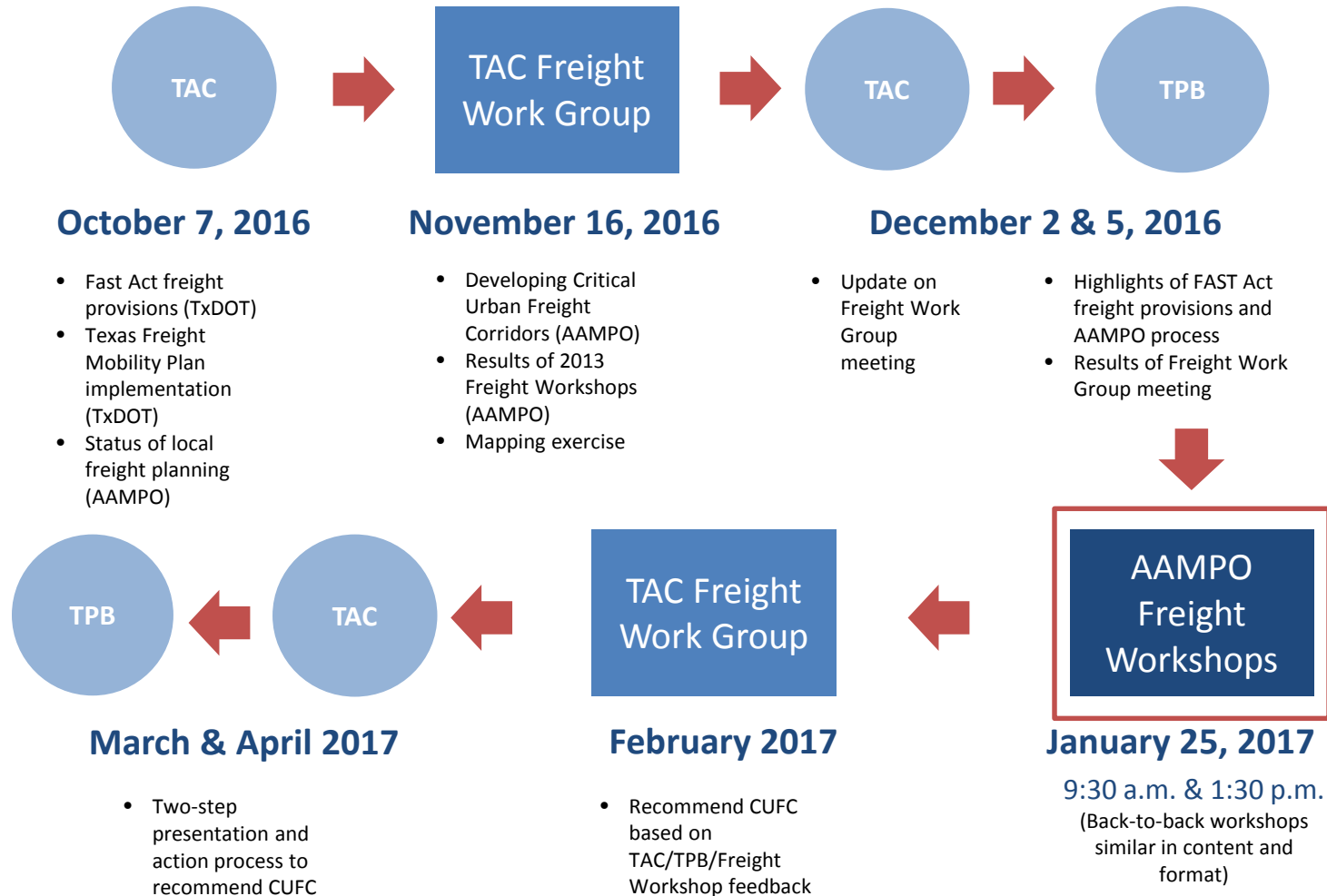
COMING SOON TO A CITY NEAR YOU

STAKEHOLDER WORKSHOPS

SEE THE SCHEDULE & REGISTER



Following the next steps, identified CUFCs will be included in TxDOT's statewide Freight Plan update, to be complete by December 2017





Thank you!

Allison "Allie" Blazosky, AICP
AAMPO Regional
Transportation Planner
blazosky@alamoareampo.org
210-230-6911