Status of Freight Planning in the Alamo Area MPO
Freight Planning at All Levels

National
Transportation and trade priorities

- National Strategic Freight Plan
- Freight Conditions/Performance Report
- National Highway Freight Network

State and Region
Transportation and economic priorities

- Fiscally constrained, statewide freight plan
- Primary Freight Network

Local
Economic development priorities

- Local plans
- Local funding priorities
- Critical Urban Freight Network

Source: FHWA Freight Industry Webinar
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)

Source: TxDOT Texas Freight Mobility Plan
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

Source: FHWA Freight Industry Webinar
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).
- CUFCs are part of the network eligible for National Highway Freight Program formula funds.
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
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.
Many corridors are identified on the National Highway Freight Network and are already eligible for federal freight funding.
A few corridors on the interstate highway system are NOT identified as part of the National Highway Freight Network.

Corridors on the National Highway Freight Network

Interstates not on the National Highway Freight Network
TAC members participated in a mapping exercise on November 16th to identify potential CUFCs.

TAC used markers to identify:

- **Where freight enters/exists** 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
- We may have only about 35 miles of CUFCs available to us
TAC members used 58 “miles” of string to draft the following locally significant public roads as potential CUFCs.
AAMPO held two freight workshops to hear from the freight industry regarding the CUFC’s and their transportation issues.

- **Wednesday, January 25, 2017**
- **9:30 a.m. and 1:30 p.m.**
- **Advertised through:**
  - San Antonio Transportation Association
  - San Antonio Manufacturing Association
  - Local chambers and economic development organizations
  - Email and social media
- **Approximately 30 industry stakeholders participated in one of two workshops**
Roadways Most Frequently Mentioned

IH 35 North
Landa Street FM 1103

IH 10 East

SH 46

FM 78 Loop 1604
FM 3009

SH 123 Lookout Road
FM 452 Schwab Road
Foster Road FM 2252
SH 130

US 281 Rittiman Road
S. St. Mary's Street Presa
Quintana Road

FM 1518
Top Issues and Concerns

SH 46 between New Braunfels and Seguin
Loop 1604 congestion and safety issues
Rittiman Road between IH 35 and Foster Road

Improving traffic incident management
Lack of alternative fuel (natural gas/propane) stations between San Antonio and El Paso
Addressing GPS issues related to trucks
Many corridors are identified on the national Primary Highway Freight System and are already eligible for federal freight funding.
Roadways **most frequently** used by workshop participants in the movement of freight
58 miles of CUFCs recommended by the Technical Advisory Committee
Most frequently used routes seem to correlate well with TAC’s initial recommendation with the exception of Frio City Road.
Potential Critical Urban Freight Corridors

- **Loop 1604** from IH 10 W to IH 35 N (17.59 mi)
- **Loop 1604** from IH 35 N to IH 10 E (12.83 mi)
- **Loop 410** from IH 35 N to NE Loop 410 (2.12 mi)
- **Rittiman Rd** from Loop 410 to FM 78 (2.97 mi)
- **Foster Rd** from FM 78 to IH 10 E (2.85 mi)
- **Frio City Rd** from General Hudnell Dr to Brazos St (2.76 mi)
- **SH 46** from IH 35 to IH 10 E (11.79 mi)
- **SH 46** from IH 10 E to SH 123 (6.27 mi)

View the map at [http://maps.alamoareamppo.org/freight](http://maps.alamoareamppo.org/freight)
Next Steps

October 7, 2016
- Fast Act freight provisions (TxDOT)
- Texas Freight Mobility Plan implementation (TxDOT)
- Status of local freight planning (AAMPO)

November 16, 2016
- Developing Critical Urban Freight Corridors (AAMPO)
- Results of 2013 Freight Workshops (AAMPO)
- Mapping exercise

December 2 & 5, 2016
- Update on Freight Work Group meeting
- Highlights of FAST Act freight provisions and AAMPO process
- Results of Freight Work Group meeting

January 25, 2017
- AAMPO Freight Workshops
- 9:30 a.m. & 1:30 p.m.
  (Back-to-back workshops similar in content and format)

March & April 2017
- Two-step presentation and action process to recommend CUFC

February 22, 2017
- Review Workshop feedback
- Discuss CUFCs and next steps
Thank you!