



**TEXAS FREIGHT  
MOBILITY PLAN**



**P R E L I M I N A R Y  
TEXAS FREIGHT  
NETWORK**

Development of the Preliminary Texas Freight Network (PTFN) will be based on how the network meets the overall goals and strategies of the Texas Freight Mobility Plan (TFMP). Key network criteria, consistent with the goals and strategies, will continue to be developed and refined, which will establish the critical network corridors and gateways for moving freight efficiently in Texas and enhancing the State's economic development and competitiveness.

Overall, the goal for identifying the PTFN is to guide and prioritize freight transportation investments which support efficient freight movement. This will provide a more manageable network for the purpose of monitoring performance, and provide investments which can be supported with current funding levels.

**Identification of the Texas Freight Network allows Texas to:**



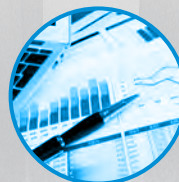
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The updated network will continue to be refined based on input from the Texas Freight Advisory Committee (TxFAC) and other stakeholders. Additionally, the PTFN will be updated through a continued analysis of commodity flows in order to gain a better understanding of how commodities move along. The commodity analysis also helps identify intermodal and inland port sites, as well as other major freight generators.

Additionally, other freight generators, such as warehousing and distribution centers, continue to be identified and analyzed in order to provide a clearer picture of the network. This allows the rail and highway networks to be integrated with key freight gateways, such as marine ports, and airports, and international border crossings, providing a better understanding of how all the modes interact.



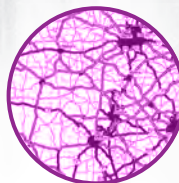
**STUDY & PRIORITIZE**  
Texas' short term freight transportation needs



**INCREASE USE**  
of freight-specific data while making transportation investment decisions



**IDENTIFY FREIGHT NEEDS**  
not funded under current programs



**IDENTIFY "BIG PICTURE"**  
freight issues for further research



**ENGAGE**  
the freight and business community, and other partners





# TEXAS FREIGHT MOBILITY PLAN

## Developing the Texas Freight Network

This network is being developed considering the State's:

- Interstate Highways
- National Highway System<sup>1</sup>
- The Texas Highway Trunk System<sup>2</sup>
- Truck tonnage and flows
- Recent historical growth of freight in corridors
- Major freight gateways
- Major freight generators
- Role in trade and economic development

The Texas Highway Trunk System was selected as the starting points for the PTFN as it by definition it connects populated areas to ports, points of entry, and other population centers, which are the paths on which freight moves. To further define the key components of the PTFN, freight volumes, recent historical growth, and connections to integral gateways and generators were overlaid onto the Trunk System network.

<sup>1</sup>FHWA defines the National Highway System (NHS) as, "consists of roadways important to the nation's economy, defense, and mobility."

### <sup>2</sup>TEXAS TRUCK SYSTEM IS DEFINED BY:

- At least a four-lane divided facility
- Principal connector for all Texas cities with over 20,000 population
- Principal connector to major ports and points of entry



### Roadways

- Interstate Highways
- National Highway System
- Texas Trunk System



### Gateways

- Ports
- Airports
- International Border Crossings
- Other Ports of Entry - State Border Crossings



### Freight

- Total Tonnage
- Freight Traffic
- Recent Historical Growth



### Generators

- Oil and Gas
- Agriculture
- Distribution Centers
- Manufacturing

## Next Steps

The PTFN will continue to evolve as the study team analyzes data and collects input from TxFAC and other stakeholders. Freight generators will be better defined and categorized based on additional input and continued analysis of commodity flows. Data collected from various sources, including TxDOT, the USDOT National Transportation Atlas Database (NTAD), as well as IHS Global Insight TRANSEARCH, begin to provide a compelling picture of how freight flows in, out, and through the state of Texas, as well as the locations of major freight gateways and facilities.