



TEXAS DEPARTMENT OF TRANSPORTATION



TEXAS FREIGHT MOBILITY PLAN UPDATE

Stakeholder Workshops- Round 1



TEXAS DEPARTMENT OF TRANSPORTATION

TFMP OVERVIEW AND THE FAST ACT (CAROLINE'S SLIDES)





DEVELOPING A FAST ACT COMPLIANT PLAN



Update Assessment

FAST Act Requirements

Data refresh and new elements

TxDOT and TxFAC Priorities

Enhancements and expansions

Update Work Plan & Outreach

Balance with expedited schedule

Overview of Process

Consultant Team Review

- Chapter by chapter review
- Data inventory and review
- Assessment matrix development

TxDOT Review

- Draft assessment matrix review
- Final review and work plan approval

TxFAC Input

- Review of previous meeting minutes
- Discussion of draft assessment

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Initial Assessment Priorities

- Data refresh
 - 2015 TRANSEARCH commodity flow
 - Rail Way-bill data
 - Economic data refresh
 - TxDOT data refresh – traffic, crash statistics, HPMS, recent plans and reports, etc.
- New FAST Act requirements
- Enhancements and expansions

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New FAST Act Elements

Designate Critical Corridors

- Urban (373.78 miles)
- Rural (745.55 miles)

Develop Performance Measures

- Meet Federal requirements
- TxDOT specific measures

Develop Freight Investment Plan (FIP)

- Examine TMFP for projects on NPFN
- Examine UTP projects
- Coordinate with FAC, districts, MPOs and stakeholders

Texas FIP Eligible Miles

- PFHN - 3652.59 miles
- PFHN Intermodal Connectors – 75.18 miles
- Critical urban and rural corridors

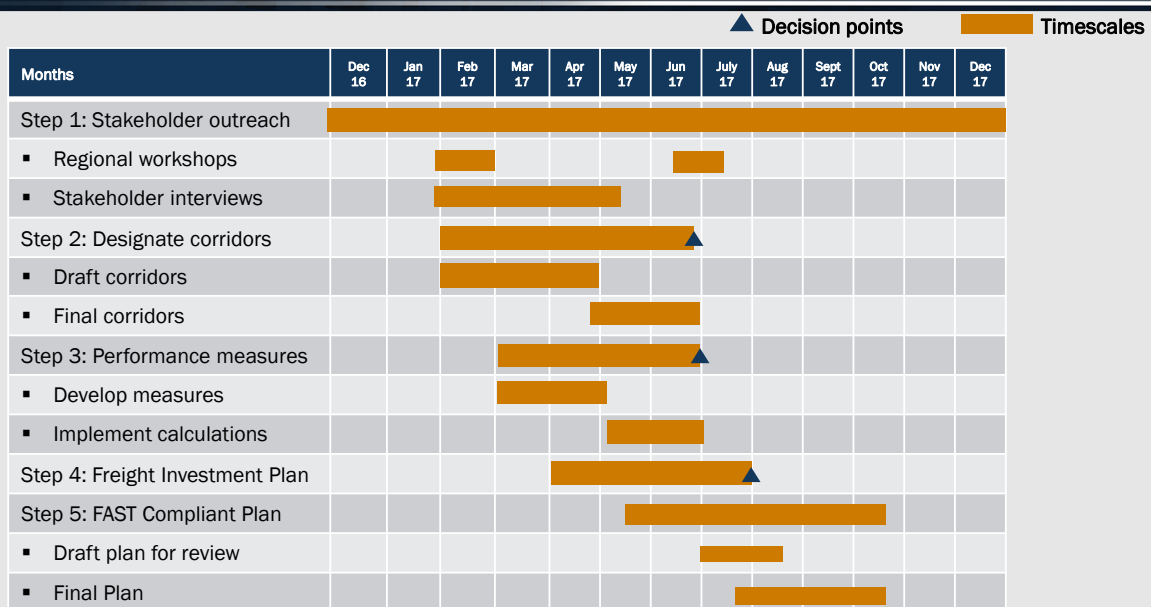


TFMP Enhancements and Expansions

- Integration with supply chains throughout
- In-depth look at trade policies and implications (upside and downside)
- Update freight network
- Performance measures and performance based planning
- Communicate role of Texas freight in state and national economy
- Account for technology changes in forecasts and solutions
- SWOT analysis of mode share by commodity for key supply chains
- Refresh policies, program and project recommendations

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FAST Act Plan Timeline



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Stakeholder Input

- Trends and Policies Affecting Freight Flows
 - Economic and trade
 - Technology
 - Business and consumer practices
 - Regulations and institutional setting



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To Participate in Poll



<http://Camsys.participoll.com/>

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Economic Trends

Over the next 5 years, do you think the economy in the region will:

- A. Decline
- B. Stay about the same
- C. Grow slower than the rest of the state
- D. Grow faster than the rest of the state
- E. Grow about the same as the rest of the state
- F. Not sure



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Economic Trends

What do you think will have the largest impact on region's economy:

- A. Population growth
- B. Trade dynamics and policy
- C. Energy dynamics and policy
- D. Tax policy
- E. Other



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Economic Trends

How are proposed changes in trade dynamics and policy likely to impact freight in your region over the next 10 years:

- A. Decline
- B. Stay about the same
- C. Grow slower than in the past 5 years
- D. Grow faster than in the past 5 years
- E. Grow about the same as the past five years
- F. Not sure



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Economic Trends

How are proposed changes in energy dynamic and policy likely to impact freight in your region over the next 10 years:

- A. Decline
- B. Stay about the same
- C. Grow slower than in the past 5 years
- D. Grow faster than in the past 5 years
- E. Grow about the same as the past five years
- F. Not sure



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Economic Trends

How are proposed changes in tax policy likely to impact freight in your region over the next 10 years:

- A. Decline
- B. Stay about the same
- C. Grow slower than in the past 5 years
- D. Grow faster than in the past 5 years
- E. Grow about the same as the past five years
- F. Not sure



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Economic Trends

How are proposed changes in immigration policy likely to impact freight in your region over the next 10 years:

- A. Decline
- B. Stay about the same
- C. Grow slower than in the past 5 years
- D. Grow faster than in the past 5 years
- E. Grow about the same as the past five years
- F. Not sure



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Technology

What technologies do you think will have the greatest impact on freight movements in your region in the next 10 years:

- A. Autonomous and connected trucks
- B. Alternative delivery systems (drones, freight shuttles, etc.)
- C. Advances in manufacturing
- D. “Uber-like” cargo shipping
- E. Warehouse and factory automation
- F. Other



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Business and Consumer Practices

What changes in business practices will have the greatest impact on freight movements in your region in the next 10 years:

- A. Near-shoring
- B. Off-shoring
- C. Supply chain traceability and identity preservation
- D. Omni-channel marketing and distribution
- E. Transloading
- F. Other



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Business and Consumer Practices

How will changes in business practices impact growth in freight movements in your region in the next 10 years:

- A. Decline
- B. Stay about the same
- C. Grow slower than in the past 5 years
- D. Grow faster than in the past 5 years
- E. Grow about the same as the past five years
- F. Not sure



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Business and Consumer Practices

What changes in consumer practices will have the greatest impact on freight movements in your region in the next 10 years:

- A. E-Commerce
- B. Sharing economy
- C. Same day/next day delivery expectations
- D. Changing consumer attitudes (socially-based consumption)
- E. Changing consumer demographics and tastes
- F. Other



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Business and Consumer Practices

How will changes in consumer practices impact growth in freight movements in your region in the next 10 years:

- A. Decline
- B. Stay about the same
- C. Grow slower than in the past 5 years
- D. Grow faster than in the past 5 years
- E. Grow about the same as the past five years
- F. Not sure



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Business and Consumer Practices

What change in shipping patterns do you think will most impact freight movements in your region:

- A. Truck to rail diversions
- B. Rail to truck diversions
- C. Containerization of bulk commodities
- D. Substitution of all-water routes over land bridges
- E. Other



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Regulation and Institutional Setting

What regulations and/or institutional settings do you think will most impact freight movements in your region:

- A. Environmental
- B. Carrier industry (trucking, rail, waterborne)
- C. Labor agreements
- D. Security measures
- E. Foreign Trade Zones (FTZs)
- F. Other



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TEXAS DEPARTMENT OF TRANSPORTATION

DESIGNATING CRITICAL URBAN
AND RURAL CORRIDORS

Approach



FINAL
January 25, 2018

TEXAS FREIGHT
MOBILITY PLAN



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Defining Critical Urban Corridors

- Connects an intermodal facility to:
 - the PHFS
 - the Interstate System
 - an intermodal freight facility
- Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
- Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land
- Important to the movement of freight within the region, as determined by the MPO or the State.

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Defining A Critical Rural Corridor

One or more of the following seven elements:

- Minimum of 25 percent of the AADT from trucks
- Provides access to energy exploration, development, installation, or production areas
- Connects the PHFS or the Interstate System to facilities that handle more than:
 - 50,000 20-foot equivalent units per year; or
 - 500,000 tons per year of bulk commodities;
 - Provides access to:
 - a grain elevator;
 - an agricultural facility;
 - a mining facility;
 - a forestry facility; or
 - an intermodal facility
- Connects to an international port of entry
- Provides access to significant air, rail, water, or other freight facilities in the State
- Vital to efficient movement of freight of importance to the State's economy

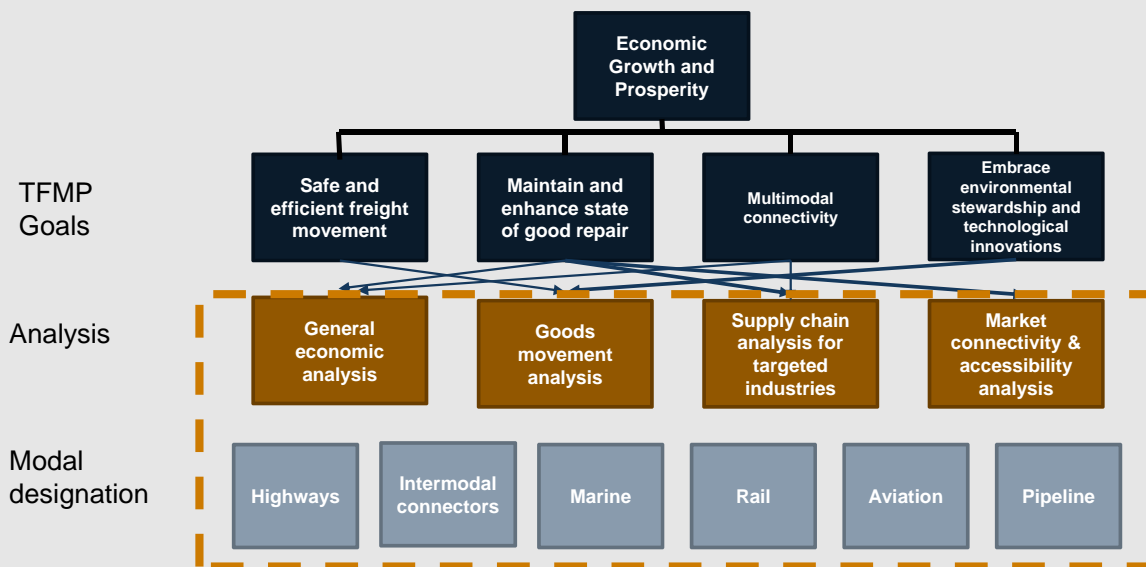
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Objective

- Develop systematic process for designating critical network and corridors
 - Tied to national and TFMP goals, objectives and performance measures
 - Readily available data
 - Replicable
 - Transparent
 - Stakeholder informed
- Accomplished using GIS based tool for efficiency and objectivity

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System Designation Process



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General Economic Analysis Metrics

- Demographic preparedness index – workforce quality and quantity
- Export support – support businesses serving areas beyond local market and provides access to gateways
- Freight intensity index – employment and number of establishments in transportation dependent industries
- Supporting facilities/infrastructure – serves regional economic generators that also require significant freight such as military, education and medical facilities
- Equity – supports/serves economically emerging areas

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Goods Movement Analysis Metrics

- Truck volumes
- Truck percentages
- Truck travel time
- Change in Truck VMTs/VHTs
- Commodity tonnage and value

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Supply Chain Analysis Metrics

- Number of targeted supply chain industries
- Number/size of establishments in each supply chain supported

Aerospace, Aviation and Military/Defense	Advanced technology and manufacturing (i.e., automotive, electronics)	Biotechnology and Life Sciences
Information and Communications Technology	Chemicals, Plastics and Rubber	Trade and Distribution/Logistics
Agriculture and Food Processing and Distribution	Energy	Petroleum refining and chemicals

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Market Access and Connectivity Metrics

- Connectivity to major North American trading partners
- Access to international gateways
 - Gateway volumes
 - Markets served
 - Number and schedule of vessel calls/international flights/trains/BPOE

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DISCUSSION



Break-out Groups

- System designation process
 - What are key metrics that should be considered?
 - How should metrics be weighted?

- Defining the critical freight network for Texas
 - What are the key existing multimodal freight facilities in your region?
 - What are future key freight facilities for your region?



GROUP REPORTS



FINAL
January 25, 2014

TEXAS FREIGHT MOBILITY PLAN



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WRAP-UP



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Regional Workshops – Round 1

Week 1

- Jan. 31 – Laredo, Feb. 1 – Brownsville, Feb 2 - Corpus Christi

Week 2

- Feb. 8 – Dallas/Fort Worth, Feb. 9 – Atlanta/Texarkana

Week 3

- Feb. 21 – El Paso, Feb. 22 – Midland/Odessa, Feb. 23 – Lubbock

Week 4

- Feb. 28 – Beaumont, March 2 – San Antonio, March 3- Houston

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Second Round of Workshops

- June, 2017
- Key topics
 - Overview of revised freight data and forecasts
 - Economic and supply chain analysis
 - Focused input on:
 - Key supply chain challenges and opportunities
 - Project, policy and program recommendations

FAST Act Plan Timeline

▲ Decision points

■ Timescales

