Freight Mobility Plan Recommendations

Current Plans and Initiatives

Current and Future Network Conditions and Performance

Current/Forecast Freight Activity and Volume

Stakeholder Engagement

Let's Talk Freight
Your input on freight movement in Texas

Listening Sessions
To register go to: www.TexasFreightTrust.org and click on "Register"
Aligning Preliminary Recommendations with Needs and Gaps

Recommendations Address At Least a Single or Multiple Needs or Gaps

**Recommendations**

<table>
<thead>
<tr>
<th>System Capacity</th>
<th>NAFTA and Border/Ports-of-Entry</th>
</tr>
</thead>
<tbody>
<tr>
<td>System Operations</td>
<td>Energy/Environment</td>
</tr>
<tr>
<td>Safety/Security</td>
<td>Education/Public Awareness</td>
</tr>
<tr>
<td>Multimodal Connectivity</td>
<td>Public/Private Sector Coordination</td>
</tr>
<tr>
<td>Rural Connectivity</td>
<td>Funding/Financing</td>
</tr>
</tbody>
</table>
Draft Key TFMP Draft Policy Recommendations

Texas Freight Mobility Plan

- Freight Network Design and Investment
- Multimodal Connectivity
- Rural Connectivity
- System-Based Approach
- Economic Development and Economic Competitiveness
- Texas as North American Trade and Logistics Hub and Gateway
- Supply Chain Resiliency of the Freight Transportation System
- Freight Transportation Asset Management
- Freight Based Technology Solutions and Innovation
- Energy Sector Development
- International Border/Ports of Entry
- Rail Freight Transportation
- Maritime Freight Transportation
- Air Cargo Transportation
- Pipeline Infrastructure
- Institutional Coordination and Collaboration
- Stewardship and Project Delivery
- Funding and Finance
- Public Education and Awareness
- TxDOT Multimodal Freight Transportation Planning

Efficient & Safe Movement of People & Goods

Economic Competitiveness & Quality of Life

August 14, 2014 Draft Key Policy Recommendations
**Freight Network Designation and Investment**

*TxDOT should adopt the Texas Freight Network as the strategic framework for statewide transportation investment decisions*

- Adopting the Texas Freight Network will:
  - Provide analysts, managers, and policymakers with a clear picture of the areas of critical need for enhancement of goods movement throughout the state
  - Provide an integrated, managed, statewide system of strategic transportation corridors that supports supply chain operational requirements and facilitates economic development
  - Link freight generators, labor force, population centers, available land, and suppliers through a network of highways, railways, seaports, pipelines, and airports
  - Establish designated routes and/or restrictions for trucks carrying oversize/overweight loads and hazardous materials
Multimodal Connectivity

The State should invest in strategies and solutions that link the different freight transportation modes, including air, highway, rail, waterways, seaports, and pipelines.

- Investing in solutions to increase multimodal connectivity will:
  - Ensure the development of a system with adequate and available access points, e.g. truck-rail facilities, that promotes the use of alternative modes beyond truck, which can alleviate capacity concerns on highways
  - Assist the future growth of the Texas economy, while meeting the demands of higher forecasted trade volume, through increased intermodal connectivity and modal competition, lessening the reliance on truck transport
  - Establish a transportation system that provides connectivity and access to airports, maritime ports, rail terminals, border crossings, waterways, pipelines as well as passenger travel
The State should continue to identify transportation issues critical to rural areas of the State and invest in infrastructure improvements that support rural economic development and address transportation needs unique to rural areas.

- The objectives of this policy are to:
  - Enhance the mobility and safety of rural areas and provide access to jobs, goods, and services
  - Incorporate the unique needs of rural areas when planning for the safe and efficient movement of freight to support the important role rural areas play in the transport of goods to final markets
  - Improve the State’s rural access to local, state, national, and international markets
System-Based Approach

**TxDOT should continue its efforts to implement a comprehensive, system-wide freight planning program in a manner that incorporates a supply-chain approach that will account for critical industry linkages and dynamics.**

- The system-based approach will:
  - Align more closely with private sector, freight industry, and supply chain management business practices
  - Address the freight movement challenges confronting the State through a holistic, inclusive and integrated approach, reflecting the complex private and public sector roles in improving freight movement efficiency
  - Emphasize the fact that reducing the cost of supply chain operations is critical to keeping down the cost of living and the cost of doing business
  - Coordinate and articulate community- and business-friendly operating guidelines reinforced through regulations, policies, and incentives
The State should continue to invest in strategic transportation solutions that will enable the state to maintain its position as the nation’s leader in North American trade and the leading international trade gateway and national logistics hub.

- This will allow Texas to:
  - Keep pace with the projected freight growth, population growth, energy sector development, Panama Canal expansion, growing trade with Mexico, and other emerging issues
  - Encourage manufacturers to locate near key national and international hubs, corridors, and gateways, thus increasing economic development and creating jobs and opportunities
TxDOT should align investments in the transportation system with the State’s vision for economic growth and global competitiveness.

- This will allow the State to:
  - Promote the expansion of the State’s economy by providing safe and efficient roads, bridges, airports, railroads and ports
  - Match transportation investments with trade and economic development goals
  - Support investment in the Texas Freight Network as the backbone of the State's economy and enhance economic vitality
  - Promote a diverse industry mix that requires all modes of transportation — highway, rail, water, air, and pipeline — in order to connect people to jobs, supplies to businesses, and goods to consumers
Texas Freight Network Design Guidelines and Implementation

TxDOT should review and modify design standards on the Freight Highway Network to facilitate safe and efficient movement of people and freight.

- Incorporating freight movement needs in infrastructure design standards and guidelines will allow TxDOT to:
  - Improve safety and mobility for trucks and passenger vehicles
  - Increase the sustainability of the Texas Freight Network
  - Address the impact of the energy sector on the transportation network and the industry’s importance to the Texas economy by accounting for the impact of oversize and overweight commercial vehicles and hazardous materials transport
TxDOT should identify and implement strategies that will improve safety, reduce rates of crashes, fatalities, and injuries associated with freight movement on the Texas Freight Network.

- Developing strategies to improve the safety, security, and resiliency of the freight transportation system will:
  - Improve safety and mobility for both passengers and freight movement
  - Prioritize the funding of improvements to the most unsafe facilities
  - Prioritize elimination of freight network safety “hotspots”
  - Expand effective educational and/or training programs to improve safety along identified priority freight corridors
  - Ensure all critical Texas freight corridors have alternate routes, especially for oversize/overweight vehicles, in the event of natural or manmade disasters
**Freight Transportation Asset Management**

*TxDOT should continue to invest in innovative asset management strategies that facilitates the state-of-good repair, maintenance, management, and operational improvements of the Texas Freight Network.*

- Investing in maintenance and operational improvements on the Texas Freight Network will:
  - Maximize the capacity of the existing freight transportation assets
  - Protect the investments the State has already made in the Texas Freight Network
  - Meet the changing needs of Texas’ businesses, communities, and economic development needs
  - Enhance safety, reliability, and resiliency of the State’s multimodal transportation system for the movement of both people and goods
Freight-Based Technology Solutions and Innovation

**TxDOT should continue to be a leader in developing and implementing innovative technologies, techniques, research, and methods.**

- Developing freight-based technologies and fostering innovation will:
  - Improve freight transport efficiency and reliability, and maximizes the throughput of the existing transportation infrastructure.
  - Foster continued partnership with public and private sector stakeholders to implement proven freight-based technology solutions.
  - Encourage the use of sophisticated real-time information systems to commercial and passenger vehicles in order to increase efficient freight movement and reliability.
  - Integrate existing Traffic Management Centers to provide a statewide system for traveler information, weather, construction, etc.
**Energy Sector Development Transportation**

*TxDOT and the State should continue to identify and address current and future energy freight transportation needs and impacts by incorporating it into the planning and project selection process.*

- This will allow TxDOT to:
  - Support the State’s position as the nation’s leading producer of oil and gas by ensuring adequate transportation infrastructure to serve our energy sector needs
  - Ensure that there is a robust freight transportation network to transport oil and gas to the refineries and the refined product to its final markets, and that State local highways serving oil and gas production areas can be adequately maintained
  - Strengthen partnerships between TxDOT, industry, and local officials in order to fund, manage, repair, and maintain roads heavily used in the energy sector transportation
The State should invest in and facilitate international border coordination strategies in order to improve freight mobility and efficiency and the flow of trade.

- Increasing coordination efforts and improving operational efficiency at borders and ports-of-entry will:
  - Develop a sustainable model for border management that addresses security and facilitates efficient trade
  - Facilitate Texas’ economic competitiveness by increasing cross-border trade through the efficient movement of people and goods
  - Support integrated cargo security strategies aimed at addressing security concerns early in the supply chain by enabling inspections to occur prior to the cargo reaching the border, thus reducing congestion at the crossings
  - Bring public and private sector stakeholders together to identify, develop, prioritize solutions for truck and rail crossing challenges
TxDOT should continue to work with private sector railroads and other stakeholders to identify strategies that expand rail capacity, improve rail freight fluidity, and ease traffic congestion that accommodates current and projected growth in imports and exports.

- Continuing to partner with the rail industry and other public and private stakeholders will:
  - Promote the importance of the state rail network, including Class I and short line railroads, as a key component of the Texas Freight Network
  - Support partnerships for public-private funding and financing opportunities that expand rail capacity and connectivity
  - Highlight the importance of the rail industry to the economy of Texas and its role in moving freight efficiently.
**Maritime Freight Transportation**

*TxDOT should continue to work with the Texas ports, the U.S. Army Corps of Engineers (USACE), and other stakeholders to pursue strategies to strengthen and improve maritime freight, including identifying and supporting port improvement, access, and channel deepening projects.*

- Working with Texas ports and other public and private stakeholders will:
  - Assist in identifying improvements for enhanced rail and truck access to Texas Ports
  - Support public-private partnership opportunities that expand port capacity and connectivity
  - Emphasize the importance of Texas ports, and the maritime industry, to the economy of Texas
**Air Cargo Transportation**

_**TxDOT should integrate the needs of the Texas aviation system, especially major air cargo centers, into State planning activities, initiatives, and projects.**_

- Incorporating air cargo needs into state planning efforts will:
  - Encourage airports and local, regional, and other statewide agencies to identify needed ground access improvements to enhance truck access and connectivity
  - Assist in identifying key airport landside access improvements that would facilitate efficient air cargo movement at key air cargo airports, improving operational efficiency
  - Ensure that air cargo needs, issues, and recommendations are addressed in the next update of the TxDOT Texas Airport System Plan (TASP)
Pipeline Infrastructure

The State should work with the public and private sectors to support strategies that address pipeline capacity expansion to meet the needs of the growing oil and gas production.

- Addressing the lack of pipeline infrastructure and connectivity will:
  - Provide modal options for transporting energy commodities to markets safely and efficiently
  - Encourage a modal shift for commodities that can be shipped by pipelines and minimize the impact of oil and gas development and production on roadways and rail infrastructure
  - Maintain the State’s role as the leading oil and gas producing State through a comprehensive interconnected pipeline system
Institutional Coordination and Collaboration

**TxDOT should develop a freight movement coordination strategy between industry and international, national, State, regional, local agencies.**

- Increasing jurisdictional and agency cooperation will:
  - Support consistency among various jurisdictions in regulations, permitting, planning, and preservation of the freight network
  - Advance the development of a “One-Stop Shop” Permitting & Compliance within the State that is empowered to coordinate permitting reviews within the State and coordinates with other permitting agencies at the local, regional, state, and federal level
  - Increase collaboration and streamlined intra- and interstate policies (Hours of Service, truck weight, tolling, etc.) and procedures to ensure the expedited and unimpeded movement of freight
  - Increase coordination between public-public sectors and public-private sectors
Stewardship and Project Delivery

**TxDOT should continue to identify and adopt strategies to improve the management of freight transportation resources and be accountable for decisions.**

- Promoting stewardship through improved performance management, streamlined project delivery, and a transparent decision-making process will
  - Promote the coordination of project planning and delivery among agencies tasked with freight transportation system investment in order to reduce project delivery delays
  - Minimize the environmental and community impacts of building, maintaining, and operating the Texas Freight Network
  - Emphasize system performance monitoring from a freight perspective throughout the Texas Freight Network
The State should investigate and explore additional options for funding and financing flexibility for transportation projects impacting freight movement.

- Investigating alternative and flexible funding and financing options will allow the State to:
  
  - Identify new, stable, and reliable sources of revenue that are needed to maintain the Texas Freight Network
  
  - Encourage a unified and statewide slate of projects, with clearly identified revenue and funding schemes, which could spur private sector investment and faster public-private partnerships and foster private sector confidence
  
  - Provide a quick response to emerging freight trends and impacts, across multiple modes, and improve predictive capabilities for revenue forecasting and long-term assessments in order to better plan and prioritize projects
In partnership with the public and private sector, TxDOT should lead education and communication efforts that build an awareness of the importance of efficient freight movement to the State’s economy and quality of life.

- Building awareness of the importance of freight transportation to quality of life will:
  - Highlight the economic importance of moving freight efficiently and the overall positive impact on the economy, job growth, and consumers.
  - Foster stakeholder support and advocacy to secure resources and political commitment by raising awareness of the value of goods movement in their community.
  - Demonstrate freight’s support to the wider community’s quality of life, cost of living, jobs, and competitiveness and the comparative costs of inaction.
The State should continue to support and expand multimodal freight planning capacity and activities.

- This will allow TxDOT to:
  - Continue to develop and administer a comprehensive and multimodal freight planning program
  - Ensure effective implementation of the Freight Mobility Plan through a commitment to appropriate staffing and resources
  - Promote TxDOT’s long-term freight planning efforts through internal and external outreach efforts and an emphasis on a multimodal approach
  - Continue engagement of the freight industry and businesses through the Texas Freight Advisory Committee (TxFAC), Freight Summit, and other efforts
  - Advocate for continued integration of freight considerations within the TxDOT planning and project selection process
Questions

- Are there any major policy recommendations we have not considered?

- Are there any major policy recommendations that should be a higher priority?

- Are there any objectives that are missing from the policies?