TEXAS FREIGHT MOBILITY PLAN: FINAL PLAN CHAPTERS

Texas Freight Advisory Committee
Austin
January 7, 2015
Executive Summary

Chapter 1: Introduction

Chapter 2: Strategic Goals

Chapter 3: Economic Context of Freight Transportation Planning

Chapter 4: Freight Policies, Strategies and Institutions

Chapter 5: State Freight Transportation Assets

Chapter 6: Conditions and Performance of the State’s Freight System

Chapter 7: Freight Forecast

Chapter 8: Trends, Needs and Issues

Chapter 9: Strength and Weaknesses of the State’s Freight Transportation System

Chapter 10: The State’s Decision-Making Process

Chapter 11: Freight Transportation Improvement Strategy

Chapter 12: Freight Transportation Implementation Plan
Draft Plan Chapters

- Presented to the Texas Freight Advisory Committee on October 15, 2014
- Received input from the following:
  - Texas Freight Advisory Committee
  - TxDOT Divisions and Districts
  - Railroads
  - Ports
  - Federal Highway Administration
- Revised Chapters 1 thru 10 available for TxFAC Review
- Revised Chapters 11 and 12 still under development
Draft Plan Chapter 1: Introduction

Provides an overview and describes the purpose and organization of the Freight Plan.

- Texas Freight Transportation Overview
- Drivers of Increased Freight Movement
- Mobilizing Texas: Purpose of the Freight Plan
- The Road Map: Organization of the Plan

- Examples of Revisions and Updates
  - Revised the use of quotes.
  - Included a section about urban freight transportation.
Draft Plan Chapter 2: Strategic Goals

Explains the state’s strategic freight goals to guide investment decisions.

- Goal 1: Safety
- Goal 2: Asset Management
- Goal 3: Mobility and Reliability
- Goal 4: Mobility Connectivity
- Goal 5: Stewardship
- Goal 6: Customer Service
- Goal 7: Sustainable Funding
- Goal 8: Economic Competitiveness and Efficiency
- Goal 9: Technology

- Examples of Revisions and Updates
  - Removed the Goals and Objectives Matrix exhibit.
  - Revised the language for a few of the Freight Plan objectives.
Draft Plan Chapter 3: Economic Context

Discusses the importance of freight to the state’s economy.

– Freight and Texas economy.
– Economic development and freight transportation.
– Economic impact of freight transportation.
– Supply Chains.

- Examples of Revisions and Updates
  – Updated the data from 2010 to 2014.
  – Reordered the Economic Development section.
  – Simplified the Economic Impacts section.
  – Removed the red grapefruit supply chain and revised graphics and narratives for the other supply chains.
  – Changed the petroleum supply chain to a gasoline supply chain.
Draft Plan Chapter 4: Policies, Strategies and Institutions

Develops and discusses the state’s freight policies and strategies and includes:

– Funding programs.
– Freight-related institutions.
– Structure, private infrastructure owners, statutory/constitutional constraints.
– Regional freight planning activities and Texas’ priorities.

Examples of Revisions and Updates

– Revised descriptions of institutions either by removing unnecessary information.
– Added section on Federal funding,
– Added section on private sector investment.
– Expanded discussion on state funding and Rural Rail Transportation Districts.
Draft Plan Chapter 5: State Freight Transportation Assets

Provides a statewide inventory of critical multimodal freight transportation infrastructure assets.

- Examples of Revisions and Updates
  - Modified the order by discussing transportation assets by mode before the Texas Freight Network by mode.
  - Included a section about Texas military installations relating to other freight generators.
Draft Plan Chapter 6: Conditions and Performance

Analyzes the conditions and performance of the Texas freight system including:

- Bottlenecks.
- Level-of-Service.
- Safety.
- Crashes.
- Pavement and bridge conditions.

- Examples of Revisions and Updates
  - Combined the discussion of condition and performance by mode.
  - Revised some of the information in the Safety section such as the rail equipment incidents and aviation incidents at Texas airports.
Draft Plan Chapter 7: Freight Forecast

Analyzes the anticipated amount of freight by mode in the future to determine the impacts on the freight system across the state.

- Population growth
- Employment growth
- Freight growth
- Commodity growth

- Examples of Revisions and Updates
  - Updated base forecast data from 2010 to 2014.
  - Simplified discussion and focused on freight drivers.
  - Removed discussion of LOS for all modes except highways.
  - Compiled much more robust information on pipeline data.
  - Used more robust waterway data and emphasized the intracoastal waterway.
  - Removed pipelines from 2040 forecast and only included the surface transportation modes.
  - Performed additional research on growth rates and consistency with other data sources including TX DOT experts on rail, water and pipelines.
  - Strengthened border crossing discussion.
Draft Plan Chapter 8: Trends, Issues and Needs

Explains, based on current and future projections, the needs and issues to be addressed in the future.

– Trade and employment
– Demographics
– Energy
– Technology

• Examples of Revisions and Updates
  – Revised the trend categories by removing environmental and changing economics to trade and employment.
  – Removed the section about freight transportation impacts on community.
  – Eliminated redundancy in the Addressing Needs and Issues section.
Draft Plan Chapter 9: Strengths and Weaknesses

Explains what works well and where improvements are needed.

- Examples of Revisions and Updates
  - Modified the order due to TxFAC suggestion: Discuss the goals first and group strengths and weaknesses (formerly problems) together.
  - Further formatting and editing to reduce chapter by almost half from original.
Draft Plan Chapter 10: Decision-Making Process

Discusses the state’s decision-making process for freight transportation improvements including:

- Outreach to stakeholders and the general public,
- How the state has prioritized strategies, projects and policy changes.

Examples of Revisions and Updates
- Revised the project selection and prioritization process
Draft Plan Chapter 10: Decision-Making Process

Project Identification Process

- Highway
- Rail
- Maritime
- Border/Ports-of-Entry
Draft Plan Chapter 10 – Highway

Identification of Highway Freight Network Needs

Planned Highway Projects

Unmet Freight Network Needs

Strategic Freight Projects

PRIORITIZED FREIGHT PROJECTS
Draft Plan Chapter 10 – Highway

- Identify needs based on Freight Plan goals
  - Safety
  - Asset Management
  - Mobility and Connectivity
  - Technology
Draft Plan Chapter 10 – Highway

Safety – Improve multimodal transportation safety.
Mobility and Connectivity – Reduce congestion and improve system efficiency and performance. Provide transportation choices and improve system connectivity for all passenger and freight modes.
Draft Plan Chapter 10 – Highway

- Leverage projects already planned by TxDOT and MPOs.
  - Unified Transportation Plan (UTP): Projects for which funding has been identified and are anticipated to be completed within 10 years.
  - Supplemental Planning Authority (SPA): Projects which are over and above the UTP’s fiscally constrained funding limit.
  - Planning Authority (PLAN): Projects for which a need has been identified and which are still in the initial stages of development.
Planned Projects
Draft Plan Chapter 10 – Highway

Unmet Needs
Draft Plan Chapter 10 – Highway

Identification of Highway Freight Network Needs

Planned Highway Projects

Unmet Freight Network Needs

Strategic Freight Projects

Prioritized Freight Projects
Draft Plan Chapter 10 – Highway

Strategic Projects

– Planned projects identified focused on addressing passenger movement and congestion.
– Strategic freight projects focus on addressing freight mobility needs.
– Identified by freight stakeholders throughout the state, local MPOs and TxDOT districts.
Draft Plan Chapter 10 – Highway

- Identification of Highway Freight Network Needs
- Planned Highway Projects
- Unmet Freight Network Needs
- Strategic Freight Projects
- Prioritized Freight Projects
Draft Plan Chapter 10 – Highway

Project Prioritization

– Overall project need.
– Project readiness.
– TxDOT’s ability to advance the project within the proposed timeline.
– Input from TxDOT districts and divisions, MPOs and other stakeholders.

<table>
<thead>
<tr>
<th>Short (0-5)</th>
<th>Medium (6-15)</th>
<th>Long (16-30)</th>
<th>Illustrative</th>
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<tbody>
<tr>
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<td>• Portions of funding identified in UTP</td>
<td>• Remaining SPA</td>
<td>• Remaining projects</td>
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<td>• Any funding identified in SPA</td>
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<td>• Bridges &lt; 16’ 6” crossing Interstates</td>
<td>• Bridges &lt; 18’ crossing Interstates</td>
<td>• Remaining bridges &lt;18’ crossing Interstates</td>
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</tr>
</tbody>
</table>
Draft Plan Chapter 10 – Other Modes

Project Identification: Rail

- Stakeholder Input
- Legislative Appropriations Request for Fiscal Years 2016 and 2017
- Texas Rail Plan
- Other Plans
- Discussions with Railroads
Draft Plan Chapter 10 – Other Modes

Project Identification: Maritime

- Stakeholder Input
- Legislative Appropriations Request for Fiscal Years 2016 and 2017
- Texas Port Report
- Texas Ports 2015-2016 Capital Program
- Texas Gulf Intracoastal Waterway Master Plan and Technical Report
- Other plans
Draft Plan Chapter 10 – Other Modes

Project Identification: Border/Ports-of-Entry Projects

- Stakeholder Input

- Texas Border Master Plans including:
  - El Paso/Santa Teresa- Chihuahua Regional Border Master Plan
  - Lower Rio Grande Valley- Tamaulipas Border Master Plan
  - Laredo District Coahuila/Nuevo Leon/Tamaulipas Border Master Plan
Draft Plan Chapter 11: Freight Improvement Strategy

Provides recommendations for programs, policies and projects that will address identified needs.
Draft Plan Chapter 11: Policies
Draft Plan Chapter 11: Programs

- Initiatives requiring public- and private-sector coordination and partnership to effectively address identified freight transportation challenges.
  - Strategic Freight Planning Initiatives.
  - Freight Improvement Planning Studies.
  - Education and Public Awareness.
  - Technology.
  - Border/Ports-of-Entry.
  - Highway.
  - Rail.
  - Maritime.
  - Aviation.
Draft Plan Chapter 11: Projects

The Freight Plan project recommendations are comprised of:

- 371 highway projects totaling more than $22 billion*
- 34 rail projects totaling more than $900 million
- 152 maritime projects totaling over $1.8 billion

**Number of Projects**

- 371 (67%)
- 34 (6%)
- 152 (27%)

**Project Costs ($ Million)**

- $22,000 (89%)
- $1,853 (7%)
- $935 (4%)

*Only includes projects currently under development by TxDOT*
Draft Plan Chapter 11 - Highway

- Highway Projects
  - Safety (S)
  - Mobility and Connectivity (M/C)
  - Asset Management (AM)
  - Technology (ITS)
  - Alternate Routes (AR)

Number of Projects

- 55% M/C
- 21% S
- 9% AR
- 10% AM
- 5% ITS

Estimated Costs

- 62% M/C
- 11% AM
- 5% AR
- <1% ITS

Only includes projects currently under development by TxDOT
Safety Projects
Draft Plan Chapter 11 - Highway

Asset Management Projects
Draft Plan Chapter 11 - Highway

Mobility and Connectivity Projects
Draft Plan Chapter 11 - Highway

Technology Projects

Legend
- Current Project
- Primary Network
- Secondary Network
- MPO
- TxDOT District

[Map of Texas showing various cities and highways with a legend for different project types]
Draft Plan Chapter 11 - Highway

Alternate Routes Projects
Unmet Needs - Further study is recommended for potential inclusion as part of current TxDOT planning initiatives or identification of new projects.
## Unmet Needs

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<tr>
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<th>Hot Spots</th>
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<th>Secondary At-Grade</th>
<th>Primary M/C (miles)</th>
<th>Secondary M/C (miles)</th>
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<td>43</td>
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</table>

**Totals:** 21 9 56 1,211 550
Strategic Projects

- Planned projects identified focused on addressing passenger movement and congestion.
- Strategic freight projects focus on addressing freight mobility needs.
- Identified by freight stakeholders throughout the state, local MPOs and TxDOT districts.
Draft Plan Chapter 11 - Highway

Strategic Projects

- I-69
- I-20 East Texas Corridor
- US 190/I-14
- SH 36A
- Ports-to-Plains
- Grand Parkway
- SH 146
- SH 288
- US 290

- Loop 9
- SH 68
- Lubbock Outer Loop
- Loop 375 Border Highway East
- SH 21 Madisonville Relief Route
- SH 249
- US 281
- US 287
- US 77
- SH 130, San Antonio
Draft Plan Chapter 11 – Estimated Highway Costs

Only includes projects currently under development by TxDOT

Primary 86%
Secondary 14%
Non-MPO 16%
MPO 84%

Preliminary
Rail

– Includes projects focused on:
  • Improving mobility and increasing capacity
  • Improving connectivity
  • Removing at-grade rail crossings

– 34 rail projects

– Projects cost estimate of almost $1 billion (estimates were not available for most projects)
Port and Maritime

- Projects focus on:
  - Safety
  - Asset Management
  - Mobility
  - Overall Operations

- 151 port and maritime projects
- Projects cost estimate of over $1.8 billion
Draft Plan Chapter 11 - Other Modes

Border/Port-of-Entry

– Projects focus on:
  • Port-of-Entry projects related to facilities crossing between Mexico and the U.S.
  • Road and intersection projects related to increasing mobility and accessibility in border areas
  • Rail projects related to increasing rail capacity and mobility between Mexico and the U.S.

– 139 border projects:
  • 41 Port-of-Entry Projects with an estimated cost of more than $600 million
  • 93 road and interchange projects with an estimated cost of over $1 billion
  • 5 rail projects with an estimated cost of more than $400 million
### Draft Plan Chapter 12: Implementation Plan

#### Program Prioritization

<table>
<thead>
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<th>Program Areas</th>
<th>Short</th>
<th>Medium</th>
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<td>Education and Public Awareness</td>
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<td>Highway</td>
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<td><strong>Total</strong></td>
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<td>13</td>
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</table>
Draft Plan Chapter 12 - Highway

Project Prioritization

- Overall project need.
- Project readiness.
- TxDOT’s ability to advance the project within the proposed timeline.
- Input from TxDOT districts and divisions, MPOs and other stakeholders.

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<td></td>
<td>• Remaining projects</td>
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</tr>
</tbody>
</table>

Input from TxDOT districts and divisions, MPOs and stakeholders
Draft Plan Chapter 12 - Highway

Only includes projects currently under development by TxDOT

# of Projects
- ILLUSTRATIVE: 30%
- SHORT: 20%
- MEDIUM: 17%
- LONG: 33%

Estimated Costs
- ILLUSTRATIVE: 24%
- SHORT: 13%
- MEDIUM: 18%
- LONG: 45%
Rail

- 34 projects with a total estimated cost near $1 billion (estimates not available for most projects)

% of Projects

- Short
- Medium
- Long

22%
6%
72%
## Draft Plan Chapter 12 - Other Modes

### Ports and Maritime

- 151 projects with a total estimated cost over $1.8 billion

<table>
<thead>
<tr>
<th>Port</th>
<th>Short #</th>
<th>Cost (thousands of $)</th>
<th>Medium #</th>
<th>Cost (thousands of $)</th>
<th>Long #</th>
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### Draft Plan Chapter 12 - Other Modes

#### Ports and Maritime

- **Port Access Projects**

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## Draft Plan Chapter 12 - Other Modes

### Ports and Maritime

- **Port Capital Projects**

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## Border/Port-of-Entry

- 139 projects with a total estimated cost more than $2 billion

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Draft Executive Summary

- Introduction
- Purpose of the Plan
- Freight Plan Development Process
- Texas Freight Network
- Key Freight Transportation Needs and Challenges
- Economic Importance of Freight Transportation
- Recommendations
- Funding and Financing
- Implementation
- Next Steps
Next Steps

**January**
- Revised Draft Chapters 1 through 10 to TxFAC
- Draft Executive Summary to TxFAC
- Chapters 11 and 12 Discussion with TxFAC

**February**
- Draft Final Report to TxFAC
- Draft Final Report for Public Comment

**March**
- Texas Commission Approval of Final Report
- Workshop of Draft Final Report with Texas Commission
PROPOSITION 1
UPDATE
Freight Advisory Committee
Texas voters approved a constitutional amendment on Nov. 4, 2014. The ballot proposition read:

_The constitutional amendment providing for the use and dedication of certain money transferred to the state highway fund to assist in the completion of transportation construction, maintenance, and rehabilitation projects, not to include toll roads._

If Proposition 1 is passed, the funds when appropriated “must be used and allocated throughout the state by the Texas Department of Transportation consistent with existing formulas adopted by the Texas Transportation Commission.”

- HB1, Third Called Session, 83rd Legislature
The Proposition 1 Stakeholder Committee recognizes that the Texas Transportation Commission is best able to adequately determine the suitability of specific funding distributions. Therefore, the committee has focused on overall strategic guidance:

- Ensure that program administration of Proposition 1 funding aligns with legislative direction and guiding principles.
- Respond to previously identified additional need of $5 billion per year for transportation statewide.
- Address transportation needs related to growing production activity in Texas' energy sector.
- Focus investments on transportation system needs strategically, being responsive to growth and supportive of the state’s current and future economic activities.
- Provide flexibility to allow for TxDOT to leverage cooperation and partnerships with MPOs and local communities to address both congestion and connectivity objectives.
In October, TxDOT received approval from the Legislative Budget Board and Governor’s Office for $402M of revenue from vehicle registration fees for priority energy sector and safety projects.

Approximately $200M for energy sector projects in active production areas of the state, with approximately 40 projects in 10-12 districts (blue dots).

Approximately $200M for safety projects, approximately 100 projects statewide in all districts (red dots).
Proposition 1 implementation process

Proposition 1 Timeline

- November 4: Voters approve proposition 1 with 80% approval.
- December 11: Economic Stabilization Fund (ESF) legislative committee established the sufficient balance of the ESF, which resulted in a $1.74 billion distribution in FY 15 to the State Highway Fund.
- December 12: Stakeholder Working Group confirmed the distribution plan by TxDOT.
- December 15: TxDOT received letters of approval from LBB and Office Of The Governor.
- December – February: coordinate with MPOs and Districts on project selection.
- February 26: Commission considers 1st update to UTP with Prop. 1 funded projects.

*Ongoing contact has been underway with members of legislature, industry and other stakeholders.*
FY 15 Proposition 1 funding distribution

- LBB approved
  - 40% for Urban Congestion
  - 30% for Rural Corridors
  - 15% for Maintenance Needs
  - 15% for Energy Sector Needs

- Traffic and congestion factors account for over 50% of the formula distribution.

- The system size and condition represent next highest factors affecting formula distribution.
Resulting distribution by district

- Energy Sector
- Maintenance
- Connectivity
- Congestion

$ -
$50,000,000
$100,000,000
$150,000,000
$200,000,000
$250,000,000
$300,000,000

- Houston
- Dallas
- San Antonio
- Fort Worth
- Austin
- Odessa
- Pharr
- Corpus Christi
- Laredo
- Yoakum
- Tyler
- Amarillo
- Beaumont
- El Paso
- Bryan
- Abilene
- Paris
- Atlanta
- San Angelo
- Wichita Falls
- Lufkin
- Childress
- Brownwood

Proposition 1 Update

December 18, 2014
Next steps

- Ongoing coordination with MPOs and Districts on distribution and eligible project funding opportunities for FY 15 distribution.
- January 29: Brief Commission on updates to UTP including Proposition 1 funding.
- February 26: Commission considers updates to UTP with Proposition 1 funded projects.
- Additional UTP updates in June and August.
- Proposition 1 funding allocations and distributions for FY 16 and beyond will be established during the upcoming legislative session.
Questions?
Texas Senate – 31 Senators

Elected Prior to 2010: 15

Elected Since 2010: 16

- 2010
- 2012
- 2014
New Texas Senate Members
Changes at TTC

Commissioner Terms

- Chairman Ted Houghton
- Fred Underwood
- Jeff Austin III
- Jeff Moseley
- Victor T. Vandergriff

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84th Session Begins
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<td>Nov. 10th</td>
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<td>Deadline for filing bills</td>
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The constitutional amendment providing for the use and dedication of certain money transferred to the state highway fund to assist in the completion of transportation construction, maintenance, and rehabilitation projects, not to include toll roads.

Passed by nearly 80%...

What next?
830 total bills filed so far

- Bills Tracked by TxDOT: 153 (18%)
- All Other Bills: 677 (82%)

Current bill total exceeds same time last session by 44%

- Previous Session: 534
- Current Session: 830
Freight-Related Legislative Proposals

- TxDOT’s Legislative Appropriations Request (LAR) includes the following freight-related items:

  **Rail** ($160.6 million FY 2016 / $374.4 million FY 2017) – Help rehabilitate state-owned rail facilities and make critical improvements to Class 1 rail lines.

  **Gulf Intracoastal Waterway** ($30 million annually) – Support the dredging and widening of Texas waterways and channels to improve access for post-Panamax ships and barges that play a key role in the energy sector.

  **Texas Ports** ($15 million annually) – Allow TxDOT to make needed capital port improvements to support the state’s expanding economy and population growth.

  **Truck Discount Toll Program** ($20 million annually) – Allow TxDOT to continue the toll discount pilot program for large trucks on TxDOT-operated segments of SH 130/SH 45 Southeast.
Other Recommendations

- Safety:
  - Establishment of Speed Limits
  - Variable Speed Limit
  - Truck Lane Restriction in Work Zones
  - Closure of unsafe off-system bridges
  - Autonomous Vehicles
Conclusion