FAST ACT FREIGHT PROVISIONS

August 2016
<table>
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<td>3. National Multimodal Freight Network</td>
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<td>4. National Highway Freight Network</td>
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<td>5. Freight Funding</td>
<td>20</td>
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<td>7. Next Steps</td>
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OVERVIEW OF THE FAST ACT

DRIVE ACT (Senate) +
STRR ACT (House) =
FAST ACT

The FAST Act is a five year, $305 billion bill that reauthorizes surface transportation programs.
Estimated Highway Account Apportionments for Texas

- 2015: $3.33 billion
- 2016: $3.50 billion
- 2017: $3.57 billion
- 2018: $3.65 billion
- 2019: $3.73 billion
- 2020: $3.82 billion
DIRECTS USDOT TO CREATE TWO NEW FREIGHT NETWORKS:

1. National Multimodal Freight Network

2. National Highway Freight Network
NMFN vs NHFN

Texas Interim Multimodal Freight Network

National Highway Freight Network: Texas

Note: For information on methodology used for tonnage allocation in this map, please see U.S. Department of Transportation, Establishment of Interim National Multimodal Freight Network, Order Number DOT-OIF-2014-003.
USDOT must complete a National Strategic Freight Plan every 5 years that will include processes for multi-state project delivery, and financial and regulatory barriers to freight movement.

USDOT released the Interim NMFN on June 6, 2016. States can offer input until September 6. Final map will be released by December 2016.

Multimodal Network will consist of:
- National Highway Freight Network
- Class 1 freight railroads
- Ports with annual foreign and domestic trade of at least 2 million short tons
- Inland and Intracoastal Waterways
- Great Lakes and St. Lawrence Seaway
- MARAD Marine Highways
- 50 US Airports with highest annual landed weight
- Other assets as identified by USDOT (i.e. short line railroads)
INTERIM NMFN—TEXAS AIRPORTS
Highway Freight Network will consist of four components:

1. **Primary Highway Freight System** – 41,518 mile network as identified by USDOT under MAP-21. (Texas mileage = 3727.77)

2. **Critical Rural Freight Corridors** – State identified network meeting certain requirements. Maximum of 150 miles or 20% of a state’s PHFS miles (Texas mileage = 745.5 miles).

3. **Critical Urban Freight Corridors** – An MPO identified network, in consultation with a state, in areas of 50,000 population or higher meeting certain requirements. Maximum of 75 miles or 10% of a state’s PHFS miles (Texas mileage = 372.7 miles).

4. **Interstates not already identified as part of the PHFS.** (Texas mileage = 95.01 miles)
Draft Comprehensive Primary Freight Network

Legend:
- Comprehensive PPN (approx. 41,000 miles based on statutory criteria)
- Remainder of the Interstate System (not part of PPN)
- Border Crossings

U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations

September 2015
TEXAS NATIONAL HIGHWAY FREIGHT NETWORK (WEST)
**CRITICAL RURAL FREIGHT CORRIDORS**

- Designated by the state
- Limited to 745.5 miles

**Criteria:**

- Cannot be in an urbanized area
  - (A) a rural principal arterial roadway with minimum of 25 percent of the AADT consisting of trucks;
  - (B) provides access to energy exploration, development, installation, or production areas;

- (C) 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;
- (D) provides access to a grain elevator or an agricultural, mining, forestry or intermodal facility;
- (E) connects to an international port of entry;

- (F) provides access to significant air, rail, water, or other freight facilities in the State; or

- (G) is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.
CRITICAL URBAN FREIGHT CORRIDORS

- Designated by the state and MPOs
  - Population over 500,000 = MPO in consultation with state
  - Population under 500,000 = State in consultation with MPO
- Limited to 372.7 miles

Criteria:

- Must be in an urbanized area
- (A) connects an intermodal facility to the PHFS, the Interstate System or an intermodal freight facility;
- (B) is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;
- (C) serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or
- (D) is important to the movement of freight within the region, as determined by the MPO or the State.
FREIGHT PROGRAM FUNDING

- TWO POTS OF MONEY FOR FREIGHT PROJECTS

FORMULA FUNDS = $6.3 BILLION OVER FIVE YEARS
$551 MILLION FOR TEXAS

DISCRETIONARY FUNDS = $4.5 BILLION OVER FIVE YEARS
<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Freight Apportionment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>$100,641,720</td>
</tr>
<tr>
<td>2017</td>
<td>$96,265,993</td>
</tr>
<tr>
<td>2018</td>
<td>$105,017,447</td>
</tr>
<tr>
<td>2019</td>
<td>$118,144,628</td>
</tr>
<tr>
<td>2020</td>
<td>$131,271,809</td>
</tr>
<tr>
<td>Total</td>
<td>$551,341,597</td>
</tr>
</tbody>
</table>
### USE OF FORMULA FUNDS

- **LIMITATION ON STATES WITH HIGH PHFS MILEAGE**
- **PROJECT ELIGIBILITIES**
  - MUST BE IDENTIFIED IN THE FREIGHT PLAN
  - MAX 10% CAN BE SPENT ON NON-HIGHWAY PROJECTS

<table>
<thead>
<tr>
<th>Inside the fence port projects</th>
<th>Project development activities</th>
<th>Construction and reconstruction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land acquisition</td>
<td>ITS freight projects</td>
<td>Environmental mitigation</td>
</tr>
<tr>
<td>Rail-highway grade separation</td>
<td>Geometric design improvements</td>
<td>Runaway and climbing truck lanes</td>
</tr>
<tr>
<td>Shoulder widening</td>
<td>Truck parking</td>
<td>Traffic signals</td>
</tr>
<tr>
<td>Work zone management</td>
<td>Ramp metering</td>
<td>Additional road capacity for hwy bottlenecks</td>
</tr>
<tr>
<td>Projects that improve the flow of freight to the NHFN</td>
<td>Diesel retrofits</td>
<td>Data collection and analysis</td>
</tr>
</tbody>
</table>
USE OF DISCRETIONARY FUNDS--FASTLANE

• FASTLANE Grants
  ➢ Program funding for FY 2016 is $759 million
  ➢ Awards announced July 6, 2016

• Competitive grant program

• Eligible projects:
  1. Highway projects on the National Highway Freight Network
  2. Highway or bridge project on the National Highway System
  3. Intermodal or freight rail projects
  4. Rail-highway grade crossing or grade separation

*Non-highway projects are limited to $500 million over 5 years
- **Project categories:**
  - Large projects (total project cost over $100 million)
    - Minimum award of $25 million
  - Small projects (total project cost under $100 million)
    - Minimum award of $5 million

- **Set asides:**
  - 10% for small projects
  - 25% for projects in rural areas

- $500 million cap for non-highway projects like freight rail or inside the fence port projects
**TXDOT FASTLANE APPLICATIONS**

### Houston Grand Parkway

**Segments H, I-1 & I-2**
- Two-lane toll facility at Segments H & I-1 with intermittent four-lane sections for passing and a four-lane toll facility at Segment I-2
- Total project cost: $1.227 billion
- FASTLANE request: $45 million

### Laredo Bundle

**Interchange at I-35 & US-59/I-69**
- US 59 mainlane overpass at I-35 and a direct connector from WB US 59 to I-35 SB.
- Total project cost: $58.6 million
- FASTLANE request: $35.16 million

### Fort Worth I-35W

**North Tarrant Express Segment 3C**
- Reconstruct two general purpose lanes in each direction, construct two managed toll lanes in each direction and continuous frontage roads for the entire 7.1 mile length extending from North Tarrant Parkway to Eagle Parkway
- Total project cost: $611.52 million
- FASTLANE request: $63 million
FY 2016 FASTLANE AWARDS

- 18 AWARDS TO 16 STATES
States are encouraged to but not required to form a state freight advisory committee.

States must develop a state freight plan in order to use freight funding:
- Must be finalized by December 2017 and updated every 5 years
- Must be fiscally constrained.
### USDOT

- Create the National Surface Transportation and Innovative Finance Bureau, which will administer FASTLANE
  - Renamed the Build America Bureau

- Issue guidance on usage of freight formulas for states without a FAST Act compliant plan

### TXDOT/TXFAC

- Update the Texas Freight Mobility Plan
  - Designate the urban and rural connectors
  - Fiscally constrained

- Determine discretionary projects
Thank You!

Melissa Meyer
TxDOT Federal Affairs
Melissa.Meyer@txdot.gov
(202) 434-0214
TEXAS FREIGHT MOBILITY PLAN IMPLEMENTATION

Texas Freight Advisory Committee
CAMBRIDGE SYSTEMATICS
TEAM INTRODUCTION
Consultant Team Introduction

Freight Planning & Analytics
Cambridge Systematics
WSP|Parsons Brinckerhoff

Project Development
Atkins
RJ RIVERA Associates

Niche Expertise & Outreach
Quetica
Nancy Ledbetter & Associates
IEM
### Overview of Team

<table>
<thead>
<tr>
<th>Transportation Focus</th>
<th>Freight Focus</th>
<th>Texas Focus</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Transportation is primary industry for all firms</td>
<td>• Leaders in freight planning and research</td>
<td>• 16 TX offices</td>
</tr>
<tr>
<td>• 6,000 U.S. transportation professionals</td>
<td>• Over 130 dedicated freight staff</td>
<td>• Over 300 transportation professionals in Texas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>including key staff</td>
</tr>
</tbody>
</table>
FREIGHT PLAN RECAP
The Freight Plan is TxDOT's first multimodal transportation plan that focuses on freight needs:

- Identifies freight transportation challenges and outlines investment strategies needed to address them
- Provides a vision for a safe, reliable, and efficient freight transportation system
- Identifies freight transportation investments critical to Texas’ economic growth and competitiveness
Texas’ Freight Transportation Challenges

CAPACITY/CONGESTION
Cost $1 billion, 7 freight bottlenecks

SYSTEM OPERATIONS
freight network, traffic management center

SAFETY
truck parking, at-grade rail crossings

CONNECTIVITY
between modes, urban/rural

INSTITUTIONAL COORDINATION
collaboration and partnerships

BORDER/PORTS – OF-ENTRY
congestion, wait times, coordination

PUBLIC AWARENESS/EDUCATION
economic impact of freight

FUNDING
invest in freight, alternative funding
Three key recommendation categories:

- Policies – enhance freight investment decision-making
- Programs – advance freight policies and address challenges
- Projects – support policy goals and programs
Key Policy Recommendation: Texas Freight Network

The Texas Freight Network provides a strategic framework for statewide transportation investment decisions.

- Invest in corridors that provide the greatest gain.
- Link modal networks.
- Design and maintain the Freight Network for future freight needs.

Implementation: UTP Project Prioritization and FAST Act Freight Funding
Texas Freight Mobility Plan Program Recommendations

8 Key Categories Program Recommendations

1. Strategic freight planning initiatives and studies
   a) Freight-Centric design guidelines
   b) Truck Parking Needs Assessment Study
   c) Economic Impact of freight

2. Education and public awareness

3. Technology and operations

4. Border and Ports-of-Entry

5. Highway

6. Rail

7. Ports and Waterways

8. Aviation
Freight Plan Project Recommendations

- 1,225 projects under development
- Estimated total cost of $49 billion

<table>
<thead>
<tr>
<th>Number of Projects</th>
<th>Estimated Cost (in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway</td>
<td>$36,585, 82%</td>
</tr>
<tr>
<td>Rail</td>
<td>$2,794, 6%</td>
</tr>
<tr>
<td>Ports and Waterways</td>
<td>$2,166, 5%</td>
</tr>
<tr>
<td>Air Cargo</td>
<td>$2,734, 6%</td>
</tr>
<tr>
<td>Border/POE</td>
<td>$549, 1%</td>
</tr>
</tbody>
</table>

44, 4% | 140, 11% | 129, 10% | 34, 3% | 878, 72%
FREIGHT PLAN IMPLEMENTATION

Since Adoption In Jan. 2016
Freight Mobility Plan – Highway Project Implementation

TFMP Highway Projects
878 Total

- 655, 75%
- 154, 17%
- 69, 8%

- Letting FY16
- Letting FY17
- Not Yet Let

Texas Freight Advisory Committee
Fiscal Year 2016:

- 10 projects from the Texas Freight Mobility Plan submitted for $98.6 million apportionment for Texas under the National Highway Freight Program.
- Projects submitted meet the following criteria
  - FHWA-designated Primary Highway Freight System
  - Included the Texas Freight Mobility Plan
<table>
<thead>
<tr>
<th>DIST DATE</th>
<th>CCSJ</th>
<th>CSJ</th>
<th>BREAKOUT_COST</th>
<th>FREIGHT AMOUNT</th>
<th>FREIGHT NOTE</th>
<th>County</th>
<th>HIGHWAY_NUMBER</th>
<th>TYPE_OF_WORK</th>
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<td>2016/04</td>
<td>0017-10-273</td>
<td>0017-10-273</td>
<td>4,558,363.86</td>
<td>4,558,363.86</td>
<td>FULL BEXAR</td>
<td>IH 35</td>
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<td>REPLACE BRIDGE AND APPROACHES</td>
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<tr>
<td>2016/05</td>
<td>2374-04-077</td>
<td>2374-04-077</td>
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<td>32,074.80</td>
<td>FULL DALLAS</td>
<td>IH 20</td>
<td></td>
<td>INTERSECTION IMPROVEMENTS</td>
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<td>2016/06</td>
<td>0275-01-177</td>
<td>0275-01-177</td>
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<td>3,500,000.00</td>
<td>FULL POTTER</td>
<td>IH 40</td>
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<td>REPLACE EXISTING BRIDGE</td>
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<tr>
<td>2016/06</td>
<td>0275-01-177</td>
<td>0275-01-176</td>
<td>3,500,000.00</td>
<td>3,500,000.00</td>
<td>FULL POTTER</td>
<td>IH 40</td>
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<td>REPLACE EXISTING BRIDGE</td>
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<tr>
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<td>0275-01-177</td>
<td>0275-01-173</td>
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<td>4,000,000.00</td>
<td>FULL POTTER</td>
<td>IH 40</td>
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<td>REPLACE EXISTING BRIDGE</td>
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<td>2016/06</td>
<td>0275-01-177</td>
<td>0275-01-174</td>
<td>4,000,000.00</td>
<td>4,000,000.00</td>
<td>FULL POTTER</td>
<td>IH 40</td>
<td></td>
<td>REPLACE EXISTING BRIDGE</td>
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<td>2016/06</td>
<td>0015-13-380</td>
<td>0015-13-380</td>
<td>11,391,200.00</td>
<td>11,391,200.00</td>
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<td>IH 35</td>
<td></td>
<td>OPERATIONAL IMPROVEMENTS</td>
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<td>2016/06</td>
<td>0015-13-378</td>
<td>0015-13-378</td>
<td>54,488,000.00</td>
<td>54,488,000.00</td>
<td>FULL TRAVIS</td>
<td>IH 35</td>
<td></td>
<td>OPERATIONAL IMPROVEMENTS</td>
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<td>2016/08</td>
<td>2374-04-049</td>
<td>2374-04-049</td>
<td>1,690,939.00</td>
<td>1,690,939.00</td>
<td>FULL DALLAS</td>
<td>IH 20</td>
<td></td>
<td>CONSTRUCTION OF FRONTAGE ROAD</td>
</tr>
<tr>
<td>2016/11</td>
<td>0675-07-096</td>
<td>0675-07-096</td>
<td>123,800,000.00</td>
<td>11,468,308.34</td>
<td>PARTIAL WALKER</td>
<td>IH 45</td>
<td></td>
<td>WIDEN FREEWAY (SIX LANES)</td>
</tr>
</tbody>
</table>

<p>| | | | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
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<th></th>
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</thead>
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<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td>98,628,886.00</td>
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<td><strong>Apportionment</strong></td>
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<td>98,628,886.00</td>
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<td><strong>Difference</strong></td>
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<td>0.00</td>
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</table>
# 2016 FAST Act Discretionary Grant Applications

## IH-35 Laredo Bundle

### FASTLANE Grant Application

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name</td>
<td>IH-35 – Laredo Bundle</td>
<td></td>
</tr>
<tr>
<td>Previously Incurred Project Cost</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Future Eligible Project Cost</td>
<td>$38,600,000</td>
<td></td>
</tr>
<tr>
<td>Total Project Cost</td>
<td>$58,600,000</td>
<td></td>
</tr>
<tr>
<td>NSFHP Request</td>
<td>$35,160,000</td>
<td></td>
</tr>
<tr>
<td>Total Federal Funding (including NSFHP)</td>
<td>$50,810,000</td>
<td></td>
</tr>
<tr>
<td>Are matching funds restricted to a specific project component? If so, which one?</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Is the project or a portion of the project currently located on National Highway Freight Network?</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Is the project or a portion of the project located on the National Highway System?</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Does the project add capacity to the interstate system?</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Is the project in a national scenic area?</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Do the project components include a railway-highway grade crossing or grade separation project?</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Does the project component include an intermodal or freight rail project, or finished project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>If answered yes to either of the two component questions above, how much of the associated NSFHP funds will be spent on each of those project components?</td>
<td>$0.0</td>
<td></td>
</tr>
<tr>
<td>State(s) in which project is located</td>
<td>Texas</td>
<td></td>
</tr>
<tr>
<td>Small or large project</td>
<td>Small</td>
<td></td>
</tr>
<tr>
<td>Also submitting an application to TIGER for this project?</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Urbanized Area in which project is located, if applicable</td>
<td>Laredo</td>
<td></td>
</tr>
<tr>
<td>Population of Urbanized Area</td>
<td>636,520</td>
<td></td>
</tr>
<tr>
<td>Is the project currently programmed in the: (please specify in which plans the project is currently programmed)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIP</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>NIP</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>State Long Range Transportation Plan</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>State Freight Plan</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

### PROJECT LOCATION MAP

- IH-35 Laredo Bundle
- Future IH-69
- Future IH-69W
- World Trade Bridge
- Gateway to the Americas Bridge
- Juarez-Lincoln Bridge
- Laredo
- Mexico

---

Texas Freight Advisory Committee  
August 4, 2016
## 2016 FAST Act Discretionary Grant Applications

### Grand Parkway Segments H, I-1, and I-2

**FASTLANE Grant Application**

<table>
<thead>
<tr>
<th>Project Name</th>
<th>SH-99 (Grand Parkway) - Segments H, I-1, I-2A and I-2B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Project Cost</td>
<td>$1,241,000,000</td>
</tr>
<tr>
<td>NSFHP Request</td>
<td>$14,000,000</td>
</tr>
<tr>
<td>Total Federal Funding (including NSFHP)</td>
<td>$1,255,000,000 (NSFHP plus TIFIA request amount)</td>
</tr>
</tbody>
</table>

**Are matching funds restricted to a specific project component?**
- No
  - However, potential to be part of Critical Rural Freight Corridor designation

**Is the project or a portion of the project currently located on National Highway Freight Network?**
- No

**Is the project or a portion of the project located on the National Highway System?**
  1. Does the project add capacity to the Interstate system? Yes
  2. Is the project in a national scenic area? No
  3. Do the project components include a railway-highway grade crossing or grade separation project? Yes
  4. Do the project components include an intermodal or freight rail project, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility? Yes
  5. If answered yes to either of the two component questions above, how much of requested NSFHP funds will be spent on each of these projects/components? 10.0%

**State(s) in which project is located:**
- Texas

**Small or large project:**
- Large

**Also submitting an application to TIDEX for this project?**
- No

**Urbanized Area in which project is located, if applicable:**
- Houston

**Population of Urbanized Area:**
- 4.9 million

**Is the project currently programmed in ...**
- TP
- GTP
- NHTSAP Long Range Transportation Plan
- State Long Range Transportation Plan
- State Freight Plan
- Yes

---

**PROJECT LOCATION AND STATUS MAP**

**SH-99 (Grand Parkway)**

- **Highways:**
  - Interstate
  - U.S.
  - State
  - Urban/Rural

- **Area of Interest:**
  - Cedar(shows)
  - Cedar Port
  - Port of Houston
  - City Boundary

- **Map Scale:** 1:100,000

---

Texas Freight Advisory Committee

August 4, 2016
## 2016 FAST Act Discretionary Grant Applications

### I-35W North Tarrant Express Segment 3C

**FASTLANE Grant Application**

<table>
<thead>
<tr>
<th>Category</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Previously Incurred Project Cost</td>
<td>$2,772,325.79</td>
</tr>
<tr>
<td>Future Eligible Project Cost</td>
<td>$611,528.00</td>
</tr>
<tr>
<td>Total Project Cost</td>
<td>$3,383,853.79</td>
</tr>
<tr>
<td>NSFHP Request</td>
<td>$63,000.00</td>
</tr>
<tr>
<td>Total Federal Funding (including NSFHP)</td>
<td>$3,446,853.79</td>
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**Questions:**

- Are matching funds restricted to a specific project component? Yes
- If so, which one? ROW acquisition, workplan, ramp, and intersection improvements
- Is the project or a portion of the project currently located on National Highway Freight Network? Yes
- Does the project add capacity to the Interstate system? Yes
- Is the project in a national scenic area? No
- Do the project components include a railway-highway grade crossing or grade separation project? No
- If answered yes to either of the two component questions above, how much of requested NSFHP funds will be spent on each of these projects? N/A
- State(s) in which project is located: Texas
- Size of project: Large
- Urbanized Area in which project is located? Dallas-Fort Worth-Arlington (5,121,892)
- Is the project currently programmed in the TIP? Yes
- Is the project within a TIP? Yes
- Is the project within a Long Range Transportation Plan? Yes
- Is the project within a State Long Range Transportation Plan? Yes
- Is the project within the State Freight Plan? Yes

**Map: I-35W (North Tarrant Express) Segment 3C**

- Approximation of the Alliance Texas Intermodal Center
- Alliance Intermodal Facility
- Alliance Airport
- Union Pacific Railroad
- BNSF Railway

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Texas Freight Advisory Committee

August 4, 2016
DISCUSSION
FREIGHT PLAN IMPLEMENTATION

Path Forward
Freight Plan Implementation

- Stakeholder Engagement and Outreach
- Strategies for Immediate Implementation
- Freight Network Masterplan
- Prioritization for Long-term Program
Texas Freight Mobility Plan Implementation

- Program Recommendations:
  1. Freight-Centric design guidelines
  2. Truck Parking Needs Assessment Study
  3. Economic Impact of freight
- Freight Network Master Plan and Project Prioritization
- Freight Plan Update to meet FAST Act requirements
Stakeholder Engagement and Outreach

**Telling the Freight Story**
- Communicate role of freight in supporting lifestyle
- Economic importance of freight – Making the business case

**Regional Workshops**
- Provide update on TFMP, Solicit input from public and private sector on critical corridors and masterplan
- Present draft updated TFPM

**Website and Newsletters**
- Provide timely updates via TxDOT website
- Quarterly newsletters with update and profiles of freight activities/stakeholders
Strategies for Immediate Implementation

- Develop FAST Act Compliant Plan
- Cross-tabulation of UTP projects in DCIS with high freight priorities
- Develop freight-centric design standards and specifications
- Develop a freight component within the TxDOT UTP process
- Identify TFMP recommendations that can be advanced to further project development
- Identify candidates for FASTLANE grants
Develop Texas Freight Network Masterplan

- Conduct Scenario Planning Workshops
- Maintain Open Channels of Stakeholder Communications
- Ensure Project/Policy Synergy
- Institutionalize Methods for Making the Business Case for Freight
DISCUSSION
FREIGHT PLAN PROJECT
PRIORITIZATION
Identify and prioritize projects which address needs

Freight Network Needs

| Planned Projects | Additional Needs |

Coordination

| TxDOT Districts | Statewide MPOs |

Prioritized Freight Improvements
Texas Freight Network Masterplan

- Allows TxDOT to prioritize projects including key gateways, nodes and intermodal connectors, while also recognizing policies and programs benefit all components of the network
- Establishes Freight Industry Working Groups (FCWG)
- Prioritization process developed in coordination with TxDOT using the collective input from FAC and the FCWGs
- The result is a program of prioritized projects organized around supply chains of key industries allowing for both individual supply chain masterplans as well as a statewide multimodal freight masterplan.
Benefits of Masterplan Approach

- Ability to prioritize across modes
- Addresses both urban and rural regions
- Aligns with funding allocations/opportunities
- Incorporate freight into corridor and long range plans and better understand agglomeration effects of a program of projects
- Can mitigate the challenge of political feasibility of any prioritization process that picks "winners and losers" by designating priorities for key supply chains across entire state
DISCUSSION
DEVELOPING A FAST ACT COMPLIANT FREIGHT PLAN
Key Work Tasks

Designate Critical Corridors
- Urban (373.78 miles)
- Rural (745.55 miles)

Develop Performance Measures
- Meet Federal requirements
- TxDOT specific measures

Develop Freight Investment Plan
- Examine TMFP for projects on NPFN
- Coordinate with FAC, districts, MPOs and stakeholders
Texas Freight Mobility Plan Update to include FAST ACT required provisions:

- Must be updated and submitted to USDOT by December 1, 2017
- Critical Rural and Urban Freight Corridors – determined through state analysis and stakeholder input.
- Consideration of significant congestion or delay caused by freight movements and strategies to mitigate that congestion or delay.
- Fiscally Constrained Investment Plan (project listings) – funding for completion of listed projects to be available within the time period identified in the freight investment plan.
Freight Plan Update

- Tentative Freight Plan update timeline (14-16 months)
  - Stakeholder engagement: Regional freight stakeholder workshops
  - Designate the Urban and Rural Critical Freight Corridors and submit to FHWA by December 2017
  - Update Texas Freight Network
  - Further address congestion and delay caused by freight movements and identify mitigation strategies.
  - Determine that included projects have sufficient funding.
  - Determine discretionary projects.

- Updated Texas Freight Mobility Plan by October 2017 and submit to FHWA by December 1, 2017
FAST Act Required Provisions for Freight Plan

- **Critical Rural Freight Corridors** – A state identified network meeting certain requirements. Maximum of 150 miles or 20% of a state’s PHFS miles (Texas mileage = 745.5 miles).

- **Critical Urban Freight Corridors** – An MPO identified network, in consultation with the state, in areas of 50,000 population or higher meeting certain requirements. Maximum of 75 miles or 10% of a state’s PHFS miles (Texas mileage = 372.7 miles).

- **Fiscally Constrained Investment Plan** (project listings) – Funding for completion of listed projects can reasonably be anticipated to be available for the project within the time period identified in the freight investment plan.
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.
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
Designating Corridors

- MPOs with population above 500,000 will designate urban corridors in their region
- TxDOT lead designation of urban in other MPOs and all rural corridors
- Coordinate with districts
- In short-term:
  - Tie to existing UTP and projects in DCIS that address freight needs
- In long-term
  - Modify based on Texas Freight Network Masterplan implementation
Develop Freight Performance Measures

- MAP-21 Proposed Measures
  - Truck Travel Time Reliability (Percentage of Interstate System Mileage providing for Reliable Truck Travel Times)
  - Mileage Uncongested (Percentage of Interstate System Mileage uncongested)
- Coordinate with statewide planning efforts to integrate freight in broader statewide measures
**Freight Performance Measures**

**Purpose:**
- Establish indicators or metrics to assess the degree to which goals/objectives are being achieved, and over time how the performance of the freight system is changing.

**Selection Criteria:**
1. Availability of data
2. Relationship to the physical performance or economic value of freight movement
3. Linkage to goals and objectives
4. Emphasis on public sector action or investment
5. Ability to be predicted in plan horizon years
6. Comprehensible and understandable
Commonly Used Performance Measures Relate to:

- System use
- Operating performance
- Reliability
- Accessibility
- Safety
- Environment
- Competitive economy
Develop Freight Investment Plan

- State freight plans required, including 5-year investment plan with priority projects
  - Identifies use of National Freight Program formula freight funds
  - Project list may be updated more often than 5-year state plan cycle

- Useable on:
  - PFHN
  - Critical urban corridors
  - Critical rural corridors
  - Portions of interstate system not part of PFHN

- Averages about $110 million annually for Texas
Texas Eligible Miles

- PFHN - 3652.59 miles
- PFHN Intermodal Connectors – 75.18 miles
- Interstates not on PFHN – 95.01 miles
- Critical urban and rural corridors
# FAST Act Plan Timeline

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DISCUSSION