Texas Freight Advisory Committee December 13, 2016

Texas Freight Advisory Committee

December 13, 2016

Developing a FAST ACT Compliant Plan
Texas Freight Advisory Committee

### Update Assessment Matrix

- **FAST Act Requirements**
- **TxDOT and TxFAC Priorities**
- **Update Work Plan & Outreach**

#### Data refresh and refresh

#### Enhancements and expansions

#### 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
projects and describes how funds made available to carry out 23 U.S.C. 167 would be

A freight investment plan that, subject to 49 U.S.C. 70202(c), includes a list of priority

strategies the State is employing to address those freight mobility issues;

State, and for those facilities that are State owned or operated, a description of the

that may be required to reduce or impede the deterioration;

In the case of roadways on which travel by heavy vehicles (including mining,

freight movement, were considered;

A description of how innovative technologies and operational strategies, including

Consideration of any significant congestion or delay caused by freight movements and

• critical rural and urban freight corridors designated within the State under section

• multimodal critical rural freight facilities and corridors designated within the State

When applicable, a listing of:

An identification of significant freight system trends, needs, and issues with respect to

V. State Freight Plans—Required Elements

I. Executive Summary

II. Permitting, Development, and Construction

III. Freight Facility Plans

IV. State Freight Plans—Required Elements

• Critical Freight Corridors

• Transportation Planning

• Economic Context of Freight

• Freight Policies, Strategies, and Performance Measures

• Freight Transportation System

• Freight Transportation Improvement Strategy

• Freight Transportation Implementation Plan

A. 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.

B. New FAST Act requirements

C. Enhancements and expansions
### New FAST Act Elements

<table>
<thead>
<tr>
<th>Designate Critical Corridors</th>
<th>Develop Performance Measures</th>
<th>Develop Freight Investment Plan</th>
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<tr>
<td>• Urban (373.78 miles)</td>
<td>• Meet Federal requirements</td>
<td>• Examine TMFP for projects on NPFN</td>
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<td>• Rural (745.55 miles)</td>
<td>• TxDOT specific measures</td>
<td>• Examine UTP projects</td>
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<td>• Coordinate with FAC, districts, MPOs and stakeholders</td>
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### 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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**TxFAC Input**

- What worked well with TFMP?
- What could be enhanced?
- What could be added?
- What are priorities?

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Texas Department of Transportation

DESIGNATING CRITICAL URBAN AND RURAL CORRIDORS

Proposed Approach
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
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

Example System Designation Process

TFMP Goals
- Safe and efficient freight movement
- Maintain and enhance state of good repair
- Multimodal connectivity
- Embrace environmental stewardship and technological innovations

Analysis
- General economic analysis
- Goods movement analysis
- Supply chain analysis for targeted industries
- Market connectivity & accessibility analysis

Modal designation
- Highways
- Intermodal connectors
- Marine
- Rail
- Aviation
- Pipeline
Methodology

- Develop metrics for each goal and analysis area
- Quantify value for each metric
- Each metric would be assigned a scoring system based on distribution of values (e.g., 5 for highest range and 1 for lowest range)
- The scores would be summed across all the metrics for each facility
- Facilities would be ranked based on total scores
- The resulting critical facilities evaluated for project readiness and funding availability for final designation
- Incorporate/compare against MPO input

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
Goods Movement Analysis Metrics

- Truck volumes
- Truck percentages
- Truck travel time
- Change in Truck VMTs/VHTs
  - Absolute
  - Normalized by lane mile
  - By trip type – local, regional, long distance
- Commodity tonnage and value

Supply Chain Analysis Metrics

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

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

DISCUSSION
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
- The investment plan will not just include PFHN funded projects, but also projects in the UTP and other multimodal projects within the 5yrs as well as longer term
**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

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**Freight Plan - Highway Project Prioritization**

Identify and prioritize projects which address needs

<table>
<thead>
<tr>
<th>Freight Network Needs</th>
<th>Planned Projects</th>
<th>Additional Needs</th>
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<tbody>
<tr>
<td>Coordination</td>
<td>TxDOT Districts</td>
<td>Statewide MPOs</td>
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<td>Prioritized Freight Improvements</td>
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</table>

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Use Designation Tool as Foundation for Prioritization

TFMP Goals
- Safe and efficient freight movement
- Maintain and enhance state of good repair
- Multimodal connectivity
- Embrace environmental stewardship and technological innovations

Analysis
- Economic Growth and Prosperity
- Economic Analysis: Benefit cost and economic impact analysis measures
- Goods Movement Analysis: Truck travel time reliability impacts, Bottleneck mitigation
- Supply Chain Analysis: Resiliency impacts, Competitiveness impacts
- Accessibility and Connectivity Analysis: Expansion of travel sheds

Project Scoring
- Highways
- Intermodal connectors
- Marine
- Rail
- Aviation
- Pipeline

Potential Project Prioritization Metrics
STAKEHOLDER ENGAGEMENT

Stakeholder Outreach Plan

- Regional workshops – 2 rounds
- Electronic newsletter and updates
- Website updates
- Stakeholder interviews
Regional Workshops

- Round 1
  - Recap TFMP status and update plan
  - Focused input on:
    - System designation including critical urban and rural corridors
    - Trends and policies influencing near-term and long-term freight flows
- Round 2
  - Overview of revised freight stats and forecasts
  - Focused input on:
    - Key supply chain challenges and opportunities
    - Policy and program recommendations
    - Freight investment plan

Regional Workshops – Round 1

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

**Week 2**
- Feb. 8 – Atlanta/Texarkana, Feb. 9 – Dallas/Fort Worth

**Week 3**

**Week 4**
- Feb. 28 – Beaumont, March 1 – Houston, March 2 – San Antonio
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FAST Act Plan Timeline

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<th>Months</th>
<th>Dec 16</th>
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<th>Mar 17</th>
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Decision points

Texas Freight Advisory Committee

December 13, 2016

FREIGHT PLAN IMPLEMENTATION PRIORITIES
Texas Freight Mobility Plan Implementation

- Program Recommendations:
  I. Freight-Centric design guidelines
  II. Truck Parking Needs Assessment Study
  III. Economic Impact of freight
- Freight Network Master Plan and Project Prioritization

Strategies for Immediate Implementation

- Tell Texas Freight Economic Story
- 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
Strategies for Long-term Implementation

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

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 FCWG
- 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
| Chapter 3: Introduction | Provides an overview of the Texas freight system, including the role of freight in the economy, and discusses the freight goals of the State. |
| Chapter 4: Freight Policies, Strategies, and Priorities | Describes Texas freight policies and strategies, and includes funding considerations, freight-related institutions, and freight planning activities and priorities. |
| Chapter 5: State Freight Context of Freight Planning | Discusses the Texas’ decision-making process for freight transportation improvements, including outreach to identified needs. |
| Chapter 6: Conditions and Institutions - Develops and affects freight system across the state. |
| Chapter 7: Freight Forecast - Analyzes the anticipated amount of freight by mode in the future. |
| Chapter 8: Trends, Issues and Weaknesses of the State’s Freight System - Analyzes the potential revenue-generating projects, projects and policies that will address current and future needs. |
| Chapter 9: Strengths and Performance of the State’s Freight System - Analyzes the conditions and performance of freight by mode in the future. |

State Freight Plans—Required Elements

1. **Guide the freight-related transportation investment decisions of the State:**
   - When applicable, a listing of:
     - multimodal critical rural freight facilities and corridors designated within the State.
     - multimodal critical freight corridors designated within the State under section 70103 of title 49 (National Multimodal Freight Network).
     - TXDOT-defined critical freight corridors designated within the State under section 70103 of title 49 (National Multimodal Freight Network).

2. **A description of how the plan will improve the ability of the State to meet the national multimodal freight policy goals described in section 70101(b) of title 49, United States Code and the national highway freight program goals described in section 167 of title 23;**

3. **A description of how innovative technologies and operational strategies, including freight planning activities and Texas’ strategic freight planning efforts, will improve the safety and efficiency of the freight system.**

4. **A description of how the plan will improve the ability of the State to meet the national multimodal freight policy goals described in section 70101(b) of title 49, United States Code and the national highway freight program goals described in section 167 of title 23;**

5. **A description of how the plan will improve the ability of the State to meet the national multimodal freight policy goals described in section 70101(b) of title 49, United States Code and the national highway freight program goals described in section 167 of title 23;**

6. **In the case of roadways on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of the roadways, a description of improvements that may be required to reduce or impede the deterioration;**

7. **An inventory of facilities with freight mobility issues, such as bottlenecks, within the State;**

8. **Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay;**

9. **Projects and describes how funds made available to carry out 23 U.S.C. 167 would be invested and matched; and**

10. **Consultation with the State Freight Advisory Committee, if applicable.**

Legend:

- **Bold:** Elements that are required.
- **Italic:** Elements that are recommended.
- **Underline:** Elements that are optional.

No elements are needed.
Port Connectivity Study

- Objectives:
  - Develop an understanding of landside road and rail connectivity issues and needs at key Texas seaports.
    - Focus on ports that handle the majority of cargo
  - Identify viable solutions to connectivity needs.
  - Inform department decision making with respect to landside infrastructure investments.
  - Coordinate with and support the Texas Freight Mobility Plan update to ensure seaport needs are considered.
### Port Connectivity Study

- **Approach:**
  - Review existing information.
  - Assess current and future connectivity needs and issues.
    - Stakeholder interviews – Ports, MPOs, TxDOT Districts, local governments, private industry
  - Identify and develop alternatives.
    - Evaluate and prioritize based on project readiness and feasibility
  - Identify funding and financing options.
    - Map road projects to funding programs
    - Segregate by implementation timeframe (near-, mid-, and long-term)
  - Develop an implementation strategy.

- **Outcomes:**
  - Identification of Critical Urban/Rural Freight Corridors (CUFC/CRFC) serving the ports.
  - Prioritized landside connectivity projects for the Freight Plan.
  - Phased implementation strategy.
    - Traditional TxDOT road projects
      - For use by TxDOT Districts when executing Freight Plan projects
    - Multimodal projects for potential TIGER/FASTLANE funding
      - Assess data gaps and requirements to prepare effective applications
Port Connectivity Study

- **Current Status:**
  - Collection and review of current studies and information (underway).
    - Data library of resources is being developed
  - Interviews (underway).
    - Port interviews are complete
    - TxDOT Districts – 60% complete
    - MPO’s – 80% complete
    - Railroads – 33% complete
    - Industry - Scheduled for January 2017 due to holiday season
  - Development of a GIS framework for proposed projects (underway).

- **Preliminary findings:**
  - Many of the key freight routes requiring improvement are city and county owned roadways outside the purview of TxDOT.
  - Coordination for FASTLANE grants between the ports, the TxDOT Districts, and the MPO’s needs improvement.
    - What’s a priority for a port may not align with the priorities of the MPO or TxDOT and projects end up competing against one another
  - Continued coordination on designation of CUFC/CRFC to ports.
Port Connectivity Study

- **Future Actions:**
  - Complete the review of existing information and the data library (Jan 17).
  - Complete interviews (Jan 17).
  - Develop a listing of key road/railroad connections to Texas Ports and identify chokepoints, operational issues, and assess their performance (Mar 17).
  - Complete the development of a digital GIS file illustrating the key road/rail connections and chokepoints.
  - Identify projects that will enhance freight connectivity to the ports (Jun 17).
  - Continue to coordinate our efforts with the TxDOT Freight Advisory Committee and working group.
The Need for Corridor Planning

- TxDOT must address:
  - Population growth
  - Congestion increases
  - Connectivity needs
  - Safety concerns
  - Freight needs
  - Aging corridors
- At the same time, TxDOT must deliver the right projects
  - Develop corridor plans as decision-making tools for Districts and Administration
  - Emphasis on project prioritization and performance measures
The Goal of Corridor Planning

A Corridor Implementation Plan/ Development Strategy

- A program of projects based on needs and performance measures to address concerns
- Identifies near-, mid-, and long-term projects for the corridor
- Identifies the funding needs for those projects
- A tool for the TxDOT Districts to use in programming their projects
Completed and Ongoing Corridor Studies

- I-20 East Texas Corridor Plan
- I-27/Ports to Plains Initial Needs Assessment
- US 287 Needs Assessment
- US 281 Needs Assessment
- I-69 Corridor Implementation Strategy
- I-35 Statewide Corridor Plan and Development Strategy
- I-30 East Texas Development Strategy
- I-20 Permian Basin Corridor Study
- I-10 Corridor Study (San Antonio to Columbus)
- I-37 Development Strategy
- Central Texas Corridor (US 190/I-14) Needs Assessment
- US 69 Needs Assessment
- US 96 Needs Assessment

Corridor Planning Future Activities

- Recommendations from:
  - Texas Transportation Plan (TTP) 2040
  - Texas Freight Mobility Plan
- Continue focus on “rural” interstates
- Needs assessments on other Texas Trunk System and National Highway System (NHS) corridors
- Ambitious goal of developing tool based on performance measures to prioritize corridors study needs
## Texas Trunk System Re-evaluation

“The Trunk System is a network of rural divided highways that complements and includes elements of the Interstate Highway System.”

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<thead>
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<th>Year</th>
<th>Event</th>
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<tbody>
<tr>
<td>Mid-1980s</td>
<td>Downturn in Texas economy.</td>
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<tr>
<td>1988</td>
<td>Development of the Texas Highway Trunk System.</td>
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<td>1991</td>
<td>Development of the National Highway System.</td>
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<td>1998</td>
<td>Changes in the Texas Trunk System project selection process from Cost Effectiveness Index to Priority Corridors.</td>
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<tr>
<td>2016</td>
<td>Re-evaluate the Trunk System and develop a Refined Trunk System.</td>
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### Original Texas Trunk System Criteria

- The total mileage of the Trunk system is limited to 11,500 miles.
- Maximize the use of existing four-lane divided roadways.
- Minimize circuitous or indirect routing.
- Connect to principal roadways from adjacent states (AADT ≥ 1,000).
- Connect to principal deep-water ports with channel depths of 40 feet or more.
- Connect to principal Mexican points of entry (AADT ≥ 5,000).
- Serve significant military or other national security installations.
- Serve tourism and/or recreational areas.
- Comprise major truck routes (Trucks/day ≥ 1,850).
- Be located within 25 miles or less of cities of 10,000 population or greater.
Texas Trunk System Re-evaluation Study Goals

- Evaluate existing criteria based on current conditions to determine:
  - If criteria needs to be refined,
  - If new criteria should be recommended, or
  - Both
- Update the Texas Trunk System network
- Consider the inclusion of new facility standards
- Prioritize and define strategies for implementing remainder of the system

Texas Trunk System Re-evaluation Process

1. Original Trunk System Evaluation
   - Check the status of the current network
   - Check if it meets all criteria
   - Assess its relation to other networks

2. Gap Analysis
   - Develop a new trunk system
   - Modify criteria to make them more specific
   - Consider new thresholds for given criteria
   - Consider new criteria
   - Consider new facility types

3. Prioritization and Classification
   - After having a new complete trunk system, classify into new categories.
   - Determine prioritization criteria for future improvements.
   - Determine list of corridors for future studies.
Texas Freight Advisory Committee Meeting

Original Texas Trunk System Evaluation

Interstate Highways = 2,180 miles
Phase 1 = 1,671 miles
Other Trunk Highways = 6,182 miles
Total miles = 10,033 miles

31 counties are not crossed by a Trunk Highway; totaling 1% of Texas’ population.

Current Trunk System satisfies most criteria.

<table>
<thead>
<tr>
<th>Current Cross Section</th>
<th>Interstate</th>
<th>Phase 1</th>
<th>Other</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two-Lane</td>
<td>Super 2 (three lane)</td>
<td>0 mi</td>
<td>926</td>
<td>3,210</td>
</tr>
<tr>
<td>Four-lane (or more) Undivided</td>
<td>0 mi</td>
<td>244</td>
<td>955</td>
<td>1,199</td>
</tr>
<tr>
<td>Four-lane (or more) Divided</td>
<td>2,179 mi</td>
<td>902</td>
<td>2,017</td>
<td>5,098</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,179 mi</td>
<td>1,872 mi</td>
<td>6,182 mi</td>
<td>10,033 mi</td>
</tr>
</tbody>
</table>

Texas Trunk System Criteria Review

<table>
<thead>
<tr>
<th>Original Criteria</th>
<th>Suggested Refinements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connect populations of 20,000 or more.</td>
<td>✓</td>
</tr>
<tr>
<td>Maximize the use of existing four-lane divided roadways.</td>
<td>✓</td>
</tr>
<tr>
<td>Minimize circuitous or indirect routing.</td>
<td>✓</td>
</tr>
<tr>
<td>Connect with principal roadways from adjacent states (AADT ≥ 1,000).</td>
<td>✓</td>
</tr>
<tr>
<td>Connect with principal deep-water ports with channel depths of 40 feet or more.</td>
<td>✓</td>
</tr>
<tr>
<td>Connect with principal Mexican points of entry.</td>
<td>✓</td>
</tr>
<tr>
<td>Serve significant military or other national security installations.</td>
<td>✓</td>
</tr>
<tr>
<td>Serve tourism and/or recreational areas.</td>
<td>?</td>
</tr>
<tr>
<td>Comprise major truck routes.</td>
<td>?</td>
</tr>
<tr>
<td>Be located within 25 miles or less of cities of 10,000 population or greater.</td>
<td>?</td>
</tr>
<tr>
<td>The total mileage of the Trunk System is limited to 11,500 miles.</td>
<td>?</td>
</tr>
</tbody>
</table>
## Texas Trunk System Gap Analysis

### Developing the Refined System

- **Internal Trunk System**
  - Population Analysis
  - Tourism and Recreational Areas
  - Military Institutions
  - Educational Institutions
- **External Trunk System**
  - Domestic Border Crossings
  - Mexican Points of Entry
  - Deep-water Ports
- **Decision points for candidate links**
  - Highway Designation
  - Cross Section
  - Planned/Programmed Improvements
  - Circuity
  - Annual Average Daily Traffic
  - Network Continuity and Connectivity
  - Population
  - Gravity Factor

## Texas Trunk System Re-evaluation Next Steps

- Continue data refinement and verification
- Continue to develop recommendations on:
  - Criteria refinements
  - Changes to the network
- Determine outreach activities to gather input on recommendations
- Develop prioritization criteria
  - Use performance measures in legislation
  - Funding availability/cost of improvements
  - Other network priorities such as freight and evaluation needs
Questions..?

Roger A. Beall, P.E.
Corridor Planning Branch Manager
Transportation Planning and Programming
512/486-5154

Roger.Beall@txdot.gov
Welcome

the port that works

Port of Brownsville

- Located at the southernmost tip of Texas (17-mile long channel) that meets the Gulf of Mexico at the Brazos Santiago Pass
- Port owns waterfront facilities on the Brownsville Ship Channel

Water Depths:
- 44 ft. at entrance
- 42 ft. up to and in Turning Basin
- 36 ft. at Turning Basin
Port Overview

- Strategically located as the only deepwater seaport on the U.S. and Mexico Border.
- Largest land owner public port authority in the U.S.
- Largest domestic fabricator of new offshore oil drilling platforms.
- Recognized worldwide as the premiere port in U.S. for ship recycling.
- Foreign Trade Zone No. 62 ranked No. 2 nationally in exports.

Port Infrastructure

<table>
<thead>
<tr>
<th>Land</th>
<th>Access to Nationwide Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port owns 40,000 +/- acres</td>
<td>Rail</td>
</tr>
<tr>
<td>Waterfront facilities on the Brownsville Ship Channel</td>
<td>Union Pacific, BNSF, KCSM, BRG</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Docks</th>
<th>Interstates</th>
</tr>
</thead>
<tbody>
<tr>
<td>13 Cargo Docks</td>
<td>I-69 connectivity via State Highway 550 (I-169)</td>
</tr>
<tr>
<td>5 Liquid Cargo Dock</td>
<td></td>
</tr>
<tr>
<td>Liquid Cargo Dock 6</td>
<td></td>
</tr>
<tr>
<td>construction will commence in Q1 2017</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Storage</th>
<th>Gulf Intracoastal Waterway</th>
</tr>
</thead>
<tbody>
<tr>
<td>635,000 sq. ft. covered storage</td>
<td>Pipeline connectivity to U.S. &amp; Mexico</td>
</tr>
<tr>
<td>Over 3 million sq. ft. open storage</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Water depths</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>44 Ft. at entrance</td>
<td></td>
</tr>
<tr>
<td>42 ft. up to and in Turning Basin</td>
<td></td>
</tr>
<tr>
<td>36 ft. at Turning Basin</td>
<td></td>
</tr>
</tbody>
</table>
Port of Brownsville Cargo Statistics

**Cargo Movement 2015**

<table>
<thead>
<tr>
<th>Category</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liquid Cargo</td>
<td>4,246,780</td>
</tr>
<tr>
<td>Dry-Break</td>
<td>4,060,837</td>
</tr>
<tr>
<td>Non-Waterborne Cargo</td>
<td>1,020,497</td>
</tr>
<tr>
<td>Pipeline</td>
<td>739,217</td>
</tr>
<tr>
<td>Total</td>
<td>10,067,331</td>
</tr>
</tbody>
</table>

**Cargo Movement 2010-2016**

<table>
<thead>
<tr>
<th>Year</th>
<th>Short Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>3,1689</td>
</tr>
<tr>
<td>2011</td>
<td>31,747</td>
</tr>
<tr>
<td>2012</td>
<td>34,675</td>
</tr>
<tr>
<td>2013</td>
<td>24,857</td>
</tr>
<tr>
<td>2014</td>
<td>26,405</td>
</tr>
<tr>
<td>2015</td>
<td>27,079</td>
</tr>
<tr>
<td>2016</td>
<td>25,952</td>
</tr>
</tbody>
</table>

Overweight Permit Statistics

**Overweight Permits**

<table>
<thead>
<tr>
<th>Year</th>
<th>Overweight Permits</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>31,689</td>
</tr>
<tr>
<td>2011</td>
<td>31,747</td>
</tr>
<tr>
<td>2012</td>
<td>34,675</td>
</tr>
<tr>
<td>2013</td>
<td>24,857</td>
</tr>
<tr>
<td>2014</td>
<td>26,405</td>
</tr>
<tr>
<td>2015</td>
<td>27,079</td>
</tr>
<tr>
<td>2016</td>
<td>25,952</td>
</tr>
</tbody>
</table>

*As of November 2016*

Port of Brownsville and TxDOT pioneered the overweight corridor in Texas in 1999.

**Total permits to date:** 585,886

**Total revenue to date:** $17,576,580
Port of Brownsville Marine Trade Forecast

• Overall maritime cargo growth averaging 8% per year through 2021, which is slightly slower than the annual increase of 9% experienced 2010-2015.

• Import gains will be strong, averaging 9% but export prospects are mixed holding down outbound volume growth to just 2% to 3%.

• Upside: (1) gasoline imports (inbound by barge/ship) destined to Mexico by land bridge/pipeline. Mexico’s decision to advance petroleum deregulation is already adding to trade with import volume up 12% through October; (2) aggregate demand should be strong with infrastructure spending and could gain more when projects (SpaceX, LNG, wind projects, road construction) break ground.

• By 2021, maritime import volume to top 9.5 million tons (5.6 million tons in 2015) while export volume will remain under 2 million tons (1.5 million tons in 2015).

Global Connectivity
Leader in FTZ

**Foreign Trade No. 62**

- Ranked No. 2* in the nation for the value of exports.
- Ranked 21th overall among all FTZs in the nation for the value of imports.
- Imported commodities valued at over $3 billion.
- Exported commodities valued at over $3 billion.
- Top three commodities: petroleum products, steel and metals.

<table>
<thead>
<tr>
<th>Year</th>
<th>Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>2nd</td>
</tr>
<tr>
<td>2014</td>
<td>3rd</td>
</tr>
<tr>
<td>2013</td>
<td>1st</td>
</tr>
</tbody>
</table>

*77th Annual Report of the Foreign-Trade Zones Board Report to the Congress of the U.S.

---

OmniTRAX/BRG Railway

In 2014, through a strategic partnership with the Port of Brownsville, OmniTRAX began to manage operations of the BRG.

**Yearly Rail Car Counts**

![Graph showing yearly rail car counts from 2011 to 2016*]

* 2016 estimate
OmniTRAX Partnership

OmniTRAX is developing an industrial hub consisting of 1,200 acres only eight miles from the Texas/Mexico border. The land is well-suited for light and heavy manufacturing, logistics, energy services, technology development and export/import warehousing.

$580.0 million revenue to businesses supplying cargo and vessel handling services

$2.1 billion of related user output

$350.2 million of re-spending of direct income and personal consumption

$3.0 billion of total economic activity

Direct Jobs: 3,181
Induced Jobs: 3,001
Indirect Jobs: 1,783
Related Users: 36,071

$132.2 million Direct Jobs
$85.7 million Indirect Jobs
$350.2 million Related Users

$2.2 billion total personal income and local consumption

Jobs:

Economic Activity:

Direct, induced and indirect: $42.6 million
Related users: $121.7 million

Personal Income and Local Consumption:

$164.4 million of federal, state and local taxes

Taxes:

Economic Impacts of the Port of Brownsville, 2015

SOURCE: The Economic Impacts of the Port of Brownsville, 2015, Martin Associates

44,036 jobs created by Port of Brownsville maritime activity in Texas

$3.0 billion of total economic activity

$2.2 billion total personal income and local consumption

$164.4 million of federal, state and local taxes
Development Opportunities

- Land Availability
- Offshore Oil Logistics
- Multi-Modal Logistics
- LNG Export Terminals
- Industrial Development
- SpaceX

Liquid Cargo Dock 6

- Prop. Liquid Cargo Dock 6
- Exist. Liquid Cargo Dock 3
- Cargo Dock 15
Brazos Island Harbor Channel Improvement Project

- Chief’s Report issued November 2014
- Current authorized bottom width is 250 feet
- Current authorized depth: 42 ft.

Future dimensions as per NED criteria:
- 52 ft. depth
- BCRs 6.5 to 1

LNG Projects

1. Arrowa LNG
2. Reit Gas/Italgrande LNG
3. Tewas LNG

Wildlife Corridor
Placement Areas
TRUCK CONGESTION IN THE TEXAS TRIANGLE
Analysis and Strategies
Phase I Report

Allan Rutter, Texas A&M Transportation Institute
December 13, 2016

Presentation Outline/Contents

1. Truck Congestion in the Triangle 3-13
2. Congestion Mitigation Strategies for Further Study 14-25
3. Phase II Next Steps 26-29
TRUCK CONGESTION ANALYSIS

**Congestion Analysis Process**

- Used Texas 100 database (2014)
- Mapped truck delays per mile for 15,000 road segments
- Stratified delay/mi. into five groups
- Line widths also display five groups of truck counts
Eastern Dallas Detail (Truck, All Traffic)

Austin Truck Congestion Map
NE San Antonio Detail (Truck, All Traffic)

TRUCK CONGESTION MITIGATION STRATEGIES
Truck Congestion Mitigation Strategy Screening

- Compile strategies for mitigating freight congestion:
  - Texas Freight Mobility Plan policies, programs
  - TTI Policy Research Center congestion strategies
  - TTI freight research projects:
    - Innovative/Automated Freight Systems
    - Commercial Truck Platooning
    - Managing Freight through Urban Areas
    - Using Transit for Last Mile Deliveries
- Complete list in Phase I Technical Memo
- Prioritize strategies to study/discuss further

Truck Congestion Impacts of Congestion Strategies

<table>
<thead>
<tr>
<th>Idea</th>
<th>Track Congestion Impact</th>
<th>Time to Apply</th>
<th>Idea</th>
<th>Track Congestion Impact</th>
<th>Time to Apply</th>
<th>Idea</th>
<th>Track Congestion Impact</th>
<th>Time to Apply</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck Incentives and Use Restrictions, including off-peak use</td>
<td>High</td>
<td>Short</td>
<td>Smart Truck Parking</td>
<td>Medium</td>
<td>Moderate</td>
<td>Port/TTP Systems, Truck- terminal coordination</td>
<td>Medium</td>
<td>Moderate to long</td>
</tr>
<tr>
<td>Truck Lane Restrictions or Truck Route Designations</td>
<td>High</td>
<td>Short</td>
<td>Post-related rail improvements</td>
<td>Medium</td>
<td>Short to moderate</td>
<td>Port optimization technology</td>
<td>Medium</td>
<td>Long</td>
</tr>
<tr>
<td>Freight Traveler Information Systems</td>
<td>High</td>
<td>Short</td>
<td>Ramp-configurations</td>
<td>Medium</td>
<td>Moderate</td>
<td>Grade Separation</td>
<td>Low</td>
<td>Moderate</td>
</tr>
<tr>
<td>Dynamic Truck Restrictions</td>
<td>Medium</td>
<td>Short</td>
<td>Truck Lanes in Surge Freight Flows</td>
<td>Medium</td>
<td>Moderate</td>
<td>Fixed Guideway Automated Freight Systems</td>
<td>Low</td>
<td>Moderate</td>
</tr>
<tr>
<td>Freight Bottleneck Removal</td>
<td>High</td>
<td>Moderate</td>
<td>Truck Platooning</td>
<td>Medium</td>
<td>Moderate</td>
<td>Transit or Passenger Rail Cargo Delivery</td>
<td>Low</td>
<td>Moderate</td>
</tr>
<tr>
<td>Commercial Vehicle Accommodations</td>
<td>Medium</td>
<td>Short</td>
<td>Traffic Signal Coordination Systems</td>
<td>Medium</td>
<td>Moderate</td>
<td>Short-Haul Rail Movements within Urban Areas</td>
<td>Low</td>
<td>Moderate</td>
</tr>
<tr>
<td>Freight Traffic Management and Incident Management Centers</td>
<td>High</td>
<td>Moderate</td>
<td>Package consolidation</td>
<td>Low</td>
<td>Short</td>
<td>Border Institutional Arrangements</td>
<td>Low</td>
<td>Moderate to long</td>
</tr>
<tr>
<td>Truck-Shipper Matching Systems</td>
<td>Medium</td>
<td>Short</td>
<td>Multimodal Transportation Corridors</td>
<td>Medium</td>
<td>Moderate</td>
<td>Freight Rail Improvements and Public-Private Partnerships</td>
<td>Low</td>
<td>Long</td>
</tr>
<tr>
<td>Dedicated Truck Roadways</td>
<td>High</td>
<td>Moderate to long</td>
<td>Freight Village/Freight oriented land-use and facility development</td>
<td>Medium</td>
<td>Moderate</td>
<td>Railroad Infrastructure Relocation</td>
<td>Low</td>
<td>Long</td>
</tr>
</tbody>
</table>

Footer Text
Overview of Freight Congestion Mitigation Strategies

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Location</th>
<th>Strategy</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight Traffic Management, Incident Management</td>
<td>I-35 in Austin</td>
<td>Ramp Configurations, Commercial Vehicles</td>
<td>I-635E in Dallas</td>
</tr>
<tr>
<td>Freight Traveler Information Systems—pushing public data</td>
<td>TranStar in Houston</td>
<td>Ramp Configurations, Commercial Vehicles</td>
<td>I-45 in Southern Dallas County</td>
</tr>
<tr>
<td>Truck Incentives: Off Peak Deliveries</td>
<td>Texas Medical Center-Houston, Southwestern/Parkland-Dallas</td>
<td>Smart Truck Parking—Incremental improvements</td>
<td>I-35 in Texas Triangle</td>
</tr>
<tr>
<td>Truck Route Designations—truck routing restrictions</td>
<td>I-410 and Loop 1604 in San Antonio</td>
<td>Dedicated Truck Roadways—Car-truck separation</td>
<td>Loop 1604 in NW Bexar County</td>
</tr>
</tbody>
</table>

Freight Traffic Management for I-35 in Austin

**GOAL:** Communicate north-south alternative conditions for I-35

**HOW:** Acquire data on US183 and SH130, use DMS to offer route suggestions

**BENEFITS:**
- Leverages state $ in US183 capacity improvements
- Offers multiple routes for I-35 incidents
Help Commercial Trucks Access More TranStar Data

**GOAL:** Simplify commercial use of TranStar traffic info

**HOW:** Study current uses of private data by trucking firms; determine if improvements are necessary

**BENEFITS:**
- Leverages current private use of TranStar data by INRIX, HERE, etc.
- Discover/resolve barriers to truck use of data by drivers & dispatchers

Off-Peak Delivery Pilot in Medical Centers in HOU, DAL

**GOAL:** Plan with hospitals for 24-7 freight operations, cooperation

**HOW:** Work with hospitals to identify supply chains, move freight to off-peak, look for smaller truck deliveries

**BENEFITS:**
- Leverages FHWA pilot studies
- Hospitals already 24-7 operations
- Could reduce trucks in congested areas
Routing Designations in San Antonio

**GOAL:** Route through truck traffic from south onto I-410 and Loop 1604  
**HOW:** Signage and state policy to route trucks, look for interchange improvements  

**BENEFITS:**  
- Limits truck traffic congesting downtown  
- Other routes available  
- History of application in Atlanta (I-285) with FHWA help

CMV Ramp Configurations—I-635E in Dallas

**GOAL:** Check plans for truck operations at ramps, intersections  
**HOW:** Review PS&E for truck geometrics, suggest designs to aid truck movement  

**BENEFITS:**  
- Truck delays on this section to EB I-20 and I-30  
- Time to check plans while funding is discussed
CMV Ramp Configurations—I-45 in Dallas

**GOAL:** Redesign I-45 interchanges from I-20 to Ferris  
**How:** Replace rural goblet interchanges with better truck geometrics  
**Benefits:**  
- Two intermodal yards, warehousing generate trucks, jobs  
- Replaces rural designs not meant for trucks

Smart Truck Parking on I-35

**GOAL:** Expand I-35 ITS to support smart truck parking  
**How:** Collect truck parking data at safety rest areas, communicate availability via DMS, web  
**Benefits:**  
- Leverages existing ITS investments  
- Scalable platform to include private truck stops as possible
Separating Passengers, Trucks in NW Bexar County

**GOAL:** Identify car-only lanes on LP 1604 that can relieve truck congestion

**How:** Study truck traffic, O/D pairs to ID chokepoints that could use car-only capacity

**BENEFITS:**
- Relieves heavy truck delays on NW LP 1604
- Pilots car-truck separation for other areas

---

PHASE II NEXT STEPS
Phase II Process

- Update maps and details with 2015 Top 100 Data—adjust strategies as appropriate
- Obtain feedback from TxDOT leadership and TFAC members
- Discuss strategies with affected districts/divisions/MPOs
  - Verify underlying condition assessment
  - Discuss possible implementation scenarios
- Validate strategies for possible pilot testing—decisions to be made later
- If necessary, work with Freight Consultant Team to develop pilot testing scopes of work

Texas Freight Advisory Committee Feedback

- Phase I Tech Memo will be updated with 2015 data and available for those interested
- Please review these congestion mitigation strategies:
  - Offer observations, alternatives
  - Identify stakeholders that need to be involved or consulted
  - Point to other regions that have implemented similar approaches
- TxDOT can arrange further conversations with TTI to discuss this Phase II work
THANK YOU FOR YOUR ATTENTION
Issues Facing the 85th Legislature (2016)

Trent Thomas, Director of State Legislative Affairs

Outlook for the 85th Legislature

- Texas Senate will have 20 Republicans and 11 Democrats
  - 3 New Members
    - 2 are House trained

- Texas House will have 95 Republicans, 54 Democrats (D-Minus 1)
  - 21 new Freshman
  - 4 former Members returning
  - 5 Members, Not here on 84th Opening day
Legislation Filed

**140 Days, 140 Nights – Starting January 10, 2017**

- Prefiling began November 14
- 494 bills filed on first day
- 807 bills filed as of December 8
  - Notable transportation bill filings:
    - Wireless devices
    - Repayment funding for toll projects
    - TRZ Pilot program

Dates of Interest for the 85th Regular Session

* First Legislative Day: Jan 10, 2017, the legislature shall convene in regular session at 12 noon on the second Tuesday in January of each odd-numbered year. [Government Code, Sec. 301.001]
* 60th Legislative Day: Mar 10, 2017, deadline for filing bills and joint resolutions other than local bills, emergency appropriations, and bills that have been declared an emergency by the governor.
* 119th Legislative Day: May 9, 2017, last day for house committees to report house bills and house joint resolutions.
* 120th Legislative Day: May 10, 2017, deadline for house to distribute last House Daily Calendar with house bills and joint resolutions.
* 131st Legislative Day: May 21, 2017, last day for house committees to report senate bills and joint resolutions.
* 138th Legislative Day: May 25, 2017, midnight deadline for house to distribute senate amendments.
* 139th Legislative Day: May 27, 2017, midnight deadline for house to distribute house copies of all conference committee reports. Midnight deadline for senate to print and distribute senate copies of all conference committee reports on bills other than those on tax, general appropriations, and reapportionment and all house amendments to senate bills and joint resolutions that did not go to a conference committee.
* 140th Legislative Day: May 29, 2017, last day of the Regular Session; corrections only in house and senate.
* 20th day following final adjournment of Regular Session: June 18, 2017, last day governor can sign or veto bills passed during the regular session. [Section 14, Art. IV, Texas Constitution]
* 91st day following final adjournment of Regular Session: Aug 28, 2017, date that bills without specific effective dates (that could not be effective immediately) become law. [Sec. 39, Art. III, Texas Constitution]
Sunset Review

2016 TxDOT Sunset Review Timeline

- **April 2016:** Sunset staff kick-off meeting with TxDOT
- **Spring–Summer 2016:** Sunset staff meetings with commission, divisions and districts
- **Nov. 2016:** Sunset Commission releases staff report on TxDOT
- **Dec. 9, 2016:** Initial Sunset Commission meeting
- **Nov. 30, 2016:** TxDOT submits response to Sunset staff report
- **Jan. 11, 2017:** Sunset Commission issues recommendations

FY 2018-2019 LAR Baseline Uses

- **Projects begun prior to Biennium:** $3.2 B
- **Maintain & Replace Existing System:** $10.1 B
- **Proposition 1:** $3.0 B
- **Proposition 7:** $5.0 B
- **Pay Back Borrowed Funds:** $2.43B
- **New Projects from Cash:** $0.9 B
- **Project Development Cost:** $4.0 B
- **Other Modes & Services*:** $0.6 B
- **Administration & Support:** $0.7 B
- **Toll Subaccount Projects:** $0.3 B

**Total:** $30.1B

*Other Modes & Services includes Aviation, Public Transportation, Traffic Safety, Travel Information, and Rail.*

Texas Freight Advisory Committee Presentation

December 13, 2016
FY 2018-2019 LAR Baseline Sources

- Federal Reimbursements: $10.5B
- State Highway Fund: $9.0B
- Proposition 1 Funds: $3.0B
- Proposition 7 Funds: $5.0B
- SHF-Surplus/CDA Fees: $0.3B
- Bond Proceeds: $0.6B
- Texas Mobility Fund (TMF): $1.0B
- General Revenue: $0.6B

Total: $30.1B

Totals and percentages may not sum due to rounding.

Exceptional Item Requests

<table>
<thead>
<tr>
<th>FY 2018</th>
<th>FY 2018</th>
<th>FY 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disabled Veteran toll discount program</td>
<td>$7,400,000</td>
<td>$9,200,000</td>
</tr>
<tr>
<td>Rail – South Orient Railroad (SRR) rehab Fort Stockton</td>
<td>$12,200,000</td>
<td>$20,800,000</td>
</tr>
<tr>
<td>Rail - SORR Rehab-Paisano</td>
<td>$2,200,000</td>
<td>$4,800,000</td>
</tr>
<tr>
<td>Rural public transit</td>
<td>$3,500,000</td>
<td>$3,500,000</td>
</tr>
<tr>
<td>Maritime for Port Capital program</td>
<td>$132,875,785</td>
<td>UB</td>
</tr>
<tr>
<td>Rail - Rehab in Northeast Texas Rural Rail Transportation (NETEX) district</td>
<td>$16,000,000</td>
<td>$14,000,000</td>
</tr>
<tr>
<td>Truck discount toll program on SH130 &amp; SH45 SE</td>
<td>$24,000,000</td>
<td>$24,000,000</td>
</tr>
<tr>
<td>Rail - Heartland Flyer</td>
<td>$2,500,000</td>
<td>$2,500,000</td>
</tr>
</tbody>
</table>
### Funding Outlook – Proposition 1

- **2014 constitutional amendment** – Portion of oil & gas severance tax revenues into the State Highway Fund (SHF)

**Unpredictability**
- Funding fluctuates year to year
  - FY 2015: $1.74 billion
  - FY 2016: $1.13 billion
  - FY 2017: $439.5 million
- Rainy Day Fund threshold established by legislative select committee
  - Met December 1st
  - Legislative may make adjustments during the 1st 45 days of Session

### Funding Outlook – Proposition 7

- **2015 constitutional amendment** – Portion of general sales tax and motor vehicle sales tax revenues into the SHF

**Estimated revenue:**
- FY 2018: $2.5 billion
- FY 2019: $2.5 billion
- FY 2020: $2.9 billion

**Unpredictability**
- By 2/3 vote, legislature can reduce Prop 7 revenue deposited into SHF by up to 50% in a given fiscal year
- Leg. can budget Prop 7 to pay debt service (fewer dollars for highway improvements)
Issues Facing the Legislature

- Expected $5 to 8 billion shortfall
- Child Protective Services
- Public Education School Reform
- Higher Education Costs
- Mental health care system
- Property Tax Reform
- Sanctuary cities
- Voter ID

State Budget Challenges

- Court cases could impact the state budget in upcoming sessions

<table>
<thead>
<tr>
<th>Issue</th>
<th>Action Date</th>
<th>Potential Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foster care system overhaul</td>
<td>Ruling in December 2015, Reform process began April 2016</td>
<td>$100 million per year</td>
</tr>
<tr>
<td>Graphic Packing Corp.</td>
<td>Texas Supreme Court decision pending</td>
<td>$2.7 billion in refunds for 2017 and $675 million per year</td>
</tr>
<tr>
<td>AMC Theatres franchise tax deduction</td>
<td>Texas Court of Appeals decision pending – expected in 2017 or later</td>
<td>$7.1 billion in initial refunds and $1.1 billion per year thereafter in lost collections</td>
</tr>
</tbody>
</table>
For more information go to:

www.txdot.gov

Keyword: State Legislative Affairs