

TEXAS FREIGHT NETWORK TECHNOLOGY AND OPERATIONS PLAN



Overview of FNTOP Strategies

The Freight Network Technology and Operations Plan (FNTOP) outlines identified strategies to guide technology- and operations-related investments on the Texas Multimodal Freight Network (TMFN). The identified strategies listed below were developed based on: 1) a review of current and future transportation challenges and opportunities; 2) user needs informed by the state of the practice and inventory assessments, which benchmarked transportation technology practices as well as existing Texas ITS and technology assets; and 3) an extensive public and private sector stakeholder engagement campaign.

Stakeholders were asked to evaluate the identified strategies based on two questions (sliding scale from 1 to 5, with 1 being strongly disagree, and 5 being strongly agree): 1) does the strategy add value to the TMFN; and 2) is the strategy likely to succeed in Texas. The six strategies selected for Concept of Operations development as part of the FNTOP generally had high scores for both questions with relatively consistent agreement, were aligned with the goals and objectives of the FNTOP, and supported the 2018 Texas Freight Mobility Plan (TFMP) goals and Texas Cooperative Automated Transportation (CAT) Plan focus areas.

Strategy	Recommendation
Safety Warning Detection System	FNTOP Concept of Operations
Truck Parking Availability System	Underway ¹
Smart Work Zone Information System	Underway ¹
Statewide Traffic Operations Center	FNTOP Concept of Operations
Smart Freight Connector	FNTOP Concept of Operations
Blocked Rail Crossing Traffic Management System	FNTOP Concept of Operations
AV Infrastructure, Connected Signing, and Data	FNTOP Concept of Operations
High-Resolution Freight Traveler Information System	FNTOP Concept of Operations
Centralized Data Repository for Freight Applications	Deferred ²
Binational Traffic Operations Center	Deferred ²
Freight Integrated Corridor Management	Not Prioritized ³
Fiber Optic Cable System Expansion	Not Prioritized ⁴

¹Included in other TxDOT ongoing initiatives.

²Better fulfills goals and objectives of other TxDOT initiatives.

³Not prioritized due to similarities with the Smart Freight Corridor strategy

⁴Not prioritized due to being an infrastructure-focused commodity instead of a technological or operational application.

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