FREIGHT MILES FLOW THROUGH THE PORTS TO PLAINS REGION

2017 Ports-to-Plains Alliance Annual Conference
Texas Freight Mobility Plan

A blueprint for an integrated multimodal freight system ensuring the efficient, reliable, and safe movement of freight across Texas

- 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
- Serves as an investment guide for freight transportation improvements
<table>
<thead>
<tr>
<th>TAST Act Required Provisions for Freight Plan</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Critical Rural Freight Corridors</strong></td>
<td>A state identified network meeting certain requirements. (Texas mileage = 745.5 miles)</td>
</tr>
<tr>
<td><strong>Critical Urban Freight Corridors</strong></td>
<td>An MPO identified network, in consultation with the state, in areas of 50,000 population or higher meeting certain requirements. (Texas mileage = 372.7 miles)</td>
</tr>
<tr>
<td><strong>Address Congestion and Delays</strong></td>
<td>Consideration of significant congestion or delay caused by freight movements and strategies to mitigate them</td>
</tr>
<tr>
<td><strong>Fiscally Constrained Freight Investment Plan</strong></td>
<td>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.</td>
</tr>
</tbody>
</table>
Round 1 Stakeholder Workshops, Ports To Plains Corridor

Laredo, January 31
53 Participants

Midland, February 22
37 Participants

Lubbock, February 23
34 Participants

Trends and Issues
- Most participants felt the Laredo economy will grow faster than the rest of the state over the next 5 years.
- Changes in trade policy, such as NAFTA, would have the most significant impact on freight flows in the region.
- Changes in energy-related dynamics/policy, business practices, and consumer practices will increase freight flows.
- E-commerce will have a large impact on freight volumes in Laredo.

Trends and Issues
- Most participants felt the local economy will grow faster than the rest of the state over the next 5 years.
- Changes in energy-related dynamics and policy would have a large impact on freight flows, while changes in the business climate will also grow freight traffic.
- Transloading will have a significant impact on freight movements in the region. Rail-to-truck diversions will be a major trend in shipping patterns.
- Regulations/institutional settings regarding the carrier industry would significantly impact freight movements.

Trends and Issues
- Changes in energy-related dynamics/policy would have a considerable impact on freight flows.
- Changes in the business climate/business practices and consumer practices are poised to increase freight movement.
- Autonomous and connected trucks have the potential to impact freight movement in the area.
### Round 2 Stakeholder Workshops, Ports To Plains Corridor

<table>
<thead>
<tr>
<th>Location</th>
<th>Participants</th>
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</thead>
<tbody>
<tr>
<td>Midland, June 7</td>
<td>43</td>
</tr>
<tr>
<td>Lubbock, June 8</td>
<td>22</td>
</tr>
<tr>
<td>Laredo, June 13</td>
<td>52</td>
</tr>
</tbody>
</table>

- Acknowledgement of various types of freight traveling through the region
- Increased truck volumes
- Importance of energy sector
- Need for increased use of technology
- Reliability/congestion
- Safety/security

#### Laredo, June 13
- 52 Participants

- Importance of safety
- Reliability/congestion

#### Lubbock, June 8
- 22 Participants

- Importance of the energy sector in the region
- Noticing an increase in freight movements
- Importance of safety
- Reliability/congestion
- Connectivity to manufacturing and distribution centers

#### Midland, June 7
- 43 Participants

- Importance of safety
- Reliability/congestion

#### Laredo, June 13
- 52 Participants

- Long-term importance of a developed I-69 corridor as part of the freight network
Growing Texas Freight Volumes - 2016 and 2045

- 2.2 billion tons in 2016
- 4.0 billion tons in 2045

79% growth or an additional 1.8 billion tons of freight by 2045
Truck volumes double from 1.19 billion tons in 2016 to 2.48 billion by 2045, a 108% growth or an additional 1.3 billion tons of freight on Texas roadways.

- Intrastate trucks double between 2016 and 2045.
- Cross-border tonnage increases by 188 percent by 2045, Trucks: 202%
Texas Freight Transportation Challenges

CONGESTION/CAPACITY – $5 billion cost to trucking industry, 7 freight bottlenecks

SYSTEM OPERATIONS – Freight network, traffic management, incident management

SAFETY – Truck parking, at-grade rail crossing

CONNECTIVITY – Between modes, rural/urban areas

BORDER CROSSINGS – Wait times, coordination

PUBLIC AWARENESS/Education – Economic impact of freight

FUNDING – Investing in the Texas Freight Network
Process for Designating the Highway Freight Network

1. Develop criteria based on goals
2. Quantify value for each criteria
3. Score each criteria
4. Sum all criteria
5. Weight criteria based on input
6. Develop draft THFN
7. Incorporate & compare against Trunk System and existing network
8. Rank facilities based on total weighted scores
9. Designate critical urban and rural corridors
10. Draft final system for TxFAC approval
11. Final Texas Highway Freight Network
The Final Texas Highway Freight Network

Legend

- Texas Highway Freight Network
- Urban Area

21,793 miles
Texas Highway Freight Network and Ports To Plains Corridor

Texas Highway Freight Network

Ports-to-Plains Routes in Texas

Legend:
- Texas Highway Freight Network
- Rural Routes/FRM/RRI/etc.
- State Highway
- US Highway

Prepared by Cambridge Systematics. Data for planning purposes only. May 18, 2017

Estimated corridor length in Texas: 940 miles

Segments:
1. Segment 1
2. Segment 2
3. Segment 3
4. Segment 4

LEGEND:
- 2-Lane (146 miles)
- Super 2 (199 miles)
- 4-Lane Undivided (123 miles)
- 4-Lane Divided (317 miles)
- 4-Lane Controlled Access (138 miles)
- 6-Lane Controlled Access (18 miles)
- Ports to Plains Corridor
- County Boundary Line
- District Boundary Line

New Mexico

Ohio

Oklahoma

Arizona

Mexico

Texas

Abilene

Amarillo

Wichita Falls

Childress

Odessa

Laredo

Burge

Del Rio

Pearsall

San Antonio

Brownsville

Harlingen

Galveston

Houston

Dallas

Fort Worth

San Antonio

El Paso

Odessa

Laredo

Midland

Abilene

Amarillo

Wichita Falls

Chil

Childress

Wichita

Falls

No

New Mexico

Oklahoma

Texas

Port

Estimated corridor length in Texas: 940 miles

25 50 100 Miles

90° 180° 270° 0°

0 25 50 100 Miles

90° 180° 270° 0°
Critical Urban Freight Corridors along Port To Plains Corridor

Lubbock

US 84 from IH 27 to SS 331, 4.8 miles

Laredo

SL 20 from IH 35 to SH 359, 10.8 miles
Critical Rural Freight Corridors in Ports To Plains Corridor

3) US 84 from SS331 to I-20, 108.55 miles
4) US 87 from I-20 to Grape Creek Rd, 80.41 miles
The Multimodal Freight Network includes:

- Texas Highway Freight Network
- Freight rail network -Class I and shortline rail network
- Gulf Intracoastal Waterway,
- Texas Seaports,
- Air cargo airports,
- International commercial border crossings on the Texas-Mexico border
Transportation investments:

- Contributes to economic activity by driving jobs and growth
- Affects geographic distribution of economic activity
- Impediments to the movement of goods impedes economic development
Ports To Plans Today and the Future
North American Trade Corridor
- Energy, Agriculture, Manufacturing Corridor
- Logistics and Distribution Corridor
Freight Plan Update Upcoming Activities

Freight Advisory Committee Meetings:
- September 20, Houston.
  - Review draft final plan and presentation to commission
- October 23, TBD.
  - Discuss final freight plan and recommendation for commission approval

Plan adoption by Texas Transportation Commission: November 16 (expected)

Plan submission to FHWA: November 17 (expected)
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