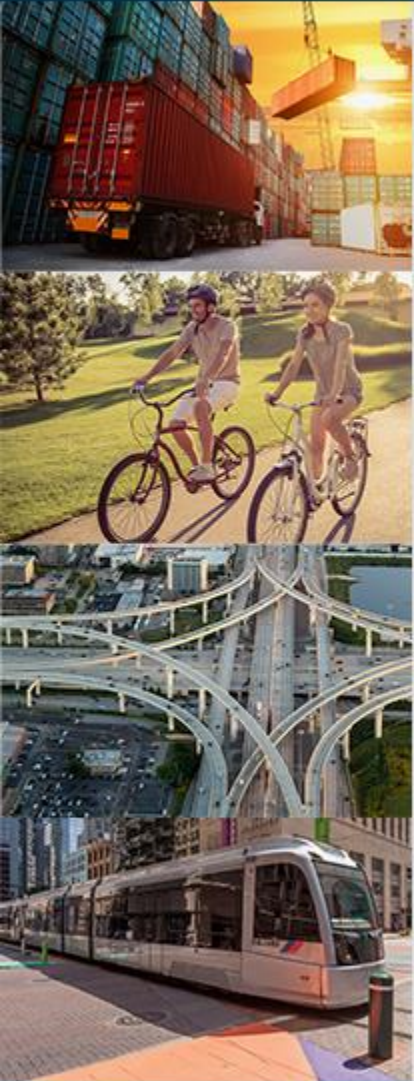


Meeting begins at 1:00p



01

Please mute your mics

02

Please use the raise hand option to be recognized during discussion

03

Please state your name and organization after being recognized

04

The Q&A feature can be used to submit questions during presentations



Greater Houston Freight Committee



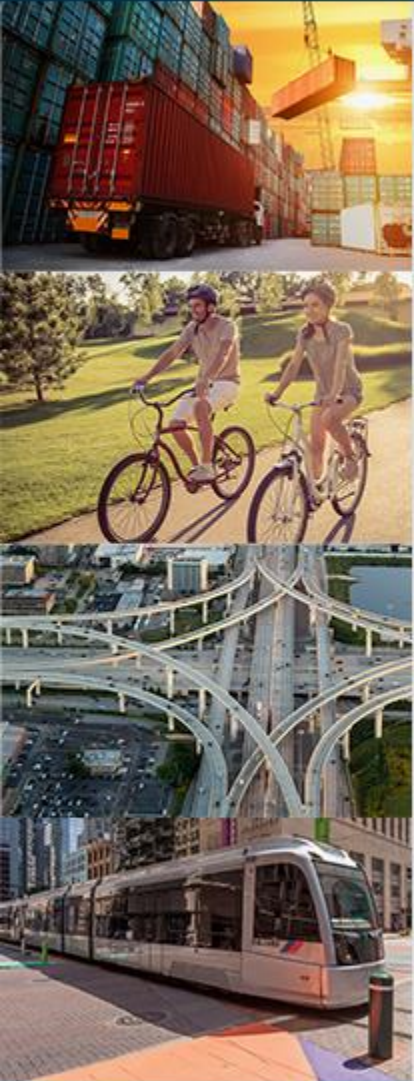
February 15, 2023



Agenda

- **Welcome & Introductions – 5 min**
- **Co-chair updates - 10 min**
 - *Sydni Ligons, H-GAC, Senior Planner*
- **Regional Goods in the Project Selection Process - 15 min**
 - *Craig Raborn, H-GAC, Director of Transportation*
- **H-GAC Regional Goods Movement Plan – 5 min**
 - *Sydni Ligons, H-GAC, Senior Planner*
- **TxDOT Freight Parking Study (I-10 Corridor) - 20 min**
 - *Paul S. Truban, TxDOT Project Manager*
- **Freight/transportation priorities for this legislative session panel – 45 min**
- **Survey – 5 min**
 - *Sydni Ligons, H-GAC, Senior Planner*

Co-Chair Update



- Thank you, Judge Ed Emmett and Brian Fielkow, for your service to the Greater Houston Freight Committee!
- Welcome to our new Co-Chairs Bruce Mann and Commissioner Billy Combs

Agenda

- **Welcome & Introductions**
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 - *Sydni Ligons, H-GAC, Senior Planner*
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H-GAC Project Selection Process



Greater Houston Freight Committee
February 15, 2023

Highlights of Project Selection Process

- TPC approved process in January 2023
- **Invest** approximately \$1.2 billion in mix of existing and new projects
 - Started process in February 2023
 - First projects approved by TPC as early as September 2023
 - Final projects approved by TPC by May 2024
- **Derived from** and **Addresses** all elements of TPC's guidance
- **Evolve** project selection process
- Focus on **Outcomes and Performance** by using “investment categories” for projects

Project Selection Process

Overall Summary

How Much Will Be Programmed?

- Approximately \$1.2 billion available
 - Federal and State Sources
 - Not yet including some IIJA funds
 - Not including carryover balances in STBGP and CMAQ
- Approximate Investments
 - ~\$150M requested for current projects
 - ~\$800M for projects smaller than \$100M
 - ~\$250M for major projects larger than \$100M
- Additional funding for Safety and Resiliency TBD

Approved Process: Key Elements

- Projects will be selected based on 8 investment categories
- Project selection for different investment categories will be conducted separately
 - Different scoring criteria; developed to identify the best projects that meet TPC's guidance related to that category
- TPC will establish funding instructions for each investment category
- Selection process based on Statements of Project Interest
 - All Statements of Interest will be considered for each investment category
 - MPO will maintain open solicitation for Statements of Interest
- Selection process will be interactive with sponsors, with additional information requested as projects advance through each screening
- Scoring includes quantitative and qualitative assessments of planning factors

Eight Investment Categories

Investment Category	Description
Regional Goods Movement	Roadway projects that are located on highways classified as UCFC or RCFC or intermodal connectors; Projects proposed on roadways that provide connectivity to large warehouses, big box stores etc.; Projects located on facilities with high truck volumes
Operational Improvements & Congestion Management	Projects that reduce congestion and reduce travel delay (Including HOV expansions and BRT projects)
High-Growth Area Needs	Development of facilities that will avoid future congestion in high growth areas; Projects that address safety, congestion, or multimodalism in high growth areas; Projects that promote coordinated planning in high growth areas and support continued economic development
Active Transportation	On and off-road bicycle & pedestrian projects that facilitate essential trip making including universal accessibility projects for transit
Transit	All transit projects (may include HOV expansions and BRT)
Major Projects	All projects with an estimated cost of \$100 million or more **
Resiliency & State of Good Repair	Projects focused on resiliency improvements and extending useful life of the facility (Details TBD pending full PROTECT guidance)
Safety **	Projects focused solely on safety improvements in high crash areas (details TBD pending recommendations of Safety Task Force)

Step-by-Step Selection Process

- Consider for Investment Category
- Investment Category Cut-Offs
 - At least 50 total points
 - 250% of TPC's funding instruction
- Sponsor opportunity to "challenge" quantitative scores
- Benefit-Cost Analysis
 - Must be greater than 1.0*
- Project Readiness Assessment
- Final Sort into Selection Classifications
- Ranked List and Funding Cut-Off

Classifications for Selection and Funding

Multi-Step Project Review Process

Project Selected for Construction

Anticipate that projects selected for construction will begin in the next 2 to 10 years. Projects will be programmed into the Transportation Improvement Program and the H-GAC 10 Year Plan, and Regional Transportation Plan at the next available opportunity.

Project Selected for Development

Projects selected for development will be amended into the Regional Transportation Plan and project sponsors may continue to further develop the project. Once ready for construction, the project will be reviewed for readiness and programmed into the Transportation Improvement Program and the H-GAC 10 Year Plan. **Project development activities such as design and row-of-way may be funded and programmed in advance of construction.**

Projects Selected for Planning Activities

Projects selected for planning efforts will be inventoried for planning funding in the Unified Planning Work Program for further planning and study. Project recommendations developed during the study will have to compete for funding in the future. They will receive additional points during project selection cycles.

Project Placed on Unfunded List

Projects placed on the unfunded list will not receive federal funds through the project selection process. However, these projects may be used for other funding programs (e.g., federal discretionary grant programs). Also, these projects will be reconsidered during future reviews of each investment category.

Projects Needing Further Refinement

Projects that need further refinement will not be awarded funding. These projects will be sent back to the project sponsor for further refinement before being eligible to re-compete for funding in the project selection process.

Scoring Point Distribution

Scoring Factor	Investment Category					
	Regional Goods Movement	Operational Improvements	High-Growth Area Needs	Active Transportation	Transit	Resiliency & SOGR
Regional Goods Movement	50	4	3	3	3	5
Operational Improvements	6	50	4	4	3	5
High-Growth Area Needs	5	4	50	4	4	5
Active Transportation	2	3	4	50	5	5
Transit	3	4	5	5	50	5
Resiliency & State of Good Repair	4	5	4	4	5	50
Planning Factors	30	30	30	30	30	30
TOTAL POINTS	100	100	100	100	100	100



Planning Factors Point Distributions

Planning Factor	Investment Category					
	Regional Goods Movement	Operational Improvements	High-Growth Area Needs	Active Transportation	Transit	Resiliency & SOGR
Safety	7	7	7	7	7	7
Resiliency	5	5	5	5	5	5
Access/Connectivity	5	5	5	5	5	5
Environmental Justice	5	5	5	5	5	5
Impact on Cultural/Natural	5	5	5	5	5	5
Innovation	3	3	3	3	3	3
Planning Factors Total	30	30	30	30	30	30
TOTAL POINTS	100	100	100	100	100	100
Screening Factor						
Planning Coordination						

Regional Goods Movement

Investment Category Focused Criteria	Max 50 Pts
Project is recommended as a priority in a statewide, regional or a local freight plan	Up to 10 Pts
Project is located on critical urban/rural freight corridor (CUFC/CRFC) or regional freight corridor or on a facility that carries significant daily truck traffic (truck %)	Up to 10 Pts
Narrative explaining how proposed project improve regional goods movement	Up to 5 Pts
Project provides new or improves existing first-mile last-mile connectivity to Ports/airports or other freight generators (such as big box store, warehouses, etc.)	Up to 10 Pts
Project sponsor is considering strategies to promote off-peak and overnight delivery	Up to 5 Pts
Project is located on a state designated hurricane evacuation route or a facility that functions as an alternative route to a hurricane evacuation route	Up to 10 Pts

Current: Starting Initial Steps

- TPC approves key process elements
- Reopen Solicitation for Statements of Interest and Additional Information
- Consolidated initial screening
 - ALL Statements of Interest screened for relevance to ALL Investment Categories
- Develop/Approve Funding Instructions
- Initiate First Selection Process
 - Target: March
- HGAC develops online transparency tool for tracking the process

Approved by Policy Council in January

1. Approved Key Project Selection Process Elements:
 - a. Overall Investment Level
 - b. Eight Investment Categories
 - c. Classifications for Project Selection and/or Funding
 - d. Initial Investment Categories
 - e. Step-by-Step Selection Process
 - f. Initial Steps and Implementation Timeline

2. Authorized MPO to initiate process

Funding Instructions

Investment Category	Funding Percent	Funding Amount (approximate)
Regional Goods Movement		
Operational Improvements & Congestion Management		
High-Growth Area Needs		
Active Transportation		
Transit		
Major Projects		
Resiliency & State of Good Repair		
Safety **		

Funding Instructions: Spending Targets for Investment Categories

Funding Instruction Purpose:

- A. Implement TPC's Priorities and Desired Regional Outcomes
- B. Balance Investment Decisions with Requested Projects

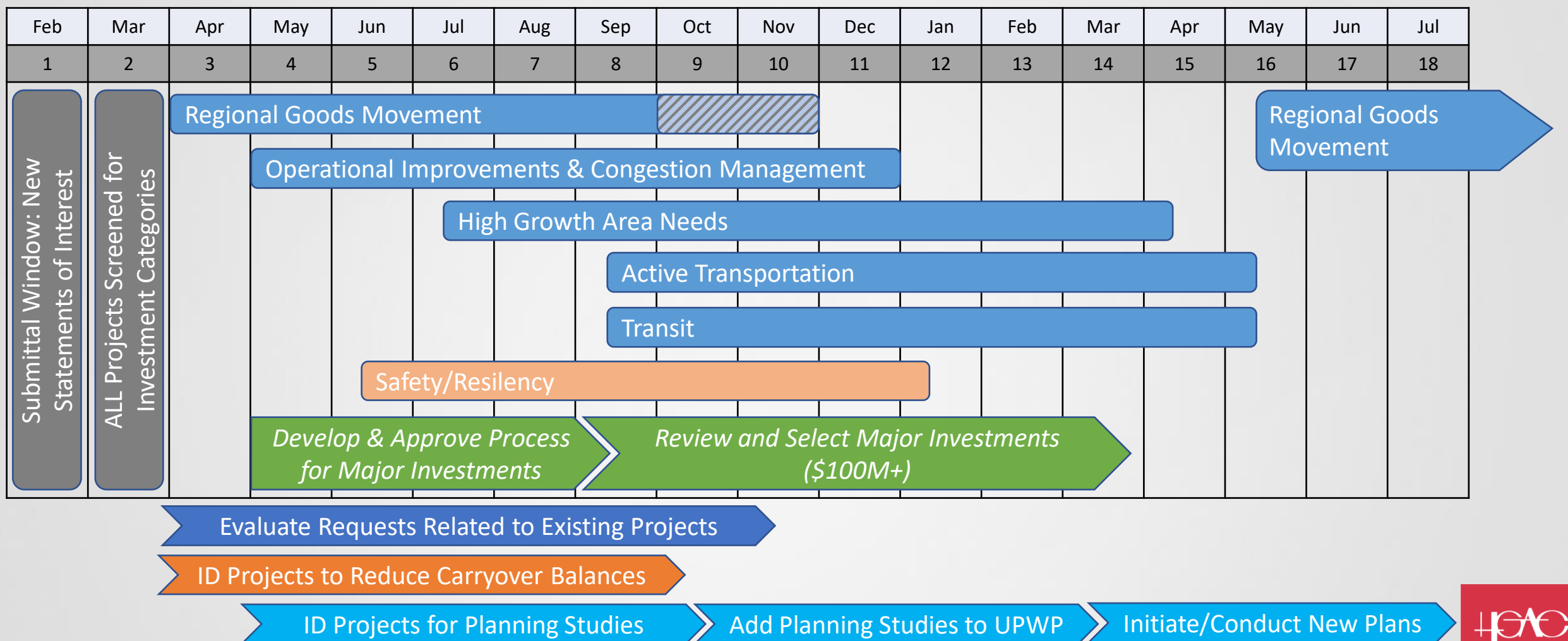
Preview Recommendation in February; Action in March



Timeline: Regional Goods Movement

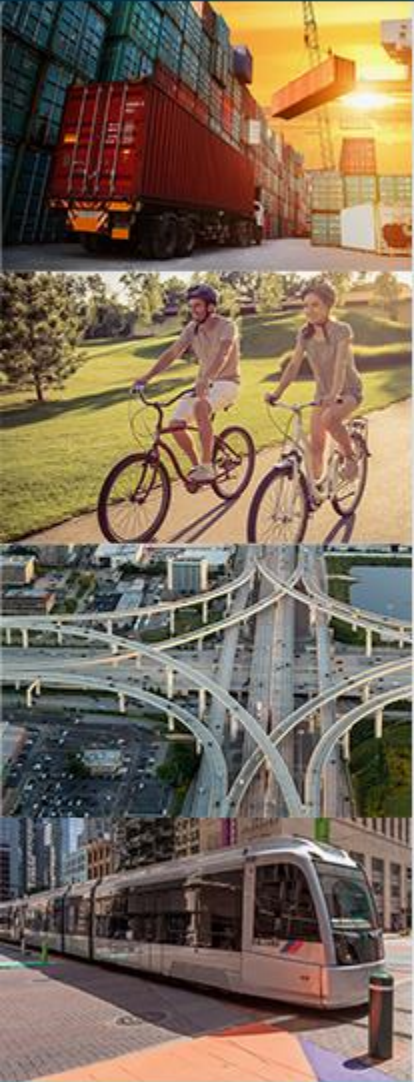
		Feb	Mar	April	May	June	July	Aug	Sep	Oct	Nov	TBD
Sponsors	Open Period for Additional Statements of Interest	■	■									
Staff	Staff IDs All Projects with Category Scores		■									
Sponsors	Sponsors Provide Additional Scoring Information		■	■								
Staff	Staff screens for planning criteria (50 point cutoff)			■	■							
Sponsors	Sponsors Provide Benefit-Cost Information				■	■						
Staff	Validation of Scores and BCAs					■	■	■				
Staff	Project Readiness Determined (for sorting)				■	■	■	■				
Staff	Ranked List Developed							■	■			
TAC/TPC	Ranked List Review and Action/Adoption								■	■		
Staff	TIP/RTP Amendment for AQ-exempt Projects									■	■	
Staff	TIP/RTP Amendment for AQ Projects											■ TBD

Complex and Evolving Process



Project Selection Process

Open Discussion



Thank You!

Craig Raborn, AICP
Transportation/MPO Director
craig.raborn@h-gac.com

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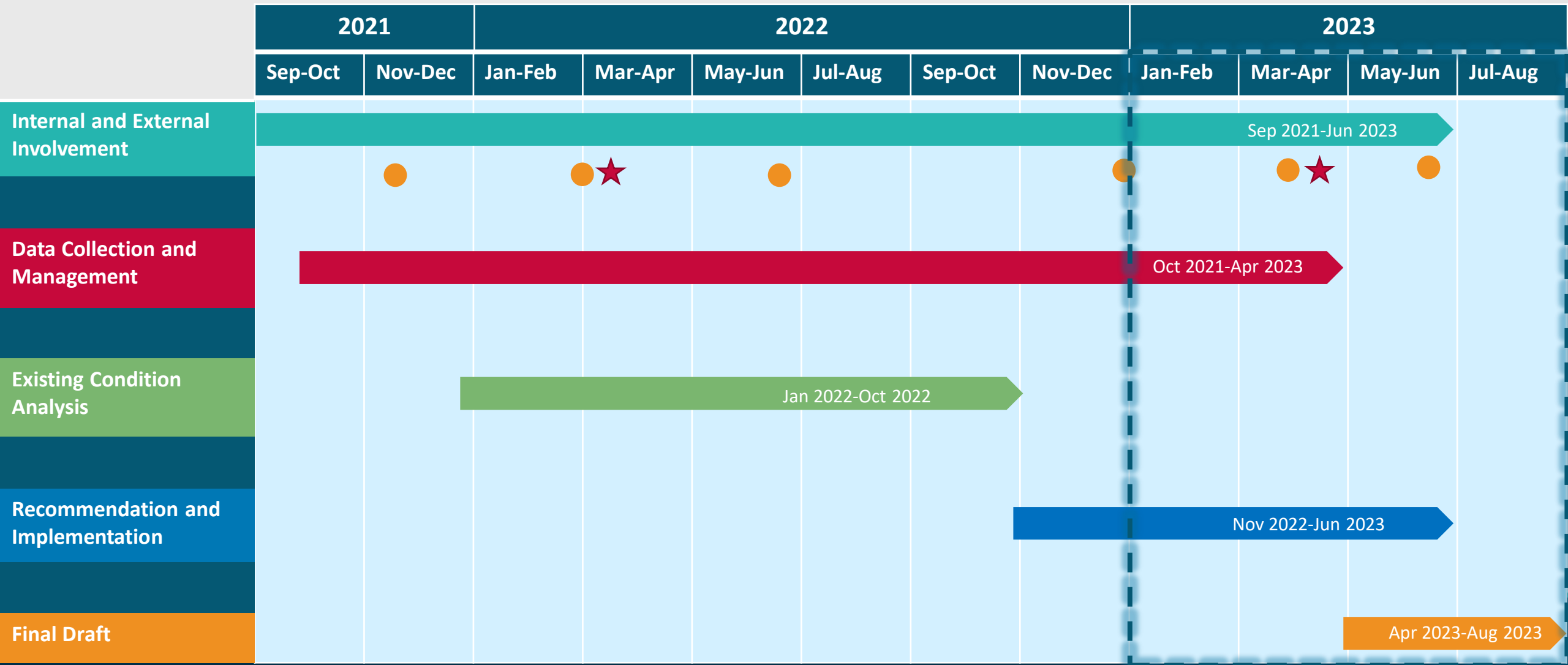


H-GAC Regional Goods Movement Plan



Current RGMP & Schedule

● Steering Committee/Stakeholder Meeting ★ Public Meeting



Regional Transportation Plan - Goals

Projects



Safety



State of good repair



Move people & goods efficiently



Economic competitiveness



Protect natural resources

Policies

Programs

Ideas Considered – Policies/Programs

- **Truck route network** for the region



- High and heavy corridors for the movement of Oversize/Overweight loads

- **Freight lanes:**

- **Freight Only** Designated truck lanes, e.g. SH 99, SH 146, SH 225
- Shared Lanes for trucks/buses

- **Coordination:**
County/City/Unincorporated



Ideas Considered – Projects

(Supporting Infrastructure)



- **Parking:** Increase truck parking spaces in the region
- **Bridges:** Protect infrastructure with weigh-in-motion and over-height sensors
- **Technology:** connected vehicle technology & vehicle automation



Recommendations – Policies/Programs



- **Time Travel:** Restricting times for some freight and delivery activity
- **Incentive Programs:** through trucks to follow bypass routes avoiding Houston's core



Source of image: Houston Public Media

Recommendations – Policies/Programs

Matchbacks:



Ideas Considered – Policies/Programs

Container-On-Barge



Freight Shuttle



Ideas Considered – Programmatic

LOGISTICS & WAREHOUSE INFOGRAPHIC

AIR FREIGHT
Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed do eiusmod tempor

TRUCK
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WAREHOUSE
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STACKERS
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SEA FREIGHT
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TRAIN
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BARCODE SCANNER
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LOAD
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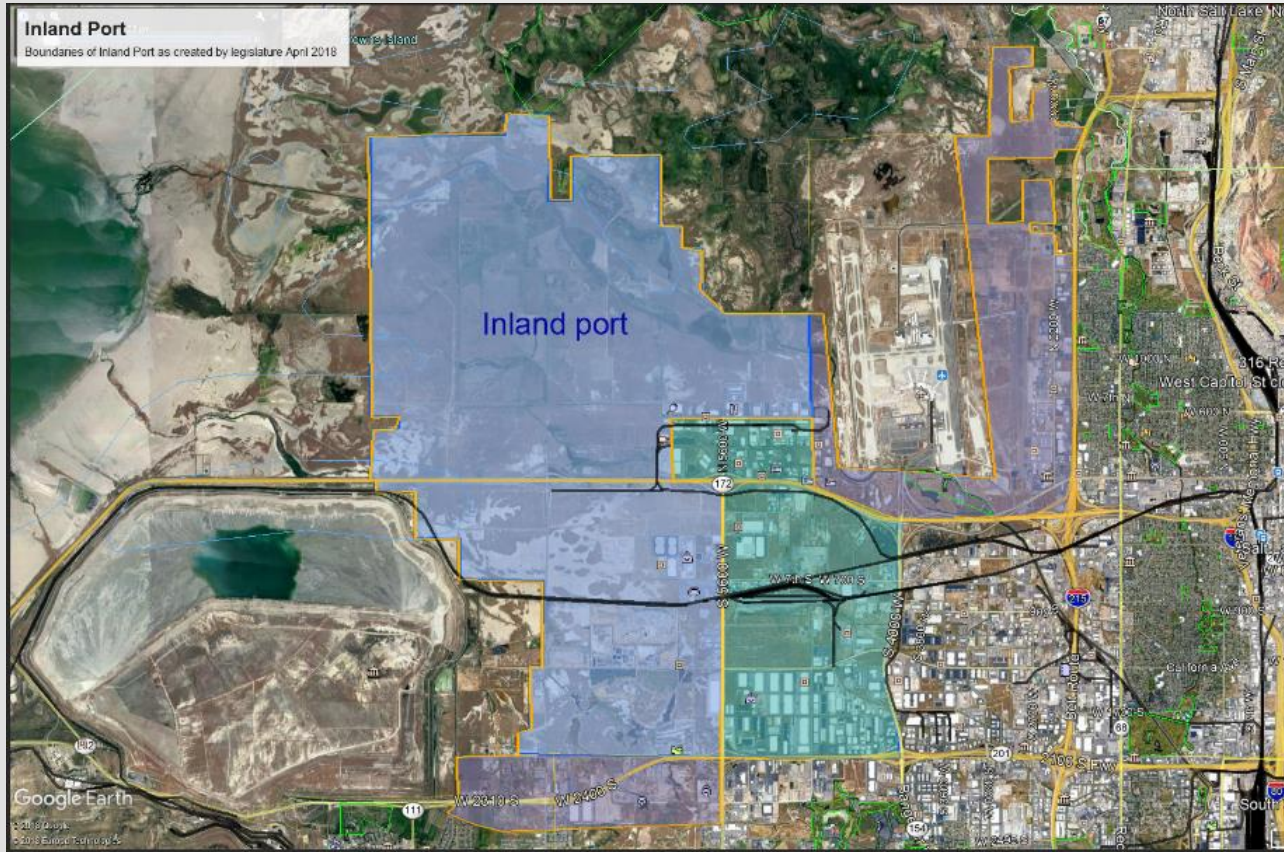
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LAST MILE FREIGHT PROGRAM

SCAG
INNOVATING FOR A BETTER TOMORROW

Wild Card – Inland Port



Pros:

- Acts as an Intermodal Yard: Rail to Truck modal switch
- Relieve stress on the existing system outside the urban core
- Freight Shuttle/Matchback

Cons:

- Cost and space
- Operating entity
- Political Support

Ideas Considered – Projects (Maritime)



- **Dredging:** Maintain dredging of the Gulf Intracoastal Waterway (GIWW)
- **Expansion:** Port expansion/ability to grow handling capacity
- **Floodgates:** GIWW – Brazos River Floodgates project



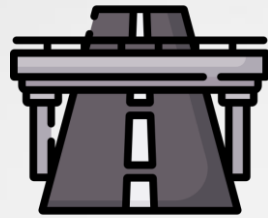
Potential Ideas Summary

CONGESTION & SAFETY



- Increase Capacity
- Off-Peak Incentives
- Bypass Route Incentives
- Truck Lanes / Managed Lanes
- Modal Shift
- Driver Safety Training
- Truck Safety Upgrades
- Connected/ Autonomous Vehicles

BRIDGE CONDITIONS & CLEARANCE



- Repair poor bridges to handle heavy loads
- Redirect oversize trucks from routes with low-clearance bridges
- Add technology to identify oversize loads

RAILROAD CROSSINGS



- Identify RR crossing for grade separation/closures
- Upgrade frequently blocked crossings

EMISSIONS



- Congestion Management
- Freight Shuttle
- Alternative Fuels
- Electrification
- Truck Age
- Truck Turns (Matchback)

TRUCK PARKING



- Increase truck parking based on current and future demand

FLOODING AREAS



- Additional priority to infrastructure projects in high-risk areas for flooding

PORTS & WATERWAYS



- Maintain dredging of the Gulf Intracoastal Waterway
- Port expansion to handle growing demand

Source of images: [Flaticon.com](https://www.flaticon.com). These icons have been designed using images from [Flaticon.com](https://www.flaticon.com)

Upcoming Meetings



Industry Feedback Meeting – Feb 20



Public Meeting – April, date TBD



Stakeholder Meeting – tentatively Mar 29th



Steering Committee Meeting – tentatively Mar 22th

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- **Welcome & Introductions**
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 - *Sydni Ligons, H-GAC, Senior Planner*
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Southeast Texas Truck Parking Plan

H-GAC Greater Houston Freight Committee





TxDOT Houston District

*James Koch
Catherine McCreight
Melody Galland
Hieu Tong
Sue Theiss
Terri Dedhia
Amanda Austin
Andrea Cheng Ranft
Larry Blackburn
Heng Wang
Danny Perez*

TxDOT Beaumont District

*Martin Gonzalez
Scott Ayers
Chris Henry
Ana Mijares
Kenneth Wiemers
Arnold Vowles
Brad Murray
Keith Horn
Peter Jungen
John Sudela
Sarah Dupre*

TxDOT TPP Freight Systems

*Sherry Pifer
Paul Truban*

Consultant Team

*Cambridge – Dan Andersen
Cambridge – Dan Haake
HNTB - Brian Comer
HNTB – Paula Dowell
HNTB - Joel Salinas
HNTB - Kelsey Heavin
Poznecki-Camarillo - Kari Sutton
Poznecki-Camarillo - John Tiemann
Foresight - Cameron Gaddy
Foresight - Marc Shepherd*



1 Project Introduction

2 Project Approach

3 Next Steps

4 Questions



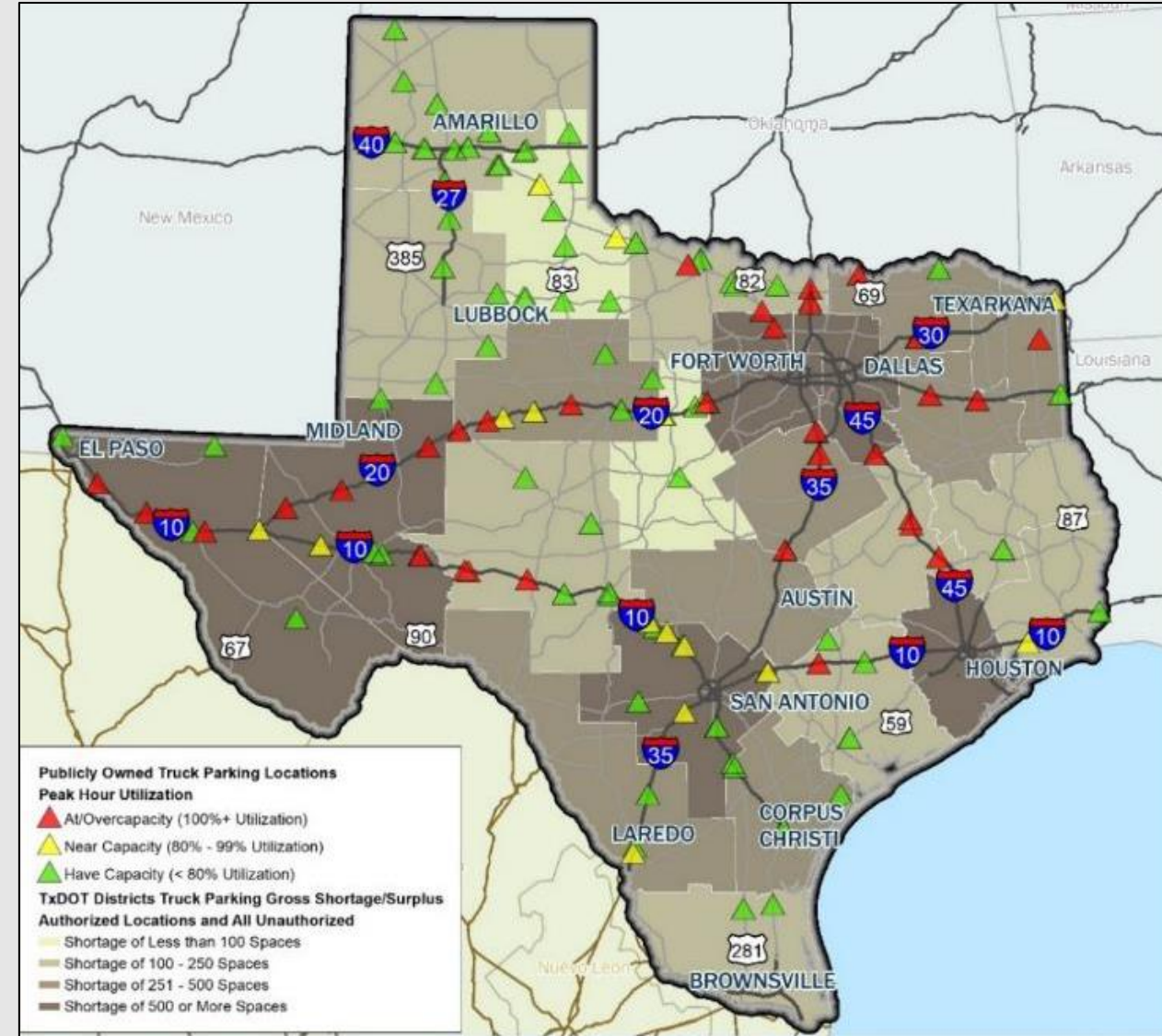
Project Introduction



Work to Date: 2020 Statewide Truck Parking Study (TPS)



- Improve safety, reduce congestion, and enhance economic competitiveness of the Texas Multimodal Freight Network
- Reduce undesignated truck parking on TxDOT right-of-way
- Develop actionable strategies to meet truck parking and driver needs across the state, including oversize/overweight loads
- Identify ways to partner with the private sector to meet the state's truck parking needs
- Leverage technology to ensure efficient use of TxDOT maintained truck parking
- Address parking needs at key truck generators including seaports and border ports of entry
- The Southeast Truck Parking Plan will build on the 2020 statewide TPS analysis and recommendations





Safety

- 190,240 Texas crashes involving commercial vehicles. 2953 fatalities (2013-2017)
- 2,315 involved parked trucks
- 138 fatalities and 997 injuries



Time and Money

- 9,300 lost revenue-earning miles a year
- \$4,600 annually due to the lack of truck parking



Preservation of Roadways

- Lack of parking means trucks often park on shoulders and ramps
- Safety hazards and damaging the pavements

Tough Decisions – Park unauthorized or drive illegally – 63% of truck drivers report parking in an unauthorized location at least weekly. 10% admit to doing so daily.





Long-Haul *Challenge:*

- Drivers on roads for days and weeks for cross-country trips.



Staging *Challenge:*

- Drivers pick up and deliver freight at manufacturing plants, warehouses, and distribution centers.
- Trucks near the border need a place to park while awaiting paperwork for pick up, deliver, or to cross the border.



30-Minute Break *Challenge:*

- Off-duty drivers cannot move the truck for any reason.



Emergency *Challenge:*

- Incidents that close or congest the roadway result in drivers needing a place to park.



Time Off *Challenge:*

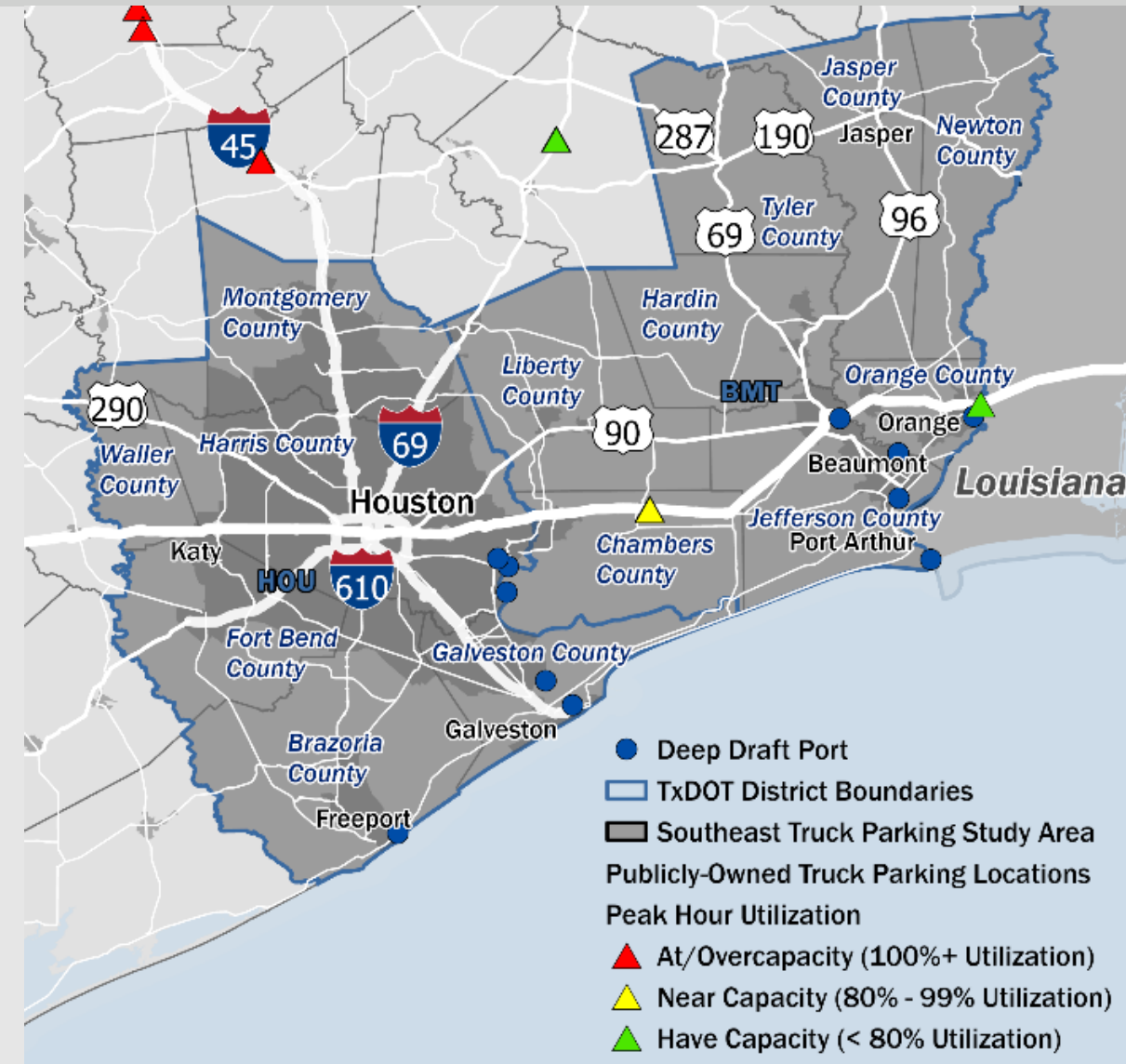
- Off-duty independent drivers need a place to park their truck.

Study Area



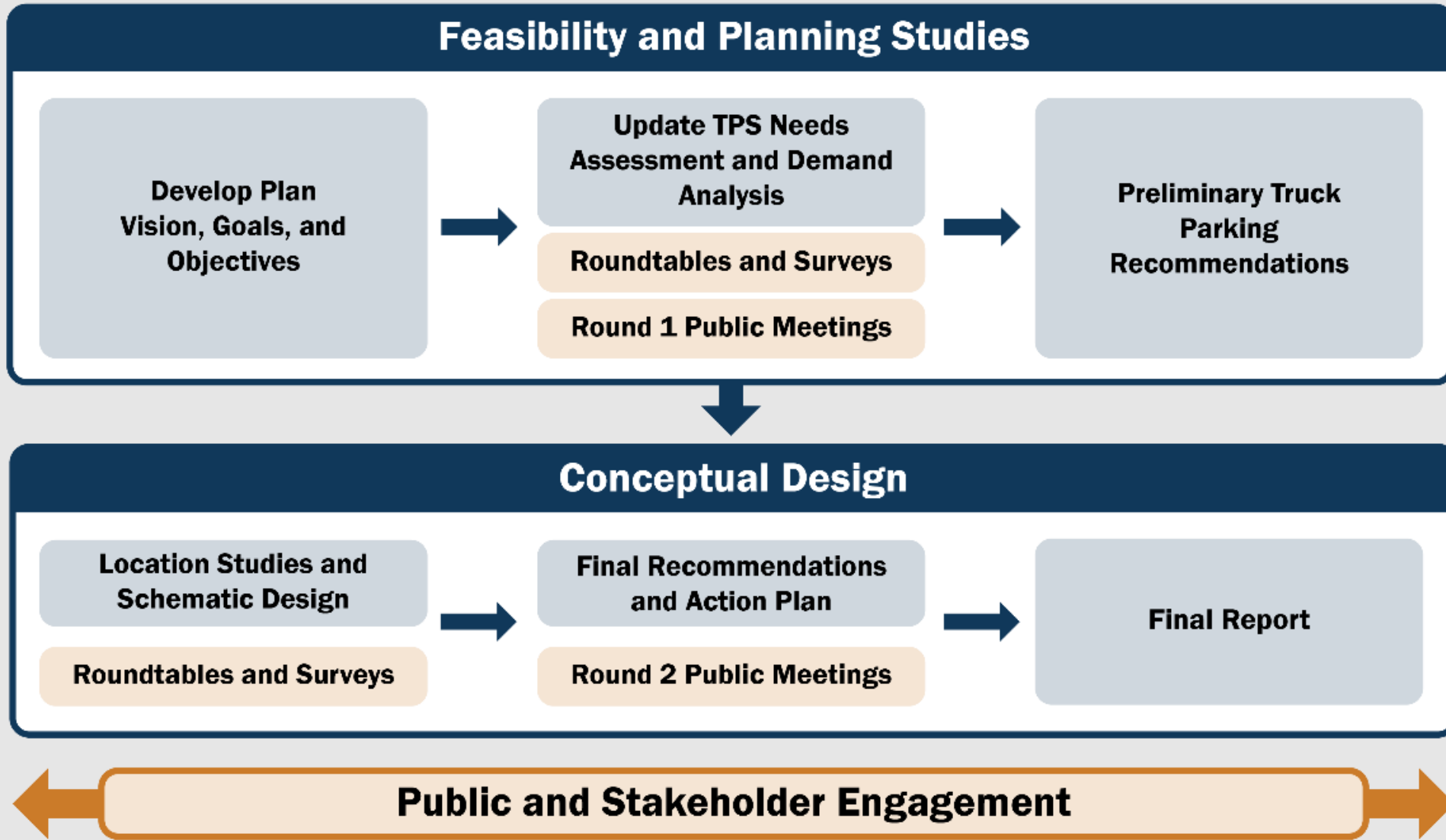
■ Southeast Texas Region

- HOU and BMT Districts
- H-GAC
- SETRPC (South East Texas Regional Planning Commission)
- Ports



Project Approach







TxDOT-Led

Integrate Truck Parking into all Decision-Making Processes

- Project development process
- Right of way acquisition guidelines
- Facility closures

Develop Truck Parking Information Systems

- Expand on I-10 TPAS
- Remote staging lot integrated with:
 - Trucking customer receiving
 - Curbside parking management

TxDOT-Supported

Shipper/Receiver-provided Truck Parking

- Logistics parks
- Commercial and industrial properties
- Include truck parking demand as part of Traffic Impact Analyses for new developments

Emergency Road Closures

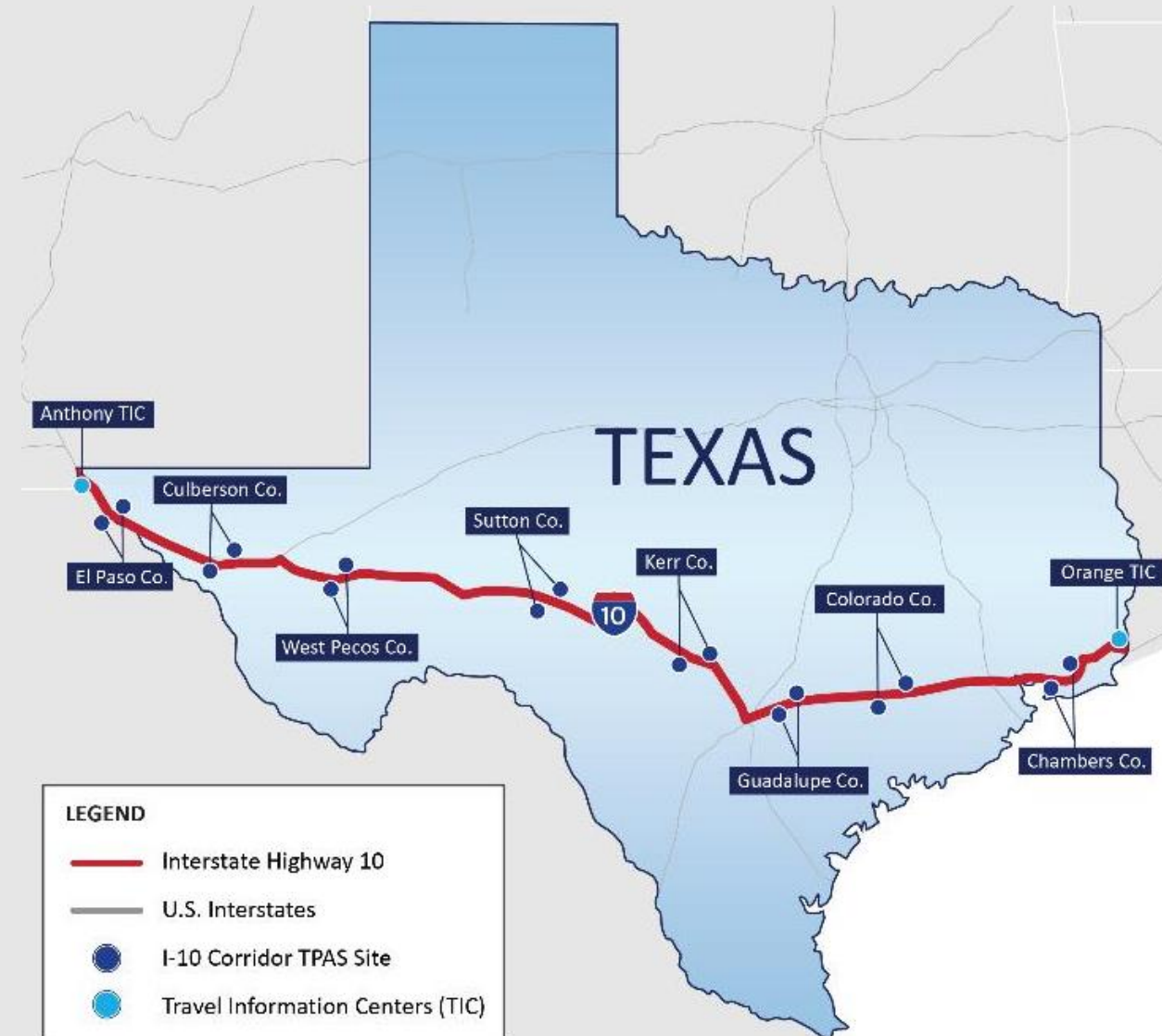
- Allow truck parking at large parking facilities when not in use

Manage Curbside Truck Parking

Truck Parking Availability System (TPAS)



- I-10 TPAS provides real-time information on available parking directly to drivers
 - Note, no safety areas in the Houston District
 - Consider TPAS technology with planned truck parking facilities
 - Integrate into existing platforms (ex.: LoneStar, DriveTexas, ConnectSmart, etc.)



Next Steps



Implementation Study Timeline

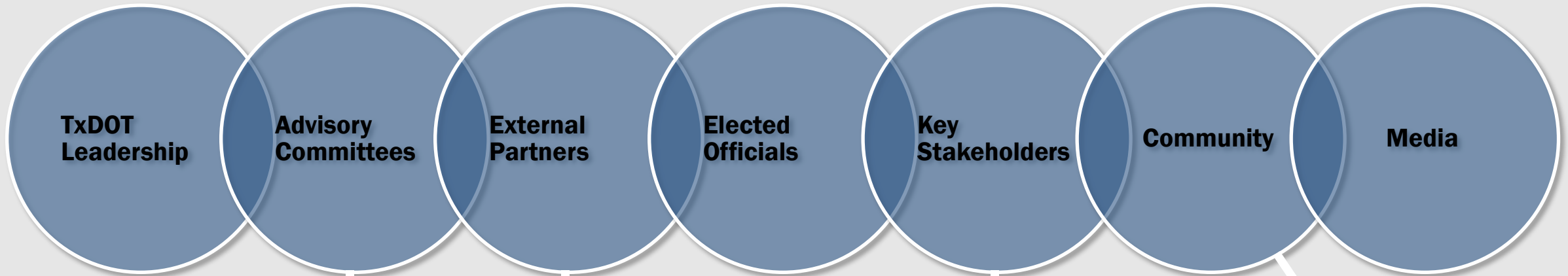


	Fall/Winter 2022	Winter/Spring 2023	Spring/Summer 2023	Fall/Winter 2023	Spring 2024
Milestones	Develop Plan Vision, Goals and Objectives	Identify Truck Parking Needs	Identify Improvement Strategies	Conceptual Design for Truck Parking Sites	Develop Implementation Plan
Key tasks achieved during key milestone phase...	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Project Kick-off and Introductory Meetings <input checked="" type="checkbox"/> Work with TxDOT to understand the Vision, Goals and Objectives for the regional area 	<ul style="list-style-type: none"> <input type="checkbox"/> Truck parking demand analysis <input type="checkbox"/> Safety analysis <input type="checkbox"/> Equity analysis <input type="checkbox"/> Prioritize areas of greatest need 	<ul style="list-style-type: none"> <input type="checkbox"/> Develop range of truck parking solutions <input type="checkbox"/> Identify and prioritize opportunity sites <input type="checkbox"/> Develop policies, strategies, and recommendations 	<ul style="list-style-type: none"> <input type="checkbox"/> Location and access studies <input type="checkbox"/> Conceptual design for new truck parking sites <input type="checkbox"/> Preliminary cost estimates 	<ul style="list-style-type: none"> <input type="checkbox"/> Develop Short-, Mid-, & Long-Term Phasing Concepts <input type="checkbox"/> Finalize Truck Parking Implementation Plan documentation
Stakeholder Engagement	<p>Kickoff</p> <ul style="list-style-type: none"> - TxDOT Coordination 	<p>Key activities:</p> <ul style="list-style-type: none"> - TxDOT Coordination - H-GAC Coordination - SETRPC Coordination 	<p>Key activities</p> <ul style="list-style-type: none"> - TxDOT Coordination - H-GAC / SETRPC Coordination - Public Survey - Industry panels, roundtables - External agency coordination - Public meeting #1 	<p>Key activities</p> <ul style="list-style-type: none"> - TxDOT Coordination - H-GAC / SETRPC Coordination - Industry engagement - Public meeting #2 	

Public and Stakeholder Engagement



- Develop engagement plan with virtual and in-person opportunities
- Confirm truck parking needs with TxDOT and key stakeholders
- Educate public on the need/benefits of truck parking
- Document outreach activities and feedback



e.g., TxFAC, Port Authority Advisory Committee (PAAC)

e.g., Houston-Galveston Area Council (H-GAC)

e.g., Truck drivers and dispatchers; Private truck stop owners/operators

e.g., EJ/LEP communities



- Stakeholder engagement strategy/plan
- Data collection and analysis
 - Parking inventory
 - Utilization
- Review ongoing plans and projects
 - Houston REAL Plan
 - ConnectSmart application
 - City of Houston Freight Network Study
 - Active freight corridor projects
 - Houston and Beaumont District projects



Questions and Open Discussion





- Are you aware of any truck parking issues or problem locations?
- Are you aware of any private truck parking improvements and/or investments in the region?
- Are there solutions (infrastructure, policy, or technology) you would like us to explore?
- Are there related studies we should that we should be aware for coordination?

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Legislative Priorities Panel



88TH Legislative Bill Tracker

Bill No.	Last Action	Caption
HB 560	11/14/2022 H Filed	Relating to analyzing and mitigating transportation security threats in this state.
HB 321	11/14/2022 H Filed	Relating to authorizing the increase or decrease of the rates of the gasoline and diesel fuel taxes based on the cost of certain highway projects.
HB973	12/09/2022 H Filed	Relating to the creation and uses of the critical infrastructure resiliency fund and the eligibility of certain water-related projects for state financial assistance.

Please send bills to Sydni Ligons at Sydni.ligons@h-gac.com

Meet our panelist



Bruce Mann
Director Freight Mobility -
Port of Houston



Amy Skicki
Executive Director -
BayTran



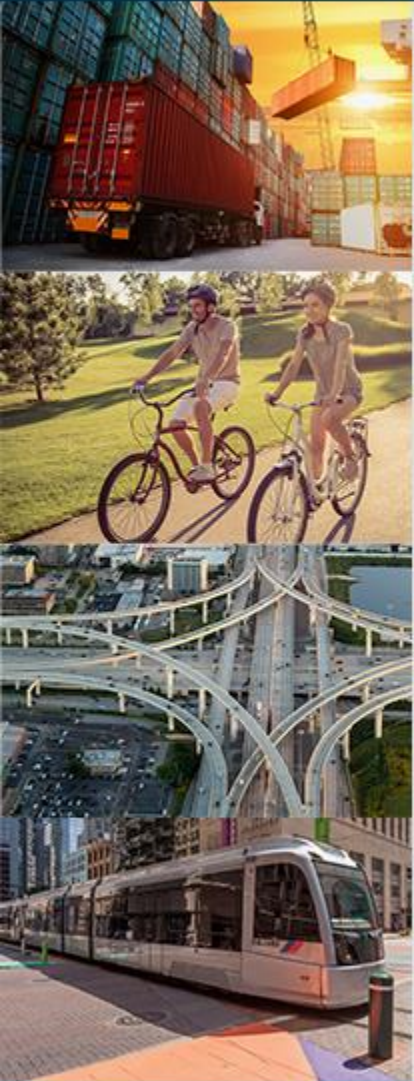
James Koch
Director – TP&D, TxDOT
District Office – Houston

Agenda

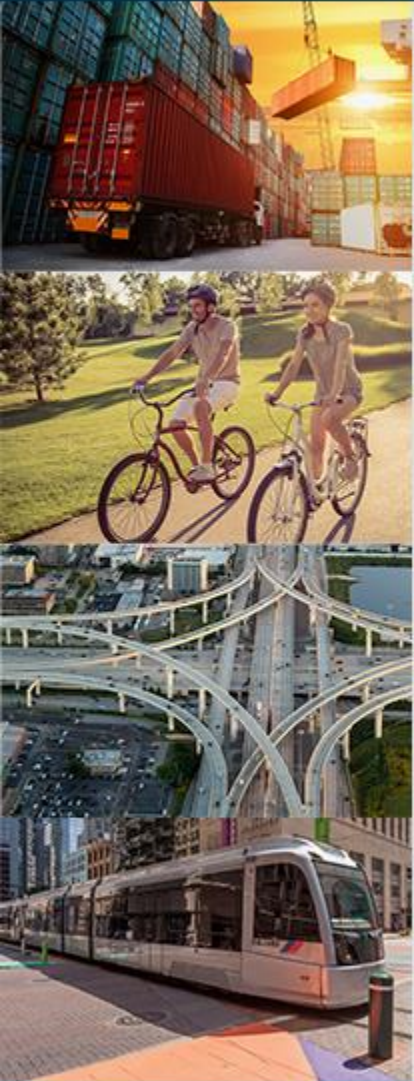
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Survey

- Please see survey in MS Teams chat box

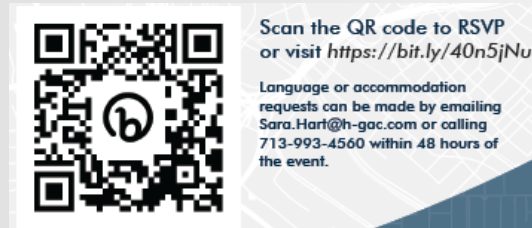


Announcements



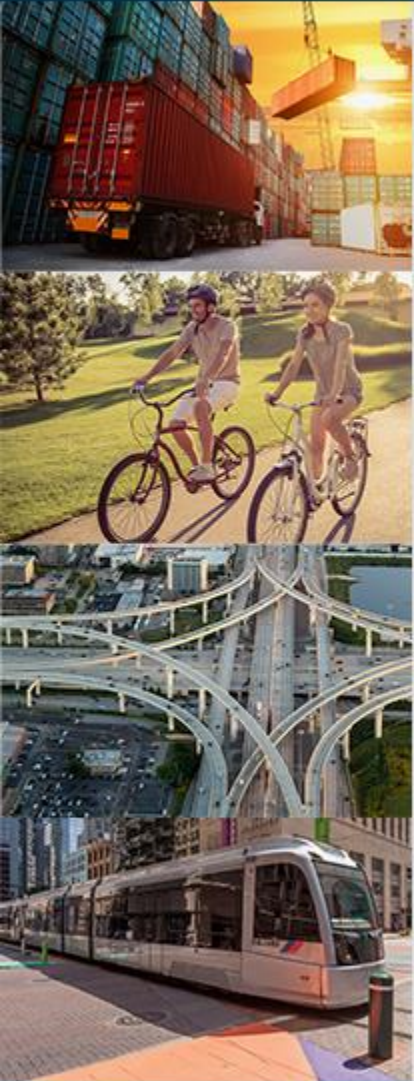
Informational Items

- The Role of Title VI and Environmental Justice in Transportation Planning
 - Thursday, **February 16**
 - 9:30 AM to 12 PM - Via Zoom



- RTP Comment Period
 - **10** March 15-17th
- RTP Public Meeting
 - Virtual, Tentatively March 21

Adjournment



- Next meeting Dates
 - June 7, 2023 (tentative)
 - Oct 4, 2023 (tentative)
 - 4th meeting date TBD

- Staff contact: Sydni Lignons sydni.lignons@h-gac.com