


Greater Houston Freight Committee


October 17, 2024

Regional Collaboration • Transportation Planning • Multimodal Mobility

Houston-Galveston Area Council

Agenda

- Opening and welcome

  Bruce Mann, Port Houston, and Richard Zientek, Union Pacific
- HCTRA Truck Route Study & Freight Corridors Plan

  Josie Ortiz AICP, Project Manager, Harris County Toll Road Authority
- H-GAC ITS Architecture and Website Update

  Thomas Fowler, Kimley-Horn
- Passenger Rail Impacts on Freight Movement in the Houston Region

  Peter LeCody, President, Texas Rail Advocates
- Panel Discussing the TxDOT Rail Legislative Appropriation Request (LAR)

  Dennis Kearns BNSF, Richard Zientek UP, Katherine Parker GCRD
- Announcements
- Adjourn

Presentations

HCTRA Truck Route Study & Freight Corridors Plan

Greater Houston Freight Committee

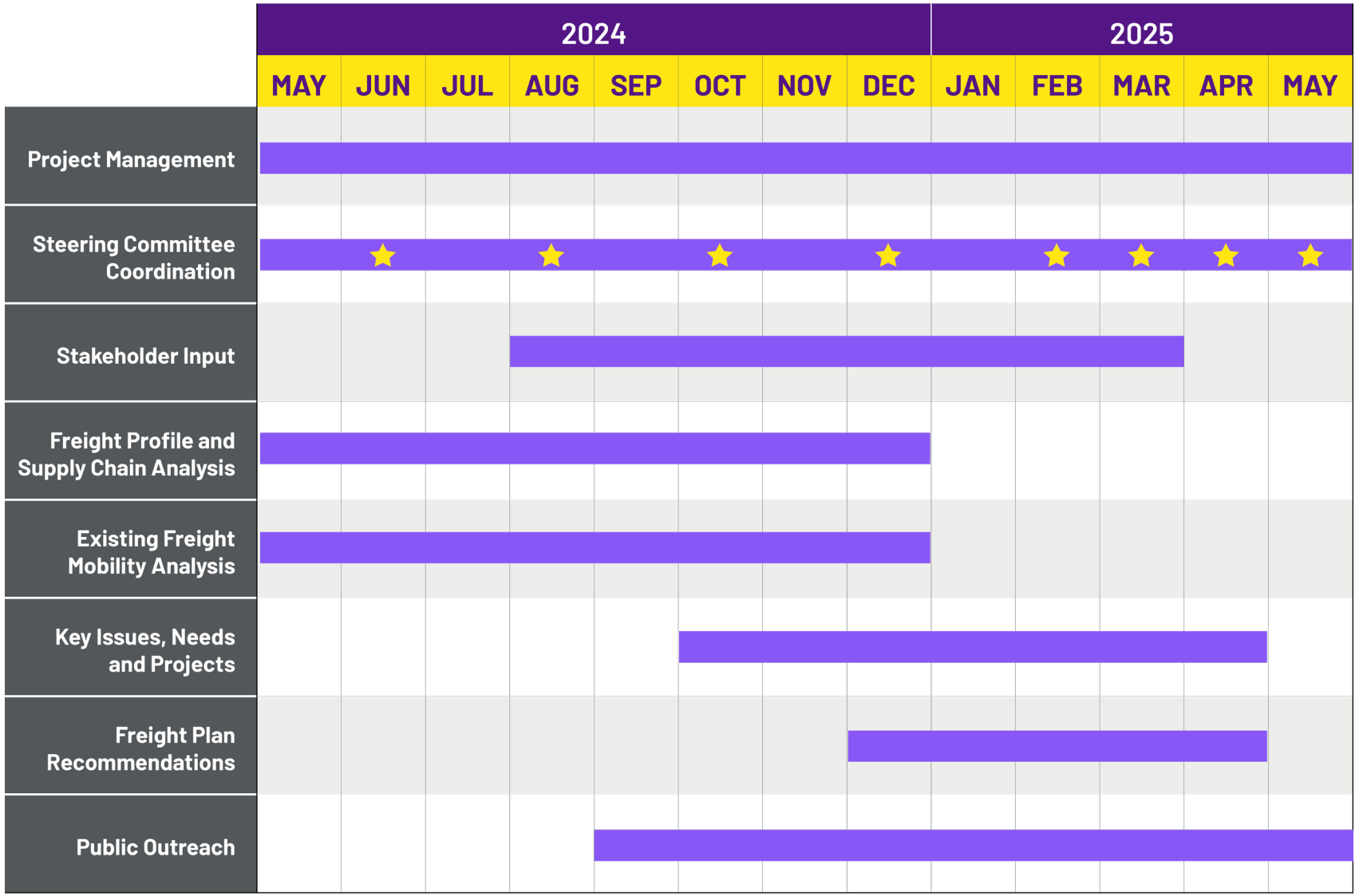
October 17, 2024

HCTRA CONNECTS

Agenda

1. Study Overview
2. Methodology
3. Stakeholder List
4. Land Use & Demographics
5. Truck Safety & Mobility Trends
6. Next Steps

Project Schedule

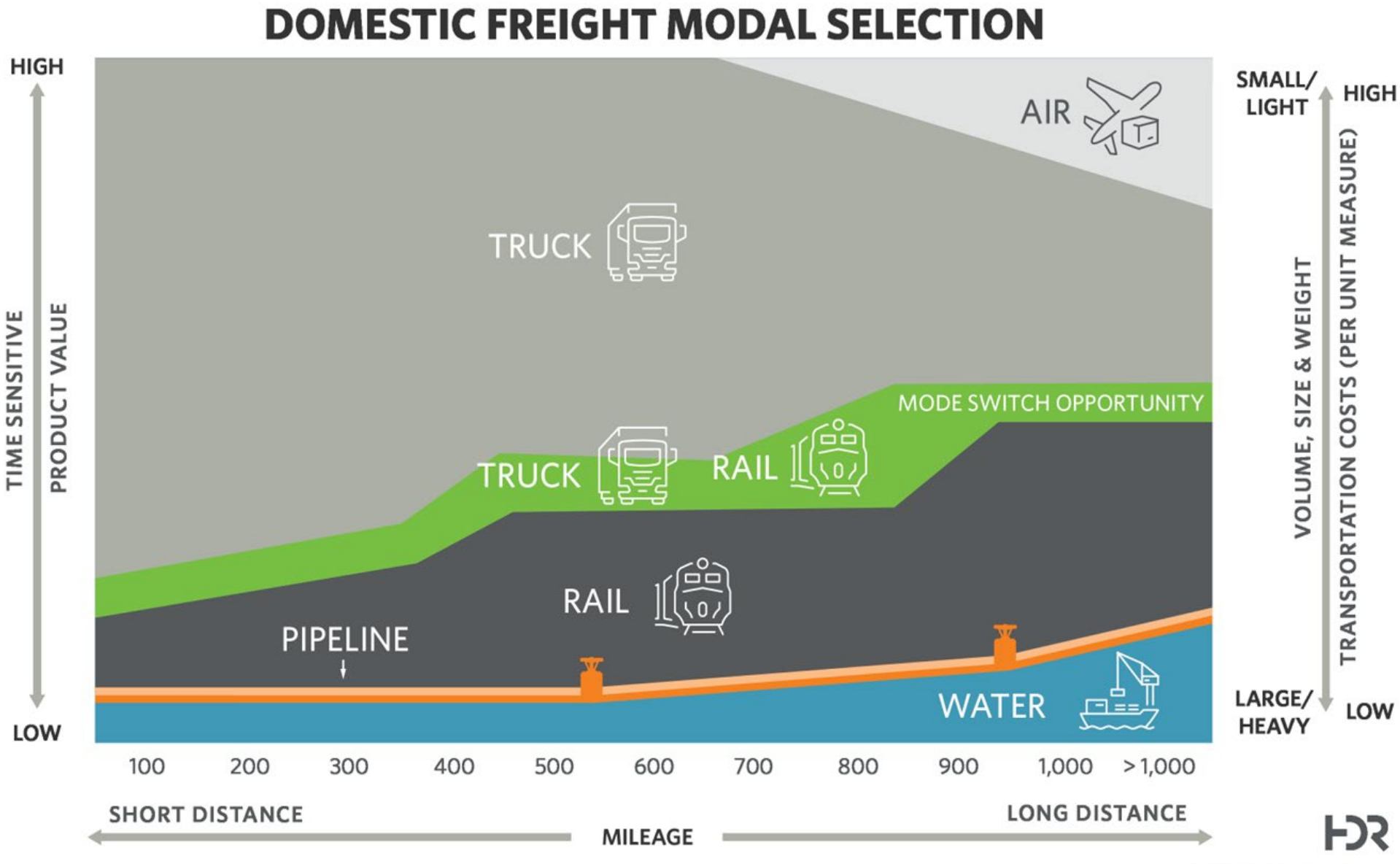


Study Overview

Project Goals

- **Improve freight mobility, efficiency, and resiliency to make the network more reliable and dependable**
- **Strengthen economic vitality and competitiveness**
- **Improve safety**
- **Reduce environmental and social impacts**
- **Enhance equity**

Multimodal Freight Movement Overview



Methodology

1. Steering Committee Coordination

a. Provide feedback on the study
b. Receive and review update and findings
c. Long term support for delivery of projects

2. Stakeholder Input

a. Interview up to 30 stakeholders (agencies and industry groups)
b. Freight movement patterns, issues & concerns, growth trends and supply chains

3. Freight Profile and Supply Chain Analysis

a. Freight profile of transportation infrastructure and facilities
b. Datasets used – Freight Analysis Framework (FAF), Transearch, Bureau of Labor Statistics (BLS)
c. Deep dive of five primary supply chains

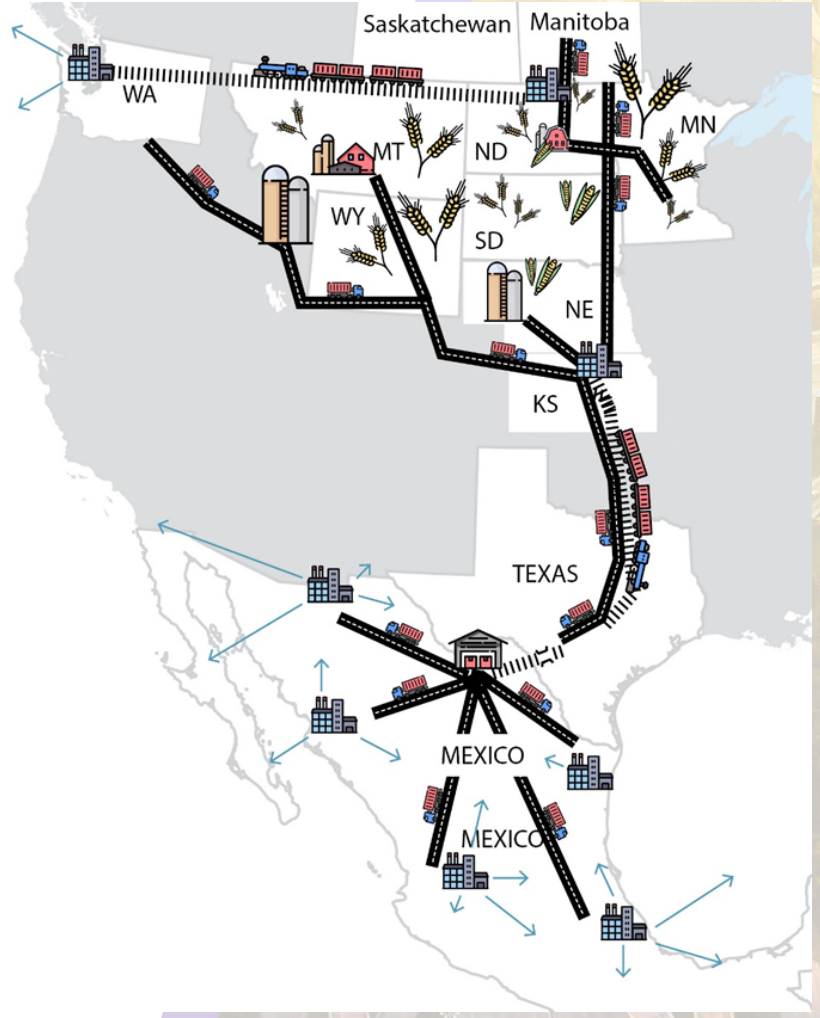
Methodology

4. Existing Freight Mobility

a. Review previous plans
b. Analyze mobility, land use, traffic and crash data
c. Economic analysis
d. Datasets used – StreetLight or INRIX, H-GAC and TxDOT data

5. Key Issues, Needs, and Projects

a. Infrastructure, congestion, community impacts, safety, funding and growth
b. Performance metrics for each corridor
c. Identify key issues and needs and define projects
   - short (1-5 years)
   - mid (5-10 years)
   - long (10+ years)
d. High level cost estimates and ranking for the projects
e. Prioritize projects along with projects in County CIP, H-GAC RTP and TxDOT Freight Plan



Methodology

6. Recommendations

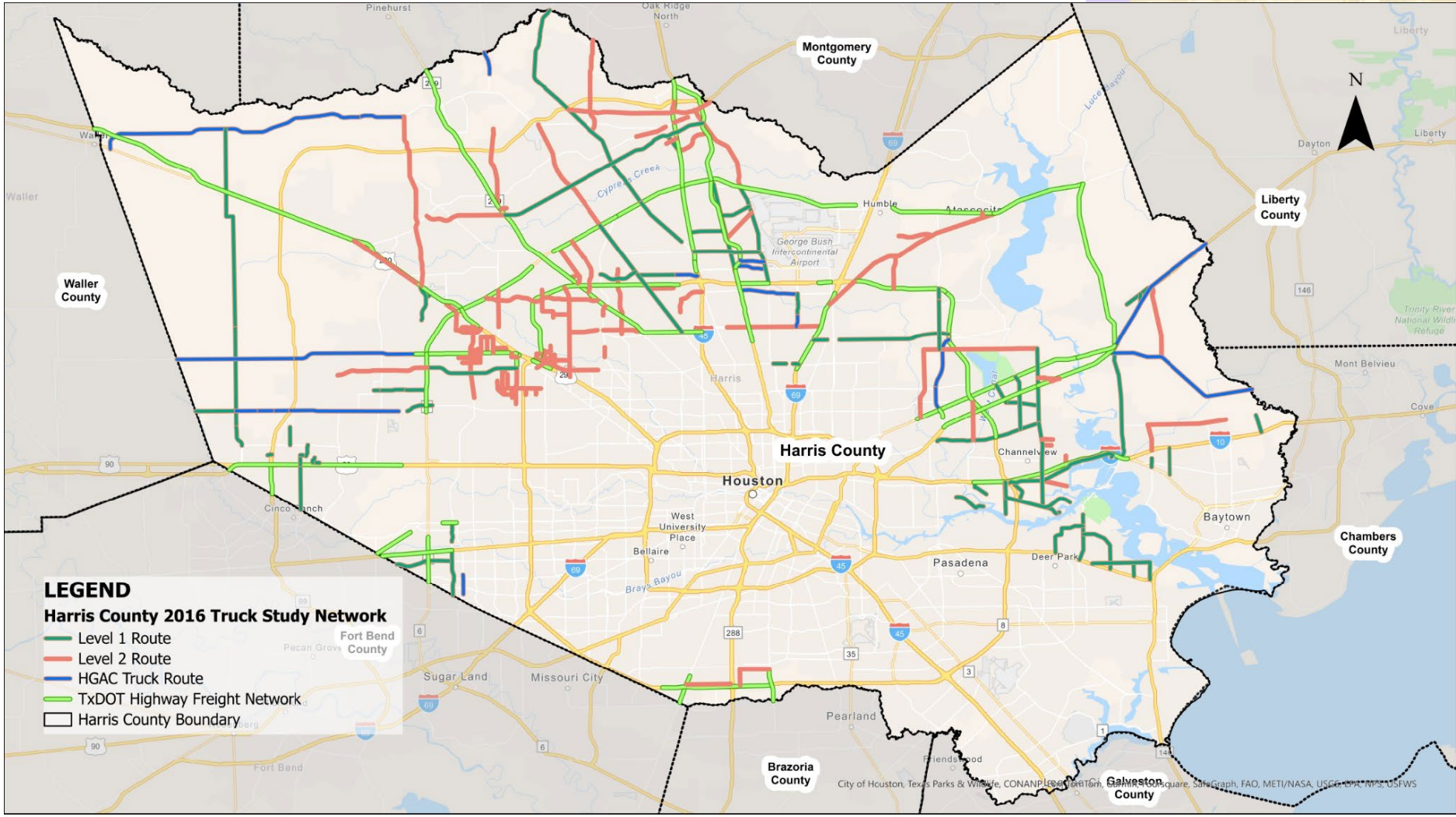
a. Identify non-infrastructure related strategies, processes and policies cohesive with other regional agencies to address key issues
b. Funding and grant recommendations

7. Public Outreach

a. Up to eight public meetings (two per precinct) to seek community feedback
b. Interactive website and social media campaign (Optional)

Harris County 2016 Truck Route Study Outcomes

- **Level 1 Roads –** Routes on which both legal and oversize/overweight (OS/OW) trucks are encouraged to travel.
- **Level 2 Roads** – Routes on which truck travel is accepted.



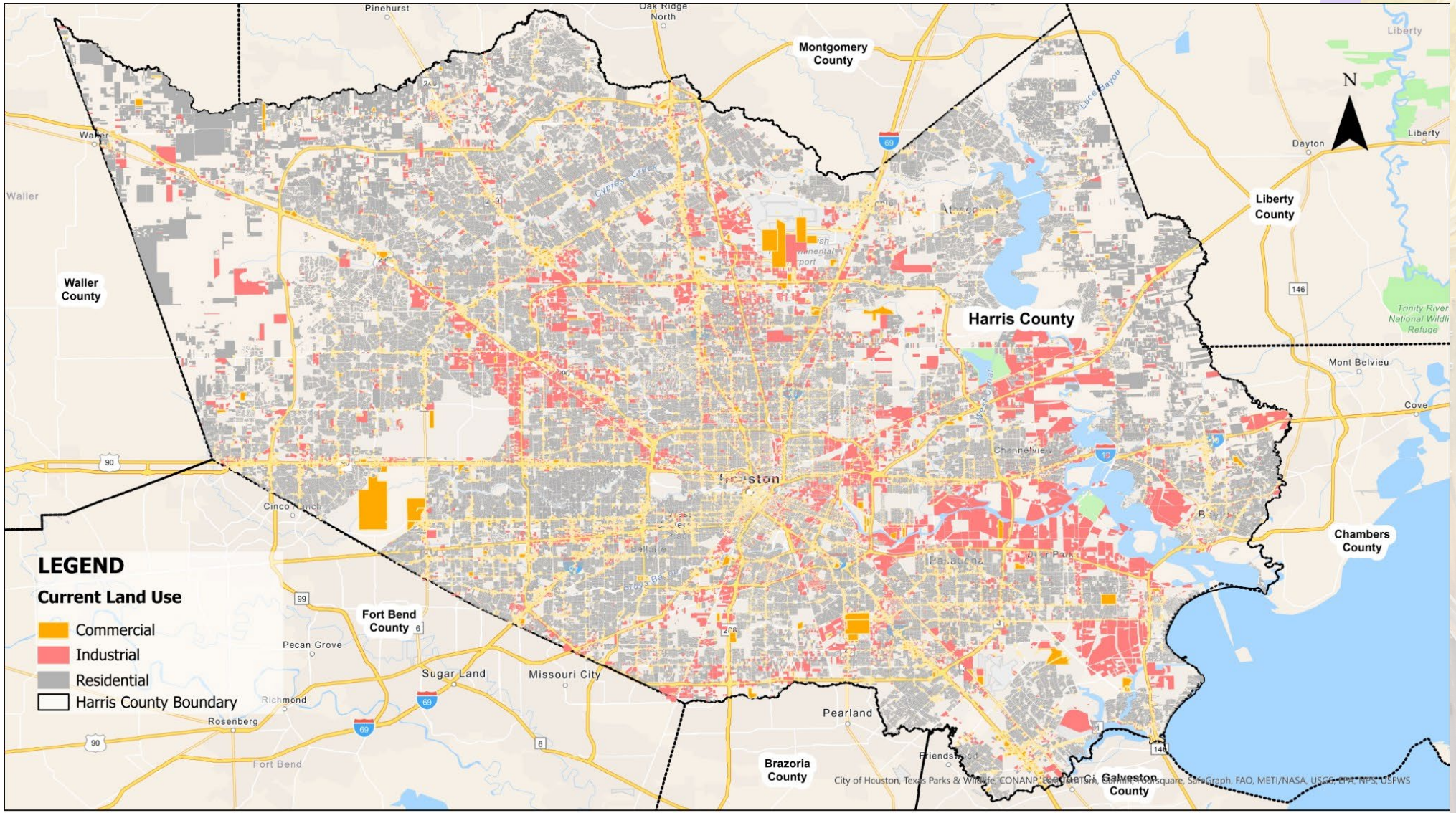
Source: *Harris County Engineering Department, Harris County Truck Route Study, 2016* *https://www.h-gac.com/uploads/transportation-improvement-program-call-for-projects/1029201854407PM.pdf*

Stakeholder List

AGENCIES AND ORGANIZATIONS	
City of Houston, TxDOT, H-GAC, Port Houston, Houston Airport System, Railroads, and Texas Trucking Association (TTA)	
INDUSTRY SECTOR GROUPS	
Petro-chemical	ExxonMobil, Chevron Phillips, Lyondell Basell, Air Products, INEOS
Food & Beverage Distribution	HEB, Sysco, Houston Food Bank, Kroger, Tyson Foods, Anheuser-Busch
Transport & Logistics	XPO, Saia, Estes, Genox Transportation, Gulf Winds International, Frontier Logistics, Amazon
Construction	Martin Marietta, American Materials, Heidelberg, Rinker Materials, Oldcastle
Infrastructure Owners & Operators	UP, BNSF, PTRA, Port Houston, Houston Airport System
Commercial & Industrial Real Estate	CBRE, Prologis, Colliers, NAOIP (Commercial Real Estate Development Association)

Land Use & Demographics

Residential, Commercial & Industrial Land Use in Harris County



***Source**: City of Houston, COH Land Use, https://cohgis-mycity.opendata.arcgis.com/datasets/MyCity::coh-land-use/explore?location=29.399308%2C-95.991532%2C7.88*

***Data Download Date** – July 2024*

HCTRA HDR

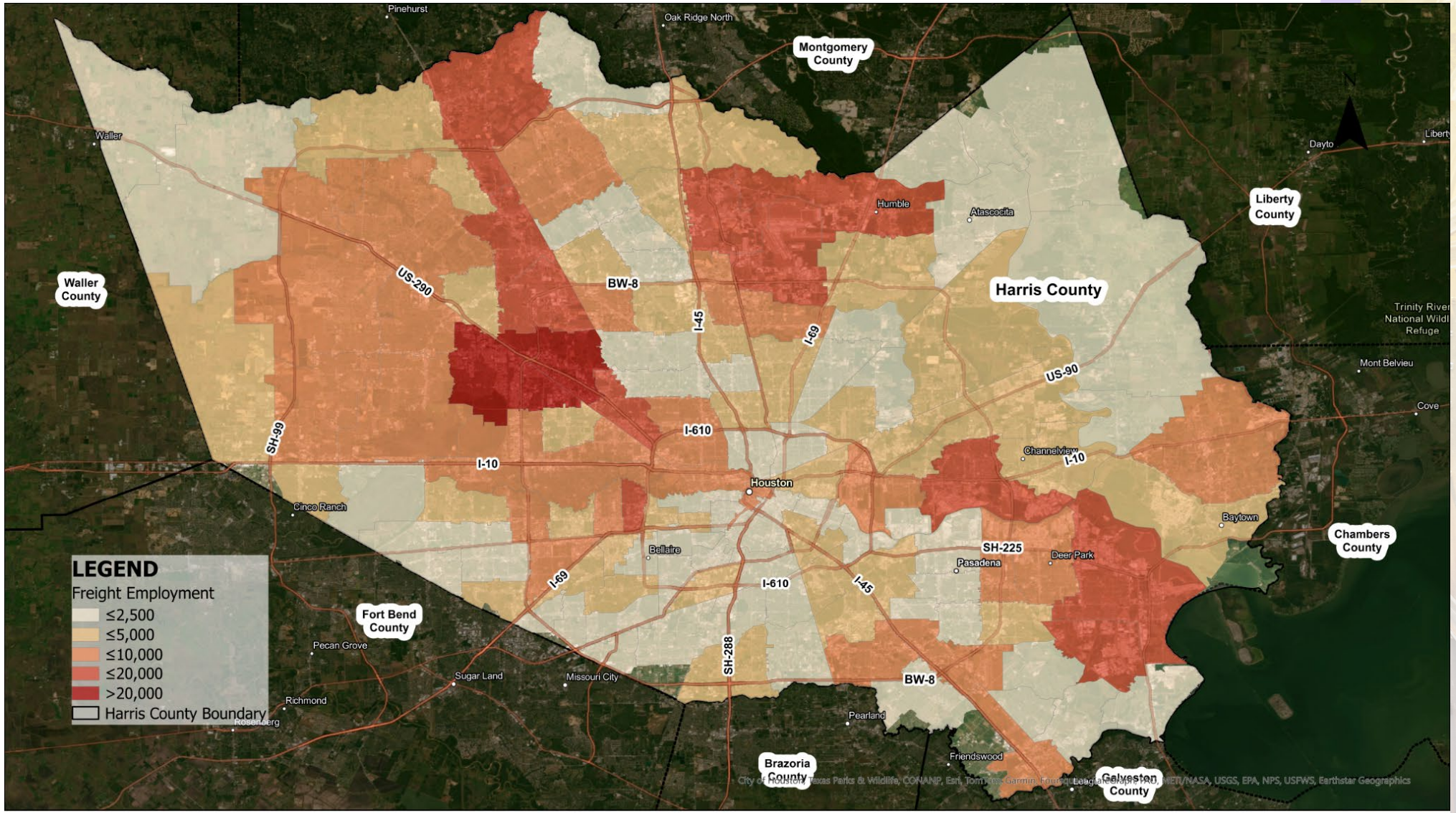
0 1 2 4 6 8 Miles

Harris County Truck Route Study / Freight Corridors Plan

Residential, Commercial and Industrial Land Use in Harris County

Source: City of Houston (COH)

Freight Employment in Harris County



***Source**: HDR analysis of County Business Patterns zip code level data for year 2022, https://www.census.gov/data/datasets/2022/econ/cbp/2022-cbp.html*

***Data Download Date:** August 2024*

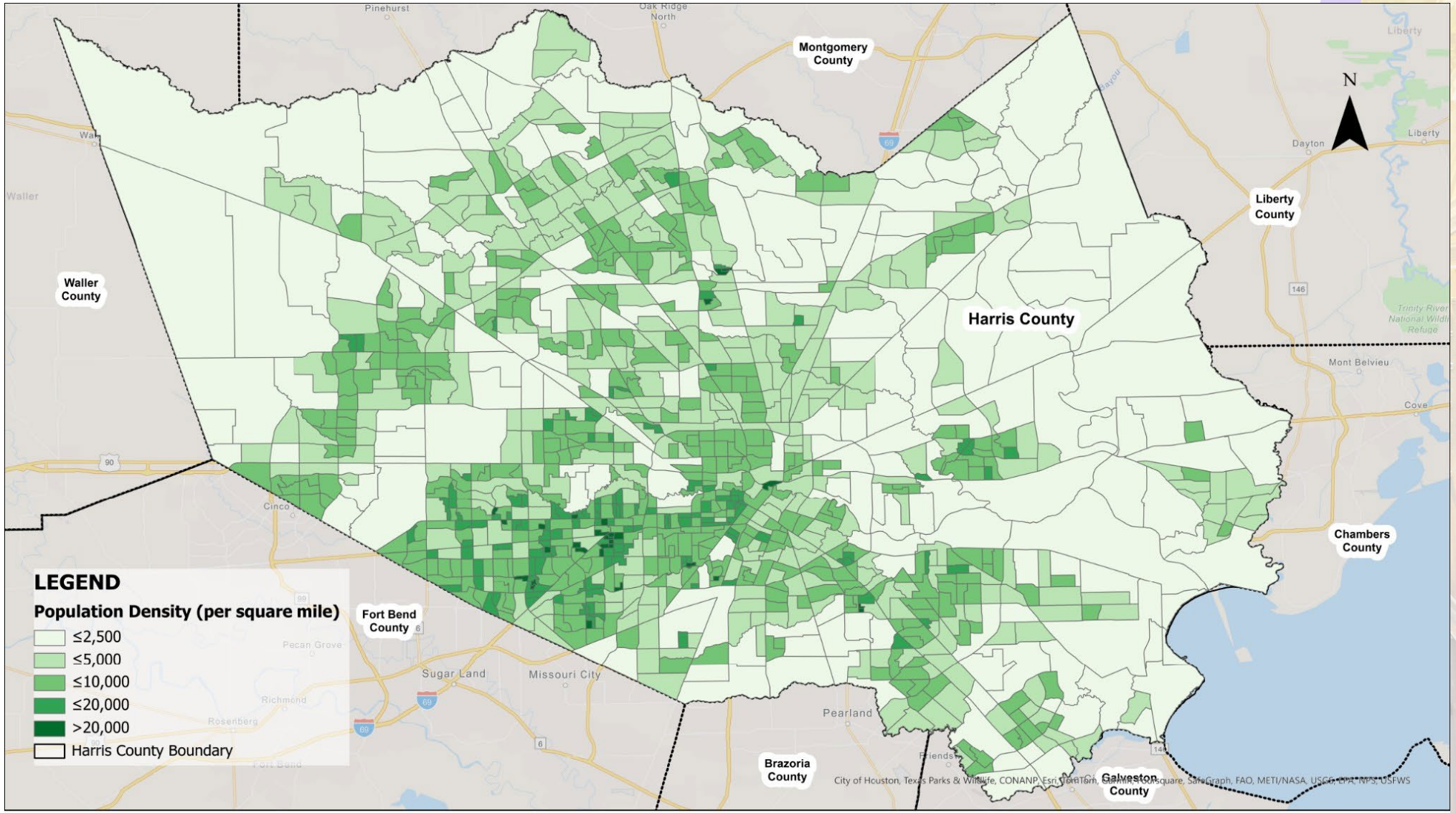
HCTRA HDR

0 1 2 4 6 8 Miles

Harris County Truck Route Study / Freight Corridors Plan

Freight Employment

Population Density in Harris County



***Source**: Census Tract Population Data, 2020 https://data.census.gov/table/DECENNIALDP2020.DP1?q=population%20by%20census%20tract&t=Population%20Total&g=050XX00US48201$1400000*

***Data Download Date:** August 2024*

HCTRA HDR

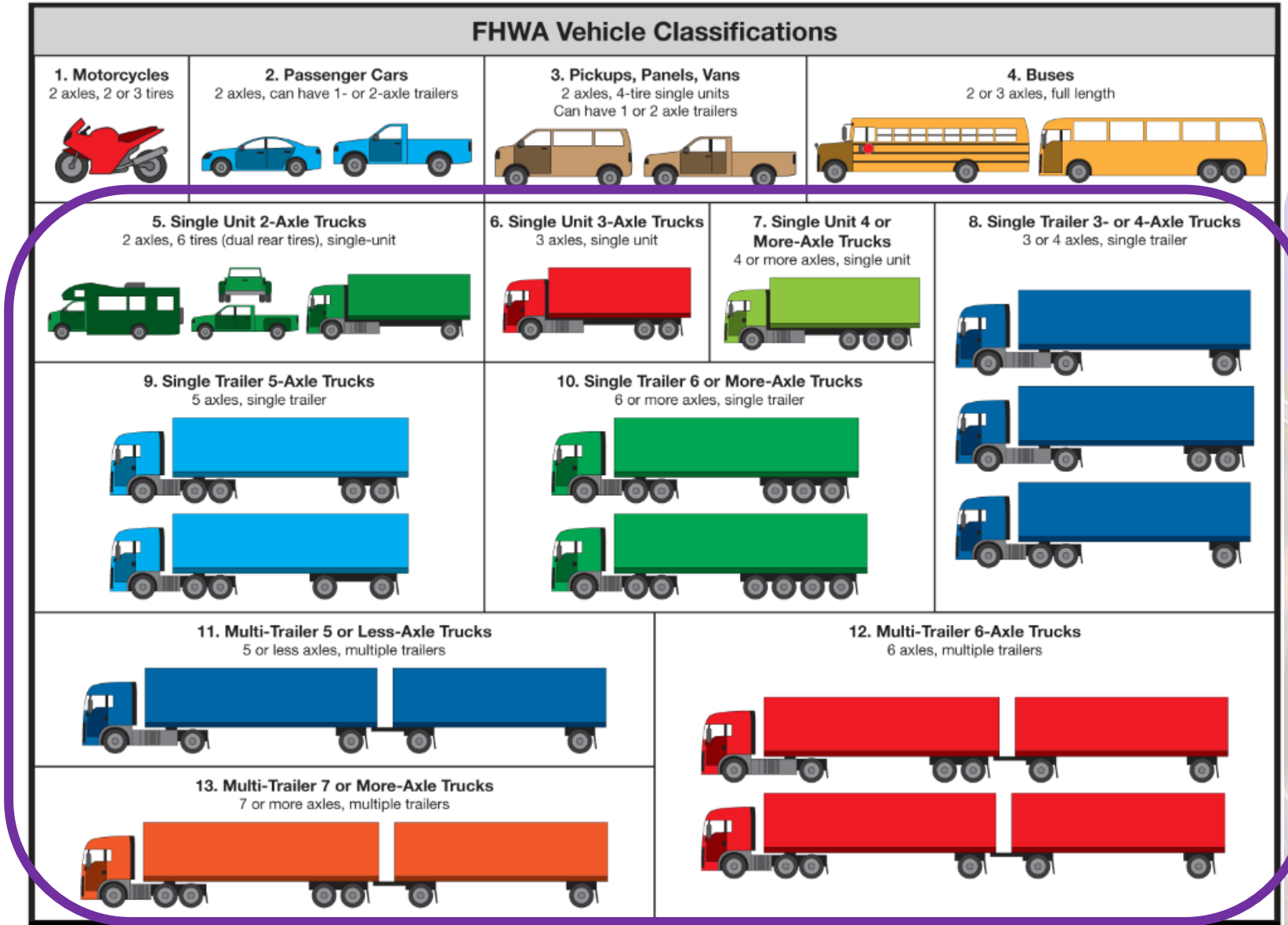
0 1 2 4 6 8 Miles

Harris County Truck Route Study / Freight Corridors Plan

Population Density (Harris County)

Truck Safety & Mobility Trends

What Trucks are considered in this Study?

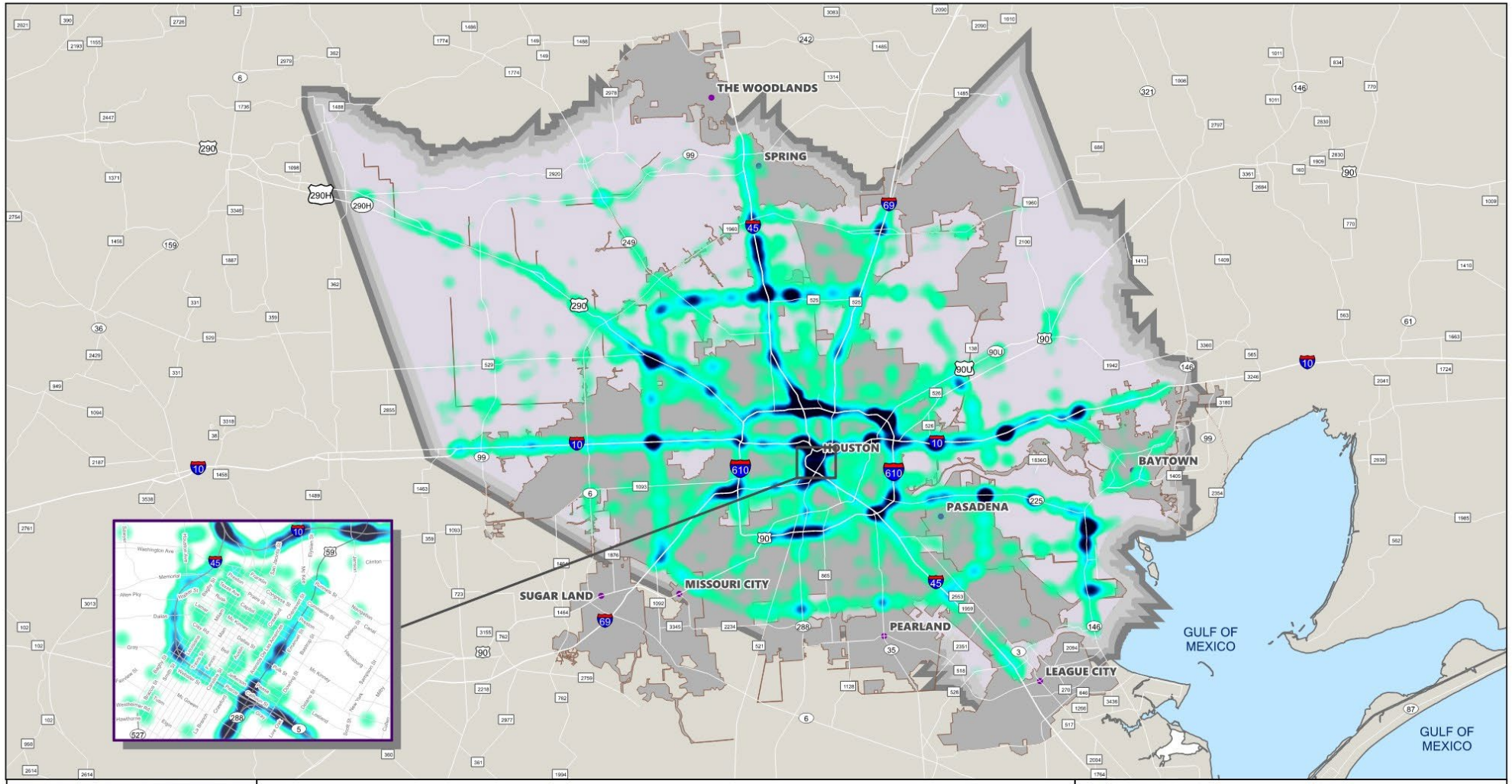


FHWA Classes 5 - 13

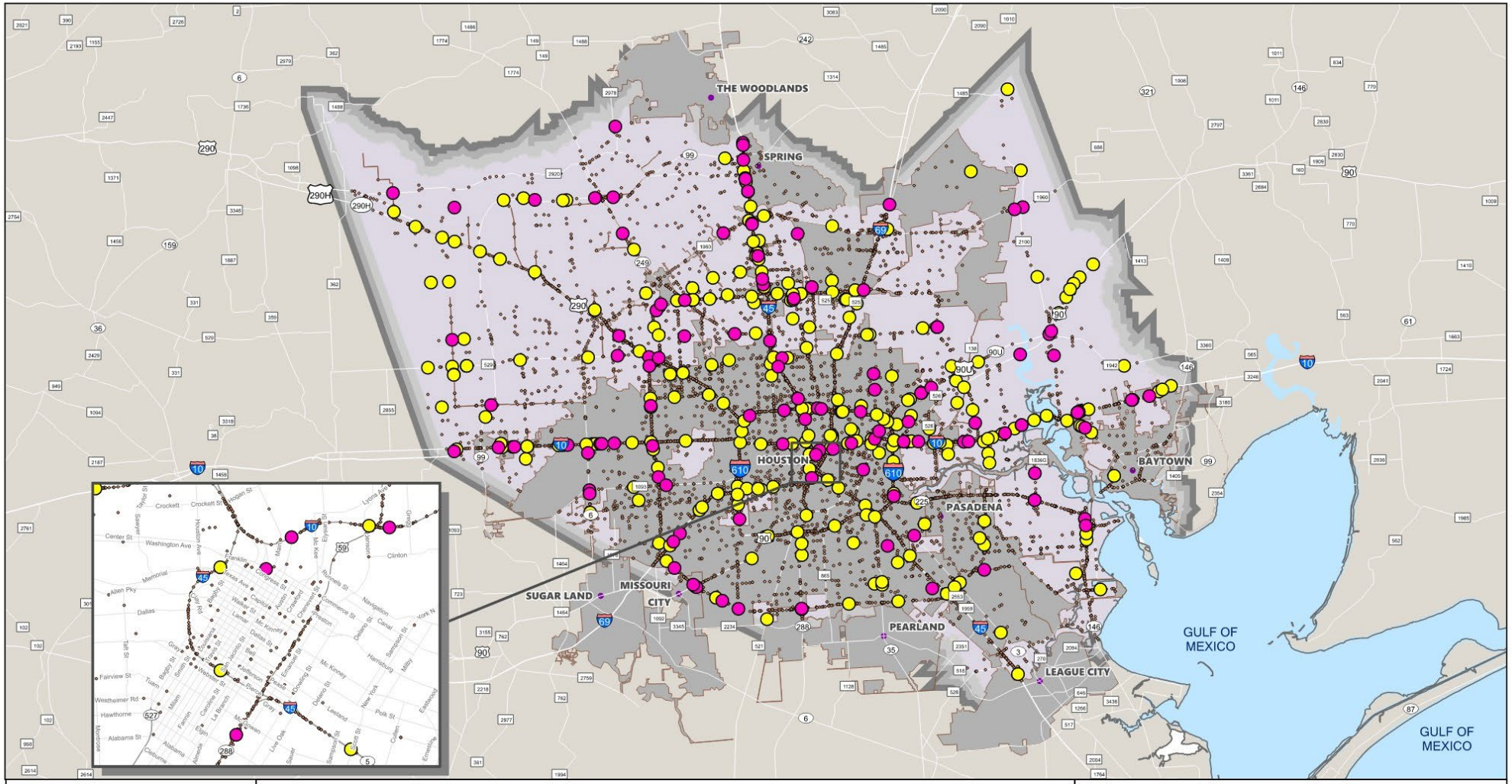
Source: *FHWA, FHWA Vehicle Class with Definitions, https://www.fhwa.dot.gov/policyinformation/vehclass.cfm*

Last Modified – *November 7, 2014*

Truck Crashes Density Map (2021 – 2023)



Truck Crashes Severity Map (2021 – 2023)



HCTRA Harris County Toll Road Authority

TRANSCEND engineers + planners

LEGEND

Truck Crash Severity
- Fatal Crashes (109)
- Suspected Serious Injury Crashes (272)
- Other Severity Crashes (13,526)
- City Boundaries

Analysis Years: 2021 through 2023

Total Crashes: 357,987
Truck Crashes (Classes 5 to 13): 13,907
Freight Units (Classes 5 to 13): 14,805

Source: TxDOT CRIS Crash Data

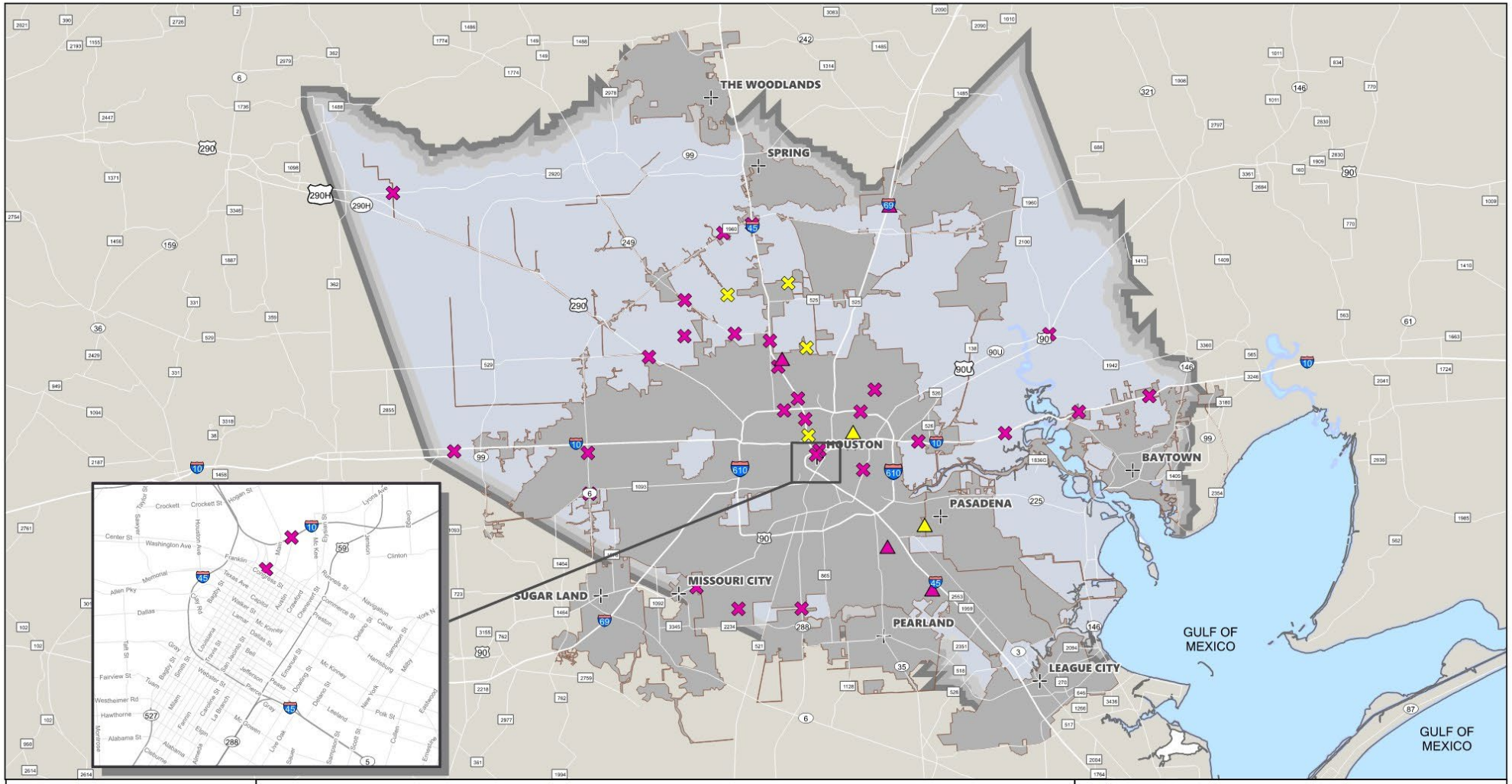
0 5 10 15 Miles

HCTRA Truck Route Study
2021 to 2023 Truck Crash Severity Map
Harris County

August 2024

DRAFT

Truck Crashes involving Pedestrians & Bikes (2021 – 2023)



HCTRA Harris County Toll Road Authority

TRANSCEND engineers + planners

LEGEND

Severe Pedestrian/Bicycle & Truck Crashes

- Pedestrian & Truck Fatal Crash (29)
- Pedestrian & Truck Severe Crash (4)
- Bicycle & Truck Fatal Crash (4)
- Bicycle & Truck Severe Crash (2)
- City Boundaries

Analysis Years: 2021 through 2023

Pedestrian & Truck Crashes - All Severities: 48
Bicycle & Truck Crashes - All Severities: 13

Source: TxDOT CRIS Crash Data

0 5 10 15 Miles

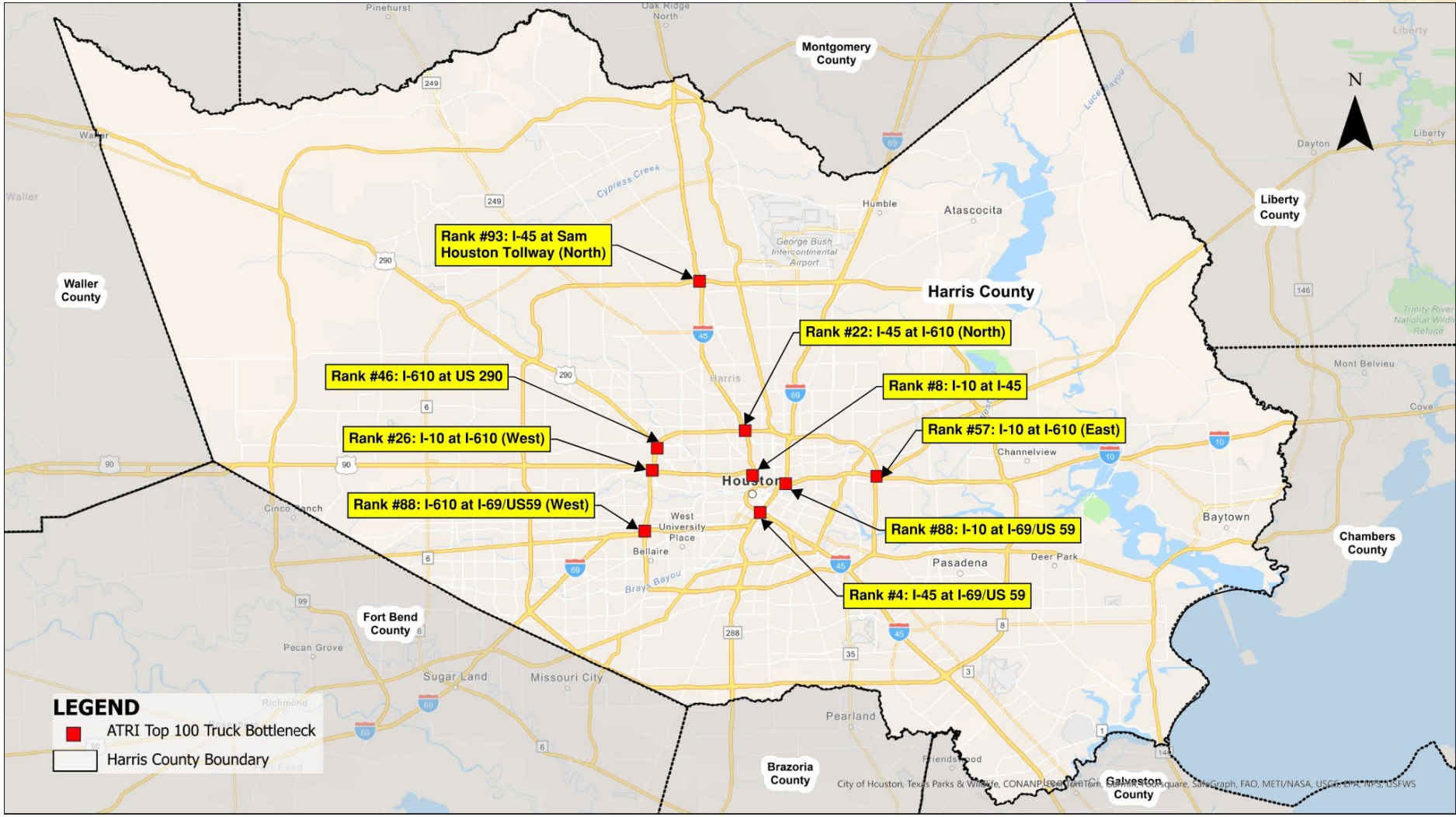
HCTRA Truck Route Study
2021 to 2023 Ped/Bicycle Crashes Involving Trucks
Harris County

August 2024

DRAFT

ATRI Top 100 Truck Bottlenecks in US (2024)

- American Transportation Research Institute (ATRI) develops annual Top 100 Truck Bottlenecks in US.
- The 2024 list released in February analyzed the data collected in 2023.
- **Harris County has almost 10% (9 out of 100) of the Top 100 bottlenecks in the US including two in the Top 10** –
  - #4: I-45 at I-69/US 59
  - #8: I-10 at I-45



Source: *ATRI, Top 100 Truck Bottlenecks - 2024*
https://truckingresearch.org/2024/02/top-100-truck-bottlenecks-2024/
Website Access Date – *August 2024*

TEXAS' 100 MOST CONGESTED ROAD SECTIONS 2023

Texas Department of Transportation | Texas A&M Transportation Institute

Houston – The Woodlands – Sugar Land

https://mobility.tamu.edu/texas-most-congested-roadways/

Start Here

All Vehicles or Trucks?
- ○ All Vehicles
- ◉ Trucks Only

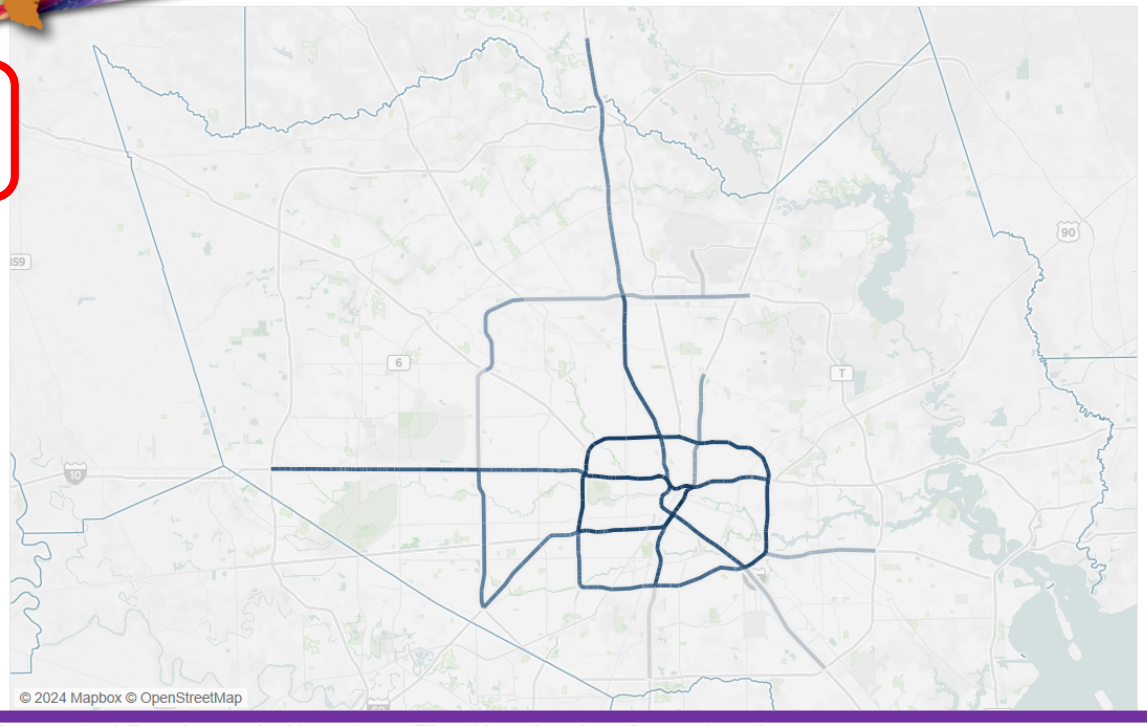
Top or Other Roads?
None

Year: 2022

Back to Home

Instructions:
Select a Road on the map or table to examine detailed information about that roadway segment.

To clear a selection, click anywhere else on the map.



Distance	
Miles Covered	2,276 Miles
Segments	377 Segments

Traffic Delay	
Annual Delay	137,342,837 Hours
Wasted Fuel	47,227,311 Gallons
Congestion Cost	$3,616,238,781

Truck Delay	
Truck Delay	8,555,827 Hours
Truck Wasted Fuel	12,446,143 Gallons
Truck Cong. Cost	$530,861,484

Truck Impact	
	6.2% of Total Delay
	26.4% of Wasted Fuel
	14.7% of Congestion Costs

31 out of Top 100 Congested Truck Segments in Texas are located in Houston

Congested Truck Roadways in Houston MSA (Rankings within Texas between 1 to 40)

The Most *Truck*-Congested Roadways in Houston – The Woodlands – Sugar Land

Truck Rank	Road	From	To	Truck Delay/Mile	Truck TCI	Truck PTI (95%)	Annual Truck Congestion Cost
1	Eastex Fwy / IH 69 / US 59	SH 288	IH 10	77,308	2.82	4.42	$14,743,806
4	N Loop W Fwy / IH 610	North Fwy / IH 45	Katy Fwy / IH 10 / US 90	64,582	2.29	3.50	$25,189,817
5	IH 10 / US 90	North Fwy / IH 45	Eastex Fwy / US 59	63,340	2.12	2.95	$6,402,784
7	Katy Fwy / IH 10 / US 90	W Loop N Fwy / IH 610	North Fwy / IH 45	50,515	1.99	2.97	$17,909,228
9	W Loop Fwy / IH 610	Katy Fwy / IH 10 / US 90	Southwest Fwy / US 59 / IH 69	48,108	2.49	3.74	$10,936,830
13	Southwest Fwy / IH 69 / US 59	W Loop Fwy / IH 610	South Fwy / SH 288	38,646	2.12	3.54	$13,110,017
15	E Loop Fwy / IH 610	East Fwy / IH 10	Gulf Fwy / IH 45	35,700	1.51	1.99	$13,594,153
16	N Loop E Fwy / IH 610	North Fwy / IH 45	East Fwy / IH 10	34,289	1.51	1.98	$17,361,520
20	Katy Fwy / IH 10 / US 90	N Eldridge Pkwy	Sam Houston Tollway W / SL 8	30,658	1.51	2.23	$6,153,242
24	East Fwy / IH 10 / US 90	Eastex Fwy / US 59	E Loop Fwy / IH 610	27,966	1.55	2.35	$8,249,397
25	Gulf Fwy / IH 45	IH 10 / US 90	S Loop E Fwy / IH 610	27,388	1.89	2.79	$13,551,309
26	South Fwy / SH 288	Gulf Fwy / IH 45	S Loop W Fwy / IH 610	27,366	1.57	2.40	$8,182,351
31	North Fwy / IH 45	Sam Houston Tollway N	N Loop Fwy / IH 610	25,465	1.50	2.01	$14,522,657
33	Katy Fwy / IH 10 / US 90	Grand Pkwy / SH 99	N Eldridge Pkwy	24,341	1.54	2.57	$14,299,196
38	Katy Fwy / IH 10 / US 90	Sam Houston Tollway W / SL 8	W Loop N Fwy / IH 610	22,057	1.42	1.84	$8,861,528
39	North Fwy / IH 45	N Loop Fwy / IH 610	IH 10 / US 90	22,005	1.70	2.61	$4,328,664
40	S Loop E Fwy / IH 610	South Fwy / SH 288	Gulf Fwy / IH 45	21,492	1.54	1.88	$7,563,149

Houston – The Woodlands – Sugar Land

https://mobility.tamu.edu/texas-most-congested-roadways/

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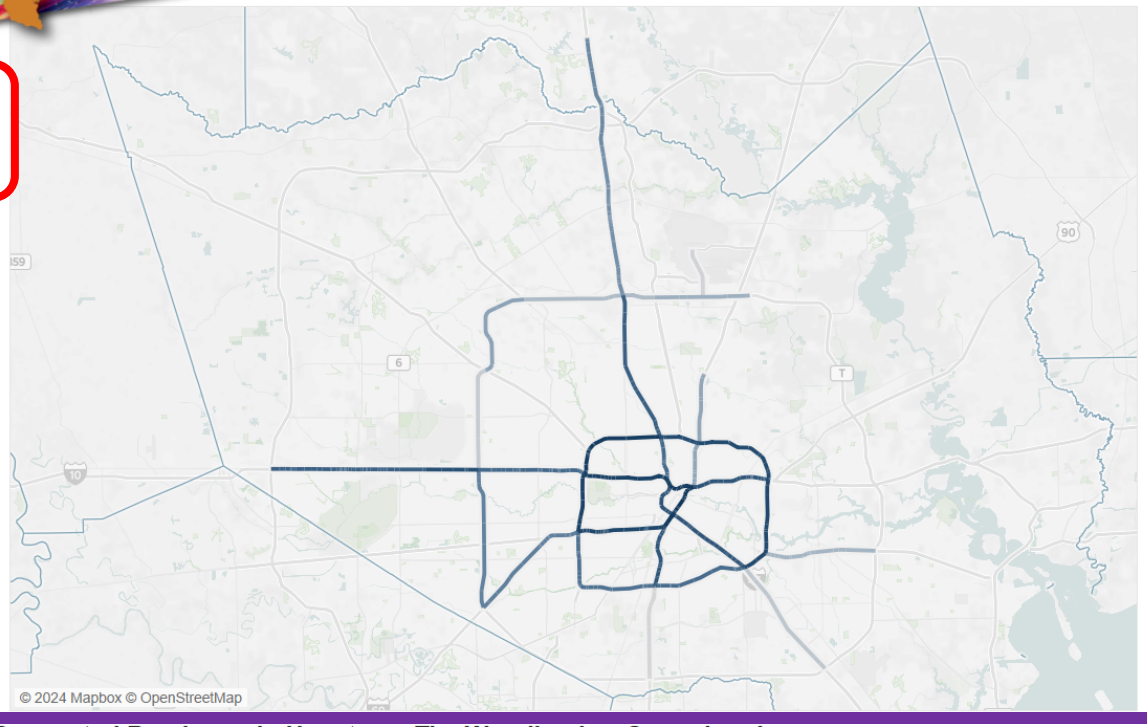

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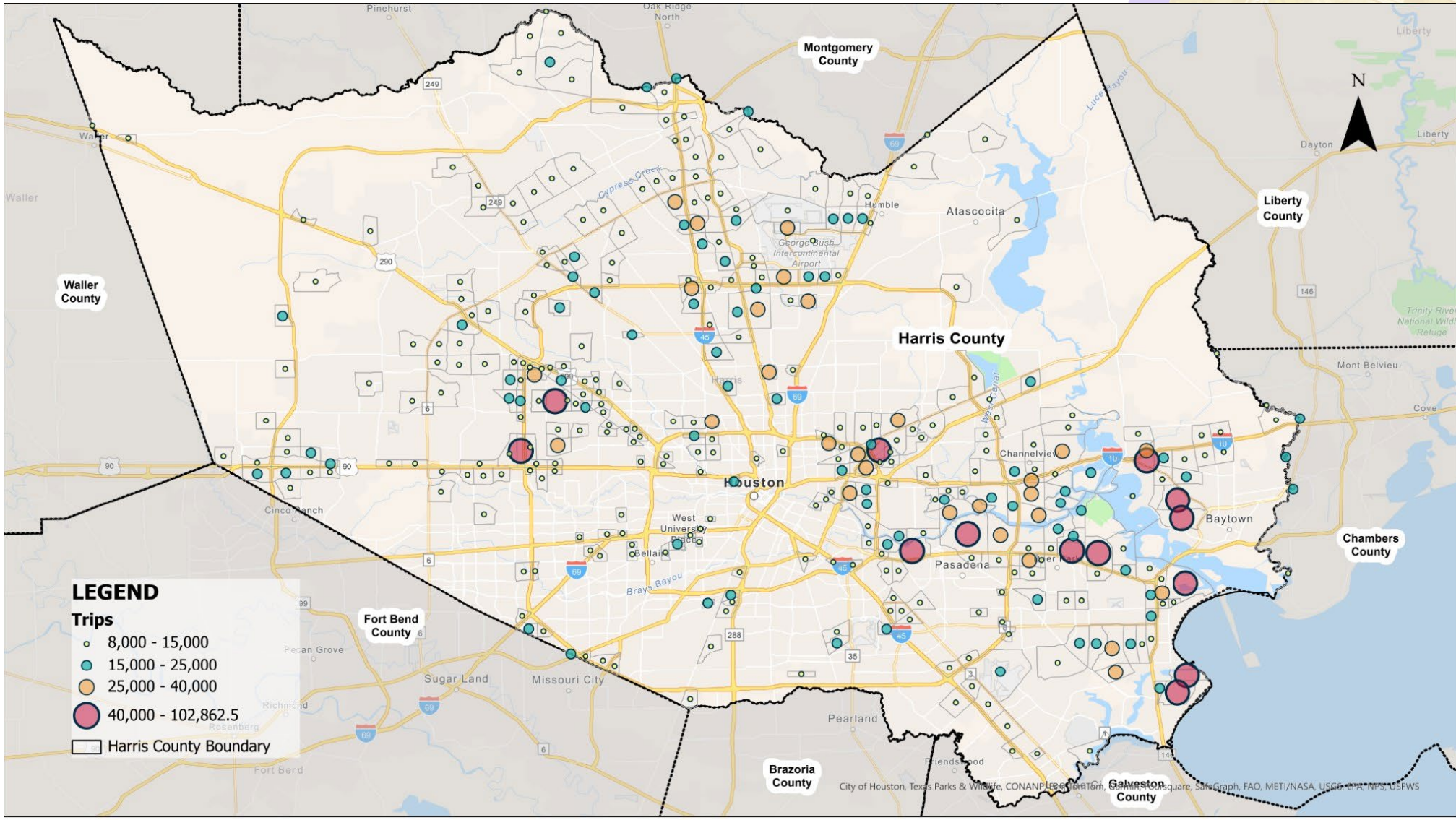
52	Southwest Fwy / IH 69 / US 59	W Sam Houston Pkwy S / SL 8	IH 610	15,249	1.47	2.18	$7,329,013
54	Sam Houston Tollway W / SL 8	Southwest Fwy / IH 69	IH 10	15,118	1.56	2.28	$8,018,550
58	North Fwy / IH 45	Lake Front Cir	Spring Cypress Rd / FM 2920	14,343	1.28	1.71	$5,798,008
62	North Fwy / IH 45	Spring Cypress Rd / FM 2920	Sam Houston Tollway N / SL 8	13,771	1.22	1.48	$7,665,617
72	Sam Houston Tollway NW / SL 8	Northwest Fwy / US 290	Tomball Pkwy / SH 249	11,967	1.44	2.28	$4,661,354
74	Eastex Fwy / IH 69 / US 59	IH 10	Little York Rd	11,569	1.31	1.75	$4,929,232
79	North Sam Houston Pkwy E / SL 8	Hardy Toll Rd	Old Humble Rd	11,425	1.46	1.73	$4,101,536
82	Pasadena Fwy / SS 225	E Loop Fwy / IH 610	Sam Houston Tollway SE / SL 8	10,824	1.17	1.33	$4,395,766
85	North Sam Houston Pkwy / SL 8	Tomball Pkwy / SH 249	Hardy Toll Rd	10,331	1.30	1.64	$5,066,220
91	Gulf Fwy / IH 45	S Loop E Fwy / IH 610	Sam Houston Tollway SE / SL 8	9,894	1.37	1.68	$4,885,912
93	Sam Houston Tollway W / SL 8	Katy Fwy / IH 10	Northwest Fwy / US 290	9,816	1.30	1.80	$3,799,937
97	JFK Blvd	Will Clayton Pkwy	N Sam Houston Pkwy E / SL 8	9,608	1.14	1.26	$1,882,463
98	South Fwy / SH 288	S Loop W Fwy / IH 610	Sam Houston Tollway S / SL 8	9,606	1.36	2.03	$3,439,772

Major Freight Generating TAZs in Harris County

- INRIX data was analyzed in the Regional Goods Movement Plan to analyze Truck OD.
- INRIX data was analyzed for 3 months each of Spring and Fall data in Years 2019, 2020.
- The data was aggregated for Traffic Analysis Zones (TAZs) as defined by H-GAC.
- The number of trips is based on a sample of data from INRIX and doesn't indicate the actual magnitude of trucks.

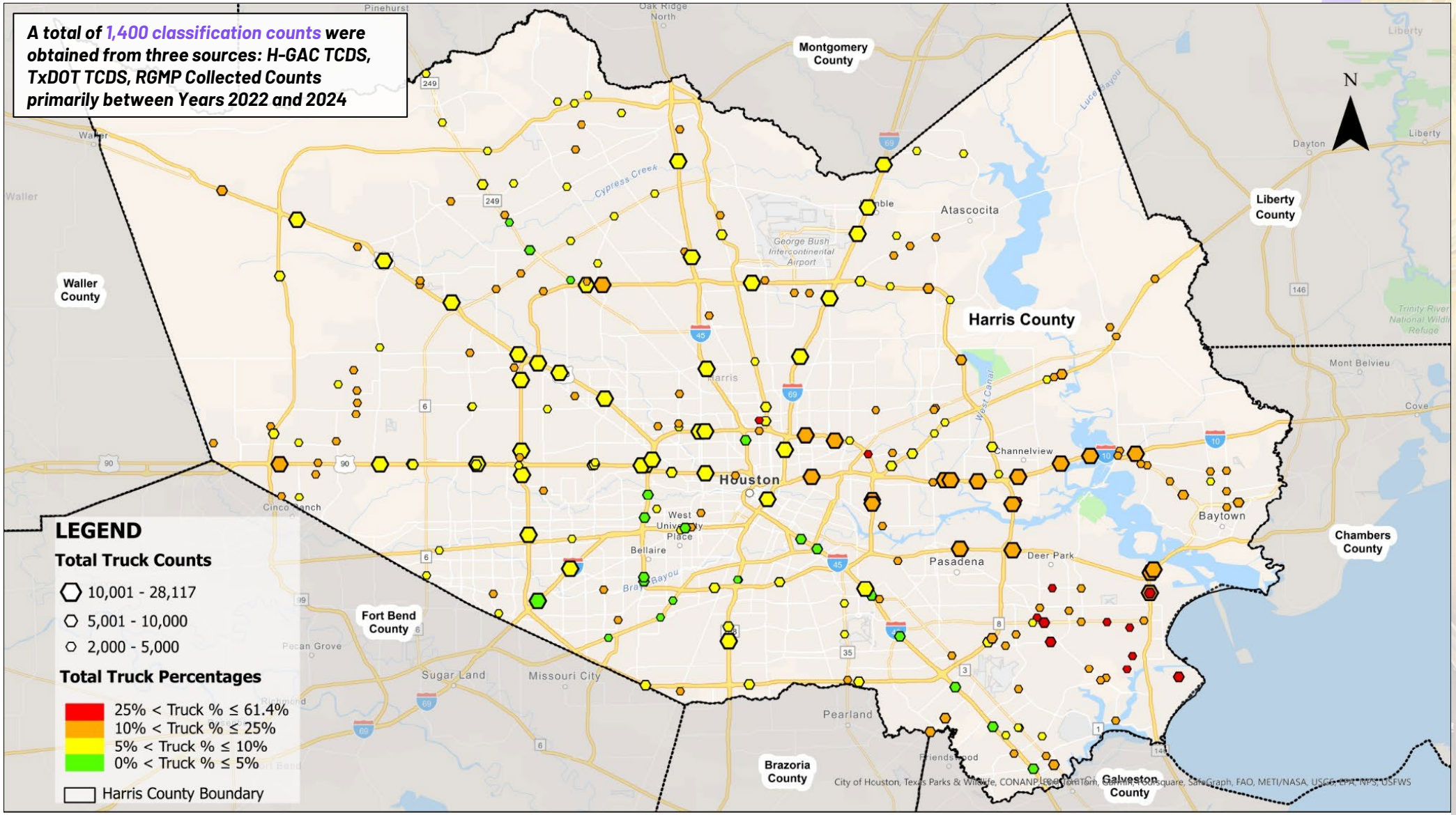


HCTRA HDR

Harris County Truck Route Study / Freight Corridors Plan

Major Freight Generating TAZs in Harris County

Total Truck Volumes & Percentages in Harris County (Total Truck > 2,000)



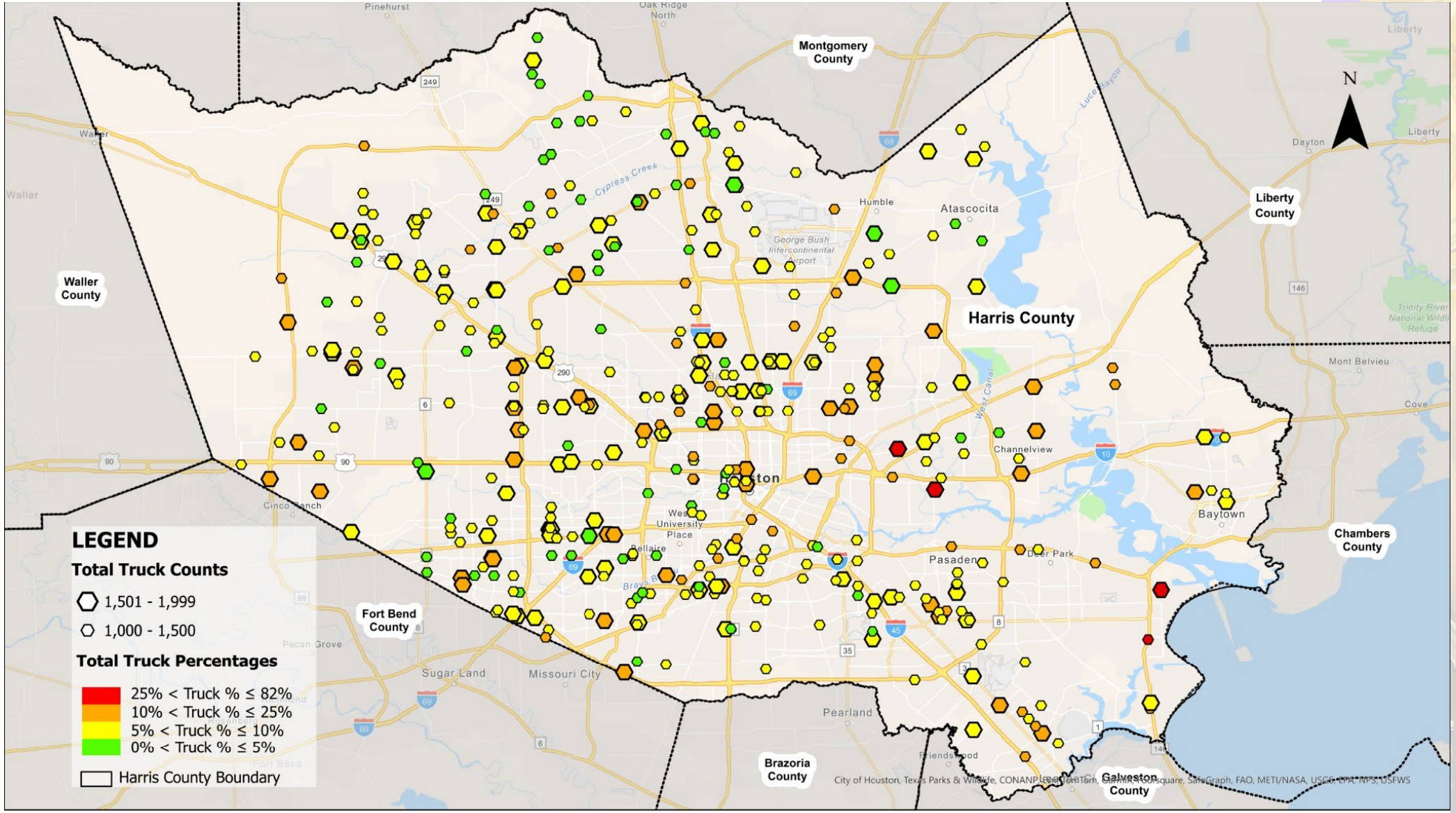
HCTRA HDR

0 1 2 4 6 8 Miles

Harris County Truck Route Study / Freight Corridors Plan

Total Truck Volumes & Percentages in Harris County (Total Truck > 2,000)

Total Truck Volumes & Percentages in Harris County (Total Truck between 1,000 to 2,000)



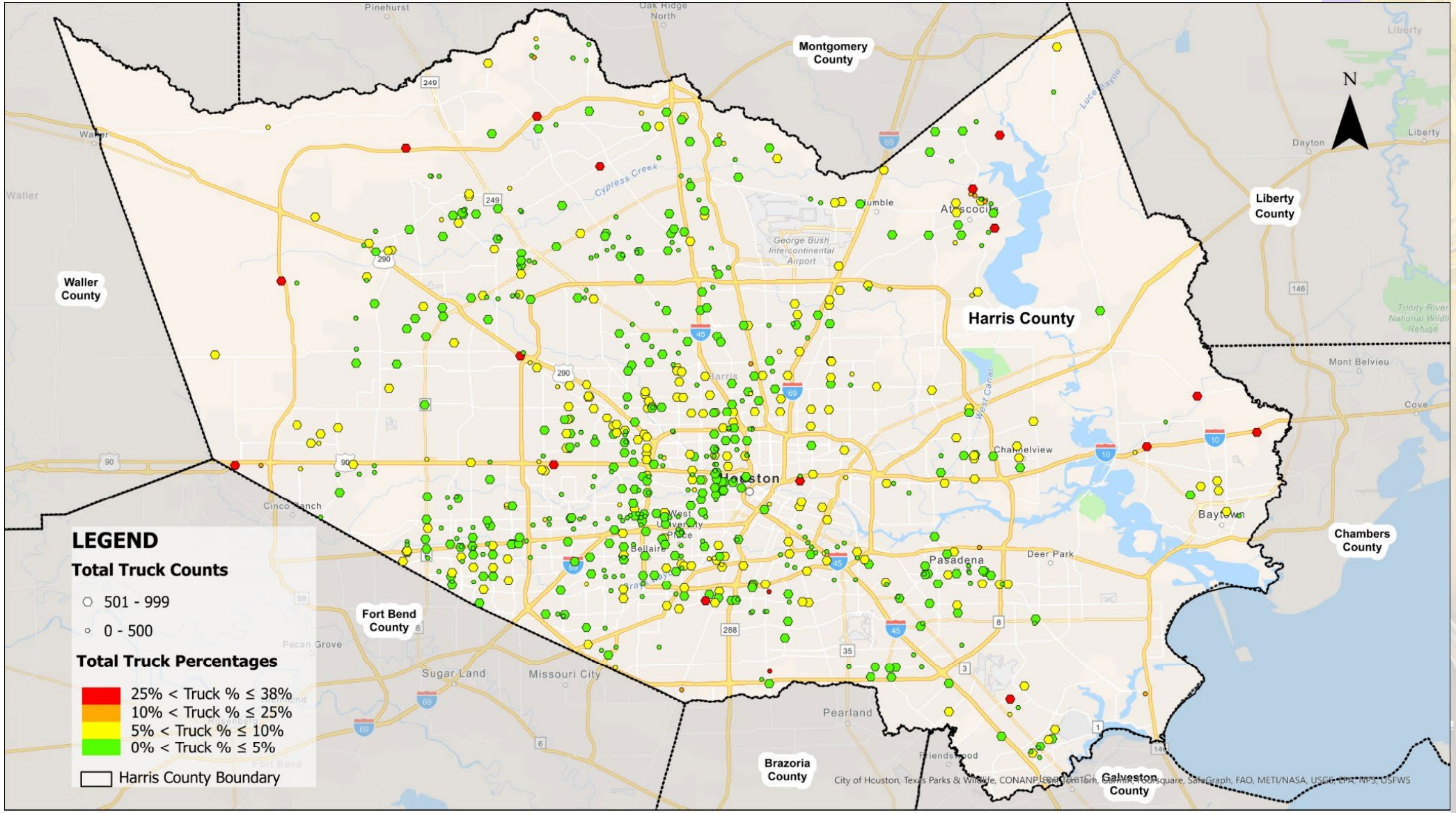
HCTRA HDR

0 1 2 4 6 8 Miles

Harris County Truck Route Study / Freight Corridors Plan

Total Truck Volumes & Percentages in Harris County (Total Truck Between 1,000 to 2,000)

Total Truck Volumes & Percentages in Harris County (Total Truck < 1,000)



HCTRA HDR

Harris County Truck Route Study / Freight Corridors Plan

Total Truck Volumes & Percentages in Harris County (Total Truck < 1,000)

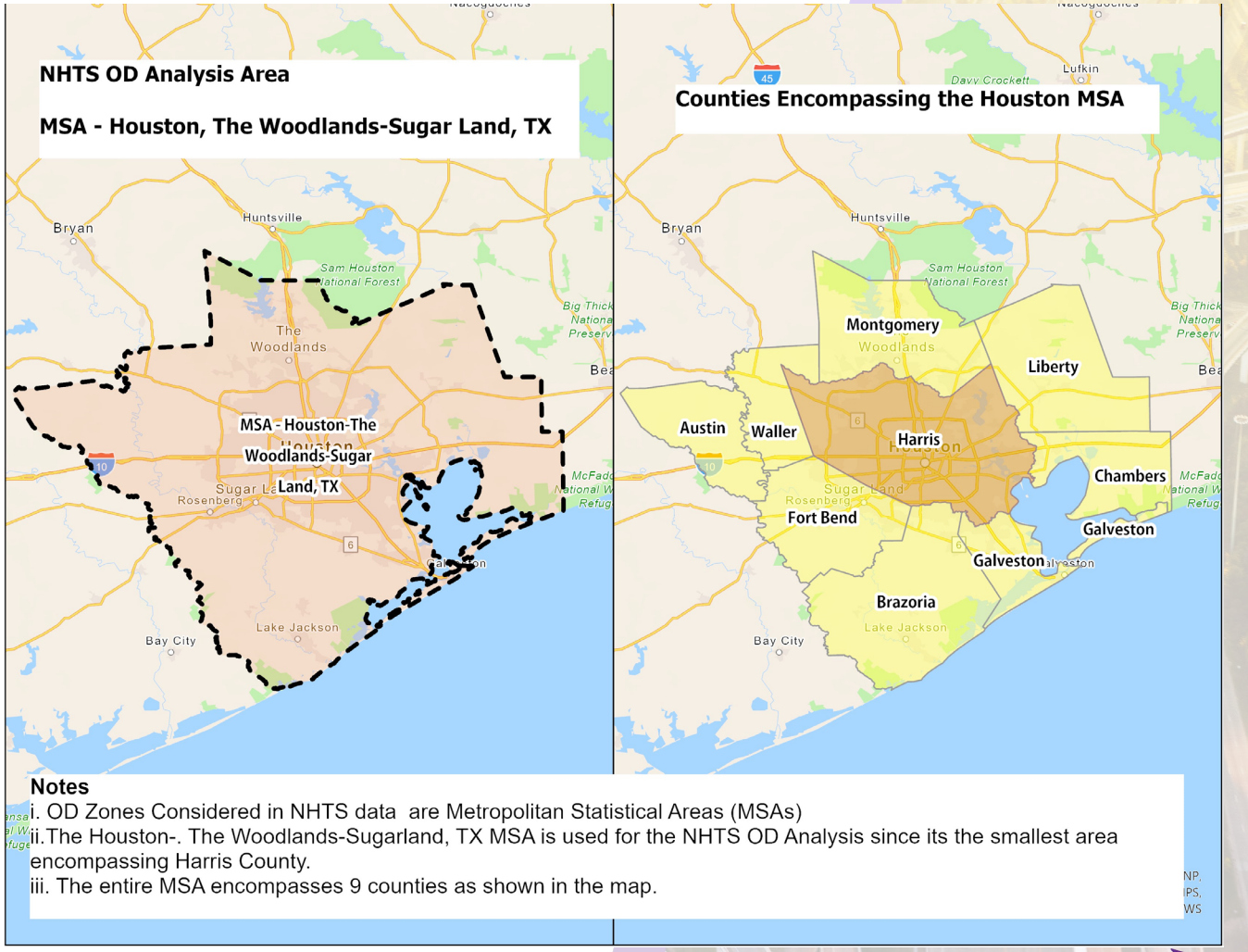
Truck Origin-Destination (OD) Analysis

NHTS – National Household Travel Survey

NHTS Truck OD Data for **2020-2022** was used for the analysis.

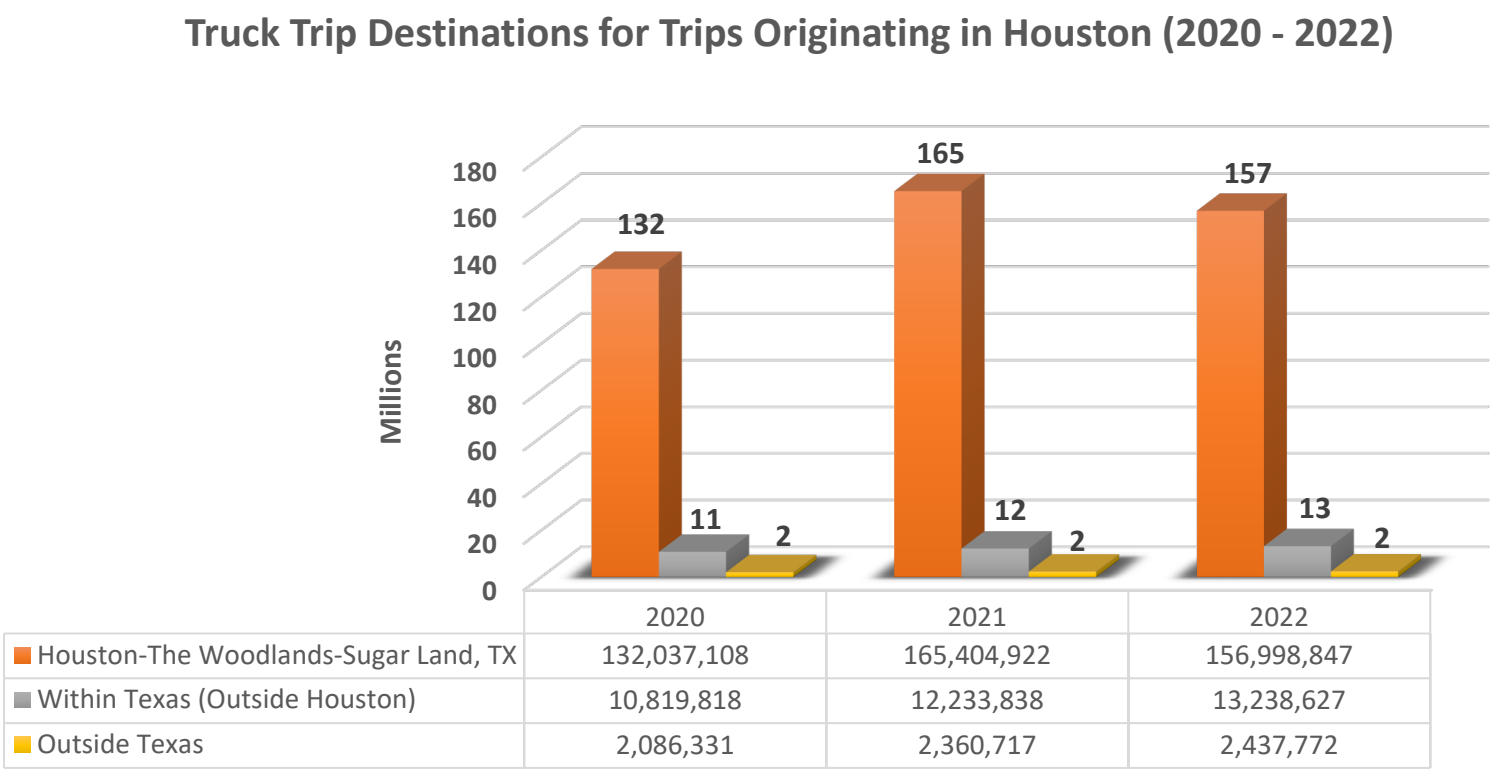
The OD analysis consists of total **583 zones** across US: 447 state-specific Metropolitan Statistical Areas (MSAs) and 136 new zones created from the remaining non-MSA areas within each state.

The truck OD data includes vehicle **classes 5 through 13** (i.e., urban delivery trucks, long-haul trucks).



***Source**: FHWA, National Household Travel Survey, Truck OD Data*
https://nhts.ornl.gov/od/downloads
***Data Download Date** – June 2024*

Truck Trip Destinations for Trips Originating in Houston (2020-2022)

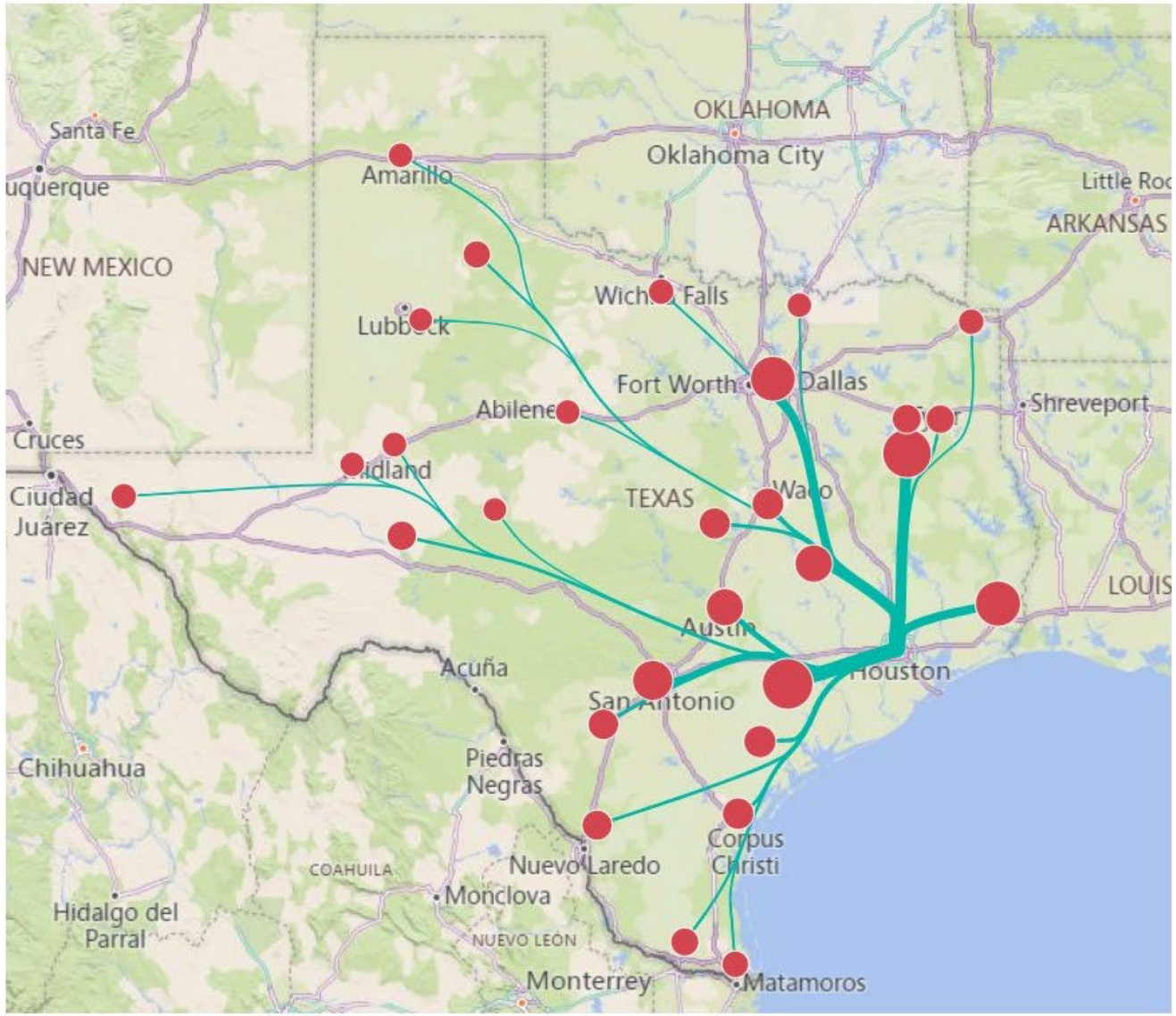


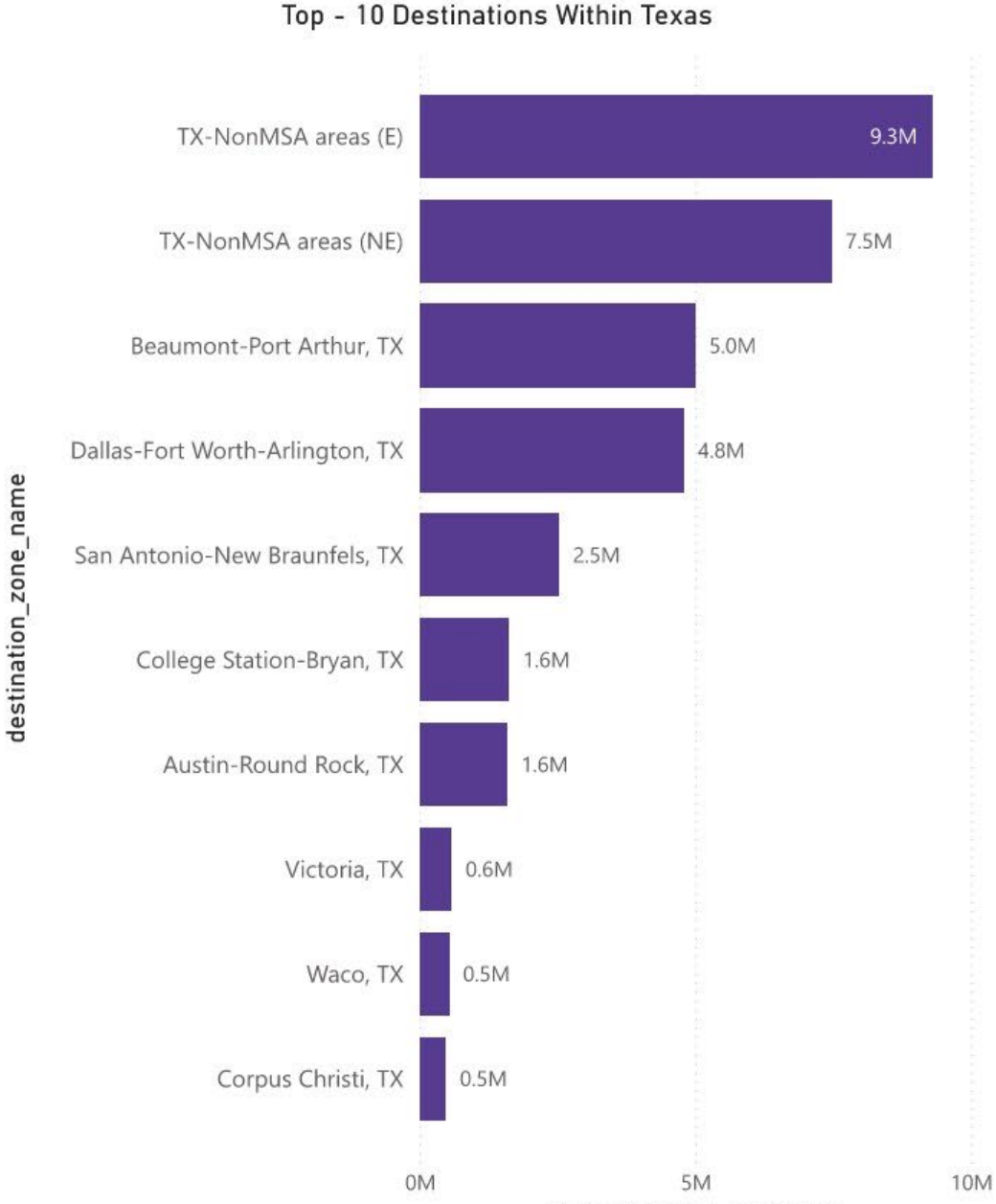
	2020	2021	2022
Houston-The Woodlands-Sugar Land, TX	132,037,108	165,404,922	156,998,847
Within Texas (Outside Houston)	10,819,818	12,233,838	13,238,627
Outside Texas	2,086,331	2,360,717	2,437,772

- **Over 90% of trips originating in Houston also have their destination in Houston**
- Around 7.5% of trips have their destination within Texas (outside Houston) and about 1.5% trips are made to outside of Texas

Truck Trips (2020-2022)

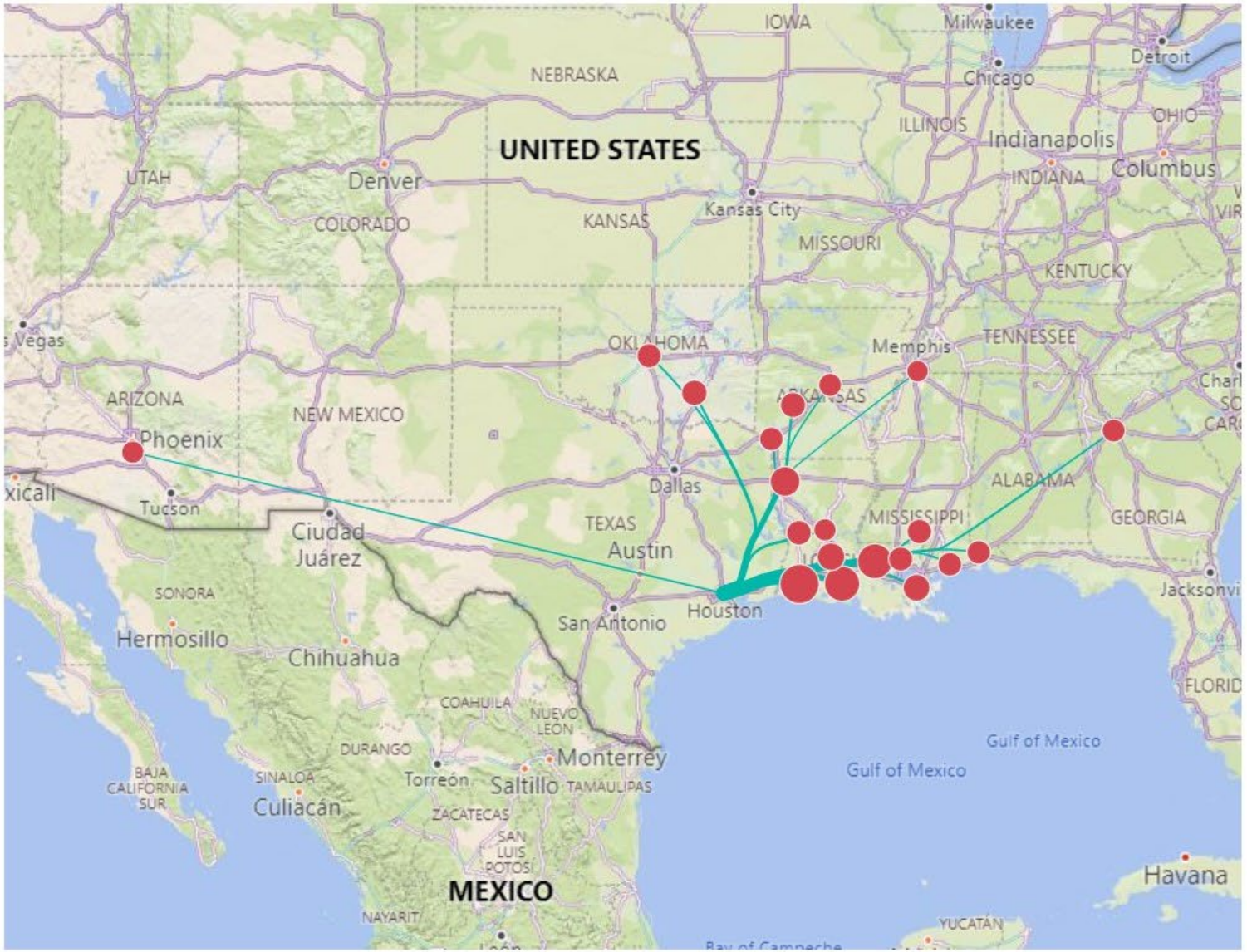
Origin - Houston / Destination - Within Texas



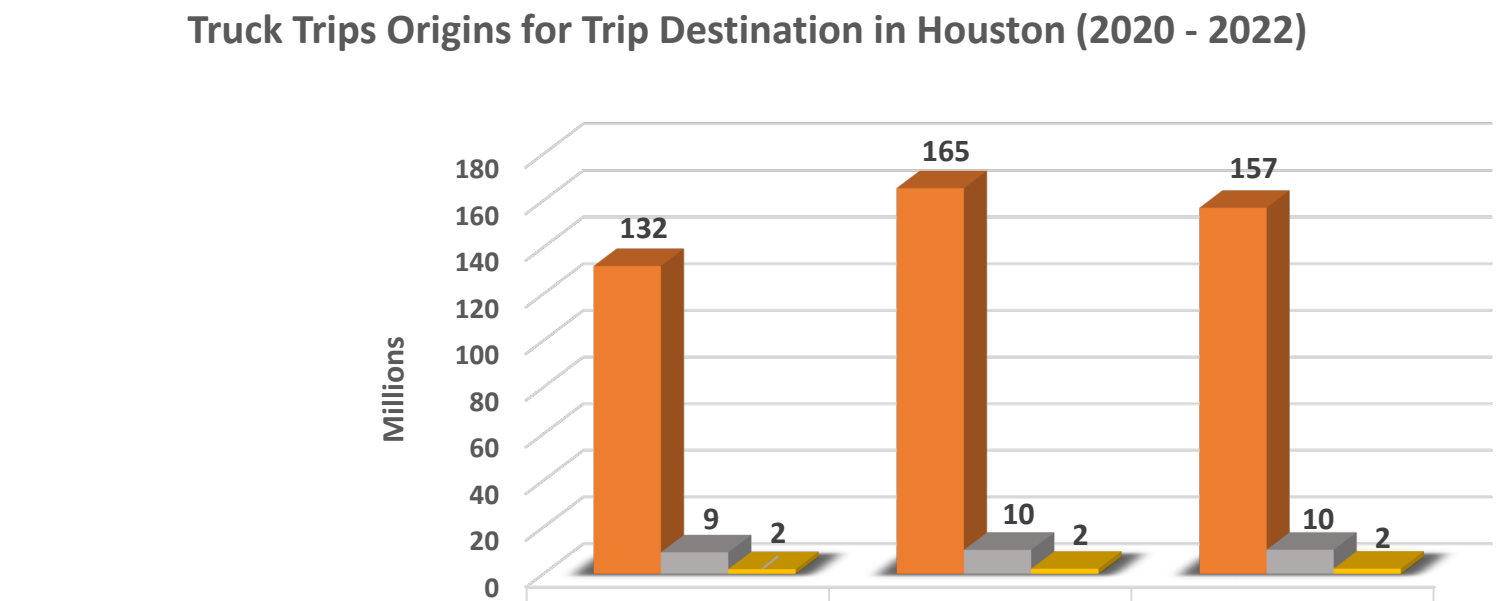


Truck Trips (2020-2022)

Origin - Houston / Destination - Outside Texas **(Top - 20)**



Truck Trip Origins for Trips Destination in Houston (2020-2022)

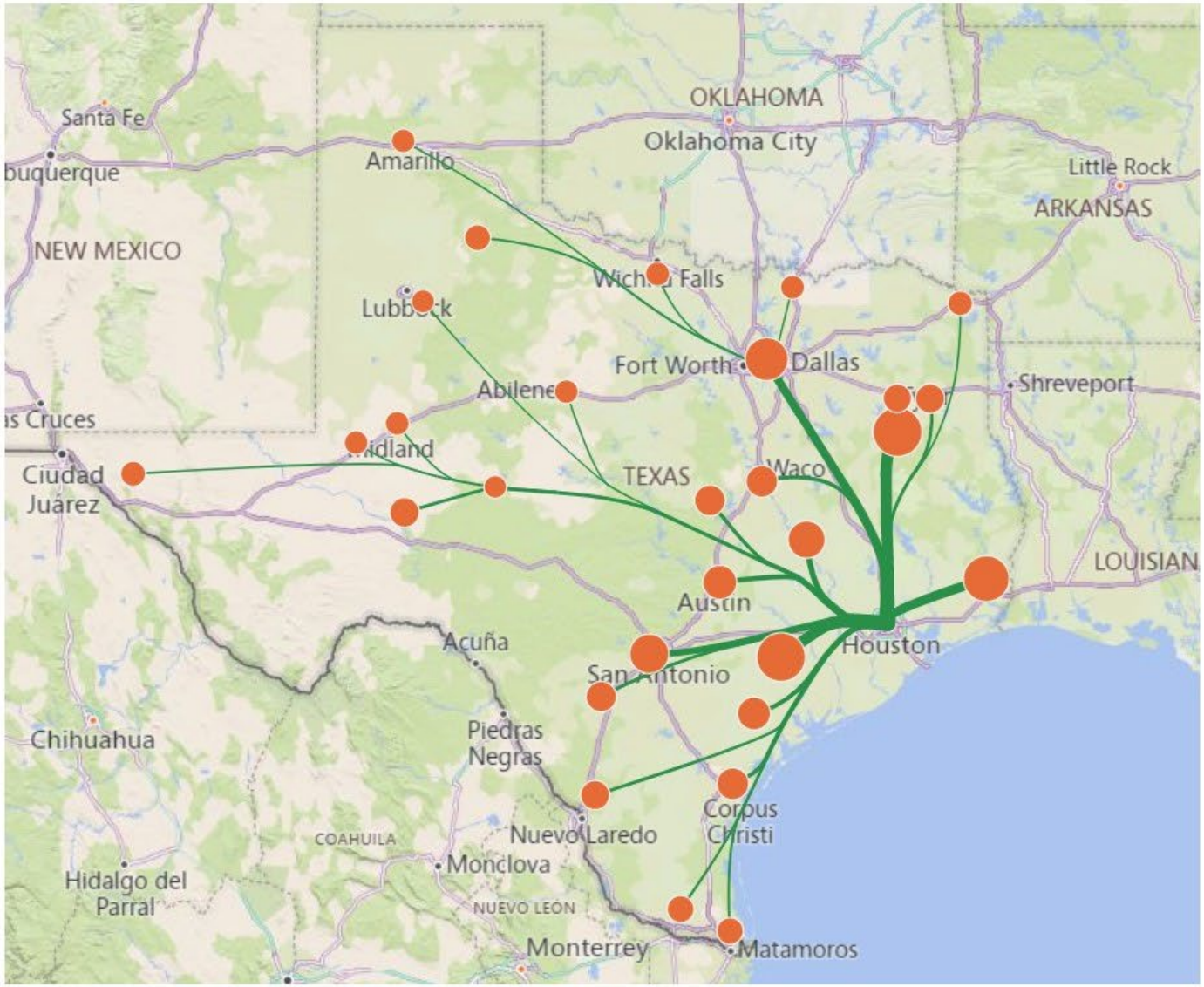


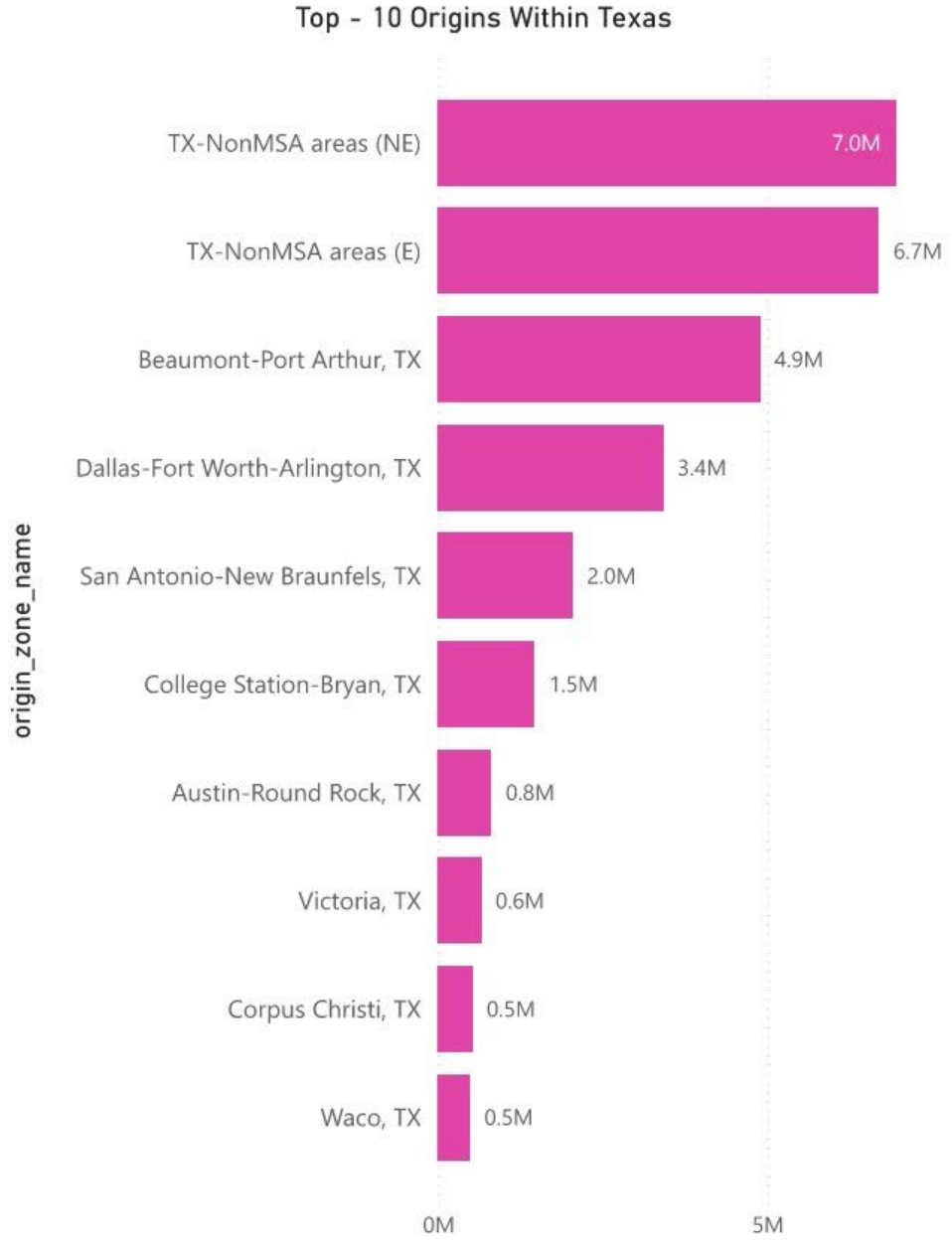
	2020	2021	2022
Houston-The Woodlands-Sugar Land, TX	132,037,108	165,404,922	156,998,847
Within Texas (Outside Houston)	9,329,713	10,357,256	10,450,795
Outside Texas	2,103,144	2,289,070	2,340,850

- **Over 90% of trips ending in Houston also originate in Houston.**
- Around 6% of trips originate within Texas (outside Houston), and about 1.5% of trips originate outside of Texas

Truck Trips (2020-2022)

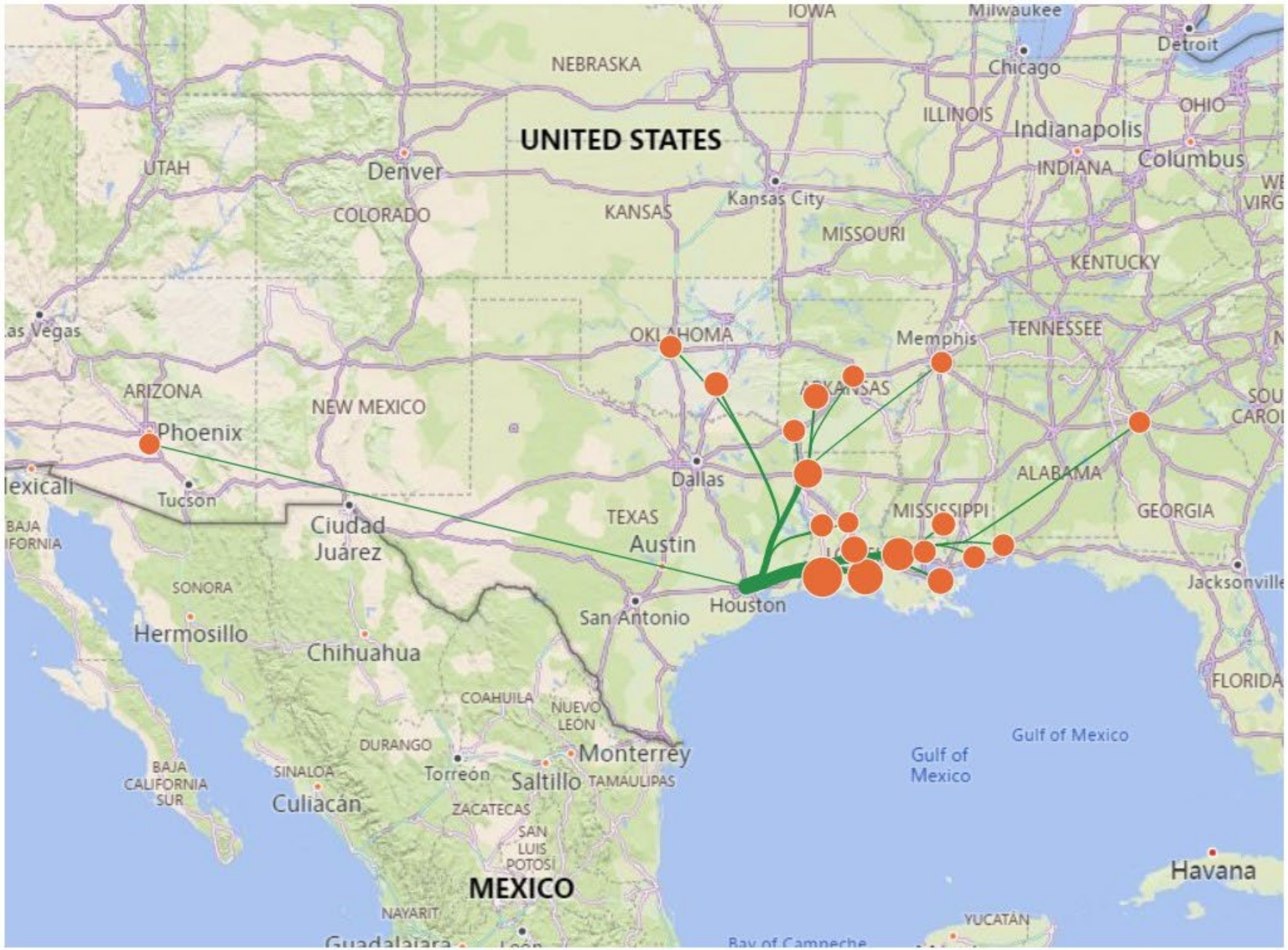
Origin - Within Texas / Destination - Houston Texas





Truck Trips (2020-2022)

Origin - Outside Texas / Destination - Houston Texas **(Top-20)**



Next Steps

- **ATRI Data**
  - O-D, speed/congestion, truck freight generator identification
- **StreetLight Data**
  - O-D, speed/congestion/reliability, relative volume
- **Supply Chain and Commodity Flow Analysis – using Transearch dataset**
  - Harris County position in regional and international freight markets
  - Freight modal split
  - Major commodities origins and destinations
  - Freight forecasts by mode, commodity, and trade type
- **Stakeholder Engagement**
  - Database of public and private stakeholders
  - Schedule 30 interviews
  - Freight movement patterns, issues and concerns, and growth trends
  - Interactive GIS mapping database for public input

Stay connected with us!

/HCTRA @HCTRA @HCTRA_EZTAG

HCTRA CONNECTS

EZ TAG
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Harris County Toll Road Authority
HCTR98675309

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Get an EZ TAG and SAVE

10% on HCTRA Toll Roads just by using your EZ TAG.

(Applies to 2-axle vehicles.)

October 17, 2024

H-GAC ITS Architecture and Website Update

Greater Houston Freight Committee Briefing

Houston-Galveston Area Council

Kimley»Horn
Expect More. Experience Better.

STEVENS TECHNICAL

s+v+traffic
snyder | voigt traffic engineers

What is an ITS Architecture

A plan for the **deployment**, **integration**, and **operation** of Intelligent Transportation Systems in a state or region

The plan includes **traffic**, **transit**, **tolling**, **public safety**, and **emergency management** agencies

The plan should be in developed in **coordination** with other **regional planning efforts** including the TxDOT Houston TSMO Program Plan, local ITS plans, and the H-GAC Regional Transportation Plan

Kimley»Horn

Why an ITS Architecture is Important?

All transportation projects that incorporate ITS elements and are funded through the Highway Trust Fund must conform with an ITS Architecture

An ITS Architectures can also…

- Help scope projects appropriately
- Ensure regional interoperability
- Support long-range planning
- Improve chances for future grant funding in the Region

Kimley»Horn

Project Goals

H-GAC ITS ARCHITECTURE AND WEBSITE UPDATE

1. Update the **existing H-GAC Regional ITS Architecture** to the current National ITS Architecture (Version 9.2)
2. Develop an ITS inventory software analysis tool that will **assist in transportation project prioritization**, benefit cost analysis, and economic impact analysis
3. Update and advance the existing Transportation Systems Management and Operations (TSMO) website
4. Create a **Geographic Information System (GIS) database of all ITS and signal fiber in the eight-county MPO**
5. Develop a standard method for collecting inventories and implementation plans from each stakeholder agency
6. Meet with all **eight counties and in the region (and cities)** to verify existing inventory and obtain plans for new ITS, signals, TMCs, and other deployments to be implemented over the next seven years
7. Meet with the **TxDOT Houston and Beaumont Districts** to inventory all existing ITS, signal, and tolling facilities and document their implementation plans for the next seven to 10 years
8. Determine which **cities will potentially surpass 50,000 residents** in the 2030 Census **and meet with them** to document their existing ITS and signal inventories and implementation plans leading up to 2030
9. Meet with all **Toll Authorities** in the MPO to inventory all existing ITS, signal, and tolling facilities and document the implementation plans for each for the next seven to 10 years

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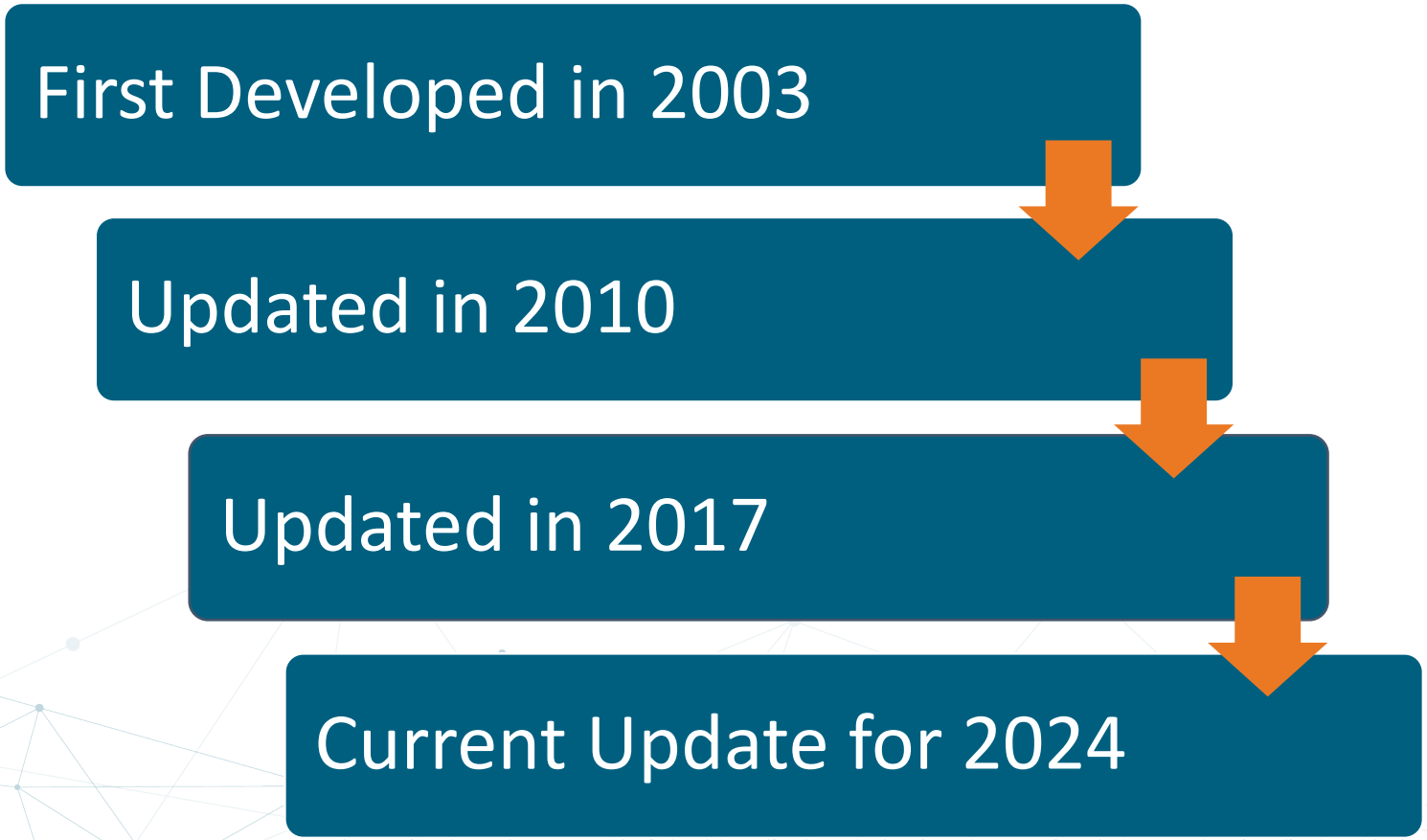
Stakeholder Agencies

H-GAC Counties	H-GAC Cities	Regional Agencies
Brazoria *(Includes Toll Road Authority)* Chambers Fort Bend *(Includes Toll Road Authority and Transit)* Galveston Harris *(Includes Toll Road Authority)* Liberty Montgomery *(Includes Toll Road Authority)* Waller	Baytown Conroe Galveston Houston League City Missouri City Pasadena Pearland Sugar Land Texas City	Brazos Transit District Harris County Regional Transit Authority Houston Metro Port of Freeport Port of Houston TxDOT Beaumont District TxDOT Houston District Uptown TIRZ The Woodlands Regional Transit Authority

H-GAC ITS Architecture History



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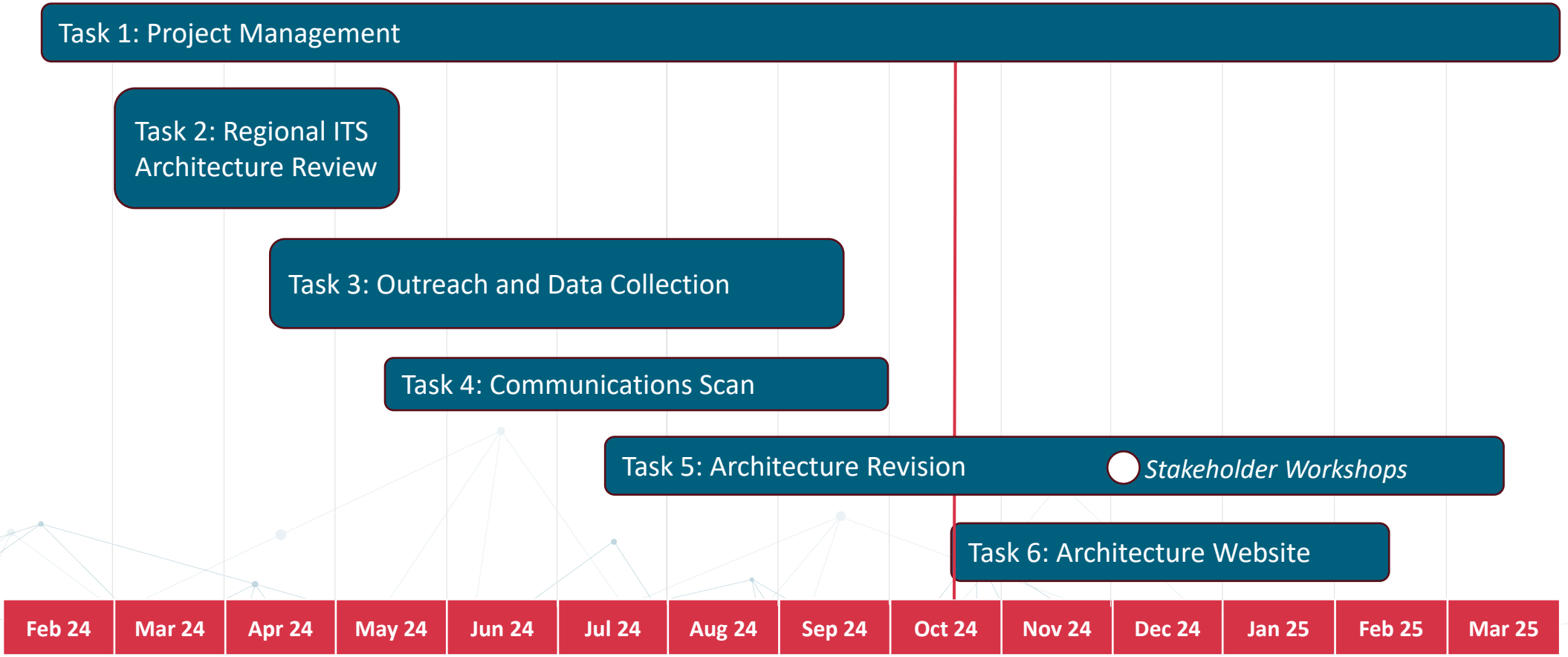
Key Tasks and Timeline



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H-GAC Regional ITS Architecture

Inventory

Traffic Management

Closed Circuit Television Cameras
Dynamic Message Signs (Standard and Color)
Emergency Vehicle Preemption (GPS Based)
Freeway Safety Service Patrol
Ramp Metering
Smart Work Zones
Toll Lanes
Traffic Management Centers
Traffic Signal Operations
Truck Parking Availability Systems
Wrong-Way Driving Detection and Warning

Transit

AVL Systems
CCTV Security Cameras
Mobile Ticketing Application
Transit Signal Priority

Data/Information Mgmt

ConnectSmart
WAZE Integration
Claris Video Sharing

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Regional Needs

COMMON REGIONAL NEEDS
Commercial Vehicle Operations
Deploy freight signal priority
Provide truck drivers with parking information and availability
Parking Management
Provide parking availability information for vehicles
Public Transportation
Install transit signal priority
Develop a regional transit fare application
Public safety
Expand emergency vehicle preemption
Data and Information Management
Develop data sharing agreements and expand data sharing capabilities
Improve utilization of data through dashboards, notification, and automation
Develop CCTV camera sharing network to share live video feeds
Expand fiber communications network
Share fiber network where appropriate
Traffic Management
Improve traffic signal timing and coordination between jurisdictions
Expand the CCTV camera network
Expand the DMS network (Including color and arterial DMS)
Deploy railroad monitoring system that provides notification of blockages
Deploy wrong-way driving detection and alert systems
Improve traffic incident management
Weather
Deploy road weather information systems (RWIS) for flood monitoring

ITS Service Package Areas

ITS Service Package Areas from the National ITS Architecture

- Commercial Vehicle Operations
- Data Management
- Maintenance and Construction
- Parking Management
- Public Safety
- Public Transportation
- Sustainable Travel
- Traffic Management
- Traveler Information and Personal Mobility
- Vehicle Safety
- Weather

ITS Service Package Areas

ITS Service Package Areas from the National ITS Architecture

- Commercial Vehicle Operations
  - **Commercial Vehicle Parking**
  - **Freight Signal Priority**
- Data Management
- Maintenance and Construction
- Parking Management
- Public Safety
- Public Transportation
- Sustainable Travel
- Traffic Management
- Traveler Information and Personal Mobility
- Vehicle Safety
- Weather

Potential ITS Focus Areas within the Region

Potential ITS Focus Areas

Operations and Staffing

Improve Signal Timing on Arterials and Across Jurisdictional Boundaries

Automate Operational Capabilities (Includes Data Sharing)

Increase Staffing for ITS

Project Deployments

Expand CCTV Camera and DMS Coverage on Freeways and Arterials

Develop Regional CCTV Camera Video Sharing System

Deploy Railroad Crossing Detection and Notification Systems

Develop Regional Transit Rider Application

Expand Fiber Optic Communication Network

Potential ITS Focus Areas

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Signal Timing and Coordination

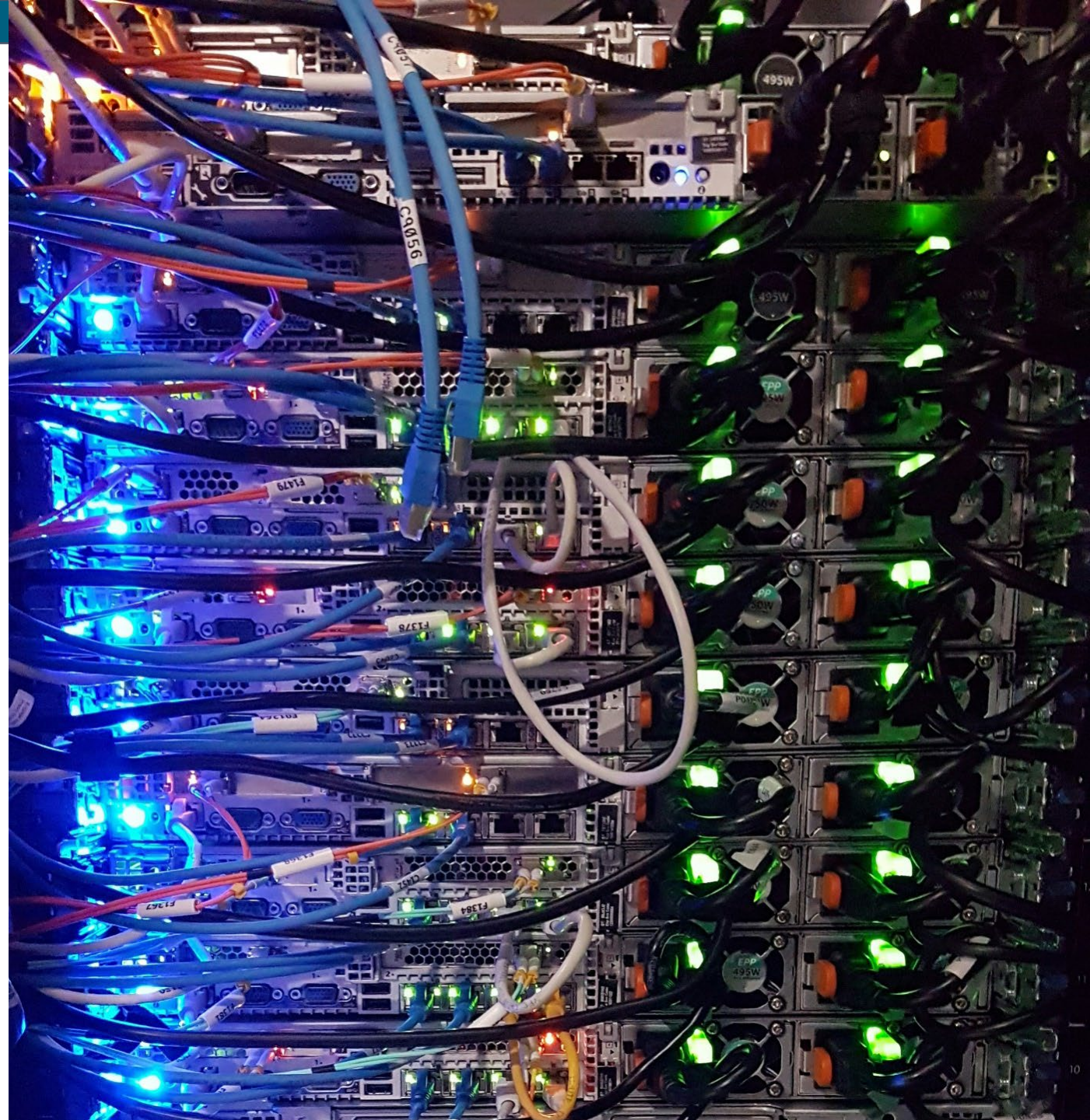
Improve signal timing on arterials and coordination across jurisdictional boundaries.

League City | Missouri City | Pearland
Port Freeport | Port Houston
Houston METRO

Automate Operational Capabilities

Expand use of data dashboards, automation, data sharing, and AI to more actively manage transportation network.

Missouri City | Sugarland
Chambers County
Port Freeport
TxDOT Beaumont



CCTV Camera and DMS Coverage on Freeways and Arterials

Expand CCTV camera and DMS coverage on freeways and arterials. Provide advanced information on traffic conditions prior to freeways. Use full color DMS.

Baytown | Galveston | Houston
Chambers County | Harris County
Port Freeport
TxDOT Beaumont

CCTV Camera Video Sharing System

Develop regional system to share full-motion high resolution video between all transportation agencies in the region.

League City | Houston METRO
Brazoria County | Chambers County
Harris County Transit| Houston METRO
TxDOT Beaumont | TxDOT Houston

Railroad Crossing Detection and Notification System

Improve rail detection systems and provide capability to notify drivers and emergency personnel of blockages cause by rail.

Houston | Missouri City
Pearland | Sugarland
Fort Bend County
Port Houston | Port Freeport

Project Deployment

Next Steps

- Continue Update to the Regional ITS Architecture
- Conduct Stakeholder Workshop (December 2024)
- Develop Training Classes for the Regional ITS Architecture

Contacts

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Kimley»Horn

Thank You

Kimley»Horn

MAKING TRACKS IN TEXAS

October 17, 2024 update on passenger rail in Texas

Peter J LeCody, President

Presented by TexasRailAdvocates.org

for Greater Houston Freight Committee

TODAY'S SUMMARY

- "Train Daddy", Texas Central, Amtrak and the Dallas to Houston High Speed Rail project (Dallas drama added for effect)
- Texas DOT gets 2 wins in the Corridor ID Lottery for Houston and 1 surprise
- Corridor ID: Dallas to Meridian MS, the Crescent extension
- Corridor ID: Heartland Flyer extension to Kansas
- I-35 Corridor: County Judges: passenger rail Austin-San Antonio and beyond
- FRA Amtrak Daily Long-Distance Vision: Two potential routes from Houston
- A Daily Sunset Limited – (the occasional train that goes through Houston)
- TxDOT Texas Rail Plan
- We got close in 2023 Session: $200 million rider for passenger and freight rail
- What's in the cards for the 2025 Texas session

HIGH SPEED RAIL IN TEXAS

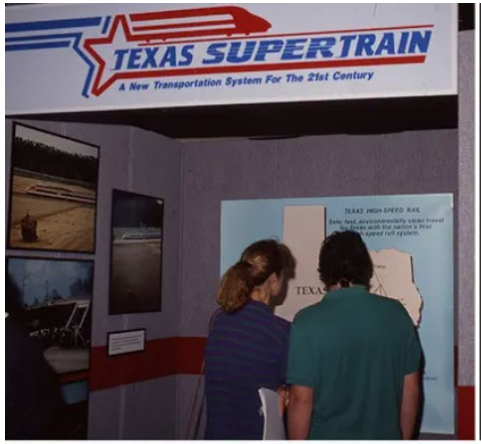
First a bit of history

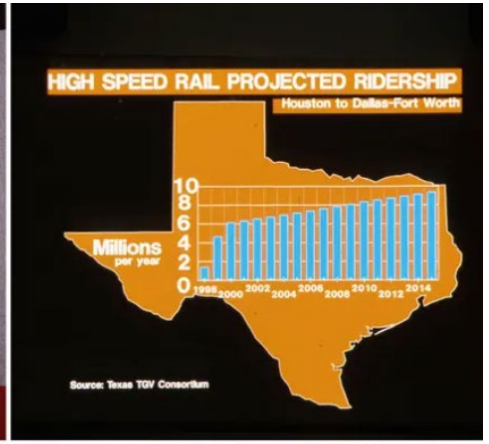
Texas Central at the 10 Yard Line

Texas Central morphs to Amtrak

Andy "Train Daddy" Byford at Southwestern Rail Conference

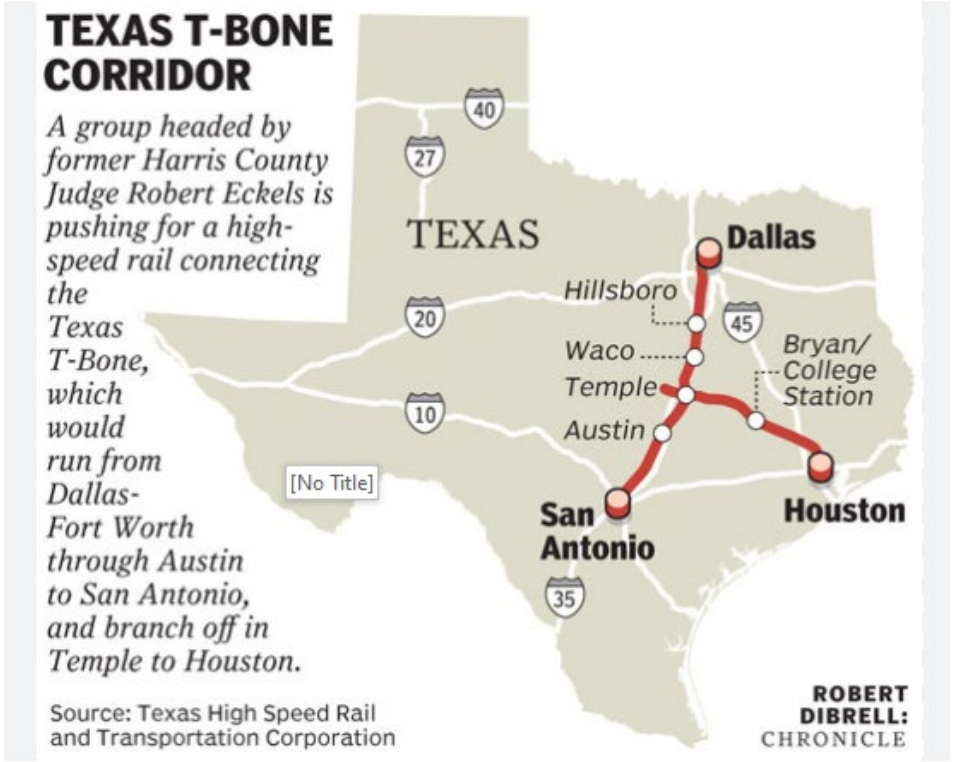
Dallas throws a monkey wrench





TEXAS T-BONE CORRIDOR

A group headed by former Harris County Judge Robert Eckels is pushing for a high-speed rail connecting the Texas T-Bone, which would run from Dallas-Fort Worth through Austin to San Antonio, and branch off in Temple to Houston.

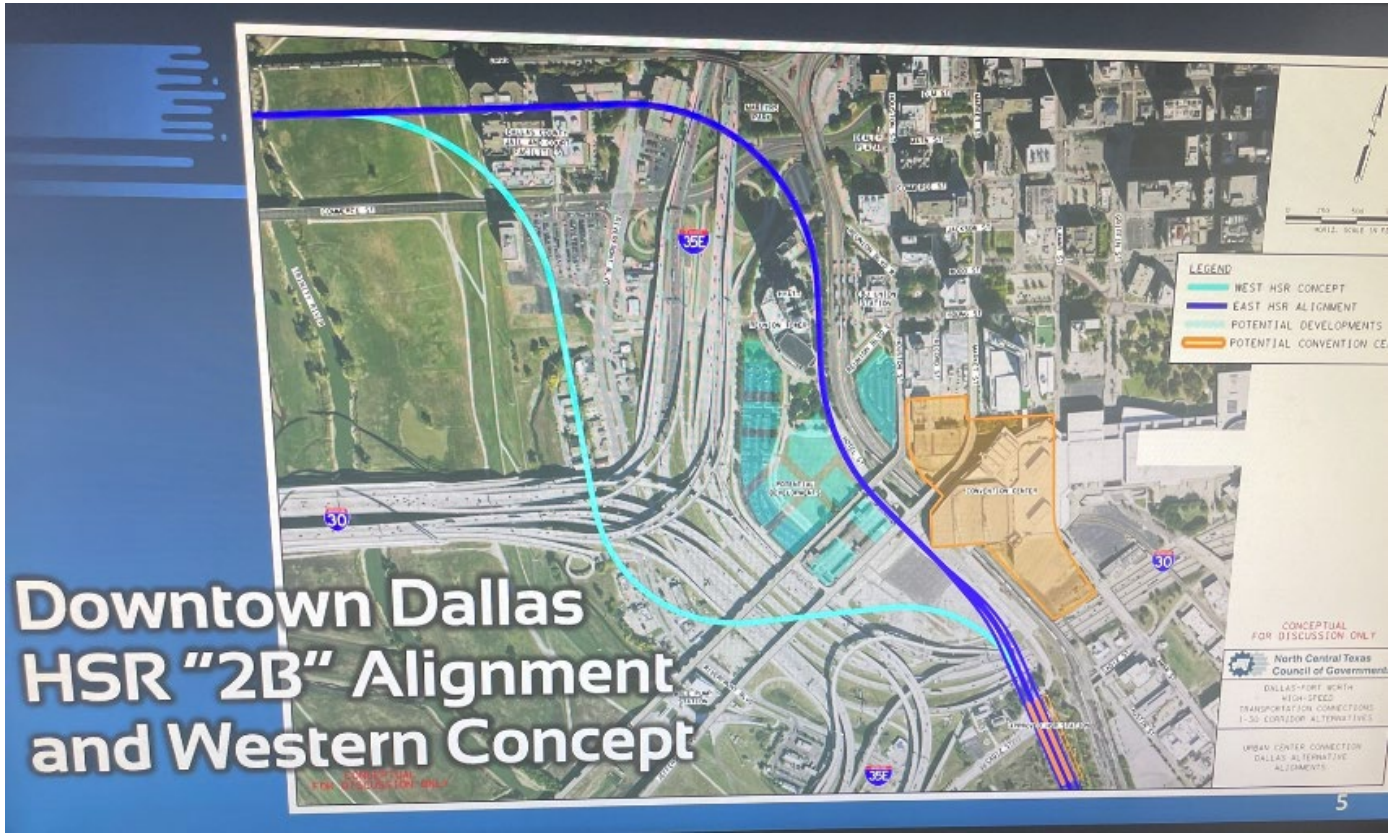


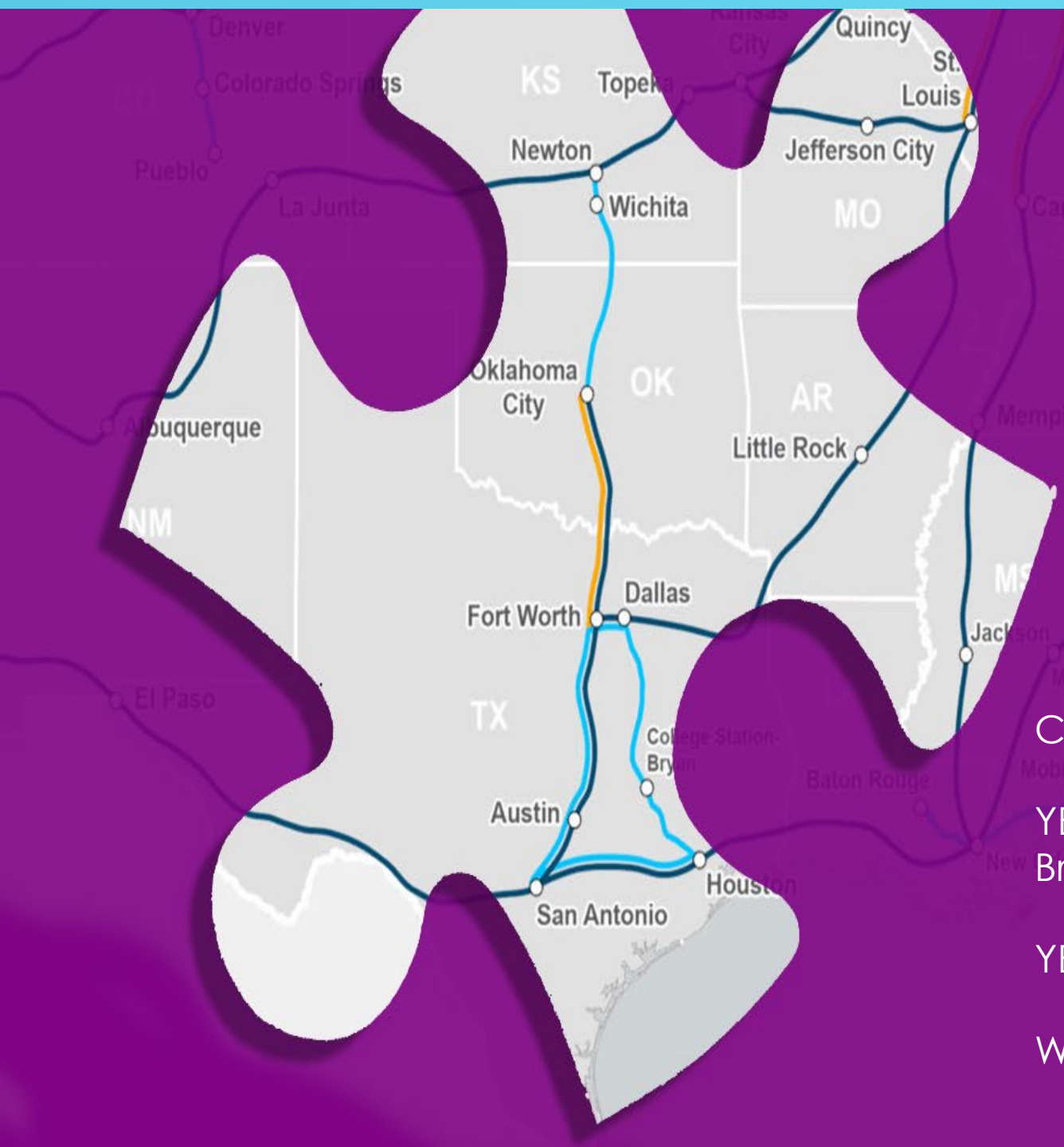
Source: Texas High Speed Rail and Transportation Corporation

ROBERT DIBRELL: CHRONICLE

https://www.youtube.com/watch?v=7N6kbE6Vz00

HIGH-SPEED
NORTH TEXAS





AMTRAK Connects US

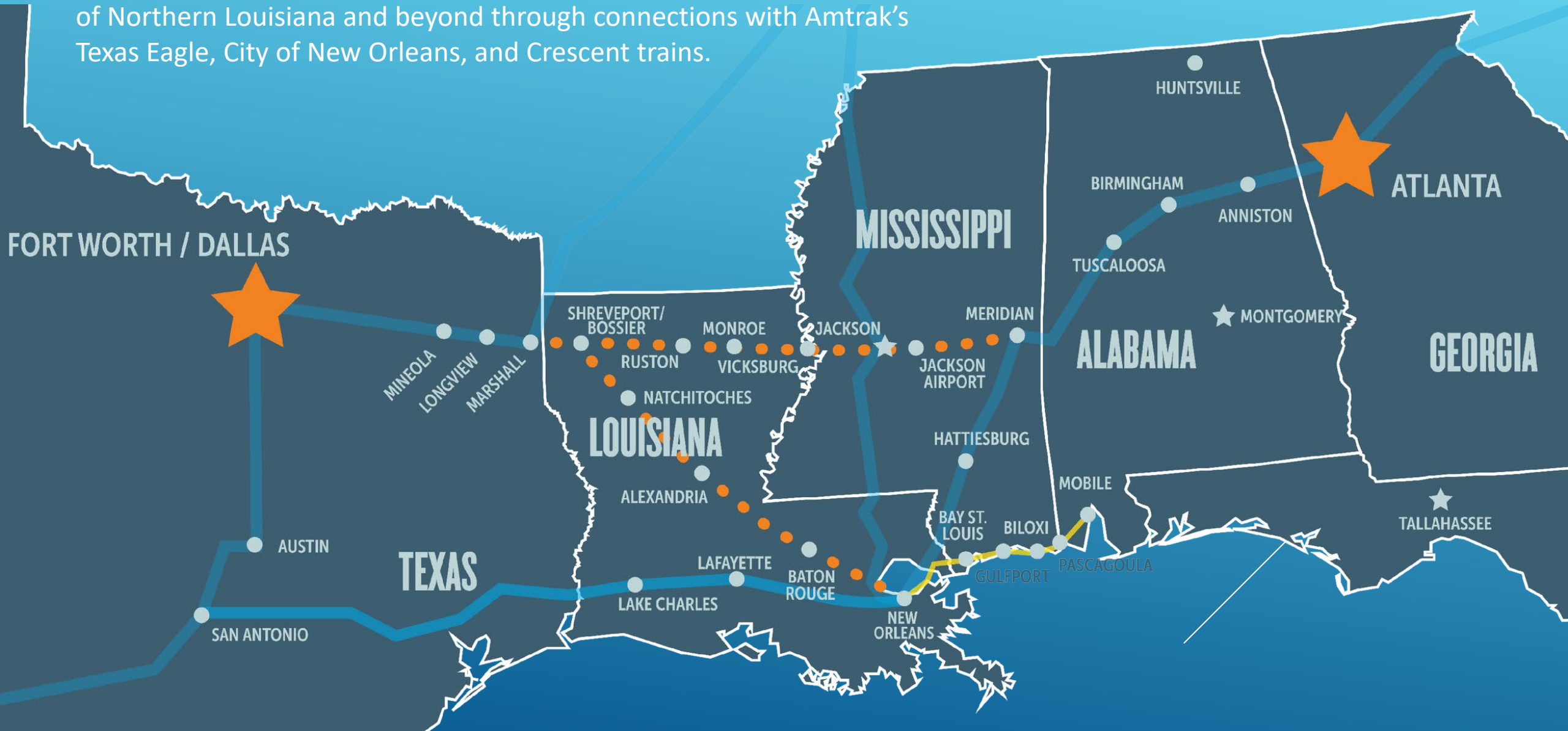
CORRIDOR IDENTIFICATION GRANTS:

YES: Dallas to Houston via College Station / Bryan

YES: Houston to San Antonio

WAITING: Dallas-Fort Worth/Austin/San Antonio

The proposed I-20 Rail Corridor service will connect the mega-regions of Dallas-Fort Worth and Atlanta with the economies and populations of Northern Louisiana and beyond through connections with Amtrak's Texas Eagle, City of New Orleans, and Crescent trains.



SAS-MSP / HOU-DEN / DFW-SFO / DFW-NYC / DFW-ATL / DFW-MIA / HOU-NYC / ELP-BIL

2023 – CLOSER THAN EVER ($200M RIDER)
2024 – TXDOT & TRANSPORTATION COMMISSION $202M "EXCEPTIONAL ITEMS"
2024/25 – IDENTIFY CHAMPIONS AND PUSH

Registration is now open - Google Southwestern Rail Conference

Thank you to Greater Houston Freight Committee and Houston-Galveston Area Council for hosting this update

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Panelist

Dennis Kearns
General Counsel of the
Texas Railroad Association

Katherine Parker
Executive Director
Gulf Coast Rail District

Richard Zientek
Senior Director – Public Affairs
North and East Texas Union Pacific

Announcements

- TxDOT has completed the Southeast Texas Truck Parking Action Plan. For more information, please visit Houston/Southeast Texas truck parking (txdot.gov).

- Research "Houston's Freeways: Who Was Displaced and Why?" has been published. For more information, please visit the Baker Institute for Public Policy HERE

Future Meetings

- ✓ Transportation Policy Council – October 25, 2024
- ✓ Transportation Advisory Committee – November 6, 2024
- ✓ Safety Committee – October 29, 2024
- ✓ GHFC Meetings – Tentatively January 16, 2025

Thank you for attending today's meeting