

10. REGIONAL GOODS MOVMENT PLAN UPDATE

BACKGROUND

The 2023 Regional Goods Movement Plan (RGMP) serves as a framework that supports the region's economic activity through efficient, safe, connected freight movement, at the same time addressing the externalities associated with freight transportation. It builds upon and complements previous freight studies and plans, including the 2013 Regional Goods Movement Plan and the Ports Area Mobility Study. This plan identifies actionable, operational, logistical, and technological policies, programs and projects that improve goods movement, leverage private and public investment, and furthers the goals outlined in the Regional Transportation Plan. The Houston Galveston Area eight county region has one of the fastest growing economic sectors in the United States. Moving forward, freight tonnage is expected to grow at 2.1 percent annually until 2050 to a total of 1.7 billion tons. For the region to maintain its economic competitiveness, it must support a growing demand for goods moving from, to and thorough the region.

CURRENT SITUATION

The Regional Goods Movement Plan has come to a close as of August 2023. This plan has identified key recommendations associated with a wide range of policies and programs that various stakeholders from both the private and public sectors could adopt to address safety and reduce congestion, emissions, and residential and community impacts from freight activity. In addition to the policy and project recommendations the following products were developed.

1. ArcGIS storyboards for regional freight data
2. Origin-Destination Tableau Dashboard
3. Freight Commodity Tableau Dashboard
4. H-GAC Freight Network
5. Critical Urban Freight Corridors
6. 2045 RTP Project Categorization and Future RTP Considerations
7. Intelligent Transportation System Considerations

The full 2023 RGMP Update document, and associated documents, data story boards, recordings of a virtual public and steering and stake holder meetings, are available at the following link [HERE](#).

ACTION

No action at this time



2023 Regional Goods Movement Plan



TAC – October 19, 2023
Sydni Ligons

Regional Goods Movement Plan



VISION

A multimodal freight transportation system that is efficient, reliable, and safe, that supports the economy, the environment, and equity.

GOALS

-  Safety
-  State of good repair
-  Move people & goods efficiently
-  Economic competitiveness
-  Protect Natural Resources



2023 Study Deliverables

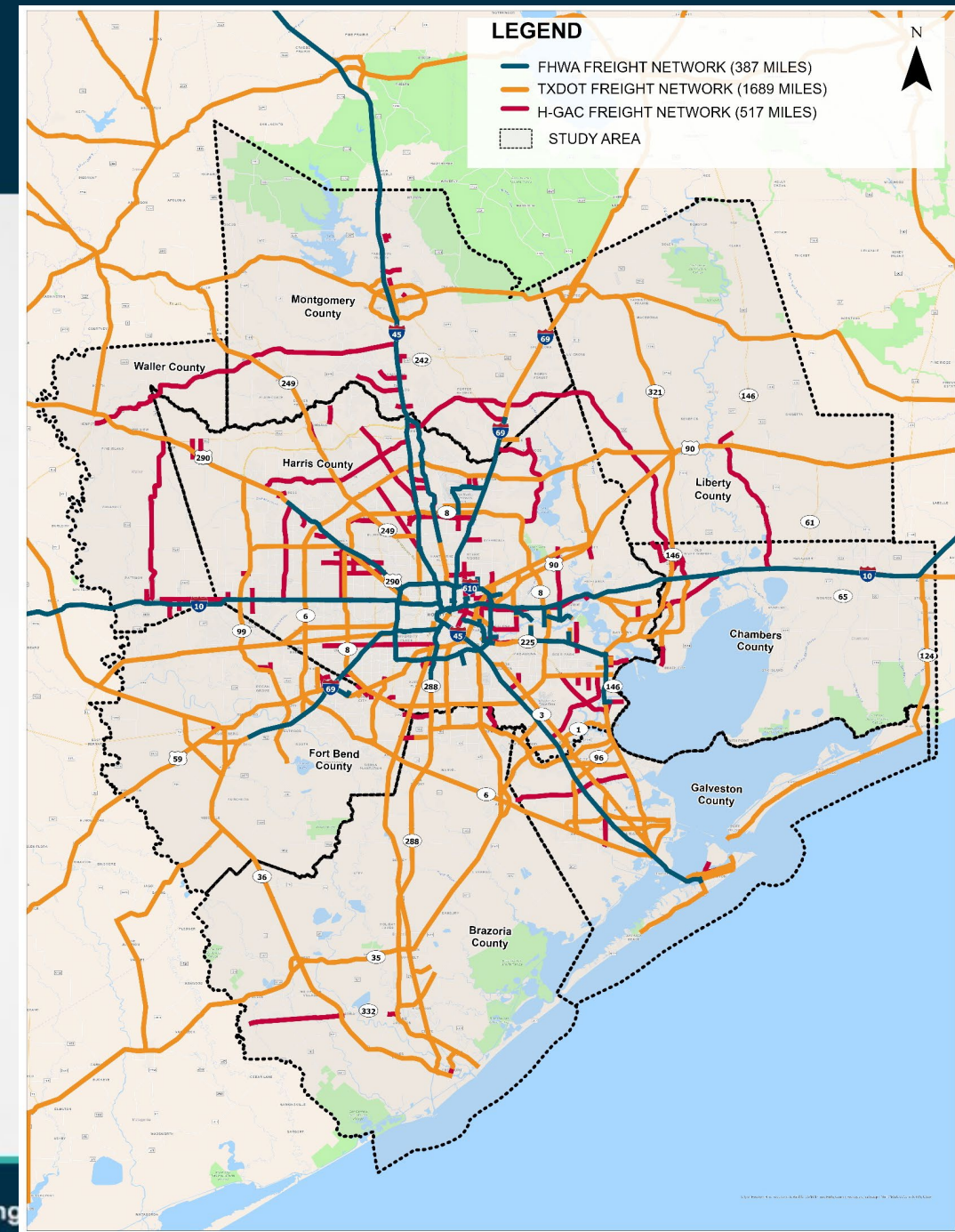


1. H-GAC Freight Network
2. RTP project needs analysis and Future RTP Considerations
3. Study Dashboards
4. Critical Urban Freight Corridor Update
5. Policies and Programs

H-GAC Freight Network

Developed using:

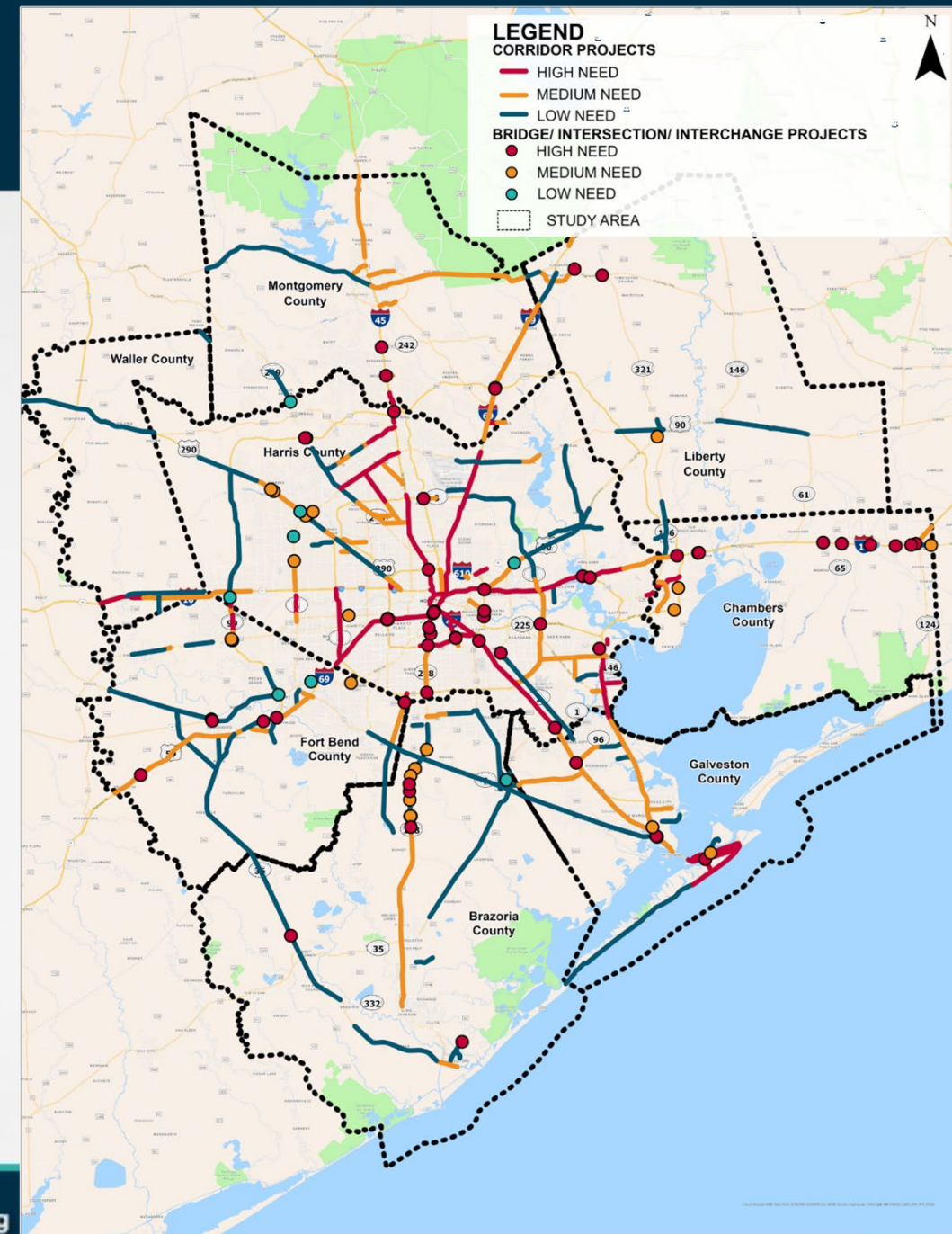
- ✓ Steering and Stakeholder input
- ✓ Freight cluster data
 - OD tool identified TAZs
- ✓ Truck delay and volume data



RTP Project Needs Analysis



- Data-driven process to categorize Projects from H-GAC 2045 Regional Transportation Plan (RTP) into:
 - Addressing high-need areas
 - Addressing medium-need areas
 - Addressing low-need areas
- Known "hot spots" without Projects in 2045 RTP analyzed separately for inclusion in future RTP

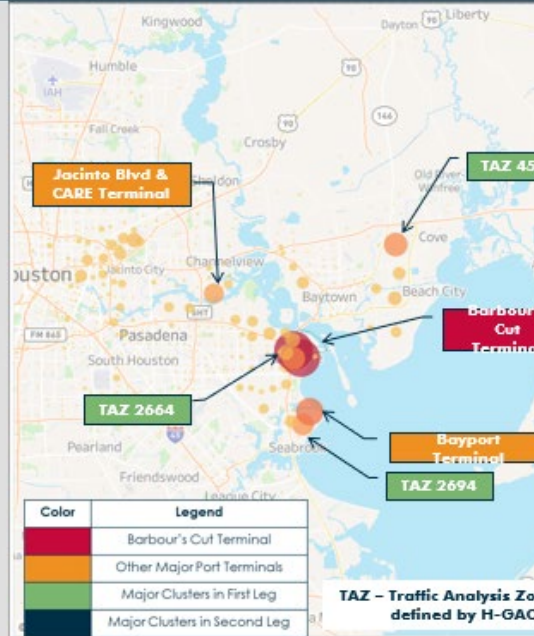


Three Interactive Tools

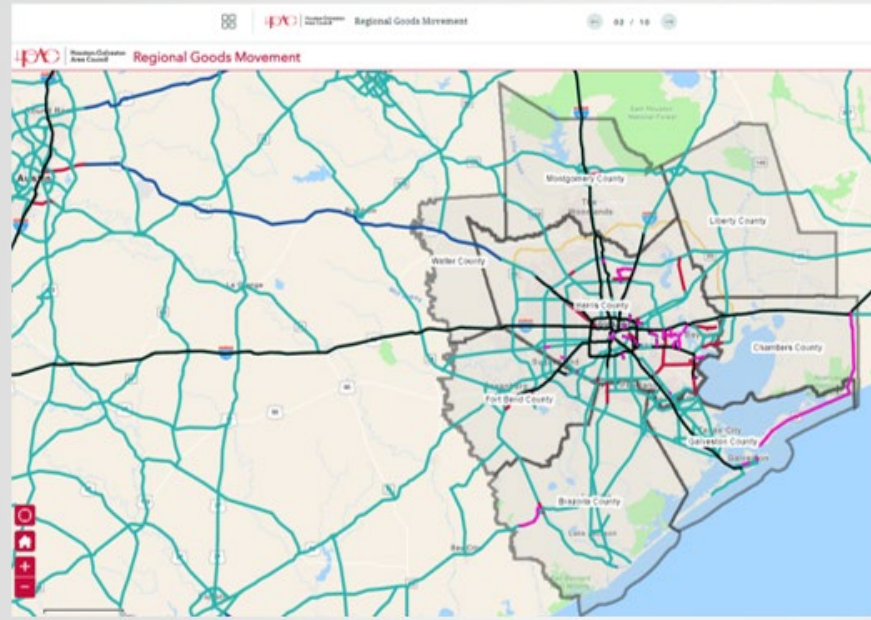
Commodity Flow Dashboard



Origins – Destinations Dashboard



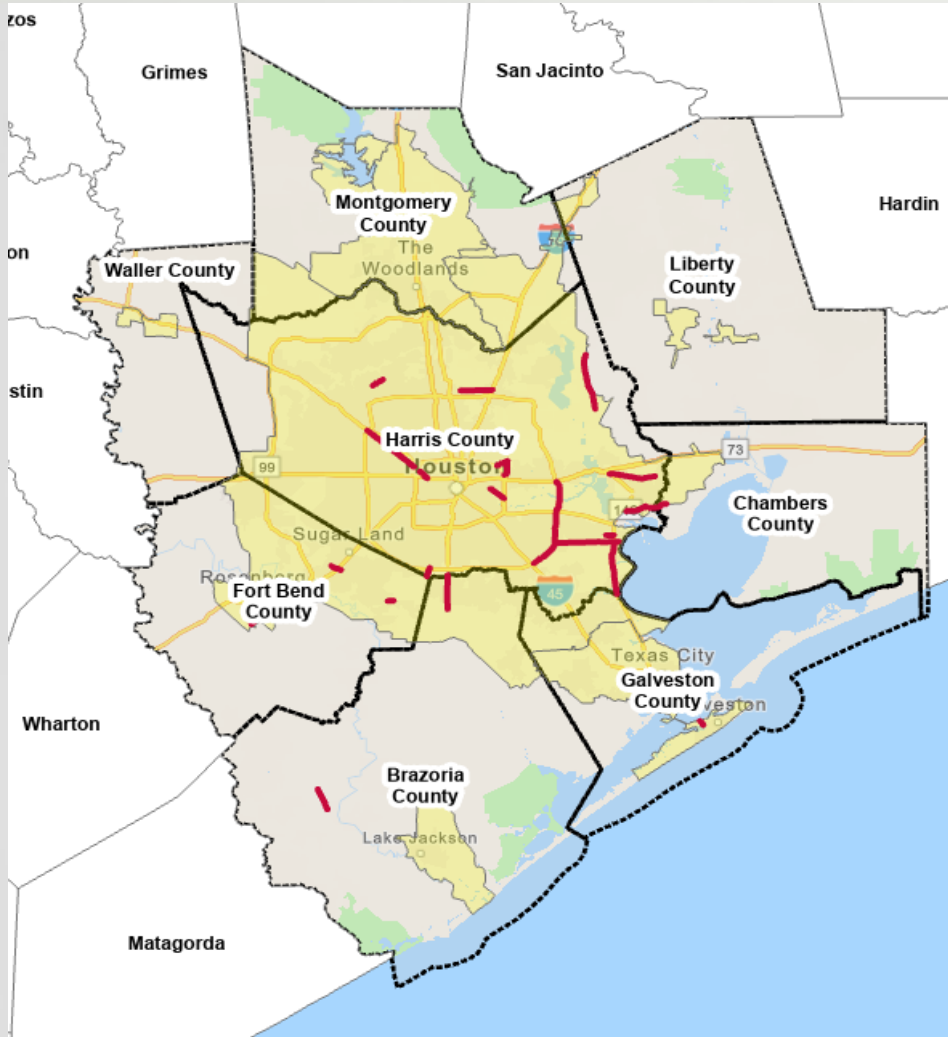
Study Data Dashboard



Layer List

- TIP Road Intersection Projects
- Critical Tier Routes
- TIP Road Projects
- ATRI Top 100 Truck Bottleneck (2021 Data)
- TxDOT Top 100 Congested Roadways (2019 Data)
- Load Restricted Bridges (on Existing Freight Network)
- Designated Overweight Corridors
- Bridge Underclearance (on Existing Freight Network)
- Vertical Clearance Over Bridge Deck (on Existing Freight Network)
- Bridge Condition - Poor (on Existing Freight Network)
- Culvert Condition - Poor (on Freight Network)
- Bridge Strikes (2019-2021)
- Combined Criticality and Vulnerability Index
- H-GAC Private Truck Parking Locations
- H-GAC Public Truck Parking Locations
- Intermodal Connectors - Freight Related
- FHWA - Primary Highway Freight System
- Texas Highway Freight Network - Classification
- Truck Crashes (on Existing Freight Network)

Critical Urban Freight Corridors, 2017 & 2022



- Total 36 corridors adding up to 90.72 miles were identified
- Almost 30 projects adding up to 70 miles are already constructed, or under construction or to be constructed within four years
- The remaining corridors are being considered as part of the new list and will be scored

Policies & Programs - Safety



1. Truck safety initiatives included in Local/Regional Vision Zero and safety plans
2. Establish regional truck safety task force
3. Increase the number of truck parking spaces in the region
 - Work underway with TxDOT
4. Update National Hazardous Materials Route Registry
 - Earliest regulations date from:
 - 1970 Harris
 - 1972 Galveston
 - 1984 Waller
 - 1987 Chambers
 - 1991 Brazoria
 - 1990 Fort Bend
5. Increase uptake of truck safety equipment not mandated by federal regulations

Policies & Programs - Congestion

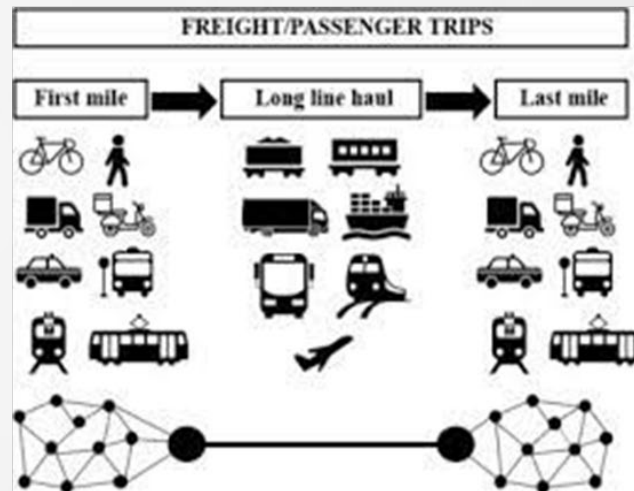


1. Encourage more off-peak truck activity

- Economic Centers
- Commercial Freight Drop/pickup/distribution

2. Railroad crossings

- approximately 1,600 railroad crossings in the Region.



Policies & Programs - Emissions



1. Freight facility emission reduction (rail yards, ports, warehouses)
2. Older trucks emission reduction
3. Increase the number of Zero Emission Vehicles (ZEV) operated in the region



Policies & Programs - Residential & Community Impacts



1. Develop a truck route map (including designated high and heavy corridors)
2. Mitigate residential impact
 - Such as pass through truck traffic, access to commercial areas



Next Steps

- Draft final report uploaded to the H-GAC website
 - Link - <https://www.h-gac.com/freight-planning>
- Data from the plan is available [HERE](#)
- Entering implementation of plan outcomes
- TAC and TPC schedule
 - October 2023 – presented to TAC for information and discussion
 - March 2024 – Preview at TPC for information and discussion
 - April 2024 – Present at TAC and TPC for adoption into the Regional Transportation Plan
- Action
 - No action needed



Thank You



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