



MEETING SUMMARY

**Regional Freight Advisory Committee
North Central Texas Council of Governments
May 7, 2019
12:30 pm-2:00 pm**

The Regional Freight Advisory Committee (RFAC) convened at 12:30 p.m. on May 7, 2019, at NCTCOG Offices.

Attendees

Kristen Camareno, Tarrant County
Huong Duong, NCTCOG
Jeff Hathcock, NCTCOG
Mike Johnson, NCTCOG
Sharareh Kermanshachi, UTA
Gus Khankarli, City of Arlington
Kellylynn McLaughlin, Schneider
Seyed Mohsen Shahandashti, UTA
Mike Rader, Prime Rail Interests

Meeting Summary Outline

1. Welcome/Previous Meeting Recap
2. NCTCOG 2019 INFRA Grant Submissions
3. Congestion Management Process
4. Freight Land-Use Compatibility Analysis
5. General Discussions/Announcements

1. Welcome/Previous Meeting Recap, Jeff Hathcock, NCTCOG

Jeff Hathcock thanked everyone for attending and opened the meeting with a brief recap of the February 5, 2019, meeting.

2. NCTCOG 2019 INFRA Grant Submissions, Michael Johnson

In FY2019, NCTCOG staff submitted three projects for funding through the INFRA Grant funding opportunity. This is a Discretionary grant program authorized under the Fixing America's Surface Transportation (FAST) Act through 2020. The regional project selection methodology analyzes locations with potential to maximize non-Federal revenue leverage, identifies partnership opportunities, and considers projects with the potential to strategically address system deficiencies as well as other considerations.

NCTCOG submitted three projects; North Texas Multimodal Operations, Velocity, Efficiency & Safety (MOVES) Program, IH-30 Rockwall County-Lake Ray Hubbard Bridge, and the North Texas Partnership Toward National Highway System (NHS) Bridge Performance Goals.

The North Texas MOVES Program is a collaborative and ongoing effort between TxDOT, transit agencies, and Class I Railroads; a long-range plan for increasing freight and passenger mobility in Dallas-Fort Worth (DFW) through strategic investment in rail capacity to improve multimodal transportation.

The IH-30 Rockwall County - Lake Ray Hubbard Bridge Project consists of constructing new two or three-lane continuous one-way frontage road bridges in each direction parallel to the existing IH 30 freeway, crossing Lake Ray Hubbard, along with a barrier-separated sidewalk, new interchanges and other improvements.

The North Texas Partnership Toward (NHS) Bridge Performance Goals supports TxDOT statewide 2022 “Good/Poor Condition” targets for National Highway System (NHS) bridges. In collaboration with TxDOT, NCTCOG will focus on expedited programming to improve NHS bridges in poor condition. Fourteen regional bridges were identified for improvements or replacements.

In April, the Federal Government made available \$900 million in additional discretionary funding for infrastructure known as the BUILD (Better Utilizing Investments to Leverage Development) Grant. Up to \$90 million may be issued to a single state and at least 50% is designated for rural projects.

3. Congestion Management Process, Mike Galizio

The Congestion Management Process (CMP) is a federal planning requirement, as is Mobility 2045, the long-range plan, and the Unified Planning Work Program. In 2013, the Regional Transportation Council approved the most recent CMP Update and in 2019, efforts are underway to update the process to help mitigate roadway congestion in the North Texas region. Simply put, the CMP is a regionally accepted approach for managing congestion that provides up-to-date information on multimodal transportation performance and assesses alternative strategies that meet state and local needs.

The CMP is mandated in any urbanized area with a population exceeding 200,000 (known as Transportation Management Areas). Strategies include transportation demand management, public transit options, and intelligent transportation system technologies among others. Freight considerations include truck lane restriction corridors, truck volume percentage, and hazardous material route designation. Regional freight management strategies are a critical component of a comprehensive congestion management process. A final CMP document will be brought before the Surface Transportation Technical Committee and the RTC in late 2019.

4. Freight Land Use Compatibility Analysis, Collin Moffett

Successfully integrating freight facilities and operations within a community requires a freight land-use compatibility analysis to understand the importance of freight land-use preservation, address sustainability concerns with logistics operations, and enhance freight compatibility within an urban core. This freight land-use study takes into consideration the information provided in the Federal Highway Administration Freight and Land-Use Handbook, multiple Transportation Research Board publications, and multiple MPO Comprehensive Plans.

Data is collected through site visits, freight facility and Federal Trade Zone inventory, potential freight land-use identification, and policy research. Other vital components of a land-use analysis are land-use policy and regulatory review of regional municipalities, regional freight facility inventory, sustainable development, safety, and air quality. The final analysis will uncover incompatible land uses, take into consideration local ordinances and best practices, and make recommendations on a list of potential sites for future freight-oriented activities.

5. General Discussions/Announcements

Staff thanked the Committee for their attendance and participation and noted the next meeting is scheduled for November 12, 2019.

As there was no further discussion, the meeting was adjourned.

More information is available at www.nctcog.org/rfac.