

Quick Take

What:

Freight North Texas: The North Central Texas Regional Freight System Inventory

Significance:

The North Central Texas Council of Governments coordinates regional freight system planning in the 12-county metropolitan planning area. The report includes recommendations for accommodations and moving freight more effectively.

By the Numbers:

In 2015, North Texas accounted for

30 percent

of Texas' gross domestic product. If the North Texas area were a country, it would rank 23rd in the world by GDP.

16 percent

of freight is moved by pipelines.

4

Foreign Trade Zones in North Texas, including the third busiest for receiving merchandise in the US.

Freight Movement: More Than Just Trucks



In North Texas, trucks are perhaps the most visible mode of freight movement. Approximately 77 percent of goods shipped to the region arrive by truck. While this number is significant, the freight industry in the Dallas-Fort Worth area is diverse, encompassing rail, intermodal, air cargo, trucks and pipelines. All these

modes work together to ensure food gets to the grocery store, fuel makes it from the refinery to the service station and retail products are delivered to market for consumers.

Freight North Texas is an ongoing planning program led by NCTCOG to enhance the safety, mobility, efficiency and air quality associated with freight movements in the Dallas-Fort Worth region. The guiding document for Freight North Texas is The North Central Texas Regional Freight System Inventory, which highlights policies, programs, and projects needed to improve freight planning and operations in North Texas. Several follow up studies from the report include:

- Freight Congestion and Delay Study (published)
- Regional Truck Parking Study
- Economic Impact of Freight in the Region
- Freight Project Evaluation
- Land-Use Compatibility Analysis

Each of these will be published individually as they are completed.

Freight movement is essential to daily life. Almost everything travels by truck at some point on its journey. In fact, according to the Federal Highway Administration, if trucks stopped delivering freight:

- Within 6–12 hours assembly lines would come to a stop.
- Within 24 hours hospitals would begin to run out of essential supplies.
- Within 48 hours service stations would begin to run out of fuel.
- Within 72 hours grocery stores would begin to run out of perishable items.



FACTSheet

Clearly, it is important to keep freight moving the economy. Freight-related employment constitutes approximately 20 percent of all regional employment. With major interstate highways and the status as a North American Free Trade Agreement corridor, DFW is a natural focal point for the movement of goods all over the country. The region is also a national railroad crossroads and a domestic and international air cargo hub, making it a national logistics center. The region is one of the nation's largest inland ports where freight is moved, transferred, and distributed to destinations across the state and around the world using the following methods:

TRUCKS

The most prominent users of the freight transportation network are trucks. They are the most utilized mode of transportation for a majority of the goods moving through the region. The extensive regional roadway network allows trucks to easily access the region, saving time and money for both the truck operators and consumers. Truck shipments are vital to the region's economy, carrying products during the supply chain's first and last miles.

RAILROADS

Rail is often utilized for items shipped in large quantities. The goods can be heavy, with a low value per unit, not as time sensitive or shipped at a distance over 500 miles. Rail shipments utilize a regional network that covers more than 2,300 miles. In North Texas, there are three Class I Railroads (BNSF Railway, Kansas City Southern Railway, and Union Pacific Railroad) and two regional railroads (Dallas, Garland and Northeastern Railroad and the Fort Worth and Western Railroad). The rail network provides the link between the region and major international and domestic freight routes in North America.

INTERMODAL

Intermodal is the transfer of containers of freight between two kinds of freight transport. In North Texas, intermodal refers to the transfers between the truck and rail modes. The region is home to four major intermodal rail yards. BNSF Railway Intermodal and Carload Transportation Center at Alliance, Kansas City Southern Wylie Intermodal Terminal in Wylie, Union Pacific Railroad Dallas Intermodal Terminal in Wilmer and Union Pacific Railroad Mesquite Intermodal Terminal in Mesquite. Combined, these facilities handle over 1 million intermodal transfers (also known as lifts) annually.

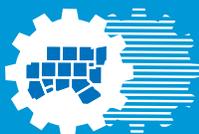
AIR CARGO

North Texas has three air cargo facilities: Dallas/Fort Worth International Airport, Dallas Love Field, and Alliance Airport. DFW and Alliance airports have access to foreign trade zones, and all three have air cargo operations. Air cargo usually consists of high-value and/or high-priority items and typically represents a small share of the total tonnage shipped annually by different transportation modes. However, over \$23 billion of air cargo was shipped in 2015.

PIPELINES

Pipelines and pipeline facilities in the region transport petroleum, natural gas and other hazardous materials. The region's pipeline network is large as well. Regional commercial pipelines total approximately 16,000 miles. This extensive network, which operates mainly below ground, transported approximately 50 million tons in 2015 in North Texas, second only to trucks.

Freight moving safely and efficiently in North Texas benefits everyone. NCTCOG has short- and long-term goals to help with freight movement and the transportation network. To learn more about freight transportation in North Texas visit: NCTCOG.org/trans/goods.



North Central Texas Council of Governments

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