

Greater Charlotte Regional Freight Mobility Plan

Steering Committee Meeting #4



Welcome

August 4, 2016



Agenda

- Welcome and Introductions
- Plan Progress Report and Schedule
- Discussion of Final and Draft Technical Memoranda
- Overview of Performance Measures
- Survey Collection and Outreach Effort Update
- Work Session: Classification of Needs by Goal Area
- Work Session: Prioritization of Needs by Goal Area
- Next Steps

Project Status

■ Complete
■ Working

Existing Conditions

- Bottlenecks
- Commodity Flows
- O-D Analysis and Freight Corridors
- Network Identification
- Truck Parking

Land Use, Facility, Infrastructure & Regulatory Gaps

- Existing Land Uses
- Regional Freight Land Use Policies and Regulations
- Truck Parking Capacity and Needs
- Economic Impacts Analysis*
- Road/Rail Network Corridor Demand

Best Practices

- Technology Trends
- Safety and Security
- Public Private Partnerships

Prioritizing Regional Needs

- Bottlenecks & LOS
- Pavement/Bridge Conditions
- High Crash Location
- Economic Opportunity
- Rail/Truck Grade Crossings
- Intermodal Connections

Performance Measures

- Goals Addressed
- Freight Impacted, Related or Focused
- Quantifiable and Trackable



Greater Charlotte Regional Freight Mobility Plan

Schedule

ID	Task Name	Q3 15			Q4 15			Q1 16			Q2 16			Q3 16			Q4 16			
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan
1	Task 0: Project Management and Stakeholder Involvement	[Task 0: Project Management and Stakeholder Involvement - Active from Jul 2015 to Jan 2016]																		
2	Task 1: Analysis of Existing Conditions for Truck and Rail Freight Mobility in the Region	[Task 1: Analysis of Existing Conditions for Truck and Rail Freight Mobility in the Region - Active from Aug 2015 to Mar 2016]																		
3	Task 2: Land Use, Facility, Infrastructure and Regulatory Gap/Future Demand Analysis	[Task 2: Land Use, Facility, Infrastructure and Regulatory Gap/Future Demand Analysis - Active from Sep 2015 to Apr 2016]																		
4	Task 3: Best Practices in Freight Mobility Efficiency, Safety and Technology (ITS)	[Task 3: Best Practices in Freight Mobility Efficiency, Safety and Technology (ITS) - Active from Nov 2015 to Jun 2016]																		
5	Task 4: Prioritize List of Regional Needs	[Task 4: Prioritize List of Regional Needs - Active from Jan 2016 to Jul 2016]																		
6	Task 5: Develop Regional Freight Performance Measures in Accordance with USDOT/MAP-21 Recommendations and State Strategic Freight Plan Requirements	[Task 5: Develop Regional Freight Performance Measures in Accordance with USDOT/MAP-21 Recommendations and State Strategic Freight Plan Requirements - Active from May 2016 to Sep 2016]																		
7	Task 6: Develop Draft and Final Greater Charlotte Freight Mobility Plan Report	[Task 6: Develop Draft and Final Greater Charlotte Freight Mobility Plan Report - Active from Jun 2016 to Jan 2017]																		

Freight Network Finalization



Freight Network Identification

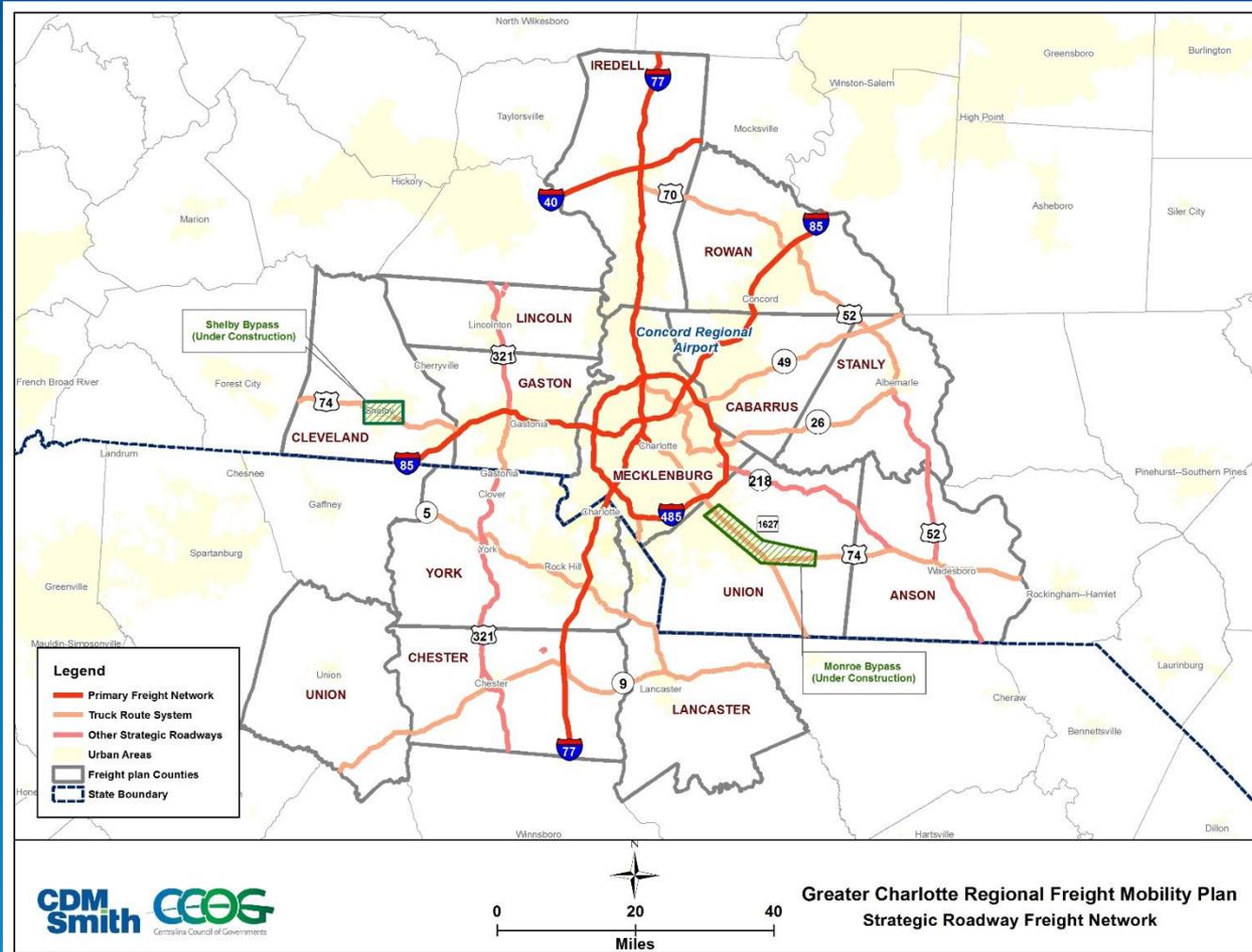
- The identification of the regional freight network may be based on the following questions:
 - *Is the network on an existing freight system (federal or state)*
 - *Is this network responsible for movement of significant numbers of goods between cities and trade centers within the region and/or beyond its borders?*
 - *Does the network play a significant role in the economy or the region?*
 - *Does the network provide access to important intermodal facilities or freight origins/destinations?*
 - *Is the roadway eligible for CUFC or CRFC designation?*

Multimodal Freight Network

Established Definition

- Highways
 - Designated truck routes (NCDOT and SCDOT)
 - Those on the National Multimodal Freight System (NMFS) and/or all Interstates
 - Critical Urban Freight Corridors (CUFC)
 - Critical Rural Freight Corridors (CRFC)
- Railroads
 - All active freight railroads
- Aviation
 - Commercial Service Airports

Final Strategic Freight Network – Roadway Only



Performance Measures and Project Prioritization



Performance Measures

In the public sector, performance measures provide a means to assess how the transportation system and/or a transportation agency is functioning and operating. Performance measures help inform decision-making and create better accountability for efficient and effective program implementation. Performance measurements serve the following three functions:

- ✓ **Plan Development** – *Provide a means to quantify baseline system performance and impacts of plan options to support trade-off decisions and help communicate the anticipated impacts of different investment strategies.*
- ✓ **Plan Implementation** – *Support plan implementation by emphasizing agency goals/ objectives and integrating them into budgeting, program structure, project selection, and project/program implementation policies.*
- ✓ **Accountability** – *Facilitate tracking and reporting on system performance relative to plan goals and objectives to support accountability for plan implementation and results.*

Federal Guidance on Freight Performance Measures

Program	Measure Category	States to Establish Targets:
National Highway Performance Program	Interstate pavement condition on the NHS	Within 1 year of final rule on national performance measures
	Non-interstate pavement condition on the NHS	
	Bridge condition on NHS	
	Performance of interstate system	
	Performance of non-interstate NHS	
Highway Safety Improvement Program	Serious injuries per VMT	Within 1 year of final rule on national performance measures
	Fatalities per VMT	
	Number of serious injuries	
	Number of fatalities	
Congestion Mitigation and Air Quality	Traffic Congestion	Within 1 year of final rule on national performance measures
	On-road mobile source emissions	
Freight Policy	Truck travel time reliability	Periodically
	Mileage uncongested	

Source: Federal Highway Administration, Office of Policy and Governmental Affairs, 2012, 2016

Major Considerations for Performance Measures

The measures will be most useful if they are appropriately tailored to the Greater Charlotte Region area.

- ✓ **Data availability** – *the data and analysis tools needed for the measure should be readily available or easy to obtain. The data should be reliable, accurate, and timely.*
- ✓ **Strategic alignment** – *the measures should align well with the goals and objectives of the CCOG's members', North Carolina's LRTP and Freight Plan, South Carolina's LRTP and Freight Plan, and the National Freight Policy.*
- ✓ **Understandable and explainable** – *the measures should be easy to understand and useful when communicating to external partners.*
- ✓ **Causality** – *the measures should focus on the items under the CCOG's span of control.*
- ✓ **Decision-making value** – *The measures should provide predictive, diagnostic and reporting value to agency decision makers.*

Performance Measures – ACTIVITY

- *Review the draft list of “NEEDS”*
- *Work together as a group to check the box where you think the need listed belongs in your Goal Area*

During your discussions, identify any needs that are not already on the list that would meet the objectives of your goal area and add them to your worksheet. Feel free to use the map for additional detail.

Project Prioritization

Freight Project Prioritization

- As available funding for transportation becomes more constrained, decision-makers need better information to help make the most strategic investment choices.
- Project prioritization provides a data-informed approach to evaluating competing needs and conditions in order to identify transportation investments to meet current and future freight needs.

Freight Project Prioritization

- There are three categories to define a project's freight relevance.
 - Freight focused –Addresses a specific freight transportation need.
 - Freight related –Addresses multiple transportation concerns, of which freight is one element.
 - Freight impacted –Addresses general transportation needs; however, freight mobility may be positively affected.

Freight Project Prioritization

- The prioritization process includes four steps:
 1. Evaluate a list of potential projects.
 2. Perform a gap analysis to identify projects that were missing from the initial list of potential investments.
 3. Define prioritization filters and project scoring factors for each mode.
 4. Analyze each project on the final list and produced a scoring classification for each.

Project Prioritization Framework

Goal 1: Economic Competitiveness and Efficiency

Project Prioritization	Criteria		Factors	
<ul style="list-style-type: none"> • Is on the defined tiered network • Improves access to/from existing or developing freight hubs • Preserves freight reliant jobs • Improves freight network access • Improves access to freight generators • Improves access among two or more modes • Supports retention or expansion of business • Supports or expands freight related land use 		Freight Impacted		Does not improve
		Freight Related		Somewhat improves
		Freight Focused		Improves
				Significantly improves
				Greatly improves

Project Prioritization– ACTIVITY

- *Return to your list of “NEEDS” – and work ONLY with the needs checked for your Goal Area.*
- *Discuss the needs as a group, and score the “Criteria” and “Factors” as numbered on your handout.*

During your discussions, identify any needs that are not already on the list that would meet the objectives of your goal area and add them to your worksheet. Feel free to use the map for additional detail.

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