

Greater Charlotte Regional Freight Mobility Plan

Coordinating Committee Meeting #7



Welcome

September 22, 2016



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Agenda

- Welcome and Introductions
- Plan Progress Report and Schedule
- Survey Collection and Outreach Effort Update
- Review of Strategic Freight Network
- Prioritization, Performance Measures and Recommendations
- Discussion of the NCDOT Statewide Freight Plan
- 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

Stakeholder Engagement

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																			
2	Task 1: Analysis of Existing Conditions for Truck and Rail Freight Mobility in the Region																			
3	Task 2: Land Use, Facility, Infrastructure and Regulatory Gap/Future Demand Analysis																			
4	Task 3: Best Practices in Freight Mobility Efficiency, Safety and Technology (ITS)																			
5	Task 4: Prioritize List of Regional Needs																			
6	Task 5: Develop Regional Freight Performance Measures in Accordance with USDOT/MAP-21 Recommendations and State Strategic Freight Plan Requirements																			
7	Task 6: Develop Draft and Final Greater Charlotte Freight Mobility Plan Report																			

Freight Network Finalization



Freight Network Identification

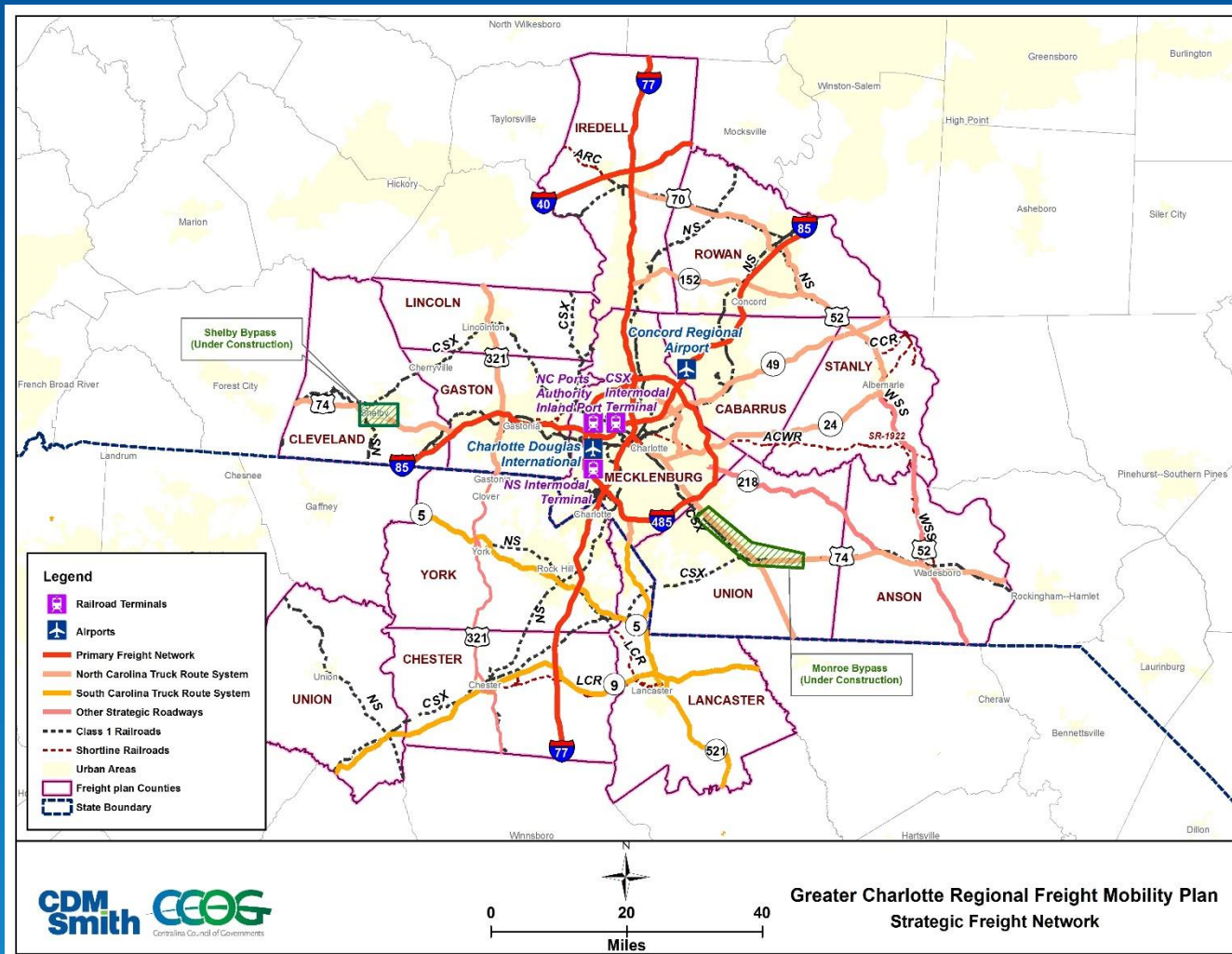
- The identification of the regional freight network may be based on the following questions:
 - *Is the network on an existing freight system (federal or state)*
 - *Is this network responsible for movement of significant numbers of goods between cities and trade centers within the region and/or beyond 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

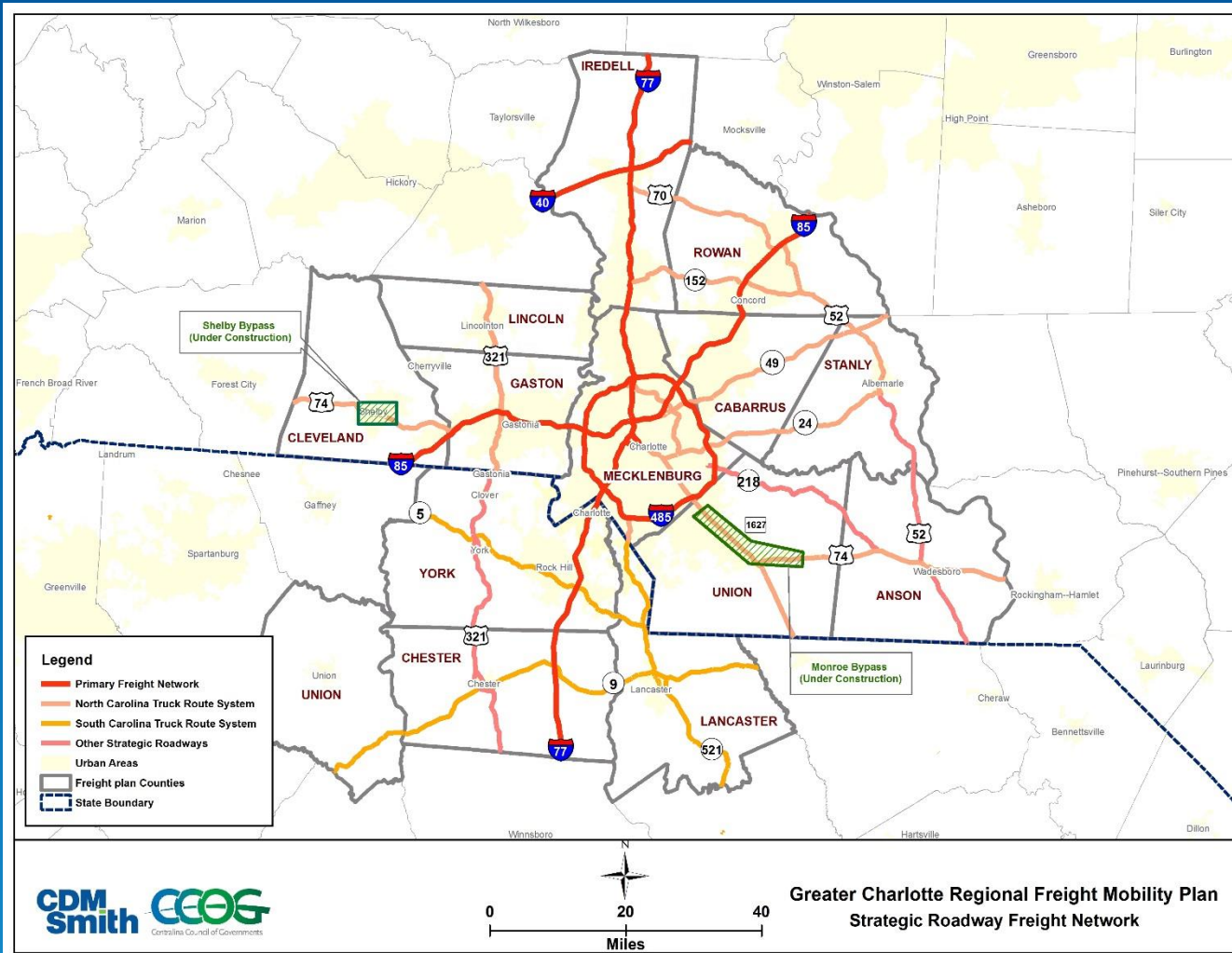
Established Definition

- 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



Final Strategic Freight Network – All Modes



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.*

Project Prioritization Framework

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

Performance Measures – Steering Committee Input

- *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 – Steering Committee Input

- *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.

Steering Committee Input

Steering Committee Input

Greater Charlotte Regional Freight Mobility Plan

Steering Committee Meeting #4



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