Greater Charlotte Regional Freight Mobility Plan

Coordinating Committee Meeting #6

Welcome

August 4, 2016
9:30am—11:30am

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Agenda

- Welcome and Introductions
- Plan Progress Report and Schedule
- General Comments from Committee on Final Drafts
- Review FINAL Freight Network (Decision)
- Preliminary Land Use Analysis and Bridges to Economic Development (Update on progress)
- Survey Collection and Outreach Effort Update
- Performance Measures and Project Prioritization (Discuss Draft)
- Review Plan Outline and Recommendations (Discuss Draft)
- 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

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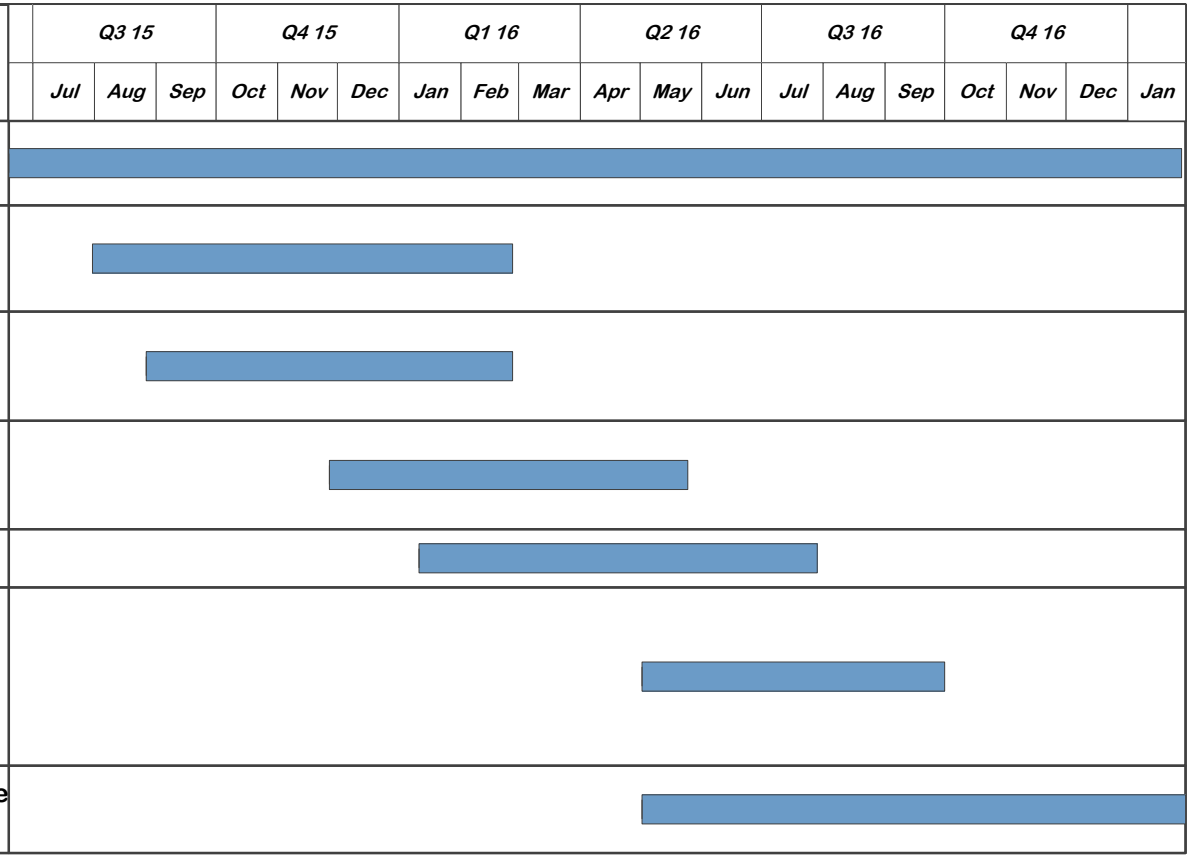
Schedule

ID	Task Name
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



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Land Use and Economic Analysis Technical Memorandum

Update Discussion

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Draft of Land Use and Economic Analysis Technical Memorandum – Action Items

- *Distribution of Tech Memo will be within the month*
- *Team will review comments received from the Coordinating Committee*

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Freight Network Finalization

Incorporation of Comments

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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

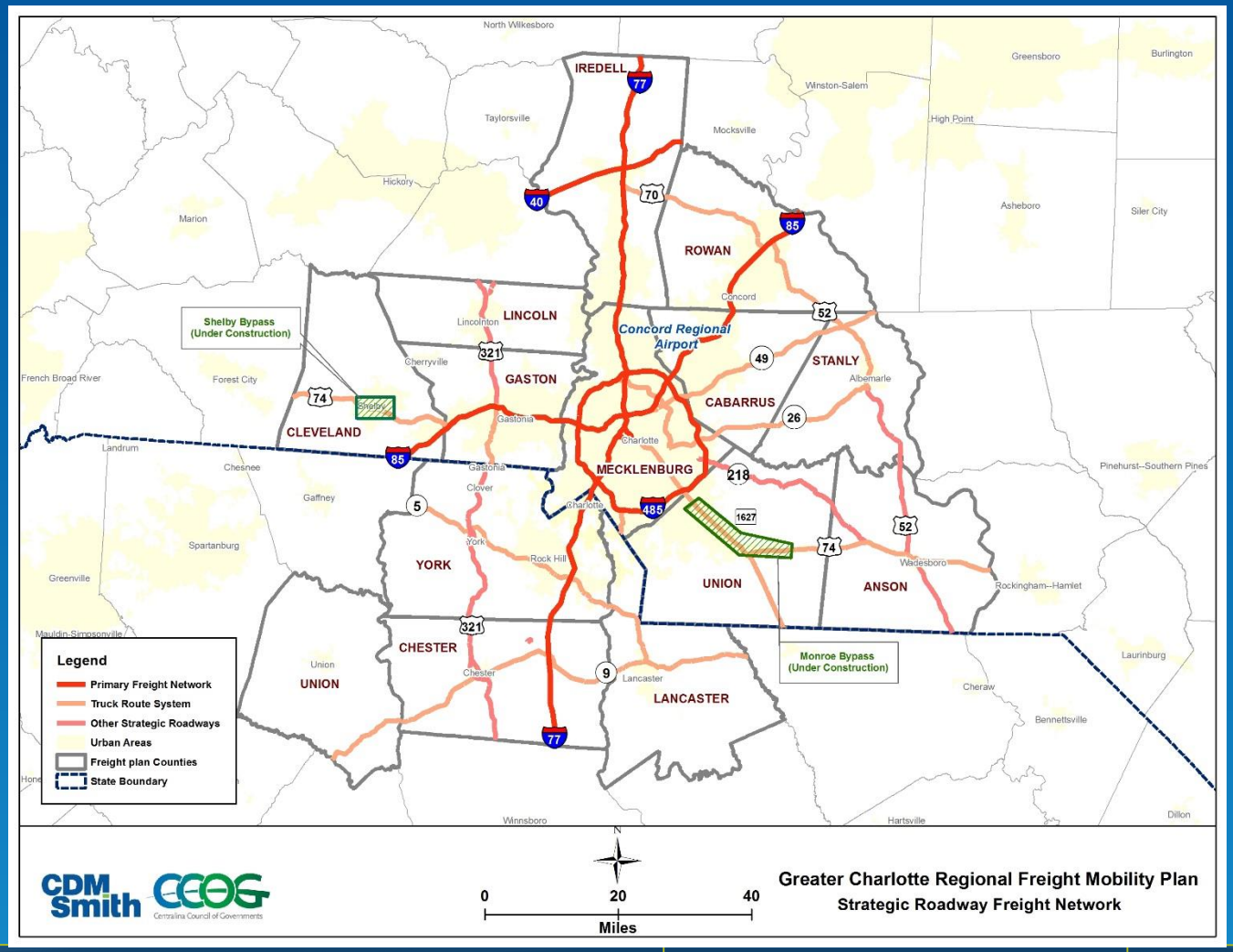
Established Definition

- 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

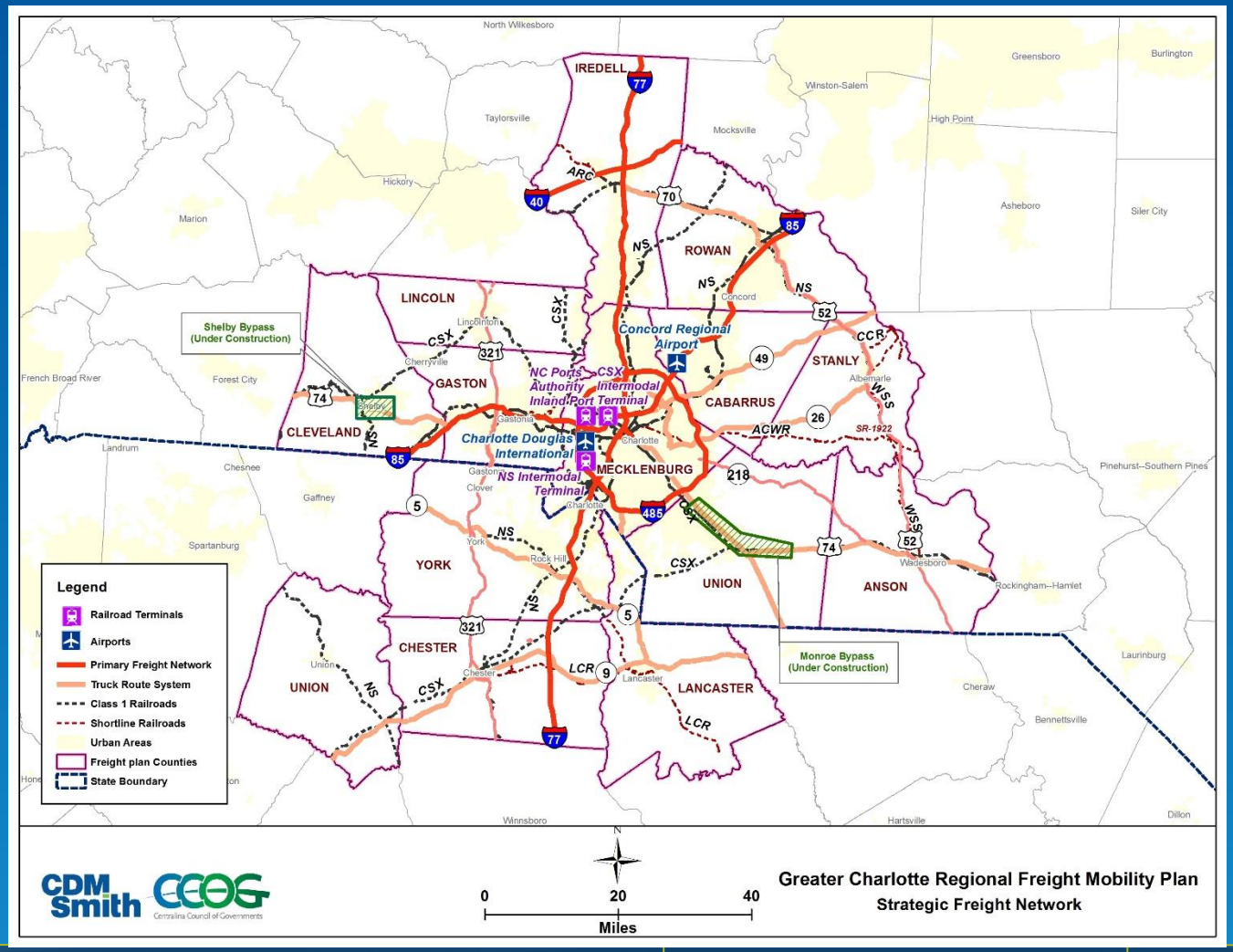
Overarching Comments on Freight Network

- All modes are included
- Removed “tiering” system
- Added new construction projects
- Added US 321 and US 52
- Aligned with NCDOT truck routes
- USDOT, Fast Act Section 1116 (Critical Urban Freight Corridor and Critical Rural Freight Corridor Guidance)

Final Strategic Freight Network – Roadway Only



Final Strategic Freight Network – All Modes



Performance Measures and Project Prioritization

Draft Review for Discussion

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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:
Goal 1: Economic Competitiveness & Efficiency

GOAL 1: ECONOMIC COMPETITIVENESS AND EFFICIENCY

Support economic competitiveness by making investment decisions for freight transportation modes that make the most efficient use of resources, and pursue sustainable funding possibilities.

OBJECTIVES

- Develop, integrate, and support a freight transportation system supporting the region's position as a major freight hub via a network of highways, railroads and airports
- Encourage regional efforts to maximize the region's competitiveness in freight and logistics
- Formulate a relationship between the private and public sectors to leverage available public and private revenue resources

DRAFT PERFORMANCE MEASURES

- **Reduction in congestion on intermodal connectors and roads leading to major energy/manufacturing centers;**
- **Percent of short line freight rail system capable of supporting 286K lb. cars.**

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Performance Measures: Goal 2: Safety and Security

GOAL 2: SAFETY AND SECURITY

Improve the safety and security of the freight transportation system.

OBJECTIVES

- Assist regional emergency management agencies to be better prepared in the event of crashes on the freight system, and in response to hazardous material incidents
- Expand the use of technology to increase regional freight safety and security
- Reduce the number of high crash locations that involve trucks or at rail grade crossings

DRAFT PERFORMANCE MEASURES

- **Hours of downtime from incidents**
- **Number of crashes and fatal crashes involving trucks (and rate)**
- **Grade crossing crash rate**
- **Number of at-grade crossings reduced**

Performance Measures:
Goal 3: Infrastructure Preservation and Maintenance

GOAL 3: INFRASTRUCTURE PRESERVATION AND MAINTENANCE

Improve the state of good repair of the freight transportation system.

- *OBJECTIVE*
  - Maintain regionally significant streets, highways and bridges to a state of good repair to minimize truck travel times and cargo damage

DRAFT PERFORMANCE MEASURES

- **Percent of structurally deficient bridges on freight network**
- **Percent of freight network meeting pavement condition targets**
- **Number of weight-restricted bridges on the freight network**
- **Number of vertical restrictions on the freight network**

Performance Measures: Goal 4: Environmental Stewardship

GOAL 4: ENVIRONMENTAL STEWARDSHIP

Reduce adverse environmental and community impacts of the freight transportation system.

- *OBJECTIVES*
  - Encourage land use planning that supports and promotes the efficient movement of freight
  - Reduce the emissions resulting from freight congestion and excessive vehicle/train idling

DRAFT PERFORMANCE MEASURES

- **MPO/RPO Air Quality Design Values**
- **Annual Hours of Excessive Delay Per Capita***
- **2- and 4-year Total Emission Reductions for each applicable criteria pollutant and precursor***

** Proposed performance measures in the Federal Notice of Proposed Rulemaking (NPRM) to propose national performance management measure regulations to assess the performance of the National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program, as required by FASTAct*

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Performance Measures: Goal 5: Congestion and Reliability

GOAL 5: CONGESTION AND RELIABILITY

Reduce travel times and increase the reliability of the freight transportation system.

OBJECTIVES

- *Reduces the frequency of recurring and non-recurring congestion on the freight system*

DRAFT PERFORMANCE MEASURES

- **Annual hours of truck delay**
- **Number of chokepoints reduced (all modes)**

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Performance Measures:
Goal 6: Performance and Accountability

GOAL 6: PERFORMANCE AND ACCOUNTABILITY

Develop methods to track and improve performance and accountability of the operations and maintenance of the freight transportation system.

OBJECTIVES

- *Decrease the costs of freight movement by reducing empty backhaul movements*
- *Improve freight system operations and information sharing to benefit regional planning and decision making through improvements in technology*
- *Increase freight knowledge and expertise by planners and elected officials throughout the region*
- *Implement a performance-based tracking process to determine how well the freight system is functioning relative to freight investments*

DRAFT PERFORMANCE MEASURES

- **Annual hours of truck delay**
- **Number of empty backhaul trips**
- **Documentation of freight investment tracking process**

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Performance Measures: Goal 7: Regional Coordination

GOAL 7: REGIONAL COORDINATION

Establish/Improve the coordination of regional public and private sector organizations to improve freight planning and policy and project implementation

OBJECTIVES

- *Improve coordination among regional agencies responsible for freight transportation planning and implementation*
- *Engage private sector freight stakeholders to inform freight transportation planning and decision making*

DRAFT PERFORMANCE MEASURES

- **Establishment of coordination policies to promote communications between regional agencies, state agencies and private sector**
- **Number of multi-jurisdictional freight planning efforts and freight infrastructure improvements**
- **Participation in regional freight stakeholder meetings**

Performance Measures – Action Items

- *Review and collect comments on the Performance Measures Technical Memorandum by Friday August 19.*

Survey Data Collection

Update on Survey Collection Effort

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Summary of Online Survey

- Shared with Coordinating and Steering Committees and their contacts
- NC and SC Trucking Associations Membership
- Survey went live on June 2, 2016
- Received 6 responses so far
  - 2 Shippers
  - 2 Transportation Managers
  - 1 Logistics Provider

Preliminary Survey Results

- 83% Agree – *Roadway and rail access to industrial parks, distribution centers, manufacturing sites, ports, and rail yards in the Charlotte Region is relatively efficient*
- 67% Somewhat Disagree – *Generally, highway and rail congestion in the Charlotte Region is NOT an issue*
- 67% Strongly Disagree – *There are adequate truck parking facilities in the Charlotte Region*
- 50% Somewhat Disagree – *Generally, trucks and rail cars can efficiently and safely travel in the Charlotte Region*

Draft Final Plan Outline and Recommendation

Draft Review for Discussion

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Draft of Final Freight Plan Outline – Action Items

- *Review and collect comments on the Outline and overall presentation of the plan by Friday August 19.*

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Greater Charlotte Regional Freight Mobility Plan

Coordinating Committee Meeting #4

January 28, 2016
9:00am—11:00am

Questions and Open Discussion

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