



# FREIGHT MOBILITY PLAN

*Scoping Process Open House*



## WELCOME

The purpose of this open house is to receive feedback on the challenge, the process, the goals, and identify issues to be addressed in the scope for the development of a coordinated Regional Freight Mobility Plan.

### OPEN HOUSE SCHEDULE

#### **Open House No. 1**

**Regional Challenges, Process, Goals, Issues**

**January 30, 2012 • 5-7 p.m.**

*Charlotte-Mecklenburg Government Center  
600 East Fourth Street, Room 267, Charlotte, NC*

**February 8, 2012 • 1-3 p.m.**

*Manchester Meadows Conference Room  
337 E. Mt. Gallant Road, Rock Hill, SC*

#### **Open House No. 2**

**Proposed Scope Recommendations**

**April 17, 2012 • 5-7 p.m.**

*Charlotte-Mecklenburg Government Center  
600 East Fourth Street, Room 267, Charlotte, NC*

**April 18, 2012 • 1-3 p.m.**

*Manchester Meadows Conference Room  
337 E. Mt. Gallant Road, Rock Hill, SC*

A background image showing a freight train on the left, a large cargo ship in the center, and several semi-trucks on the right. The text 'FREIGHT MOBILITY PLAN' is overlaid in large, bold letters. 'FREIGHT' is in black with a white grid pattern, and 'MOBILITY PLAN' is in blue with a white outline.

# FREIGHT MOBILITY PLAN



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## What is a Regional Freight Mobility Plan?

### A Regional Freight Mobility Plan:

- Develops a **regional strategy for freight movement**, incorporating trucking, marine cargo, rail freight and air cargo, and intermodal connections between them
- Examines **current and future freight issues** as the region looks to planning for a sustainable transportation system for the future
- Is **developed through public-private sector coordination** with input from freight stakeholders, economic development interests, and local, regional, state and federal transportation agencies
- Develops **recommendations, priorities and strategies** to address issues such as congestion and mobility, safety and security, sustainable funding, maintenance and preservation, land use coordination, and the environment

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## Why is Freight Movement Important to the Region?

The Greater Charlotte Bi-State Region is one of the fastest growing in the nation, competes internationally, and has emerged as a logistics hub

- World headquarters of ten Fortune 500 companies
- New and expanding businesses have invested \$18 billion here since 1990
- Home to more than 100 distribution centers
- More than 300 trucking firms located here
- Served by an extensive rail network – 600 trains run through the region weekly
- Region has an inland port
- A \$90 million rail and trucking intermodal facility under construction at the Charlotte/Douglas International Airport, projected to be completed in Spring 2014
- The Greater Charlotte Bi-State Region is within two hours flight time or one day delivery by motor freight to almost 60 percent of the U.S. population and nation's industrial base
- CSX intermodal facility is doubling in size
- Short-line railroad re-emergence including Red Line

*Source: Charlotte Regional Partnership*

*Planning for Fast, Efficient Freight Transport in the Greater Charlotte Bi-State Region*

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## Freight Mobility Plan Chronology

- 2003** – “South Carolina Department of Transportation and Its Economic Impact on the State of South Carolina” report underscores importance of transportation infrastructure on economy
- 2004** – NCDOT approves Statewide Strategic Highway Corridor network
- 2005** – CCOG Regional Comprehensive Economic Community Assessment Report identifies growing logistics industry cluster in region as valuable competitive advantage during US Dept of Commerce EDA funded economic development planning process
- 2007** – Centralina Economic Development Commission (CEDC) issues the EDA approved 2007-2012 Comprehensive Economic Development Strategy (CEDS) report that includes a regional priority strategy of promoting and advancing the Logistics Industry cluster
- 2008** – NCDOT approves Statewide Mobility Plan that addresses the State’s long-term economic, mobility, and infrastructure needs
  - The South Carolina Statewide Comprehensive Multimodal Long-Range Transportation Plan approved by the SCDOT Commission
  - South Carolina Department of Commerce - State Rail Plan 2008 Update
- 2009** – Centralina Council of Governments initiates Regional Transportation Study to evaluate ways to more effectively coordinate transportation planning
  - North Carolina Governor Perdue signed Executive Order No. 32, which established the Governor’s Logistics Task Force

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## **Freight Mobility Plan Chronology**

- 2010** – MUMPO Transportation 2035 plan approved with strong freight component for region's core, including primary grid of the Charlotte Douglass International Airport, Interstate system and rail system, as well as new Intermodal Facility
  - US 521/SC 9 Corridor Study and Market and Economic Development Analysis completed by Lancaster County, SC
- 2011** – NC Governor's Logistics Task Force submits final report which recommends a range of administrative and funding reorganizations to more effectively align organizations and funding to address freight issues across North Carolina
  - North Carolina's Seven Portals Study identifies major intermodal facilities for the region and how they link with the region's transportation network
  - Charleston Neck Area Study to address freight movements related to South Carolina Ports
  - Centralina Regional Transportation Study Policy Committee and stakeholders recommend a freight plan be the first product of ongoing coordinated transportation in the region
- 2012** – The South Carolina Statewide Comprehensive Multimodal Long-Range Transportation Plan updated to include an expanded freight component
  - Scoping process for Charlotte Regional Freight Mobility Plan initiated to establish a coordinated freight plan for the 14-county Charlotte Bi-State Region

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## Freight Mobility Plan Potential Outcome

### How Can Various Freight Initiatives Sync?

Issue	Statewide Freight Studies	Seven Portals (NC only)	Proposed Regional Freight Plan	MPO/RPO/ Local
<b>Matching Revenues and Needs</b>	Statewide revenues and priorities	N/A	Comment on regionwide priorities and research funding options	Identify needs
<b>Organizational Arrangements</b>	Coordination and consolidation of rail, GTP, and ports with NCDOT	Recommend Public-Private Coordination	Establish "Regional Freight Forum"	Participate in "Regional Freight Forum"
<b>Freight Trends</b>	Interstate and intrastate trends	Regional trends for intermodal facilities	Regional trends for network(s) as a whole	Data collection and analysis at site levels
<b>Multi-Modal Portal Identification</b>	Recommend North Carolina Seven Portals Study	Identify future portals	Advocate for needs of specific corridors	Identifying specific transportation projects; developing land use regulations to support portals
<b>Private Industry Input</b>	Statewide, national, and global issues	Identify needs for intermodal facilities	Operations; Comment on LRTP, conformity, CMP, and TIP updates	CTP development, land use plan and land development regulations
<b>Network Operations</b>	Emphasize network reliability and statewide corridors	Identify bottlenecks	Support and coordinate incident management policies	Work with local law enforcement agencies on incident management and other enforcement issues
<b>Land Use and Site Development Regulations</b>	Inform planning initiatives for Regional Growth Zones	Limited to portals identified in study	Identify best practices for freight-intensive land uses	Adopt best practices into local ordinances
<b>Capacity Constraints</b>	Emphasize significant corridors and identify bottlenecks	Identify network linkages to portals	Identify regionally-significant bottlenecks	Include identified needs in project ranking process

The background of the slide features a collage of freight-related images: a yellow and black locomotive on the left, a large stack of colorful shipping containers in the center, and several semi-trucks on the right. The title 'FREIGHT MOBILITY PLAN' is overlaid on this background. 'FREIGHT' is in a bold, black, sans-serif font, while 'MOBILITY PLAN' is in a blue, italicized, sans-serif font.

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## Why Plan on a Regional Level?

- U.S. economic activity is increasingly becoming focused on regions, not cities
- Transportation issues and concerns transcend jurisdictional borders
- The region competes internationally for people and businesses
- The region competes nationally with other regions for federal transportation funding
- Regional planning for economic and community growth creates strategies to more efficiently use resources and produce stronger, more resilient economies
- Regional planning that incorporates the public and private sectors enhances economic growth
- The region is one of the few in the U.S. without a freight plan

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## Regional Planning **CONNECT: Growing a Robust and Resilient Region**

The Greater Bi-State Charlotte region is currently involved in collaborative planning to ensure we grow a robust and resilient region for the future.

Initiatives to implement the CONNECT vision include:

- Freight Mobility Planning Scoping Process 2012 (Phase 1) & Freight Mobility Planning Late 2012/2013 (Phase 2)
- HUD Sustainable Community Planning Process beginning in 2012
- Centralina Economic Development Strategy Update Process & Catawba Economic Development Strategy Update Process in 2012

Collaborative planning will only work if businesses, government, non-profits, educators, and others help to shape plans for the future.



Growing a Robust & Resilient Region

*Planning for Fast, Efficient Freight Transport in the Greater Charlotte Bi-State Region*

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## Regional Freight Mobility Plan Potential Goals

### POTENTIAL GOALS

- Develop a better understanding of freight mobility and its relationship to the region's economy
- Initiate and sustain dialogue between public and private sector for freight needs and strategies
- Integrate freight considerations into the public planning process
- Create an inventory of the region's existing freight network
- Develop a goods movement action plan driven by data analysis and stakeholder input

### **Develop a freight system that:**

1. Promotes growing the economy, jobs and economic development, increased mobility, reduced congestion, decreased pollution
2. Can provide for seamless intermodal connections
3. Addresses land use issues tied to freight mobility and logistics
4. Enhances transportation system safety and security
5. Sustains necessary funding for infrastructure, operations and development

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## Regional Freight Mobility Plan Potential Outcomes

### POTENTIAL OUTCOMES

- Integration of freight and freight logistics into regional transportation planning
- Improved freight flow and efficiency as well as reduced congestion and pollution
- Regular dialogue between public and private freight sectors on transportation funding and projects
- Improved coordination between land use planners and freight users and transportation providers
- Identification of freight-related congestion bottlenecks
- Recommended network operations policy changes
- Increased coordination on incident management
- Time of day flexibility for truck routes
- Support freight-related economic development efforts

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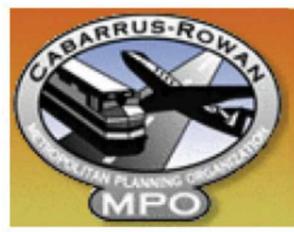
## Freight Mobility Process Roles

Centralina Council of Governments in North Carolina and Catawba Regional Council of Governments in South Carolina are regional partners in facilitating the development of this 14-county bi-state regional plan on behalf of the area transportation planning agencies.

This collaborative plan will be developed with the assistance of:

- A Stakeholders Steering Committee
- Extensive public engagement from public and private sectors, including freight generators and shippers, businesses, economic developers, and transportation planners and agencies

### REGIONAL TRANSPORTATION PLANNING AGENCIES PARTICIPATING IN DEVELOPING A FREIGHT MOBILITY PLAN INCLUDE:



*Planning for Fast, Efficient Freight Transport in the Greater Charlotte Bi-State Region*

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## Freight Mobility Plan Process

### Phase 1 – Develop a Scope for the Freight Mobility Plan

**December 2011:** Form Stakeholders Steering Committee

**January 2012:** Stakeholders Committee plans for two open houses

**January 30/February 8, 2012:** Open House 1 held to solicit input on what the freight plan should address

**February 2012:** Based on feedback from Open House 1, Stakeholders Committee identifies goals and deliverables for a plan scope

**April 2012:** Open House 2 held to get feedback on goals and deliverables

### Phase 2 – Develop a Freight Mobility Plan

**Spring 2012:** Secure funding for Plan

**Summer 2012:** Issue RFP for Plan Consultant

**Late 2012/2013:** Develop a coordinated regional plan with continued stakeholder engagement through the Stakeholders Steering Committee and public open houses

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## Freight Mobility Plan Costs and Funding

To move forward with the Freight Mobility Plan, additional funding will be needed.

**Cost** – The Greater Charlotte Bi-State Region Freight Mobility Plan is estimated to cost \$400,000.

Costs are based on:

- Data collection
- Complexity of freight networks
- Detail of recommendations
- Amount of coordination between public and private agencies

Costs for comparable plans range from \$200,000 to in excess of \$2 million.

**Funding** – Currently, NCDOT has expressed an interest in paying approximately \$100,000. Other potential funding sources include (1) private partners; and, (2) other local, regional and state commitments.

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## BENEFITS OF OTHER REGIONAL FREIGHT STUDIES AND PLANS Greater Richmond, Virginia Region

**Study/Plan:** Richmond/Tri-Cities Regional Intermodal Strategies Study

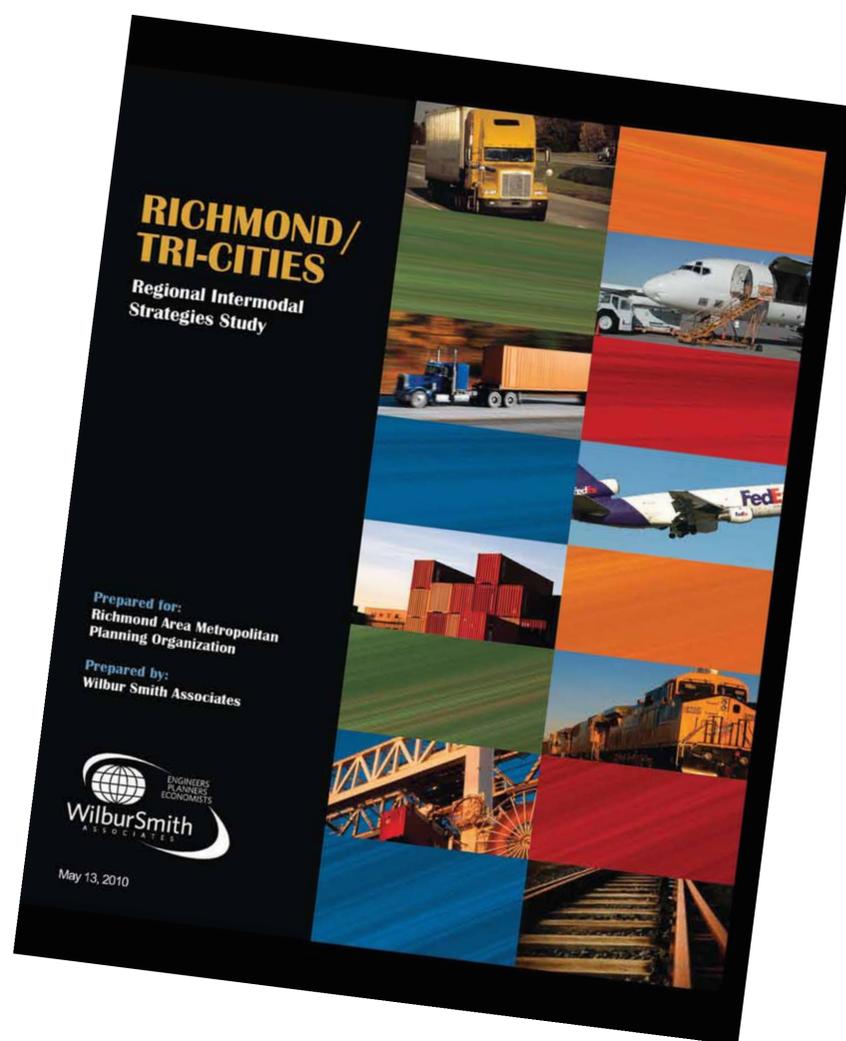
**Completed:** May 2010

### **Purpose:**

This study identified infrastructure concerns and policies hindering efficient movement of goods throughout the seven-county region.

### **Benefits:**

- Formalized railroads and shippers in the region's transportation planning process
- Helped initiate annual forums on freight movements and freight logistics



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## BENEFITS OF OTHER REGIONAL FREIGHT STUDIES AND PLANS Greater Philadelphia, Pennsylvania Region

**Region:** Greater Philadelphia, Pennsylvania Area

**Study/Plan:** Delaware Valley Regional Planning Commission  
Long-Range Vision for Freight

**Completed:** April 2010

### Purpose:

The report provides a comprehensive inventory of freight project needs for the nine-county Delaware Valley through the year 2035, as well as policies and studies also designed to improve the regional flow of goods.

### Benefits:

- Funded freight projects, often with private sector matches
- MPO-wide plans, Transportation Improvement Plans, and studies that better incorporate freight
- A blueprint for ongoing freight planning activity
- A national calling card for Philadelphia
- A framework for balancing different public policies
- An anchor for current and future land development
- True linkage of transportation investment to jobs
- Promotion of "freight as a good neighbor" strategies



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## BENEFITS OF OTHER REGIONAL FREIGHT STUDIES AND PLANS Greater Dallas/Fort Worth, Texas Region

**Study/Plan:** North Central Texas Council of Governments  
"Freight North Texas" Regional Freight System Plan

**Completed:** Mid-2012

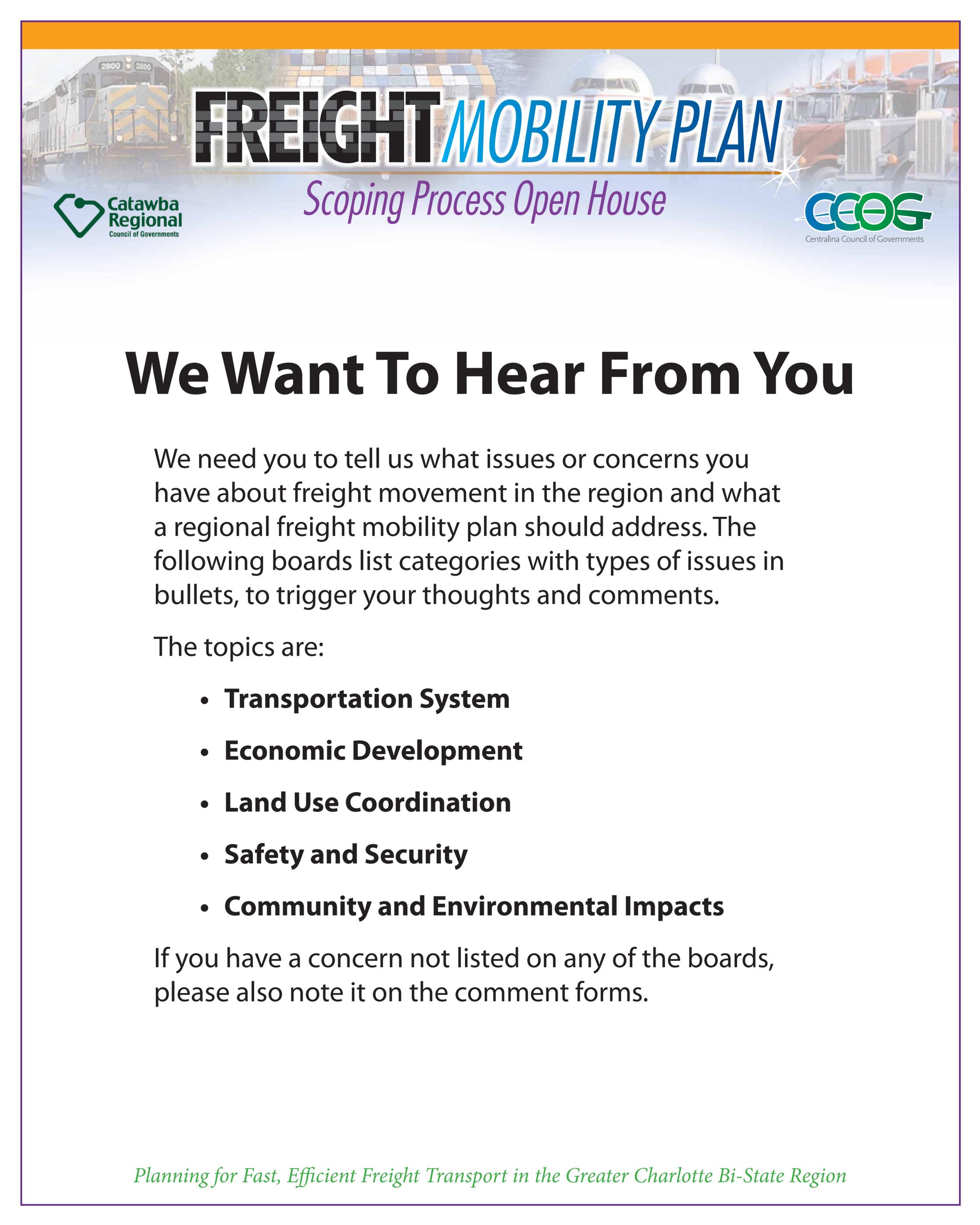
**Purpose:**

The first comprehensive freight study of the 16-county region has a purpose of improving congestion and enhancing safety and air quality.



**Benefits:**

- Greater knowledge of the freight movements and providers within the region
- Education on both the part of NCTCOG staff and freight providers on what the other does
- Establishment of the Regional Freight Advisory Committee, getting the right people in the same room to talk about regional freight issues

The background of the top section features a collage of freight-related images: a yellow and black locomotive on the left, a large stack of colorful shipping containers in the center, and several semi-trucks on the right. The title 'FREIGHT MOBILITY PLAN' is overlaid on this image. 'FREIGHT' is in a bold, black, sans-serif font, while 'MOBILITY PLAN' is in a blue, italicized, sans-serif font.

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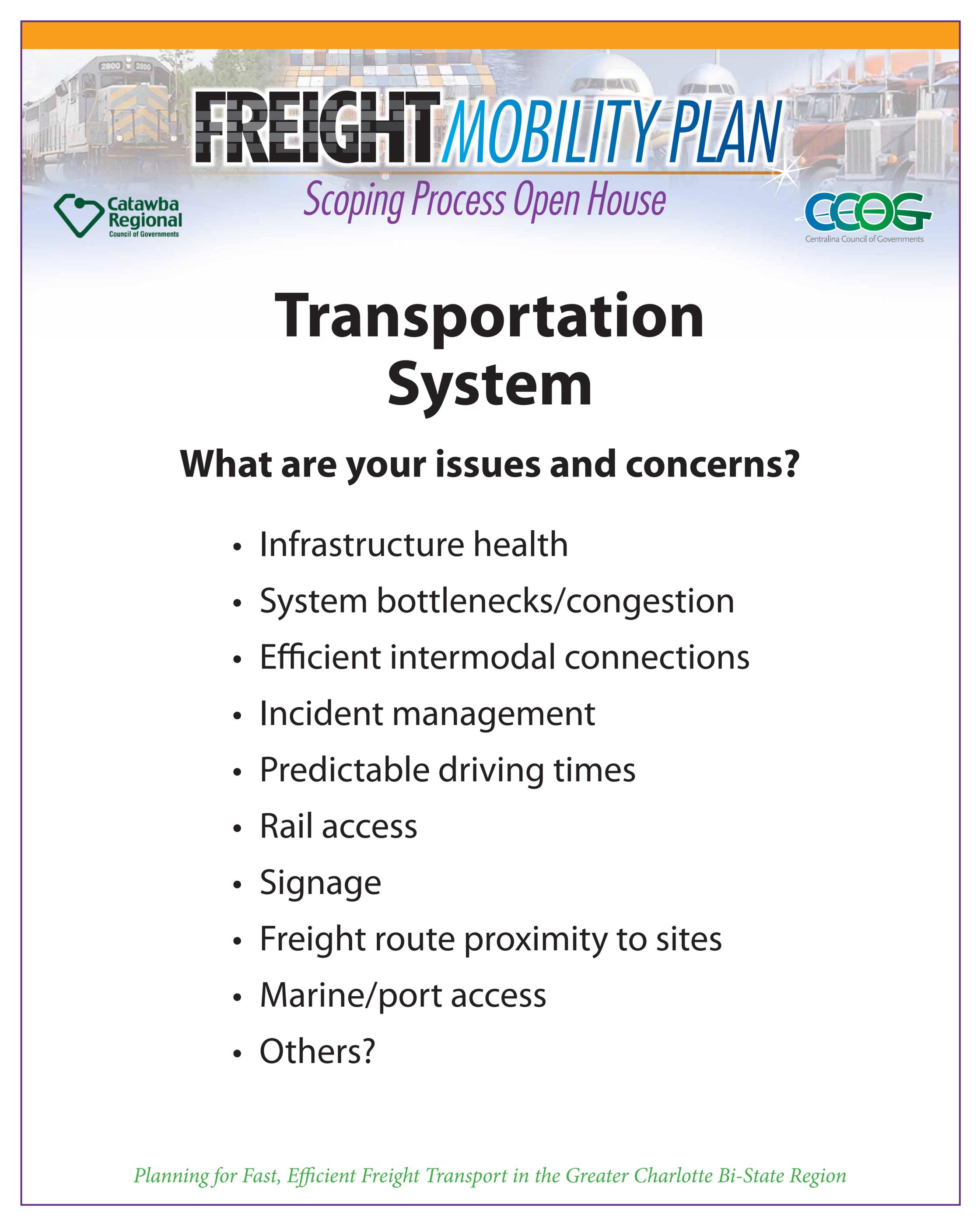
## We Want To Hear From You

We need you to tell us what issues or concerns you have about freight movement in the region and what a regional freight mobility plan should address. The following boards list categories with types of issues in bullets, to trigger your thoughts and comments.

The topics are:

- **Transportation System**
- **Economic Development**
- **Land Use Coordination**
- **Safety and Security**
- **Community and Environmental Impacts**

If you have a concern not listed on any of the boards, please also note it on the comment forms.

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## Transportation System

**What are your issues and concerns?**

- Infrastructure health
- System bottlenecks/congestion
- Efficient intermodal connections
- Incident management
- Predictable driving times
- Rail access
- Signage
- Freight route proximity to sites
- Marine/port access
- Others?

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## Economic Development

### What are your issues and concerns?

- Clear communication on future road construction/expansion timelines
- Industrial/commercial property access
- Location of designated "truck routes"
- Consistent site access guidelines
- More industrial/commercial sites
- More rail access to potential sites
- Inland port access
- Others?

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## Land Use Coordination

### What are your issues and concerns?

- Traffic in residential neighborhoods
- Zoning and land use designations
- Redevelopment/expansion site constraints
- Delivery obstacles in dense urban areas
- Others?

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## **Safety and Security**

### **What are your issues and concerns?**

- Road design
- Incident management
- Signage
- Intelligent transportation systems
- Access to sites
- Road maintenance
- Rail grade crossings
- Fuel and energy access during emergencies
- Others?

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## **Community and Environmental Impacts**

**What are your issues and concerns?**

- Energy
- Air and water quality
- Congestion and vehicle idling
- Noise abatement
- Cut-through traffic
- Others?

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## Next Steps

### February 2012

- Stakeholders Steering Committee reviews and synthesizes feedback from Open House 1
- Based on feedback received, Stakeholders Committee identifies draft goals and deliverables for Freight Mobility Plan
- Freight Mobility Plan Open House No. 2 is publicized
- Open House No. 1 feedback is distributed by email and posted on the Centralina and Catawba websites:

**[www.centralina.org](http://www.centralina.org)**    **[www.catawbacog.org](http://www.catawbacog.org)**

### April 2012

- Open House 2 is held to receive feedback from stakeholders on goals and deliverables to be included in the scope to develop a Freight Mobility Plan

#### **Open House No. 2**

**April 17, 2012 • 5-7 p.m.**

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## **How Can I Get Involved in the Freight Mobility Plan Process?**

- Attend Open House No. 2
- Become a member of the Plan's Stakeholder Steering Committee
- Complete survey(s)
- Put your name on the distribution list to receive updates on the Plan process

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**THANK YOU**  
**for providing your feedback**  
**at this open house.**

## **Comments/Questions?**

Please provide your feedback on the following topics:

- **The Project Issues**
- **The Project Goals**
- **The Process**
- **Issues to be addressed in the Plan**
  - Transportation System
  - Economic Development
  - Land Use Coordination
  - Safety and Security
  - Community and Environmental Impacts
  - Others?