



FREIGHT *MOBILITY PLAN*

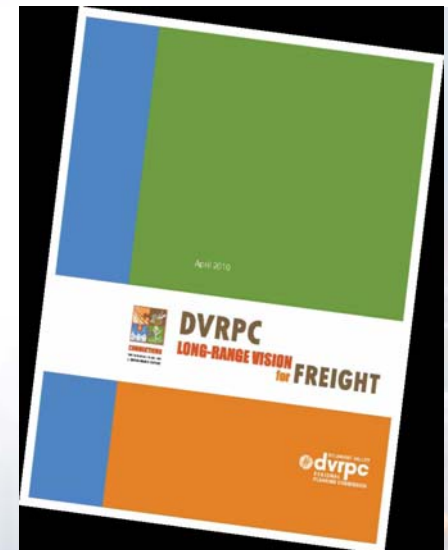
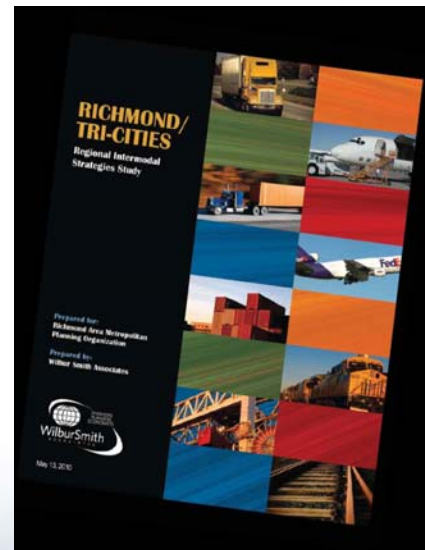
Scoping Process Open House

Goals & Objectives for Freight Mobility in Our Region








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

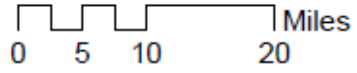
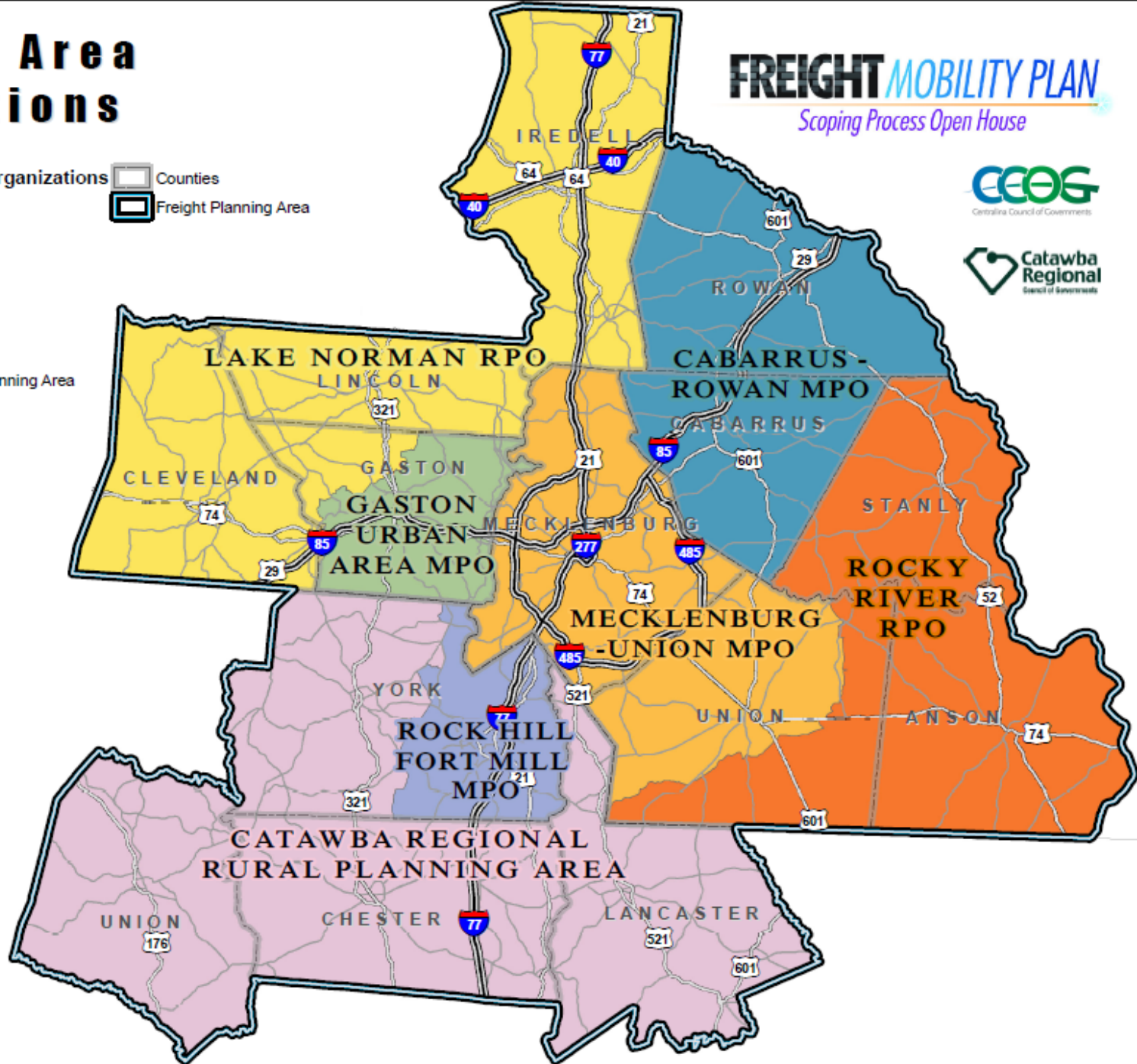
Topics

- What is a freight mobility plan?
- How did we get here?
- Scoping process
- Goals and Objectives
- Implementation



Planning Area Jurisdictions

- Transportation Planning Organizations
-  Cabarrus-Rowan MPO
 -  Gaston Urban Area MPO
 -  Lake Norman RPO
 -  Mecklenburg-Union MPO
 -  Rocky River RPO
 -  Rock Hill - Fort Mill MPO
 -  Catawba Regional Rural Planning Area
- Counties 
- Freight Planning Area 



Map Created January 2012 by
 Centralina Council of Governments

What is a 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 preserve and enhance a reliable and efficient 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 of particular importance to freight movers and users such as congestion and travel time reliability, system maintenance and preservation.

History of Freight Planning in Region

North Carolina and South Carolina Departments of Transportation

2004 – NCDOT approves Statewide Strategic Highway Corridor network

2008 – NCDOT approves Statewide Mobility Plan

- SCDOT approves the South Carolina Statewide Comprehensive Multimodal Long-Range Transportation Plan

- South Carolina Department of Commerce updates State Rail Plan

2009 – North Carolina Governor Perdue establishes the Governor's Logistics Task Force

2011 – NC Governor's Logistics Task Force recommends administrative and funding reorganizations to address freight issues across North Carolina

2012 – South Carolina Statewide Comprehensive Multimodal Long-Range Transportation Plan updated to include an expanded freight component

History of Freight Planning in Region

Economic Development Agencies

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

Metropolitan Planning Organizations

2010 – MUMPO, GUAMPO, CRMPO, and RFATS develop separate 2035 Long-Range Transportation Plans, each with freight components for their respective study areas.

Other Regional Plans

2011– 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

Scoping Process

- Spring 2011-** Interdisciplinary freight plan identified as regional need
- Summer 2011-** Discussions with NCDOT and reviewing regions throughout nation to identify potential plan focus areas and limits
- Fall 2011-** Literature review and interview with area leaders
- December 2011-** Bi-weekly stakeholder meetings to guide process
- Jan/Feb 2012-** Initial round of open houses to solicit feedback on potential goals and objectives for process
- April 2012-** Second, and final, round of open houses to review, confirm, and prioritize goals and objectives
- Summer 2012-** Raise money to pay for plan
- Fall 2012-** Initiate plan development, estimated to take 9-12 months

Stakeholder Meeting Participants

- CSX and Norfolk Southern Railroads
- L&C and Aberdeen, Carolina, and Western Railroads
- North Carolina and South Carolina Trucking Association
- Centralina and Catawba Regional Council of Governments
- Catawba Indian Nation
- Lancaster, Stanly, and York County economic development agencies
- All seven area transportation planning organizations
- Huntersville, Mooresville, and Gaston County
- North Carolina and South Carolina Departments of Transportation
 - Transportation planning staff
 - Rail planning staff
 - Board of Transportation and Highway Commission members

Goals and Objectives

The following five goals with objectives that would form the basis for the scope for a plan to help improve freight movement throughout the 14-county Greater Charlotte bi-state region. The Goals and Objectives would:

- **Identify Specific Recommendations-** Identify recommendations in the areas of coordination, transportation, land use, economic development, environment and energy.
- **Develop No New Organizations-** The recommendations do not require the development of any new organizations or mandates. The recommendations instead provide guidance to transportation, land use, economic development, environmental, and private organizations and agencies.
- **Provide Collective Benefit-** When implemented, the recommendations can provide a safer and more efficient network for freight movement, improved land use planning, and more integrated economic development strategies.

Goal 1- Coordination

The region has a range of existing plans and programs that each address a portion of the regional issue of freight mobility. Improved regular communication with an emphasis on cross-communication is key to advancing mutual supporting initiatives.

Objective 1.1 – Establish a Regional Forum: Establish a regular public/private regional forum for information sharing on freight issues.

Benefit: Increased coordination and dialogue.

Objective 1.2 – Private Industry Participation: Invite freight providers and private industry representatives to area transportation planning agency meetings.

Benefit: Increased awareness of, and comment on, legislative, policy, plan, and project updates.

Goal 2- Transportation

A reliable transportation network is the backbone of freight planning and economic activity, yet funding does not exist to address all congestion, accessibility, and safety concerns in the region. Accommodating freight movement and improving network operations should therefore be fully incorporated in the transportation planning and congestion management processes.

Objective 2.1 – Project Prioritization: Increased consideration of freight in project prioritization at the local level.

Benefit: Improve status of freight-relevant projects in transportation plans and programs.

Objective 2.2 – Intermodal Linkages: Improve linkages and movement time to intermodal facilities.

Benefit: Facilitate traffic to and from facilities and increase accessibility for rail traffic.

Objective 2.3 – Safety: Decrease impact of accidents and other incidents on arterial road and rail operations.

Benefit: Provide more reliable and predictable travel times for freight movers.

Objective 2.4 – Short-Range Strategies: Increase emphasis on short-range strategies to improve freight movement.

Benefit: Implement high-value, low-cost projects to improve freight traffic.

Goal 3- Land Use

Transportation plans help implement the land use vision for a community, and facilitate travel based on existing uses in a community. Local communities should work to aid reuse of existing commercial and industrial land for similar uses.

Objective 3.1 – Redevelopment: Identify best practices for facilitating land redevelopment for freight intensive land uses.

Benefit: Encourage reuse of existing industrial and commercial land where infrastructure exists.

Objective 3.2 – Zoning: Identify best practices for zoning complementary land uses near freight intensive areas.

Benefit: Minimize negative effects of freight intensive land uses.

Objective 3.3 – Rest Areas: Identify strategies for accommodating rest area parking for drivers.

Benefit: Improve quality of life for drivers and reduce incidence of trucks parking overnight in unsafe or otherwise conflicting locations.

Objective 3.4 – Rail Siding Access: Establish best practices for preserving and identifying where to build rail siding access for freight users, particularly in rural areas.

Benefit: Increased predictability for land owners and rail lines, and economic opportunity for communities and rail lines.

Goal 4- Economic Development

A successful freight mobility plan will strengthen the economic prosperity of the region and support its position as a major distribution center. Areas of emphasis for economic development agencies will focus on meeting the needs of businesses throughout the supply chain in the transportation system.

Objective 4.1 – Freight-Oriented Property Development: Identify and market current and future freight-oriented property located near appropriate transportation infrastructure.

Benefit: Reduced demand for transportation improvements in undeveloped areas

Objective 4.2 – Intermodal Efficiency: Regularly communicate with vested industries and organizations to improve the efficient transfer of goods between modes at intermodal terminals, ports, and distribution hubs.

Benefit: Reduced costs and congestion, and increased capacity, at existing locations

Objective 4.3 – Technology & Trends: Incorporate current freight analysis and intermodal coordination and technology trends into transportation planning processes.

Benefit: Transportation planning agencies are kept abreast of trends in economic development and private sector data, operations, and technology.

Goal 5- Environment and Energy

Freight movement requires a significant amount of energy. Therefore, greater efficiencies in the system that reduce congestion can in turn reduce emissions and fuel consumption along with the corresponding expense. These outcomes are a priority for the nation and private industries alike. Organizations, firms, and communities should therefore work together to identify strategies to increase freight system efficiencies and improve air quality.

Objective 5.1- Idling Reduction: Increase availability of infrastructure to reduce engine idling.

Benefit: Reduce energy consumption and air pollution, increase ability to meet air quality standards, as well as improve quality of life for drivers.

Objective 5.2 – Emergency Management Coordination: Coordinate with local, state, and federal emergency management agencies to ensure their plans and policies address energy availability and system sustainability in their activities.

Benefit: Increased community resilience during emergencies and other crises.

Next Steps

Plan Initiation - The Request for Proposal and Plan initiation process is contingent upon funding. The area transportation planning agencies intend to initiate this plan in the Fall of 2012, contingent upon funding. This schedule is necessary to provide recommendations for the area transportation planning organizations' long range plans, due in the Spring of 2014.

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, agencies expressing an interest in paying part of the cost include NCDOT (\$100,000) and MUMPO (\$50,000). Other potential funding sources include 1) private partners; and, 2) other local, regional and state commitments.

How To Get Involved

1. Join the Steering Committee, which will be providing guidance in the development of the Freight Mobility Plan Scope.
2. Sign-up to receive more information as this process moves forward.
3. Participate in future open houses and public engagement for the development of a Freight Mobility Plan.

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