



# Regional Freight Plan

September 12, 2018

[www.dchcmpo.org](http://www.dchcmpo.org)

# Today's Objective

- ▶ Familiar with regional freight plan scope and process
- ▶ Understand key points in freight plan
- ▶ Familiar with recommendations
- ▶ Provide comments and release freight plan for minimum 30-day public comment period

# Ultimate Objective

- ▶ **Schedule:**
  - 9/12, Board release for public comment
  - 10/10, Board conduct public hearing
  - 10/15, Public comment period ends
  - 11/14, Board approve Freight Plan
  
- ▶ **Use of Freight Plan**

Freight Plan recommendations considered for inclusions in long-range transportation plans and local land use plans.

# Scope

- ▶ First multimodal freight plan for Triangle Region
- ▶ Purpose: create vision of future multimodal freight system and identify policies and investments
- ▶ Joint effort by DCHC MPO, CAMPO and NCDOT
- ▶ Report + Appendices + Executive Summary = 383 pages

# Process

- ▶ Started in 2015; periodic updates to TC/Board
- ▶ WSP and five sub consultants
- ▶ Guided by:
  - set of freight specific goals that were based on 2045 MTP goals
  - Regional Freight Stakeholder Advisory Council (RFSAC)
  - Workshops, stakeholder interviews, and online survey

# Process

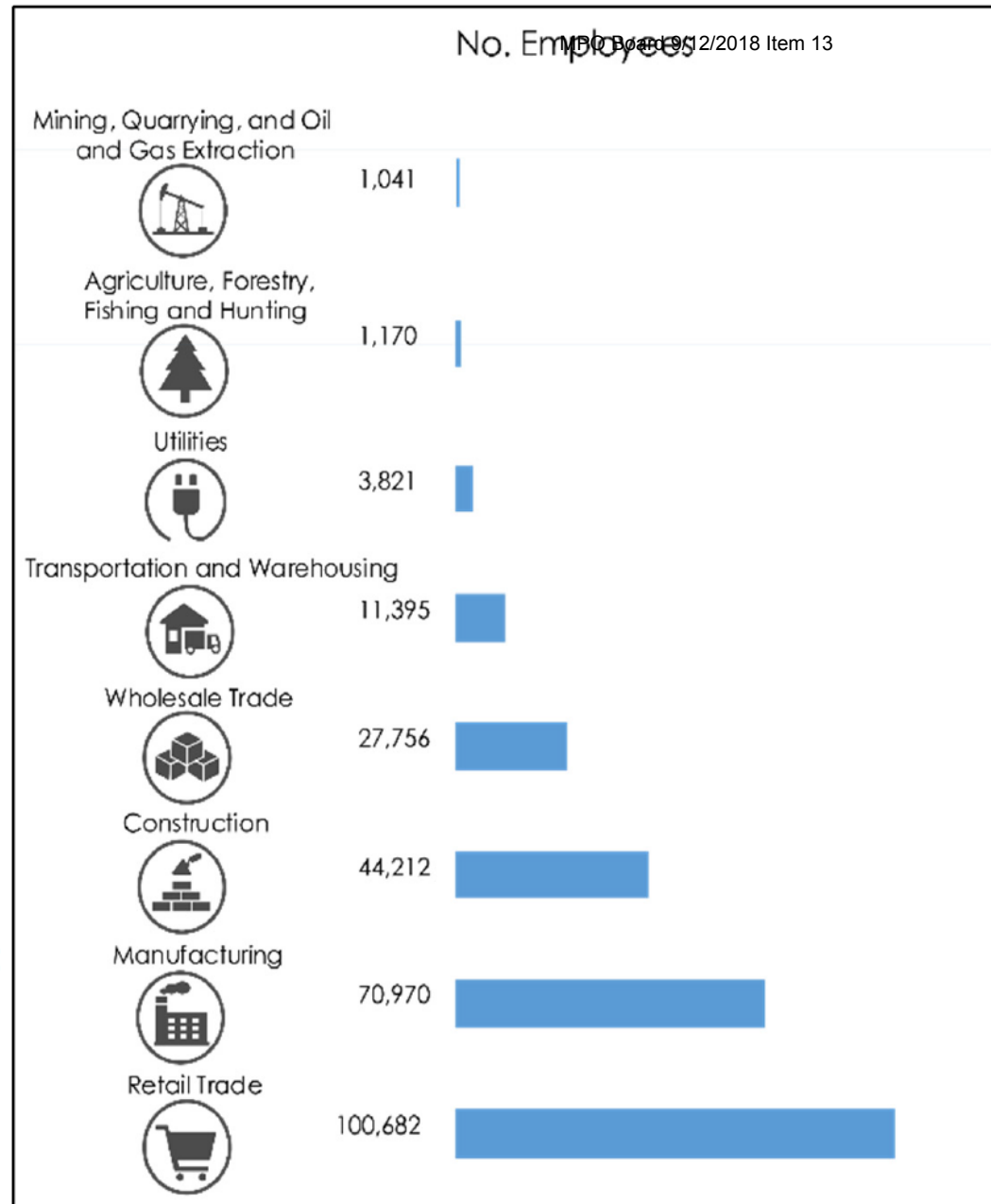
- ▶ **Data Collection and Analysis (all modes):**
  - Inventory
  - Trends
  - Forecasts of demand and capacity
  - Supply chains (e.g., high-tech manu., home delivery)
  
- ▶ **Modes:**
  - Highway
  - Rail
  - Air
  - Ports
  - Pipelines

# Key Points

Many freight intensive industries in Triangle

Raleigh-Durham moved ~20% (in value) of freight in N.C.

**Industries dependent on freight transportation make a \$21 billion contribution to the region's economy, accounting for one-third of its Gross Regional Product.**

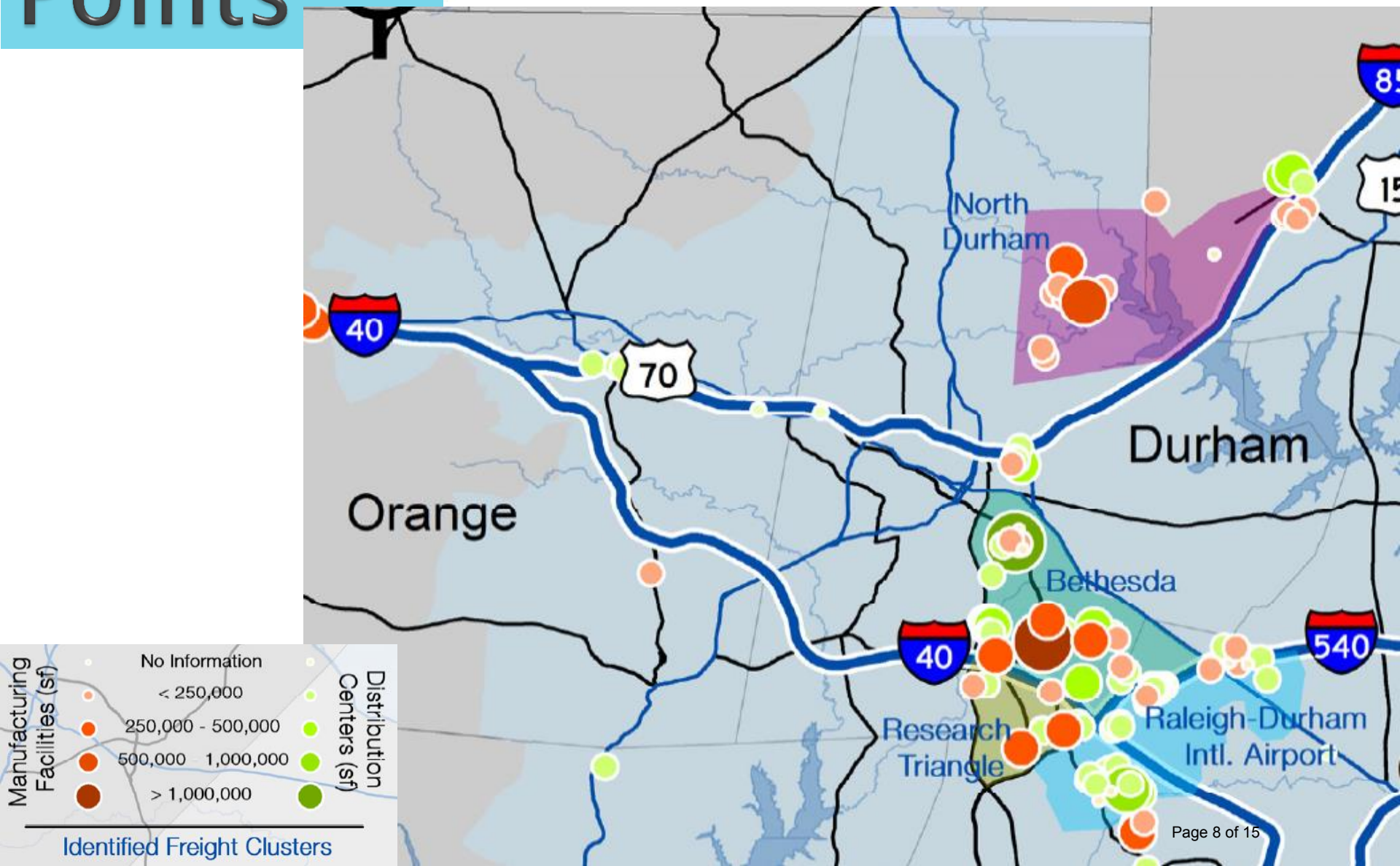


Triangle Region Employment by Freight-Dependent Industry, (InfoUSA – 2013)



# Key Points

There are several freight clusters in the DCHC MPO planning area





# Key Points

## Fundamental Requirements

Freight for manufacturing goods and consumer goods have a few fundamental requirements as fast, reliable delivery in a world where service standards continue climbing:

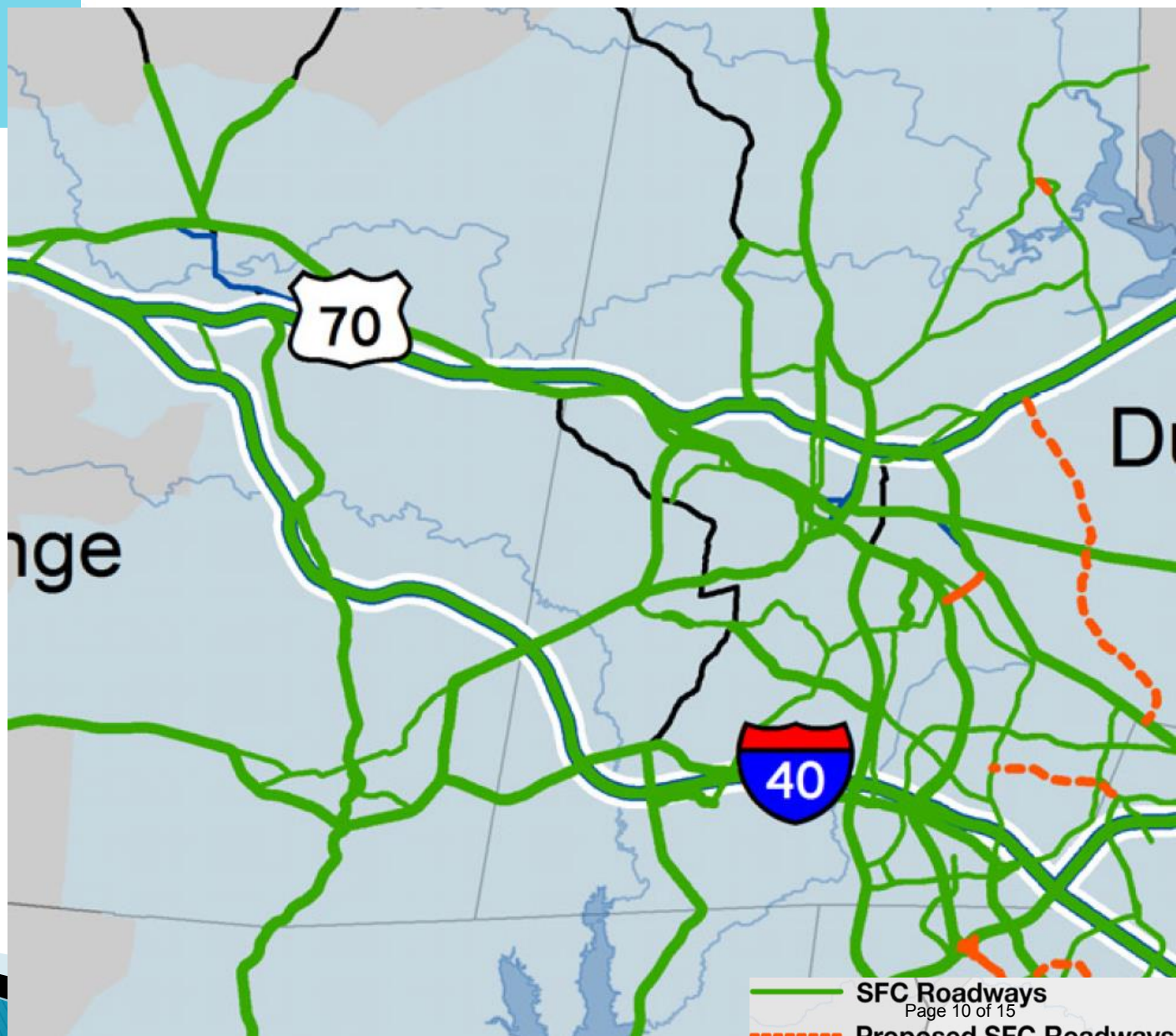
- Overcome delays and higher costs associated with congestion;
- Ability to locate logistics facilities where they are needed; and,
- Improve operations (e.g., tight turns, low bridges, access management)

# Key Points

## Strategic Freight Corridor (SFC)

The Strategic Freight Corridor (SFC) is the core roadway freight network for long-term investment and protection.

Used many criteria: future truck volume, crashes, access to freight related industry and employment, and stakeholder feedback.

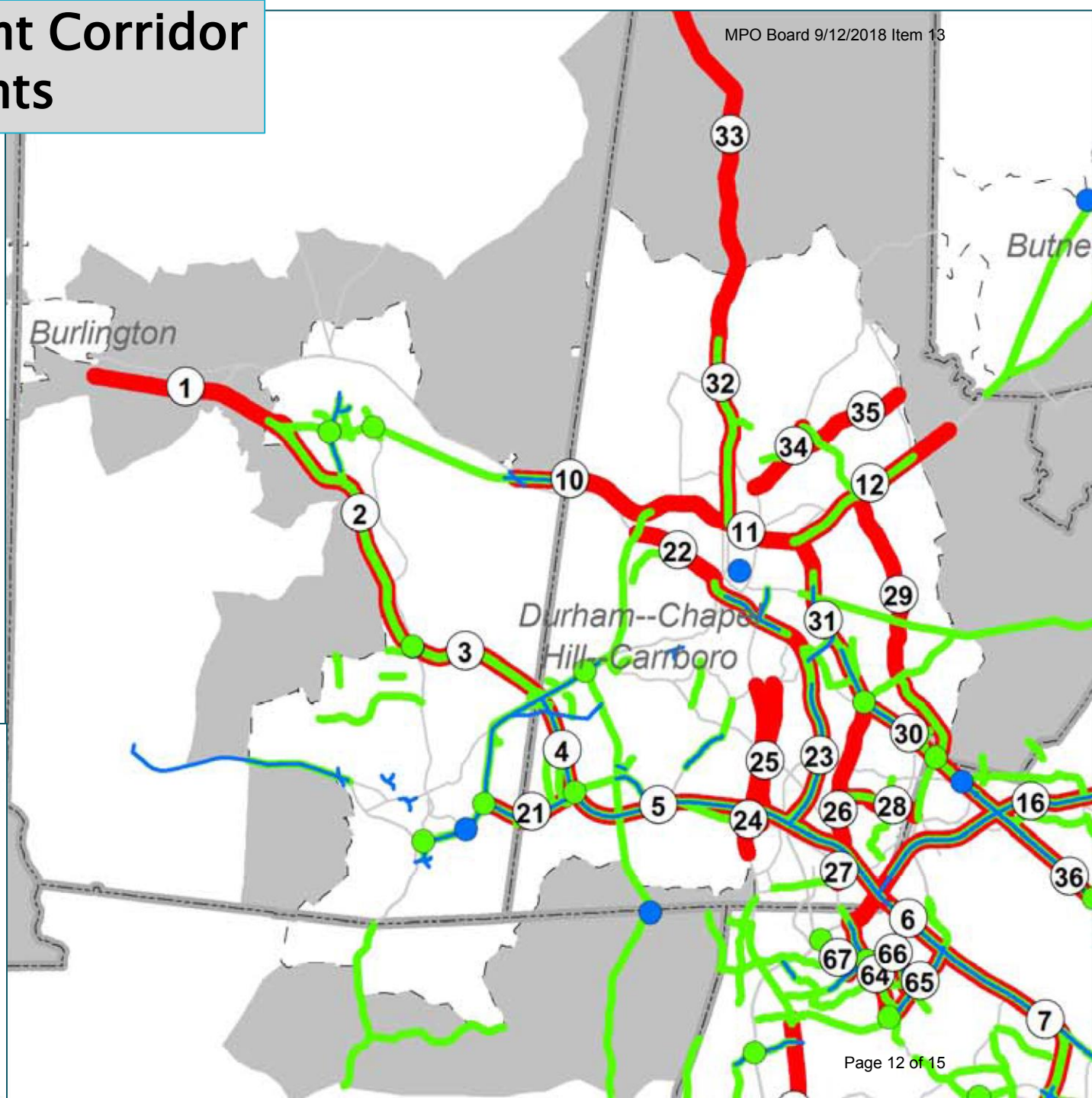
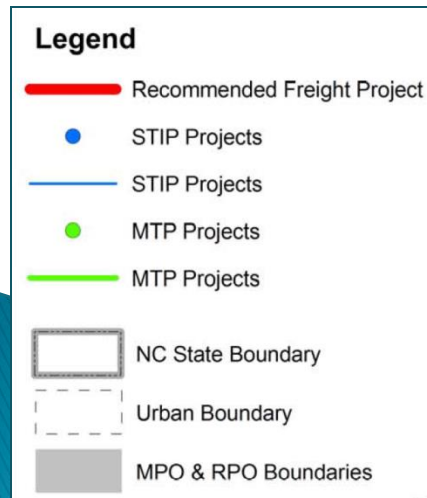


# Recommendations

## Strategic Freight Corridor (SFC) -- Improvements

- 24 project recommendations. Total cost is ~\$2.2 Billion for DCHC MPO
- Improvements – Almost all projects widening or new roadway.
- Overlap – Most projects already in 2045 MTP and CTP; and, many in 2018–2027 TIP
- Gap – Ten projects not in TIP, but relatively minor
- Operations – Set of operational standards for SFC

# Strategic Freight Corridor -- Improvements





# Recommendations

## Development Policy & Programs

- Freight Oriented Development (FOD) – support development of new FOD in diverse points of access to regional market
- Support redevelopment of older freight clusters
- Adopt access management strategies
- Adopt roadway design standards in FOD areas that are adequate for heavy truck movement.
- Discourage incompatible uses (e.g., residential) along freight and rail lines

# Recommendations

## Multimodal

- Maintain/Improve port access to Wilmington (I-40) and Norfolk (I-87)
- Improve rail intermodal access in Greensboro and Rocky Mount corridor
- Retain rail carload service
- Improve rail/roadway grade crossings
- Support GoTriangle passenger rail for indirect benefits to freight
- Maintain/Improve airport access corridors including I-40, I-540, and US 70



# **\*\* Discussion \*\***