

Regional Freight Plan

MPO Board – April 10, 2019

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Today's Objective

- ▶ Review
- ▶ Address identified issues
- ▶ Approve final Triangle Regional Freight Plan

A quick review

- ▶ First multimodal freight plan for Triangle Region
- ▶ Joint effort by DCHC MPO, CAMPO and NCDOT
- ▶ Use of Freight Plan
Freight Plan recommendations considered for inclusions in long-range transportation plans and local land use plans.

A quick review

(continued)

- ▶ FAST Act requires Regional Freight Stakeholders Advisory Council (RFSAC)
- ▶ Strategic Freight Corridor (SFC) important for NCDOT to define and position projects suitable for freight specific funding
- ▶ MPO released draft Freight Plan for public comment in September 2019 and conducted a public hearing in October 2019

Staff availability and changes to MPO Board meeting in early 2019 delayed bringing this plan back to the Board.

A quick review

(continued)

Principal Components of Freight Plan

- ▶ Identifies Strategic Freight Corridor (SFC)
- ▶ Recommends 24 roadway projects, and shows if the project is in the MTP or TIP
- ▶ Recommends development policy and programs

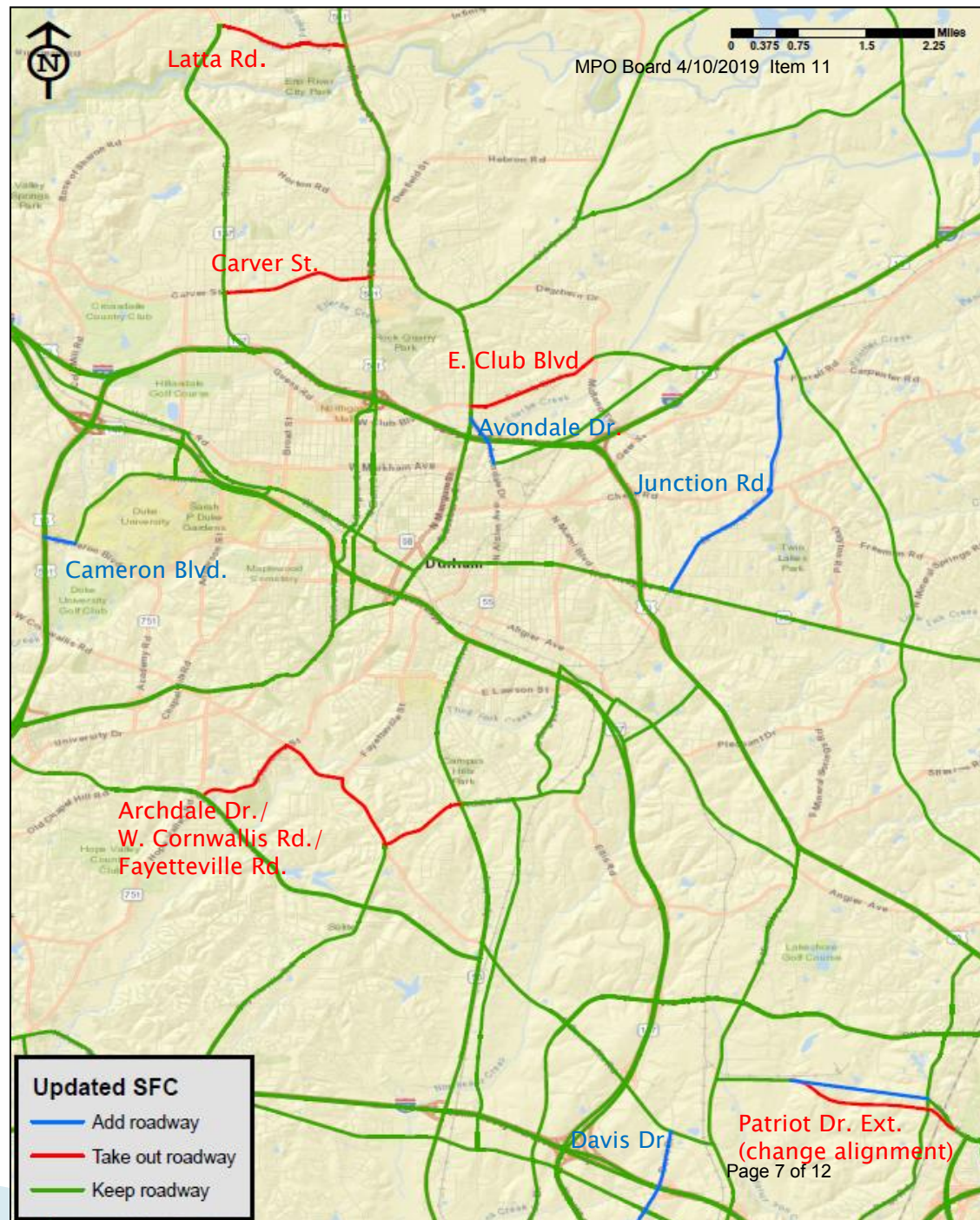
Strategic Freight Corridor

- ▶ SFC has recommended design elements to serve freight traffic
- ▶ City of Durham identified several changes
- ▶ Requested deletion of a few roads from SFC that they believe are inappropriate for freight traffic design (mostly because of dominant residential design)
- ▶ Requested addition of a few roads to logically complete a network.

Strategic Freight Corridor

(continued)

Deletions to SFC in **red**
Additions to SFC in **blue**



NCRR Rail Corridor

- ▶ Board member believed Freight Plan lacked specificity on how to plan for non-freight uses in NCRR rail corridor
- ▶ Completely addressing multimodal issues in mainline rail corridor was not in scope of freight plan

NCRR Rail Corridor

(continued)

Addressed in the Freight Plan...

Added to Recommendations section of Report (page 273)

Freight investments along the NCRR should clearly demonstrate how they accommodate the NCRR's 4-track footprint, that the investments are the most cost-effective use of taxpayer money for freight and passenger rail service in adopted NCDOT and MPO Plans, and briefly address future investments that would likely need to be made for adopted NCDOT and MPO plans to be implemented.

Added to Recommendations in Executive Summary (page ES-8)

... freight improvements accommodate NCRR 4-track footprint and be most cost-effective investment for freight and passenger rail service in adopted NCDOT and MPO plans.

NCRR Rail Corridor

(continued)

Addressed outside of Freight Plan

- ▶ 2008 Capacity Study
(Greensboro–Goldsboro)
- ▶ 2010 Ridership Study
(Greensboro–Goldsboro)
- ▶ 2015 Capacity Study with GoTriangle
(Infrastructure and costs to add commuter rail from Mebane to Selma)
- ▶ 2016 NCRR Future Tracks Infrastructure Planning Study
(Determined the number and probable location of future tracks in NCRR corridor from Charlotte to Morehead City)
- ▶ Current effort to refine details of the multimodal use of the corridor
- ▶ Durham–Wake Commuter Rail Major Investment Study (underway)

Resiliency

- ▶ Board member concerned that the issue of resiliency (e.g., weather events, catastrophic spills) not addressed.
- ▶ Focus groups did not identify resiliency as an issue and not specified in scope of freight plan

However...

Identified in Goals

- ▶ Goal – “Manage congestion and system reliability”
Summary – reduce freight system vulnerability to service disruptions due to natural events
- ▶ Goal – “Promote multimodal and affordable travel choices” – Summary – promote system redundancy to support resiliency

**** Discussion ****