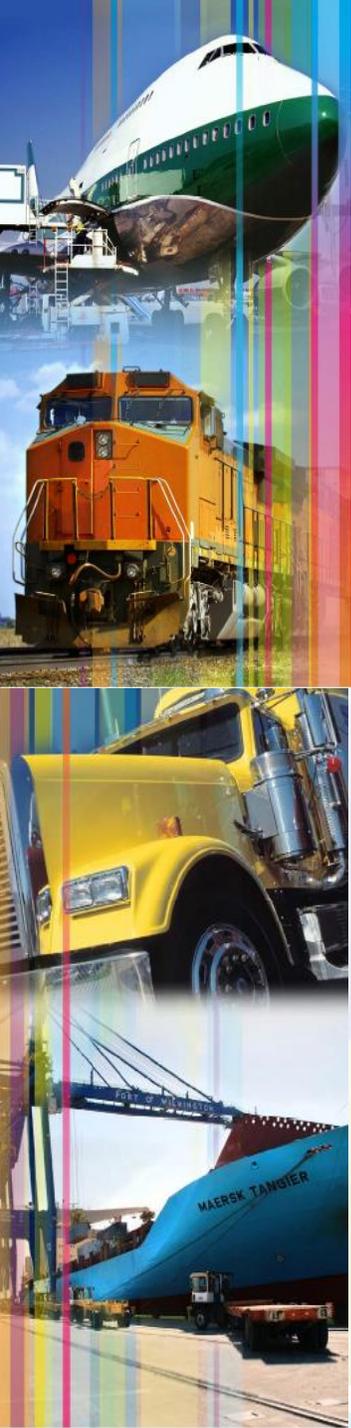




NC State Freight Plan

Freight Advisory Committee

Meeting 1



Agenda

- Introductions
- Cambridge Systematics team, roles/responsibilities
- Tasks/deliverables/schedule for plan development
- Discussion
 - » FAC's Role
 - » Trends that will impact future freight flows in NC
- Next steps



Team Overview

Cambridge Systematics

- Multimodal freight planning
- Economic modeling
- Stakeholder outreach

IEM

- Hazardous cargo movement

AECOM

- Freight rail
- Maritime plan

Baseline Mobility

- Data collection
- GIS analysis

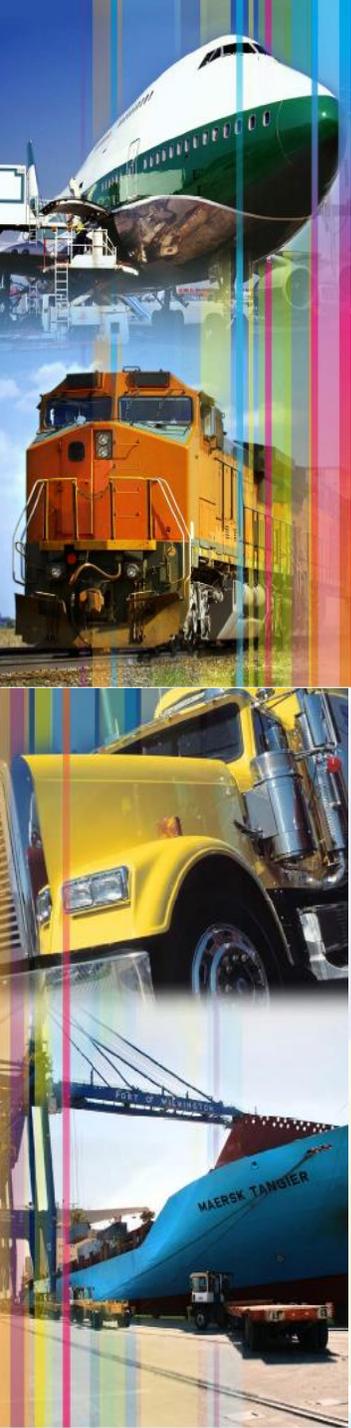
Volkert

- Highway assessment
- Asset management

Supply Chain Edge

- Freight data
- Supply chain optimization

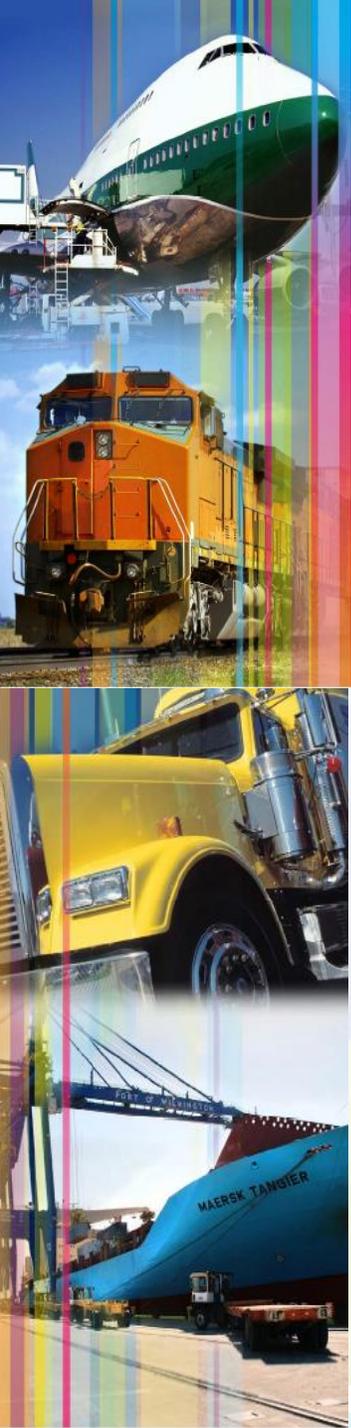




Key Staff

- Paula Dowell, PhD- Project Manager
- Lisa Destro – Deputy Project Manager
- Alexandra Demiers – AECOM lead analyst
- Lacy Love – Volkert lead
- Don Griffith – IEM lead
- Mustaq Rahman – Baseline Mobility
- Johnny DuBiel – Supply Chain Edge lead

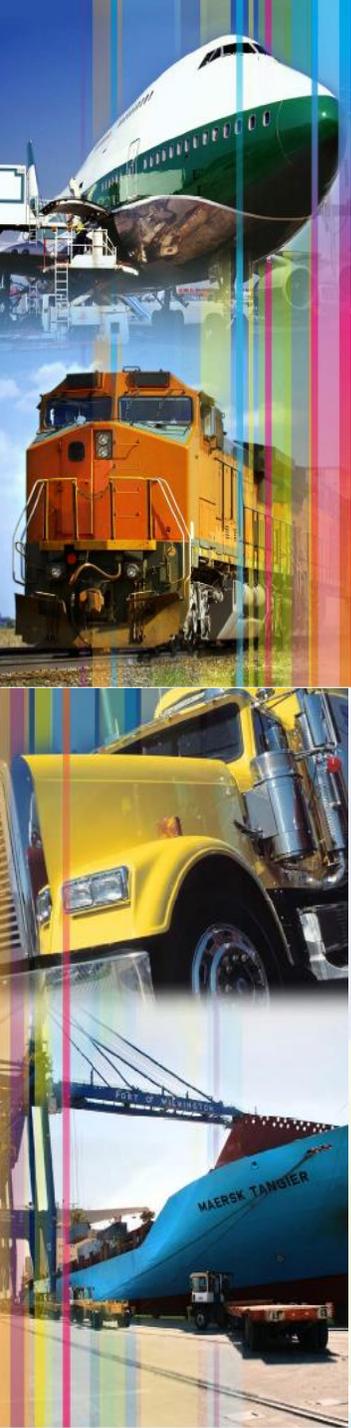




MAP 21 and FAST Act Freight Provisions

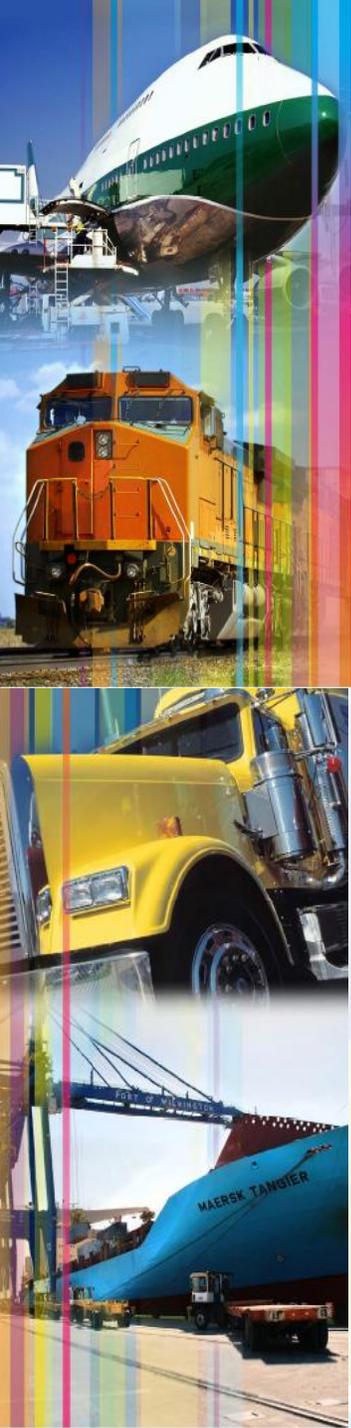
- Establishes the National Highway Freight Program (NHFP) to enhance efficient movement of goods on the National Highway Freight Network (NHFN)
- The FAST Act requires the establishment of a National Highway Freight Network, which will consist of the following components:
 - » The Primary Highway Freight System (PHFS);
 - » Critical Rural and Urban Freight Corridors; and
 - » Those portions of the Interstate System that are not part of the PHFS.
- A specified national amount for the NHFP is deducted from the States' base apportionments proportional to each State's share of total FY 2015 highway apportionments.





NHFP Key Goals

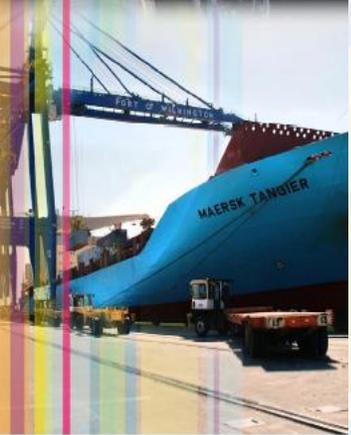
- Investing in improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
 - » Rural and urban areas;
 - » Improving the state of good repair, efficiency and productivity of the NHFN;
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- Reducing the environmental impacts of freight movement on the NHFN.



NC Specifics

- \$167 mil. NC formula freight funds, averaging \$33.4 mil. per year
- NC formula funds useable on network with 3 components:
 - » Primary highway freight system: 1,034 miles of NC interstates and intermodal connectors already designated by US DOT in 41,500 mile national system adopted in FAST
 - » Critical Rural Freight Corridors: 207 miles statewide, designated by NCDOT
 - » Critical Urban Freight Corridors: 103 miles statewide generally designated by MPOs - but total presumably adjudicated by NCDOT
- Highway freight network plus Class I rail systems, major ports and airports, and some other: CSX, NS, RDU and GSO (but *not* CLT), Wilmington, Morehead City all included





National Primary Freight Network





FASTLANE Program

- NSFHP is for shovel-ready projects, mostly of minimum \$100 mil. size
 - » Construction can start 18 months from obligation
 - » Set asides: 25% for rural, 10% for small projects
 - » \$25 mil. minimum grant; \$5 mil. minimum for small projects

 - Eligible projects:
 - » Highway freight projects carried out on the NHFN
 - » Highway or bridge projects carried out on the National Highway System (NHS)
 - » Rail-highway grade crossing or grade-separation projects
 - » Freight intermodal, rail and port projects (\$ dedicated & capped)
- 





State Freight Plan

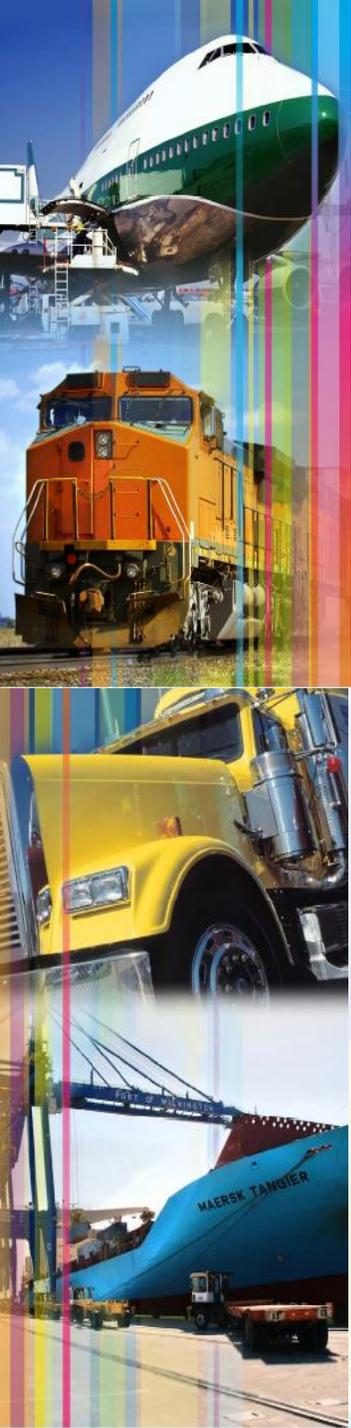
- State freight plans required, including 5-year investment plan with priority projects, approximating a 5-year adjustable freight TIP
 - » Identifies use of formula freight funds
 - » Project list may be updated more often than 5-year state plan cycle
- Establishment of a Freight Advisory Committee (FAC) encouraged
- Complete by December 2017



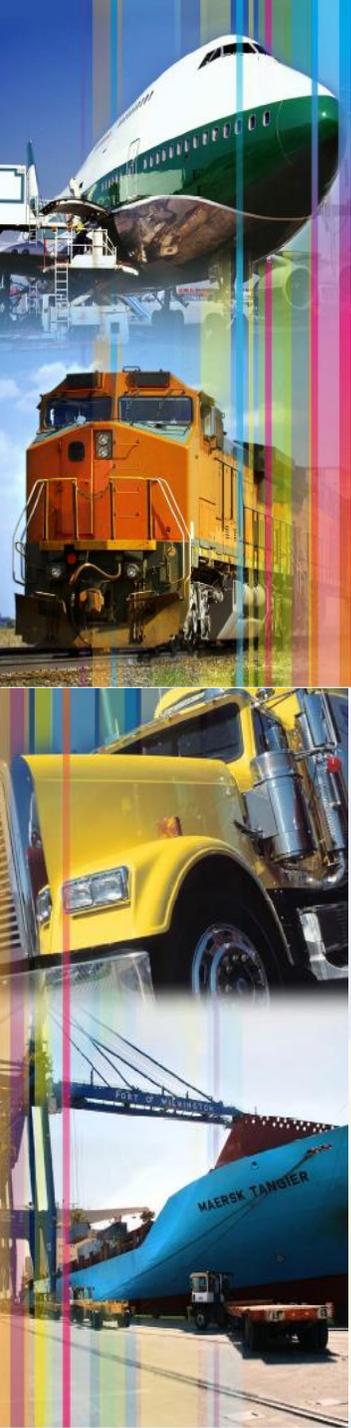
State Freight Plan Components

Freight Plan Element	MAP-21 Required	U.S. DOT Recommended
Describe how State Freight Plan supports national freight goals	◆	◆
Describe economic context (industries, supply chains)		◆
Describe freight policies, strategies, performance measures	◆	◆
Identify freight transportation assets		◆
Report on conditions and performance		◆
Develop freight forecast		◆
Describe freight trends, needs, issues	◆	◆
Identify strengths and weaknesses		◆
Develop freight investment decision-making process		◆
Inventory bottlenecks and develop freight improvement strategies	◆	◆
Develop implementation plan, including funding and revenue sources		◆





NC STATE FREIGHT PLAN WORK PLAN



Key Work Tasks

Stakeholder
Outreach

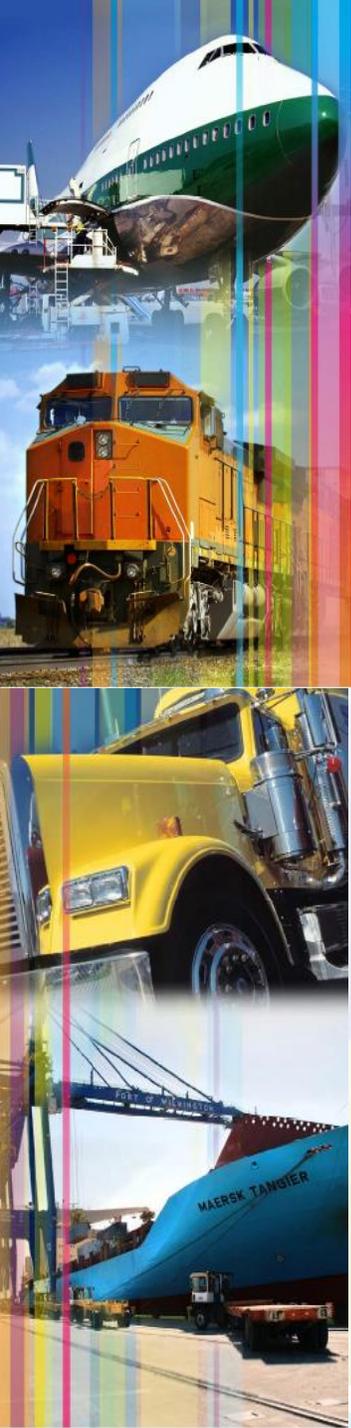
NC Freight
Network
Assessment

Supply Chain and
Logistics Profile

Strategies and
Recommendations

Final Plan and
Training



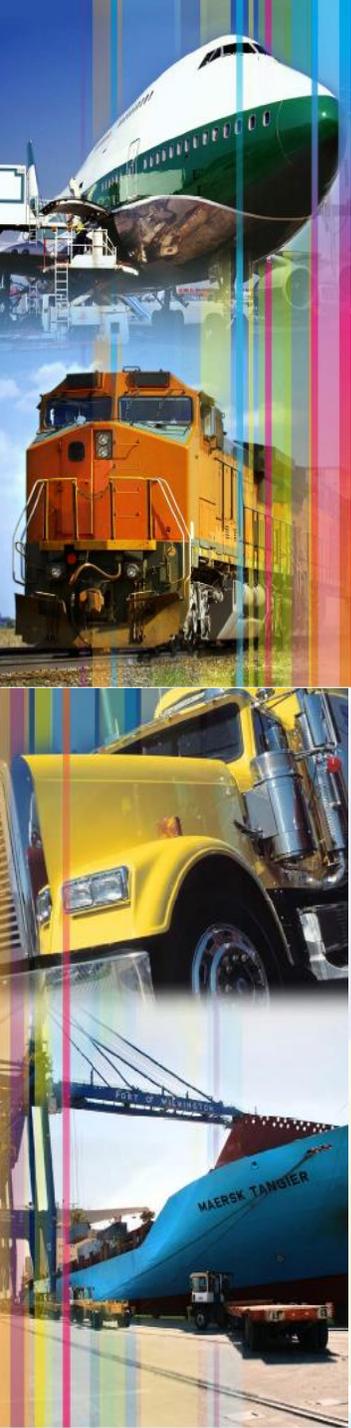


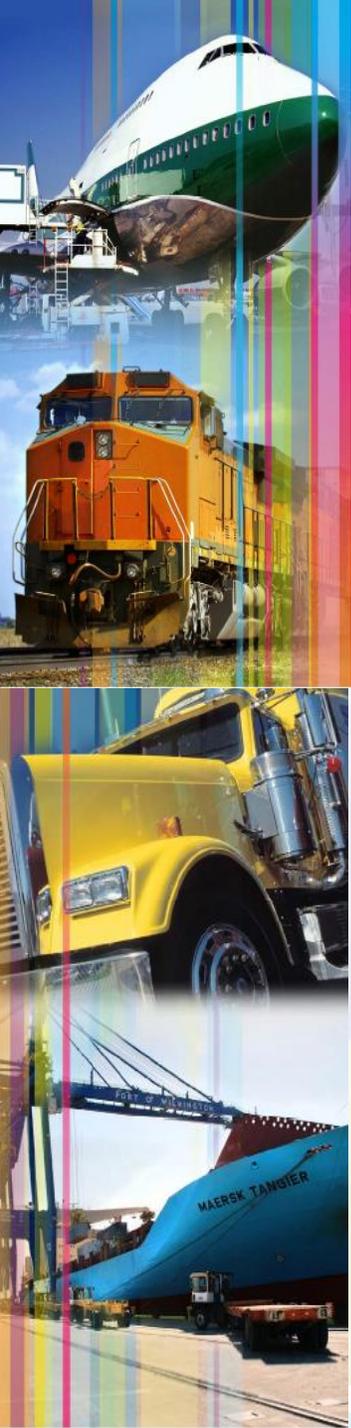
Stakeholder Outreach

- Freight Advisory Committee
- Board of Transportation
 - » Economic development and Intergovernmental relations committee
 - » State freight plan subcommittee
- Regional agencies
 - » MPOs
 - » RPOs
- Freight/Industry stakeholders

NC Primary Freight Network Definition and Assessment

- Multimodal profiles
 - » Data collection
 - » Assessment of conditions and performance
- Critical urban and rural corridors
- Freight forecasts
- Needs identification
 - » Current
 - » Future

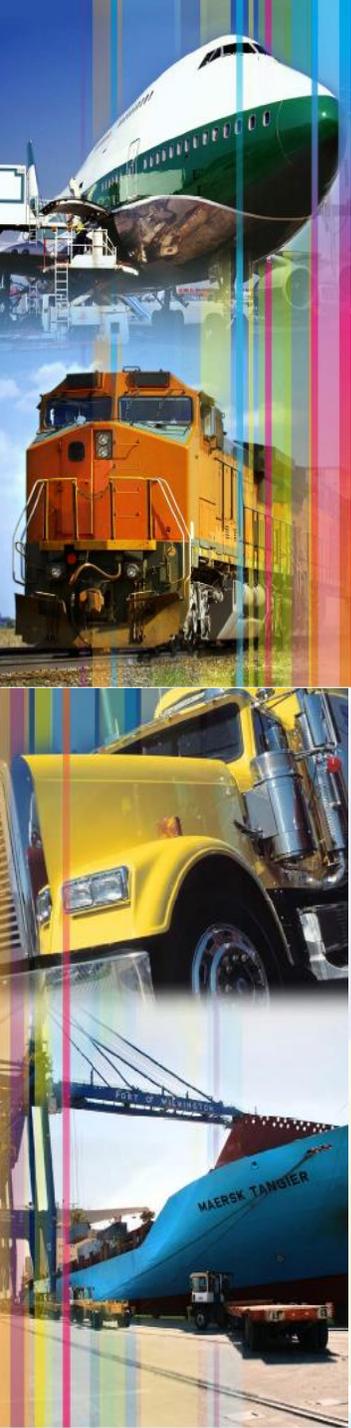




Supply Chain and Logistics Pattern Profile

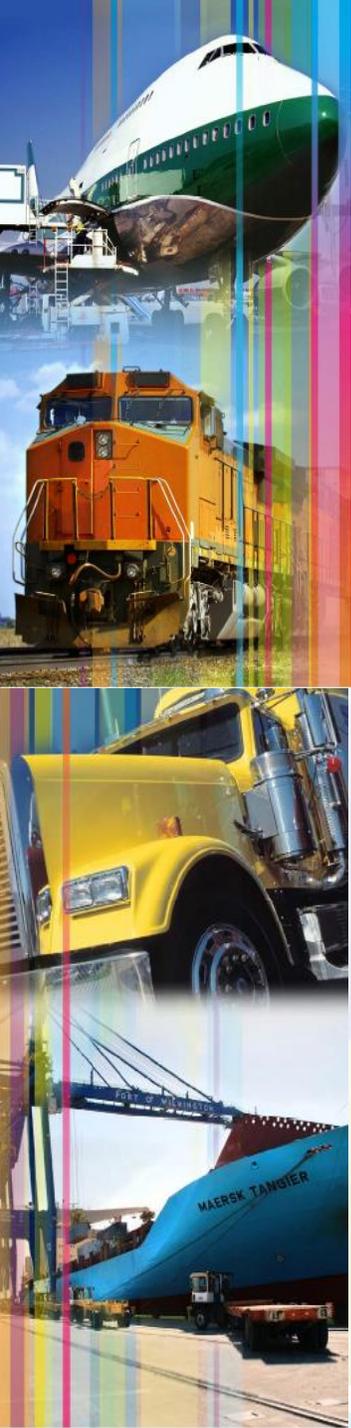
- Focus on key NC industries
- Map business establishments relative to infrastructure
- Use Tranzact freight payment data
 - » Modal usage
 - » Freight costs
 - » Origins and destinations
- Link freight transportation to land development and state's economy





Strategy Development and Assessment

- Develop multimodal, multi-industry solution packages
 - » Cross-cutting
 - » Infrastructure, operations and policy
- Evaluation and prioritization
 - » STI process
 - » FASTLANE evaluation criteria
 - » Informed by supply chain optimization and economic analysis
- Performance measures
- Funding and financing strategies
- Scenario planning

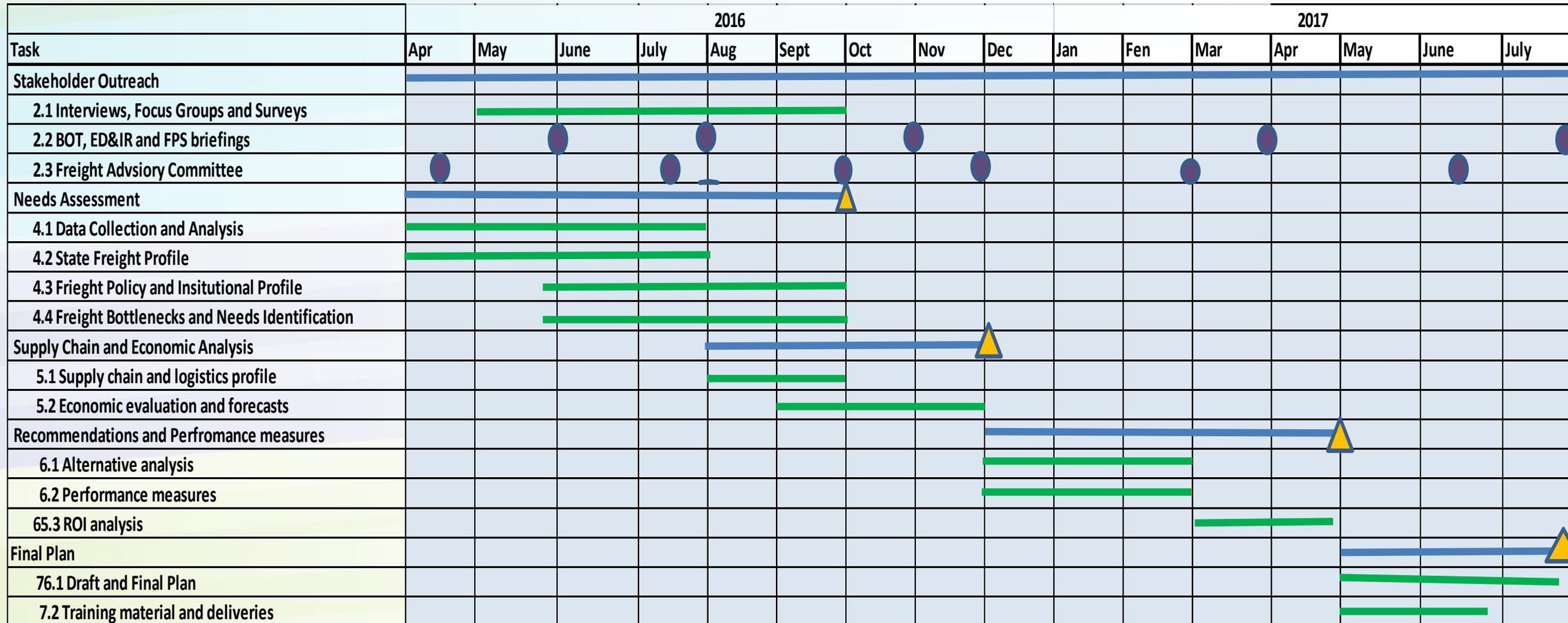


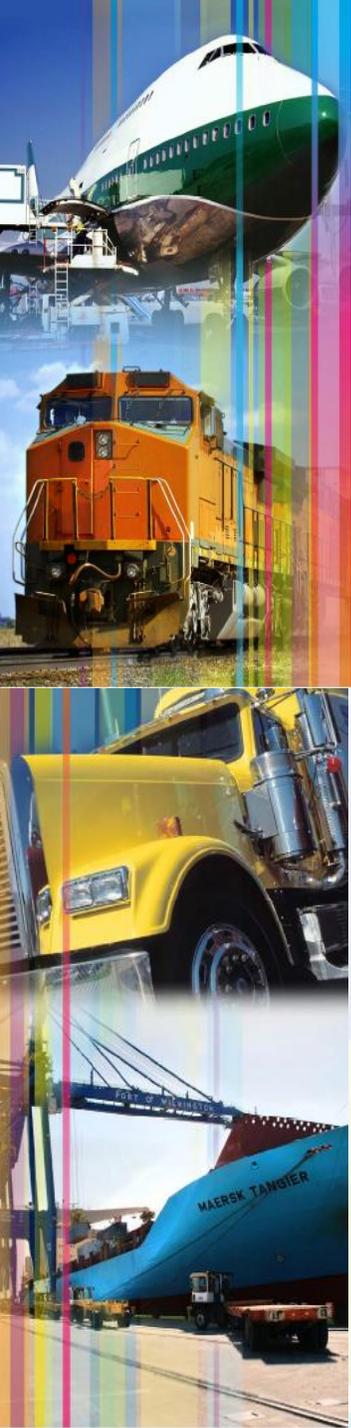
Final Freight State Plan

- Sets specific multimodal transportation goals, strategies, and actions that will contribute to increased North Carolina jobs, improved economic competitiveness, and enhanced quality of life;
- Provides clear, compelling freight-specific recommendations that support the 25-year vision and addresses the criteria in the STI prioritization process;
- Offers strategies for helping elected officials, taxpayers and voters, and the general public better understand the value of freight transportation investments and their economic benefits; and
- Positions North Carolina to capitalize on FAST Act funding opportunities

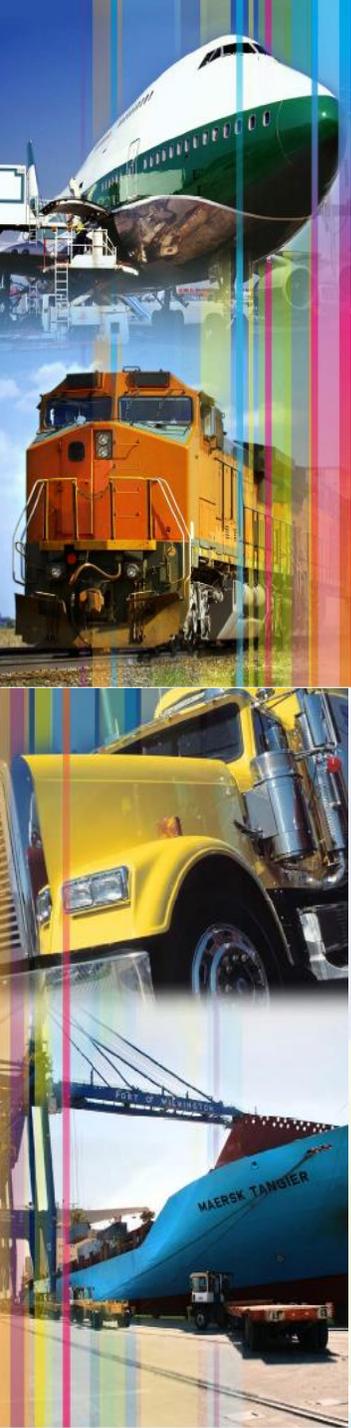


Schedule





DISCUSSION



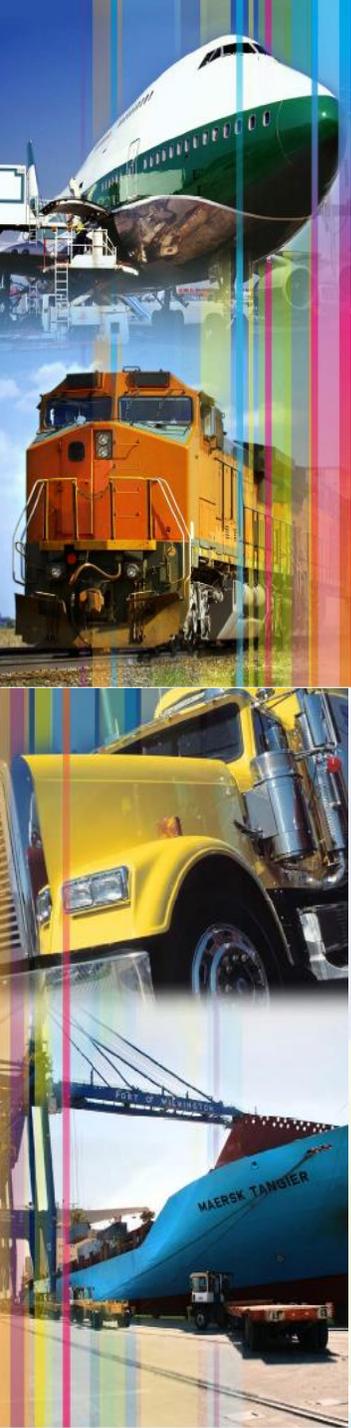
Role of FAC

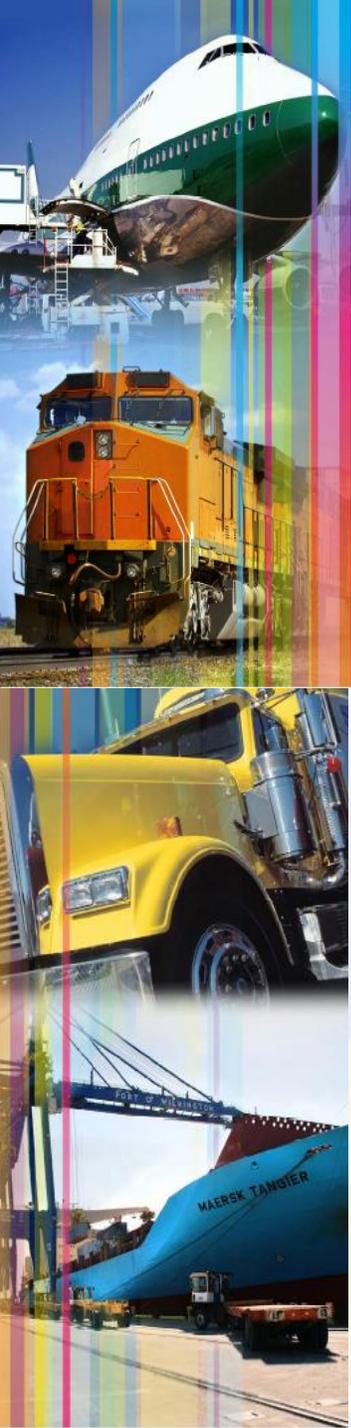
- Advise on freight-related priorities, issues, projects, and funding needs
- Act as forum for discussion of transportation decisions affecting freight mobility
- Communicate and coordinate regional priorities with other organizations
- Promote sharing of information between sectors
- Participate in freight plan development



Trends Impacting Freight Movement in NC

- State, national and global
- Economic
- Political/Policy
- Industry
- Technology
- Energy and environmental





Next Steps

- Stakeholder outreach
 - » Interviews
 - » BOT briefing
- Data collection
- State freight profile
- Next FAC – mid July

