Agenda

- Introductions
- Freight profile
- Land use conflicts
- Freight funding sources
- Top freight priorities
- Prioritize recommendations
- Ongoing FTAC role
- Wrap Up
Why is a Freight Plan Important?

- Freight operations have different needs than passenger movements
- Freight mobility supports economic prosperity and opportunity
- Interaction of freight with other system users can create conflicts
- Federal guidance relating to freight transportation to states and MPOs continues to strengthen
- MPO is responsible for identifying and prioritizing transportation needs for all system users as well as educating the public
Regional Freight System

- Roadways
- Railroads
- Waterways
- Ports
- Airports
- Pipelines
Regional Freight System

**Highway/Trucks**
- National Primary Highway Freight Network includes majority of Interstates and several key connectors (with connections to Port Birmingham, Colonial Pipeline, Earnest Norris Rail Yard, and BNSF Railway Dixie Hub Center)
- Interstates (I-20, I-22, I-59, I-65, I-459) provide access in all directions as well as partial beltways
- National Highway System Intermodal Connectors (providing connections to Port Birmingham, Colonial Pipeline, Birmingham International Airport, Earnest Norris Rail Yard, BNSF Railway Dixie Hub Center, and Greyhound Bus Terminal)
- Local arterials

**Railroads**
- Norfolk Southern with two facilities: Birmingham Regional Intermodal Facility and Ernest G. Norris Yard
- CSX Transportation with four facilities: Boyles Yard; TDSI auto distribution terminal; TRANSFLO Terminal Service Bulk Transfer Terminal; and Central Alabama Intermodal Container Transfer Facility
- BNSF Railway with four facilities: Birmingham Vehicle Facility; Industrial Chemicals; DC Warehouse; Trans Load Corp
- Alabama & Tennessee River Railway
- Alabama Warrior Railway
- Birmingham Terminal Railway

**Aviation**
- Birmingham-Shuttlesworth International Airport (BHM) with 12,000 and 7,100 foot runways and dedicated cargo facility
- Bessemer Municipal Airport (EKY) with a 6,000 foot runway and small scale cargo operation

**Ports/Waterways**
- Port Birmingham consisting of 184 acres with a half mile of frontage on the Black Warrior River
- Black Warrior River which connects to the TomBigBee River, which eventually allows for the connection to both the Alabama River and the Tennessee River
Other Freight System Components

- Warehouses
- Distribution centers
- Trucking companies
- Foreign trade zones
- Industrial parks
- Manufacturers
“Megaregions” are clusters of metropolitan areas linked by economic relationships

Birmingham is a core city within the Piedmont Atlantic megaregion which spans from central North Carolina to Alabama and western Tennessee including:

» Raleigh-Durham
» Greensboro--Winston-Salem--High Point
» Charlotte
» Greenville
» Atlanta
» Birmingham
» Nashville
» Memphis

Piedmont Atlantic megaregion contains some of the fastest-growing population centers and economies in the nation
Piedmont Atlantic Megaregion

» Multimodal freight transportation system serving and connecting the urbanized areas within this megaregion consist of:

» Interstates

» Class I railroads

» Major international airports

» Major gateway seaports
Land Use Conflicts

- Freight provides access to the goods and services that support the region’s economy and quality of life.

- Conflicts can arise when freight facilities are poorly sited or designed, and when residential development encroaches on existing freight facilities.

- Many of these conflicts can be mitigated with proper planning and zoning implementations.

- Examples of types of conflicts include:
  - Mixed development
  - Commodity preferences
  - Reuse and community integration
Land Use Conflicts

*Mixed Development – Airport*

➤ Most common type of conflict occurs when freight facilities are developed in close proximity to other types

➤ Birmingham-Shuttlesworth International Airport (BHM)
  ➤ BHM is surrounded by several residential communities
  ➤ Traffic and related noise impact the local community
  ➤ BHM has worked to acquire surrounding land parcels to help abate these concerns and to prepare for future growth
Land Use Conflicts

*Mixed Development – Tank Farm*

- Jones Valley Tank Farm Cluster
  - Tank farm is surrounded by residential properties as well as Wenonah High School
  - Without direct access to the Interstate system, trucks must travel through these residential areas to access their destinations
  - Hazmat routes, truck restrictions, and railroad grade crossings result in numerous trucks mixing with hundreds of students on their way to and from school
Land Use Conflicts

Commodity Preferences – Sewage Waste

- Commodity desirability varies by handling and storage requirements, physical characteristics, and community standards.

- Typically, the less visible the commodity the less likely it will be to cause conflict.

Big Sky Environmental

» Shipment of sewage waste from NY and NJ into West Jefferson resulted in community opposition.

» County determined this was a violation of zoning laws and operation was relocated to Parrish.

» Parrish residents also complained but the community had no zoning regulations to block the train cars.

[Image of train cars with text: “Stranded NYC 'poop train' has small-town Alabamians stinking mad”]

Land Use Conflicts

Reuse and Community Integration

» The closure of a business, while a potentially permanent loss of jobs and economic activity, can provide the opportunity for new businesses to develop in the area.

» Sloss Furnaces

  » Ceasing operations in 1971, Sloss Furnaces became one of the first industrial sites and only blast furnace in the U.S. to be preserved and restored for public use

  » Site designated as a National Historic Landmark in 1981

  » Guided tours of the property educate visitors on the importance of Birmingham’s iron and steel industry

  » This reuse creates opportunities to educate the public about industry and its importance to the region
Identification and Prioritization of Freight Needs

- Needs identified for all modes of transportation
- Needs identified based on available plans, data analysis, stakeholder input, and professional judgement
- Needs prioritized based on potential to contribute to the advancement of regional goals and objectives
- Project types included capacity, operations, and maintenance
- Needs reflect short, medium and long term projects, exceeding $5 billion in total over next twenty years

RPCGB Freight Transportation Program

- Measure and Track System Performance
- Develop Policies that Guide Planning and Investment
- Implement Improvements (Projects and Planning Initiatives)
- Identify & Evaluate Freight Needs
- Prioritize Freight Needs for Funding
## Top Freight Priorities by Mode

<table>
<thead>
<tr>
<th>Roadways</th>
<th></th>
<th>Roadways</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR-269 Install Bridge</td>
<td>South of Port of Birmingham</td>
<td>CR-52 Widen - 3 to 4 lanes</td>
</tr>
<tr>
<td>US-78 Widen - 4 to 6 lanes</td>
<td>Finley Blvd to Pratt Hwy</td>
<td>CR-11 Widen - 2 to 3 lanes</td>
</tr>
<tr>
<td>20/59 and Airport Highway Interchange</td>
<td>Operational improvements</td>
<td>CR-87 Widen - 2 to 4 lanes</td>
</tr>
<tr>
<td>US-78 Bridge Replacement</td>
<td>Over Dugan Ave</td>
<td>CR-94 - Add left turn lanes</td>
</tr>
<tr>
<td>AL-79 Widen and Drainage Correction 4 to 6 lanes</td>
<td>SR-79 from 400’ South of I-59/I-20 to East Lake Blvd</td>
<td></td>
</tr>
<tr>
<td>Oxmoor Rd Intersection Improvements</td>
<td>Oxmoor Blvd-Green Springs to Barber Ct</td>
<td></td>
</tr>
<tr>
<td>SR-269 Widen - 2</td>
<td>Widen 4 to 6 lanes</td>
<td></td>
</tr>
<tr>
<td>I-65 Steep Grades - Auxiliary Lanes</td>
<td>Oxmoor Rd to Greensprings Ave</td>
<td></td>
</tr>
<tr>
<td>US-11 Widen 4 to 6 lanes</td>
<td>I-459 to Tutwiler Drive</td>
<td></td>
</tr>
<tr>
<td>I-65 Widen - Auxiliary Lanes</td>
<td>Lakeshore Pkwy to Oxmoor Rd</td>
<td></td>
</tr>
<tr>
<td>I-65 and 3rd Ave N Interchange</td>
<td>Operational improvements</td>
<td></td>
</tr>
<tr>
<td>AL-150 Add Lanes</td>
<td>Morgan Rd at Bessemer to MP 4.3 W of Parkwood Rd.</td>
<td></td>
</tr>
<tr>
<td>20/59 and Arkadelphia Rd Interchange</td>
<td>Pavement resurfacing</td>
<td></td>
</tr>
<tr>
<td>AL-79 Corridor Resurfacing</td>
<td>E Lake Blvd to Springdale Rd</td>
<td></td>
</tr>
<tr>
<td>I-459 Resurfacing</td>
<td>Between Exits 6-10</td>
<td></td>
</tr>
<tr>
<td>I-65 Widen - Auxiliary Lanes</td>
<td>Oxmoor Road to Greensprings Ave</td>
<td></td>
</tr>
<tr>
<td>US-280 Add Lanes - Auxiliary Lanes</td>
<td>I-459 to Cahaba River Rd</td>
<td></td>
</tr>
<tr>
<td>SR-79 Bridge Replacement</td>
<td>Over Gurley Creek</td>
<td></td>
</tr>
<tr>
<td>US-411 Widen</td>
<td>2 to 4 lanes</td>
<td></td>
</tr>
<tr>
<td>US-31 Widen - 4 to 6 lanes</td>
<td>Riverchase Pkwy to I-65</td>
<td></td>
</tr>
<tr>
<td>Lakeshore Pkwy Widen - 4 to 6 lanes</td>
<td>Oxmoor Rd to Industrial Dr</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port</th>
<th></th>
<th>Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Birmingham Warehouse</td>
<td>Climate controlled space</td>
<td>Taxiway A/Village Creek Realignment (BHM)</td>
</tr>
<tr>
<td>Container On Barge Service</td>
<td>Dock improvements, laydown areas, and equipment</td>
<td>Taxiway H Relocation (BHM)</td>
</tr>
<tr>
<td>Rail Siding Expansion</td>
<td>New track for bi-directional movements</td>
<td>Relocate Utility Mains (BHM)</td>
</tr>
<tr>
<td>Terminal Related Dredging Improvements</td>
<td>Maintenance dredging and potential deepening</td>
<td>Village Creek Relocation (BHM)</td>
</tr>
<tr>
<td>Truck Related Technology Investments at Port</td>
<td>Support for truck operations</td>
<td>Air Cargo Avenue Realignment (BHM)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Runway 5-23 Rehabilitation (EKY)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>New Entrance Road (EKY)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Example of Airport Projects

Source: Birmingham Shuttlesworth International Airport Master Plan Update.
Example of Port Projects

This rendering is an artistic representation of the proposed building. Variations in scope of work, color, building materials, grading, etc., may impact actual constructed appearance.
## Available Funding Programs

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Level</th>
<th>Project Eligibility</th>
<th>Funding Level/Type</th>
<th>Frequency/Term Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Freight Program</td>
<td>Federal</td>
<td>Roadways on the National Highway Freight Network &amp; Intermodal Facilities</td>
<td>$121.5 M of the $4B from the FAST Act</td>
<td>Five year program (FY 2018-2010)</td>
</tr>
<tr>
<td>INFRA Grants (formerly FASTLANE)</td>
<td>Federal</td>
<td>Focus on projects with significant local investments which are ready for construction</td>
<td>$4.5 billion</td>
<td>Five year program (FY 2018-2020)</td>
</tr>
<tr>
<td>BUILD Grants (formerly TIGER)</td>
<td>Federal</td>
<td>Projects with significant local or regional impact (roads, bridges, transit, rail, ports, intermodal)</td>
<td>$1.5 billion</td>
<td>Annual</td>
</tr>
<tr>
<td>ATCMTD</td>
<td>Federal</td>
<td>Model deployment sites for large scale installation and operation of advanced transportation technologies</td>
<td>$60 million per year</td>
<td>Five year program (FY 2018-2020)</td>
</tr>
<tr>
<td>TIFIA</td>
<td>Federal</td>
<td>Large scale surface transportation projects – state/local governments, transit agencies, and private entities are all eligible to apply</td>
<td>Credit assistance up to 33% of eligible costs, up to $300 million annually</td>
<td>Five year authorization (FY 2018-2020)</td>
</tr>
<tr>
<td>SIB</td>
<td>State</td>
<td>Highway and transportation facilities necessary for public purpose, cost must exceed $5 million</td>
<td>$46 million/year (variable)</td>
<td>Annual</td>
</tr>
<tr>
<td>Fuel Tax</td>
<td>Federal/State/Local</td>
<td>Roadway maintenance and improvement</td>
<td>Varies</td>
<td>Annual</td>
</tr>
<tr>
<td>Alabama Reinvestment Incentives for Existing Companies</td>
<td>State</td>
<td>Qualifying industrial expansions investing at least $2 million</td>
<td>Variable – Tax abatements and utility tax credits</td>
<td>Up to 20 years</td>
</tr>
<tr>
<td>Jobs and Investment Credits for Qualifying New or Expanding Industrial Projects</td>
<td>State</td>
<td>At least 50 jobs</td>
<td>Variable – Annual credits for capital investments and cash payments for payroll</td>
<td>Up to 10 years</td>
</tr>
<tr>
<td>ALDOT Industrial Access Funds</td>
<td>State</td>
<td>Must provide public access to new or expanding distribution, manufacturing, and industrial firms</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alabama Renewal Act: Port Credit</td>
<td>State</td>
<td>Increased usage of Alabama public ports</td>
<td>$50/TEU, $3/net ton, $0.04/net kg</td>
<td>Up to 5 years</td>
</tr>
<tr>
<td>SBA 504 Program</td>
<td>Local</td>
<td>For eligible small businesses, acquisition, construction, expansion, or renovation of land and buildings or purchase of long-life equipment</td>
<td>Long-term fixed asset financing</td>
<td></td>
</tr>
<tr>
<td>SBA 7a Program</td>
<td>Local</td>
<td>For eligible small businesses, proceeds can be used for debt consolidation, business acquisition, purchase of machinery or real estate, and leasehold improvements</td>
<td>Loan guarantees for commercial loans</td>
<td></td>
</tr>
<tr>
<td>Birmingham Business Development Loan Program</td>
<td>Local</td>
<td>For Birmingham based businesses, an alternative option for small business financing</td>
<td>$100,000 to $1M</td>
<td>Maximum term of 24 months</td>
</tr>
<tr>
<td>EDA Revolving Loan Fund Program</td>
<td>Local</td>
<td>For businesses within the City of Birmingham to be used for the purchase of land, buildings, machinery, equipment, and expansion</td>
<td>Direct loans</td>
<td></td>
</tr>
<tr>
<td>Industrial Revenue Bond Financing</td>
<td>Local</td>
<td>For the acquisition of real property, construction or renovation of facilities, or the purchase of equipment and machinery</td>
<td>Bond issue for financing</td>
<td></td>
</tr>
<tr>
<td>Community Development Float Loan</td>
<td>Local</td>
<td>For City of Birmingham qualified projects of real estate acquisition, renovation, and construction</td>
<td>Low interest financing from $100,000 to $1M</td>
<td>Maximum term of 30 months</td>
</tr>
</tbody>
</table>
Strategies Guiding Recommendations

» Establish and Enrich Partnerships and Process
  » Identify and engage public and private partners and to provide those partners with the opportunity to provide regular input to the program
  » Processes must be developed and adopted to ensure the freight program is integrated into RPCGB’s transportation program

» Seize Economic Development Opportunities
  » Business retention and attraction programs market access to/from/within the region
  » An established freight program positions the region to seize opportunities
Strategies Guiding Recommendations

» Perform Planning and Feasibility Studies

« An active and ongoing freight program includes planning and feasibility related initiatives to help identify best practices, new opportunities, and investment strategies

» Program and Fund Improvements

« A variety of funding sources exist with a range of eligibility requirements

« Understanding and pursuing available funding is a key component to an active and successful freight program
<table>
<thead>
<tr>
<th>Establish and Enrich Partnerships and Process</th>
<th>Seize Economic Development Opportunities</th>
<th>Perform Planning Studies and Environmental Reviews</th>
<th>Program and Fund Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>(#1) Establish protocols for ongoing FTAC, including membership, role, meeting frequency</td>
<td>(#7) Identify lands suitable for industrial park development</td>
<td>(#12) Develop at-grade crossing inventory with ranking related to needed improvements</td>
<td>(#17) Identify and pursue available transportation and economic development grant programs</td>
</tr>
<tr>
<td>(#2) Incorporate freight considerations into smart growth and complete streets planning</td>
<td>(#8) Conduct market feasibility study to support Port Birmingham development</td>
<td>(#13) Designate key truck routes/network for Birmingham region</td>
<td></td>
</tr>
<tr>
<td>(#3) Understand the freight transportation needs of the region’s legacy and emerging economic sectors and incorporate those needs into economic development strategy</td>
<td>(#9) Evaluate opportunities for brownfield redevelopment for industrial use</td>
<td>(#14) Conduct truck parking study to identify unmet parking demand</td>
<td></td>
</tr>
<tr>
<td>(#4) Develop repository of public data on freight and economic indicators for the region</td>
<td>(#10) Develop marketing brochure and/or other media to promote Birmingham's industrial and freight capacity</td>
<td>(#15) Develop an urban goods movement strategy</td>
<td></td>
</tr>
<tr>
<td>(#5) Monitor performance based on key measures</td>
<td>(#11) Partner with economic development community to market the region</td>
<td>(#16) On an ongoing basis, evaluate emerging supply chain and transportation technologies that could impact use of infrastructure in the future</td>
<td></td>
</tr>
<tr>
<td>(#6) Coordinate with industry and educators to address workforce development issues and to supply the economy with skilled and prepared workers</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Introduction to Recommendations

1. Establish protocols for ongoing FTAC, including membership, role, meeting frequency
   - Maintain the group’s momentum to provide input on implementation initiatives, identify and describe emerging needs and issues as they arise, and ensure freight is addressed in the Regional Transportation Plan

2. Incorporate freight considerations into smart growth and complete streets planning
   - Communities are focused on quality of life considerations (e.g., safe, walkable/bikeable neighborhoods), traffic calming strategies often reduce truck access to commercial and retail locations, and freight needs should also be considered

3. Understand freight transportation needs of the region’s legacy and emerging economic sectors and incorporate those needs into economic development strategy
   - Commodities moved and modes and routes used vary company-by-company and industry sector-by-sector; the region’s decision-makers should understand how the region’s economy is likely to change and what the impacts will be to freight travel
Introduction to Recommendations

» #4 - Develop repository of public data on freight and economic indicators for the region
  » Access to freight and economic data provides regional stakeholders with information about key trends and patterns

» #5 - Monitor performance based on key measures
  » FAST Act requires states monitor freight system performance; performance indicators also help inform the region on system reliability, hotspots, and chokepoints

» #6 - Coordinate with industry and educators to address workforce development issues and to supply the economy with skilled and prepared workers
  » Incorporating educational opportunities into the region’s freight program will help promote and expand opportunities for growth
Introduction to Recommendations

- **#7 - Identify lands suitable for industrial park development**
  - Finding and securing additional lands for new industrial park development is a significant challenge; establishing new locations provides additional tools to attract new business to the region

- **#8 - Conduct market feasibility study to support Port Birmingham development**
  - Port Birmingham is exploring new market opportunities and a market feasibility study at a regional level would help identify opportunities and promote the port’s capabilities

- **#9 - Evaluate opportunities for brownfield redevelopment for industrial use**
  - The greater Birmingham region is home to a significant number of vacant properties that have not been redeveloped due to their classification as brownfield sites; with the current pro-business environment, the region should look for innovative ways to re-use the brownfield sites
Introduction to Recommendations

- **#10 - Develop marketing brochure and/or other media to promote Birmingham's industrial and freight capacity**
  - A key part of a regional freight program is to “tell the freight story”; use of brochures, websites, email blasts, and other tools can help a region tell its story as part of business attraction and retention programs.

- **#11 - Partner with economic development community to market the region**
  - An ongoing campaign by the business community to market the region as a “great place to live and raise a family” will support future growth.

- **#12 - Develop at-grade crossing inventory with ranking related to needed improvements**
  - The region’s dense rail network creates a large number of at-grade rail crossings; understanding the operation of these crossings (e.g., delay, safety) will help the region prioritize improvements that minimize the conflicts between rail and vehicle.
Introduction to Recommendations

- **#13 - Designate key truck routes/network for Birmingham region**
  - Designation of dedicated truck routes helps ensure safe and efficient access to freight activity centers and regional freight mobility and to help the region minimize the conflict between trucks and other system users.

- **#14 - Conduct truck parking study to identify unmet parking demand**
  - Truck parking capacity, or lack thereof, is a key industry concern at the national level. With the electronic log book requirement now in place and an ongoing truck driver shortage, conveniently located and affordable truck parking is a critical need. Understanding the magnitude of the truck parking shortage in the Birmingham region is the first step in addressing the problem.

- **#15 - Develop an urban goods movement strategy**
  - Urban areas/downtowns rely on efficient truck movements to receive goods and services as retail locations, restaurants, hotels and other businesses rely on deliveries and pickups during regular business hours on a daily basis. Trucks often struggle to find available and adequate loading/unloading zones. An effective urban goods movement strategy will help identify and evaluate community needs and define mitigation activities to manage traffic.
#16 - On an ongoing basis, evaluate emerging supply chain and transportation technologies that could impact use of infrastructure in the future

Technological innovations are streamlining supply chains, and improving the efficiency and safety of freight transportation, with accelerating speed. Autonomous and connected trucks, driverless delivery drones, and other developments are on the immediate horizon, and some of these technologies are being tested and deployed in some supply chains today. Between now and the next update of the Regional Freight Plan, new technologies will emerge, and begin entering the industry.

#17 - Identify and pursue available transportation and economic development grant programs

The federal government provides a variety of competitive grant programs to fund freight related infrastructure. The INFRA Grant, the BUILD Grant, and the Advanced Transportation and Congestion Management Technologies Deployment (ACTMTD) Grant programs are recent examples of opportunities. Actively pursuing grants, especially as part of public-private partnerships, can help a region accelerate key infrastructure projects.
### 1 - Establish protocols for ongoing FTAC, in membership, role, meeting frequency

**Overview and Scope**
Over the preparation of the Regional Freight Plan, the FTAC has provided key input on the needs of the freight community. It is important to maintain the group’s momentum in implementing Regional Freight Plan initiatives as they arise, and to ensure that freight is adequately represented in Regional Transportation Plan.

Ongoing FTAC activities could include quarterly or semi-annual meetings to host by RPCGB. The public agencies on freight planning activities, particularly challenges they face, and other local or regional entities. This would allow the opportunity to ask questions, share information, and present the implications for freight stakeholders, be organized around a specific topic, as needed.

**Roles and Responsibilities**
As the Regional Planning Council, and organizer of the lead agency responsible for hosting the meetings, developing meeting agenda, and coordinating input and suggestions from participants to ensure the FTAC members have important supporting roles. Presenters and encourage their participation in the meetings. Determining the new information is a business activity.

**Anticipated Outcome**
The anticipated outcome is an engaged community of persisting issues facing freight in the region, and with other stakeholders to overcome these issues.

**Cost Estimate**
The cost of maintaining the FTAC includes several hours to manage contact lists, develop agendas, coordinate, and prepare for the meetings.

- **Action Items**
  - Maintain regular contact with FTAC members, set goals to ensure members remain engaged.
  - Solicit suggestions on ongoing freight, transportation planning.
  - Plan FTAC meetings accordingly.
  - Share meeting materials and action items among the members.
  - Incorporate discussion topics and outcomes into ongoing planning.

### 2 - Incorporate freight considerations into complete streets planning

**Overview and Scope**
Communities around the country are walkable/bikeable neighborhoods. To commercial and retail locations, or rural areas with traffic congestion. Frequent and efficient transportation links are critical to growth and complete streets environment. The transportation plan currently under development and development of freight.

**Roles and Responsibilities**
As the Regional Planning Council, RPCGB is responsible for completing complete streets issues that affect transportation planning.

RPCGB can also provide technical assistance development review and approval process guidelines that apply national research and fulfilling advisory roles on freight.

**Anticipated Outcome**
The anticipated outcome is regional planning that enhances safety and access for freight.

**Cost Estimate**
The cost of advancing this recommendation to the cost of developing freight corridors and similar documents, and the potential for national research, such as the NCHRSP, is relevant to those at the regional level.

- **Action Items**
  - Incorporate freight considerations into regional planning.
  - Coordinate with regional and local freight and complete streets integrating freight.
  - Share information with stakeholders.
  - Identify RPCGB staff knowledgeable equipos.

### 3 - Understand freight transportation needs of the region’s legacy and emerging economic sectors and incorporate those needs into economic development strategy

**Overview and Scope**
The Regional Freight Plan, through data analysis, stakeholder interviews, and input from the FTAC, discovered needs and issues that are important to many of the region’s key industry sectors. The commodities moved, points of origin and destination, and modes and routes used vary company-by-company and industry sector-by-sector. Through continued research, RPCGB and the region's decision-makers can understand and anticipate how the region's economy is likely to change over time, and what the resulting shifts in freight travel demand and operating characteristics could change as a result. Such research could be completed as part of a regular, once-every-five-years freight plan update cycle, or as stand-alone studies of the region's economy and freight transportation utilization and needs.

**Roles and Responsibilities**
As the lead agency for the Regional Freight Plan, RPCGB has the institutional knowledge and relationships, and technical capacity to perform regular updates to the Regional Freight Plan, and/or to conduct stand-alone studies.

**Anticipated Outcome**
RPCGB and the region's freight planning stakeholders will be equipped with information about the region's growing and evolving economy, and how freight transportation utilization and needs are likely to change over time. This knowledge will inform the planning and project development processes.

**Cost Estimate**
Approximately $100,000 - $300,000 of research and analysis every five years.

- **Action Items**
  - Update the Regional Freight Plan every five years, and assess changes in employment and gross domestic product (GDP) by sector.
  - Engage representatives from key legacy and emerging sectors in interviews and/or through FTAC participation, to learn how supply chains are organized and what freight needs are unique to those sectors.
  - Incorporate findings into future versions of the Regional Freight Plan and into other planning and project development activities, as needed.

**Example of Supply Chain and Freight Flow Analysis by Industry Sector**

- Source: North Jersey Transportation Planning Authority.
Ranking of Recommendations

» Which recommendations do you think
  » Should be advanced first?
  » Have the best short term viability?
  » Will have the biggest impact?

» You each have 5 stickers to allocate to the 17 recommendations to help assign priorities
  » One stick per recommendation; we want to see your top 5!

» Top recommendations will be reviewed by RPC staff to determine next steps
Discuss and Recommend Priorities

- What are the top 5?
- Do they make sense?
- Are we comfortable making these recommendations to the RPCGB?
Ongoing/Future Role of FTAC

Why is an FTAC Important?

- Provides voice for industry
- Helps identify needs and priorities
- Ensures transportation system is balanced
- Supports national focus on freight
- Supports state freight plan and program
- Helps protect and preserve industrial property
- Promotes education and community outreach
- .......

....
Ongoing/Future Role of FTAC
How Should RPCGB Proceed?

- Formalize leadership and charter?
- Lead key initiatives?
- Regular meetings (quarterly? biannually? annually?)?
- Oversite and advisory role for key initiatives?
- Review and comment on draft RTP material?
THANK YOU for your time and contributions to the development of the region’s first Freight Plan!
Contact:
Lindsay Puckett
205-264-8421
lpuckett@rpcgb.org