1) Welcome and Introductions
2) Project Status Update
3) ALDOT Freight Website Update
4) Commodity Flows by Mode
   a) 2012 vs. 2040 Commodities
      i) Truck
      ii) Rail
      iii) Waterways
      iv) Air
      v) Pipelines
   b) Overall Trends
   c) FAC Discussion
5) Summary of MPO Regional Meetings
6) Draft Primary Freight Network
   a) Overview
   b) FAC Input
7) Review of Performance Measures
   a) Overview
   b) FAC Input
8) Next Steps
   a) Finalize Statewide Freight Network
   b) Identify Freight Hotspots and Network Needs
   c) Freight Improvement Strategy (Project Identification and Prioritization)
<table>
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<tr>
<th>Draft Goals</th>
<th>Draft Performance Measures - Statewide (PFN)</th>
<th>Draft Performance Measures - Corridor</th>
<th>Data Source(s)</th>
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<td>Goal 1: Improve reliability and reduce congestion on the statewide Primary Freight Network</td>
<td>Annual hours of truck delay along the Primary Freight Network (PFN)</td>
<td>Annual hours of truck delay</td>
<td>Statewide Freight Model</td>
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<td>VMT of truck traffic along PFN</td>
<td>VMT of truck traffic</td>
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<td>Total number of pass-thru trucks through Alabama along PFN</td>
<td>Overall truck volumes</td>
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<td>Percent truck volume of total volumes</td>
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<td>Goal 2: Ensure a state of good repair along priority freight corridors through the state</td>
<td>Average pavement rating along PFN compared to statewide averages per functional class</td>
<td>Average pavement rating along corridor per statewide average per functional classification</td>
<td>ALDOT Pavement Management Program</td>
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<td>Percentage of MO funding spent along the PFN vs. statewide (Minor Arterials and up)</td>
<td>Not applicable</td>
<td>CPMS</td>
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<td>Number of weight-restricted bridges along the PFN</td>
<td>Not applicable</td>
<td>ALDOT Bridge Program</td>
</tr>
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<td></td>
<td>Number of ALDOT low-rated bridges along the PFN</td>
<td>Not applicable</td>
<td>ALDOT Bridge Program</td>
</tr>
<tr>
<td>Goal 3: Improve economic benefits by supporting public and private sector investment in the statewide freight network</td>
<td>Annual hours of truck delay along PFN</td>
<td>Annual hours of truck delay</td>
<td>Statewide Freight Model</td>
</tr>
<tr>
<td></td>
<td>Statewide annual funds invested by ALDOT for freight-related projects vs. overall projects - capacity and MO</td>
<td>Not applicable</td>
<td>CPMS</td>
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<td>Number of major generators within 15 miles of PFN</td>
<td>Number of active freight generators within 15 miles of the corridor</td>
<td>ALDOT Major Freight Generators</td>
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<td>Percent of Alabama workforce employed in freight-related industries</td>
<td>Not applicable</td>
<td>US Census American Community Survey</td>
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<tr>
<td>Goal 4: Promote the safety and security of the freight infrastructure</td>
<td>Statewide annual crashes, injuries, and fatalities involving heavy trucks</td>
<td>Not applicable</td>
<td>CARE</td>
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<td>Level of safety infrastructure along at-grade crossings along the PFN</td>
<td>Level of safety infrastructure along at-grade crossings</td>
<td>ALDOT Section 130</td>
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<td>Goal 5: Promote the use of ITS technologies to monitor and enhance the overall performance of the freight network</td>
<td>Number of ITS implementation and/or operations-based projects identified in STIP</td>
<td>Presence of ITS infrastructure components (DIMS, signal coordination, TMC)</td>
<td>CPMS (Statewide), Project sponsor (Corridor)</td>
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<td>Percentage of total freight improvement costs dedicated towards ITS implementation and/or operations-based improvements compared to statewide levels</td>
<td>Amount of investment of proposed project dedicated to ITS enhancements</td>
<td>CPMS (Statewide), Project sponsor (Corridor)</td>
</tr>
<tr>
<td>Goal 6: Promote and enhance both the human and natural environment while enhancing the performance of the priority freight network</td>
<td>Annual hours of truck delay along high priority freight network</td>
<td>Annual hours of truck delay</td>
<td>Statewide Freight Model</td>
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<td>Annual percentage of freight projects (identified in the Statewide Freight Plan) receiving environmental clearance without requiring the completion of an Environmental Impact Statement (EIS).</td>
<td>Qualitative assessment of NEPA issues along corridor (river crossings, swamps, historical features)</td>
<td>ALDOT (Statewide); GIS data (Corridor)</td>
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<td>Percent of all plans developed through ALDOT administered funds with freight components that address Title VI compliance (includes Statewide Freight Plan, STP, UPWPs, TIPs, LRTPs, regional freight plans, and local CTPs)</td>
<td>Concentration of low income and minority populations along the corridor</td>
<td>ALDOT (Statewide); US Census, American Community Survey (Corridor)</td>
</tr>
</tbody>
</table>
The last section of the Memphis - Birmingham segment of I-22 (US 78), terminating at I-65, will open to traffic in 2016. ALDOT has twice requested that the segment be added to the National Primary Freight Network due to its regional connectivity and imminent opening.

The I-10 Mobile River Bridge project spans the Mobile River from Mobile County to Baldwin County. It is in the approved Mobile and Eastern Shore MPO Long Range Plans at an estimated cost of $850 million, with spending to begin in 2018 at $80 million per year for fifteen years.

Construction phases for the Outer Loop are currently projected for year 2030 and beyond. This schedule may change if funding becomes available. Projections are estimated at $554.2 million in Year of Expenditure dollars.

I-59 Birmingham - Chattanooga is included in the National Network due to its regional connectivity, linking the two major urban centers and providing service to the Cullman area, Fort Payne area, and North Alabama.

The Northern Beltline in Birmingham is a visionary project with no current spending allocation. It is expected to be built once funding becomes available at an unknown future date.

Source: ALDOT Metropolitan Planning Section - 8/31/2015
Based on 2010 Census Data
Alabama Statewide Freight Plan

MPO Coordination Meeting Notes

Summary

The following represents a summary of the meetings with representatives from staff from MPOs, Ports Authority and other representatives from other interested parties throughout the state. The meetings served to gather input on regional freight issues. The agenda for these meetings is presented below. Meeting attendees are provided in Appendix A.

I. Introductions
II. Review of Freight Flow and Commodity Data
III. Chokepoints for Freight
IV. Major Freight Generators
V. High Priority Freight Needs/Projects
VI. Other Freight Issues
VII. Next Steps

Discussion Highlights

The following represents some of the discussion. For ease of review they have been organized by the regions to which they pertain. The input below will be used to validate the statewide model, finalize the primary freight network, develop the overall freight improvement strategy, provide guidance to MPOs on regional performance measures and/or provide overall policy guidance into the Statewide Freight Plan.

General

- It should be noted that improving major chokepoints for overall congestion will also have a positive impact for freight mobility.
- All of the MPOs will look to see if they can get information from their local port representatives regarding freight traffic.
- It was suggested to overlay chokepoints with freight flow to identify more freight-related issues along the roadway network.
- The Freight Plan needs to consider ITS technologies.
- A good source for truck travel information is data from the American Transportation Research Institute (ATRI).
• With respect to the draft commodity flow results, it would appear that the freight flow along I-59 was overstated in comparison to I-20.
• The freight plan needs to have more attention on the railroads and identify conflict points along high volume freight railways. The project team will look at the Statewide Rail Plan to identify these areas.
• Overall there is still a great deal of uncertainty among the MPOs on how to address freight.
• While hazardous materials need to be addressed, emergency management officials are often very reluctant to share that information.
• Coordination with locals will be needed to validate the statewide model.
• The project team needs to coordinate with the local MPOs to compare the results of the statewide model, particularly for Mobile, Birmingham, and Huntsville.
• The project team will be developing a white paper to assist MPOs throughout the state to assist in freight planning activities.
• More emphasis should be given to the waterway travel.
• The ALDOT website address will be sent to the MPOs for distribution to local governments.
• The private sector could probably tell you more about future projections; however, they are hesitant to release this information due to competitive needs.

**Port-Related**

• A major issue from both a statewide and local perspective is the development of the intermodal container transfer facility at the state port. The facility is being developed in two phases. During the first phase, containers will be transported from APM Container Terminal via truck along Ezra Trice Boulevard to the ICTF facility. During the second phase, a truck flyover will be constructed connecting the two facilities. The construction of the ICTF will allow direct transfer to rail upon completion. When completed, the intermodal facility will have the capacity of 200,000 TEUs. The facility currently handles 32,000 containers per year. *Note: TEU stands for Twenty-Foot Equivalent Unit which can be used to measure a ship’s cargo carrying capacity. The dimensions of one TEU are equal to that of a standard 20’ shipping container. 20 feet long, 8 feet tall. Usually 9-11 pallets are able to fit in one TEU.*
• The current capacity of APM Container Terminal is 350,000 TEUs. Phase II of construction is currently underway and once complete will increase capacity to 500,000 teu’s. At full build out, the container terminal will have the capacity to move 1,500,000 teu’s. (Note, full build out is not anticipated for several years and would only be completed as volumes dictate).
• The effective radius for truck traffic from the port is approximately 350 miles. Beyond that distance commodities are being shipped by rail or enter via some other port.
• A more detailed commodity flow analysis will be developed that better links the commodities to specific modes. Once that is completed the project team will complete ‘what-if’ scenarios and schedule a follow-up meeting with the Port staff to discuss.
• The MPO tried to utilize Airsage data that is generated via cell phones to monitor port activity but it was very inconclusive.
Mobile Area

- A great deal of hazardous materials are shipped along Cochran Bridge Road.
- With respect to the draft commodity flow results:
  - The flow along I-165 north is much higher than represented.
  - For the Mobile region, a flow diagram needs to be created that takes out external to external trips in order to get a better understanding of local trends.
  - The commodity flows will be checked with ALDOT classification counts and more specific zonal data from the Mobile MPO model and revised accordingly.
- The most significant chokepoints for freight are:
  - The I-10 tunnels, particularly west of the bay
  - The US 98/I-65 interchange
  - Westbound I-10, south of McDonald Street
- The most significant freight generator (other than the Port) is the Outokumpu Steel Mill. Also, a new industrial park is being developed in Theodore that currently houses Nippon Steel and FedEx.
- At-grade rail crossings are a problem for many east-west roadways through Mobile, particularly along the Canadian National line, which enters the city limits in the northwest and traverses town southeast prior to terminating at McDuffie coal terminal at the Alabama State Port Authority. The worst locations are along Florida Street (CN) and Hamilton Boulevard (CSX). This presents a problem at many grade crossings throughout town, including but not limited to, Moffat Road, Springhill Ave, Dauphin St, Florida St and Government Blvd. Additionally, the CSX crossing at Hamilton Blvd in south Mobile (Theodore area) presents a problem as well.
- At-grade rail crossings are a problem for many east-west roadways through Mobile, particularly along the BNSF line. The worst locations are along Florida Street (BNSF) and Hamilton Boulevard (CSX).
- The greatest freight need in the region is a new bridge over Mobile Bay.

Huntsville

- A map of chokepoints within Huntsville was provided by Huntsville staff. The major chokepoints are I-565 southwest to Decatur and Greenbrier Boulevard.
- Major freight generators in the Huntsville area that contribute to congestion include:
  - The Airport
  - Polaris
  - Toyota
  - Target Distribution Center
  - FedEx
  - UPS
  - NASA/RSA (Redstone Arsenal)
- High priority needs or improvements for Huntsville are:
  - The widening of US 72 west between Providence Main and Mooresville Road
- The widening of US 72 east from Moores Mill Road to Jackson County
- The widening of I-565 from I-65 to SR 255
- A northern bypass around Huntsville
- Memorial Boulevard south of Lilly Flagg Road
- SR 53 from Jeff Road north to the Tennessee state line
- The southbound US 231 bridge over the Tennessee River
- Memorial Parkway north of Sparkman Drive

- The City of Huntsville is actively investigating the potential for commuter rail.

**Birmingham**

- A truck auxiliary lane is needed on northbound I-65 near I-459 to allow trucks to climb the steep grade. The project is in the LRTP as a visionary project since no funding is available.
- The airport is currently updating its Master Plan, which was initially completed in 2002. The plan included several improvements to expand the freight cargo facilities. Most of the freight operations are package carriers and limited belly cargo on passenger flights. The airport is actively working to expand its freight traffic with various shippers. There are no significant issues with freight accessing the airport.
- One major rail-related chokepoint is the crossing of AL 119 in downtown Alabaster.
- The new intermodal facility has created issues on McAshan Road off of I-20/59. The roadway will eventually need to be rebuilt due to the amount of trucks on the roadway.

**Montgomery**

- Most of the draft flow data appeared to be accurate.
- MPO staff will work with the TCC members to develop a map of freight chokepoints. The major chokepoint is the I-85/I-65 interchange.
- Many of the freight generators are located along US 80. There is also a lot of new development occurring on that corridor.
- The employment data in the regional model should be a good indicator of key generators.

**Columbus/Phenix City**

- With respect to the draft commodity flow results:
  - The flow along the northern US 80 bypass is much higher than represented. Likewise, the commodity flow through the middle of Columbus is overstated.
  - The split of commodity flow between US 80 and US 280 in Phenix City needs to be re-examined. It would appear that the freight traffic along US 280 is understated and the freight flow on US 80 is overstated.
- The most pressing freight issue is the operations along the US 280/431 bypass in Phenix City. The number of signals creates delays for trucks. This is particularly true at the interchange of US 280 (westbound to Dothan) and US 431 and the intersection of US 80 (westbound to Montgomery).
• The major freight generators are Heatcraft and Wagoneer.
• Of the commodities listed, the movement of cars and auto parts needs to be examined given the presence of KIA.

**Anniston**

• One of the biggest needs in the Anniston area is the bridge over the Coosa River on I-20. Otherwise, there are very few issues related to freight mobility. Given the grade of the new bypass, it is likely that trucks will continue to use Quintard Avenue through town.

**Gadsden**

• The main choke points in the GEMPO area are:
  o Intersection of Meighan Blvd (US431) and Hood Avenue in Gadsden;
  o US 431 and US 11 (at the viaduct) in Attalla; and
  o Railroad crossing at Hwy 77 and US 11 in Attalla;
• The steep incline on US 431 North between Attalla and Boaz can be a problem for larger trucks.

**Tuscaloosa**

• There are very few options for north-south freight movements in Tuscaloosa.

**Decatur**

• A major freight need is a new bridge parallel to SR 20 to relieve current freight traffic to the river port. Others include:
  o Improvements to SR 20 throughout Decatur
  o The rerouting of SR 36 north of downtown Hartselle
• The major area chokepoint is anything near the port, including SR 20 and US Alternate 72.
• SR 20 and SR 36 are the main freight chokepoints with respect to rail crossings in the Decatur area.
• The GE plant is a major freight generator in the Decatur area.

**Shoals**

• Within the Shoals area the major chokepoints for freight traffic are:
  o The Port
  o US 72
  o SR 133
  o Shoals Industrial Park
• The largest need for freight mobility in the Shoals area are improvements to US 72 east of Florence.