



## EDFAC

August 19, 2021 at 10:00 A.M.

### August 19, 2021 Economic Development & Freight Advisory Committee (EDFAC) Meeting

<b>Voting Members</b>	<b>Representing</b>	<b><u>Present</u></b>
Pamela Bernard	Chatham County Engineering	X
CPT Anthony Moltz	Hunter Army Airfield	
Amanda Clement	Bryan County Planning	
Joseph Drake	Gulfstream	
Jared Downs	Savannah Area Chamber of Commerce	
Tom McQueen	GDOT Planning	X
Mark Denmark	Savannah Airport Commission	X
Brandt Herndon	Effingham Industrial Development Authority	
Michael Brown	City of Savannah	
Trip Tollison	SEDA	
Dennis Jones	CEMA	
<b>Alternate</b>	<b>Representing</b>	<b><u>Present</u></b>
Michelle Strickland	City of Savannah (Traffic Engineering)	X
Jesse Dillon	SEDA	X
<b>Others</b>	<b>Representing</b>	<b><u>Present</u></b>
Wykoda Wang	CORE MPO	X
Sally Helm	CORE MPO	X
Ann-Marie Day	FHWA	X
Ned Green	GDOT	X
Tyler Graham	GDOT	X
Lee Smith	Chatham County	X
Deana Brooks	Chatham County Engineering	X
Pam Everett	MPC	X
Mark Wilkes	CORE MPO	X
Alicia Hunter	CORE MPO	X
Asia Herndon	CORE MPO	X

#### I. Approval of Agenda

Ms. Michelle Strickland motioned to approve the August 19, 2021 agenda; seconded by Ms. Pamela Bernard. There were no questions or comments from the committee. The EDFAC committee members that were present (not enough for a quorum) were in support of approving the agenda.

#### II. Action Items

1. [Approval of the June 17, 2021 CORE MPO EDFAC meeting minutes.](#)

Ms. Michelle Strickland motioned to approve the June 17<sup>th</sup>, 2021 CORE MPO EDFAC committee meeting minutes; seconded by Ms. Jesse Dillon. There were no questions or comments from the committee. The EDFAC committee members that were present (not enough for a quorum) were in support of approving the minutes.

## [2. Approve PL Discretionary Funding Application for CORE MPO Freight Transportation Plan Update](#)

Mr. Mark Wilkes stated the Georgia PL Funds Review Committee awards discretionary PL funds twice per year, in late September and late March. The applications being proposed now are for the September round of funding. The funds come from MPOs around the state that don't spend all their formula funds each year. At the end of the fiscal year, the funds are pooled at the state level and are eligible to be applied for twice per year for special studies and required planning documents. The funding is an 80/20 federal/local split. There must be a local match. Projects for which we submit funding applications must support the CORE MPO Metropolitan Transportation Plan. The studies must be reflected in the CORE MPO UPWP. They are shown as illustrative projects until they receive a funding award. The study proposals must be reviewed at least twice at two rounds of MPO meetings. The studies must undergo competitive procurement process once the funding is awarded. The studies must be administered by the MPO because they are using MPO planning funds. CORE MPO is going to apply for the discretionary PL funds for the Freight Transportation Plan Update in September.

**CORE MPO Freight Transportation Plan Update** - this is an update to the study that was done around FY 2015. Ms. Wykoda Wang is the project manager for this study. Ms. Wang stated the discussion began in April for the updated process of the Freight Plan. At that time a presentation was made to show what the previous Freight Plan included as well as what staff wants included or achieved for this update. For example, the tonnage should be converted into truck trips and a truck parking inventory should be developed. In June a preliminary draft scope was presented to the EDFAC and TCC committees. GDOT provided comments, but there were no comments received from the committees. The draft scope presented here has GDOT comments incorporated and includes the following.

- Background
- Project Management and Coordination
- Freight Needs Assessment and Analysis
  - Update existing future freight and goods movement assessment
  - Update freight performance measure
  - Update forecasting of future freight growth
  - Update Regional Freight Profiles and Assessment
  - Freight Network Bottleneck, and Safety and Security Issues
  - Truck Parking Inventory and Truck Restrictions
  - Freight Resiliency
  - Freight Needs Assessment
- Land Use Assessment and Analysis
- Update Economic Development Market Assessment
- Update Environmental and Community Impact Scan and Analysis
- Recommendations for Future Land Uses Related to Freight and Goods Movement Needs and Forecasts
- Final Recommendations-Identification of Improvements, Strategies, and Solutions
- Final Report and Documentation-Freight, Goods, and Services Plan

The previous freight plan was completed in FY 2016. The new plan will contribute to the 2050 MTP. There are several projects recommended from the previous freight plan that are currently either under construction or going into construction.

- The Savannah Harbor Expansion is approximately 90% complete.
- The Mega Mason Rail Yard is under construction.
- I-16 Widening is under construction.
- I-95/I-16 Interchange Reconstruction is under construction.
- Brampton Road Connector project will be LET soon.

In addition, there are several warehouses and distribution centers being built along I-16 and on SR 307. The census data is coming out soon.

Outreach efforts – besides coordination with EDFAC, the study team will need extensive outreach to the various freight stakeholders in the Savannah region, outlined in a Public Outreach Plan. The outreach will identify all freight community groups and design the appropriate methods to get their input.

Project Coordination- the Project Management Plan needs to outline the coordination work expected with ongoing freight related studies and projects – GDOT Statewide Freight Plan, other related GDOT studies, SR 307 Corridor Study, SR 21 Access Management Study, planning efforts of the Georgia Ports Authority and the Savannah Airport Commission, freight planning efforts of the Hinesville MPO, MPC Comprehensive Plan, Effingham Transportation Master Plan, etc.

Freight Needs Assessment and Analysis - Study should analyze Origin/Destination (OD) Data within the Freight Needs Assessment and Analysis framework. The study needs special attention on trucks going in and out of the port at each gate of Garden City and Ocean Terminal and answer questions such as how many trips, where they are going, and what roads they take.

The study should complete an inventory of the major warehouses and distribution centers. Questions such as which are the major ones, how many truck trips they generate, how many are port related, etc. should be answered from this task. The same data should be collected on trains as well.

FHWA and GDOT recommend using the free data from FAF 5 - Freight Analysis Framework 5. If other data sources such as Transearch is needed, the data purchase should be coordinated with the GDOT Freight Transportation Plan update efforts.

Freight Performance Measures should be established for the system and what measures will be applied to each mode should be developed. Mr. Mark Wilkes suggested looking at freight bottlenecks and freight congestion. Processing that data would be like the process done for the Congestion Management Process. There will be efficiencies in coordinating the two studies.

Updating the Forecasting of Future Freight Growth – Identify freight goods movement and activity centers in the region.

Freight Network Bottleneck, and Safety and Security Issues will be coordinated with the CMP update. The study team will explore truck-involved crash analysis. Related to safety, the team will also investigate and address safety topic for local (non-state route) roads serving trucks, cars, peds, and bikes. Identifying truck congestion hotspots and reasons for the hotspots (traffic volume, turning radii at intersections, signal coordination, etc.) as well as mitigation methods will be completed. At-grade rail crossing safety is important especially with the growth in rail anticipated from the port, so associated analysis will be conducted.

Truck Parking Inventory and Truck Restrictions - staff has been directed by EDFAC to develop truck restriction mapping, particularly on the truck percentages where you have truck restrictions on the roadways where there are high truck percentages. Most of the truck parking will be private in Georgia, and the needs and future improvements need to be addressed to facilitate the private development of truck parking.

Freight Resiliency - when the preliminary scope was developed, COVID-19 was ongoing. The original scope was considering a focus on E-commerce with the number of in-home orders and deliveries being made. GDOT had more comprehensive comments on Freight Resiliency including hurricanes, sea level rise, container shortages and higher than expected growth at the Port. Other considerations include the situations such as if Charleston port must shut down, what traffic would be diverted through the Savannah port. Since this freight plan is looking to 2050, the resiliency task should also provide an analysis on impacts of alternative truck fuels (electric and hydrogen), truck electrification benefits for environment, placement of fueling stations, truck driver shortages, etc.

Land use assessment - the freight land use task should include an analysis of the locations of warehouses and distribution centers - the under development, new developments and whether the road infrastructure can handle the growth.

Update to the Environmental and Community Impact Scan and Analysis - Staff did the last analysis. If a consultant is to perform this updated study, the cost will need to be revised.

Recommendations for Future Land uses related to Freight and Goods Movement Needs and Forecasts, Final Recommendations - Identification of Improvements, Strategies, and Solutions, and Final Report and Documentation - Freight, Goods and Services Plan all will be built upon the previous tasks that have been completed.

The previous freight plan development cost is approximately \$180,000. The land use component was approximately \$30,000. The total was around \$210,000. The preliminary scope estimated a cost of \$250,000 for this update which included truck parking inventory and COVID-19 evaluations. With GDOT's comments incorporated, there need to be a more detailed resiliency plan, more detailed analysis on the land use, and converting the trucks into modes. Adding those in, staff feels \$300,000 would be more appropriate. When the PL discretionary funds are applied, the MPO staff

will apply for \$300,000 with a federal portion of \$240,000. The freight plan impacts all jurisdictions - Bryan County, Effingham County, Savannah and Chatham County (the Savannah MSA) as well as coordinating with Hinesville MPO. MPC/MPO will come up with the local match of \$60,000 which will come from membership dues.

This scope is still under development. Until there is a final RFP (Request for Proposals) and the final consultant is selected, the scope cannot be finalized.

Ms. Pamela Bernard asked since both Effingham and Bryan Counties are included in the study, can areas outside the MPO boundary be included? Ms. Wang stated the study recommendations will include projects outside of the MPO boundary. With the new Census coming out, portions of Effingham County might become a part of the MPO. The Effingham County Transportation Master Plan has several freight recommendations. The majority are concentrated on the southern half of Effingham County. The northern part is still very rural.

Ms. Ann-Marie Day stated in working with other counties as well as the Hinesville MPO, we should title the update **Regional** MPO Freight Plan Update. Under the land use portion, we should include language regarding **equity** in developing the land use task.

The CORE MPO staff is asking for endorsement from the EDFAC committee to the CORE MPO Board to pursue the PL discretionary funding. If funding is approved, the RFP process can begin.

Ms. Pamela Bernard asked the committee if there were any persons not in support of Approving PL Discretionary Funding Application for the CORE MPO Freight Transportation Plan Update. There were no questions or comments from the committee. The EDFAC committee members that were present (not enough for a quorum) were in support of endorsement.

### III. Other Business

None.

### IV. Status Reports

#### [3. Percentage of Truck Traffic on Freight Restricted Roads](#)

Ms. Asia Hernton stated 13 out of 127 truck restricted roads in Chatham County have some level of truck traffic, the highest being Oglethorpe Avenue with 13% of the traffic being truck traffic in 2020. Most common percentage is 2-3%. Most Effingham County roads are restricted. There are only a handful of roads that allow truck traffic.

#### [4. SR 21 Access Management Study Status Report](#)

Mr. Mark Wilkes stated since issuing the Notice to Proceed on March 5<sup>th</sup>, 2021, the following progress has been made.

- Kickoff meeting of the Project Management Team was held on March 19<sup>th</sup>, 2021.
- The first Project Advisory Group meeting was held on May 13<sup>th</sup>, 2021.
- A project webpage has been developed.
- An online survey for Phase One visioning has been published.
- A WikiMap has been published to encourage direct input on issues and opportunities in the corridor.
- The first public meeting was held virtually on May 25<sup>th</sup>, 2021.
- A day long road safety audit was held on June 9<sup>th</sup>, 2021.
- The draft existing conditions and needs assessment has been reviewed and comments have been sent back to the consultant.
- A needs assessment matrix has been initiated to identify potential improvements.
- Planning for Phase Two public involvement is underway.
- The next public meeting will be in late September.
- The next project advisory group meeting will be held on August 26<sup>th</sup> at 2pm.
- The Garden City's City Council members are being interviewed in the next two weeks.
- The study is approximately 50% complete.

#### [5. SR 307 Corridor Study Status Report](#)

Mr. Mark Wilkes stated since issuing the Notice to Proceed on March 23<sup>rd</sup>, 2021, the following progress has been made.

- Kickoff meeting of the Project Management Team was held on April 15<sup>th</sup>, 2021.

- The draft Project Management Work Plan was submitted on July 23<sup>rd</sup>, 2021.
- Bi-weekly project management meetings were initiated on July 14, 2021.
- The traffic count map is complete.
- Traffic counts are complete and have been incorporated into the existing conditions model.
- Existing conditions model is being updated based on recent COVID adjustment factors from GDOT.
- Existing conditions report, public participation plan and online surveys are currently in development.
- Project Website has been launched (with a feedback link).
- The study is approximately 12% complete.

## V. Information Reports (verbal)

### [6. Notable Presentations from webinars and workshops](#)

Mr. Mark Wilkes stated the presentations attached to the agenda are from the TRB APCOM conference in June.

## VI. Other Public Comments (limit to 3 minutes)

No Comments from public

Ms. Wang asked GDOT about the State Freight Plan Developments status. Mr. Tom McQueen stated they have a consultant selected, WSP & Cambridge Systematics and they are developing the scope. GDOT is currently looking at data and which program best fits and will share once they decide.

## VII. Notices

### [7. Next EDFAC Meeting: Thursday, October 21, 2021 at 10:00 a.m. \(Virtual Meeting\)](#)

### [8. August 2021 TIP Administrative Modifications](#)

Ms. Alicia Hunter stated the administrative modifications are for minor changes to the TIP and do not require public review or comments. Recently GDOT made a request for the modification regarding SR 25 at Savannah River and Port Wentworth Bridge replacement projects. Request was to move ROW funds programmed in FY 2021 to FY 2022 with minor cost estimate adjustments.

### [9. FY 2023 UPWP Development Schedule](#)

Mr. Mark Wilkes stated GDOT proposed in early February a UPWP development schedule. To meet the GDOT proposed schedule, CORE MPO staff will issue a Call for Plans and Studies in September, with development of a draft work plan, task budgets and supporting documents occurring in October and early November.

The Draft FY 2023 UPWP will be reviewed by the CORE MPO Board and advisory committees at their December meetings, followed by a 30-day review and comment period by GDOT and FHWA. The final FY 2023 UPWP will be distributed to the CORE MPO Board and advisory committees for review and approval at the February 2022 meetings.

Ms. Ann-Marie Day recommended providing a projection schedule for the committees to ensure there are enough resources and staff, etc. to see what projects need to roll over from FY 2022 UPWP to FY 2023 UPWP, allowing the committees to see what is going on and upcoming.

Annually

- Develop UPWP
- Title VI
- Calls for Projects
- Safety Targets

Bi-Annually

- Congestion Management Progress report
- Update Pavement/Bridge Safety Targets

Tri-Annually

- LAP plan
- Title VI procedure and policies

Going into FY 2023 the CORE MPO staff will be in process with the MTP update (with a completion date in 2024). Review of the socio-economic data started in June 2021. In October, goals and objectives will begin to be discussed. The Non-Motorized Plan was just adopted last year, and this plan will be updated around 2025.

## **VII. Adjournment**

There being no further business, the August 19, 2021 CORE MPO EDFAC meeting was adjourned.

The Chatham County-Savannah Metropolitan Planning Commission provides meeting summary minutes which are adopted by the respective board. Verbatim transcripts of minutes are the responsibility of the interested party.