



Appendix

## PUBLIC INVOLVEMENT PROCESS



May 2016

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## 1. INTRODUCTION

The Coastal Region Metropolitan Planning Organization (CORE MPO) Freight Transportation Plan will provide a road map for enhancing freight mobility within and outside of the Savannah metropolitan area in an effort to improve the area's economic competitiveness. The development of the Freight Transportation Plan is guided by a Freight Advisory Committee (FAC). The CORE MPO Board and its advisory committees as well as the Planning Committee of the Chatham County – Savannah Metropolitan Planning Commission (MPC) provided additional input in the plan development. The overall public involvement process for the freight plan development is outlined below with detailed information listed in later chapters.

- Freight Advisory Committee
- Project Website
- Project Surveys
- CORE MPO Committee and MPC Planning Committee Input
- Comment and Response

## 2. FREIGHT ADVISORY COMMITTEE

### 2.1 Purposes for Establishment

The purposes of establishing the Freight Advisory Committee (FAC) for the CORE MPO Freight Transportation Plan are several folds:

- Promote the committee during initial outreach;
- Educate candidate participants of the committee;
- Guide CORE MPO staff through the freight plan development process and provide input for the plan deliverables;
- Provide a connection between the public sector policy-makers, planners, as well as engineers and private sector freight stakeholders;
- Serve as a forum for freight related economic development activities; and
- Evolve the committee into a standing advisory committee to the CORE MPO planning process that is dedicated to freight and economic development.

### 2.2 Committee Composition

The various public and private freight and economic development stakeholders have been invited to become members of this Freight Advisory Committee, including modal representatives (trucking companies, railroads, air cargo-aviation organizations, waterborne transport and Port Authorities and operators), manufacturers and distribution companies, 3PL-4PL organizations, commercial real estate agents and real estate developers, economic development agencies, emergency agencies, major employers, as well as municipal and county planning and engineering departments, and federal and state planning departments. The following is a roster of the FAC members who attended the various FAC meetings. Those who did not attend the meetings have been kept in the loop of the freight plan development by receiving notifications of upcoming meetings, availability of technical memos and reports, and project website updates.

John Henry and Tre Wilkins  
Effingham County Industrial Development  
Authority

Toss Allen  
Effingham County

Anna Chafin  
Development Authority of Bryan County

George Fidler  
Savannah Airport Commission

Leigh Acevedo  
Savannah Economic Development  
Authority

Joe Drake  
Gulfstream Aerospace Corporation

Harvey Gilbert  
Gilbert & Ezelle Real Estate Services

Page Siplon  
Georgia Center of Innovation for Logistics

Ron Feldner  
City of Garden City

Ray Rondeau  
Intermodal Cargo Services

Don Sullens and Anson Calmes  
Chatham Emergency Management Agency

Jeff Ricketson and Nils Gustavson  
Hinesville Area Metropolitan Planning  
Organization - Liberty County Planning  
Commission

Randy Weitman  
Georgia Ports Authority

Stephen Henry  
City of Savannah

Andy Edwards  
Federal Highway Administration

Tom McQueen  
Georgia Department of Transportation

Mark Pickering  
Savannah-Chatham County Public School  
System (SCCPSS)

Brian Martin and Mike Crawford  
Bridge Terminal Transport (BTT)

## 2.3 Duties and Performance of the Committee

The responsibilities of the FAC participants are for:

- Education of the CORE MPO on freight community needs and challenges;
- Industry outreach to support CORE MPO freight planning efforts such as the development of the Freight Transportation Plan Phase II;
- Review, comment, and validation of CORE MPO freight-centric goals and objectives as well as performance measures;
- Assist the CORE MPO in policy discussions and project identifications associated with freight activities within the MPO planning area;
- Review and provide input on the freight plan recommendations; and
- Review and comment on the freight plan deliverables (maps, charts, tables, tech memos, reports, flyers, etc.).

## 2.4 FAC Input on Freight Plan Development

CORE MPO held four Freight Advisory Committee (FAC) meetings in the freight plan development process. Each meeting had a focus on various project deliverables – performance measures, freight inventory and forecast for the study area, land use analysis, economic impact analysis, safety/security and bottle neck analysis, recommendations for freight land use and infrastructure improvements, etc. All of the meeting related materials (agendas, presentations, and minutes) are posted to the project’s website at <http://www.thempc.org/Dept/Freight>. The summaries for these meetings are listed below.

### 2.4.1 May 7, 2014 Meeting Summary

The 1<sup>st</sup> advisory committee meeting for the CORE MPO Freight Transportation Plan Phase II was held on May 7, 2014 at the MPC office. Mr. Tom Thomson, CORE MPO, provided a briefing on the purpose of the Freight Advisory Committee. Ms. Wykoda Wang, CORE MPO, welcomed the attendees and made introductions. The attendees outlined what they wanted to achieve from this planning effort.

#### **What do people want to achieve within this plan?**

- Coordination
- Land use development discussion
- Efficiency of moving trucks into and out of the ports
- Address issues
- Awareness of safety
- Operation improvements (both commercial and passenger)
- Target some low-hanging improvements (short-term implementation, high returns, low costs)
- Freight rail influence on freight movement

Mr. Rob Wayson, plan team member, reviewed the first half of the PowerPoint presentation covering the purpose of the Freight Advisory Committee, its role in the freight plan, and the progress of the freight plan to-date.

Mr. George Fidler, Savannah Airport Commission, made a comment during the discussion of completing the plan and schedule. He noted that there are existing plans for a spur to the airport via NS and CSX to help facilitate the movement of freight. The Department of Community Affairs may have some plans that affect Phase II of the study.

Mr. Wayson continued with the schedule of the plan, outlined by the various tasks. The importance of the Freight Advisory Committee interaction throughout the schedule was discussed with the report deliverables and the Advisory Committee meetings. He also highlighted the continual call for plans from the various freight and economic development agencies, recognizing plan updates will occur throughout the CORE MPO freight plan development. This will allow the CORE MPO project team to research and incorporate the various plans and reports as available.

Ms. Wang and Mr. Thomson discussed the role of the Freight Advisory Committee beyond the completion of this project, indicating how this committee may be incorporated into the CORE MPO's planning process. Mr. Thomson mentioned that a potential Advisory Committee may be established as a standing advisory committee to the CORE MPO Board regarding freight infrastructure improvements and economic development. There was a call for engaging other potential members in the area as well.

The subject of high percentage of truck through-movements in Georgia was noted. Mr. Page Siplon, Georgia Center of Innovative Logistics, mentioned that the GDOT Freight and Logistics Study (statewide plan) included truck stop intercept surveys.

Mr. Wayson continued with a discussion of efforts to-date in Task 2.

- Task 2.1 is a discussion of available data sources. Mr. Randy Weitman of GPA commented about the thru-put of freight in the area according to the GDOT statewide plan. Ms. Leigh Acevedo of SEDA also commented that some logistics information was available on SEDA's website.
- Task 2.2 is a discussion of performance measures but is incomplete because of anticipated FHWA MAP-21 guidance to be out in May/June 2014.
- Task 2.4 is an inventory of the freight system by mode. One-page deliverables of each mode were produced to help educate the public and serve as a platform for future development in the project communication. Ms. Acevedo of SEDA questioned the inclusion of all airports in the area since SAV is the only one carrying air cargo. Mr. Wayson answered that the inventory was purposefully "over" complete to make sure that nothing was left out. Inclusion does not imply that all these airports will be analyzed for freight potential, but are included for awareness and the potential that a development plan does exist for one of the general airports.

The group broke for a 10 minute recess.

The group reassembled to discuss the objectives of the workshop portion of the meeting. Mr. David Hurst discussed the maps and the data that will be discussed: Safety "hotspots" and bottlenecks. The group was asked to validate the safety (locations identified in the Crash Data) maps, help prioritize locations, and identify locations for potential additional analysis. For bottlenecks, the need was to discuss AM/PM recurring congestion, lack of freight access, substandard infrastructure, and known developments which may positively/negatively impact the level of service on the road network for freight movement.

The group was divided into two smaller workshop groups to help facilitate discussion.

Comments from this exercise are listed below:

#### **Additional Hotspots**

- I-16 @ Chatham Parkway – PM
- US 80 and SR 307
- I-95 @ Jimmy Deloach Pkwy (Speed)
- Grade separation at railroad crossings along SR 21
- I-16 @ SR 307
  - Geometry issues
  - Congestion leading up
- Telfair and Dean Forest Road
  - School zone with young drivers crossing traffic on Dean Forest Road
  - Speed and sight issues from I-16 interchange
- SR 21 corridor as a whole is concern (multiple locations)

### Additional Bottlenecks

- Main Port Authority routes
  - SR 307 to I-16
  - SR 307 to SR 21 to Jimmy Deloach Pkwy to I-95
  - Brampton Road route to I-516
- US 17 through Richmond Hill
- I-516 Corridor
  - Obsolete design standards
- Pooler Pkwy/Airways Ave @ I-95
  - Potential outlet mall development
  - Mix between retail and freight traffic near Gulfstream Road
  - Signaling timing issue along Service Road (I-95 is city boundary for signal ownership)

### Comments

- Garden City has response recovery through the Fire Department.
- The interaction between pedestrians and freight traffic along Bay Street is a concern. There are ~2,500 hotel rooms between MLK and Bourne.
- River Street – pedestrian only? Tight roadway
- Bryan County has 70% of its population traveling into Chatham for work.

The group reconvened in the main room. Mr. Wayson and Ms. Wang thanked all participants for attending. The next meeting was announced for August 13, 2014 from 9:30 am to 12:00 pm. The Advisory Committee members were asked if anyone wished to host the meeting. Ms. Siplon of Georgia Center of Innovation for Logistics offered to host the meeting at the Georgia Tech local campus, off of Jimmy DeLoach Parkway.

### 2.4.2 August 13, 2014 Meeting Summary

The 2<sup>nd</sup> meeting of the Freight Advisory Committee (FAC) was held on August 13, 2014 at the Georgia Tech Savannah campus. Wykoda Wang, CORE MPO, welcomed the attendees and asked the attendees to introduce themselves.

Keith Bucklew, CDM Smith planning team member, began the presentation with a refresher on what was presented at the first FAC Meeting in May.

Joe Drake, Gulfstream, asked a question concerning what were the major drivers for the information presented in the existing and future needs. Keith Bucklew replied that GDOT has the macro-level view of freight in the state, while the MPO has a more detailed view within the region, like what routes trucks are using for access into and out of the Port of Savannah.

How do we fix the current issues at the local level? Funding to fix issues is an issue itself.

“Inbound” and “outbound” should be on the tables instead of “import” and “export”, ensuring that we’re using the right terms.



Don Sullens, CEMA, made a comment asking who determines the rules. The example he provided was trains blocking the crossing on President Street during rush hour. For the example that Mr. Sullens provided, many rail regulations, primarily safety, are under the FRA (Federal Rail Administration). Though, in the case of trains blocking intersections, the FRA does not regulate, because it may be in conflict with many of its other safety regulations. Most States have legislation which covers this topic. A typical state law is that a train cannot block a crossing for more than 10 minutes, unless the train is stopped for reasons beyond the control of the railroad. Then, some municipalities also have ordinances that cover this topic.

Summaries were presented for the Technical Memoranda which were developed since the last FAC meeting in May 2014. Included in the presentation was summary information from Technical Memorandum 2.3 - Forecasting Future Growth, Technical Memorandum 2.5 - Identification of Freight Network Bottlenecks and Safety and Security Issues, and Technical Memorandum 4 - Economic Development Market Assessment.

### **Technical Memorandum 2.3 - Forecasting Future Growth**

Comments received during the presentation for Technical Memorandum 2.3 - Forecasting Future Growth included the following.

- During the presentation, it was mentioned that the Port of Savannah is unique due to its almost equal balance of imports and exports. What routes are these trucks using to pick up and drop off the freight?
- In the presentation, the intermodal category seems generalized. The category should include a note to define "intermodal" category.
- What has a greater impact on the transportation system – the weight of trucks or the number of trucks? The employers are more interested in understanding the truck volumes than the total tonnage or value. Page Siplon may have some data for each county that could be used for comparison purposes.
- Coal seemed to be a large export. Please include where does the coal come from and what is its purpose.
- Include the number of trains per day and week.

### **Technical Memorandum 2.5 - Identification of Freight Network Bottlenecks and Safety and Security Issues**

Comments received during the presentation for Technical Memorandum 2.5 - Identification of Freight Network Bottlenecks and Safety and Security Issues included the following.

- Tom McQueen, GDOT, mentioned that the Chatham County Interstate Study that GDOT completed may be a good reference to identifying bottlenecks as well as safety and security issues on the interstate routes.
- It may be better to identify the spot locations instead of segments for safety. Also, maybe define the cause of the hotspot. Segments will take care of themselves if the point of congestion is addressed.
- The group identified additional bottlenecks, raised questions on others and provided some suggestions as are summarized below.
  - I-16 should show more AM congestion (eastbound in particular), as well as PM congestion (westbound in particular);
  - Add westbound I-16 to PM bottleneck;
  - I-95 ramps are doing poorly even though the mainline might be working well;
  - Make sure we include DeRenne Ave/I-516 as a congestion corridor for both AM and PM periods;
  - Diamond Causeway is not a primary freight route;
  - Identify major freight routes first and then the bottlenecks;
  - Add local route names to the route naming convention; and,
  - Focus just on the Freight bottlenecks, not on all bottlenecks.

#### **Technical Memorandum 4 - Economic Development Market Assessment**

Comments received during the presentation for Technical Memorandum 4 - Economic Development Market Assessment included the following.

- Possibly expand the footprint of the MSA to identify the population and employment of the region. Possibly follow the 7-county region that the Park & Ride Study uses. Maybe include a map of the larger area. Show growth within the municipalities within the County.
- Please identify the threshold for the list of top companies in the region.
- Define a sub-component for the commuting patterns of the Chatham County population which includes cities.
- Please identify the direct impacts from the Port of Savannah, including the following:
  - How many trucks a day support the port business;
  - Is it possible to identify the “indirect labor” the port generates; and,
  - What is the employment footprint of the Port of Savannah in the region?

#### **Workshop Exercise**

For the workshop exercise, land use for Chatham County and warehouse/distribution areas were highlighted on the maps which were distributed to the breakout groups. Each group was tasked with identifying locations in the study area for the following questions:

- What Warehouse/Storage existing or planned uses are not identified by the triangles (Warehouses) and “green and black lines”?
- What are lands not now identified for freight industry uses that have potential for warehouse uses? (Please note areas on the maps)
- What areas identified as freight areas but should not be based on a reality check (EJ area, impact on other land uses, poor transportation links, or other criteria)?

### **Next Meeting**

After the breakout group session, Adam Ivory and Wykoda Wang thanked all participants for attending the meeting and reminded the participants that the project documents were all available on the project website. The next meeting was announced tentatively for Wednesday, December 3, 2014 at the Georgia Tech Savannah Campus.

### **2.4.3 December 3, 2014 Meeting Summary**

The 3<sup>rd</sup> meeting of the Freight Advisory Committee (FAC) was held on December 3, 2014 at the Georgia Tech Savannah campus. Wykoda Wang, CORE MPO, welcomed the attendees and asked the attendees to introduce themselves.

Adam Ivory, CDM Smith, provided an overview of the project status and a review of the previous FAC meetings. In the review of the previous FAC meetings, specific comments from the 2<sup>nd</sup> FAC meeting concerning Technical Memorandum 2.3 - Forecasting Future Freight Growth, Technical Memorandum 2.5 - Freight Network Bottleneck, Safety and Security Issues, and Technical Memorandum 4 - Economic Assessment were addressed. Each comment from the 2<sup>nd</sup> FAC meeting that had been noted was discussed on how the comment was addressed in the CORE MPO Freight Transportation Plan.

#### **Technical Memorandum 3 - Land Use Analysis**

In Technical Memorandum 3, four land use categories were developed for the analysis – Existing Zoning; Existing Land Use; Freight Possibilities; and Existing and Possibilities. High-level profiles for Bryan, Effingham, and Chatham Counties were presented for each land use category. The land use categories were defined as the following:

- Existing Zoning – Where are the current Freight-Related Zoning areas in the study area?
- Existing Land Use – Where are the current Freight-Related Land Use areas in the study area?
- Freight Possibilities – Where could Freight-Related Land Use occur in the study area?
- Existing & Possibilities – How does the existing Freight-Related areas and Freight Possibilities match up with one another in the study area?

### **Preliminary Project Recommendations**

A draft list of the project recommendations was presented to the FAC. This list was developed using a combination of the analysis developed during the CORE MPO Freight Transportation Plan and past studies which included freight oriented projects. The list of projects was divided into four categories:

- Short-term (2015-2020)
- Mid-term (2021-2030)
- Long-term (2031-2040)
- Additional Recommendations (projects where the timeframe had not been determined as of yet)

Comments received during the presentation of the draft list of project recommendations included:

- Double check I-516 widening in the short term
- Look through TIP for short term projects to potentially include freight-related recommendations
- Show I-95 @ Airways Ave.—Probably in “Vision Plan” and will be long term
- Statewide Signal System Improvement Plan should be reviewed for operational improvements
- Abercorn improvements(?) on Additional List—Take off
- Identify truck routes to be able to look at wayfinding improvements
  - All state highways are truck routes but not necessarily local routes
  - Look at improvements such as turning radii
  - US 80 @ SR 307 turning radii is bad.

### Next Meeting

After the group discussion on the preliminary project recommendations, Wykoda Wang concluded the meeting by thanking all participants for attending and reminded the participants that the project documents were all available on the project website. The next meeting date was unknown, but will be scheduled during the Spring 2015 at a location to be determined.

### 2.4.4 December 16, 2015 Meeting Summary

The 4<sup>th</sup> meeting of the Freight Advisory Committee (FAC) was held on December 16, 2015 at the Georgia Tech Savannah campus. Wykoda Wang, CORE MPO, welcomed the attendees and provided an overview of the project status. She asked for the attendees to introduce themselves.

Adam Ivory, CDM Smith, provided a review of the previous FAC meetings, including summaries of Technical Memorandums (TM) 2.1 – Existing and Future Freight Goods and Movement, 2.2 – Performance Measures, 2.3 – Forecasting Future Growth, 2.4 – Regional Freight Profiles Development and Assessment, 2.5 – Freight Network Bottleneck, Safety and Security Issues Identification, and 4 – Economic Development Market Assessment. Next, a summary was provided of TM 2.6 – Freight Needs Assessment and TM 5 – Environmental and Community Impact Scan and Analysis. TM 2.6 was described as an overall compilation of all of the TM 2 documents,

already presented, into one document, while TM 5 provides an overview of Environmental Justice communities in the study area, as well as the natural, historical, and cultural resource locations.

### **Technical Memorandum 3 - Land Use Analysis**

In Technical Memorandum 3, three land use categories were developed for the analysis – Existing Zoning; Existing Land Use; and, Freight Possibilities. A profile of freight-related land uses for each land use category was presented for Bryan, Effingham, and Chatham Counties. The land use categories were defined as the following:

- Existing Zoning – Where are the current Freight-Related Zoning areas in the study area?
- Existing Land Use – Where are the current Freight-Related Land Use areas in the study area?
- Freight Possibilities – Where could Freight-Related Land Use occur in the study area?

### **Freight Related Land Uses and Zoning by County and Municipalities**

A brief overview of the breakdown of Land Use and Zoning codes was provided for Bryan, Chatham, and Effingham Counties, as well as the municipalities within these counties who have their own Land Use and Zoning codes. Each community was profiled and highlighted, as each has their own independent codes.

The Existing Zoning, Land Use, and Freight Possibilities, a map featuring the coded Vacant or Undeveloped parcels of land, was presented. Comments received included questions about the Effingham County's land use files.

### **Technical Memorandum 6 - Recommendations for Future Land Uses Related to Freight and Goods Movement Needs and Forecasts**

The Freight Land Use Development Recommendations were presented and each County's existing freight clusters and examples of industrial sites were highlighted. Potential Greenfield development areas, a combination of vacant and undeveloped land located along the freight network, were discussed.

The two strategies for future freight land use development in the region presented to the FAC included:

- Prioritize the clustering of industrial development
  - Infill development within existing industrial clusters
  - Greenfield development located adjacent to or in close proximity to freight transportation network
- Counties and municipalities zoning and land use data should reflect future land use plans

## **Technical Memorandum 7 – Final Recommendations – Identification of Improvements, Strategies, and Solutions**

### **Freight Policy Recommendations**

After the break, a series of Freight Policy Recommendations which would assist in the improvement of freight operations and safety for the CORE MPO region were discussed. The Freight Policy Recommendations included:

- Establish Truck Operational Hours along Bay Street (Downtown Savannah)
- Establish a Regional Freight Transportation Network
- Grandfather State Freight Transportation Network
- Add local freight roadways onto CORE MPO Regional Freight Network – Jimmy DeLoach Pkwy, Chatham Pkwy
- Develop an ITS/Traffic Messaging System for communication with trucks to utilize alternative routes on transportation network
- Develop corridor signal timing on major truck routes – example GDOT Regional Traffic Operations Program (RTOP)
- Develop a Wayfinding System between Port of Savannah and Interstate Corridors

### **Freight Infrastructure Recommendations**

A list of the freight infrastructure recommendations was presented to the FAC. This list was developed using a combination of the analysis developed during the CORE MPO Freight Transportation Plan and past studies which included freight oriented projects. The list of projects was divided into three categories:

- Short-term (2015-2020)
- Mid-term (2021-2030)
- Long-term (2031-2040)

### **Freight Project Funding**

In order to fund the freight recommendations, funding sources were discussed by the FAC. The study was developed following the guidance of MAP-21, though recently both State and Federal transportation bills were adopted and should provide additional funding opportunities for freight-related projects which wasn't available in prior years.

### **Next Meeting**

After the group discussion on the project recommendations, Wykoda Wang reminded the FAC that all documents were available on the project website. Ms. Wang also discussed the future of the FAC with a future meeting time and date to be announced in 2016.

## 3. PROJECT WEBSITE

To facilitate the development of the CORE MPO Freight Transportation Plan, the MPO established a dedicated project website (<http://www.thempc.org/Dept/Freight>) where all of the project related information is posted for the FAC members and the general public to access and review. The following is a list of the materials that are accessible from the freight plan website.

### **Freight Transportation Plan**

The Coastal Region Metropolitan Planning Organization (CORE MPO) is developing a Freight Transportation Plan to document existing assets and needs related to freight movements in the Savannah metropolitan area, and to make recommendations on how to improve the freight infrastructure and facilitate economic development.

### **Technical Memoranda**

- Freight and Goods Movement Assessment
- Freight Performance Measures
- Forecasting Future Freight Growth
- Regional Freight Profiles
- Freight Network Bottleneck, Safety and Security Issues
- Freight Needs Assessment
- Land Use Assessment and Analysis
- Economic Development Market Assessment
- 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
- Appendix – Public Involvement Process

### **Freight Regional Profile Flyers**

- Air
- Port/International
- Rail
- Truck

### **Surveys**

- Freight Community Industry Survey
- Freight Transportation Plan Feedback

### Economic Development and Freight Advisory Committee (EDFAC)

- EDFAC Bylaws
- Committee Meetings

**Table 3-1: EDFAC Committee Meeting Dates and Items**

Date	Items	
May 7, 2014	Agenda Presentation	Minutes
August 13, 2014	Agenda Presentation	Minutes
December 3, 2014	Agenda Presentation	Minutes
December 16, 2015	Agenda Presentation	Minutes

### Final Reports

- Phase I Final Report
- Phase II Final Report

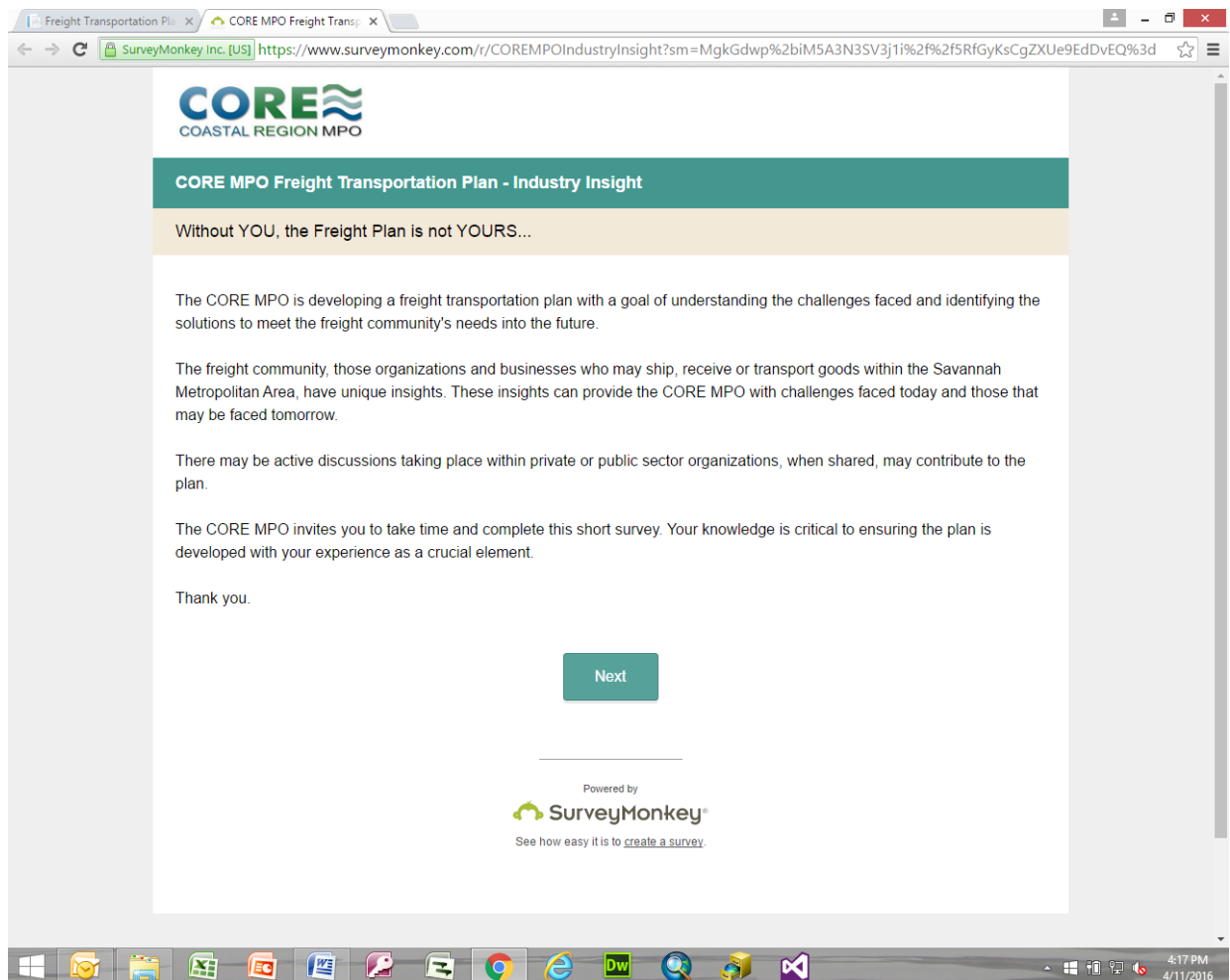


## 4. SURVEYS

To facilitate the development of the CORE MPO Freight Transportation Plan, the MPO with the assistance of the consultant firm CDM Smith developed two surveys which are published on the project website at <http://www.thempc.org/Dept/Freight>. One is the Freight Community Industry Survey and the other is the Freight Transportation Plan Feedback.

The FAC committee members helped the MPO to spread the words on the surveys to both the public and private sectors related to freight infrastructure and freight movements. The survey helped CORE MPO to get input from a wide range of participants on the various components of the Freight Transportation Plan. The following are some of the screen shots of these survey questions.

### Freight Community Industry Survey



Freight Transportation Plan - CORE MPO Freight Trans

SurveyMonkey Inc [US] https://www.surveymonkey.com/r/COREMPOIndustryInsight?sm=MgkGdwp%2biM5A3N3SV3j1%2f%2f5RfGyKsCgZXUe9EdDvEQ%3d

**CORE**  
COASTAL REGION MPO

**CORE MPO Freight Transportation Plan - Industry Insight**

**Crash-Accident Data**

"Hot spots", those areas where commercial vehicle accidents have occurred, identify potential projects to enhance roadway safety. The following are fatality, injury and the total for fatality, injury and non-injury for the counties within the Savannah Metropolitan Area.

County	2008			2009			2010			2011			2012		
	Fatality	Injury	Total	Fatality	Injury	Total	Fatality	Injury	Total	Fatality	Injury	Total	Fatality	Injury	Total
Bryan	1	34	35	1	17	18	1	25	26	4	27	31	2	17	19
Chatham	5	184	189	2	141	143	9	127	136	2	122	124	5	123	128
Effingham	1	140	141	1	8	9	2	26	28	2	37	39	1	32	33
Study Area Total	7	358	365	4	166	170	12	178	190	8	176	184	8	172	180

Source: BDOT

1. For commercial vehicle (trucks), do these statistics seem:

High                      About right                      Low

☐                      ☐                      ☐

Comments

Freight Transportation Plan - CORE MPO Freight Trans

SurveyMonkey Inc [US] https://www.surveymonkey.com/r/COREMPOIndustryInsight?sm=MgkGdwp%2biM5A3N3SV3j1%2f%2f5RfGyKsCgZXUe9EdDvEQ%3d

**CORE**  
COASTAL REGION MPO

**CORE MPO Freight Transportation Plan - Industry Insight**

**Bottlenecks**

"Bottlenecks" are locations where the flow of traffic is limited or restricted, during certain hours of the day, days of the week, or at all times.

The top locations identified as areas for review are illustrated below.

Freight Transportation Plan - CORE MPO Freight Transp

SurveyMonkey Inc. [US] https://www.surveymonkey.com/r/COREMPOIndustryInsight?sm=MgkGdwp%2biM5A3N3SV3j1I%2F%2F5RfGyKsCgZXUe9EdDvEQ%3d

**CORE**  
COASTAL REGION MPO

**CORE MPO Freight Transportation Plan - Industry Insight**

**Transported volumes by mode**

The table below identifies the total tonnage (Ktons) and value (\$M) for goods transported by truck, rail, water and air within the Savannah Metropolitan Area. This is divided into what is shipped from (Out of) and received by (Into) locations within the Savannah Metropolitan Area. A further column notes what is shipped from and to locations within the Savannah Metropolitan Area. [Further analysis will be provided on what is moving through the Savannah Metropolitan Area]

2011	Into		Out Of		Internal	
	Ktons	\$M	Ktons	\$M	Ktons	\$M
Truck	37,483.70	38,794.30	42,243.30	64,484.10	16,881.80	15,878.80
Rail	7,731.60	5,110.30	2,926.40	2,025.40	646.2	289.4
Water	3,008.80	2,396.50	7	4	5.3	0.7
Air	2.2	489.9	3.8	1,090.70	-	2
Multiple modes & other	15,504.80	15,513.30	11,421.90	12,883.40	9,016.30	4,478.10

Source: Freight Analysis Framework, http://faf.aml.gov/fafweb/Default.aspx

**4. Based on your experience, would you view these volumes and the share of goods by mode to be:**

Higher than expected      About right      Lower than expected

☐      ☐      ☐

Comment

Prev      Next

Freight Transportation Plan - CORE MPO Freight Transp

SurveyMonkey Inc. [US] https://www.surveymonkey.com/r/COREMPOIndustryInsight?sm=MgkGdwp%2biM5A3N3SV3j1I%2F%2F5RfGyKsCgZXUe9EdDvEQ%3d

**CORE**  
COASTAL REGION MPO

**CORE MPO Freight Transportation Plan - Industry Insight**

**Future modal share**

Forecasts of volumes for the year 2040 are shown below, in the same manner as the current volumes were presented previously.

2040	Into		Out Of		Internal	
	Ktons	\$M	Ktons	\$M	Ktons	\$M
Truck	45,123.10	103,812.30	49,371.60	170,871.00	11,256.30	34,468.00
Rail	11,516.80	6,042.30	5,866.80	5,866.50	1,426.50	413.9
Water	2,354.50	1,868.10	20.8	4.5	15.6	2.2
Air	6.5	1,335.30	11.8	3,416.70	1,054.80	5,305.00
Multiple modes & other	35,883.60	46,514.00	26,936.90	38,534.30	15,679.20	6,132.00

Source: Freight Analysis Framework, http://faf.aml.gov/fafweb/Default.aspx

**5. Again, based on your experience, do you believe the forecasts for 2040 to be:**

Higher than I would thought      About what I would expect      Lower than what I would have thought

☐      ☐      ☐

Comment

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Freight Transportation Plan - CORE MPO Freight Trans

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**CORE**  
COASTAL REGION MPO

### CORE MPO Freight Transportation Plan - Industry Insight

#### Performance Measures

In the public sector, performance measures provide a means to assess how the transportation system and/or a transportation agency is functioning and operating.

Performance measures help inform decision-making and create better accountability for efficient and effective program implementation.

Performance measurements serve the following three functions:

Plan Development – Provide a means to quantify baseline system performance and impacts of plan options to support trade-off decisions and help communicate the anticipated impacts of different investment strategies.

Plan Implementation – Support plan implementation by emphasizing agency goals/ objectives and integrating them into budgeting, program structure, project selection, and project/program implementation policies.

Accountability – Facilitate tracking and reporting on system performance relative to plan goals and objectives to support accountability for plan implementation and results.

<b>Economic Activity:</b> Support the economic vitality of the region, matching the community's goals, especially by enabling local, regional and global competitiveness, productivity and efficiency.	
<b>Objectives:</b> <ul style="list-style-type: none"> <li>Minimize work trip congestion</li> <li>Promote projects which provide the maximum travel benefit per cost</li> </ul>	<b>Performance Measures:</b> <ul style="list-style-type: none"> <li>Project cost/vehicle miles of travel (VMT)</li> <li>Reductions in VMT</li> <li>Work trip vehicle hours of travel (VHT)</li> <li>Sustained or increased funding status</li> <li>Increased Sustainable development incorporating mixed-use, pedestrian-oriented design</li> </ul>
<b>Safety:</b> Ensure and increase the safety of the transportation system for all users, including motorized vehicles, bicyclists and pedestrians.	

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Freight Transportation Plan - CORE MPO Freight Trans

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**CORE**  
COASTAL REGION MPO

### CORE MPO Freight Transportation Plan - Industry Insight

#### Modal profiles

A technical memorandum has been developed providing a detailed inventory of freight related infrastructure in the study area.

On the freight plan webpage where the link to this survey is provided, there is a link to this document, Regional Freight Profiles.

We would greatly appreciate your time by reviewing the document and providing any updates or comments. Please send your input to us through the Freight Transportation Plan Feedback Survey on the freight plan webpage.

Prev Done

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## Freight Transportation Plan Feedback

**CORE MPO Freight Transportation Plan Feedback**

Thank you for your observations and comments!

Your input is critical to the success of the CORE MPO Freight Transportation Plan. Without your observations and comments, the plan may not be cognizant of the total needs of the community and freight centric businesses.

If you are citing a specific location or area, please provide an address, closest intersection, or possibly mile markers and the road name. This will help the team to better understand your comment.

Thank you for your time taken to provide your input!

**1. What freight related "infrastructural" observations or comments would you like to provide to the team?**

**2. What freight related "policy" observations or comments would you like to provide to the team?**

**3. What observation or comment would you like to provide for the team's benefit that is not infrastructural or policy related? E.g. "How do I receive an invitation to the Advisory Committee meeting?", "I would like to speak with one of the team members for the CORE MPO Freight Transportation Plan."**

**4. At what email address would you like to be contacted?**

**5. What is your first name?**

## 5. CORE MPO AND MPC INPUT

### 5.1 Input Process

During the development of the CORE MPO Freight Transportation Plan, the MPO staff presented the planning products to the MPO Board and its advisory committees as well as the Planning Committee of the Chatham County – Savannah Metropolitan Planning Commission (MPC). This effort was to invite the people of technical expertise besides the Freight Advisory Committee to review and provide comment on the freight plan components – the freight inventory, the freight forecast, the freight performance measures, the land use analysis and recommendations, and the infrastructure improvement recommendations.

The table below lists the committee involvement process. Verbal comments received from these committees are addressed at the meetings. Significant comments are documented as a part of the freight plan development and are listed in the next section.

**Table 5-1: CORE MPO Freight Transportation Plan Presentations at CORE MPO Board and Advisory Meetings**

Meeting	Date
MPC Planning Meeting	January 26, 2016
Citizens Advisory Committee Meeting	February 25, 2016
Technical Coordinating Committee Meeting	March 2, 2016
Advisory Committee and Accessible Transportation Committee Meeting	March 7, 2016
CORE MPO Board Meeting	March 9, 2016
Citizens Advisory Committee Meeting	April 7, 2016
Technical Coordinating Committee Meeting	April 21, 2016
Advisory Committee and Accessible Transportation Committee Meeting	April 25, 2016
CORE MPO Board Meeting	April 27, 2016

## 5.2 Comment and Response

This section provides a summary of the comments received as well as the responses from the CORE MPO regarding the Freight Transportation Plan. The extensive comments from the Georgia Department of Transportation (GDOT) are listed at the end as a separate file.

**Table 5-2: Comments (with Responses) Received for the CORE MPO Freight Transportation Plan**

Comment	Response
What is the status of the air freight in the Savannah area?	The Savannah/Hilton Head International Airport (SAV) is the only commercial air freight destination for the study area. The physical carriage of goods in this mode occurs on dedicated, cargo configured aircraft or in the “belly” or luggage compartments of passenger aircraft. Aside from the commuter carriers that service the airport, the SAV has small firms and major industry providers (such as FedEx and DHL) who serve the airport. SAV has experienced a decrease in aircraft traffic. The use of the airport for cargo transport has leveled off the last few years following the economic downturn of 2009. The air cargo tends to be low in weight and high in value.
Have you considered Jasper Port in the Freight Transportation Plan?	The study area of this Freight Transportation Plan is the Savannah Metropolitan Statistical Area (MSA) that includes Chatham, Bryan and Effingham Counties in Georgia. The Jasper Port Terminal will be located in South Carolina across the Savannah River from Georgia. Though it’s not located in the study area, this port has been identified as a future need in the freight plan and its construction has been included in the long-term infrastructure improvement project list recommendations.
CORE MPO does not have authority over land use planning and implementation. How are you going to implement the freight land use recommendations?	Many of the Freight Advisory Committee members are planners or engineers from the municipalities where freight development is a major part of their economy and are aware of the land use recommendations. The finalized CORE MPO Freight Transportation Plan will be made available to the local municipalities and governmental agencies (CORE MPO member suggestion) to facilitate their efforts on comprehensive plan updates, mapping updates of the land use and zoning layers, and conduction of developmental services. CORE MPO will provide assistance during the process where appropriate.
There are some vacant industrial sites along West Bay Street. Have they been considered in the land use recommendations?	The CORE MPO Freight Transportation Plan recommends infill within the existing industrial clusters as a priority for freight land use. The existing freight clusters have been identified in a series of maps, including areas in West Savannah.



How will the newly announced inland port development in Chatsworth, GA impact freight movements for the Savannah area?	The development of this inland port might have the potential impact of reducing truck traffic along the major freight corridors in the Savannah area by providing an alternative of transporting freight via rail. However, the mode choice is still determined by the shippers based on logistical costs and other factors.
Isn't the I-95 at SR 21/Augusta Rd Interchange Reconstruction a short-term project that has been let for construction?	No. The complete interchange reconstruction at I-95/SR 21 is a long term need. The project let for construction is the design-build project for a Diverging Diamond Interchange, which will provide some congestion relief.
Does this freight plan include information on commuter patterns?	The Economic Impact Market Assessment of the freight plan includes not only major employer information, but also workforce information. The table of "Employment Location by County" illustrates where the employed residents within the Savannah MSA travel to for work while the table of "Employee Origin by County" illustrates that the origins of the workforce within the area are located within Bryan, Chatham, and Effingham Counties. According to these tables, about 58 percent of Effingham County residents and around 52 percent of Bryan County residents are employed within Chatham County. The tables indicate that Chatham County is not only a hub for the Savannah MSA, but also serves as a hub for the Coastal Workforce Investment Area (WIA). From this information, it can be deduced which highways will be used by these commuters (I-95, I-16, SR 21, US 17, etc.).
Does this freight plan consider climate change impact?	The Environmental and Community Impact Scan and Analysis of the freight plan include some information on potential freight impacts on natural resources, particularly wetlands in the Savannah area and some discussion about how to avoid/mitigate these impacts. The land use recommendations identified the vacant or undeveloped land parcels, and then filtered the coastal wetlands out to only include parcels located adjacent to the freight transportation network. This is targeted to preserve the wetland's functions to mitigate climate change impacts.



<p>What is the status of the Federal Highway Administration (FHWA) freight performance measures development?</p>	<p>When the CORE MPO Freight Transportation Plan started developed, the FHWA freight performance measures were to come out in 2014 so that this freight plan could adopt the federal measures. However, as of May 2016 the FWHA still has not finalized the federal freight performance measures. The CORE MPO's freight plan developed its own multi-modal performance measures based on data availability, the existing MPO plans, and examples from other states. When the federal freight performance measures are finalized, the CORE MPO Freight Transportation Plan will be amended so that our measures align with the federal measures.</p>
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CORE MPO Freight Study (Phase II)

General Comments

GDOT Comments	MPO Response
Enlarge all maps to 11x17 and create an inset of the City of Savannah area	The map template has been set at the beginning of the study, so it's impossible to achieve this change as hundreds of maps have been created during the study process.
Ensure the font of the document is consistent throughout the plan.	Double checked and font revised.
Ensure all figure headings are consistent	Double checked and headings formatted.
Adjust the page numbers for 10-10 to 10-27 such that the numbers aren't cut off	The final document has the correct format and layout.

Page Specific Comments

Page	GDOT Comments	MPO Response
1-1	<b>Introduction:</b> Provide a footnote to reference Phase I. Provide a short summary of Phase I since Phase II builds on the analysis of Phase I.	A short description of the Phase I study has been added to the document (see below)  Phase I of the Plan ( <a href="http://www.thempc.org/Dept/Freight">http://www.thempc.org/Dept/Freight</a> ) has three focus – 1) presentation of a current inventory of infrastructure within Chatham County, Georgia, related to the movement of goods in a multi-modal environment; 2) review of current policies identifying those with an inherent freight focus; and 3) development of a modal usage narrative, accompanied with readily available, commodity flow information.
	Clarify why this plan does not reference the 2040 MTP which was adopted August 2014.	This has been fixed.  When the Phase II plan started development, the 2040 MTP update was ongoing. This plan references the 2035 MTP, many of whose information was carried forward to the 2040 MTP (goals and objectives, performance measures, etc.). Before completing the freight plan, consistency with the 2040 MTP has been checked. The final documents reference the 2040 MTP instead of the 2035 MTP.
	Add an appendix to document the participation process and the role of the special freight interest group. Be sure to include an evaluation of public outreach efforts.	An appendix has been created to summarize the participation process for the freight plan development. It has been posted to the freight plan's project website at <a href="http://www.thempc.org/Dept/Freight">http://www.thempc.org/Dept/Freight</a> .
2-1	<b>2.1.1:</b> Specify the associated characteristics used as a predictor for truck usage.  Highway functional classification and associated characteristics may be used as a predictor of truck usage. As a whole, the intended use and vehicle design will guide features that may induce	Some explanations have been added to the text (see below).  Most trucks rely on the interstate, expressway and arterial roads to move freight.
	Confirm if the mileage of local roads where trucks are not allowed are accounted for.	Please be noted that trucks are allowed to travel on local roads.
2-2	<b>Figure 2-1:</b> The functional classification presented in Figure 2-1 does not reflect the functional classification depicted on Table 2-1.	Table 3-1 divides the FC into rural and urban categories while the original Figure 3-1 does not differentiate rural/urban roads. Figure 3-1 has been revised to show both urban and rural FC categories.

2-5	Describe how the top 20 roadways determined.	A short sentence has been added (see below).
	<b>The average truck percentage and AADT for the top 20 roadways in the study area are stated</b>	<a href="#">These segments are sorted by the total truck AADT based on 2011 data.</a>
	<b>Table 2.2:</b> Per the referenced link, the speeds noted on the table are the maximum speeds set by the State of Georgia based on rural and urban interstates, and other limited access roads for cars and trucks. Add the term “Maximum” before “Speed”	Yes, these are speed limits set by the State of Georgia. This section provides an inventory of the current status. There is no such concept as “Maximum Speed Limit”.
2-6	<b>Table 2-3:</b> Indicate the year for the AADTs and Truck percentages	Data for 2011
	<b>Table 2-4:</b> In a note below the table, indicate the meaning of the “*”.	This should have been a footnote and not an asterisk. Correction has been made and the footnote had been added.
	<b>Table 2-5:</b> The percentages for Principal Arterial and Urban/Minor Collector do not equal 100%. Revise these rows such that it is equal to 100%.	This appears to be related to rounding methods. The numbers have been rounded to the nearest tenth.
2-7	<b>Insert term:</b> Currently, almost 31 percent of roads in the <i>study area</i> ....	Done
	Provide a footnote in order to reference the PACES Manual	Done
2-9	<b>Second paragraph:</b> the "load posted" definition is repeated in the same paragraph. Suggestion: eliminate second sentence and add the meaning of the column "Posting" of Table 2-7 ("open" and "posted for load" definition)	The repetition is necessary here. “Open” has been defined in the table.
	Remove the term functionally obsolete (FO) from the sentence provided below and Table 2-7  <b>bridges are described as structurally deficient (SD) or functionally obsolete (FO). A bridge with a</b>	FO is listed here to give a more comprehensive understanding of the bridge status. This information is useful in the freight improvement project identification.
	<b>Table 2-7:</b> Clarify the meaning of the term “Open”	“Open” means no weight restrictions. The clarification has been added to the table.
	Provide a list of projects that address the structure concerns noted in Table 2-7. If the projects are referenced in Chapter 10 short-term, mid-term, and long-term improvement projects, then make a reference.	A sentence has been added (see below).  <a href="#">The bridge projects that have not been implemented are listed as infrastructure improvement recommendations in this plan (see Chapter 11).</a>
2-11	Provide a footnote that includes a link to the FAF3	Done
2-13	<b>Figure 2-8:</b> Enlarge the map to enhance visibility and provide a legend for the CSX map on the right.	The maps have been enlarged by breaking out into two images.
2-15	<b>Figure 2-9:</b> Add the intermodal yards to the map (see section 2.5)	Done
2-16	With the expansion of the Panama Canal, describe the anticipated impacts to the maritime transport system and describe the potential need(s) associated with the expansion.	This chapter provides an overview of the current system operation. The impacts of Panama Canal are future needs which are discussed in Chapter 6.
	Provide the source for the statement referenced below.  <b>roll-off), break-bulk, container, and reefer (refrigerated) operations. This port is ranked four nationally as one of the top container ports by port calls and vessel types. Table 2-9 shows the</b>	Source added.
2-17	<b>2.4.1:</b> Since there has been a need identified for the future development of the Jasper Port, has the MPO consider identifying how the opening of Jasper Port will potentially address the needs identified in this plan or how the other freight modes will be impacted?	This chapter provides an overview of the current system operation. Jasper port has been identified as a long-term project in this Freight Transportation Plan (see Chapter 11) even though it’s not located in the freight plan study area. Its impact to accommodate additional capacity growth of GPA has been added to the end of Chapter 6 – future freight growth.
2-18	<b>Term replacement:</b> On the last bullet listing the operational highlights, replace the term “provides” with “immediate”. Reference the last bullet for Garden City Terminal.	Replaced
3-2	Explain why an additional 6 districts was added (reference below sentence)	The analysis used 48 freight districts, so the number 42 has been corrected. The paragraph has been revised (see below).  <a href="#">After aggregating the TAZs, the FAF disaggregation used 48 freight districts in the analysis. Figure 4-2 illustrates the freight districts (the color differences signal</a>

	After aggregating the TAZs, the FAF disaggregation used 42 freight districts in the analysis. <b>Figure 3-2</b> illustrates the freight districts. After aggregating the TAZs with input from the CORE MPO staff, the FAF disaggregation will have 48 freight districts in the study area. However, the federal	different freight districts and the numbers signal specific freight districts).
	It is not clear what industry types and employment characteristics are within each district. Describe the freight districts which could be illustrated on Figure 3-1.	Each freight district is different. For example, District 8 incorporates the Georgia Ports Authority while District 14 is the Savannah/Hilton Head International Airport area. Employment codes for the districts are maintained in a database.
3-3	<b>Figure 3-1:</b> Reference the color codes in the legend.	There are hundreds of TAZs and the color differences signal different TAZs. A short sentence has been added to the text for explanation. These colors are assigned by GIS, so it's impossible to add the color codes in the legend.
3-4	<b>Figure 3-2:</b> Reference the color codes and numbers in the legend	There are over 40 freight districts. The color differences signal different freight districts and the numbers signal specific freight district. A short sentence has been added to the text for explanation. These colors are assigned by GIS, so it's impossible to add the color codes in the legend.
3-5	<b>Figure 3-3:</b> Reference the color codes and numbers in the legend	A short sentence has been added to the text.  The map shows which freight districts are located in which county as the counties are shown in different colors.
3-6	<b>Figure 3-4:</b> Provide a description of the arrows pointing to/from the US and other countries.	These double-direction arrows are self-explanatory indicating both import and export between the origin-destination pairs (e.g. both import and export between a FAF zone in USA and East Asia). No description is needed.
4-2	Confirm if Tables 4-3, 4-6, 4-8, etc. are the same as illustrated on Figure 3-2.	Yes
5-1	<b>Table 5-1:</b> Clarify why the population growth from 2000 to 2010 is labeled as projected population growth.	Corrected –“projected” deleted.
5-3	<b>Footnote reference #1:</b> Add the specific website, <a href="http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/StatewideFreightandLogisticsPlan-TaskReport2.pdf">http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/StatewideFreightandLogisticsPlan-TaskReport2.pdf</a>	Added
5-7	Remove error message noted below and update as appropriate.  ...the Georgia Freight transportation plan study area has a significant and substantial impact on local, regional, and state economies. <b>Error! Reference source not found.</b> illustrates where the	Corrected. The final document has correct formatting.
5-8	<b>Footnote reference #13:</b> Specify in which part of the Georgia Freight Plan such statement is coming from. Planner could not verify the statement.	Link added.
5-9	<b>Footnote references #15 and #16:</b> Specify where the information is obtained	Source added.
5-10	<b>Footnote reference #20:</b> Planner could not verify "840 centerline mileages" at the link specified: <a href="http://www.dot.ga.gov/DriveSmart/Data/Documents/400%20Series/449/DPP449_2009.pdf">http://www.dot.ga.gov/DriveSmart/Data/Documents/400%20Series/449/DPP449_2009.pdf</a>	Source rechecked and revised.
5-12	<b>Footnote #23:</b> Add source link <a href="http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/TruckModal-Task3.pdf">http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/TruckModal-Task3.pdf</a>	Done
5-13	<b>Table 5-14:</b> Add source link <a href="http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/TruckModal-Task3.pdf">http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/TruckModal-Task3.pdf</a>	Done
	<b>Footnote #42:</b> Add source link <a href="http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/MarineModal-Task3.pdf">http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/MarineModal-Task3.pdf</a>	Done
5-15	<b>Footnote #31:</b> Add source link <a href="http://www.dot.ga.gov/PartnerSmart/Public/Documents/publications/FactBook/GeorgiaDOT-FactBook.pdf">http://www.dot.ga.gov/PartnerSmart/Public/Documents/publications/FactBook/GeorgiaDOT-FactBook.pdf</a> (page 23)	Done
5-16	<b>Update:</b> ...which is owned by the <u>State of Georgia</u> and operation maintained...	Updated
	<b>Footnote #37:</b> Change (old link) <a href="http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/RailModal-Task3.pdf#search=ogeechee%20railway">http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/RailModal-Task3.pdf#search=ogeechee%20railway</a>	Done
5-17	<b>Footnote #42:</b> Add source link <a href="http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/MarineModal-Task3.pdf">http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/MarineModal-Task3.pdf</a>	Done
5-19	Complete the referenced sentence.	Fixed

	<b>Figure 5-3</b> shows the breakdown of the top refrigerated commodities. The Garden City Terminal handles 40 percent of the nation's poultry exports which total 3 billion pounds a year. In terms of markets, Mexico is a top market for poultry products from Georgia. For other forms of refrigerated cargo products, the top five exporters and importers are identified in	
5-24	<b>Table 5-19:</b> The table is duplicated remove one	Fixed
	Based on previous sections of the plan, there is an introduction/discussion for tables and figures illustrated. Update this section such that there is an introduction/discussion for Table 5-19.	This appears to be a format issue. The document has been revised so that the discussions and the table are connected.
	Confirm if there should be additional information after the referenced sentence. Complete the referenced sentence or remove  Intermodal facilities are generally concentrated within the Atlanta and Savannah areas.	This appears to be a format issue. The document has been revised so that the paragraphs are connected.
	Complete the referenced sentence or remove  identifies the intermodal facilities located in the Savannah area.	This appears to be a format issue. The document has been revised so that the paragraphs are connected.
	Source data could not be verified, please specify origin	Source rechecked
5-25	<b>Table 5-20:</b> Add link <a href="http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/RailModal-Task3.pdf">http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/RailModal-Task3.pdf</a>	Done
6-1	<b>Rail System:</b> Add a reference in first paragraph <a href="http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/RailModal-Task3.pdf">http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/RailModal-Task3.pdf</a>	Done
	<b>Air Cargo:</b> Add a reference in first paragraph <a href="http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/GeorgiaAirCargoModal-Task3.pdf">http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/GeorgiaAirCargoModal-Task3.pdf</a>	Done
	<b>Maritime Transport System:</b> Add a reference in first paragraph <a href="http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/Task5-Recommendations.pdf">http://www.dot.ga.gov/InvestSmart/Freight/Documents/Plan/Task5-Recommendations.pdf</a>	Done
6-3 6-5 6-7 6-8 6-10 6-12	<b>Figures 6-1, 6-2, 6-3, 6-4, 6-5, 6-6</b> 1) Add the airport and military symbol to the legend and map 2) Place the ports on the map since other freight modes are on the map	Done
6-13	Since there is more recent crash data (2014), clarify why the data used was 2008 to 2014.	When the analysis was done, the most up-to-date data was 2008-2012.
	<b>Table 6-6:</b> Recalculate the Study Area Total row. The only the fatalities column is calculated correctly.	This is a format issue. The table width has been adjusted so that the total number of accidents is shown in the row.
6-14	Add a note at the bottom of Table 6-7 to define PDO and FC	Done
6-15	In the legend, reference the bold light blue line	Done
6-16	<b>Table 6-10:</b> A location map of the count station would be useful.	
	<b>Table 6-10:</b> Specify the Office which provided the count station data was received instead of just noting GDOT.	Fixed
6-19	<b>Table 6-15:</b> Remove the term obsolete	The text here documents the input from the Freight Advisory Committee. The design standards of I-516 are actually "obsolete".
	Move Figure 6-8: Bottleneck Locations throughout the Study Area to the next page such that the figure is labeled.	This appears to be a format issue. The document has been revised so that the map and label are connected.
6-20	<b>Figure 6-8:</b> 1) Add the airport reference to the legend 2) Add the ports locations to the map and provide a reference in the legend 3) Providing the segment call out number would be useful such as the ones provided for Figure 6-7	Done
7-4	Based on the response provided for 1.1, the referenced LRTP should be updated.  objectives within the CORE MPO 2035 LRTP Framework Mobility Plan, as well as the CORE MPO's	Updated
7-5	Update to include the missing performance measure for Goal 4.	Updated

	<ul style="list-style-type: none"> <li>Transit Ridership</li> </ul>	
7-4 7-5	Based on the response provided for 1.1, the referenced goals, objectives, and performance measures should be updated.	Updated
7-6	Specify the CMP that is being referenced.  The CORE MPO's CMP has two main goals which include: 1) identifying problem areas through the use of travel-time studies, and 2) presenting recommendations to improve the traffic flow on the transportation system as whole, as well as on specific corridors. To further these goals, the CMP	2007 and 2009 CMP
	<b>Table 7-4:</b> Place a footnote which references the plans identified in other states.	
7-7	Based on the response provided for 1.1, the referenced LRTP should be updated. Also, specify the CMP referenced.  planning processes including the CORE MPO 2035 LRTP Framework Mobility Plan updates and  from existing performance measures identified within the CORE MPO 2035 LRTP Framework Mobility Plan and Congestion Management Plan. These performance measures are already in use	Updated
7-8	The goals, objectives, and strategies of the Tricentennial is not referenced in this plan, provide this information and a reference in the foot note for the document.	Some language has been added to the document.  <b>Table 8-5</b> provides example freight performance measures against the goals and objectives identified under the Tricentennial Comprehensive Plan ( <a href="http://www.thempc.org/Dept/Comp">http://www.thempc.org/Dept/Comp</a> ), which was developed by the Chatham County – Savannah Metropolitan Planning Commission (the hosting agency of CORE MPO), and whose transportation section incorporates components of the CORE MPO's MTP.
7-9	Explain how the MPO staff provided the MPC, TCC, and the freight task force an opportunity to participate in the discussions/collaborations to develop the performance measures and parameters as specified in Table 7-6. This should also be documented in the public involvement report.	Some language has been added to the document.  The development of these performance measures was guided by the Freight Advisory Committee. The recommended measures were vested by the CORE MPO Board and its advisory committees as well (see Appendix for details).  An appendix has been developed to document the public involvement process.
8-5	<b>Figure 8-1:</b> Specify the age category in the legend.	The text indicated that the age of vulnerable populations are over 65 or under 10. It has been shortened to Age in the legend. A footnote has been added under the map to explain Age.
8-6	In regards to the statement provided below, Figure 8-1 illustrates the EJ areas but no the location of freight modes. Revise the map such that it illustrates what is described in the clip provided below.  In the case of this report, negative impacts refer to freight-based operations and facilities. As the map in <b>Figure 8-1</b> shows, the majority of the rail lines are located in the identified EJ areas, as well as with many at-grade rail crossings. The Port of Savannah and the Savannah – Hilton Head	Map updated.
8-8	In the paragraph below, reference Chapter 9 (including appropriate subsection) instead of Tasks 3 and 6.	Fixed.



	The freight land use analysis in Task 3 determines if incompatible land use adjacencies between freight-based facilities and residential development currently exist, if current zoning ordinances allow or discourage such adjacencies, and if the Future Land Use Map continues these trends. The freight impact on natural resources is a part of the land use analysis (Task 3). The result of the analysis will help develop freight land use recommendations in Task 6.	
8-9	<b>Figure 8-3:</b> 1) Add the airport reference to the legend 2) Add the ports locations to the map and provide a reference in the legend	Map updated
9-4	<b>Update:</b> <del>As shown in Table 9-4 and illustrated....</del>	Done
9-5	<b>Figure 9-1 &amp; 9-2:</b> 1) Add the airport reference to the legend 2) Add the ports locations to the map and provide a reference in the legend	Map updated
9-7	Based on previous sections of the plan, there is an introduction/discussion for tables and figures illustrated. Update this section such that there is an introduction/discussion for Table 9-4.	This appears to be a format issue. The document has been revised so that the tables, figures and discussions are connected.
9-8	<b>Figure 9-3:</b> 1) Add the airport reference to the legend 2) Add the ports locations to the map and provide a reference in the legend 3) Adjust the colors such that the railroad systems can be seen throughout the study area	Map updated
10-3	<b>Figure 10-1:</b> 1) Add the airport reference to the legend 2) Add the ports locations to the map and provide a reference in the legend 3) Once all maps are enlarged and an inset is created for the City of Savannah, Figures 10-2, 10-3, & 10-4 can all be depicted on Figure 10-1 with clarity.	Map updated
10-11	<b>Figure 10-5:</b> 1) Add the airport reference to the legend 2) Add the ports locations to the map and provide a reference in the legend 3) Once all maps are enlarged and an inset is created for the City of Savannah, Figures 10-6, 10-7, & 10-8 can all be depicted on Figure 10-5 with clarity.	Map updated
10-15	<b>Figure 10-9:</b> 1) Add the airport reference to the legend 2) Add the ports locations to the map and provide a reference in the legend 3) Once all maps are enlarged and an inset is created for the City of Savannah, Figures 10-10, 10-11, & 10-12 can all be depicted on Figure 10-9 with clarity.	Map updated
10-19	<b>10.3 &amp; 10-4:</b> Explain how the MPO staff coordinated and collaborated with the MPC, TCC, and the freight task force in order to develop policy recommendations regarding freight needs. Are the policy recommendation supported by the MPC. Coordination efforts should be documented in the public involvement report.	Some language has been added to the document.  The development of these recommendations was guided by the Freight Advisory Committee. The recommendations were vested by the CORE MPO Board and its advisory committees as well (see Appendix for details).  An appendix has been developed to document the public involvement process.
10-22	<b>10.5.1:</b> Provided PI numbers for the projects listed	Updated
10-23	<b>Table 10-5:</b> Provided PI numbers for the projects listed	Updated
10-24	Specify the freight plan referenced in the sentence below.  <i>1 List of Recommendations from the CORE MPO Regional Freight Plan</i> <i>3 Projects from the CORE MPO 2040 Total Multimodal Plan</i>	CORE MPO Freight Transportation Plan Phase II

	Clarify.  5 GDOT PI	GDOT TPRO
10-25	Table 10-6: Provided PI numbers for the projects listed	Updated
10-27	Table 10-7: The I-16 widening project and I-16 interchange project should be removed and added to table 10-5	These two projects have been moved to the short-range project list.