

CORE

COASTAL REGION MPO



DRAFT -- Meeting Notes

FREIGHT ADVISORY COMMITTEE MEETING Wednesday, August 13, 2014

Prepared by:

**CDM
Smith**[®]

September 2014

FREIGHT ADVISORY COMMITTEE

Wednesday, August 13, 2014 • 9:30 AM – 12:00 NOON

Georgia Institute of Technology, 210 Technology Circle, Savannah, GA 31407

PARB 255

Attendees

Name	Agency
Jeff Ricketson	HAMPO/ LCPC
Andy Edwards	FHWA
Toss Allen	Effingham County
Tom Thomson	MPC/CORE MPO
Mark Wilkes	MPC/CORE MPO
Wykoda Wang	MPC/CORE MPO
Page Siplon	Georgia Center of Innovation for Logistics
Joe Drake	Gulfstream Aerospace Corporation
Don Sullens	CEMA
Tom McQueen	GDOT
Anna Chafin	Development Authority of Bryan County
Stephen Henry	City of Savannah
Randy Weitman	Georgia Ports Authority
Patrick Anater	CDM Smith
Adam Ivory	CDM Smith
Keith Bucklew	CDM Smith

Meeting Summary

The 2nd meeting of the Freight Advisory Committee (FAC) was called to order. 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 an 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.