

# Greater Charlotte Regional Freight Mobility Plan



## MEETING SUMMARY Steering Committee Meeting 1 of 5

September 23, 2015

9:00 – 10:30 a.m.

*Gastonia Conference Center, Room 205*

### Attendees:

Jay Almond, *Rocky River RPO TCC-Town of Badin*

Patrick Anater, *CDM Smith*

Loretta Barren, *FHWA*

Andrew Bryant, *GCL MPO TCC-Lincoln County*

Catherine Campbell, *NC Railroad*

Brian Carnes, *RFATS TAC-Lancaster County*

Phil Conrad, *CR MPO*

Carrie Cook, *Charlotte Chamber of Commerce*

John Dillard, *CSX Transportation*

Bill Dillon, *CPCC*

Greg Fennell, *NC State Ports Authority*

John Galles, *Greater Charlotte Biz*

Tim Gibbs, *City of Charlotte DOT*

Clifton Goolsby, *RFATS TCC-City of Rock Hill*

Zac Gordon, *CR MPO TCC-City of Kannapolis*

Stuart Hair, *Charlotte Douglas International Airport*

Edd Hauser, *UNC Charlotte*

Donny Hicks, *Gaston County EDC*

Jessica Hill, *Centralina COG*

Michael Johnson, *City of Statesville*

Willie King, *Gaston County*

Durwood Laughinghouse, *Norfolk Southern*

Joe Lesch, *CRTPO TCC-Union County, NC*

Joel Long, *Greater Gaston Development Commission*

Allison Love, *RFATS TCC-York County*

Vi Lyles, *CRTPO TAC-City of Charlotte*

Mike Manis, *Centralina COG/CEDC*

Sarah McAulay, *CRTPO TAC-Town of Huntersville*

Bill McCarter, *Cleveland County*

Robby Moody, *Catawba Regional COG*

William Morgan, *City of Statesville*

Michelle Nance, *Centralina COG*

Doug Paris Jr., *Town of Midland*

Jim Prosser, *Centralina COG*

Kristin Reese, *Cleveland County Economic Development Partnership*

Victoria Rittenhouse, *Centralina COG/CEDC*

Michael Sandy, *Rocky River RPO TCC - Stanly County*

Paul Stratos, *Stanly County EDC*

Fern Shubert, *CRTPO TCC-Town of Marshville*

Ed Thum, *Aberdeen Carolina & Western Railway*

Bill Thunberg, *Lake Norman Regional Transportation Commission*

Andrew Ventresca, *CRTPO TCC-City of Statesville*

Jason Wager, *Centralina COG/CCFC*

# Greater Charlotte

## Regional Freight Mobility Plan



### Discussion Question 1: What outcome(s) are needed to make the regional freight mobility plan a success?

- Transportation system needs to represent the interests of all the different users
- Transportation network needs to support a prosperous economy and is connected to the global market
- Safety and efficiency of network to adequately and quickly clear incidents
- Needs to be a balanced and integrated approach with economic development
- Avoid issues of winners and losers
- Build on our region's assets to become a global hub of international commerce
- Create the best communities to attract businesses and maintain quality of life of residents
- Must create a mechanism for regional collaboration
- Identification of freight infrastructure needs that can be incorporated into regional transportation plans
- Efficient and safe movement of people and freight in and through the region
- Identification of responsible organizations to take charge of specific tasks and/or decisions
- A balanced approach across all modes
- Open communication to avoid future conflicts
- Incorporate freight as part of the planning processes in the future
- Funding implementation strategies for recommendations
- Must be practical, actionable and address issues for both urban and rural areas within the region
- Must accommodate for the future growth and development of the region
- Continue our trend of regional collaboration and implementation
- Focus on supporting and growing the regional economy in both urban and rural areas
- Must help the region attract new businesses and industries
- Must include the input of region's freight users to meet both current and future priorities
- Identify workforce skill sets to support region's economy and freight logistics and distribution organizations
- Recognize the link between land use, economic development and freight mobility
- Maximize region's existing assets to market economic competitiveness
- Modes must be complementary
- Plan must be actionable with strategies for implementation with best practices from around the nation
- Influence the region's growth and future changes
- Increase the global competitiveness of the region
- Improve the efficient movement of freight to improve the region's air quality
- Actionable strategies for improving energy and environmental concerns related to quality of life

# Greater Charlotte

## Regional Freight Mobility Plan



- Identify and address region's barriers that industries are concerned with
- Recommendations must be actionable and relative for the whole region
- Private sector participation and acceptance is imperative
- Strategies must include projects for local level implementation and inclusion into local plans
- Safety and adaptability of the system to current and future priorities
- Incorporate rural resources and shrink the gap between urban and rural areas

### **Question 2: What are the current challenges impacting efficient freight movement in the Greater Charlotte Region?**

- Congestion – not just linear but also the connections
- Lack of connections
- Limited facilities to support freight system
- Poor incident management
- Competition with neighbors
- Logistics companies are better coordinated
- Funding for transportation/infrastructure projects
- Improving/expanding the transportation system while in operation
- Patchwork land development and poor connectivity between
- NEPA processes and other environmental impacts
- Additional need for collaboration between public entities
- Inadequate infrastructure east of Charlotte
- Grade separation between modes
- Lack of double tracking
- Lack of planning
- Incidents outside the region impacts the region's transportation network
- Distance of traffic congestion
- Roadways and infrastructure is not efficient for trucks
- Monroe bypass delays are hindering port access and region's economic development
- Limited interface of planning and construction for all modes
- Freight not highly ranked in transportation planning processes