

Greater Charlotte Regional Freight Mobility Plan



MEETING SUMMARY

Steering Committee Meeting 3 of 5

May 19, 2016

10:00 a.m. – 12:00 p.m.

Matthews, NC

Attendees:

Patrick Anater, *CDM Smith*

Donald Arant, *NC Railroad*

Charity Barbee, *ElectriCities*

Douglas Banez, *Hubpoint*

Jeff Boothby, *Woodsmen Forestry*

Andrew Bryant, *GCL MPO TCC-Lincoln County*

Carrie Cook, *Charlotte Chamber of Commerce*

Brian DuPont, *Town of Mount Holly*

Greg Edds, *CR MPO TAC - Rowan County*

Charles Edwards, *NC DOT*

Michael Gallis, *Michael Gallis & Associates*

Tim Gibbs, *City of Charlotte DOT*

Clifton Goolsby, *City of Rock Hill*

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

Andy Grzyski, *City of Charlotte DOT*

Stuart Hair, *Charlotte Douglas International Airport*

Bjorn Hansen, *GCL MPO*

Donny Hicks, *Gaston County EDC*

Jessica Hill, *Centralina COG*

Josh Hillard, *Woodsmen Forestry*

Rob Hillman, *CEDC*

Jenny Humphreys, *CDM Smith*

Durwood Laughinghouse, *Norfolk Southern*

Joe Lesch, *Union County*

Allison Love, *RFATS TCC-York County*

Mary Mackson, *NC State Ports Authority*

Janet Malkemes, *CPCC*

Mike Manis, *Centralina COG/CEDC*

Bill McCarter, *Cleveland County*

Robby Moody, *Catawba COG*

Michelle Nance, *Centralina COG*

Sushil Nepal, *Town of Huntersville*

Doug Paris Jr., *Town of Midland*

Jim Prosser, *Centralina COG*

Srinivas Pulugurtha, *UNC Charlotte*

Victoria Rittenhouse, *Centralina COG*

Paul Stratos, *Stanly County EDC*

Fern Shubert, *CRTPO TCC-Town of Marshville*

Dana Stoogenke, *Rocky River RPO*

Robert Van Geons, *Rowan Works*

Andrew Ventresca, *City of Statesville*

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Discussion Question 1: The bi-state Regional Freight Mobility Plan has allowed us to think about the location of manufacturing and other freight related land uses, and the freight movements created by these uses, across local jurisdiction and MPO boundaries.

A. What conflicts are created through lack of coordination on the location of freight related land uses?

- Land use - develop commercial activities into freight routes instead of incentives to develop elsewhere
- Local priorities can differ from the regional priorities - big stumbling block
- Gap in planning/modeling to understand impacts of freight on land use & transportation systems
- Freight impacts are reacted to generally v. planned for efficiency
- Lack of centralized market
- Lag time between freight needs & infrastructure development
- Inefficiencies from not having a coordinated approach for freight movements - more effective to coordinate different freight systems
- Segmented road systems-non consistent roads (different divisions-jurisdictions)
- Each City in it for themselves – not utilizing or improving areas for freight growth
- Allowing developers to create sprawling commercial areas that congest transportation systems instead of giving incentives for redevelopment.
- Competition between municipalities where regional efforts are required
- Inefficiencies resulting from not location land uses in proximity to each other which would allow region to maximize its potential
- Look at from a business perspective

B. What economic opportunities and/or transportation efficiencies are possible through increased coordination?

- Competitive advantage - grow in NC and make the system better to attract and retain
- Coordinate and date based project recommendations and balance local plans with regionally impactful projects - I-40W going west example/Yadkin River bridge example to focus on
- Efficiencies between freight systems and inter-modal systems to reduce congestion across all modes

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- STI program where a lot of the projects are #s based across all modes - bottom up process. Move people and move freight how to do systems work better
- Integrate Greater Charlotte plan into the Statewide Freight Plan- put this all together to make sense for economic development across the state

C. What strategies could be used to better coordinate freight land use and transportation decisions?

- Voice of freight at the table when decisions are made
- Recommendations/Plan need to broadly supported across the region
- Focus on obvious needed improvements and reserve future corridors for freight
- Ranking of freight corridors at the STP and MTP process and how that impacts freight and the community- State, Regional and Local levels
- Work like this here - start at the regional level and then bring down to the local level
- How do we get the information out - getting information about each system and mode out there and then go into policy decisions with better information
- Regional map is great but bring down to local level - how does it impact local and connect to region
- Build it and they will come? Measure of demand/market analysis could be completed to answer this.

Discussion Question 2: The location of freight related land uses plays an important role in the efficiency of the freight transportation system.

A. What are the key drivers in determining where freight related uses locate?

- Freight uses are generally not planned for, instead are an outcome of manufacturing locations
- Business needs
- Access to existing infrastructure
- Other environmental land uses
- Location/proximity to road, rail, & port facilities
- Availability of land
- Proximity to related manufacturing business

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B. What are the competing pressures for development with freight interests?

Where within the region?

- Around existing development concerns regarding QOL and "mix of uses" what are best case examples
- Pressure of development - good access to systems - means it's competing against retail/commercial/light/heavy industrial facilities too

C. What coordination activities are currently taking place between LU planners and the MPOs on future freight locations? Between land use planners and economic developers?

Land Use Planners and MPOs:

- York County - coordination btw transportation and land use long range plans.
- Stanly County - CTP and short range documents
- GCL MPO - limit interaction btw land use and private sector to only when there is a decision or course of action needed to be made

Land Use Planners & Economic Developers:

- At CLT airport what is the highest/best use for land surrounding airport and the transportation short/medium/long-term plans
- Marshville - completed a new land use plan and created large freight zones near CSX

D. What key groups play a role in determining freight industry location?

- Trigger points that send you to others to coordinate. Need to show value of coordination and creating opportunities for coordination and collaborate
- Set meetings and meet with people in the region to discuss available land and business perspectives
- MPO/RPOs meet quarterly and investigating the opportunity to bring in private freight sector to engage with them and understand from their perspective
- Economic Development organizations
- Planning Departments
- MPOs/RPOs
- Freight Industry Coalition
- DOTs
- Elected Officials

E. What steps should occur to increase coordination?