

Greater Charlotte Regional Freight Mobility Plan



Greater Charlotte Regional Freight Mobility Plan

Advisory Committee Meeting 2 of 2

Thursday, November 30, 2016

8:00 a.m. – 10:00 a.m.

Harris Conference Center – Ash Room

3216 CPCC Harris Campus Drive

Charlotte, NC 28208

MEETING NOTES

Attendees:

Herald Doctor, *Walmart*

Shelia Cox, *Global Match*

Gordon Culletto, *CCOG*

Wallace Everett, *Bonded Logistics & CSCMP*

Stuart Hair, *Charlotte Douglas International Airport*

Jessica Hill, *CCOG*

Sean Kelley, *Bonded Logistics & CSCMP*

Mike Manis, *CCOG*

Kevin McDonough, *Lowe's*

Michelle Nance, *CCOG*

Clarence Ponder, *Walmart*

Jim Prosser, *CCOG*

Victoria Rittenhouse, *CCOG*

Freight Transportation System & Region's Prosperity Presentation Discussion

- Looking at the national declining trend for rail freight are railcars produced or manufactured anymore to replace the aging stock?
- Moving freight from the modal yards to the final destination and communicating to drivers/haulers when and where there is congestion or bottlenecks is important. Most drivers get paid by the mile and so when they are stopped in traffic they are not making money and then there's the concern of how safe is a driver going to be when they get out of the congestion area and try to 'make up' miles quickly.
- There will always be congestion on the roads, and logistics management has become its own science, but we need to design the transportation system and technology systems to improve the efficiency of each system.
- Charlotte needs to improve the efficiency and reliability of movement through the region for all users. Commuters must be part of the conversation to improve the system.
- Charlotte has key production corridors and there needs to be a land use plan or design on how to reserve available land for freight related industries and better design to move freight the 'first' or 'last mile'
- Has there been an analysis of potential lost revenue if the systems are not fixed/improved to keep the region competitive
- Was air cargo looked as part of the national freight mode trend? The national data does not separate out air freight from baggage and consumers.

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Regional Freight Mobility Plan



Regional Freight Mobility Plan and Implementation Discussion

- The proposed Freight Summit in early spring – what is the purpose and what are you trying to achieve? The Freight Summit will bring the three freight committees together again to hear about the final plan, get an update on how it will be implemented and to provide outreach and education materials that can be used by their organizations/agency to inform constituents about the Freight Plan.
- What type of general public education will occur? During the next 6 months CCOG will work to develop a short video that can be used to inform the public about the importance of freight to their personal life and communities.

Expectations Check-in:

- Can the value of I-77 toll roads be identified and will it improve the movement of freight? No, this was not part of the analysis but this type of analysis is possible.
- The freight directory is nearing completion by the Global Vision group and will be available soon.
- Infrastructure for long-term growth needs to be emphasized
- Rural routes are important, and safety needs to be a key concern
- Rules and regulations are part of normal operating procedure but having a line of communication to improve information and updates is important
- Communication and collaboration between local governments, transportation planning organizations and the private sector is key.

Advisory Committee's Role in Implementation:

- Missing entities/representatives to invite include: UPS, FedEx, Red Express, Black and Decker, Harris Teeter, Food Lion, Family Dollar, Ross Stores, Clearing House, Cato, J.B. Hunt, Old Dominion, etc
- The plan needs to have a clear value proposition and identify short-term and long-term goals with benchmarks.
- The plan needs to be continuously evaluated and monitored to keep up with new technology and infrastructure improvement options.
- Communicating the value of the plan is crucial to success. A lot of people don't understand the obstacles freight haulers face and doing a PSA or something similar could be helpful to educate the public.
- Truck parking is a safety concern and truck parking is important to provide
- Local restrictions such as noise and truck routes have forced some local drivers to drive at night due to the congestion issues and restrictions
- Continue to check-in with peer regions to gauge success and what should the region be doing. What decisions were made or not made and what was the result? Is there a decision that we need to make that will change the next 20-50 years?
- Get invited to speak at existing organizations/groups normal meetings to inform their members about the freight plan and how to get involved. Trucking associations, chambers of commerce etc.

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- Technology is important and how can it be used to greater advantage? Can we get access to Google or Waze information? There needs to be a 5-year technology plan.
- Ready and willing to be involved in the implementation of the plan and to be a resource and assist as needed.