



# *Freight Advisory Committee Meeting*

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- Introductions
- NCDOT Update
- State Freight Plan Update
  - » Discussion on goals and objectives (interactive exercise to develop word clouds)
  - » Modal profile overview
  - » Identification of NC's Primary Freight Network (breakout session with maps)
  - » Next steps
- Caterpillar tour overview (followed by tour)





## North Carolina Multimodal Statewide Freight Plan Freight Advisory Committee Meeting 3

**Caterpillar Inc.**  
954 NC 42 East, Clayton, NC

**October 13, 2016**

### **In Attendance**

Name	Organization
<b>Freight Advisory Committee Members/Representatives</b>	
Allen Serkin	NCARPO (Cape Fear RPO)
Charles H. W. Edwards	NCDOT
Frederick Haith	NCAMPO
Jake Cashion	NC Chamber
Jann Moore <i>(on the phone/webinar)</i>	Caterpillar
Jerry Cook	Hanes Brands
John H. Sutton	Lenovo
Jon Lyon	Evonik
Kevin Lacy	NCDOT Transportation Mobility and Safety
Matthew Drown	Caterpillar
Patrick Norman	NCDOT Transportation Planning Branch
Sandra Stepney	NCDOT Rail Division
Sheila Adams	Caterpillar
Stephanie Ayers	NC State Port Authority
William Lucas	Caterpillar
<b>NCDOT Project Management Staff</b>	
Terry Arellano, PE	NCDOT Transportation Planning Branch
Heather Hildebrandt	NCDOT Transportation Planning Branch
<b>Cambridge Systematics Team</b>	
Paula Dowell	Cambridge Systematics (CS)
Lisa Destro	Cambridge Systematics (CS)
Alix Demers	AECOM
Jeff Weisner	AECOM
Eddie McFalls	AECOM / NCDOT Rail Division
Jennifer Brandenburg	Volkert
Tamara Makhoul	Volkert
Mushtaq Rahman	Baseline Mobility (BM)
Johnny DuBiel	Supply Chain Edge (SCE)

## Minutes

### ***Hurricane Matthew Impacts on Roadways Update***

Charles Edwards (NCDOT Director of Logistics Strategy) provided information on road closures across eastern North Carolina. He recommended using the Traveler Information Management System (TIMS) <https://tims.ncdot.gov/tims/>, to get information on detours due to flooding and road closures. This information can also be access on your smartphone via the free mobile application “ReadyNC” that can be downloaded on iTunes or Google Play to get real-time road conditions, the latest evacuations and shelter openings when a storm hits. The State has been working with GPS navigation and traveler information systems like HERE, Google and Tom Tom, to provide the most up to date information on road closures and flooding be uploaded to these navigation systems.

### ***Freight Plan Update***

Cambridge Systematics’ Paula Dowell (Project Manager for the Statewide Freight Plan) welcomed everybody and introduced the meeting agenda. The members of the FAC, Statewide Freight Plan NCDOT staff and consultant team introduced themselves.

### **Discussion on Goals and Objectives**

Paula Dowell provided an overview of the goals and objectives of NCDOT’s 25 Year Vision, the Strategic Transportation Corridors, Strategic Transportation Investments (STI) process, and the Federal criteria, for consideration in the Freight Plan goals and objectives discussion.

Three groups were formed to discuss keywords and phrases for the Freight Plan’s goals and objectives. These are summarized below:

- STI project prioritization criteria to include projects on primary freight network and corridors
- Measuring project delivery
- Innovative strategies to relieve congestion and provide immediate delivery of capacity:
  - Using emergency lanes during peak congestion times or when there are road incidents/accidents
  - Real-time information to travelers and truckers on detours routes
  - Optimizing traffic signals in corridors
- Balancing safety and mobility needs in incident clearance.
  - Incident Management – Need accountability clearly defined in terms of who is responsible for clearing accidents on highways, especially on Interstates. Also, accidents will need to be cleared faster.
- Measure travel time reliability
  - Freight delivery is very time sensitive – Companies only get 15-minute freight delivery windows. Private sector data shows that North Carolina is more expensive than other

states for freight delivery costs. This is due unreliable highway travel times. Also, reliable east-west or north-south highways are lacking in NC.

- Innovative design/strategies to mitigate challenges of truck urban deliveries in growing cities where the road infrastructure was not designed to handle population growth
  - Urban compression and city center growth – More growths are occurring at downtowns and urban centers. No consideration is given how this growth can be supplied with goods and services. It is difficult to bring larger trucks to the narrower downtown streets and find parking for trucks. Freight distribution to city centers deserves careful planning.
- How to incorporate technology into freight transportation planning
  - Using big data for travel time optimization
  - Impact of driverless vehicles on the future highway network
- State of good repair
- Balancing mobility and construction and maintenance of roads.
  - Maintenance of traffic flows during construction – It is important that roads are not completely closed off during construction. Traffic flows should be maintained during construction.
- Road closures coordination and opening lines of communication between public works and private sector – It is frustrating for the private sector when roads are closed due to construction during the months or days when there are peak flows for freight movements and deliveries. Need to coordinate road closures to avoid peak goods delivery times. It is a big economic concern for private industries when they are unable to make their deliveries due to road closures.
- Driver education and management of a shared system. should be emphasized and could potentially increase throughput. How to drive in congested areas? How to drive with truck traffic?
  - Private sector instructs their truck drivers to use the inside lane on 4-lane 50 mph highways with 2 lanes in each direction. This often leads to passing on the outside lane. Lane merging behavior is also not transparent to many users when there is a lane drop on Interstates which results in long line.
- Regulatory challenges – weight limits and nondivisible load issues
- Support private business objectives
- Multimodal system and diversity of modal options that can be offered

### **Modal Profile Overview**

An overview of the highway, maritime, rail and air cargo modal profiles was provided (see slides 10-43 of the presentation deck).

Allen Serkin (NCARPO): Commented on possibility and interest in funneling some of the results of the analysis to potentially inform the STI prioritization process in order to improve the freight criteria to include measures such as reliability.

John Sutton (Lenovo): Expressed interest in comparing the data analysis with similar data analysis for other states in the region.

Paula Dowell (CS): Explained that for the supply chain and logistics profile the freight billing data and transportation rates will be compared with other states' rates.

### **Identification of NC's Primary Freight Network**

In order to inform the identification of the Primary Freight Network in the Plan, three groups were formed during the meeting to discuss and identify what parts of the NC freight system should be included in the State's Primary Freight Network. Each group was provided a map with the highways, rail lines, airports, seaports, intermodal terminals, and inland ports and were instructed to highlight the primary system with the notion that interstates and class I railroads were already included. Some of the facilities included were (see Figures 1 to 3):

- Inland Port needs: Asheville region, Hickory region, Fayetteville region.
- US-74 Wilmington to Charlotte
- US-70 Raleigh to Morehead City
- US-64 / US-17 (Raleigh to Norfolk)
- US-17
- I-26 North of Asheville
- US-29 in Charlotte region
- NC-56 (from I-85) / NC-561 (to I-95) / NC-48 / NC-33
- NC-4 connection to future Rocky Mount CCX terminal and I-95
- US-52 (North of Winston-Salem)
- US-321 (between Charlotte and Boone area)
- US-421
- US-264
- NC-49 / US-64 (between Charlotte and Raleigh)
- US-64 (western NC)
- US-158
- Shortlines (Rail to Sunny Point, Rail to Lejeune, WTRY, CLNA, NCWR, G&O)
- US-401 (between Fayetteville and Raleigh)
- US-421 (between Greensboro and Wilmington)
- NC-24 / NC-87
- Military bases' connections
- NC-68 (connecting I-40 to GSO)

### ***Caterpillar Tour Overview***

Following the group discussions of the State's primary freight network, the FAC meeting members were thanked for their attendance and participation, and a presentation and tour of the Caterpillar facility followed.

**Figure 1 Primary Freight Network Map #1**

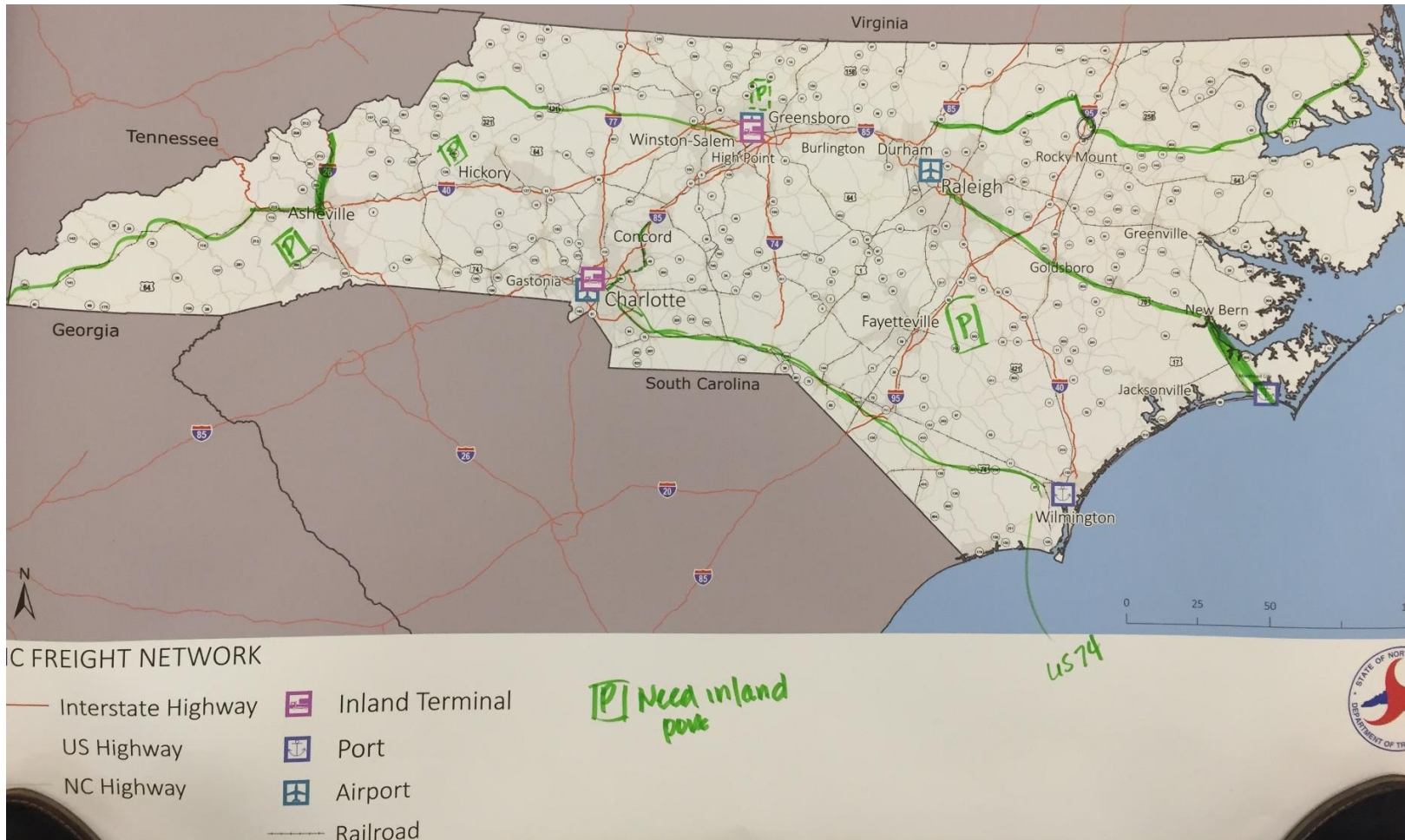
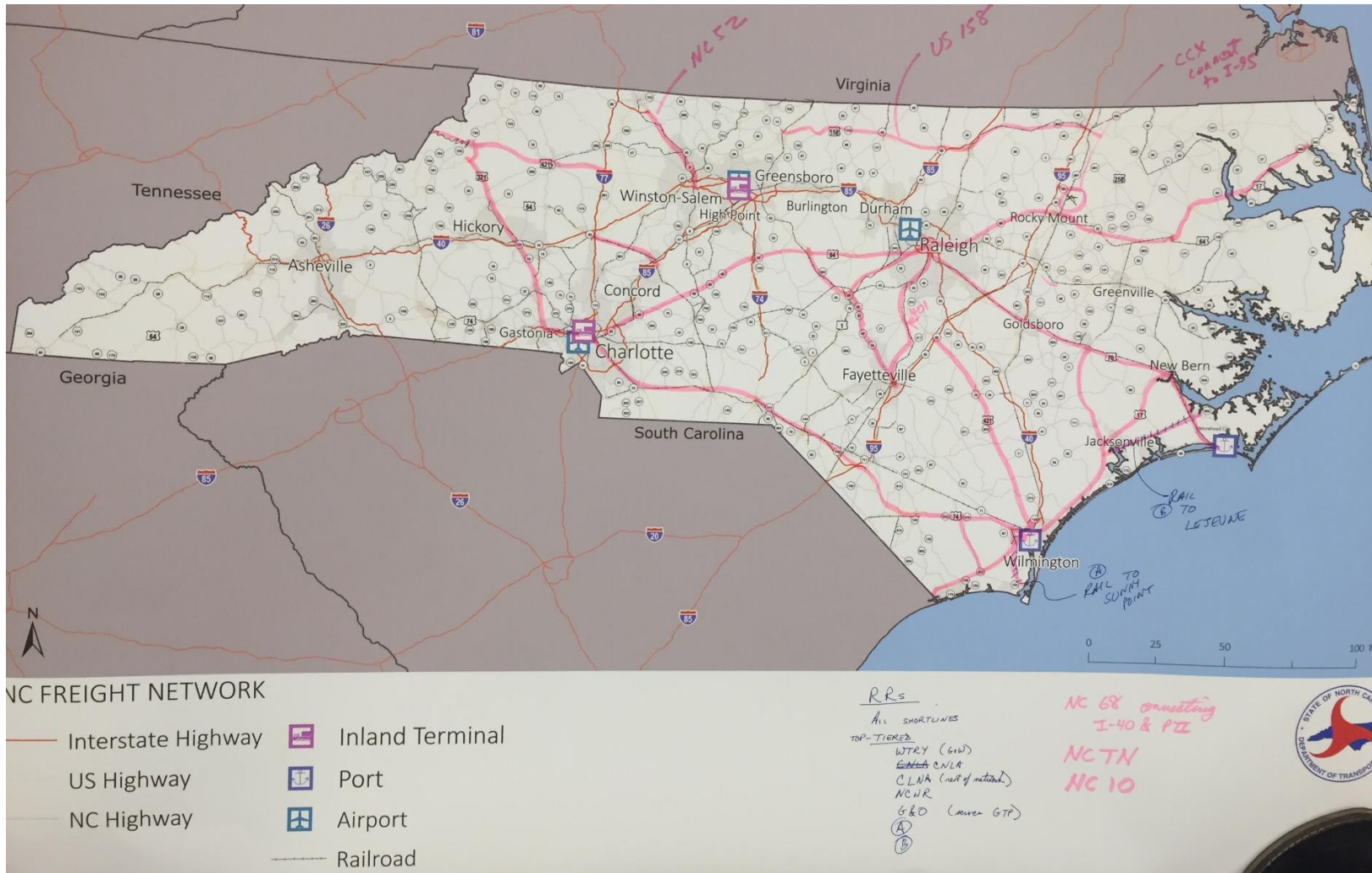


Figure 2 Primary Freight Network Map #2





**Figure 3 Primary Freight Network Map #3**

