

Focus on Freight—August/September 2010

A Freight Newsletter for the National Capital Region



Freight Plan Update

The National Capital Region Freight Plan 2010 was approved by the Transportation Planning Board on July 21, 2010.

www.mwcog.org/FreightPlan

As part of the Next Steps of the Freight Plan, staff will work with the Freight Subcommittee to come up with a list of priority projects. Next meeting will be in November, date TBD.

In October staff will begin outreach to area jurisdictions to gather information and develop county-level fact sheets with data about major freight generators and receivers in the region.

ATRI and FHWA Release Bottleneck Analysis

ATRI and FHWA released the findings of their Bottleneck Analysis of 100 Freight Significant Highway Locations in the nation. The research, which assesses the level of truck-oriented congestion at 100 locations, uses ATRI-developed analysis methods, customized software tools, and data from trucking operations to produce a congestion severity ranking for each location. This study was unique in that it incorporates real truck operations data into freight transportation planning.

The following bottlenecks were included from the Washington region:

#20: Intersection at I-495 and I-66

#27: Intersection at I-495 and I-95 (Maryland)

#35: Intersection at I-495 and I-270

White House to meet with Groups About Truck Buying Incentive Program

The bad economy has caused many truck firms to delay new truck purchases. The White House will meet with trucking industry representatives to discuss a short-term investment tax credit of ten percent on the purchase of 2010 trucks. The newer trucks also are greener trucks with cleaner EPA 2010 mandate engines. Read more in Trucking Info Article:

[Trucking Info Article](#)

U.S Withdraws Proposed Freight Rail Regulation

There is a constant balancing act as freight railroads juggle with passenger railroads, who want to provide their customers with accurate travel times and minimal delays. The freight railroads own much of the tracks, and lease the rights to passenger railroads to use the tracks. The FRA proposed in May 2010 a rule that would require freight railroads to ensure that passenger railroads were not delayed by oncoming freight trains. With backlash from the freight industry, the rule was withdrawn and FRA Administrator Joseph Szabo concluded the rule was a “mistake.” The article below characterizes the proposed FRA guidance process and rail perspectives.

[Omaha-World Herald: Red Flags for High Speed Rail](#)

National Capital Region Transportation Planning Board (TPB)

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