

National Capital Region Transportation Planning Board

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Meeting Notes

FREIGHT SUBCOMMITTEE

DATE: January 28, 2010

TIME: 1:00 P.M. to 3:00 P.M.

PLACE: Metropolitan Washington Council of Governments Room 4&5

CHAIR: Victor Weissberg, Department of Public Works and Transportation
Prince George's County

ATTENDANCE:

Cecily Beall, District of Columbia Department of Environment
Brandon Buchanan, American Bus Association
Randall Carroll, Maryland Department of Environment
Eulois Cleckley, District of Columbia Department of Transportation
Rick Crawford, Norfolk Southern
Sharon Easley, E-Squared Engineering
Stephen Flippin, CSX
Ed Miller, Maryland Department of Transportation
Renee Morrison, E-Squared Engineering
Victor Weissberg, Prince George's County

COG STAFF ATTENDANCE:

Michael Farrell, COG
Karin Foster, COG
Andrew Meese, COG
Wenjing Pu, COG
Joan Rohlfs, COG

Victor Weissberg, Freight Subcommittee Chairman—Mr. Weissberg welcomed attendees and asked for introductions. He asked if attendees had any comments on the summary of the previous meeting, the Maryland Food Center Authority tour. No comment was made and the summary was approved. The first speaker, Eulois Cleckley, District Department of Transportation Motor Carrier Program Manager was introduced.

Eulois Cleckley, Briefing on the District of Columbia Commercial Curbside Loading Zone Implementation Act of 2009 (Handout)—Mr. Cleckley spoke to a PowerPoint (handout) about the Commercial Curbside Loading Zone Act, Bill 18-153. This Bill was introduced by City Councilmember Jim Graham. City Council proposed

the initiative and the District Department of Transportation Motor Carrier Management Program has been working to develop a program with input from carriers and related stakeholders. The proposed program will: (1) Establish loading zone meter fees; (2) Determine space for loading zones; (3) Develop a payment process; and (4) Implement an enforcement plan.

The District scanned commercial vehicle parking program in other cities. Some general findings Mr. Cleckley shared included variable fees for commercial vehicles versus passenger vehicles, time limits were typically 30 minutes, and uniform signage.

The District considered four commercial loading zone compliance methods: (1) Multi-space meter; (2) Pay-by-phone; (3) Park magic tag (similar to EZ Pass); and (4) additional technologies. Mr. Cleckley described results from a survey conducted of carriers. Carriers responded that lack of loading zones and occupied loading zones were the two largest concerns for their delivery in the District. The survey also found that most deliveries occur between the 10:00 a.m. to 2:00 p.m. timeframe. The survey also found carriers overwhelmingly preferred a pre-paid parking permit.

Mr. Cleckley noted some recommendations that the District came up with following the stakeholder survey and focus group (FedEx, UPS, Guernsey Office Products, others). These recommendations included: (1) Increase the size of the loading zones; (2) Identify underutilized zones and convert to metered spaces; (3) Establish a consistent time frame for loading zones; and (4) Establish a payment process. The District also has mapped two Commercial Vehicle Parking Zones for the program purpose, one around the central business district and the second is the remainder of the city.

DDOT will begin the Implementation Plan on three corridors in the District: (1) Central Business District, I Street; (2) Adams Morgan, Columbia Road; and (3) Capitol Hill, Pennsylvania Avenue. Mr. Cleckley described performance measures that include occupancy rates of loading zones, violations for double parking and over staying, amount of time each vehicle uses loading zone, reductions in delivery times for carriers, and reduction in travel time along the corridor.

Mr. Cleckley noted the District's next steps:

- An internal review/revision of the rules, January 2010
- Submission to rulemaking process, February 2010
- Wait for final ruling, March 2010
- Projected pilot start date, June 2010

COG staff member Karin Foster asked about differentiating the type of permits required for a large five axle delivery truck such as CVS and the small package multiple short deliveries such as FedEx and UPS. Mr. Cleckley commented that the issue is the CVS' often have no dock loading facility. They need a temporary loading zone whereas a FedEx or UPS would need a day pass. The Motor Carrier Office is working to define the distinctions.

Ed Miller of MDOT relayed the importance to standardize loading zones at retail locations in order to have a consistent time frame for loading zones.

Andrew Meese of COG was interested that the survey revealed carrier reluctance to use Pay by Phone technology. Stephen Flippin, CSX, added to the comment that often the parking meters accept only VISA, whereas many businesses use American Express.

Joan Rohlf, Regional Diesel Anti-Idling Campaign (Handout)— Joan Rohlf summarized the regional Diesel Anti-Idling Campaign. The District of Columbia and Maryland Departments of Environment received Diesel Emission Reduction Act (DERA) funds from the American Recovery and Reinvestment Act (ARRA). The District and Maryland have asked MWCOG Department of Environment, under the direction of Joan Rohlf, to manage a regional Diesel Anti-Idling Campaign. The campaign targets idling trucks, motor coaches, and their respective trade groups. The campaign will run through September 30, 2010. Currently Ms. Rohlf is working with marketing consulting Equals Three and sub-contractor E-Squared to coordinate two anti-idling campaign outreach meetings, one with the motor coach/bus community and another with the trucker/freight/warehouse distributor community.

Sharon Easley, a principal consultant with E-Squared, added that she attended the American Bus Association conference in Washington D.C. to get some contacts. She found conference stakeholders receptive to the anti-idling campaign concept.

Cecily Beale, District of Columbia Department of Environment spoke about idling enforcement within the district. Idling becomes an enforcement issue after three minutes. The exception is if the temperature is below freezing. The fine is \$1,000 and it doubles every subsequent offense. About 100-150 citations are awarded a year.

TRB 2010 Freight Session Highlights (Handout)—Karin Foster spoke from a handout with highlights from the January Transportation Research Board meeting. She shared the handout with attendees and reviewed some items. For example, John Gray of the American Association of Railroads spoke about the integration challenges between high-speed rail and freight rail. Mr. Gray has been invited to speak at the May 6, 2010 Freight Subcommittee meeting.

Freight Plan Update—Karin Foster reviewed the outline for the Freight Plan. A document is underway and COG anticipates sharing the document with stakeholders in mid-February. Feedback and comments are encouraged, particularly from the state Departments of Transportation.

Roundtable Updates—Mr. Weissberg encouraged Freight Subcommittee members to provide updates on their current and ongoing tasks:

Andrew Meese, COG: Spoke about two existing COG programs that could contribute to future Freight Subcommittee discussions. They are the Congestions Management Plan and the Management and Operation and Intelligent Transportation Systems Technical Subcommittee.

Michael Farrell, COG: Spoke about the COG Safety Plan and its elements, also spoke about the prospective development of a software tool to query accident information for the region.

Eulois Cleckley, DDOT: In addition to presentation, Mr. Cleckley spoke about a new semi-permanent weigh station in the District of Columbia expected to be operation Monday February 1, 2010. The weigh station would be located at Interstate 295 near the Blue Plains exit. Mr. Cleckley also spoke of a Truck Safety Enforcement Study that is underway, expected to be complete in six months.

Rick Crawford, Norfolk Southern: Announced the new passenger service from Richmond to Lynchburg.

Ed Miller, MDOT: Mr. Miller discussed the I-95 Corridor Coalition Truck Parking Initiative. The Coalition received \$5.5 million in July 2008 to utilize technology to identify and broadcast truck parking availability. The money was shared along the corridor. Challenge is how to communicate to the driver the information, with new law it is illegal to text, maybe by radio or computer.

Brandon Buchanan, American Bus Association: Noted to the group that passenger buses often carry cargo. Buses are able to take out seats and carry cargo. Often a service in rural areas, however, Greyhound is an example of a carrier that can carry cargo in the National Capital Region.

Randy Carroll, MDE: Mr. Carroll spoke of his agency's focus on air quality planning.

Stephen Flippin, CSX: Spoke about the 25 National Gateway stakeholder community meetings held in the District and surrounding region. He also spoke about congestion issues on the Long Bridge, another National Gateway project. Mr. Flippin also mentioned two new endorsements for the National Gateway from the Chesapeake Bay Foundation and the Conservation Fund.

Next Meeting March 11, 2010