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INTEGRATING FREIGHT INTO THE 2010 CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP)

DATE: July 15, 2009

TO: Transportation Planning Board

FROM: Karin Foster

SUBJECT: Integrate Freight Report

Goods movement is essential to a growing economy. In the National Capital Region, truck and rail are the predominant modes of freight movement. Truck trips represent an estimated 8.1 percent of total vehicle trips in the region.[1] As such, it is critical to look at how best to integrate goods movement into the larger topic of how to manage the mobility of the entire transportation network.

I. INTRODUCTION

Safe, Accountable, Flexible, Efficient, Transportation, Equity, Act—A Legacy for Users (SAFETEA-LU)

The 2005 SAFETEA-LU transportation bill identified freight planning as a key consideration for metropolitan planning. Gradually, more freight emphasis is being added to transportation legislation and more freight-related studies are being commissioned. At present, the freight community is awaiting any enhancements that may come with the next transportation authorization bill following the expiration of SAFETEA-LU on September 30, 2009.

Freight in the Constrained Long-Range Transportation Plan (CLRP)

The Transportation Planning Board (TPB) is the officially designated Metropolitan Planning Organization (MPO) for the Metropolitan Washington Region under federal law. The most current financially Constrained Long-Range Transportation Plan, or CLRP, identifies all regionally significant transportation projects and programs that are planned in the Washington metropolitan area between 2008 and 2030. Over 750 projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. Some of the projects will be completed in the near future, while others are only in the initial planning stage.

The CLRP is approved by the TPB every four years as required by federal rules and regulations. Each member jurisdiction must compile and submit financial information to TPB staff. This information reflects the anticipated federal, state, local, private, and other

[1] . MWCOG, Draft Version 2.3 Model (which includes updated truck model). This estimate includes heavy trucks, medium trucks, and commercial vehicles/vans/pick-ups.

revenue each jurisdiction has available or is forecast to receive. Next each jurisdiction submits their constrained list of transportation projects (including highway, transit, bikeway, pedestrian, and private-investment projects). This information is all compiled into the CLRP. TPB board members must ultimately come to consensus on one CLRP for the region.

In the 2007 CLRP, freight planning was mentioned as a planning element; however no freight specific projects were identified. A "freight project" is an improvement to the transportation system that sustains goods movements and supports the regions economic competitiveness. The project may provide improved operations, expansion, or new capacity. In many cases, an existing transportation planning project will also support freight movement. This report aims to begin a process to pursue multi-modal freight projects or issues for the 2010 CLRP and future CLRPs.

Goals for the 2010 CLRP

Our goals for the 2010 CLRP are to expand upon and improve the integration of freight planning issues and priority projects into the document. What follows is an abbreviated schedule for the development of the 2010 CLRP:

- Public meeting in September 2009
- Call for projects issued October 2009
- Project submissions December 2009
- Project submissions approved February 2010
- Following conformity analysis and public comment, approval by TPB July 2010

II. NATIONAL CAPITAL REGION FREIGHT MOVEMENT

Regional Freight Picture

A region's industry and employment characteristics play a large role in its freight composition. The National Capital region is a service driven economy. Federal, state, and local government employ 21 percent of the region. Professional and business services employ another 21 percent of the region.[2] As such, the region consumes goods rather than produces them. To maintain this active consumer economy, it is necessary to have reliable services and the consistent availability of goods. The supplier, shipper, and consumer all rely on the efficient movement of goods across the transportation network.

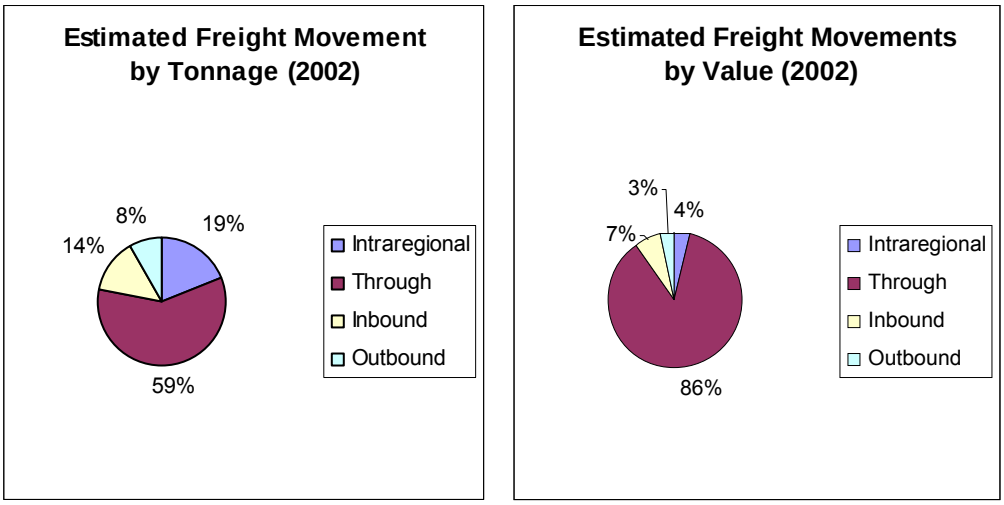
Regional Movements

It is estimated by the Freight Analysis Framework (FAF), produced by the Federal Highway Administration (FHWA), that the Metropolitan Washington Region is projected to see the amount of tonnage moving to, from, and within the region to increase by 110 percent and the value to increase by 145 percent between 2002 and 2030.[3] "Through" movements are not calculated in the FAF projections; however, consultant Cambridge

[2] . Employment statistics quoted in *Enhancing Consideration of Freight in Regional Transportation Planning.* Cambridge Systematics, Bethesda, MD, May 2007, p2-1.

[3] . Quoted in *Enhancing Consideration of Freight in Regional Transportation Planning,* Cambridge Systematics, Bethesda, MD, May 2007, p2-30. A FAF data update is underway with 2007 data.

Systematics compiled FAF and Maryland Department of Transportation data to come up with a rough estimate of total freight movements that included through trips.[4]



These two pie charts reveal that the majority of total freight movements in the region (for all modes) by tonnage and by value are through trips. These trips contribute to congestion and pollution in the National Capital Region.

Truck Movements

Trucks carry the majority—approximately 76 percent—of the goods to, from, and within the region. In 2002, the top tonnage commodities transported by trucks to, from, and within the region were gravel and waste/scrap. The top value commodities transported to from, and within the region were machinery and textiles/leather. Heavy truck volumes are projected to increase by 38 percent between 2002 and 2030; medium truck volumes are projected to increase by 47 percent between 2002 and 2030; and the volume of through traffic is projected to increase by 14 percent. This increase in traffic volumes will affect the movement of goods in the region.[5]

Rail Movements

The National Capital Region is an important "through" corridor for freight rail shipments. Rail shipments moving to, from, and within the region comprise only five percent of total shipments. In 2002, the top tonnage commodities transported by rail to, from, and within the region were coal and gravel. The top value commodities transported to, from, and within the region were motorized vehicles and coal. Rail tonnage is projected to grow by 50 percent by 2030.[6] Significant rail congestion problems exist because of bottlenecks in the region such as the Virginia Avenue Tunnel, located in downtown Washington D.C., where double-stack container trains cannot fit through. Additionally, tracks are often shared between the two major Class 1 railroads and passenger rail service, limiting the number of trains that can use the track at a given time and slowing train speed.

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[4] . Estimates are based on two sources: Inbound, Outbound, and Intraregional numbers are based on 2002 FAF data. Through traffic is based on 2003 estimate in Draft Maryland Freight Profile, 2007.

[5] . All data in paragraph from the Freight Analysis Framework, Federal Highway Administration, 2002.

[6] . All data in paragraph from the Freight Analysis Framework, Federal Highway Administration, 2002.

Air Cargo Movements
Air cargo is the fastest-growing segment of the nation's freight system. Air cargo typically includes time sensitive, perishable, or high value per unit of weight commodities. In 2002, the highest value air cargo commodity moving to, from, and within the region were electronics valued at $3 billion.[7]

In June 2008, the TPB published the *2008 Washington Baltimore Regional Air Cargo Study*. The study noted that between 2010 and 2030, the number of persons, households, and jobs will each increase by one-fifth. This will lead to increased demand for air cargo services in the region provided principally by Baltimore Washington International Thurgood Marshall Airport (BWI) and Washington Dulles International Airport (IAD).[8]

Waterway Movements
The Port of Baltimore to the north and the Port of Hampton Roads/Norfolk to the south are the nearest major ports to the National Capital Region. A small amount of barge movements occur on the Potomac and Anacostia Rivers. These movements transport gravel, printed materials, and some alcoholic beverages. In the National Capital Region, one million tons of goods, worth $69 million are moved by water annually.[9]

Regional Impacts
As the National Capital Region's consumer and service-based economy continues to grow, and the manufacturing sector declines, new concerns are being raised among the freight stakeholders in the region. Issues such as increased congestion, access to clients, loss of competiveness, and transportation project financing. Meanwhile, public perceptions of freight have declined as people increasingly are concerned about the number of trucks on the road and truck or rail noise and safety impacts on their communities. It is important to find ways to better integrate goods movement concerns into the transportation planning process.

Increased Congestion
Any motor carrier can testify to the increase in congestion in the National Capital Region. The growth in the rate of annual delay per traveler is higher in the National Capital region than the nation as a whole. In 2003, the Texas Transportation Institute (TTI) estimated that the regional average annual delay per traveler was 69 hours. This is nearly 50 percent higher than the national average of 47 hours. Washington D.C. was ranked third worst for congestion in the nation.[10] The impact of this congestion means wasted time, fuel, money, and an increase in air pollution.

New bottlenecks slow down all road traffic. Aerial traffic surveys and state count data point to similar results of increased bottlenecks in the region.

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[7]. Freight Analysis Framework, Federal Highway Administration, 2002.
[8]. 2008 Washington-Baltimore Regional Air Cargo Study.
[9]. Federal Highway Administration's Freight Analysis Framework and data from U.S. Army Corp of Engineers.
[10]. Texas Transportation Institute, 2005 Annual Urban Mobility Report.

For example, TPB completed an aerial survey of bottlenecks in the National Capital Region. Since the early 1990s aerial surveys have been conducted every three years to monitor the performance of the regional freeway system during morning and evening peak periods. The methodology for this survey was to count the total number of vehicles per lane per mile (density) to determine congestion. The table below shows the top five congested segments determined by the 2008 aerial survey.

2008 Aerial Survey: Top Five Congested Segments					
Rank	**Route**	**From**	**To**	**Density**	**Speed Range**
1	SB I-395 (5:30 to 6:30PM)	4th St.	US Route 1	115	10 to 15
2	WB 11th St. Bridge (8:00 to 9:00AM)	I-295	Southeast Freeway	110	10 to 15
3	NB I-395 (4:30 to 6:30PM)	11 St.	Pennsylvania Ave.	105	12 to 20
4	OL I-495 (8:00 to 9:00AM)	MD 650 (New Hampshire Ave.)	US 29 (Colesville Rd.)	100	12 to 20
5	IL I-495 (5:30 to 6:30 PM)	VA 193 (Georgetown Pike)	George Washington Pkwy.	100	14 to 20

In another study by the American Transportation Research Institute (ATRI), *Freight Performance Measures Analysis of 30 Freight Bottlenecks*[11], 30 bottlenecks selected by the Federal Highway Administration Office of Freight were evaluated for congestion. The methodology involved location and time data from truck position reads over a one-year time span, June 1, 2006 to May 31, 2007. Through data analysis ATRI was able to determine congestion bottlenecks.

The Interstate 95/Interstate 495 junction in Prince George's County bottleneck analysis showed that mean and median speed (averaged both eastbound and westbound) dropped significantly during the morning weekday commute hours and moderately during the evening weekday commute hours. Among the 30 nationwide bottlenecks chosen for analysis, this bottleneck was identified as the 25th worst freight bottleneck in the nation. In a separate ongoing ATRI analysis for the I-95 Corridor Coalition, the following National Capital Region bottlenecks were identified:

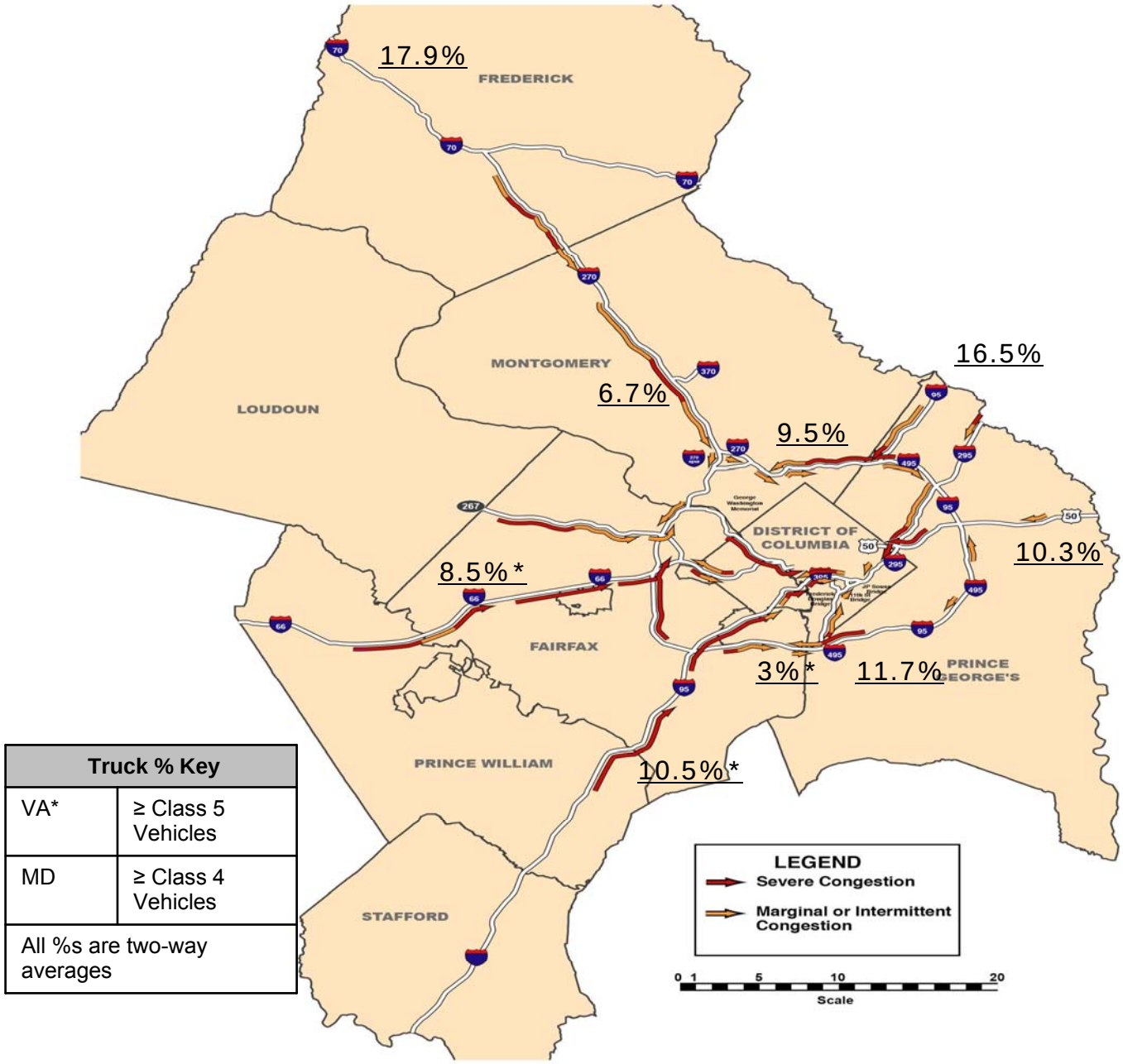
1) Springfield, Virginia, Interstate 95 at VA-7100
2) Dumfries, Virginia, Interstate 95 at VA-234
3) Springfield, Virginia, Interstate 95 at Interstate 495
4) Chevy Chase, Maryland, Interstate 495 at Exit 33
5) Cabin John, Maryland, Interstate 495 at American Legion Bridge
6) Vienna, Virginia, Interstate 495 at Interstate 66

[11] . *Freight Performance Measures Analysis of 30 Freight Bottlenecks*, American Transportation Research Institute, March 2009.

These bottlenecks were identified using the same truck position reads over a one-year time span. Each bottleneck showed different delay characteristics based on their location within the region. For example, bottleneck #1 at Springfield and #2 at Dumfries shows sharp decreases in mean and median speed during the evening weekday commute hours. For the #3 Springfield bottleneck, there is a moderate drop in evening mean and median speed, bringing the mean speed down to approximately 38 miles per hour. For bottlenect #4 at Chevy Chase bottleneck, there is a moderate morning fall in mean and median speed. In the evening there is a sharp fall in mean and median speed and it extends itself over a longer timeframe. The Cabin John #5 bottleneck has a sharp drop in mean and median speed during the evening peak. The Vienna #6 bottleneck has a sharp morning and evening drop in mean and median speed.

Several of these bottlenecks are also revealed in Virginia and Maryland Departments of Transportation (DOT) traffic count data. Both states traffic data includes classified count information. This information helps to identify truck bottlenecks. The map below shows Morning Regional Congestion (Peak Period) during the spring of 2008 taken from the TPB Aerial Survey. The percent numbers on the map represent VDOT and MDOT classified count data. The percentages are truck counts averaged from both directions.

Morning Regional Congestion (Peak Period)-Spring 2008



Truck % Key	
VA*	≥ Class 5 Vehicles
MD	≥ Class 4 Vehicles
All %s are two-way averages	

Sources: Truck % Data from 2008 MDOT and 2007 VDOT Count Data

County	Location	% Trucks
Frederick	I-70, East of 17	17.9
Montgomery	270, South of Falls Rd.	6.7
Montgomery	I-495, East of Georgia Ave.	9.5
Howard	I-95, Just over the Prince George's County Line	16.5
Prince George's	I-95, at US 50	10.3
Prince George's	I-495 West of Branch Ave.	11.7
Fairfax*	I-95, Prince William County Line to US 1 Richmond Hwy.	10.5
Fairfax*	I-66, Prince William County Line to US 29 at Centerville	8.5
City of Alexandria*	I-395, Quaker Lane to Arlington County Line	3

Sources: Truck % Data from 2008 MDOT and 2007 VDOT Count Data
*VA data does not include Class 4, buses, where Maryland data does include Class 4 buses.

Access to Clients

In an environment with increased congestion and unpredictable traffic incidents, shippers struggle to access clients and guarantee delivery times. Some businesses have tried to work around this by making deliveries at night or establishing new facilities in less congested parts of the region. For example, Virginia-based Guernsey Office Products recently opened a $5 million warehouse in Maryland because it was becoming impossible to cross the Potomac River during the weekday to meet delivery deadlines.[12]

Regional transportation congestion also has implications for the transport of air cargo goods that are transferred from aircraft onto trucks for final delivery. Because air cargo serves a time-sensitive market, impaired accessibility can undermine efficient delivery of air cargo shipments. Therefore, airport and regional transportation planning programs must consider the need to plan for internal circulation and parking of trucks for air cargo.

Loss of Competitiveness

Congestion also impacts the regional economy as some businesses choose to move outside the region where they can operate more efficiently. If more businesses choose to relocate, this could threaten the National Capital Region's economy. A congestion-choked region would make the National Capital area less attractive than another region's economy. The impacts of the increased congestion, diminished access to clients, and loss of competitiveness would trickle down to the National Capital Region's consumers in the form of higher prices for products and services.

Project Financing

As of yet, no "freight projects" have been identified in TPB Constrained Long-Range Transportation Plans (CLRPs). However, several highway projects and studies in previous plans have probably benefited the freight community. Several efforts are

[12] . Eric M. Weiss, Traffic Cure Worsens the Pain: Fleets Expand to Beat Jams but Cause Some of Their Own, Washington Post, Monday, October 06, 2008, pA01.

underway to identify freight projects. For example, the I-95 Mid-Atlantic Truck Operations Study (MATOPs) and the I-95 Mid-Atlantic Rail Operations Study (MAROPs) lists freight projects. Maryland DOT has drafted a Maryland State Freight Plan that includes a list of freight projects in the state. Virginia DOT is working on a Multimodal Freight Study that is expected to be complete by June 30, 2009. And CSX Transportation has compiled a list of projects in its National Gateway report with 13 projects that fall within the National Capital Region and six in the District of Columbia alone. Identifying freight projects is the first step toward including freight projects in TPB transportation plans and funding future projects.

In contrast to many transportation planning aspects, incorporating freight concerns requires working with different territory, the private sector. Some of the challenges include that the private sector is working on shorter planning horizons, often has time constraints that hinder their ability to commit to the planning process, and are often concerned with proprietary issues. Additionally, since a large portion of truck and rail trips are through trips, it is more difficult for one region to justify financing a project whose benefits extend to outside the region.

Region Looking Forward

The National Capital Region is projected to have a higher rate of growth for all modes of freight movement than the national average for 2030. In order to accommodate this growth, it is important that the region incorporate freight-related planning activities and project enhancements.

One of the Freight Subcommittee's goals is to ultimately identify regional freight priority projects and issues that can be jointly supported with TPB member jurisdictions and/or organizations. As the 2010 CLRP is being developed and the federal government drafts the federal transportation authorization for FY2010-2015, the Freight Subcommittee has an opportunity to identify potential freight projects or issues. Information from the MATOPs, MAROPs, Maryland State Freight Plan, Virginia State Freight Plan, CSX National Gateway Report, Stakeholder Outreach Survey (described in section IV), and Freight Subcommittee and stakeholder input will be our first step towards developing our region's Freight Plan.

III. METHODS OF FREIGHT INTEGRATION

Guidebook Seven Steps

The National Cooperative Highway Research Program *Guidebook for Integrating Freight into Transportation Planning and Project Selection Processes* (Study 594) is meant to help integrate freight issues throughout the transportation planning and programming process. The Guidebook identifies seven key elements of freight planning and programming. Under the seven categories below is a description of current TPB freight activities that lead toward freight integration into transportation planning at the TPB.

(1) Freight Point of Contact/Technical Lead;
(2) Understanding Regional Freight System;

(3) Linking Freight Planning and Transportation Planning and Programming Activities;
(4) Freight Data Needs Assessment and Collection;
(5) Effective Outreach;
(6) Freight-related Training and Outreach Opportunities; and
(7) Advocacy.

(1) Freight point of Contact/Technical Lead

As of November 2007, TPB has hired a freight point of contact, Karin Foster. Ms. Foster is responsible for developing the TPB Freight Program and working towards the elements set out in the NCHRP Study 594.

(2) Understanding Regional Freight System

TPB staff hired Cambridge Systematics to gather regional freight data and develop a "Freight Profile" for the National Capital Region. In May 2007 Cambridge Systematics completed the *Enhancing Considerations of Freight in Regional Transportation Planning* report. This report has been a helpful resource to TPB freight staff.

(3) Linking Freight Planning and Transportation Planning and Programming Activities

This report is an initial effort to summarize the Freight Program activities. TPB's decision to hire a freight point-of-contact, prepare a "Freight Profile" of the region, and build up a Freight Program, demonstrates its motivation to link freight and transportation planning. TPB staff proposed the addition of the freight element into the 2004 CLRP and subsequently provided the freight content.

(4) Freight Data Needs Assessment and Collection

Private companies are concerned about data sharing for privacy and competitiveness reasons. This makes it difficult to justify and fund a project with a private company when all the data is not available.

However, some public data is available. TPB freight staff has collected data from the federal and state Departments of Transportation. In addition, TPB purchased 1,600 records of businesses in the region involved with goods movement. With this data, staff has conducted the Stakeholder Outreach Survey (data and analysis from the Survey in section IV).

(5) Effective Outreach

The most important activity to strengthening the Freight Program is to develop relationships with regional freight stakeholders. The TPB Freight Program works toward this through its Freight Subcommittee. Freight Subcommittee meetings are an occasion for individuals in the goods movement community to provide input and comment on the transportation planning process. Summaries from Freight Subcommittee meetings can be found on the Freight Subcommittee Web Site.

Freight Subcommittee meetings are held bimonthly. They are usually located at COG with an occasional out-of-office location or tour. Each meeting includes one or two speaker invites and our Freight Program update. The Freight Subcommittee Chairman is

Victor Weissberg, Special Assistant to the Prince George's County Department of Public Works and Transportation. Our Chairman also is a member of the TPB Technical Committee and a TPB member. The Chairman will make an occasional update on the Freight Subcommittee activities to the TPB.

Freight Subcommittee meeting topics to date includes:
- I-95 Corridor Coalition freight-related activities
- *Enhancing Consideration of Freight in Regional Transportation Planning* May 2007 Cambridge Systematics study
- CSX National Rail Gateway Project and Benning Yard/Virginia Avenue Tunnel tour
- Continuous Airport Systems Planning (CASP) program
- Washington D.C. Presidential Inauguration preparations regarding trucks and charter buses
- Policy options for truck user charging
- FedEx National Capital Region operations and challenges
- Guernsey Office Products National Capital Region operations and challenges
- American Transportation Research Institute, Freight Performance Measures

(See Appendix 1 for Freight Agenda Topics).

Newsletter
TPB freight staff prepares monthly *Focus on Freight* e-newsletters. These newsletters contain information on the upcoming Freight Subcommittee meeting, Freight Program updates, and freight-related news stories of interest from our region and the nation. There are currently over 130 contacts on our distribution list for the *Focus on Freight* e-newsletter. Each *Focus on Freight* e-newsletter is posted on the Freight Subcommittee Web Site under "Documents."

TPB Staff Outreach with Freight Groups
Another component of the TPB Freight Program is staff outreach and participation with other freight groups. For example, staff attends the freight meetings at neighboring Metropolitan Planning Organizations such as the Baltimore Metropolitan Council and the Delaware Valley Regional Task Force. Staff has also participated on the MDOT Freight Stakeholder Advisory Panel as they develop their State Freight Plan. TPB freight staff regularly attends the monthly roundtable sessions of the Washington D.C. Council of Supply Chain Management Professionals. TPB freight staff also meets periodically with freight-related businesses and organizations. These meetings are to share our Freight Program goals and to learn more about specific freight-related business challenges or concerns. TPB freight staff will continue to network with freight interests in the region.

(6) Freight-related Training and Outreach Opportunities
TPB freight staff completed the Federal Highway Administration (FHWA), National Highway Institute Course 139001, *Integrating Freight in the Transportation Planning Process* (February 2004). TPB freight staff regularly participates in monthly FHWA sponsored online *Talking Freight* seminars. In October 26-31, 2008, TPB freight staff had a special opportunity to participate in the I-95 Corridor Coalition sponsored Freight

Academy. The one-week long Freight Academy was held at the Center for Advanced Infrastructure and Transportation at Rutgers University in New Jersey. The curriculum included lectures, industry site visits, and group work.

(7) Advocacy

The public is beginning to talk more about goods movement as they see it impacting their lives. The October 6, 2008 Washington Post article, *Traffic Cure Worsens the Pain,* by Eric M. Weiss, describes how congestion is impacting businesses delivering goods and even school buses dropping students off at school. The congestion effect has businesses relocating or buying additional vehicles to make deliveries on time and school districts buying additional buses.[13] These moves ultimately add to the congestion problem.

IV. STAKEHOLDER OUTREACH

Regional Stakeholder Goal

Growth of the TPB Freight Program and its integration of freight concerns into the transportation planning process are dependent on input from the freight stakeholder community. TPB freight staff will work to reach out to stakeholders so there is good representation from the public and private sector. The added diversity to our Freight Subcommittee will help make a more compelling case to the TPB for the Freight Subcommittee potential projects and policy issues raised.

Where and Who are the Region's Stakeholders?

As a metropolitan region with few major freight facilities (e.g. port, rail hub), it is a challenge to identify key players in the freight community. An initial list is as follows:

Public Sector:

─Government Agencies (Federal, State, County/local)

-Federal Highway Administration, Office of Freight
-District of Columbia DOT-Office of Planning/Motor Carrier Safety Program
-Maryland DOT-Office of Freight/Planning
-Virginia DOT-Office of Planning /Transportation Planning Division
-Local Jurisdictions

Associations:

-American Association of State Highway and Transportation Operators (AASHTO)
-Association of General Contractors of America (AGCA)
-America Trucking Association (ATA)
-American Transportation Research Association (ATRI)
-Council of Supply Chain Management Professionals (CSCMP)
-I-95 Corridor Coalition
-Maryland Motor Truck Association (MMTA)
-National Capital Planning Commission (NCPC)

[13] . Eric M. Weiss, *Traffic Cure Worsens the Pain: Fleets Expand to Beat Jams but Cause Some of Their Own*, Washington Post, Monday, October 06, 2008, pA01.

MPOs/Universities:

-Baltimore Metropolitan Council (BMC)
-Delaware Valley Regional Planning Commission (DVRPC)
-George Mason University (GMU)

Private Sector:

-Heavy Haulers/Tractor-Trailer
-Package Delivery Industry
-Food and Beverage Industry

─Class I Freight Rail

-CSX Transportation
-Norfolk Southern

*(See Appendix 2 for a listing of Private Industries by Regional Activity Centers)

Stakeholder Outreach Survey

In February, March, and April of 2009, the TPB staff conducted a Stakeholder Outreach Survey. TPB staff undertook a telephone survey of shippers, receivers, and wholesale/distribution centers from various industries in the National Capital Region. Survey questions were broken into three parts: (1) Business Characteristics; (2) Business Perceptions of Transportation Challenges; and (3) Business Involvement in Freight Issues.

The survey objective was to gain input from freight stakeholders in the region regarding the transportation system. The spectrum of companies interviewed spanned the horizon, including: lumber, concrete, stone, beer wholesalers, grocery warehousing, and a newspaper printer.

Survey Data and Methodology

The TPB Freight Program purchased from IHS Global Insight business contact data to conduct the telephone interviews. This data is part of the IHS Global Insight Freight Locator database. From a database of 1,600 companies spanning the TPB planning region, among a number of businesses contacted, a total of 35 agreed to participate and answered the telephone survey.

TPB staff drafted the survey based on an example provided in the *Enhancing Consideration of Freight in Regional Transportation Planning* report. From there, the survey was refined for the TPB Freight Program's purpose. A draft run-through of the survey was conducted with three companies for feedback and some adjustments were made.

The large contact dataset was narrowed down to determine whom to call. The dataset was first sorted by jurisdiction, and then sorted by total tonnage for each jurisdiction. TPB staff subsequently attempted to contact the top 15 percent of freight contacts per

jurisdiction (pre-sorted by tonnage). Several individuals were not interested in participating in the five-minute telephone survey. Other contacts had businesses that were determined not applicable for our survey questions, and therefore they were passed over.

Survey Results
After conducting the survey, TPB staff found that for many surveyed it was difficult to identify specific transportation recommendations. Most of those surveyed mentioned traffic and rush hour congestion in the region as the most significant challenge to doing business in the region. Congestion on the I-495, I-95, and I-66 facilities were repeatedly mentioned as important to those surveyed. A few respondents were concerned about access to I-66 inside the Beltway and suggestions were made to allow trucks during non-rush hour or to allow smaller trucks. For specific improvements that were identified in the Freight Stakeholder Survey, they will be added to the Metropolitan Washington Regional Freight Projects database.

(See Appendix 3 for Stakeholder Survey Response Highlights).

V. NEXT STEPS

TPB staff will continue to compile data and information on freight-related projects and issues that would be of benefit to the freight community. Freight projects or issues will be identified from existing studies, feedback from the Stakeholder Outreach Survey, and Freight Subcommittee discussions. Clear identification of freight projects or issues will make it easier for the Freight Subcommittee to advocate for them in the transportation planning process. The next step is to consolidate this project information into a National Capital Region Freight Plan. This would give stature to freight concerns and projects, in a similar way that other committees such as the Bicycle and Pedestrian Subcommittee has given stature to its concerns and projects through a Plan and lists of priority unfunded projects. Recommendations to integrate freight into the transportation planning process include:

1. Scan CLRP projects and identify projects that particularly support goods movement. Identify these projects and draft a letter of support for these projects on behalf of the Freight Subcommittee.
2. Compile freight projects that fall within our region from other transportation plans. Sources include the I-95 Mid-Atlantic Rail Operations Study and Mid-Atlantic Truck Operations Study, Maryland State Freight Plan, Virginia State Freight Plan, CSX National Gateway Report, Stakeholder Outreach Survey, and Freight Subcommittee and stakeholder input.
3. Maintain the current Freight Subcommittee, *Focus on Freight* e-newsletter, and outreach. Additionally, continue to compile and analyze freight data to better understand the regional freight system.
4. Enhance the freight section of the CLRP during the next major update.
5. Develop a detailed National Capital Region Freight Plan that incorporates these projects and analyzes data available about freight flow in the region.

*(See Appendix 4 for Related Studies, Committees, and TPB Freight Links)

APPENDIX 1

FREIGHT AGENDA TOPICS

What follows is a list of topics of interest identified for discussions at future Freight Subcommittee meetings.

Freight Agenda Topics
-Freight Program update (Survey, Projects, etc.)
-Transportation Authorization for 2010-2015 and Stimulus Plan Update

Multimodal Topics/Other
-Project legislation/financing/Transportation Infrastructure Bank
-Business logistics/supply chain technologies
-Safety and Security/Hazardous Materials
-Freight Data
-Share CLRP list of projects for comment

Truck Topics
-Package Deliveries in Urban Areas
-Commercial Loading Zones
-Congestion/unreliability for truck deliveries
-Lack of truck parking
-Trucks on toll roads (not in VA, allowed on MD-ICC)
-SmartTransport EPA emissions program (LEED)
-APUs, clean trucks, truck idling
-Construction Sector
-Food Sector

Rail Topics
-Tunnel clearances for double-stacking
-Rail crossing safety
-Update on National Gateway study
-Freight rail relationship to commuter rail

Air Topics
-How airports accommodate fasted growing mode
-Air Cargo Survey updates

Maritime
-Coastal shipping, maritime highway

APPENDIX 2

PRIVATE SECTOR INDUSTRIES BY REGIONAL ACTIVITY CENTERS

What follows is a listing of good movement related businesses identified by geographic clusters. This list is not exhaustive and can be updated upon request.

—Washington D.C., New York Avenue Cluster
- -Food, beverage, and linen distributors
- -Washington Times newspaper headquarters and printing facility
- -Sorting facilities for waste management

—Virginia, Springfield/Lorton/Newington Cluster
- -Shirley Industrial Park
- -Virginia Concrete
- -Southern Iron Works
- -Office Movers
- -Canon
- -Stevenson Printing
- -Flex Industrial Space
- -Major petroleum pipeline terminal

—Virginia, Dulles Airport Cluster, Air Cargo Facilities
- -UPS
- -FedEx
- -Air Cargo, Inc.
- -Fritz Companies
- -Cargo Service Center
- -Masterpiece International

—Virginia, Manassas Cluster, high-tech manufacturing companies/food distribution
- -Micron Technology
- -BAE Systems
- -Mediatech, Inc.
- -U.S. Foodservice, Inc.
- -McLane Food Service Distribution
- -Martin-Brower Company
- -Payne Publishing
- -Aerojet Arban & Carosi, Inc. (concrete)
- -Universal Dynamics, Inc.
- -Atlantic Coast Cotton

—Virginia, Fredericksburg Cluster
- -CVS Warehouse

—Maryland, Jessup/Elkridge/Savage Cluster

-Maryland Food Center Authority
-Giant Food
-Sysco Food Services
-T.A. Baltimore South
-Merchants Terminal
-BTS Distribution Centers
-Terminal Corporation and the Maryland Wholesale Produce and Seafood Markets
-Jessup Auto Terminal

─Maryland, Beltsville/Laurel Cluster
-Dryer's Grand Ice Cream

─Maryland, Capital Heights Cluster
-PepsiCo Company
-U.S. Postal Sorting facility

─Maryland, Upper Marlboro Cluster
-Safeway grocery warehouse
-Several large distribution facilities

─Maryland, Frederick Cluster
-High-tech defense and biomedical industries
-Structural Systems, a manufacturer of prefabricated paneling and interior materials
-Toys "R" Us warehouse/distribution facility

Maryland, Hagerstown Cluster
-Volvo Powertrain North America
-Staples Distribution Center
-FedEx Ground
-UPS
-Breyers Ice Cream, Inc.

APPENDIX 3

STAKEHOLDER SURVEY HIGHLIGHTS

The table below shows the breakdown of surveys completed by each jurisdiction. The first column represents the number of contacts that fall within 15 percent of total contacts for that jurisdiction (pre-sorted by tonnage). The second column refers to the total number of surveys that were completed for that jurisdiction. The third column displays the percent of surveys complete.

County	15 % of TPB County Freight Locator Contacts	Surveys Complete	Percent Complete
Arlington	8	1	12.50%
District of Columbia	20	4	20.00%
Fairfax	40	9	22.50%
Frederick	17	2	11.76%
Loudoun	18	4	22.22%
Manassas City	9	1	11.11%
Montgomery	47	7	14.89%
Prince Georges	46	6	13.04%
Prince William	5	1	20.00%
Total	**210**	**35**	**16.67%**
*** Contacts were skipped over if industry seemed not related to transportation goods movement.**			

What follows is a compilation of the comments received. Many comments were general (e.g. reference to congestion, additional lane capacity needed), some were more specific to a location (e.g. allow trucks on I-66 inside the beltway). Also, some comments of praise were made for the region. Highlights are listed below by county jurisdiction.

Arlington
- I-495 congestion/add capacity

District of Columbia
- I-495 congestion/add capacity
- Security delays/closing of streets
- Synchronize more lights
- Improve I-295 (under construction)

\+ MD-ICC, more cars off I-495
\+ Mixing bowl fix was good

Fairfax County

- I-66 west impossible
- Springfield interchange needs improvement
- Remove 8 ton weight limit on US-50 inside beltway, this leads trucks to US-29
- Allow trucks on I-66 inside beltway, maybe for certain hours, medium size trucks

Frederick County
- I-495 congestion
- I-495 at I-95 south terrible bottleneck
- Only one exit to Fairfax Parkway, too much rush hour traffic to industrial park
- Parking regulations in DC
- Route US-50, 4 lane to US-15
- Braddock Road from VA-659 to US-15 needs paved
- Post Office Road, Manassas needs paved
- Accelerate metro to Dulles project
- I-70 construction taking too long
- Add more high speed transit

Loudoun County
- I-66 congestion
- VA-5 south congestion
- Since new overpass constructed for direct access to VA-7, no signs for Cochran Mill Road, several industrial facilities

+ Woodrow Wilson Bridge "beautiful project"
+ Dulles Toll Road

Manassas
- I-66, US-50 congestion

Montgomery County
- Different truck laws across states, MD inconsistent enforcement
- Logistical nightmare to schedule on time deliveries
- Area traffic circle radii too small, terrible on trucks, circles in DC, Montgomery, Prince Georges, and Howard
- More mass transit
- Roads too tight with restricted bridges and weight restrictions

+ Praise for DC policy to raise parking fees, discourage car usage
+ Woodrow Wilson Bridge

Prince George's County
- I-495, I-95, US-50, VA-7, add capacity
- Avoids congestion with middle of the night deliveries
- VA HOT lanes project, concerned about its effect on trucks and congestion
- DC NY Ave. speed cameras has the effect of disrupting flow/causing congestion as everyone slows
- DC NY Ave where vehicles turn to bus station (where FedEx is located), people turning left causes congestion

- Improve road design on state roads, roads often do not line up straight at intersections
- Off-ramp from VA-4 to US-301 north has constant accidents, poor design
- Left light at VA-725C and route US-301 installed but not activated for several months
- Better task force on abandoned vehicles, three abandoned dumpsters on VA-725C

+ MD-ICC, looking forward

Prince William County

- Possum Point Bridge, discussed though never built, would move through trips off I-495, alleviate congestion in the region. Many out of state tags (through trips)
- Not impressed by Woodrow Wilson Bridge

APPENDIX 4

RELATED STUDIES, COMMITTEES, AND TPB FREIGHT LINKS

–*Guidebook for Integrating Freight into Transportation Planning and Project Selection Processes,* National Cooperative Highway Research Program Report 594, Washington D.C. 2007.
The purpose of the Guidebook is to allow states and MPOs to better integrate freight issues throughout the transportation planning and programming process. The Guidebook identifies and discusses seven key elements of freight planning and programming. The Guidebook also identified and described over 20 best practices from states and MPOs.
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_594.pdf

–*Enhancing Consideration of Freight in Regional Transportation Planning,* Cambridge Systematics, Bethesda, MD, May 2007.
This report provides a context of state and local freight planning activities and a freight profile for the Metropolitan Washington Region. The report offers recommendations on building up a Freight Program and Freight Subcommittee.
http://www.mwcog.org/uploads/committee-documents/bF5fW1pX20080222142629.pdf

–*Federal Highway Administration Talking Freight Monthly Seminar*. Federal Highway Administration program, administered by SAIC-Jennifer Symoun, ongoing.
Talking Freight is a monthly freight-related Seminar Series sponsored by the Federal Highway Administration and managed by SAIC. The sessions are recorded and available on the FHWA Web Site. http://www.fhwa.dot.gov/freightplanning/talking.htm

–*Report of the National Surface Transportation and Revenue Study Commission: Transportation for Tomorrow,* National Surface Transportation Policy and Revenue Study Commission, Washington D.C., December 2007.
Lack of funding has been the root problem for several transportation projects, especially freight-oriented truck, rail, or intermodal projects that do not easily fit into an existing highway or rail programs. This report examines the historical "TEA" funding methods and offers a new proposed Federal Surface Transportation Program that would shrink our current 108 Programs down to 10 Programs areas. The second of the ten proposed Federal Surface Transportation Programs would address freight; "Freight Transportation: A Program to Enhance U.S. Global Competitiveness."

–TPB Freight Subcommittee