



Hosting a Freight Summit

TPB 2023

By Ian Ollis, FAMPO Administrator/GWRC Director of Transportation Planning

Fredericksburg - Virginia



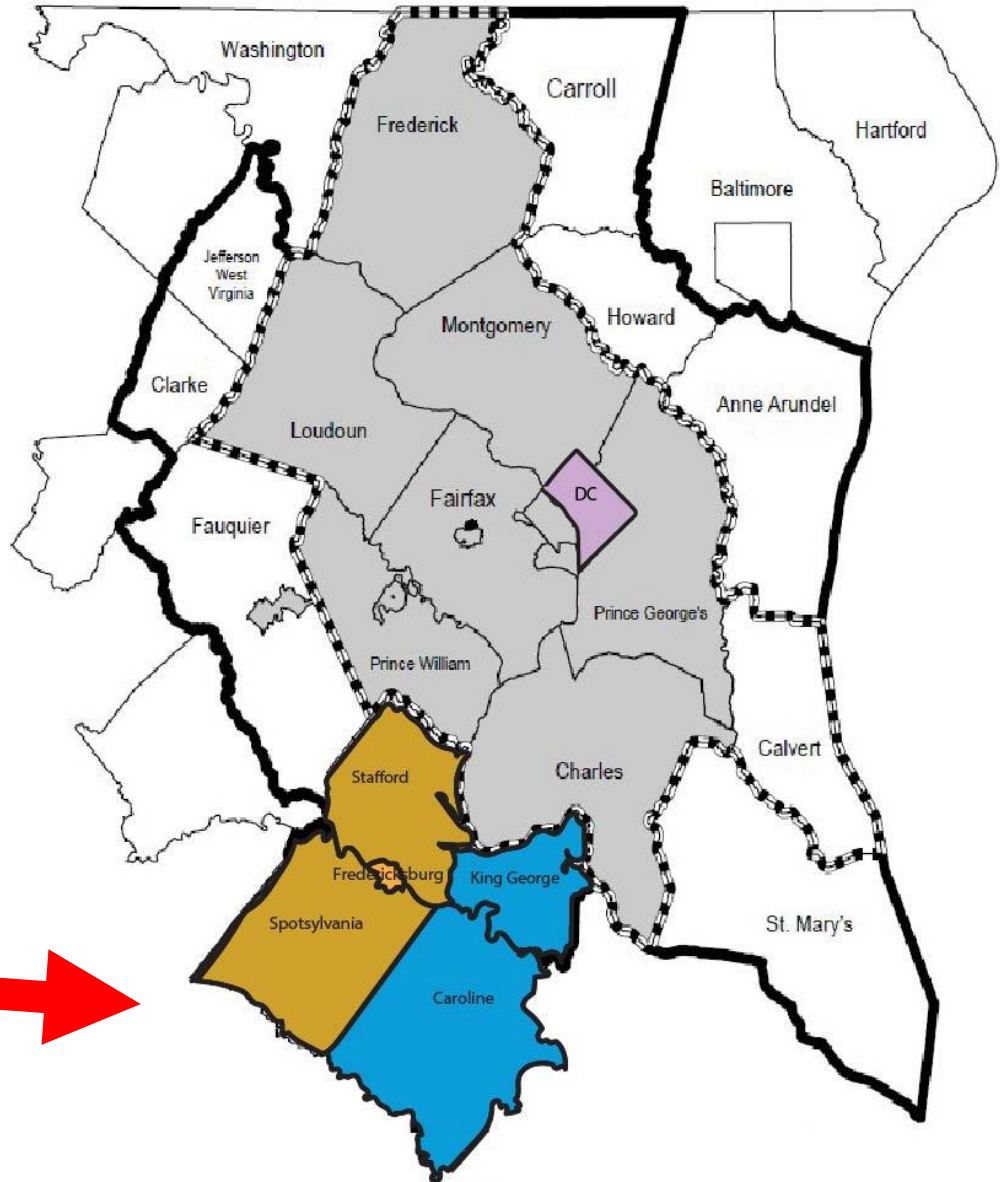
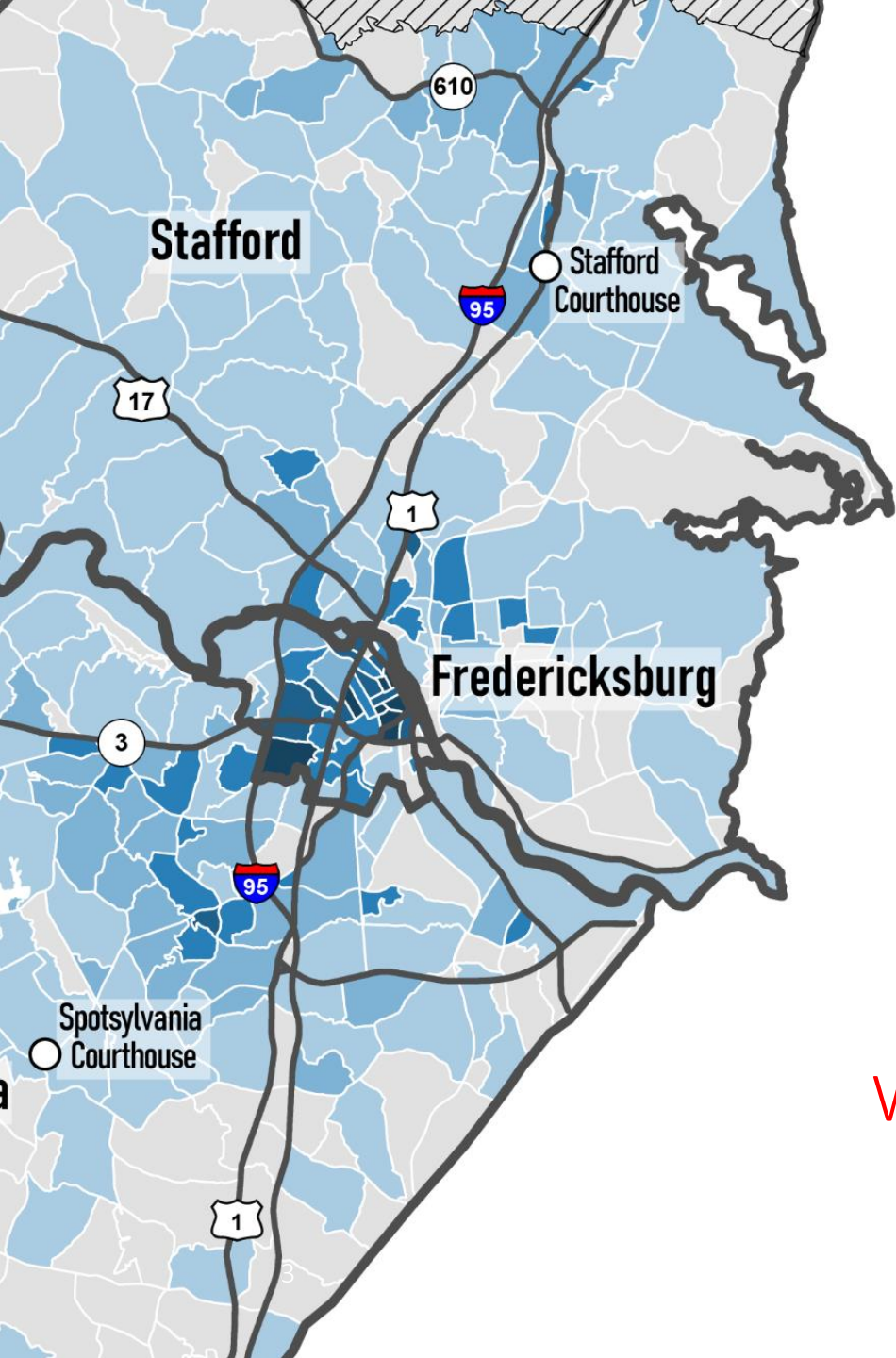


Ian M. Ollis, Bth Lth, CEA, MA, MCP

“Hosting a Freight Summit to Match Data with Lived Experiences of Freight Operators”

Lessons from local experience!

- FAMPO is the MPO between the National Capital (D.C.) and the Virginia state capital (Richmond) around the City of Fredericksburg
- One of the worst places nationally for congestion on the I-95 corridor
- Fastest growing planning district in Virginia 2010 to 2020. Still vying for the top spot



We are here 

Data analysis ahead of the Summit



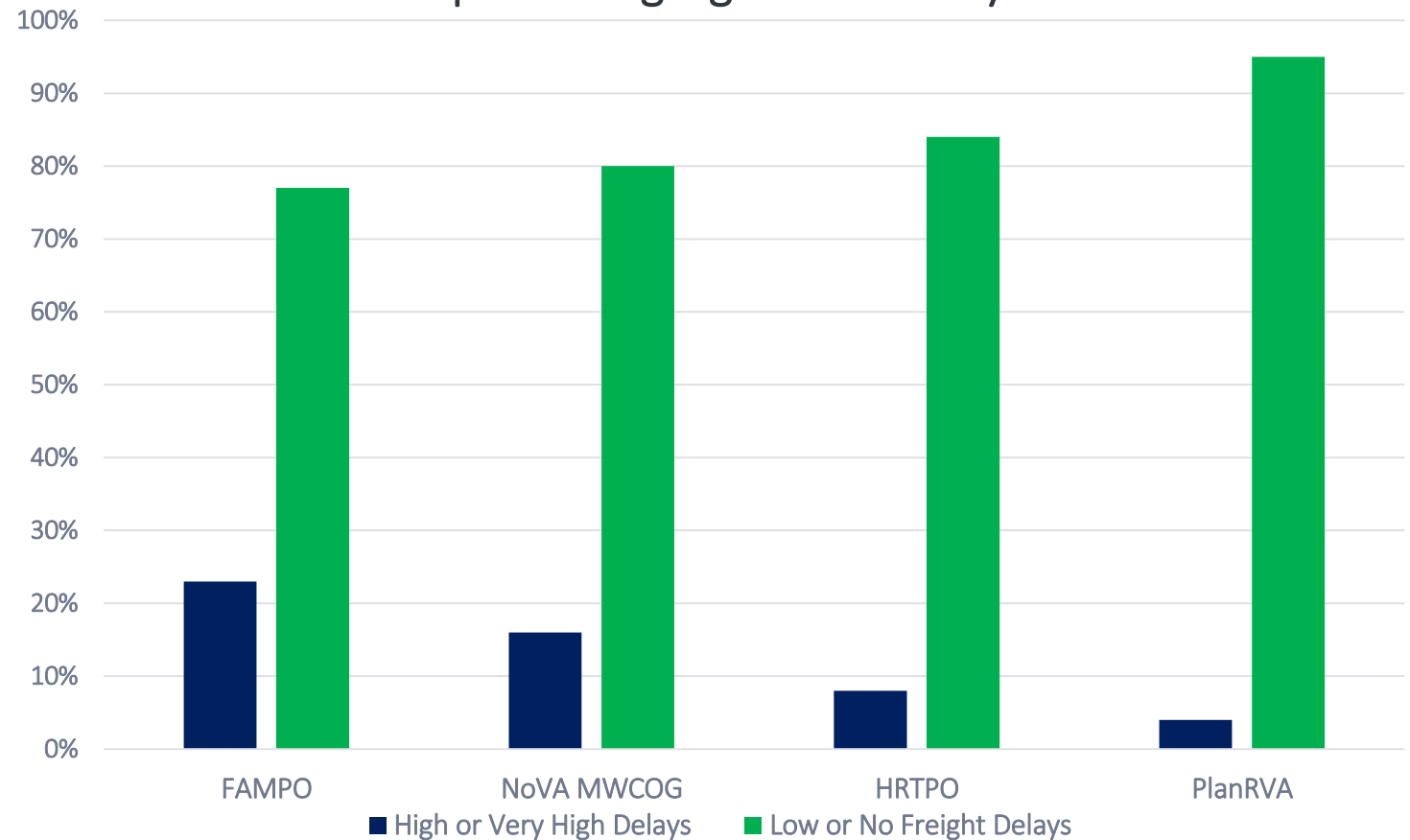
Metropolitan Planning Organization	Major City	Area (Sq. Miles)	2020 Census Population	Peak AADT	Peak Truck AADT (2021)
Fredericksburg Area MPO (FAMPO)	Fredericksburg	704	324,968	232,000	21,900
National Capital Region Transportation Planning Board (TPB)	Washington DC	3,555	5,732,469	235,000	21,705
Richmond Area MPO	Richmond	2,074	1,075,133	162,000	18,480
Hampton Roads Transportation Planning Organization (HRTPO)	Norfolk/Virginia Beach	2,673	1,705,382	187,000	Under 15,000

Our region's AADT Peak truck traffic is higher than the DC metro area on I-95

Worst Freight Bottleneck in the State of Virginia

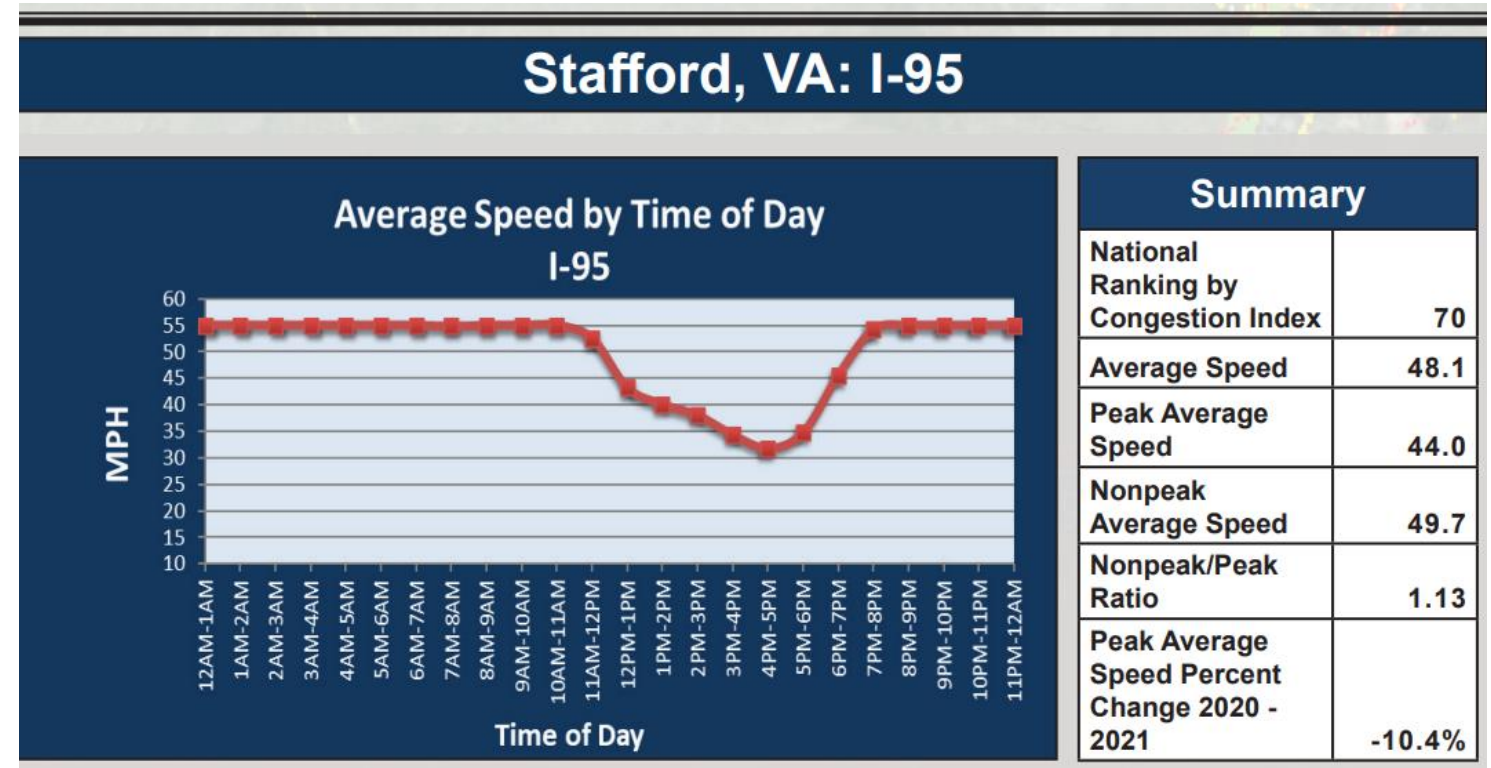
- Nearly a quarter (23%) of the FAMPO network ranks in the top 15% of “worst delays” in the state.
- Thirteen percent (13%) of our freight network is in the top 5% of the worst freight delays.
- 32.24 miles have “very high” truck delay miles
 - More than Hampton Roads and Richmond COMBINED

Percentage of MPO Freight Network Miles Experiencing Significant Delays



Worst Freight Bottleneck in the State of Virginia

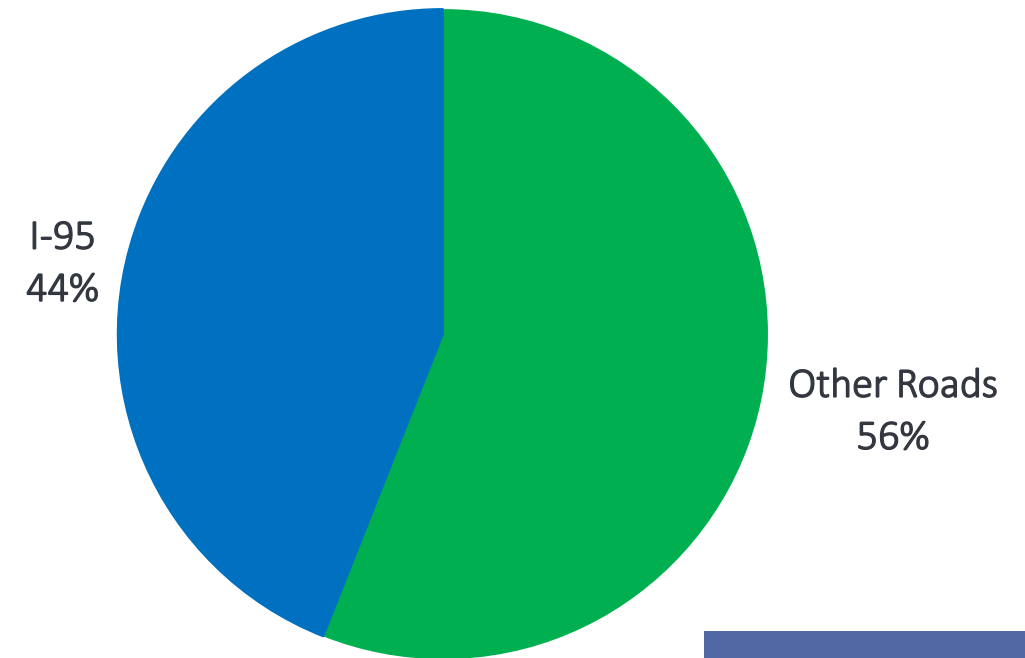
- #70 in the 2022 List of Top 100 truck bottlenecks
- Peaked at #37 in 2017
- Truck travel speeds are lowest in the afternoon
- Average speed dropped 10% 2020-2021



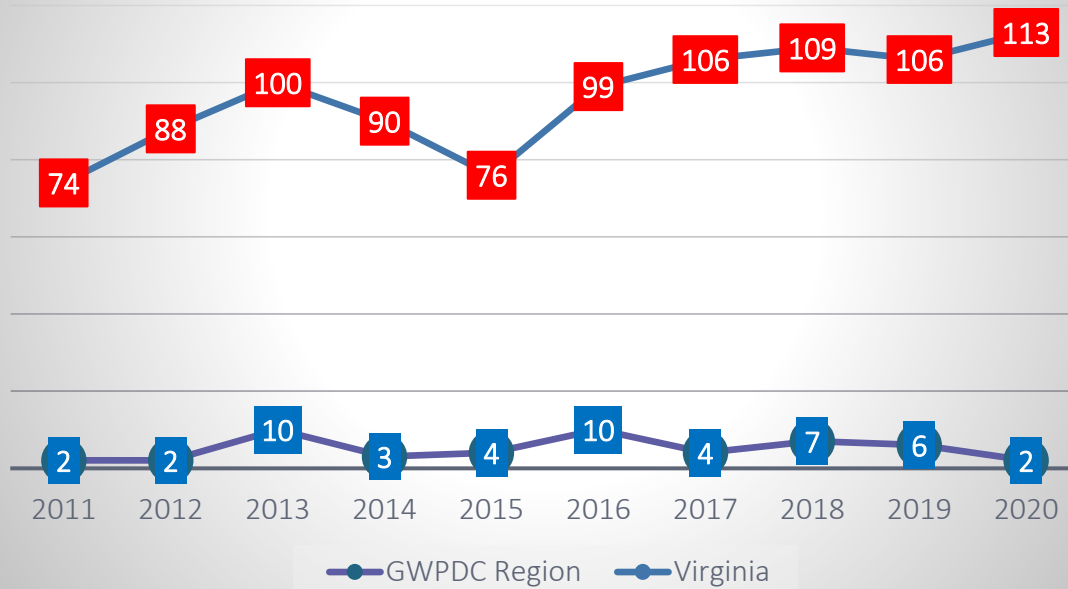
Source: American Transportation Research Institute (ATRI), 2022

Truck Safety

Fatal Truck-Involved Crashes Within our PDC Region:



Fatal Truck-Involved Crashes, 10-Year Trend, 2011-2020



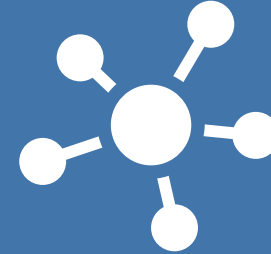
From 2011-2020 (10 years):
50 fatal crashes involving large trucks (**5% of state total**) in GWPDC region (Includes FAMPO)

Lesson 1: Use the data sources already out there for understanding of your region's context



Virginia DOT
Virginia Office of
Inter-modal
Planning and
Investment

Federal Highway
Administration



National Highway
Traffic Safety
Administration

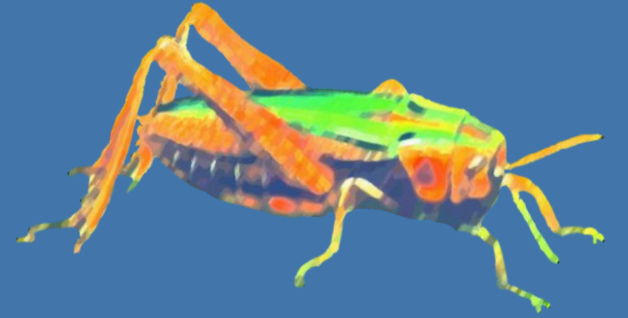
American
Transportation
Research Institute





We were excited to host a freight summit!

- In 2022 FAMPO announced that we were hosting a Freight Summit
- Staff were excited and hired a consultant to facilitate the summit and draft the report
- We conducted data research working with our consultant, internal staff and our DOT
- We booked a large venue, sent invitations, emails, flyers and commenced preparation for the event.
- And then....



A person is shown in silhouette from the back, looking through a telescope. The background is a city skyline at sunset, with the sun low on the horizon, casting a warm orange and red glow over the buildings. The sky is filled with soft, wispy clouds. The overall mood is one of looking forward or searching for something in the distance.

Zero RSVPs from
freight companies!

Lesson 2: Unless you have interested participants, you don't have a summit! (Sounds obvious)



During and post Covid, amid driver shortages, supply chain interruptions, crazy cost increases, freight operators are not breaking down the doors of MPO's to discuss freight bottlenecks in their spare time....

This may be a national trend.

Lesson 3: Unless you have a relationship with local freight operators it is harder than it sounds to fill the room



Some MPO's have a freight committee – We did not

Some MPO's have an established relationship with freight operators – We did not

The solution: Use local partnerships and go in person with invitations where you are able.



2022 FREIGHT SUMMIT

September 29, 2022
12pm-2pm

**"Worst freight delay time
in Virginia"**

What should be done to fix this?

Book your seat by September 20th
to participate!



**Add this date to
your calendar!**

September 29, 12pm-2pm

- Much more of our time was spent on marketing and outreach than on the data research and event planning itself
- This was not what we expected



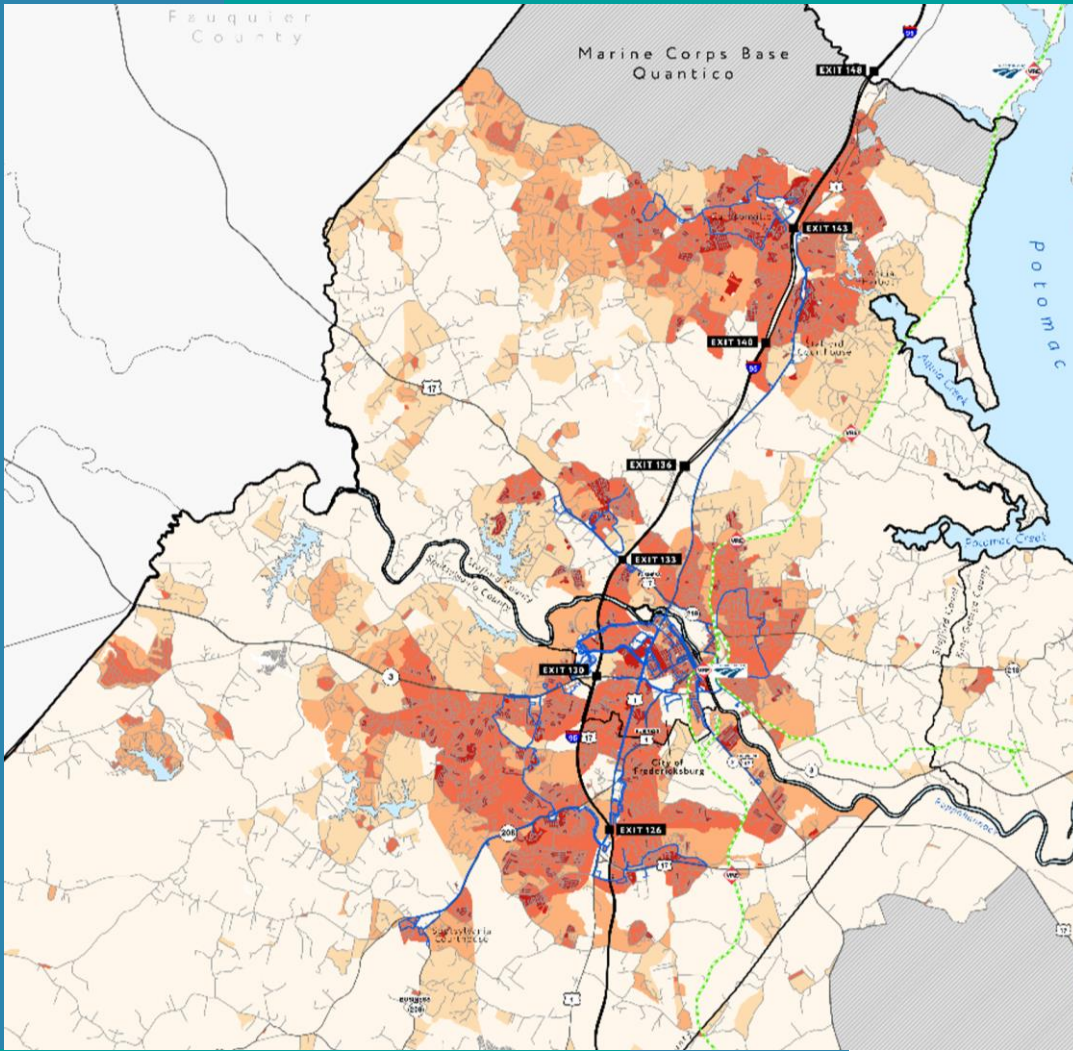
Lesson 4: Match participant's input with data analysis

- Truck driver shortage has been an issue for many years, and the pandemic made it worse;
- Unreliability and delays mean higher fuel and labor costs and customer dissatisfaction;
- Truck parking is a major operational and safety issue in our region. There are not enough safe places to park



- Mode Shift Challenges:
 - CSX freight rail in Virginia carries as much tonnage as I-95 & US Route 1 combined;
 - Not all freight is divertible to rail.
- Technology trends:
 - Truck electrification is challenged by utility capacity, and range;
 - Short-distance truck trips may shift

Lesson 5: Use the results



- Integrate the findings into FAMPO's planning processes
 - Expand incorporation of freight into LRTP and CMP
 - Investigate area-specific needs through planning studies and programming
 - Develop a Regional Freight Plan and/or expand upon the data analysis and engagement
- Maintain/expand freight stakeholder engagement
 - Continue to host freight summits
 - Establish a Regional Freight Advisory Committee?
 - Produce a program of brown bag presentations on freight-relevant topics
 - Reach outside traditional freight companies/agencies to include other constituencies with interests in freight

The summit was a success!



FREIGHT SUMMIT PARTICIPANTS' INPUT:

The cost to move a container from China to the eastern United States increased nearly 8-fold since 2019 (by 2021). Record steamship line profits and high demurrage fees were said to add to these high costs to companies that import goods.

Organization Name	Participant Name	Participant Title
American Signature	Lawrence Pleasants	
CSX Transportation	Brian Barton	Trainmaster – Passenger Operations
Harris Teeter	Troy Kirtley	
Harris Teeter	Tony Rankin	
Hilldrup	John Seal	SVP, Operations – DMV
IDX Corporation	Paul Woolbert	Operations Manager
IDX Corporation	Tracy Sullivan	
US Representative Spanberger's Office	Shawn Meredith	
City of Fredericksburg	Michael Craig	Senior Planner
FAMPO	Becky Golden	Transportation Planning Manager
FAMPO	Ian Ollis	Director of Transportation Planning/FAMPO Administrator

FAMPO	John Ridout	Transportation Planner II
Fredericksburg Regional Alliance	Curry Roberts	President
Fredericksburg Regional Alliance	Rose Maddox	Business Development Manager
King George County	Nick Minor	Director of Economic Development and Tourism
Spotsylvania County	Jacob Pastwik	Long Range Planner
Stafford County	Alexander Owsiak	Transportation Project Manager
Stafford County	Matthew Lehane	Transportation Planner II
Port of Virginia	Chris Gullickson	Director, Development and Transportation Policy
Virginia Department of Rail and Public Transportation (VDRPT)	Emily Stock	Chief of Rail Transportation
Virginia Department of Rail and Public Transportation (VDRPT)	Janet Minerva	Rail Data Support Specialist
Cambridge Systematics	Chris Lamm	Principal

Questions at the End!



FAMPO Freight Summit Report:
<https://fampo.gwregion.org/freight-planning/>