

National Capital Region Freight Plan 2010

Transportation Planning Board

July 21, 2010

Victor Weissberg (Freight Subcommittee Chairman)

Karin Foster (TPB staff)

TPB Vision

- TPB Vision, which was adopted on October 21, 1998, includes:
 - Policy Goal 2, which states that “... the region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the region...”; and
 - Policy Goal 2, Objective 5: “Efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment”; and
 - Policy Goal 8, Strategy 5: “Develop a regional plan for freight movement”

TPB Freight Subcommittee

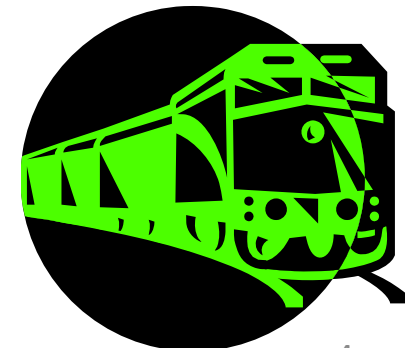
- TPB Freight Subcommittee Kick-off April 2008
- 5 Objectives of Freight Subcommittee
 - 1) Provide a voice for freight in transportation planning
 - 2) Recognize freight's role in economic development
 - 3) Recognize freight's role in the multimodal system
 - 4) Coordinate transportation and land use planning
 - 5) Recognize how freight can reduce air quality impacts



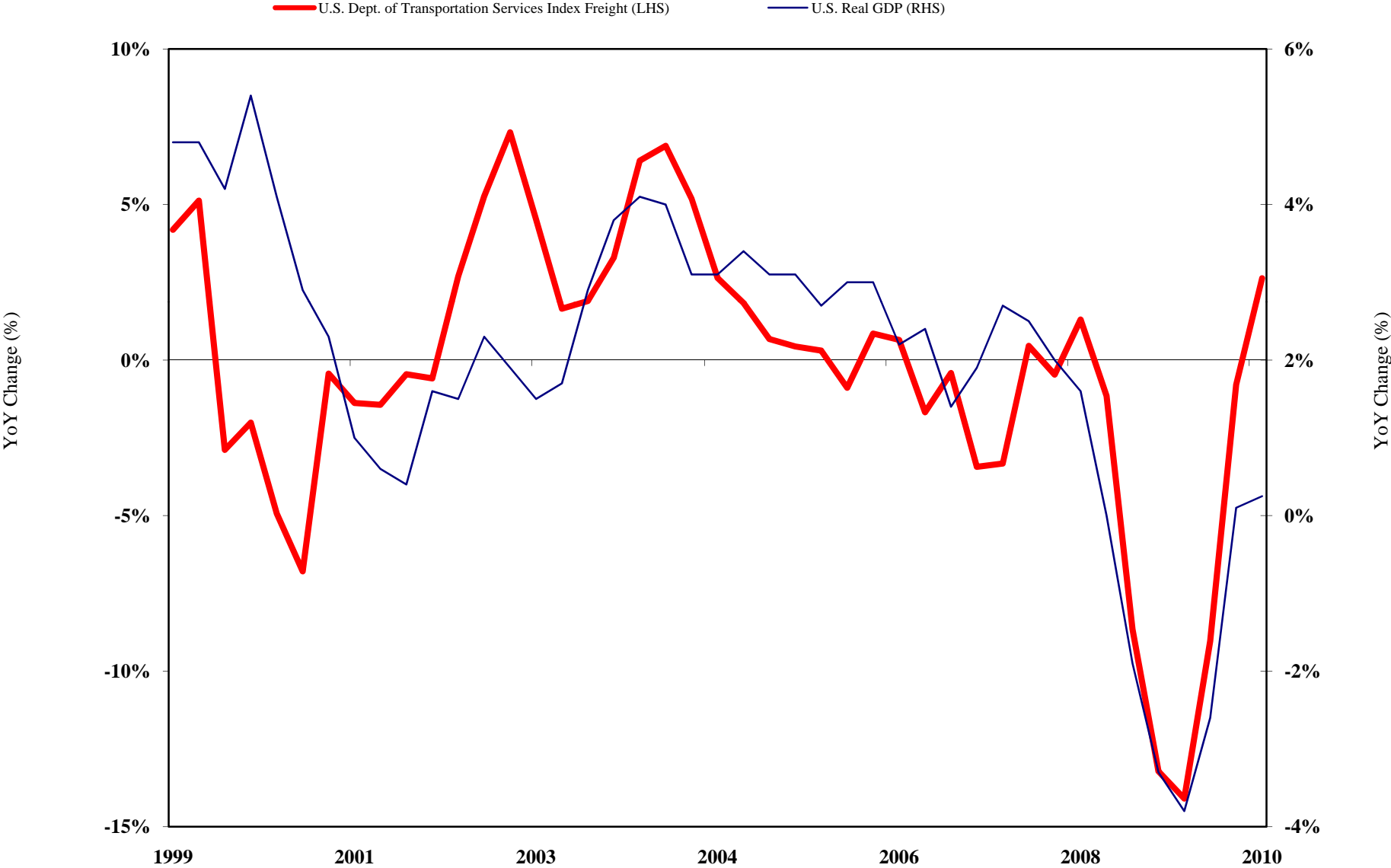
What is Freight?



- Freight: Goods and cargo transported for pay
- Story of freight is the story of our economy
 - Economic growth->more demand->more goods
 - ↑ trucks, ↑ rail, ↑ air cargo, ↑ water
- Washington region: A consumer region



Freight Movement Tracks Economic Growth

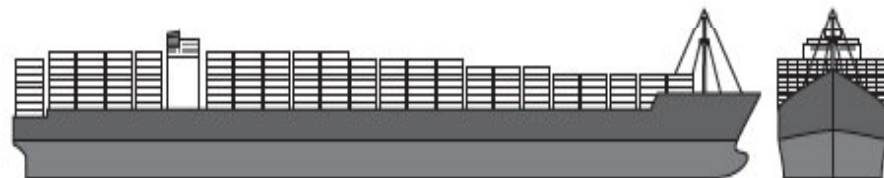


Plugged into Global Economy

- Panama Canal 2014
 - 5,000 to 12,000 containers
 - Shipper Route Selection
 - Growth in intermodal (container) shipment
 - New relationships between port, rail, truck
 - Greater potential truck to rail diversions
 - “Last-mile” by truck



Panamax: max. load 5000 containers

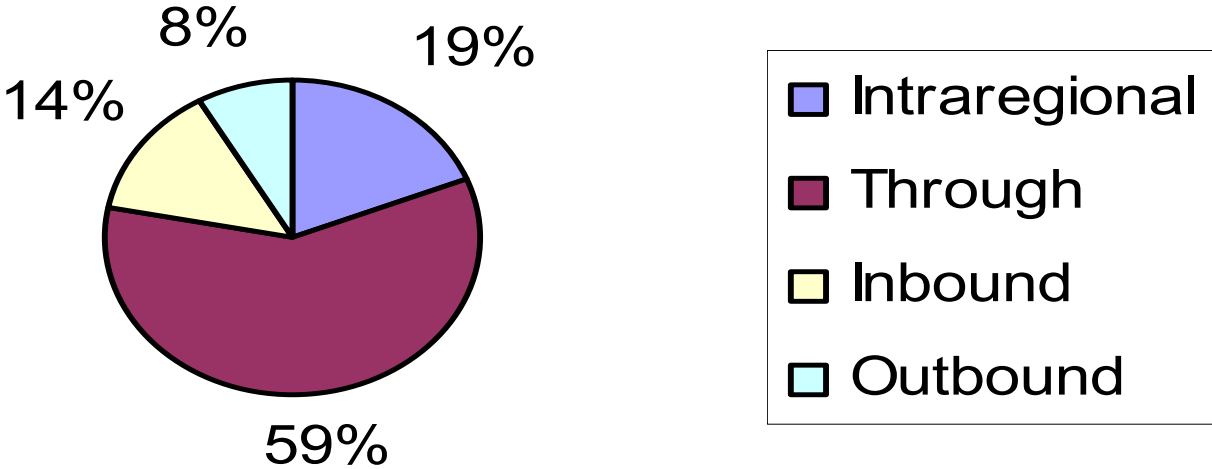


Post-Panamax: max. load 12,000 containers

Washington Region

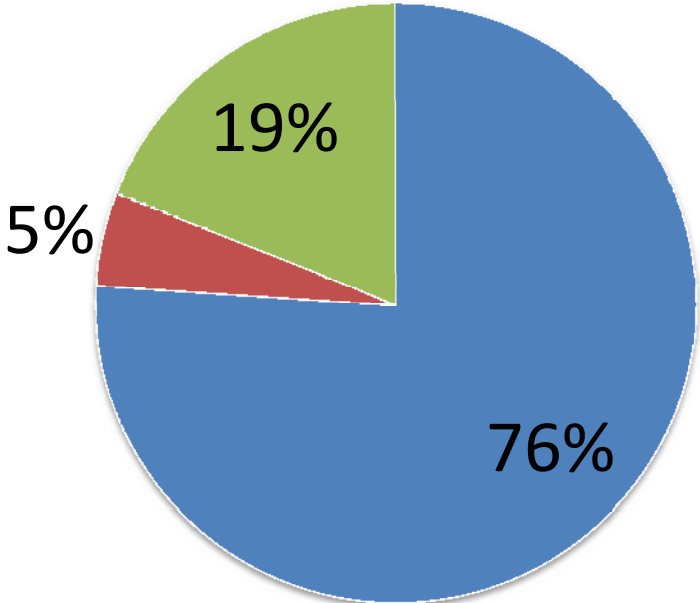
Estimated Freight Movement by Tonnage (2002)

(Highway and Rail)

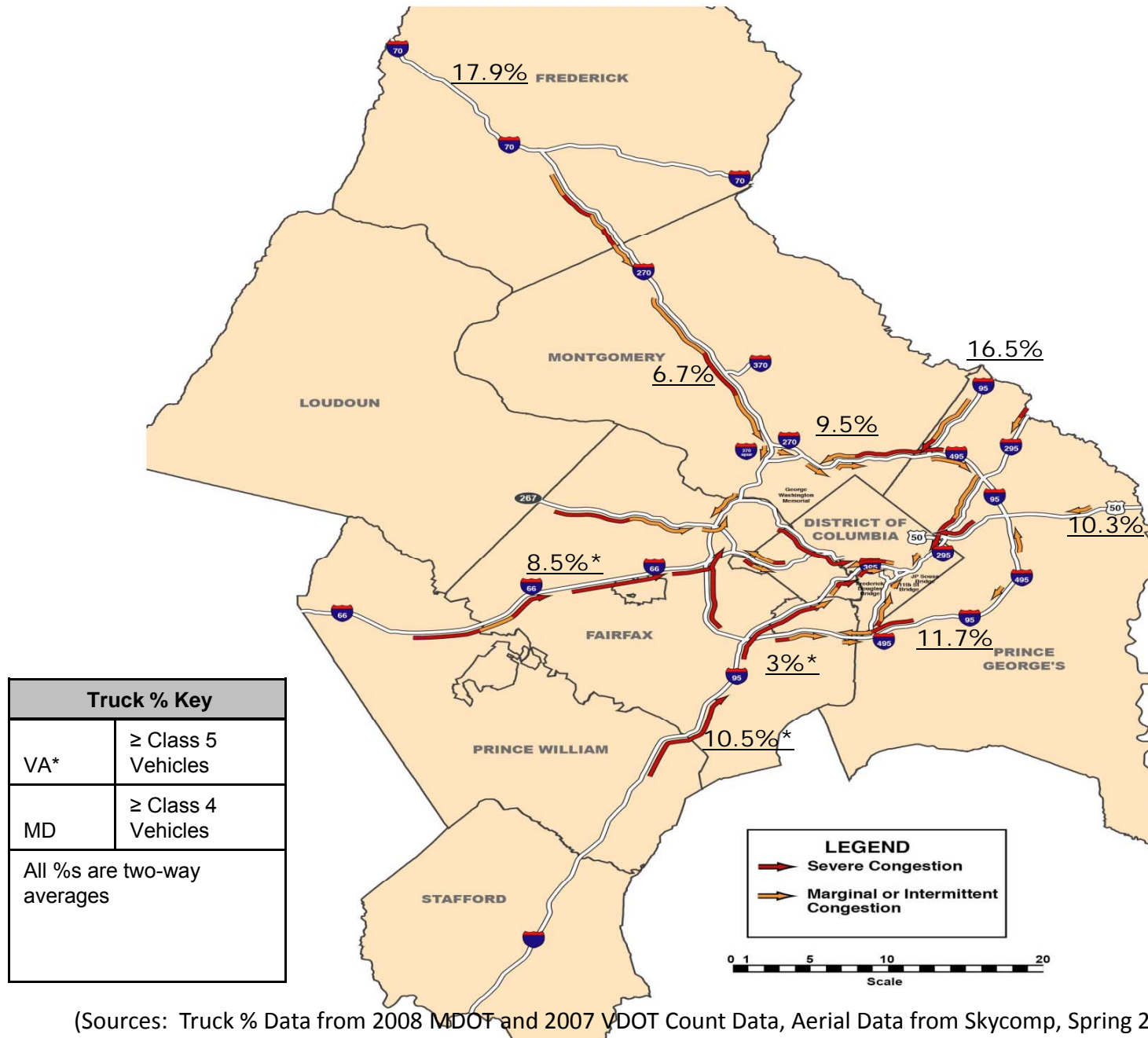


Washington Region Mode Split Percent Tonnage 2002

■ Trucks ■ Rail ■ Water/Air



Morning Regional Congestion (Peak Period)-Spring 2008



(Sources: Truck % Data from 2008 MDT and 2007 VDOT Count Data, Aerial Data from Skycomp, Spring 2008)

Freight Planning Context

- First Freight Plan for Region
 - Input from Freight and Technical Subcommittees
 - SAFETEA-LU & Freight
 - Integrate freight into a comprehensive transportation paradigm
 - Incorporate freight into livability/sustainability discussion

The image shows the cover of a report titled "National Capital Region Freight Plan" from 2010. The cover has a green background with a white vertical stripe on the left. The year "2010" is printed in large black font in the top right corner. Below it, the title "National Capital Region Freight Plan" is written in white on a blue horizontal bar. A list of report contents is listed in black text on the white stripe. At the bottom right, the report is attributed to the National Capital Region Transportation Planning Board and the Metropolitan Washington Council of Governments, with a date of 7/1/2010. The page number "10" is in the bottom right corner.

2010

National Capital Region Freight Plan

- Planning Context
- TPB Freight Program
- Current Freight
- Future Freight
- Land Use/Environment
- Safety/Security
- Freight Project Database
- Best Practices
- Key Findings/
Recommendations

National Capital Region
Transportation Planning Board
Metropolitan Washington Council
of Governments
7/1/2010

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Trucking in the Region



- Trucks carry the majority goods/tonnage to, from, and within the region (76 percent)
- COG/TPB forecasts increased volumes in 2030 (from 2002)
 - Heavy truck 38%
 - Medium truck 47%
- Households ↑ 43% more 2030 from 2002
- Employment ↑ 45% more jobs 2030 from 2002

Truck Freight Issues

- Congestion → Diminishes productivity and increases cost of operations, drivers must be paid for time spent making deliveries and in traffic
- Economy
- Commercial loading zones
- Truck driver shortage
- Roundabouts

Freight Rail

- In anticipation of economic growth
 - CSX National Gateway
 - NS Crescent Corridor
- Passenger rail interaction
 - Provide speed, signal, and capacity improvements that support freight and VRE, MARC, Amtrak



CSX Virginia Avenue Tunnel (West View)

Freight Rail Issues

- Capacity: Doublestack and doubletrack
- Improvements must be made to modernize track conditions
 - Positive benefits for freight and passenger rail
- Difficult to fund complex/expensive projects

Air Cargo

- Air cargo tonnage to grow nearly 500 percent in 2030 from 2003 levels (FHWA)
- Commodities high in value, light weight, time sensitive



Maritime Freight

Barge

- Barge movements on Potomac and Anacostia Rivers
- Transport petroleum, construction aggregates, rock, sand
- 1 million tons of goods, worth \$69M are moved by water annually (FHWA)

Ports

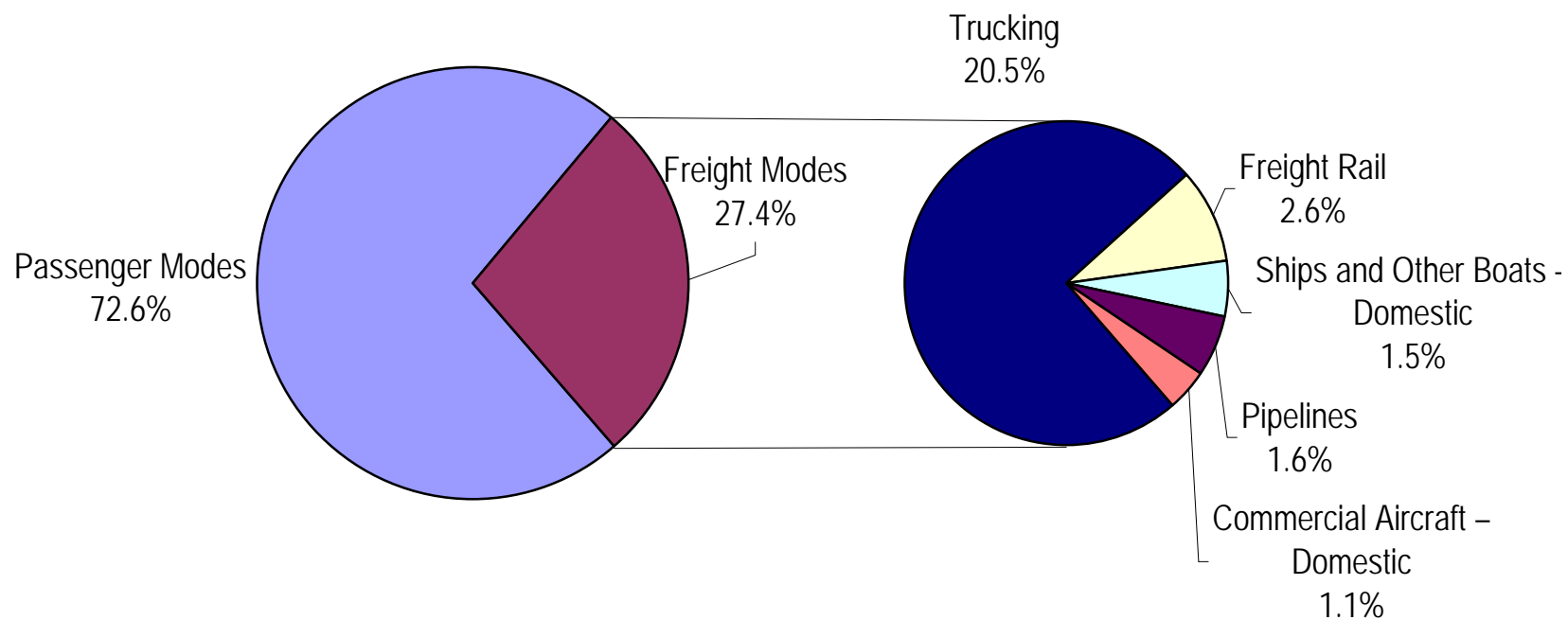
- Port of Baltimore
- Port of Virginia-Hampton Roads



Freight and Environment

- Land use and zoning decisions
 - Influence where to expect freight traffic
- At present, there are no medium and heavy truck fuel economy standards
 - Congress has charged NHTSA to finalize a rule to implement a truck fuel efficiency program by September 2012

Transportation GHG



(Source: Federal Highway Administration, Office of Planning, Environment, and Realty, Robert Ritter, *Freight and Climate Change*, presented to FHWA Talking Freight, June 17, 2009)

Regional Benefits of Rail Projects

	VMT Reductions in 2020 (million truck-miles)	CO ₂ Reductions in 2020 (tons CO ₂)
National Gateway	12.3	16,687
Crescent Corridor	15.8	23,762

Source: Freight Emissions Analysis, TPB Staff

Assumption: Full project completion in 2020

Freight Database

- Database represents compilation of projects beneficial to freight movement in our region
 - Rail: 41 Projects
 - Highway: 61 Projects
- Projects drawn from existing documents
 - Sources: CLRP, MDOT MRP, MAROPs, CSX, NS
- Source for future Freight Subcommittee efforts to prioritize and present list of top projects (Report p74-85)

Recommendations to Guide Freight Program

- Continue and enhance;
- Regularly update the TPB;
- Special outreach;
- Jurisdiction-level freight profiles;
- Explore new data;
- Freight Forum to raise awareness; and
- Encourage freight and passenger rail coordination

Thank You

Karin Foster