

National Capital Region Transportation Planning Board

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Meeting Summary

FREIGHT SUBCOMMITTEE

DATE: April 11, 2013

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

PLACE: MWCOG Room 1

CHAIR: Eulois Cleckley, Manager of Statewide and Regional Planning/Freight Planning, District Department of Transportation

ATTENDANCE:

Mark Alagna, UPS
Eulois Cleckley, District of Columbia Department of Transportation
Richard Easley, E-Squared Engineering
Teresa Edelen, DC Truckers Association
Sean Garney, American Trucking Association
Will Gayle, Maryland Department of Transportation
Jeremy Herrod, UPS
Randy Hodgson, Virginia Department of Transportation
Lisa Holley, Maryland Motor Trucking Association
Keith Jasper, Delcan
Mike Onder, CDM Smith
David Ramdeen, District of Columbia Department of Transportation
Hyeonshic Shin, Morgan State University
Pat Thomas, UPS
Andrew van Brisker, FedEx Company
Roselyn Wilson, Delcan

CONFERENCE-CALL:

Deborah Bowden, Maryland Department of Transportation
Christine Hoeffner, Virginia Department of Rail and Public Transit

MWCOG STAFF ATTENDANCE:

Karin Foster, MWCOG-DTP
Andrew Meese, MWCOG-DTP
Ron Kirby, MWCOG-DTP
Rich Roisman, MWCOG-DTP
Daivamani Sivasailam, MWCOG-DTP

Eulois Cleckley, TPB Freight Subcommittee Chairman

Mr. Cleckley opened the meeting. After a round of introductions, Mr. Cleckley asked for comment on the February 7, 2013 TPB Freight Subcommittee meeting summary. No comment was made and the summary was finalized.

Mark Alagna, Vice President of Corporate Public Affairs, UPS-Serving the District of Columbia

Mr. Alagna, UPS Vice President of Corporate Public Affairs, spoke to a PowerPoint presentation on UPS service in the National Capital Region. UPS began as a bicycle package delivery service in 1907. Today the company services 220 countries and has almost 400,000 employees.

The National Capital Region is serviced from the Chesapeake District center located in Maryland. The Chesapeake uses Dulles International Airport and Baltimore-Washington International Airport for air cargo service. Package deliverers operate by neighborhood and for dense areas such as downtown DC, walkers operate out of a UPS store. Mr. Alagna noted that the average UPS vehicle stops for just under three minutes per location.

UPS first introduced an alternative fuel vehicle in 1935 in New York City. At present, the company uses a range of alternative fuels. The UPS global fleet operates with over 2,500 alternative fuel vehicles. The alternative fuel vehicles include compressed natural gas, hybrid electric, liquid natural gas, propane, all-electric, and hydraulic hybrid vehicles. UPS would like to purchase more alternative fuel vehicles, but the price per custom-made UPS vehicles is double to triple the cost of a regular delivery vehicle.

Mr. Alagna pressed on how the congestion and events in the District of Columbia make this “not your average city.” UPS drivers in the District need to constantly find work-around solutions. Mr. Alagna described how drivers operate in one neighborhood and get to know the neighborhood very well, including how to handle congestion bottlenecks.

For a business like UPS, which offers a money-back guarantee, on-time delivery is crucial to the business. When individuals get stuck in congestion, they can take a different route, however, the UPS driver needs to make a delivery in a designated time window.

Question and Answers

Rich Roisman, TPB staff, asked Mr. Alagna about UPS air cargo service originations. Mr. Alagna noted that BWI receives 2 planes and Dulles receives 1 plane each day, usually from Louisville, otherwise from a regional air hub.

Karin Foster, TPB staff, inquired about the UPS walkers office base. Mr. Alagna noted that walkers service high-density areas usually from a UPS store. They operate either the early or the late shift for 3-5 hours, providing a good part-time job with benefits.

Andrew Meese, TPB staff, noted the unique security concerns in the District of Columbia and asked about delivery to the White House and similar sensitive locations. Mr. Alagna

answered that one will never see a brown UPS truck at the White House, packages destined for sensitive locations are x-rayed and delivered in a non-labeled vehicle, while providing the same delivery guarantee.

William Gayle, Maryland Department of Transportation, asked about the alternative vehicle industry and the increasing number of electric vehicles. Mr. Alagna noted that UPS was “fuel neutral,” meaning that the company uses various alternative fuel vehicles that work best for particular uses. Liquid natural gas works well for larger trucks, allowing for a trip from Ontario, California to Salt Lake City on one tank. Mr. Alagna added that he believes fuel cell vehicles may be the future. Sean Garney, American Trucking Association, added that the choice of fuel is largely dependent on the type of operation.

Richard Easley, E-Squared Engineering, asked what makes the UPS a customer brand of choice. What does UPS tout as their competitive edge? Mr. Alagna replied that consumers choose UPS based on their customer experience. In addition, UPS runs the back-end shipping for many large companies—a major component of the business to build relationships.

Keith Jasper, Delcan, asked about the changing UPS customer. Mr. Alagna noted that increasingly, UPS is developing relationships with small e-commerce businesses that need a shipper for their product. This helps UPS build customer relationships in the US and increasingly in foreign locations where products are sometimes destined. Mr. Alagna added that the US market is a relatively small market when considering the global economy and growth.

Eulois Cleckley, District Department of Transportation, Commercial Curbside Loading Zone Program

Eulois Cleckley, District Department of Transportation, spoke to a PowerPoint on the updated Commercial Curbside Loading Zone Program in the District. The Commercial Curbside Loading Zone Program scheduled to be implemented in August 2013 was in response to Bill 18-153 passed by the District City Council. Mr. Cleckley spoke about the challenges of truck movements in the District and this program’s effort to improve the use of public space and maintain the flow of traffic. The Commercial Loading Zone Program goals include: 1) Maximize the use of curbside space; 2) Dynamic curbside parking solutions; 3) Reliable real-time occupancy data; 4) Real-time traveler information; 5) Improved traffic flow; and 6) Freight efficiency. Mr. Cleckley noted that based on survey data, most deliveries occur between 6 am and 6 pm with the peak being between 10 am and 2pm. A survey among shippers found that a permit or pay-by-phone option ranked as the most favorable payment options. A new regulation requires loading zones used by commercial vehicles to display an annual pass or day pass or for some zones a pay at a single space meter option or pay-by-phone option will be available. The regulation also increased enforcement fines, such as those for an unauthorized vehicle in a loading zone. Loading zones are to be used for vehicles actively unloading or loading. Mr. Cleckley discussed several benefits of the Program, including: 1) Incorporating loading zone as part of the transportation network; 2) Improved data will aid with right-sizing loading zone space; 3) Improve information for freight carriers and reliability; 4) Pay-by-Phone option will provide fleet managers with visibility and control; and 5)

Increase use of space will decrease congestion. With the new Program, the District will be better able to measure the performance of loading zone activity. This spring, signage updates will take place and the summer will see full operation of the Program.

Question and Answers

Rosalyn Wilson, Delcan, asked if this would be the first time commercial vehicles will need to pay to use loading zones. Mr. Cleckley noted that the District already has pay-to-park loading zones in some areas.

Andrew Meese, TPB staff, asked if businesses pay to establish loading zones. Mr. Cleckley noted there has been some back-and-forth in the past. Mr. Cleckley reiterated that it is in the best interest of the District to keep traffic moving. New mixed-use development plans should figure out where deliveries will be made and developments of a certain threshold must install commercial loading bays.

Karin Foster, MWCOG Transportation Planning Board Staff, Freight Program Update

Ms. Foster distributed a Memo about the 2011 list of 10 Highlighted Freight Projects. After two years, it is time to review and update the list. Some projects may ultimately remain the same, others projects will require information update, and new projects will be added. Ms. Foster asked freight stakeholder from states, member jurisdictions, and railroads to provide project information updates or project nominations by May 15th. Between May 15 and the next TPB Freight Meeting, Ms. Foster will hold conference calls with freight stakeholders to develop a draft list of 2013 List of 10 Highlighted Freight Projects to present to the TPB Freight Subcommittee and subsequently the TPB. Materials on the 10 Highlighted Freight Projects update process and reference documents are on the TPB freight web site.

Ms. Foster spoke to a PowerPoint on the TPB Freight Around the Region Project. The aim of the project is to tell our region's unique freight story from the bottom-up and make connections between goods movement, local economy, and jobs. Ms. Foster has met with several jurisdictions and will continue to meet with the region's 22 jurisdiction between now and summer to gather local information.

State Freight Updates-Virginia

Randy Hodgson, Virginia Department of Transportation reported:

- Safety data provided to Ms. Foster for the Freight Around the Region Report
- Focus on North-South Corridor I-95 to Route 7 to move freight
- Environmental assessment being done for the west side access to Dulles
- State is following MAP-21 requirements

State Freight Updates-Maryland

Will Gayle, Maryland Department of Transportation, Office of Freight and Multimodalism reported:

- MDOT and CSX working on Mt. Claire intermodal yard improvements
- CSX National Gateway in MD-Almost 100% of MD projects cleared

- MDOT will hold a freight stakeholder advisory committee on April 24
- MD state legislators increased the fines for oversize trucks and made changes to the permitting process

Debbie Bowden, Maryland Department of Transportation, Office of Freight and Multimodalism reported:

- Delmarva freight study to wrap up in June 2013
- MD evaluating highways that are not on the National Network to be considered as US DOT amends the National Network
- Welcome Center at Howard County to add 20 truck parking spaces

Next Meeting June 13, 2013