

MEMORANDUM

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

DATE: October 13, 2008

TO: Freight Subcommittee
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Gerald Miller
Andrew Meese

FROM: Karin Foster

This memorandum provides a detailed outline for a report on integrating freight into the 2010 CLRP. We hope to receive valuable freight stakeholder feedback as we strengthen our draft outline. It is recommended that a complete report be developed based on this outline for presentation to the National Capital Region Transportation Planning Board (TPB) in the spring of 2009.

I. INTRODUCTION

1. SAFETEA-LU

The 2005 Safe, Accountable, Flexible, Efficient, Transportation, Equity, Act—A Legacy for Users (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 new enhancements that may come with the next transportation authorization bill following the expiration of SAFETEA-LU on September 30, 2009.

2. Freight in the CLRP

The National Capital Region TPB is the federally required Metropolitan Planning Organization (MPO) for the Metropolitan Washington Region. The Constrained Long Range Plan (CLRP) is approved by the TPB every four years as required by the February 2007 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 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 their regional transportation CLRP.

In the 2007 CLRP, freight planning was mentioned as a one-page element, but no freight transportation projects were listed. This memorandum aims to build a process to pursue multi-modal freight issues and projects for the 2010 CLRP.

3. Goals for the 2010 CLRP

Our goals for the 2010 CLRP are to expand upon and improve the integration of freight planning issues 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

4. Work Plan for 2009

Prepare a report entitled *Integrating Freight Into the 2010 Constrained Long-Range Plan*. The report should include topics on freight planning, forecasts, issues, stakeholder perspectives, and key projects. The report should be ready for presentation to the TPB Technical Committee in March/April of 2009 and to the TPB in April 2009, for finalization by June 30, 2009.

II. FREIGHT MOVEMENT IN THE METROPOLITAN WASHINGTON REGION: DATA AND FORECASTS

1. FY 2007 Regional Freight Planning Study (CSI)

Review the *Enhancing Consideration of Freight in Regional Transportation Planning* report by CSI and summarize findings. Pull-out the most relevant data and maps from the report. Identify locations of distribution centers/activity centers listed in the report, and discuss the changing trends.

Partial List of Graphics and Maps from CSI report:

- Top Trading Partners Inbound by value and tonnage for 2002
- Top Trading Partners Outbound by value and tonnage for 2002
- Air Cargo Airports in the Washington Region 2006
- Estimated Regional Traffic Volumes % Change 2002-2030
- Estimated Regional Truck Counts
- Washington Region Trackage Rights and Ownership
- Washington Region Rail Density 2006
- Washington Region Petroleum Pipeline Terminals

2. Additional Data Sources

It is estimated by the Freight Analysis Framework, a division of the Freight Management and Operations Department at the Federal Highway Administration of the U.S.

Department of Transportation 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 by 2030.¹ It is important that we

¹ . Quoted in *Enhancing Consideration of Freight in Regional Transportation Planning*, Cambridge Systematics, Bethesda, MD, May 2007, p2-30.

identify additional data sources available to strengthen our Freight Program to better understand these freight trends.

The Continuous Airport Systems Planning (CASP) Program also collects data that may be valuable for Freight Subcommittee discussions. For example, Tim Canan on TPB staff presented at the July 24, 2008 Freight Subcommittee meeting on the 2008 Washington-Baltimore Regional Air Cargo Study. Collection of this data helps us to understand the number of truck trips in and out of the airport region.

What additional land use maps from existing public data are available? How can we get data on the number of local internet purchase deliveries made by commercial shippers (e.g. UPS and PeaPod deliveries).

Global Insight is a private data company that specializes in economic, financial, and political coverage of countries, regions, and industries—covering over 200 countries and spanning more than 170 industries. Their TRANSEARCH database is one example of a unique combination of data. TRANSEARCH database estimates what commodities are flowing between regions and where commodities are flowing to. A new TRANSEARCH update was completed in July 2008. Global Insight also has a Freight Locator Database. This is a database of shipping establishments. Perhaps this TRANSEARCH or Freight Locator data could support our analysis and modeling efforts in the future.

3. TPB Travel Forecasts

- Review recent upgrades to the TPB travel model with Jim Hogan/Mark Moran in training.
- Version 2.2, commercial vehicles
- Version 2.3, heavy trucks upgrade
- Discuss with Ron Milone new counts, new VMT, new forecasts in the model, and how truck movements fit into the model.
- Review TPB Travel Forecasting Model Version 2.2 Users Guide, truck sections.
- Medium/Heavy/CV/Total truck forecasts through 2030.
- Percent total regional VMT attributable to CV and to heavy trucks.
- Discuss with Patrick Z. the 1996 Internal/External truck survey and the 2003 truck survey.
- What does the 2007 CLRP offer for trucks and commercial vehicle and freight stakeholders?

4. Rate of Growth through 2030

- Rate of growth of commercial and truck traffic.
- Commercial vehicles, trucks, versus overall VMT.
- Proportion of CV and heavy trucks that are through trips.

III. NATIONAL STUDIES AND COMMITTEES

—*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: (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; (7) Advocacy. 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*. FHWA program, run 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>

—*Freight Rail Bottom Line Report*, American Association State Highway and Transportation Officials, Washington D.C. 2007.

This report describes the freight-rail industry, analyzes its benefits to the nation, estimates investment needs and the capacity to meet these needs and quantifies the consequences of not investing in freight rail, including the impact on highway congestion. The report highlights that relatively small public investments in the nation’s freight railroads can be leveraged into relatively large public benefits for the nation’s highway infrastructure, highway users, and freight shippers.

<http://freight.transportation.org/doc/FreightRailReport.pdf>

—*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 addresses freight; “Freight Transportation: A Program to Enhance U.S. Global Competitiveness.”

IV. STAKEHOLDER PERSPECTIVES

1. Who are the Stakeholders?

As a metropolitan region with relatively few major freight facilities, it is a challenge to identify key players in the freight community. An initial list is as follows:

Private Sector Participants:

- Commercial Trucking
 - Shippers: (e.g. UPS, FedEx, DHL, PeaPod)
- Heavy Haulers/Tractor-Trailer
 - Swift, Roadway Express, Yellow Freight
- Class I Freight Rail
 - CSX Transportation
 - Norfolk Southern
- Warehouses/distribution centers
 - Safeway distribution center
- Air cargo shippers (e.g. UPS, FedEx, DHL)
- Transportation Consultants (e.g. Cambridge, Delcan)

Public Sector Participants:

- Government Agencies (Federal, State, County/local)
 - FHWA Office of Freight
 - Maryland DOT-Office of Freight Logistics representative
 - Virginia DOT-Office of Planning representative
 - District of Columbia DOT-Office of Planning representative
 - Local Jurisdictions
 - National Capital Planning Commission (NCPC)

Associations:

- Maryland Motor Truck Association (MMTA)
- AASHTO (including Rail, Highway, Water, Intermodal Committees)
- I-95 Corridor Coalition (I95)
- Freight Stakeholder (DC)
- America Trucking Association (ATA)

MPOs/Universities

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

We aim to gradually expand our Freight Subcommittee so there is a good mix between private sector and public sector freight participants. With additional diversity to our group of Freight Subcommittee members, we will have a more compelling case to make to the TPB for the policy issues and projects raised.

We also need to work to maintain the contacts we have. In addition to building up membership of the Freight Subcommittee, we should meet with a range of individuals in the freight field to get outside ideas on how we can strengthen the Freight Program.

2. Regional Freight Subcommittee Overview

We hold quarterly meetings for the Freight Subcommittee. We communicate with our freight stakeholder community through monthly e-newsletters and TPB staff participation in freight-related events outside the office. There are currently 89 contacts on our distribution list.

The Freight Subcommittee should hold regular meetings with a consistent format. Each meeting will address some regular items and feature a new issue or project item. We will hold the Freight Subcommittee meetings at least each quarter with an occasional out-of-office meeting such as a site tour. This would help the Freight Subcommittee to build rapport amongst themselves and would help members learn about each others freight roles. In addition, an occasional Freight Subcommittee update to the TPB by a Freight Subcommittee member would help to increase the visibility of goods movement in the Metropolitan Washington Region.

The Freight Subcommittee is building its membership. Our first two Freight Subcommittee meetings both had a handful of public sector and association representatives. The three Metropolitan Washington Region state DOTs have participated. Federal and state representatives are important public-sector stakeholders to participate at Freight Subcommittee discussions. We also had valued participation from the American Trucking Association and Maryland Motor Truck Association, to name a few. A goal of the Freight Subcommittee is to establish relationships with freight stakeholders from private industries whom could represent their industry in Subcommittee discussions.

Freight generators tend to cluster in a location with freight-related land use. Sample clusters in the area include the New York Avenue Cluster in Washington D.C., the Dulles Airport Cluster in Virginia, and the Jessup/Elkridge/Savage Cluster in Maryland. The Subcommittee would value additional members who work in distribution and warehousing. As a way to gain participation, TPB staff will work to personally invite targeted guests before quarterly meeting.

One specific task to be completed as soon as possible is the identification of a Freight Subcommittee Chair and/or a Freight liaison to the TPB. Having a public-sector Freight Subcommittee Chair who has a seat on the TPB would add value and provide an important link between our Freight Subcommittee and the TPB. S/he would help to promote Freight Subcommittee concerns to the TPB.

Meetings to Date

We have been able to kick-off our first two Freight Subcommittee meetings with good attendance. About fifteen participants attended each meeting, but we need to identify additional private sector individuals in freight-related industries for greater industry input.

April 24, 2008—At the kick-off meeting, Marygrace Parker of the I-95 Corridor Coalition presented on several freight-related projects that the I-95 Corridor Coalition has underway such as the Mid-Atlantic Truck Operations Study and the Mid-Atlantic Rail Operations Study. Andrew Meese of TPB staff gave a presentation on the May 2007 *Enhancing Consideration of Freight in Regional Transportation Planning* report. Finally, Karin Foster of TPB staff made a basic presentation on integrating freight into the TPB Planning Process.

July 24, 2008—Our second Freight Subcommittee meeting was held in July 2008 and Stephen Flippin of CSX Railway presented on the National Rail Gateway Project. His presentation was followed by TPB staff's Tim Canan's presentation on the Continuous Airport Systems Planning (CASP) Program. Mr. Canan briefed the Freight Subcommittee on the 2008 Washington-Baltimore Regional Air Cargo Study that was completed in June 2008. The study was last completed in 1997.

Future Meetings

October 16, 2006—We are in the process of planning a meeting for October 16, 2008. The idea is to have a shorter meeting at COG in the morning to discuss with our freight stakeholders the Draft Integrating Freight Into the 2010 Constrained Long Range Plan document for feedback. This would be followed by a tour of CSX Virginia Avenue Tunnel and Benning Yard for a limited number of people.

January 15, 2009—9:00-11:00 a.m.

Potential Agenda Topics: Truck routes in the Washington Region?
Update on Status of federal transportation authorization for FY2010-2015

April 16, 2009—9:00-11:00 a.m.

Potential Agenda Topics: Survey results presentation and potential projects discussion.
Update on Status of federal transportation authorization for FY2010-2015

July 16, 2009—9:00-11:00 a.m.

Potential Agenda Topics: Update on National Gateway study
Freight Rail relationship to Commuter Rail

Appendix I contains a list of possible Agenda Topics for future meetings. TPB freight planning staff will continue to network with other freight groups inside and outside the region to build our network and learn about new freight topics.

3. Stakeholder Outreach and Input into TPB Process

Freight Stakeholder Survey

An important next step would be to conduct a Freight Stakeholder Survey that seeks to understand the freight stakeholder community issues of interest and to potentially identify freight transportation improvement projects. For example, a recent 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 effect has some businesses relocating or buying additional vehicles to make deliveries on time.² Surveys could help provide the input we need to help develop a collaborative Freight Work Program. TPB staff can draft a survey this fall based on the survey provided in *Enhancing Consideration of Freight in Regional Transportation Planning*. TPB staff can build off this survey and discuss it with a few key freight community members for their input before mass distribution. The survey can be e-mailed out to the current freight distribution list with 89 contacts. The results from this survey can be used to help identify the Freight Subcommittee's goals for a work program and to pursue future meeting topics and potential freight transportation projects.

Another task is to contact state and regional jurisdictions to identify their freight goals. Work to come up with a set of freight goals for the region that is representative of coordinated freight goals. Come up with objectives for each goal. Each project would be identified as relating to one of these goals.

e-Newsletter and Web Site

Maintain a monthly e-newsletter to keep the freight community up-to-date on what's coming up in the freight community at TPB and around the region. Send out the newsletters around the first of each month for regularity. In addition to the e-Newsletter, maintain the Freight Subcommittee page on the COG/TPB Web Site with relevant meeting materials and other information.

V. ISSUES AND PRIORITIES

1. Stakeholder Issues and Concerns

- Results of Stakeholder Survey
- Other sources (e.g. CSX National Gateway Study by DMJM)
- Access to toll lanes for Commercial Vehicles and Heavy Trucks (ICC Yes/HOT No)
- Rail freight chokepoint at Virginia Avenue Tunnel and others
- Freight Rail relationship to Commuter Rail

2. Topics for Priority Attention at Freight Subcommittee and in 2010 CLRP

- Freight rail tunnels in Washington D.C.
- Washington D.C. region truck routes, develop present day/future forecast truck maps
- Metropolitan region truck loading/unloading areas
- Congestion effects on trucks/commercial vehicle
- Safety and security

3. Recommendations for Projects to be Considered in 2010 CLRP Update

As the federal government drafts the federal transportation authorization for FY2010-2015 the Freight Subcommittee has an immediate opportunity to identify potential freight projects for federal support. If the Freight Subcommittee can identify a regional project

² . 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.

that we can jointly support with member jurisdictions and organizations, such as the I-95 Corridor Coalition, perhaps we can get this project into the 2010 CLRP. TPB staff will work with Freight Subcommittee members to identify the top five truck and rail bottlenecks/projects/problems that could enhance freight transportation movement in the region (e.g. rail clearance, pothole, signage, etc.) if addressed. Once these projects are identified through the survey and discussions at Freight Subcommittee meetings and through individual conversations with freight stakeholders, the Freight Subcommittee can work these projects move through the regular transportation planning process. Once we have these projects identified, we can identify each one's multi-modal benefits (e.g. emission reductions, reduce truck delay, reduce train delay, etc.) to gain public recognition.

Someone from our Freight Subcommittee can periodically present updates to the TPB and project proposals. This will help build energy and momentum amongst the TPB members that truck and rail freight issues are an important concern in our region. In addition to presenting these projects to the TPB, we can develop a flier to help market these projects.

Appendix 1:
List of Potential Freight Subcommittee Meeting Topics/Issues to Address

- # Freight Subcommittee Discussion Topics/Ongoing Freight Issues
- TRUCK**
- 1 Truck congestion/unreliability for truck deliveries/just in time
 - 2 Lack of truck parking
 - 3 Short haul in the region of sand/gravel/etc. (Gary Davig's company)
 - 4 DDOT and Loading Zone Fare (article and Bill Howland letter)
 - 5 Georgia Truck Lane Study <http://www.gatrucklanestudy.com/>
 - 6 Road Maintenance
 - 7 No Trucks on Toll Roads (Va Toll Roads), Trucks allowed on ICC
 - 8 Bring in Trucker or Truck Company Owner
- RAIL**
- 10 Rail Crossings
 - 11 Rail Tunnels (Virginia Street Tunnel)
 - 12 NCPC Rail Study
- AIR**
- 14 Air Cargo Growth at Dulles, Reagan, BWI-fastest growing mode
 - 15 Air Cargo Survey updates (Update from 1995)
- MARITIME**
- 17 Coastal Shipping, move trucks to maritime highway
 - 18 "Freight Suburb" to Baltimore, Port of Baltimore, Short Sea Shipping
- ENVIRONMENT**
- 19 SmartTransport-EPA truck emissions program (LEED)
 - 20 Clean Trucks
- OTHER**
- 22 FedEx-Logistics (Monica Fleischmann)
 - 23 RFID tags and logistics/Walmart requiring RFID tags
 - 24 Transportation Infrastructure Bank Concept
 - 25 Safety
 - 26 Story of our Freight is the Story of our location-Freight Suburb
 - 27 Nearby Safeway distribution center logistics
 - 28 Construction sector
 - 29 Top 10 Freight Projects/Bottlenecks for Rail and Truck
 - 30 Freight security/HMS
 - 31 Visualization to Solve Problems in Freight Transportation (See Rolf Scmitt article in TR News)
 - 32 Freight Data Collection TRANSEARCH from VA and MD and GI
 - 33 Survey Freight stakeholders for topics of interest
 - SmartPark Real Time Truck Parking Information (Jeff Secrist)
 - 34 HOT lanes