

# National Capital Region Transportation Planning Board

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## **Item #5**

### **MEMORANDUM**

**June 17, 2009**

**TO:** Transportation Planning Board

**FROM:** Ronald F. Kirby  
Director, Department of  
Transportation Planning

**RE:** Additional Letters Sent/Received

The attached additional letters sent/received will be reviewed along with other letters sent/received under item #5 of the June 17<sup>th</sup> TPB agenda.

Attachment

Good stuff.



# Maryland Motor Truck Association

June 17, 2009

Mr. Charles Jenkins, Chair  
MWCOG Transportation Planning Board  
777 North Capitol St., NE, Suite 300  
Washington, DC 20002

Dear Chair Jenkins:

On behalf of the members of the Maryland Motor Truck Association I am writing to express our support for the initiative to integrate freight movement initiatives into the region's Constrained Long-Range Transportation Plan. You will hear this recommendation today in a report prepared by Ms. Karin Foster of MWCOG's staff.

In our daily lives we forget that the goods we use, the buildings we work and live in, the food we eat, and the medical/emergency systems we depend upon are all supported by freight deliveries. These deliveries come by air, water, rail and road but ultimately the final mile is delivered by truck. To achieve a safe, efficient, and balanced transportation system for our residents as well as to enhance the region's economy, it is vitally important to account for these freight movements and include freight-specific projects in the CLRP.

Given the impact freight has on our daily lives it would seem normal to plan for the demands of truck and rail movements when developing transportation infrastructure, economic development initiatives and zoning policies. This is not the case. The Metropolitan Washington Council of Governments is not alone in finding that plans to effectively incorporate freight movements into a region's economic development and congestion mitigation plans are rare; more typically we find:

- Big-box retail stores and distribution centers recruited to a region without adequate plans for the additional truck traffic and truck staging areas necessary to support the growth in truck traffic that ensues;
- Office/retail space construction that places loading/unloading docks in out-of-the-way locations precluding safe and efficient truck access/egress, often resulting in trucks sitting in the right-of-way while drivers unload;
- Traffic circles with dimensions and signage not conducive to moving vans and other commercial vehicles. Compounding this are passenger car drivers who try to squeeze past trucks that must use all lanes to complete the circumference resulting in property damage for one or both vehicles.

Each of these examples culminates in a bottleneck or congestion which undermines the region's quality of life and economic development goals.

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**SERVING MARYLAND'S TRUCKING INDUSTRY**

Mr. Jenkins – MWCOG – TPB

June 17, 2009

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The MWCOG is to be commended for including projects that enhance goods movement and safety in the region's planning efforts. On behalf of the region's trucking industry, we strongly support Item 14 on your agenda today.

Thank you for considering our views. Please contact me or Anne Ferro, MMTA's President, at 410-644-4600/ [aferro@mmtanet.com](mailto:aferro@mmtanet.com) should you have any questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Alex".

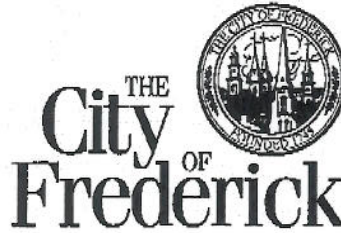
Alex Klemko

Chair, Maryland Motor Truck Association

Owner, Moving Masters, Inc.



William J. Holtzinger  
Mayor



Aldermen  
Marcia A. Hall  
President Pro Tem  
David "Kip" Koontz  
Alan E. Imhoff  
C. Paul Smith  
Donna Kuzemchak Ramsburg

June 11, 2009

Transportation Planning Board  
c/o Mr. Ronald F. Kirby, Director  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, D. C. 20002

Dear Fellow Members:

I am writing to express my concerns with the accelerated CAFÉ standard increases that the Obama Administration has recently implemented. In our May TPB meeting, it was stated that at our June meeting the TPB will vote whether or not to express our approval of this action. While I am supportive of fuel conservation, I believe that increased CAFÉ standards is a contributing cause to financial problems in the automobile industry, and I do not agree that accelerating the increased CAFÉ standards has been good for the nation. Accordingly, I disapprove of the accelerated, increased CAFÉ standards.

The fleet production controls that CAFÉ standards impose require auto manufacturers to be less efficient and to take financial risks that they would not otherwise take. The intent behind the CAFÉ standards is to improve the gas mileage of cars, but the "average fleet" approach is flawed and should be abandoned. The principal flaw is that it puts the auto makers in the position of having to manufacture many vehicles that they know they will have difficulty selling. Rather than continue with the serious economic flaws of the CAFÉ standards, the government should take action to correct the deleterious aspects of those policies. Specifically, it should scrap the approach that requires a manufacturer to produce a fleet with a minimal mile-per-gallon "average."

It is disturbing to me to see the federal government taking control of the industry that its policies have damaged. This does not bode well for either the car manufacturers or the nation.

A better governmental approach would be to make better use of the federal fuel tax so that those who drive more pay more. I believe that other taxes should be cut, but the fuel tax could be increased—this would generate needed transportation funds based upon vehicle use. This is the fairest way to provide for our road needs.

For these reasons, I neither approve of nor congratulate the Administration on its decision to accelerate a failed CAFÉ policy.

Respectfully submitted,

A handwritten signature in black ink that reads 'C. Paul Smith'.

C. Paul Smith, Alderman