



Incorporating Freight into Statewide Transportation Planning and Programming

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Sponsored by:

Statewide Multimodal Transportation Planning Committee
Freight Transportation Planning and Logistics Committee
Urban Freight Transportation Committee
Intermodal Freight Transport Committee



How State DOTs address Freight

- ★ Suzann Rhodes, Ohio DOT
 - Overview / Introduction
- ★ Dale Janik, Wilbur Smith Associates
 - Louisiana DOT's Statewide Intermodal Plan
- ★ Marsha Kaiser and David Ganovski, Maryland DOT
 - Structure and Roles of Freight Staff
- ★ Cecil Selness
 - Identifying and Applying Freight Performance Measures



The Evolution of State DOT Freight Planning and Programming

- ✦ State Highway Depts.
 - ✦ Roads and Passengers Focus
- ✦ Became DOTs
 - ✦ Incorporated Water Ports, Railroads, Transit functions / agencies
 - ✦ Planning and programming disconnected, addressed as individual modes
- ✦ Freight
 - ✦ = permits, response to over-size/over-weight;
 - ✦ = rail road issues

About 10 – 15 years ago

- ✦ Congestion growth
- ✦ Chokepoints
- ✦ Freight shifted to trucks
- ✦ Just-in-time Inventory



- ✦ International trade growth (95% weight moves by water)

✦ ISTEA



State and US DOTs Recognize the Freight Mobility Challenge

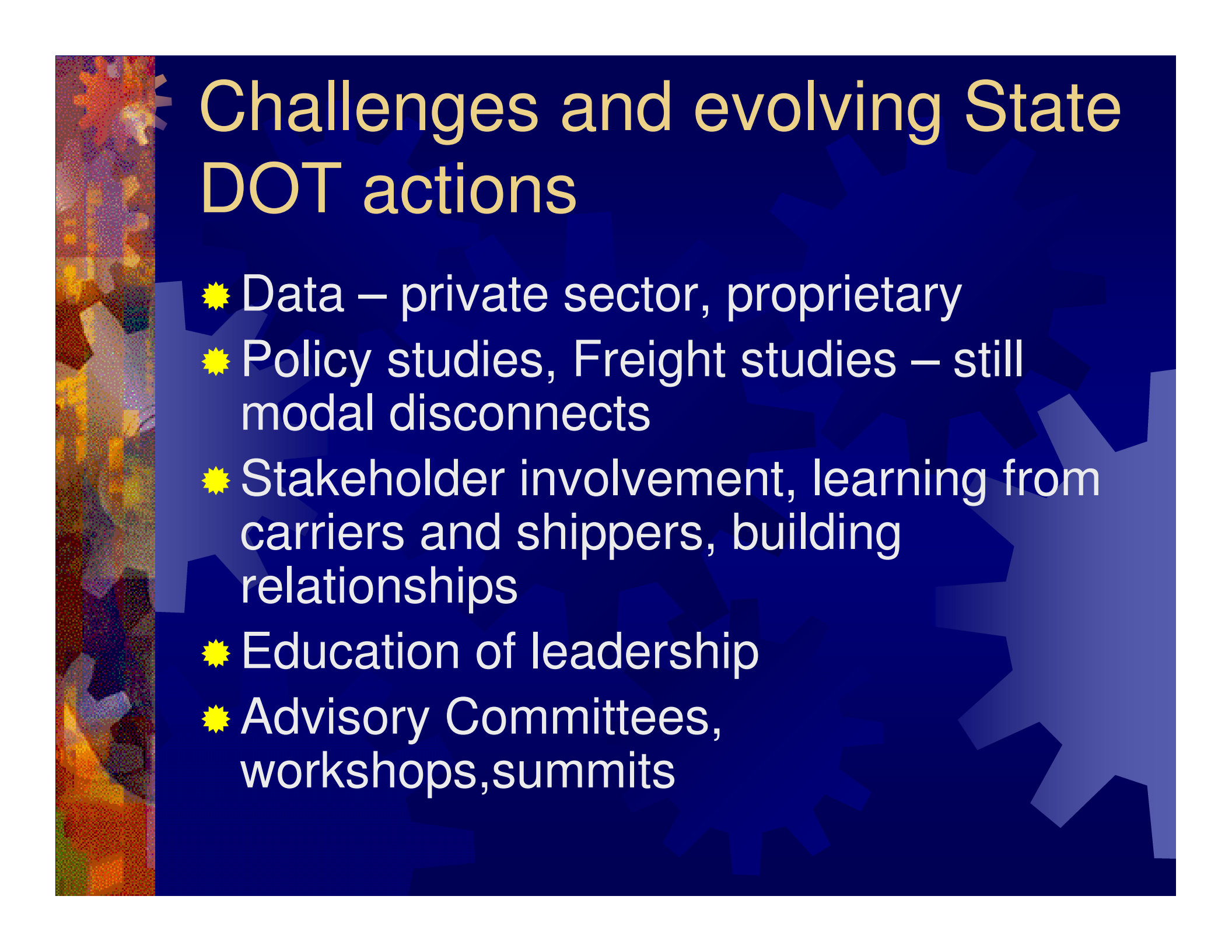
- ★ Strong productivity gains in the US economy have been possible because of an efficient transportation network
- ★ As congestion grows and chokepoints increase, the intermodal transfer of freight is stifled – economic growth takes a downturn





State and US DOTs Recognize the Freight Mobility Challenge

- ✦ Efficient link between ship, rail and highways are vital to continued productivity gains
- ✦ Key strategies
 - ✦ Ensure transportation planning cuts across modes and jurisdictions
 - ✦ Develop creative funding approaches including those that cross modes
 - ✦ Better use of existing infrastructure



Challenges and evolving State DOT actions

- ☀ Data – private sector, proprietary
- ☀ Policy studies, Freight studies – still modal disconnects
- ☀ Stakeholder involvement, learning from carriers and shippers, building relationships
- ☀ Education of leadership
- ☀ Advisory Committees, workshops, summits



Challenges and evolving State DOT actions

- ✦ Addressing freight in long range plans
- ✦ Addressing the intermodal connection issue
- ✦ Performance measures
- ✦ Dedicated staff
- ✦ Funding programs
- ✦ Identifying Freight projects in STIP




Federal Efforts

★ FHWA

- ★ Training, education
- ★ Data
- ★ Publications

★ Reauthorization

- ★ Dedicated staff
- ★ Dedicated funding



Needed – next steps

- ✦ Better data
- ✦ More education and training
 - (staff, public, and political leadership)
- ✦ DOTs staff who coordinate with each other
- ✦ Improved relations with stakeholders
- ✦ Dedicated / more flexible funding
- ✦ Understanding of the modes are integrated / overlapping components of the same problem
 - (need to examine air, rail, ports, highways assets as parts of a whole)



Today - Many state DOTs actively addressing freight planning and programming projects

Today's speakers are several best case examples:

- ✦ Planning
- ✦ Staffing
- ✦ Performance measures