MINUTES OF INTERMODAL FREIGHT TRANSPORT COMMITTEE MEETING

Intermodal Freight Transport (AT045)
January 12, 2009, 3:30pm – 5:30 pm
TRB 2009 Annual Meeting, Omni Shoreham Governor’s Room

1. Attendance

<table>
<thead>
<tr>
<th>Members</th>
<th>Visitors</th>
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<tbody>
<tr>
<td>Sara Clark, Transystems</td>
<td>Peter Lynch, University of Wisconsin- Madison</td>
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<td>Warren Walker, Delft University of Technology</td>
<td>Michael Lesniak, AAR</td>
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<td>Richard Nordahl, Caltrans</td>
<td>Bruce Wang, Texas A&amp;M University</td>
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<td>Rod Troutbeck, Troutbeck &amp; Associates</td>
<td>Carol Wolosz, Great Lakes Maritime Research Institute</td>
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<td>Libby Ogard, Prime Focus, LLC</td>
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<td>Dan Murray, ATRI</td>
<td>Michael Demetsky, University of Virginia</td>
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<td>Jim Brogan, Cambridge Systematics</td>
<td>Marygrace Parker, I-95 Corridor Coalition</td>
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<td>Carolyn Clevenger, MTC</td>
<td>Amir Samimi, University of Illinois at Chicago</td>
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<td>Suzann Rhodes, Wilbur Smith Associates</td>
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<td>Mark Jensen, Cambridge Systematics</td>
<td>Paul Bingham, IHS Global Insight</td>
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<td>Anne Goodchild, University of Washington</td>
<td>Howard Rosen, Jeppesen</td>
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<td>Anne Aylward, USDOT</td>
<td>Randy Butler, FHWA</td>
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<td>Daniel Haake, MORPC</td>
<td>Mihalis Golas, University of Memphis</td>
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<td>Teresa Adams, University of Wisconsin- Madison</td>
<td>Maria Boile, Rutgers University</td>
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<td>John Zumerchik, Mi-Jack Products</td>
<td>Ron Schaefer, SAIC</td>
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<td>Ted Dahlgren, DVRPC</td>
<td>Lori Tavasszy, Radboud University</td>
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<td>Jack Klodzinski, Florida’s Turnpike Enterprise</td>
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<td>Todd Kohr, USDOT</td>
<td>Elisabeth Governal, INRETS/SPLOTT</td>
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<td>Mark Berndt, Wilbur Smith Associates</td>
<td>Brad Peot, University of Wisconsin- Superior</td>
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<td>Dimitrios A. Tsamboulas, National Technical University of Athens</td>
<td>Karin Foster- MWCOG</td>
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2. Agenda

• Welcome & Introductions
• Developing Research Problem Statements
• Research Paper Review
• 2010 Annual Meeting Program Planning
• Website Update

3. General Items for the Record

• Barbara Ivanov introduced herself as the new Committee Chair and brief introductions were made by all in attendance. Barb encouraged committee members and friends to attend informal “meet and greet”
sessions she has scheduled at Robert’s Restaurant (in the Omni Hotel) for 7:30 pm Monday and Tuesday. Focus of the session will be getting to know committee members and friends better.

- Minutes from the Committee’s Summer meeting (June 18, 2008) were distributed, briefly reviewed, and approved by voice vote with no additions or corrections.
- Jack Klodzinski reviewed the Committee’s updated website and thanked Wilbur Smith Associates for continuing to provide server space.
  - The website was redesigned by Jack, Jordan Srour, and Sara Clark. This team completely reworked the structure so that there are fewer links and easier navigation. Jack is currently loading up content (including meeting minutes, research problem statements, and millennium papers).
  - Jack will send out an email to all members and friends with the website link.
  - Jack encouraged members to review their email addresses listed on the site, as a number of inactive/out of date addresses seem to be listed. Jack also encouraged members to call him directly if increased spam levels are detected in the next several weeks.

4. Committee Program

- Barb introduced Subcommittee chairs, roles, and assignments (list provided as Attachment A).
- Dan Murray from ATRI provided an overview of key trucking industry issues in order to help the Committee being to develop research problem statements:
  - Dan passed out the results of ATRI’s trucking industry surveys from 2005 to 2008. Productivity and safety continue to be critical concerns within the industry, particularly as they relate to profitability. There have been a number of bankruptcies in the trucking industry and many carriers are concerned about their continued viability.
  - Carbon footprints are also a concern and will likely be a focal point of reauthorization. The trucking industry is beginning to identify opportunities to minimize carbon footprints in the short term (through operational improvements and equipment improvements) and, in the longer term, is working with its government partners on identifying the appropriate path forward for moving away from carbon-based fuels.
  - ATRI is encouraging states and turnpike authorities to more fully understand the safety impacts associated with truck diversions. This could become a critical issue, as some entities might consider raising tolls to improve revenue streams. Truck diversion that often stems from toll increases has shown to significantly increase volumes on parallel corridors that might not be capable of effectively handling truck traffic.
  - Dan announced that the Trucking Industry Research Committee (AT060) will be meeting in conjunction with the University of
Michigan’s Transportation Research Institute (UMTRI) in Ann Arbor. Scheduling and conducting meetings in conjunction with existing industry or academic functions is encouraged by TRB as a way to get greater private sector participation.

- There is significant concern about ensuring work zones are designed and implemented in a way that reflects the unique equipment and operational characteristics of truck traffic. 22% of all fatalities in work zones involve heavy trucks. NCHRP Report 505 (Review of Truck Characteristics as Factors in Roadway Design) provided some guidance on updating the AASHTO Green Book to better accommodate trucks, but it is unclear how specifications are being implemented at the project level.
- Truckers are increasingly interested in maximizing asset utilization, primarily by reducing deadhead miles.
- There has been a lot of work done in the area of truck parking. AASHTO has recognized it as an issue, several states (including New York and New Jersey) are undertaking truck rest area inventories and addressing policy issues, and FMCSA is also conducting research. ATRI and the Trucking Industry Research Committee are currently working on identifying gaps in existing research and developing next steps to address this issue.

- In lieu of identifying key rail industry issues and research needs, Bill Browder from AAR provided copies of the AAR’s Intermodal Freight Committee, their mission statement, and links to their revised Intermodal Interchange Rules.
  - Until 2008, the Class I railroads had double digit growth in intermodal traffic, which as been their largest revenue generator since 2005. However, Thru 46 weeks worth of traffic, intermodal volumes are down 7.9% (US), 8.1% (Canada), and 4.4% (Mexico).
- Bruce Lambert of the Institute for Trade and Transportation Studies provided an update on key issues facing the inland and coastal waterway system.
  - The Coastal and inland waterway systems are very different from an operational perspective, but funding is biggest issue affecting both. There is not currently any significant federal money going to channel, lock, and dam improvement projects.
  - Deepwater ports are concerned about environmental and community opposition to port enhancements as well as new trucking requirements being implemented at the Southern California Ports. There is some debate about whether some of these regulations unduly disrupt international trade, which could be an interesting research project.
  - Other key issues including dredging, dredge disposal, improving landside access facilities, and addressing aging waterway infrastructure (more than half of the locks and dams on the nation’s inland waterway system are more than 50 years old).
  - Important areas of future research include economic impacts of the inland waterway system and, particularly, the economic impacts of system failures. In addition, research about how to
most effectively re-link the inland navigation into the intermodal system and global supply chains would be useful.

5. Committee Business

- **Research Problem Statements**
  
  o Barb opened a discussion of potential research problem statements and introduced Carolyn Clevenger as the chair of the Research Problem statement Subcommittee. Barb encouraged the group to develop research problem statements that are likely to result in robust, re-creatable, and defensible findings.
  
  o Barb summarized responses to a request for preliminary problem statements sent out to committee members (included as Attachment B) and Carolyn noted several repeat items including: the need to quantify economic benefits of intermodal investments, Panama Canal expansion - impacts on U.S. traffic patterns and GDP, and funding.
  
  o Richard Nordahl suggested that there should be some research done in looking at advanced tech systems for container movements, moving from waterside facilities to near dock facilities. It would be useful to develop a focused national effort to identify technologies (e.g., crane systems, maglev, and other systems) to facilitate these waterside-landside moves.
  
  o Dan Murray suggested that linking freight planning & land use would be a good topic, particularly one that focuses on comprehensive planning around freight generators. Anne Aylward noted that sometimes improving access can create higher and better land uses around freight generators, which often can lead to conflict areas where they were not intended.
  
  o Mark Berndt suggested that conducting data collection effort focused on drayage movements would fill a critical gap in data available to practitioners, particularly since neither the VIUS nor Commodity Flow Survey is currently being conducted.
  
  o Carolyn reviewed the process and timeline for developing high priority, quality research statements. There are varying deadlines for submitting research problem statements through the cooperative research programs, but statements can be entered into the database at any time during the process. Carolyn encouraged potential submitters to ensure that submissions are timely, thorough, and in the correct format. Detailed information describing the process, timeline, and format for research problem statements will be provided to attendees via email.

  o Bob James suggested that research look into redevelopment of brownfields as a way to better site freight facilities and reduce VMT and green house gas emissions. Bob also suggested that future research should attempt to quantify the “second element” of the supply chain, i.e., what happens to goods beyond the initial origin and destination? Are there efficiencies that could be gained from making improving these movements? Currently, there do
not seem to be land use policies that help pinpoint development locations to serve these movements nor a full understanding of how these movements contribute to overall VMT in a region.

- Anne Aylward offered two research ideas. First, developing a better understanding of the policy implications of rising fuel prices and how to quantify impacts. Second, how can we ensure that freight issues are adequately reflected in climate change activities, including potential performance measures.
- Mike Fischer suggested that research look at the relationship between measures currently being used to evaluate criteria pollutants versus green house gases. Are policies to reduce GHG and other diesel emissions in conflict?
- Dmitrios Tsamboulas suggested that research look at sourcing decisions and how better site selection and sourcing could improve emissions.
- Peter Lynch suggested that research be developed to understand the economic impacts of missing or inefficient access and how those impacts vary in different regions.
- Marygrace Parker indicated that the I-95 Corridor Coalition has a research problem statement “ready to go” and will provide to Carolyn. The idea is identifying key “tipping points,” such as fuel prices and other issues, that have significant implications on system demand and performance. Similarly, there were other suggestions that research look at the full range of factors that influence these tipping points.

**Research Paper Review**

- Barb introduced Anne Goodchild as the chair of the Paper Review Subcommittee.
- Anne briefly summarized the paper review process and deadlines and described the final disposition of papers (reject, accept for presentation, and accept for publication). All papers for consideration in the 2010 Annual Meeting are due to TRB on August 1, 2009
- Last year, this committee received 11 papers, which is an increase from the typical average of 6 or 7.
- Suzann Rhodes suggested that the committee develop and send out a call for papers and identify key areas of research. Committee members agreed and Anne will begin developing the call for Committee review by May 15.

**Annual Meeting Planning**

- Barb introduced herself as the interim chair of the Meeting Planning Subcommittee.
- Each Committee is allocated 2.3 sessions per Annual Meeting. Suzann suggested several ways to maximize our exposure by teaming with other committees to cosponsor sessions. Suzann agreed to work with Barb to begin assemble some teaming ideas.
- Paul Bingham noted that the Technical Activities Council has approved the 2010 Annual Meeting “Spotlight Theme”- *Investing in our Transportation Future – Bold Ideas to Meet Big Challenges.*
ov A potential session could be to identify key reauthorization issues and potential policy impacts. Barb agreed to work with Suzann to enhance this theme. Anne Aylward suggested that we invite the incoming Obama administration to participate in this kind of panel and discuss their vision for transportation.

6. Other Business

- There are several freight-related conferences scheduled for the Spring and Summer of 2009, including:
  - the Data and Tools for Understanding the Goods Movement- Air Quality Connection (June 2-3, Beckman Center),
  - the North American Freight Flows Conference (Sept 16-17, 2009 at the Beckman Center), and the 34th Annual Port, Waterways, Freight, and International Trade Summer Meeting (May 4-6 in Irvine, CA).
- TRB has split up these meetings, which had run concurrently in the past, as some members find it difficult to dedicate a full work week to these activities. Information for all these conferences is available at www.trb.org.
- Joedy Cambridge, TRB staff, provided an update on a new "funding compendium" available on the TRB website that provides information on available funding sources for research. The compendium is designed to be a “living document” and members were encouraged to identify additional funding sources not yet included in the current draft. Funding available from the U.S. Army Corps of Engineers and the National Oceanographic and Atmospheric Administration (NOAA) were noted as known gaps.

Attachments
(A) 2009 TRB Intermodal Freight Subcommittee Members
(B) Potential Research Problem Statements

Distribution of Minutes
(a) AT045 Committee Members
(b) Paul Bingham, Freight Systems Group Chair
(c) Joedy Cambridge, TRB Staff Representative
Attachment A: 2009 TRB Intermodal Freight Subcommittee
Members

Research: Paper Review Subcommittee
Anne Goodchild, Subcommittee Chair
Anne Aylward
Ted Dahlburg
Richard Easley
Daniel Haake
Todd Kohr
Donald Lotz
Dan Murray
Richard Nordahl
Dimitrios Tsamboulas
Amiy Varma
Warren Walker

Website (Newsletter) Subcommittee
Jack Klodzinski, Subcommittee Chair
Mark Berndt
Sarah Clark
Jordan Srour

2010 Annual Meeting Program Planning Subcommittee
Teresa Adams
Jim Brogan
Richard Easley
Suzann Rhodes
Amiy Varma

Research: Develop Problem Statements Subcommittee
Carolyn Clevenger, Subcommittee Chair
Mark Jensen
Rod Troutbeck
Amiy Varma

2. Jim Brogan: Linking freight investments explicitly to economic benefits - big issue in the states. I'm working on right now and will become increasingly important as budgets continue to get squeezed.

3. Anne Goodchild: Finding resources (read funding) for truly intermodal work. There isn't much of it. NCFRP is a good start, but it could be better funded, particularly for intermodal work, and the process for inputting ideas is problematic.

4. Todd Kohr: Mechanisms for funding intermodal freight investments (options, trade-offs, etc.). As SAFETEA-LU comes to an end, the debate is beginning to ramp up regarding how to fund the massive investment levels that Congress and States will likely pursue in a successor bill. If freight becomes a bigger part of the discussion this time around there will inevitably be calls for and debate over the merits of various freight fees.

5. Ted Dahlburg: PennDOT Secretary Allen Biehler (and the incoming AASHTO President) has cited the development of a national “strategic freight plan” as one of AASHTO’s top priorities. I think this is an important “big picture” area that can help a lot of other pieces fall into place.

6. Carolyn Clevenger: Role of the public sector in supporting intermodal, better understanding on intermodal's role in the overall transportation system, and environmental (and other congestion) benefits associated with more efficient intermodal and using intermodal service compared to other modes like trucking.

7. Richard Easley: Awareness and ownership of freight related issues by transportation folks that aren't aware of their day to day duties' impacts on freight movement and related safety and economic impacts. I think that the sooner we get freight out of a ‘box’, the sooner we can begin to solve many of our other freight related challenges – like the need for data for example.

8. Warren Walker: The biggest issues in European (non-road) freight transport are (1) interoperability among the rail systems of the various countries (including technical issues, such as electrical systems and signaling systems, and non-technical issues, such as training and market liberalization), and (2) encouraging modal shifts from road to rail.

9. Jack Klodzinski: Transportation infrastructure growth as it relates to more efficient freight mobility. “Efficiency” is my highest priority in most everything I do because better efficiency saves time and time is a most valuable commodity for
everyone because it is something we cannot manufacture, it must be found by
us through our own management of time.

10. Jordan Srour: 1) Effective methods for public outreach and freight education
(both in and out of the classroom) and 2) The adaptation of theory to practice
especially in under-developed (or corrupt) locations. I believe that both of these
issues are important for seeding an environment in which creative solutions for
sustainable freight practices can emerge.

11. Dimitrios Tsamboulas: Impacts on intermodal transport of fuel prices, economic
developments and security considerations.

12. Amiy Varma: Sustainable intermodal freight transportation is an important focus
area. This is a synergistic topic, which cross cuts among freight vehicles,
infrastructure design, energy requirements, environmental concerns, operational
issues, capacity concerns, access concerns, and management and policy
issues. Another topic of great interest to me is performance measures and
indicators for intermodal freight transport. It is very important that such issues
should not be researched or examined from a purely academic viewpoint and as
hypothetical’s-- great involvement of industry folks, DOTs, MPOs, and large
cities is imperative.

13. Daniel Haake: The shift of container ships to the east coast as Panama Canal
expansion goes online, and an increasing number of ships begin to use the east
coast ports to circumvent the capacity issues at Los Angeles. What does this
mean for the US (like my Columbus’s Rickenbacker development) and what can
we do to maximize the benefit from this shift? Another issue that concerns my
job in particular, is the need for there to be greater communication and
collaboration between the public and private sectors. This is something we’ve
been working on with some recent success, but will be increasingly more
important as funding gets tighter and tighter.

14. Richard Nordahl: US Freight Mobility: Potential Impacts of Rupert, Mexico, and
the Redevelopment of the Panama Canal

15. Donald Lotz: Seems to me everything these days revolves around the politics
and/or the economy; every day I hear about carriers cutting back services or
even shutting down. This applies to all modes - look at DHL pulling out of the
domestic US market and ocean carriers laying up ships and curtailing or pulling
out of services; certainly a major concern is how shippers deal with this and how
carriers can not only survive but prepare themselves for the end of the recession.
As to politics, its a bit early now but with a Democratic administration, a new
Democratic head of the STB etc. etc., who knows what other changes may be in
the offing...