

State and Regional Transportation Plans, Freight Plans and Planning Activities

STATE TRANSPORTATION PLANNING

Federal law ([23 USC Chapter 1, Section 135](#)) requires that all state Departments of Transportation (DOTs) complete a Long-Range Statewide Transportation Plan (STP) with a minimum 20-year forecast. They are also required to complete a Statewide Transportation Improvement Program (STIP) for all areas of the state (that covers a period of four years and is updated every four years). Areas that are in non-attainment for air quality under the Clean Air Act provisions are required to update the STIP every three years.

The STP and STIP developed for each state shall provide for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation system for the state and an integral part of an intermodal transportation system for the United States. The process for developing the statewide plan and the transportation improvement program is required to provide for consideration of all modes of transportation and is required to be continuing, cooperative and comprehensive to the degree appropriate given the complexity of transportation problems to be addressed. States are required to coordinate with the Metropolitan Planning Agencies and activities they conduct for economic development planning and multistate planning efforts. State DOTs are also required to develop the transportation portion of the state implementation plan as required by the Clean Air Act (42 U.S.C. 7401 et seq.).

The scope of the planning process requires that when each state carries out the statewide planning process that provides for consideration and implementation of projects, strategies and services that:

- A. support the economic vitality of the United States, the states, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- B. increase the safety of the transportation system for motorized and nonmotorized users;
- C. increase the security of the transportation system for motorized and nonmotorized users;
- D. increase the accessibility and mobility of people and freight;
- E. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- F. enhance the integration and connectivity of the transportation system, across and between modes throughout the
- G. state, for people and freight;
- H. promote efficient system management and operation; and
- I. emphasize the preservation of the existing transportation system.

As part of the development of the statewide transportation plan the state *shall* provide citizens, affected agencies, freight stake shippers, private providers of transportation, and other



stakeholders with a *reasonable opportunity* to comment on the proposed plan. These usually take the form of public meetings.

The State Transportation Plans and STIPs can be found on the respective state DOTs' websites. These are usually located on the Planning Department or Division's section of the website.



METROPOLITAN PLANNING ORGANIZATION PLANNING

Metropolitan Planning Organizations (MPO) often called Councils of Government (COG) are also required by federal law ([23 USC Chapter 1 Section 134](#)) to prepare and update a transportation plan for its metropolitan planning area every 4 years (or more frequently, if the metropolitan planning organization elects to update more frequently) in the case of each of the following:

- (A) Any area designated as nonattainment, as defined in section 107(d) of the Clean Air Act (42 U.S.C. 7407(d)).
- (B) Any area that was nonattainment and subsequently designated to attainment in accordance with section 107(d)(3) of that Act (42 U.S.C. 7407(d)(3)) and that is subject to a maintenance plan under section 175A of that Act (42 U.S.C. 7505a).

The plan is required to be fiscally constrained, and should indicate resources from public and private sources that are *reasonably expected* to be made available to carry out the plan, and recommend any additional financing strategies for needed projects. The scope of the MPO plans is the same as the STP requirements.

Federal Transportation Bill Requirements for MPO Plans

From the federal perspective planning for freight changed in 1991 with the introduction of the Intermodal Surface Transportation Efficiency Act 1991 (ISTEA). ISTEA required the Metropolitan Planning Organizations and State Departments of Transportation to conduct freight planning as one of 15 factors to be considered as they developed the state and local transportation plans (ISTEA § 1024, codified at Section 134 of Title 23 of United States Code).

ISTEA required MPOs to develop plans that addressed the efficient movement of freight and access to ports, airports, and intermodal facilities.

This was mirrored in the two subsequent re-authorization acts, the Transportation Equity Act for the 21st Century 1998 (TEA-21) and the Safe, Accountable, Flexible Efficient Transportation Equity act: A Legacy for Users, 2005 (SAFETEA:LU) which also added some specific freight orientated sections to fund large scale freight preservation projects such as the Alameda Corridor in California, CREATE in Chicago, and border trade and corridor facilities. .

TEA-21 in 1998 required that the metropolitan planning process for freight seek to:

- Support the economic vitality of the metropolitan area by promoting and enabling global competitiveness, productivity, and efficiency
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Include the freight community in the development of both the Regional Transportation Plan and the Transportation Improvement Plan



In 2005, SAFEEA-LU added the following:

- MPOs are encouraged to consult and coordinate with planning officials responsible for other types of planning activities affected by transportation including planned growth, economic development, environmental protection, airport operations and freight movement.
- Safety and security of the transportation system are now separate planning factors that are to be considered during the metropolitan planning process.

SAFETEA-LU also added specific programs targeted at freight which included:

- A Truck-parking facilities pilot program
- A highway-railroad crossing safety improvement funding program
- Allowance to construct truck-idling reduction facilities on interstate highway rights-of-way
- Highway bridge funding program
- New program for research, training, and education to support freight transportation planning

Freight intermodal distribution pilot program – which gave grants to facilitate intermodal freight transportation initiatives at the state and local level for the relief of congestion and to improve safety and to provide capital funding to address infrastructure and freight distribution needs at inland ports and intermodal freight facilities.

The best example of a Regional Freight Plan that has taken a strong look at land use and freight is the Atlanta Regional Commission (COG) Regional [Freight Mobility Plan](#). Other examples of regional, local and state freight plans conducted over the past fifteen years can be seen in Table 1.

TABLE 1: EXAMPLES OF FREIGHT PLANNING STUDIES AND PROJECTS.

Freight Studies

Authors	Title	Date	Link
St Louis Park Minnesota	Freight Rail Study Update	December 2010	http://www.stlouispark.org/light-freight-rail/freight-rail-relocation-study.html
Massachusetts Department of Transportation	State Rail Plan State Freight Plan	October 2010	http://www.eot.state.ma.us/downloads/90_DayReport/FreightRailPlan_Oct0610.pdf
Metro, Portland, Oregon Joint Policy Advisory Committee on Transportation	Regional Freight Plan 2035	June 2010	http://library.oregonmetro.gov/files/regional_freight_plan_june_10.pdf
Florida DOT, Miami Dade MPO, Broward MPO, Palm Beach MPO	South Florida Regional Freight Plan	March 2010	http://www.seftc.org/system/datas/30/original/MPO_regional_freight_plan_201003.pdf?1285177892
City of San Francisco	Industrial Inventory	2010	http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=8341
Northwest Indiana Regional Planning Commission	Freight Study	August 2010	http://www.nirpc.org/home/pdf/NIRPC_Freight_%20Report_FINAL_Updated_8_30_2010.pdf
Oregon Metro Gov	Regional Freight Plan Fact Sheet	Fall 2009	http://library.oregonmetro.gov/files/freighplan_fact_sheetpdf.pdf
Minnesota DOT	Western Minnesota Regional Freight Study	September 2009	http://www.dot.state.mn.us/planning/freightplan/files/WestDraftFinalReport.pdf
Maryland Department of Transportation	Maryland Statewide Freight Plan	September 2009	http://www.mdot.maryland.gov/Planning/Freight_Planning/Documents/Freight_Plan_Final.pdf
Maine Department of Transportation	Moving People and Goods – The Governor’s Rail and Port Investment Plan	July 2009	http://www.maine.gov/mdot/ofbs/documents/pdf/MovingPeopleandGoods070209.pdf
Port Authority of New York and New Jersey Freight Committee	Cross Harbor Freight Program	February 2009	http://www.panynj.gov/about/pdf/NJTPA-Freight-Committee-Presentation.pdf
Tampa Bay Regional Goods Movement Study	Preservation of Local Truck Routes: A primary Connection between Commerce and Regional Freight Network	2009	http://www.tampabayfreight.com/
Ohio DOT	21 st Century Transportation Priorities Task Force Report	January 2009	http://www.dot.state.oh.us/groups/tft/Documents/21stCenturyTransportationPrioritiesTaskForceReport-Web.pdf
Wilbur Smith, Global Insight, Street Smart and Georgia Tech	Atlanta Regional Commission Regional Freight Mobility Plan	February 2008	http://www.atlantaregional.com/File%20Library/Transportation/Roads%20and%20Highways/tp_ARF_MP_final_report_2-6-08.pdf

Minnesota Department of Transportation	Freight Study: Association of Minnesota Counties	September 2007	http://www.mncounties.org/Committees/Policy/TPC/D7%20Freight%20Study%20AMC%20091307.pdf
New Jersey Department of Transportation	Comprehensive Statewide Freight Plan	September 2007	http://www.state.nj.us/transportation/freight/plan/pdf/2007statewidefreightplan.pdf
Baltimore Metropolitan Council	Truck Parking Partnership Study Report	October 2006	http://www.baltometro.org/freight/TruckParking.pdf
City of Portland	Freight Master Plan	2006	http://www.portlandonline.com/transportation/index.cfm?c=38846
Puget Sound Regional Council	Freight Action Strategy for Everest Seattle-Tacoma Corridor	April 2006	http://www.psrc.org/assets/1833/fastbrochure.pdf
Minnesota Department of Transportation	Statewide Freight Plan	May 2005	http://www.dot.state.mn.us/ofrw/PDF/MN_SFP_%20Exec_Sum.pdf
Baltimore Metropolitan Council	Freight-Related Intersection Evaluation	August 2005	http://www.baltometro.org/reports/Intersection-Boston&Ponca.pdf
Chicago Metropolitan	The Metropolis Freight Plan	December 2004	http://www.chicagometropolis2020.org/PDFs/MetropolisFreightPlan.pdf
New York Metropolitan Transportation Council	NYMTC Regional Freight Plan	April 2004	http://webservices.camsys.com/nymtcfreight/documents/nymtc_task8.pdf
Florida, Alabama, Mississippi, Louisiana, Texas, New Mexico, Arizona and California State Department of Transportation	I-10 National Freight Corridor	2001	http://www.i10freightstudy.org/1_overview.html
Florida Freight Stakeholders Task Force	Task Force Report	November 1999	http://www.cutr.usf.edu/pub/files/FreightBrochure.pdf
Baltimore Metropolitan Council	Freight mobility Issues and Recommendations for the 1997 Baltimore Regional Transportation Plan	September 1997	http://www.baltometro.org/freight/FreightMobility1997.pdf



Freight Task Forces

Name	Link
Baltimore Metropolitan Council – Freight Movement Task Force	http://www.baltometro.org/content/view/351/277/
Freight Committee of the Regional Transportation Advisory Council, Boston MA	http://www.ctps.org/bostonmpo/5_meetings_and_events/2_past/2010/120810_Freight_Agenda.pdf
Chicago Metropolitan Agency for Planning Freight Committee	http://www.cmap.illinois.gov/freight-committee
Delaware Valley Goods Movement Task Force	http://www.dvrpc.org/Freight/DVGMTF.htm
Houston Regional Freight Study Task Force, TxDOT Tx	http://txdot.gov/project_information/projects/houston/railway/taskforce.htm
Metro Regional Freight and Goods Movement Task Force Portland OR	http://www.metro-region.org/index.cfm/go/by.web/id=20887
South East Michigan Council of Governments Freight Task Force	http://www.semcog.org/Freight.aspx
Minnesota Freight Advisory Committee	http://www.dot.state.mn.us/ofrw/mfac.html
Nashville Area MPO Freight Advisory Committee	http://www.nashvillempo.org/regional_plan/freight/fac.aspx
New York State Department of Transportation Trucking Industry and Community Relations Task Force	https://www.nysdot.gov/programs/truckpolicy/taskforce
Ohio 21 st Century Transportation Priorities Task Force	http://www.dot.state.oh.us/groups/tft/Documents/21stCenturyTransportationPrioritiesTaskForceReport-Web.pdf
Pennsylvania Rail Freight Advisory Committee	http://www.dot.state.pa.us/Internet/pdCommissCommitt.nsf/infoRFA/CMembership?OpenForm
Southwestern Pennsylvania Commission Freight Forum	http://www.spcregion.org/trans_freight.shtml
Port Authority of New York and New Jersey Freight Initiatives Committee	http://www.njtpa.org/About/Committee/FIC.aspx
Puget Sound Regional Freight Mobility Roundtable	http://www.psrc.org/about/advisory/roundtable/

