



## **Meeting Highlights TPB Freight Subcommittee**

**Date:** Thursday May 3, 2018

**Time:** 1:00 p.m.

**Location:** Room 1, First Floor, 777 North Capitol St NE, Washington DC

**Acting Chair:** Andrew Meese, MWCOG

### **Attendance:**

Bala Akundi, Baltimore Metropolitan Council (phone)  
Kael Anderson, NCPC  
Rick Crawford, Norfolk Southern  
Matt Devendorf, DCABAW  
Stephen Flippin, CSX  
Oscar Gonzales, Virginia Railway Express (phone)  
Chuck Gullakson, CSX  
Ian Lazzara, AECOM  
L'Kiesha Markley, Maryland State Highway Administration  
Bernard McWay, Federal Motor Carrier Administration (phone)  
Chip Millard, Federal Highway Administration  
Regina Moore, VDOT  
William Rogers, TRB  
Rahil Saeedi, CPSC Transcom  
Mark Scott, DC Homeland Security and Emergency Management Agency  
Sonali Soneji, VRE  
Jim Sebastian, DDOT  
Jacqueline Thorne, MDOT  
David Willauer, Cambridge Systematics

### **MWCOG Attendance:**

Lyn Erickson, MWCOG-DTP  
Michael Farrell, MWCOG-DTP  
Matthew Gaskin, MWCOG-DTP  
James Li, MWCOG-DTP  
Andrew Meese, MWCOG-DTP  
Jon Schermann, MWCOG-DTP  
Patrick Zilliacus, MWCOG-DTP

### **CSX IN THE NATIONAL CAPITAL REGION**

Mr. Flippin and Mr. Gullakson spoke to a PowerPoint presentation on CSX and its rail projects in the region, including the Virginia Avenue tunnel project. CSX operates in 23 states, the District of Columbia, and the provinces of Ontario and Québec. The CSX network encompasses 21,000 route miles and serves two thirds of America's consumption market. Recently, the company initiated a major change in how it operates by shifting from a hub and spoke model to a direct routing model. While this resulted in temporary service challenges, particularly in the western portion of the CSX

network, service has improved to where the company now has a greater than 50% positive rating from its customers and moves 488 ton-miles of freight per gallon of fuel, a figure that is better than the industry average. The average dwell was down to 10.4 hours, the average train velocity increased to 17.3 miles per hour, and cargo volumes are up to 1.5 million units. 60 of 61 clearance projects associated with the nearly \$1 billion National Gateway initiative have been completed paving the way for double stack service which began in December 2016.

#### Virginia Avenue Tunnel Project

Construction on the Virginia Avenue Tunnel began in early 2015 and will be completed by the fall of 2018. The first of the two side-by-side tunnels was completed in December 2016 and the second tunnel is nearing completion and should be in service by July 2018. Complete restoration of the street network with public realm improvements will occur by the fall.

#### Other Projects Under Review

Due to projected growth in passenger rail (Amtrak and VRE), DDOT is leading an effort to develop additional rail capacity for the Long Bridge. Concurrently, VDOT is moving forward with the Atlantic Gateway project which will add passenger rail capacity between the Long Bridge and Richmond (quad track from the DC line through Alexandria and triple track the rest of the way to Richmond).

#### Rail Safety

While the industry continues to see improvements in safe operations, there continues to be increases in grade crossing and pedestrian incidents. Roughly 70 percent of grade crossing crashes occur when automobiles ignore crossing gates and signals. About half of pedestrian fatalities are suicides. A significant factor in other pedestrian incidents is people taking shortcuts along the tracks and wearing headphones. Today's trains are much quieter and travel faster than in the past, making it more likely that a person will not hear a train behind them until it is too late to avoid.

### **MARYLAND FREIGHT PLANNING**

Ms. Markley spoke to a PowerPoint presentation on recent and ongoing Maryland Freight Planning efforts with a focus on the 2017 update of the Maryland Strategic Goods Movement Plan. This update addressed the federal requirements described in the FAST Act. This included the identification of Maryland's National Highway Freight Network (NHFN) which includes three main elements, the Primary Highway Freight System (PHFS), the Interstate System that is not already included in the PHFS), and critical urban & rural freight corridors. The SHA worked with many partners, including each of Maryland's MPOs, in the effort to designate the state's critical urban & rural freight corridors.

To support this work, Maryland analyzed existing truck activity and used the Maryland Statewide Truck Model (MSTM) to project truck activity out to 2040. The top least reliable corridors for truck travel in Maryland were identified by calculating the truck travel time index through the use of FHWA's National Performance Management Research Data Set (NPMRDS). Five of the top 15 least reliable corridors occur in the National Capital Region, with the remaining 15 located in the Baltimore region.

### Freight Financial Plan

The FAST Act provide \$6.3 billion in freight formula funding over 5 years for freight projects in the NHFN. Maryland will receive \$17-20 million for five years. The freight financial plan (as part of the update to the Maryland Strategic Goods Movement Plan) shows how MDOT plans to allocate this freight funding and will be reevaluated annually.

### Ongoing Efforts

Ongoing freight efforts by MDOT include:

- The Maryland Freight Story Map (available online)
- A reprinting of the Maryland Trucker's Map
- Updating the MD truck network (this is different than the NHFN)
- Updating the Maryland Statewide Truck Model based on C2 SHRP 2 coordination with BMC
- Truck Parking – data collection and expansions.

### **NATIONAL CAPITAL REGION FREIGHT FORUM REVIEW**

Mr. Schermann spoke to a PowerPoint presentation on the 2<sup>nd</sup> ever National Capital Region Freight Forum held on October 31, 2017. The theme of the Freight Forum was “freight as an enabler of livability”. Approximately 50 persons attended, including transportation planners, bicycle/pedestrian planners, transportation officials from a variety of local, regional, and state jurisdictions, FHWA and FMCSA officials, and representatives from UPS, the DC Truckers Association, transportation-oriented consulting firms, and the Transportation Research Board.

The agenda featured a panel overview of urban freight challenges, a breakout session on the topic of freight as an enabler of livability, a lunch speaker, an overview of proven strategies for improving freight system performance in urban communities, and a final breakout session focused on addressing goods delivery challenges in downtown Frederick, MD; the Chinatown area of the District of Columbia; and the Rosslyn-Ballston corridor in Arlington, VA.

**The next meeting of the TPB Freight Subcommittee will be on Thursday July 12, 2018.**