

National Capital Region Transportation Planning Board

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Meeting Summary

TPB FREIGHT SUBCOMMITTEE

DATE: May 8, 2014
TIME: 1:00 P.M. to 3:00 P.M.
PLACE: MWCOG Room 1
CHAIR: Eulois Cleckley, Manager of Statewide and Regional
Planning/Freight Planning, District Department of Transportation

ATTENDANCE:

Bala Akundi, Baltimore Metropolitan Council
Deborah Bowden, Maryland Department of Transportation
Eulois Cleckley, District Department of Transportation
Crystal Darcy, Maryland Port Administration
Richard Easley, E-Squared Engineering
Sharon Easley, E-Squared Engineering
Teresa Edelen, DC Truckers Association
Lyn Erikson, Maryland Department of Transportation
Stephen Flippin, CSX Transportation
Herbert Harris, Brotherhood of Locomotive Engineers and Trainmen
Christine Hoeffner, Virginia Railway Express
Nathan Hutson, Cambridge Systematics
Keith Kucharek, URS
Dolores Macias, FMCSA
Michael Onder, CDM Smith
Tobin Porterfield, Towson University
Lezlie Rupert, District Department of Transportation
Norman Whitaker, Virginia Department of Transportation

MWCOG STAFF ATTENDANCE:

Michael Farrell, MWCOG-DTP
Andrew Meese, MWCOG-DTP
Gerald Miller, MWCOG-DTP
Erin Morrow, MWCOG-DTP
Wenjing Pu, MWCOG-DTP
Rich Roisman, MWCOG-DTP
Jon Schermann, MWCOG-DTP
Daivamani Sivasailam, MWCOG-DTP
Daniel Sonenklar, MWCOG-DTP
John Swanson, MWCOG-DTP
Marco Trigueros, MWCOG-DTP
Patrick Zilliacus, MWCOG-DTP

Eulois Cleckley, Freight Subcommittee Chairman

Mr. Cleckley opened the meeting. After a round of introductions, Mr. Cleckley turned the meeting over to Andrew Meese who introduced Jon Schermann. Mr. Schermann is the successor to Karin Foster and is will be supporting the Freight Subcommittee.

Andrew Meese, MWCOG TPB Staff, Remembrance of Karin Foster

Mr. Meese, as Karin's supervisor and colleague, began the remembrance by sharing professional and personal anecdotes about her. He also touched on Marygrace Parker's tribute to Karin at the 2014 TRB conference. Many other attendees shared their own remembrances. Mr. Cleckley then led the Subcommittee in a moment of silence. Afterwards, Mr. Meese moved that future documents, such as the Freight Plan Update, and a future event, such as a Regional Freight Forum, include a dedication to Karin. Mr. Cleckley agreed and asked if anyone in the Subcommittee objected. No objections were raised and the motion passed.

Eulois Cleckley, Manager of Statewide and Regional Planning/Freight Planning, District Department of Transportation, District Freight Plan Update

Eulois Cleckley, District Department of Transportation, spoke to a PowerPoint presentation on the District Freight Plan (the Plan), which is nearly finalized. The Plan addresses issues surrounding freight transportation and identifies strategies and recommendations to support sustainable economic growth while balancing the needs of communities and industries within the District. As part of the Plan, freight modal profiles were developed, freight flows to, from, within, and through the District were identified, and the economic impacts of goods movement were described. Stakeholder outreach was also a key element of the Plan. Mr. Cleckley then related information about the freight system in DC, discussed the economic impact of freight, described freight traffic in the District, and shared the recommendations in the Plan.

Freight System in DC: While industrial land accounts for just five percent of total land in DC, widespread areas of medium to high density land uses (activity centers) fosters a variety of retailers, restaurants, and grocery stores, and creates significant demand for freight deliveries. These activity centers are served by a truck route system, or network, of interstates, arterials, and collectors. Much of the trucked freight entering the District (about 75 percent) does so across its eastern border with Maryland. These trucks deliver all types of freight, including small consumer goods and perishables, to over 580 loading zones across the District. The District is also served by rail via CSX Transportation, which owns over 20 route miles in DC. There are no intermodal yards or active grade crossings and commuter rail operators and freight share tracks.

Economic Impact of Freight to the District:¹ 129,950 jobs, or 15.8 percent of total jobs in the District, are directly or tangentially associated with truck transport. Employees in truck transport-related jobs earn \$9.2 billion annually, which represents 8.3 percent of total wage and salary income in the District. The combined value-added impact associated with truck transport is \$12.7 billion a year, or 9.1 percent of the District's Gross State Product Equivalent. Over \$880 million in taxes associated with truck

¹ All figures in this section are for calendar year 2011.

transport (or about 21.1 percent of total tax collections) are collected in the District annually.

Freight Traffic in the District: The vast majority (about 99 percent) of all freight moving in the District is on trucks. Total freight tonnage is projected to grow at a compound annual growth rate of 1.9 percent resulting in a 75 percent increase from 2011 to 2040. The value of freight moved in the District is projected to grow at a compound annual rate of 3.9 percent resulting in a 159 percent increase over the same time period.

The District is primarily a consumer of freight. More than 58 percent of total freight flows by weight are inbound to the District while just 2.2 percent of total freight flows by weight are outbound. The remaining freight is comprised of through freight (just over 38 percent of the total) and intra-District freight (just over one percent).

The projected 75 percent growth in freight tonnage between 2011 and 2040 will be weighted towards outbound freight, which will grow by about 130 percent. Inbound freight on the other hand will grow by a more modest 70 percent.

Recommendations: The Freight Plan makes the following recommendations.

- Economy
 - Establish a freight village or intermodal facility near the District's eastern border where goods on large trucks can be transferred to smaller trucks for delivery in the District.
 - Establish a formal Freight Advisory Committee.
- Environment
 - Conduct a pilot off-peak delivery program (note: this is already planned to begin in late 2014 or early 2015 for two areas of the District.)
- Operations
 - Establish a freight corridor traffic signalization program.
 - Create shared truck/bus lanes on key freight corridors in the District.
- Safety and Security
 - Promote the Federal Motor Carrier Safety Administration's (FMCSA) *Share the Road Safely* program.
 - Upgrade the existing static scale on I-295 southbound to an automated weight station.
- Technology
 - Implement dynamic truck parking.
 - Implement dynamic truck routing.

Questions and Answers:

Ms. Macias asked whether passengers were considered as freight in the plan. Mr. Cleckley noted that the Freight Plan addresses goods movement only, and that DDOT has a Truck Safety Enforcement Plan and a Motor Carrier Action Plan that addresses passengers.

Mr. Miller noted that the \$882 million the District received in taxes associated with truck transport seemed higher than would be expected. Several attendees noted that the revenue numbers were realistic given the various income taxes, excise taxes, fuel taxes, trip permits, fines, and other truck-related revenue sources associated with truck transport. Mr. Flippin asked if the various taxes that CSX paid to the District were included in the revenue calculations. They are not, but Mr. Cleckley will look into having them included in the Freight Plan before it is finalized.

Mr. Zilliacus asked whether the District of Columbia is part of the IFTA (International Fuel Tax Agreement). Mr. Cleckley indicated that, due to complicated political issues, DC is not a party to IFTA. Other attendees noted that the District is losing tax revenue to Maryland because of this.

Mr. Akundi asked how the number of jobs associated with truck transport in the District was determined. Mr. Easley noted that the IMPLAN model was used to generate the jobs numbers and quantify the other economic benefits.

Ms. Bowden asked whether the Plan included project lists. Mr. Cleckley said that significant freight corridors were identified in the freight plan and have been included in the District's Long Range Plan (Move DC). In addition, individual projects listed in the TIP that intend to improve traffic flow on freight corridors have been highlighted in the plan.

Daniel Sonenklar, MWCOG Staff

Daniel Sonenklar, MWCOG Staff, spoke to a PowerPoint presentation on the Regional Transportation Priorities Plan (RTPP). The RTPP was approved by the Transportation Planning Board (TPB) on January 15, 2014. It is a policy plan that features high level strategies. It does not include specific projects. The RTPP is rooted in the past work of the TPB, including the TPB Vision and Region Forward. Its purpose is to identify strategies with the greatest potential to respond to the Region's most significant transportation challenges.

Key Principles of the RTPP: The RTPP priorities are intended to:

- Be within reach, both financially and politically;
- Achieve greater efficiency by making better use of the Region's existing infrastructure, and packaging complimentary strategies; and
- Encourage area leaders to consider regional needs when developing projects.

Planning Process: The RTPP was developed over the course of several years. Key inputs to the Plan included technical work by COG/TPB staff, public outreach, and stakeholder feedback. The regional goals outlined in the TPB Vision provided the starting point. Challenges standing in the way of achieving the goals were then identified. Finally, near-term, ongoing, and long-term strategies were developed.

RTPP Priorities: The RTPP organizes strategies into the following three priorities:

1. Meet our existing obligations (maintain the transportation system we already have);

2. Strengthen public confidence and ensure fairness (pursue greater accountability, efficiency, and accessibility);
3. Move more people and goods more efficiently (alleviate congestion and crowding and accommodate future growth).

These three priorities are like building blocks with Priority 1 (meet our existing obligations) as the base. The near-term, ongoing, and long-term strategies are organized within the three priorities:

1. Priority 1 – meet our existing obligations
 - a. Maintenance of the transit system
 - b. Maintenance of roads and bridges
2. Priority 2 – strengthen public confidence and ensure fairness
 - a. Ensure accessibility for all residents
 - b. Engage and communicate with the public
 - c. Promote system efficiency through management and operations, and the appropriate use of technology
3. Priority 3 – move more people and goods more efficiently
 - a. Alleviating roadway bottlenecks
 - b. Increasing roadway efficiency
 - c. Access to transit stops and stations
 - d. Support for electric vehicles
 - e. Promotion of commute alternatives
 - f. Pedestrian infrastructure
 - g. Bicycle infrastructure
 - h. Bus priority treatments
 - i. Update and enforce traffic laws
 - j. Express toll lanes
 - k. Additional capacity on the transit system
 - l. Concentrated growth in activity centers
 - m. Enhanced circulation within activity centers
 - n. Bus rapid transit and other cost effective transit alternatives

Addressing Freight Concerns: While there are no explicit, dedicated freight strategies in the Plan, a number of strategies will likely have positive effects on goods movement in the region. For example, the near-term and ongoing strategies of alleviating roadway bottlenecks, ensuring maintenance of roadways and bridges, and increasing roadway efficiency will reduce delays associated with congestion, poor roadway and bridge conditions, and incidents. These benefits will be realized by freight users as well as the traveling public.

Other strategies that will likely affect goods movement include increasing the number of express toll lanes, adding capacity on the existing transit system, and concentrating growth in activity centers. Adding express toll lanes, by creating congestion-free options for two-axle vehicles, could reduce delay for trucks by improving traffic flow in the general purpose lanes. Transit system capacity improvements can benefit trucks by

reducing the number of passenger vehicles using the region's roadways, thereby reducing congestion. However, because commuter rail and freight rail share infrastructure, increasing commuter rail could have an adverse effect on freight rail capacity. To mitigate this potential impact and to accommodate anticipated growth in both freight and passenger traffic on these rail lines, capacity improvements will need to be considered.

Concentrating regional growth in activity centers is a major element of the RTPP. This is intended to achieve greater overall efficiencies in the transportation system by getting people out of their cars and into using transit, biking, and walking. However, implication of this strategy for goods movement is that trucks will need to negotiate compact neighborhoods with greater concentrations of people and businesses.

Jon Schermann, MWCOG Transportation Planning Board Staff, Freight Program Update

Proposed COG Forum on Air Cargo and the Regional Economy: Mr. Schermann reported that COG Board Member Mathew Letourneau, Loudoun County, is supporting an effort to hold an Air Freight Forum to better understand the Dulles Air Cargo market and find ways to increase air cargo business. The latest thoughts on this are that it would be held this fall. The TPB involvement to date has been through the Aviation Technical Subcommittee.

Mr. Roisman, COG/TPB staff, clarified that the Forum will cover airports in general and not just air cargo.

HERE data: Andrew Meese, COG/TPB staff, informed the subcommittee that HERE data is actually vehicle probe data FHWA has procured through "HERE" which is the name of a company that was formerly Nokia/Navteq. It provides average travel times for freight trucks and passenger vehicles. FHWA is making this data available to States and MPOs free of charge through the NPMRDS (the National Performance Management Research Data Set). It is similar to the INRIX data we already receive through our participation in the I-95 corridor coalition. COG/TPB staff has not yet analyzed this new dataset but will keep the subcommittee informed about it in future meetings.

Freight Around the Region Project: Mr. Schermann reported that he is using Karin Foster's notes from last year to continue the Freight Around the Region (FATR) effort. As a quick refresher, the FATR project was inspired by the DVRPC County Freight Scans and the ARC County Economic Fact Sheets. The purpose is to reveal the unique freight story of each of our jurisdictions by identifying freight assets, highlighting the number of jobs in the goods movement sector and in freight-dependent industries, and showing how the freight sector contributes to the local economy. COG/TPB staff has had internal discussions about this effort and we may want to revisit the purpose and format of the reports with the Subcommittee in the near future.

Transportation Reauthorization Proposals: Mr. Schermann reported that the administration recently submitted the "Grow America Act" legislation to Congress. This legislation is sweeping in its proposed changes. Some of the interesting provisions include:

- a multimodal freight incentive program for states and DC to fund freight projects;

- replacing the current National Network with an enhanced National Highway System and National Freight Network;
- eliminating the prohibition on tolling existing free interstate highways; and
- the creation of a performance management data support program to assist states and MPOs in carrying out the performance management requirements in the US code.

Mr. Miller indicated that reauthorization proposals such as the Grown America Act have very little chance of becoming law in their current form and will certainly be significantly changed before becoming law.

Mr. Meese agreed but also noted that it is worthwhile to review these documents to get a sense of what the administration is thinking in terms of transportation.

2014 Freight Project List: Mr. Schermann stated that the 2013 Freight Project “Top 10” List was approved by this Subcommittee last August. We have historically updated this list every two years. Keeping to this tradition, we would wait until 2015 to revisit. However, it might be a good idea to revisit it again this year – especially in light of the fact that we are due to update the regional freight plan. This topic will be discussed further at a future Subcommittee meeting.

Upcoming Subcommittee Topics: Mr. Schermann asked the Subcommittee to review the draft list of topics for consideration in CY 2014 / FY 2015 between now and the next Freight Subcommittee meeting on June 5. One of the purposes of this next meeting is to develop a plan for what the Subcommittee will focus on over the coming year. This topic list provides an overview of what’s on our minds here as COG staff and there is likely more on this list than can be done in a year, so we will have to make some choices. So the Subcommittee is encouraged to think about this list, come up with new items, and be prepared to discuss at the next meeting.

State Freight Updates-Maryland

Debbie Bowden, Maryland Department of Transportation, Office of Freight and Multimodalism reported that the MDOT has organized a new working group called the “Freight Data Availability Workgroup”. The purpose of this workgroup is to explore the many sources for freight and freight related data that are available. This group will work toward identifying data sources that are already used within SHA and MDOT and other potential outside sources (for example, FHWA freight data). The data could be used for modeling, performance measures, etc.

State Freight Updates-Virginia

Norman Whitaker, Virginia Department of Transportation, reported that VDOT is working on the improved access for cargo, transit passengers and vehicles by planning, designing and eventually building the Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH) and other related multimodal projects. We are also working with the VDOT Central Office on developing metrics and procedures for compliance with the performance-driven planning requirements of MAP-21. We have high levels of congestion on many of our major highways, and this results in delays for freight, as well

as commuters. This is one of the most significant over-arching freight issues in Northern Virginia.

CSX Update

Stephen Flippin, CSX Transportation reported on Infrastructure Week 2014 which will explore solutions, innovative approaches, and best practices to modernize aging infrastructure. Daily signature events organized by steering committee members such as the Chamber of Commerce, the National Association of Manufacturers, the U.S. Council on Competitiveness, and others will focus on major infrastructure challenges, including freight and goods movement, passenger transportation, and drinking water and wastewater treatment. Mr. Flippin also reported on the status of the National Gateway. Of the 61 clearance projects and seven intermodal terminals that are part of National Gateway, there are now just 15 projects remaining. These include Harpers Ferry (which is under construction) along with 10 track lowering projects. Virginia only has one project left and the District has five.

Brotherhood of Locomotive Engineers and Trainmen

Herbert Harris, Jr. Chairman – State Representative District of Columbia – State Legislative Board Amtrak/MARC/VRE reported that “Ella”, an OSW 1000 Switcher that was retrofitted through an EPA DERA (Diesel Emissions Reduction Act) grant with new gen set technology to reduce air pollution and greenhouse gas emissions. “Ella”, will be joined by her younger brother “Luke”, another OSW-1000 Switcher that will be retrofitted in the same way.

VRE Update

Christine Hoeffner, Virginia Railway Express reported that in January the VRE Board adopted the System plan for VRE expansion through 2040. The Plan acknowledges the need for rail capacity expansion to jointly accommodate the needs of VRE as well as freight rail so that we can continue to operate jointly together in the region. Now we are starting to develop further plans for implementing the projects. One of them is partnering with DDOT on a TIGER grant application to move the Long Bridge planning forward through the NEPA phase.

Next Meeting June 5, Room 4/5