

National Capital Region Transportation Planning Board

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Meeting Summary

TPB FREIGHT SUBCOMMITTEE

DATE: February 7, 2013

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:

Deborah Bowden, Maryland Department of Transportation
Amber Carran-Fletcher, District Department of Transportation
Eulois Cleckley, District of Columbia Department of Transportation
Ed Daniel, Montgomery County Police Department
Chip Dobson, CSX
Teresa Edelen, DC Truckers Association
Stephen Flippin, CSX
Will Gayle, Maryland Department of Transportation
Randy Hodgson, Virginia Department of Transportation
Keith Jasper, Delcan
Dial Keju, Frederick County
Mike Onder, CDM Smith
Ed Patterson, FedEx Corporation
David Ramdeen, District Department of Transportation
Lezlie Rupert, District Department of Transportation
Jon Schermann, Cambridge Systematics
Vic Siaurusaitis, Baker
Kipp Snow, Anne Arundel Community College
Andrew van Brisker, FedEx Corporation
Roselyn Wilson, Delcan

MWCOG STAFF ATTENDANCE:

Karin Foster, MWCOG-DTP
Ron Kirby, MWCOG-DTP
Andrew Meese, MWCOG-DTP
Erin Morrow, MWCOG-DTP
Rich Roisman, MWCOG-DTP
Daivamani Sivasailam, MWCOG-DTP

Eulois Cleckley, Freight Subcommittee Chairman

Mr. Cleckley opened the meeting. After a round of introductions, Mr. Cleckley asked for comment on the July 10, 2012 TPB Freight Subcommittee meeting summary. No comment was made.

Ed Patterson, Senior Manager of Station Operations, FedEx Operations in the DC Metropolitan Region

Mr. Patterson, FedEx Senior Manager of Station Operations, spoke to a PowerPoint presentation on operations in the DC metropolitan region. Five FedEx facilities serve the Washington metropolitan area: 1) Northeast DC; 2) Downtown Northwest (foot courier operation); 3) Rockville, MD; 4) Alexandria, VA; and 5) Herndon VA. The DC market is serviced via the Dulles Airport. The Dulles Airport location receives daily inbound AM flights for deliveries and makes daily outbound flights from the region's package pickups.

Mr. Patterson noted the growth in internet shopping/e-commerce and individuals increasingly having these packages delivered to their place of work. Customer shipping choices are changing and evolving.

FedEx also is actively working to obtain more fuel efficient vehicles. The New York Avenue location has its first electric vehicle and is expecting 14 more soon. Vehicle types vary to suit the specific requirements of each route. Foot couriers are shuttled to various areas downtown in order to reduce vehicle traffic downtown.

Mr. Patterson spoke about the parking challenges in DC. He noted that customers demand timely delivery and pickup, parking space is limited, and costs that result from limited parking are increasing. Additionally, doing business in Washington DC can be challenging because of the numerous special events, changing traffic patterns, and traffic volumes. Special events impact operations and FedEx constantly adapts and work around them.

Question and Answers

Rosalyn Wilson, Delcan, inquired about the electric vehicles and the stop-start pattern of FedEx trucks. Mr. Patterson replied that there are no issues for the vehicles that drive under 100 miles and added that the stop-start actually helps to charge the vehicles. Ron Kirby, Director of Transportation Planning at MWCOG/TPB, asked if these were plug-in electric. Mr. Patterson confirmed that these are plug-in all-electric vehicles. Mr. Cleckley, DDOT, inquired about electric vehicle infrastructure. Mr. Patterson noted that FedEx will soon have 15 electric vehicles and 15 charging stations. Mr. Patterson added the electric vehicles are the same size as the regular vehicle, with a slightly sloped nose.

Rich Roisman, MWCOG TPB staff, asked about the size of FedEx planes and where they go. Mr. Patterson replied that the planes are Air Bus 310s and they fly to and from Memphis, Indianapolis, and Newark. Jon Schermann, Cambridge Systematics, asked if Dulles was constricted with respect to FedEx infrastructure needs. Mr. Patterson replied that FedEx scales the business up or down as needed. FedEx no longer receives aircraft at Reagan National Airport.

Debbie Bowden, MDOT, asked Mr. Patterson about the biggest challenges to operation. Mr. Patterson spoke about “right-sizing” the business to match the current economy.

Randy Hodgson, VDOT, asked about air freight on passenger planes. Mr. Patterson noted that passenger planes have long been in the business of air freight, however, freight on passenger planes generally consist of larger commodities.

Teresa Edelen, DC Truckers Association, asked if FedEx is affiliated with any trucking associations. Mr. Patterson was not aware of company affiliations, however, noted that the engineering department tracks and monitors the company’s tractor trailer trucks. Most package deliveries are made by two-axle vehicles.

Mr. Cleckley, DDOT, asked about FedEx accuracy in on-time delivery. Mr. Patterson replied that FedEx is near 99 percent.

Rosalyn Wilson, Delcan, noted that the District and BWI electric charging stations at parking lots are getting used, more than anticipated.

Chip Dobson, CSX, asked about FedEx workforce recruitment and retention. Mr. Patterson spoke about the difficulty in filling jobs at times because DC is rich in jobs. He added that it takes a certain personality to do the job, someone on their feet much of the day and interacting with many different people.

Roz Wilson, Delcan, asked how the foot courier operations get restocked. Mr. Patterson explained that the foot couriers operate out of a parked truck downtown.

Daivamani Sivasailan, MWCOG TPB staff, asked about the annual total miles driven. Mr. Patterson would get back to Karin Foster with the information to share with D. Sivasailam.

Andrew Meese, MWCOG TPB staff, commented that in a previous presentation from FedEx it was noted that the New York Avenue facility sometimes got older trucks because of the smaller distances travelled. Mr. Patterson acknowledged that historically older trucks did serve from the New York Avenue facility, however, the fleet has increasingly been modernized, with the 15 new electric trucks to come and 10 new sprinter trucks.

Mr. Kirby, Director of Transportation Planning at MWCOG-TPB, asked if the range of the electric vehicles was more attractive to the DC operation location. Mr. Patterson noted that the electric vehicles had a 100 miles service area, and this distance works well for DC.

Ms. Morrow, MWCOG TPB staff, asked about the cost difference between the electric vehicle and FedEx classic vehicles. Mr. Patterson did not know what the differential was, however he noted that the cost of operation for electric vehicles was less. He noted that there are 145 vehicles in the FedEx New York Avenue fleet.

Keith Jasper, Delcan, noted that FedEx might see more business as the US Postal Service discontinues its Saturday service. Mr. Patterson noted that FedEx does deliver on Saturdays.

Lezlie Rupert, District Department of Transportation, Long Bridge Study

Lezlie Rupert, District Department of Transportation, spoke to a PowerPoint presentation on the CSX Long Bridge Study. The District Department of Transportation received an ARRA grant from the Federal Rail Administration to conduct the study. The Long Bridge is a two-track railroad bridge crossing the Potomac River. The bridge is owned by CSX Corporation. CSX, Amtrak, and VRE use the bridge. The Study area stretches from Alexandria, VA to the L'Enfant Plaza Station in the District of Columbia. Ms. Rupert explained that the purpose of the study is to assess inter-modal connectivity and operations improvements for various Long Bridge alternatives. The study will analyze long-term multimodal capacity improvements that include the future operating requirements of high-speed and intercity passenger rail, commuter rail, transit, bike/pedestrian, and freight services over the Potomac River. The study included data collection, transportation analysis and evaluation, alternatives development, and environmental screening. Several agency and public meetings have been held on the project. www.longbridgeproject.com At present the study is in the alternatives development state. Additional agency and public meetings will be held. A final report is anticipated in the fall of 2013.

Question and Answers

Rich Roisman, MWCOG TPB staff, asked about the life left in the bridge. Victor Siaurusaitis, Baker, who is working on the study, noted that the bridge was constructed in 1904, and improvements were made in 1942. Mr. Siaurusaitis, Baker, added that the study looks at adding additional capacity. The bridge is on piers and is structurally fine, however, the bridge poses capacity constraints.

Randy Hodgson, VDOT, asked about the CSX capacity needs in the future. Chip Dobson and Stephen Flippin of CSX replied that the bridge “suffices” current freight needs, however, the study focuses on the future passenger capacity needs where this bridge may pose a constraint. At present 60 passenger trains use this bridge a day and for northbound trains there is a constraint of going from four tracks down to three tracks.

Ron Kirby, Director of Transportation Planning at MWCOG-TPB, asked if an agency or the railroad could get an enhancement grant to repaint the rusty bridge. Mr. Flippin commented that this was seriously looked into under Secretary Mineta but it was determined too expensive (apx. \$10 million). Mr. Flippin noted that the unions right of first refusal added another complexity.

Vic Siaurusaitis, Baker, also noted that a lot of scrapping would need to be done before any painting, which could pose environmental issues.

Karin Foster, MWCOG Transportation Planning Board Staff, Freight Program Update

Ms. Foster highlighted the updated Focus on Freight newsletter where members can find information on upcoming TPB Freight Subcommittee meetings. Ms. Foster also described the ongoing Freight Around the Region project underway. The goal is to tell each jurisdiction's unique freight story. Ms. Foster has met with County of Frederick/City of Frederick and District Department of Transportation staff on the project. Ms. Foster also noted upcoming TPB Freight Subcommittee tasks, included a re-examination of the 10 Highlighted Freight Projects list and a fall/winter update of the TPB Freight Plan.

State Freight Updates-Maryland

Will Gayle, Maryland Department of Transportation, Office of Freight and Multimodalism reported:

Rail Updates

- Susquehanna Bridge and Baltimore Potomac Tunnel Rail Studies preliminary engineering and NEPA process underway;
- CSX is wrapping up most Phase I National Gateway projects in Maryland;
- MDOT is continuing work with CSX on the Baltimore-Washington Intermodal Facility; CSX Chip Dobson added that the decision was made to locate the intermodal facility at Mr. Claire, closer to the Port of Baltimore.

Highway Updates

- MDOT has a final draft report on baseline truck parking counts that were conducted over the summer of 2012;
- MDOT is examining anti-idling systems for truck parking facilities.

State Freight Updates-Virginia

Erik Johnson, Virginia Department of Transportation, Office of Freight reported:

- MAP-21 federal register notice on the National Freight Network development, National network comprised of primary network, interstates, and critical rural freight corridors to be identified. The purpose of the National Freight Network is to provide a defined network as the National Freight Strategic Plan is developed;
- Draft State Rail Plan;

Randy Hodgson, Virginia Department of Transportation, Northern Virginia reported:

- Northern Virginia Tri-county parkway NEPA study underway.

State Freight Updates-District of Columbia

Eulois Cleckley, District Department of Transportation, reported:

- DC Freight Plan underway;
- Data collection on DC loading zones (David Ramsey), evaluating existing spaces, record for each space, 503 loading zones in DC;
- Upcoming pay-to-park spaces, two payment options: 1) Annual permit; 2) Pay by cell.

Next Meeting April 11, 2013