



TRANSPORTATION SAFETY SUBCOMMITTEE MEETING SUMMARY

Thursday, May 13, 2021
1:00 – 3:00 P.M.
Virtual Meeting

Chair: Laura MacNeil, District Department of Transportation, and
Jon Schermann, Metropolitan Washington Council of Governments

Attendees (all participating by phone):

Andrew Burke – COG/TPB
Andrew Meese – COG/TPB
Anne Strauss-Wieder - NJTPA
Antonio Castaneda – COG/TPB
Bill Anderson, TRB
Carlos Espindola - AECOM
Gary Erenrich – Montgomery County
Jakub Rowinski - NJTPA
James Davenport - Nspiregreen/CH Planning
James Li – COG/TPB
Janie Nham – COG/TPB
Jason McNamara - CNA Corporation
Jon Schermann – COG/TPB
Kari Snyder - MDOT
Laura MacNeil - DDOT
Lindsay Smith - MWCOG
Lyn Erickson – COG/TPB
Mark Scott – DC HSEMA
Mike Farrell – COG/TPB
Patrick Zilliacus – COG/TPB
Roxane Mukai - MDTA
Renee Morrison – E-Squared Engineering
Richard Easley – E-Squared Engineering
Ria Kulkarni - NVTA
Rickey Crawford - Norfolk Southern
Sandra.Jackson - FHWA
Stephen Hanrahan - DDOT
Steve Bieber - MWCOG

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MEETING NOTES

1. WELCOME AND INTRODUCTIONS

Chair MacNeil welcomed participants to the meeting. As a result of the large number of meeting participants, individual introductions were skipped.

2. THE PANEDMIC'S IMPLICATIONS FOR SUPPLY CHAINS & FREIGHT

Anne Strauss-Wieder, North Jersey Transportation Planning Authority (NJTPA)

Ms. Strauss-Wieder briefed the subcommittee on the implications of the COVID-19 pandemic for the NJTPA region's supply chain and freight transportation system.

Ms. Strauss-Wieder began by providing a historical overview of freight activity in the NJTPA region. The NJTPA region's freight history includes disruptions such as the September 11 attacks in 2001 and Superstorm Sandy in 2012, which have provided NJTPA with important learning opportunities. From those events, NJTPA has learned that coordination, collaboration, and communication are key to maintaining freight flows during disruptions. NJTPA also identified three stages after a disruption - reaction, retool, and reshape. It has applied these lessons in its response to the COVID-19 pandemic.

The NJTPA took several actions to keep critical goods flowing at the start of the pandemic. The local Council of Port Performance activated public- and private-sector teams to address freight movement issues. The New Jersey Economic Development Authority also setup a portal to recruit employees for transportation logistic jobs where there had been shortages. In addition, thirteen agencies developed a survey of truck drivers to understand how truck movements and parking had shifted during the pandemic. Agencies are now assessing supply chain operations. In the long-term, there are several trends that may change freight practices, including e-commerce, "BOPIS" (buy online, pick up in store), having more inventory in stock, and increasing use of information technology.

Questions:

Could you speak to how your role and NJTPA navigate multidisciplinary collaborations? *As an MPO, our role is primarily planning, but we can also connect people. We have deep roots with our communities, including those in the private and public sector. We also think long-term; we are thinking through the pandemic impacts in terms of long-term investments and partnerships. We also have a lot of legacy infrastructure to make sure stays online.*

You reference at least a couple of reports during your presentation. Do the reports provide recommendations that would be useful for other regions? *The reports are focused on the NJTPA area but the recommendations can apply to everyone.*

Do new trends as a result of the pandemic, such as having multiple suppliers, imply that we will see higher product prices? Does it mean we will also need more space to store more inventory? *We've moved away from "just in time," which was big in the 1980s and 1990s. In the 1950s and 1960s, the average supply chain was 200 miles and now it is thousands of miles. But with the Fukushima plant disruption, a diversification of production facilities has been occurring already. Yes, we will see more industrial spaces of different sizes, and more production operation types, so new facilities will look very different. As MPOs, we will have to talk about it with communities and how freight can be a*

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good neighbor.

3. PLANNING FOR FOOD AND WATER NEEDS DURING CATASTROPHIC EVENTS

Mark Scott, DC Homeland Security and Emergency Management Agency, and Jason McNamara, CNA Corporation

Mr. Scott and Mr. McNamara briefed the subcommittee about the District of Columbia's efforts to develop a plan that addresses food and water supply chain needs during catastrophic events. The study seeks to better understand food and water supply chain operations in the District during uneventful times, how the pandemic changed those operations, what other events might disrupt food and water flows, and how the District should prepare for disruptions.

The project consists of six tasks, with the aim of developing actionable plan recommendations. Currently, the project is in Tasks 1 and 2, where the Team is collecting data about the existing food and water supply chain. After the completion of Tasks 1 through 3, the team will work with the DC Homeland Security and Emergency Management Agency (HSEMA) to develop a delivery and restoration plan for food and water. The study period runs through September 2022.

Questions:

Does it make sense to have a stakeholder summit after Task 3 and then after Task 5? We will publish the projects after the selection panel reviews them.

The presentation touched on stakeholder collaboration and mutual two-way information. Have there been specific lessons that you have learned within the past 16 months that informed your approach to this study? We learned a tremendous amount through our pandemic response. Shortly after the pandemic manifested, the DC leadership wanted to understand how to help people get food with grocery stores cleaned out, and how they could help non-profits ramp up. We did some interesting supply chain mapping to understand where food assistance organizations get their food. That was an interesting stakeholder engagement. Many food banks also relied on private sector donations, so integration was key, as well as understanding the private sector partners that supply grocery stores.

4. MINING OF OPEN SOURCE FREIGHT DATA

C. Patrick Zilliacus, MWCOG TPB

Mr. Zilliacus briefed the subcommittee on the Transportation Planning Board's (TPB) efforts to collect and catalog geospatial location data for distribution centers, intermodal terminals, truck stops, rest areas, and active surface mining and quarrying activities in the region. The project aims to provide member jurisdictions and the public with geospatially accurate location data for distribution centers, intermodal terminals (e.g., airports, seaports, railroad intermodal terminals, pipeline terminals, truck facilities, trash transfer stations), and active surface mining and quarrying activities. The project uses data from open sources, which are free. The data is checked using satellite images.

Mr. Zilliacus shared a series of maps that illustrate the locations of various facilities, distribution centers, mines, and quarries relative to the National Capital Region. The mappings indicate that some freight travel long distances before reaching the consumer. The region also relies heavily on I-



81, I-66, I-70, and I-95 for freight transport. The data will inform the next update of the Regional Freight Plan.

Questions:

There were no questions.

5. ROUNDTABLE UPDATES

Subcommittee members briefly discussed the recent Colonial Pipeline shutdown. Mr. Schermann shared a map illustrating the movement of product by day along the Colonial pipeline. Mr. Scott noted that the pipeline is a single point of failure. He commented that a few years ago, there was a leak along the Plantation pipeline, a parallel line, that took six days to restore service. His office is watching how long it will take for the Colonial Pipeline to re-establish. He noted that people are nervous because there is also a reported shortage of drivers, which may slow the transport of fuel from terminals to fueling stations. Ms. Strauss-Wieder stated that the New Jersey area has a local refinery that they will likely pivot to during the pipeline issue. She also added that there is a need to think about how to address the truck driver shortages, such as shifting to rail or barges. Jon asked about the US becoming a net energy exporter and its impact on northeastern refineries that rely on imported oil. Mr. Scott and Ms. Strauss-Wieder said they could not speak to that issue, but they noted that there is a lot of work happening with resiliency, including at the US Department of Commerce and US Department of Homeland Security.

A MWCOG TPB staff member alerted the Subcommittee about an upcoming TPB webinar on connected and automated vehicles on May 25.

The meeting was adjourned at 2:34 pm.

