

Freight Program Update

Chairman Victor Weissberg

TPB Staff Karin Foster

July 15, 2009

TPB Freight Program History

- *Enhancing Consideration of Freight in Regional Transportation Planning* (Cambridge Systematics, May 2007)
- November 2007 Freight Staff
- April 2008 Freight Subcommittee kick-off

Freight is Important

- Goods we use, buildings we work and live in, food we eat, and medical system we depend upon all supported by freight deliveries
- Deliveries come by air, water, rail, and road, ultimately last mile by truck
- Freight affects all of us and is an integral part of our overall transportation system, therefore planning for freight is important

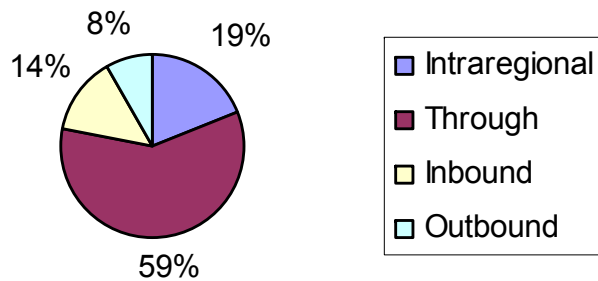


Integrate Freight Report Outline

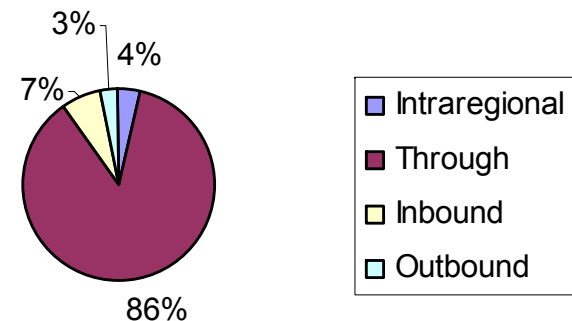
- Introduction
- National Capital Region Freight Movement and Impacts
- Methods of Integration
- Stakeholder Outreach Survey
- Next Steps

Regional Freight Movements

**Estimated Freight Movement
by Tonnage (2002)**



**Estimated Freight Movements
by Value (2002)**



Source: Quoted in *Enhancing Consideration of Freight in Regional Transportation Planning*, May 2007, p2-30.

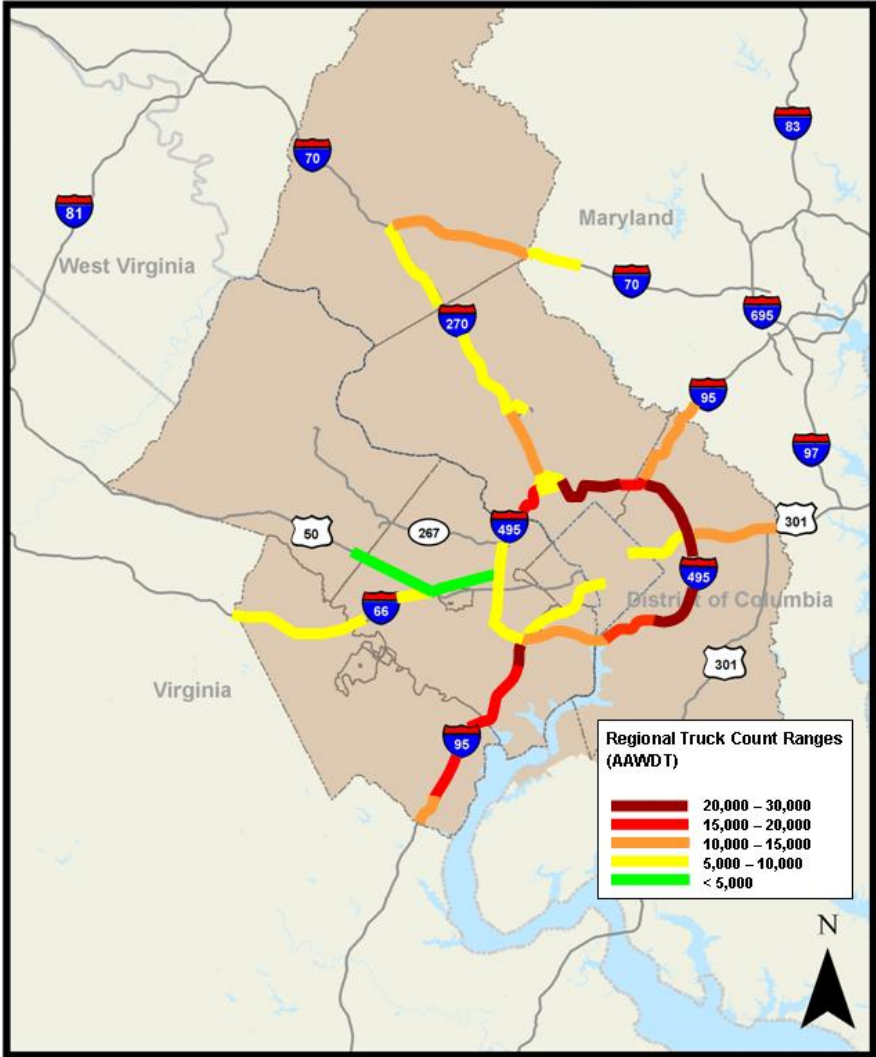
Truck Movements



- Carry 76% of total tonnage and 80% of total value of goods to, from, within the region
- Top tonnage: waste/scrap and gravel
- Top value: machinery/textiles
- Truck tonnage projected to grow 106% by 2030
- Heavy truck and medium truck volumes projected to increase by 38% and 47% in 2030 (2002 base)

Sources: Total tonnage, value, projected tonnage quoted in *Enhancing Consideration of Freight in Regional Transportation Planning*, May 2007, p2-30,37, from FHWA FAF. Truck volumes based on COG/TPB traffic models.

Estimated Regional Truck Counts



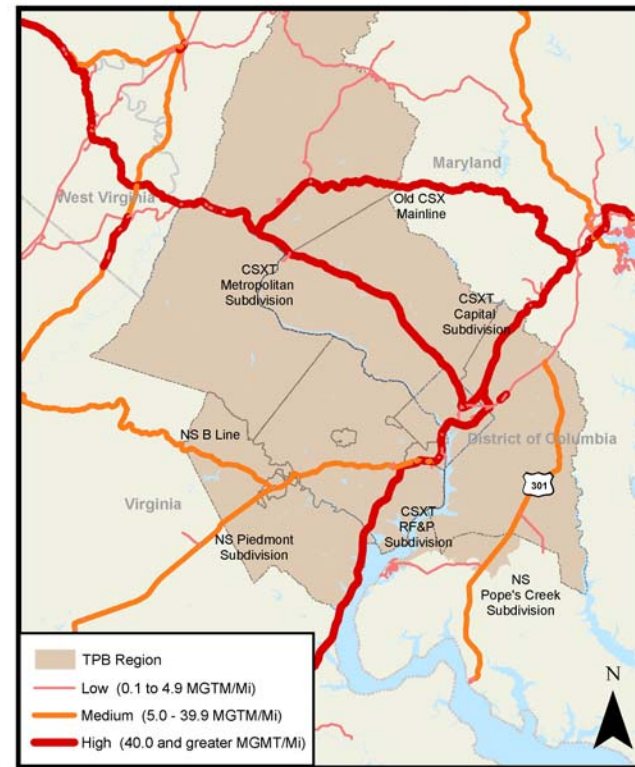
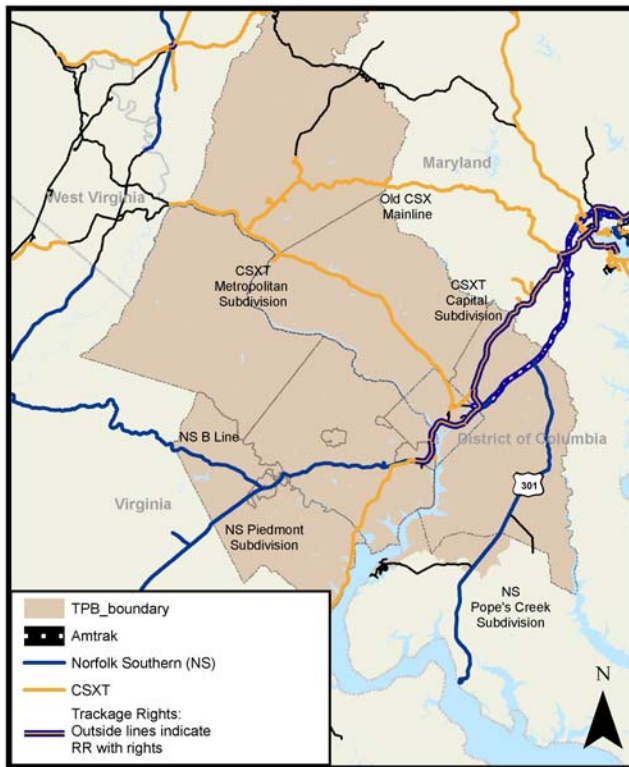
Source: VA DOT, MD DOT, District DOT, and COG/TPB, 2003.

Rail Movements



- Two Class 1 Railroads: CSX, NS
- “Through” corridor, 5% of rail trips stop in the region
- Private infrastructure, costly to maintain
- Top tonnage: coal and gravel
- Top value: Motorized vehicles, coal
- Rail tonnage is projected to grow by 50% by 2030

Rail Density



Source: US DOT, 2006

Freight Subcommittee

- Bimonthly meetings
 - Chairman Mr. Weissberg
- Sample Meeting Topics:
 - I-95 Corridor Coalition Intermodal Committee Freight Activities
 - CSX National Rail Gateway Report
 - FedEx operations
 - Guernsey Office Products operations

Staff Outreach

- Freight world=working with private sector folks, working in a different realm, outreach very important
 - *Focus on Freight e-newsletters*
 - Attend MPO and association meetings
 - Maintain Freight Subcommittee Web Site

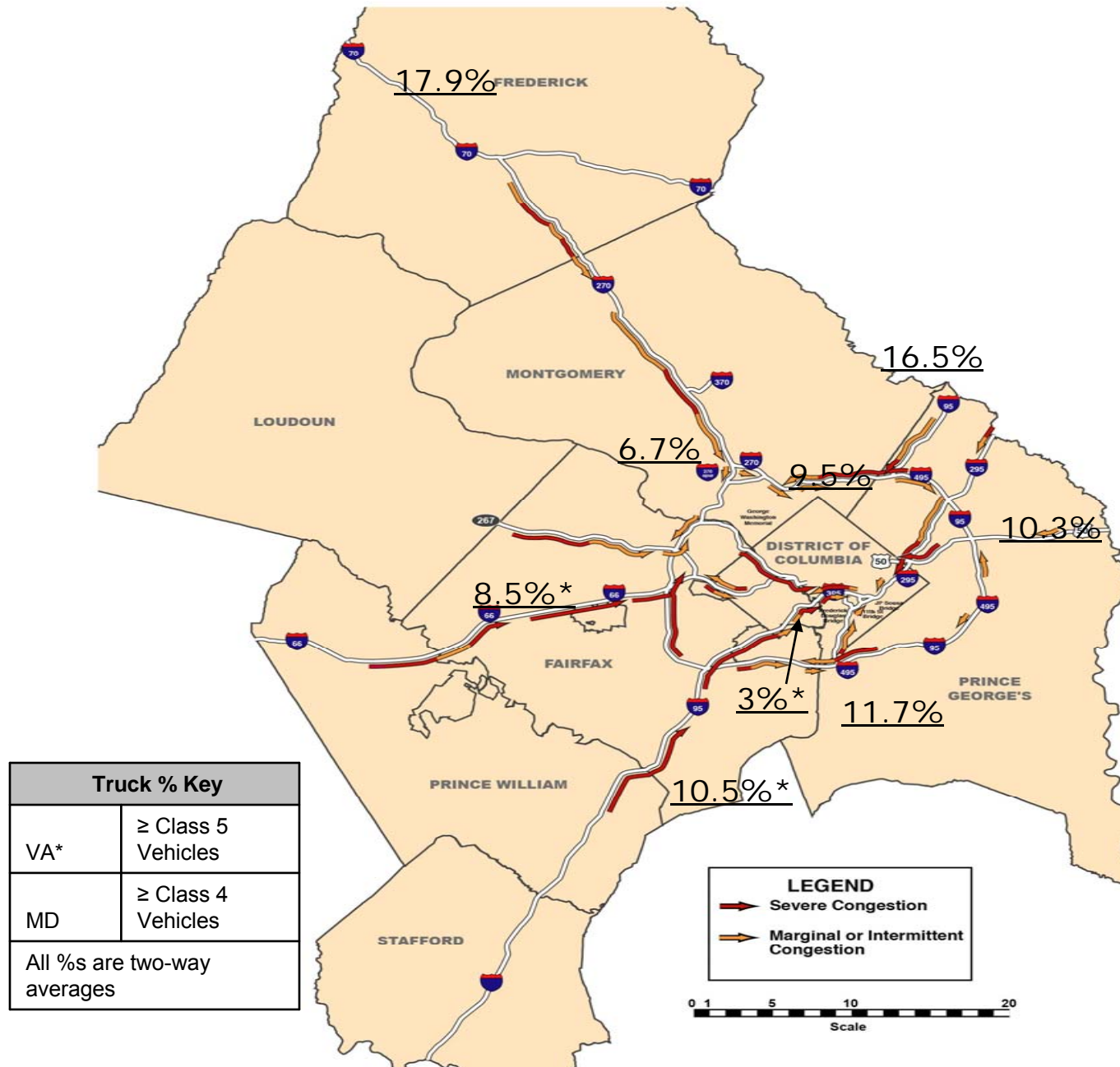
Freight Stakeholder Survey

- Objective: Gain input “from the field” on transportation in the region
- Telephone Survey: Shippers, receivers, wholesalers, etc.
- To date 35 Surveys completed
- Traffic and rush hour congestion the most significant challenge to doing business in the region, I-495, I-95, and I-66 congestion
- Access to existing roads (I-66 inside the Beltway, US-50 weight limits)

Rail Bottlenecks

- Virginia Avenue Tunnel
- Howard Street Tunnel, Baltimore
- 12 other Grade Projects in Region
 - Long Bridge
- Shared Tracks, Slows Traffic
 - Freight rail and Commuter/Intercity Passenger trains

Morning Regional Congestion (Peak Period)-Spring 2008



Sources: Annual Average Daily Truck Traffic Volume from 2008 MDOT and 2007 VDOT Count Data

Freight Project Database

- Compiling potential projects beneficial to goods movement in our region from:
 - I-95 Mid-Atlantic Truck Operations Study (MATOPs)
 - I-95 Mid-Atlantic Rail Operations Study (MAROPs)
 - CSX National Gateway Report
 - Stakeholder Outreach Survey
 - VA State Rail Plan
 - MD State Freight Plan (finalized, end July 09)
 - VA State Freight Plan (finalized, end July 09)
 - MD State Rail Plan (newly underway)
 - Freight Subcommittee and Stakeholder Input

Example Potential Projects To Date

- Rail Projects (CSX, MAROPs)
 - CSX Rail clearance projects, 6 in DC
 - Regional Rail Advanced Traffic Information System
- Truck Projects (Draft MD State Freight Plan)
 - I-70-Reconstruct and Widen (Washington County Line to west of Mt. Phillip Rd.)
 - I-270-Reconstruct and Widen (I-370 to Frederick County Line)
 - US 50-Reconstruct and Widen (DC Line to MD 410)

Next Steps

- Enhance the freight section of the CLRP during the next major update.
- Work towards developing a detailed National Capital Region Freight Plan that incorporates these projects and analyze data available about freight flow in the region.
- Maintain the current Freight Subcommittee, *Focus on Freight* e-newsletter, and outreach. Continue to compile and analyze data to better understand the regional freight system.

CSX National Gateway Proposal

- CSX TPB public comment June 17, 2009
- CSX Technical Committee presentation June 26, 2009
- CSX VP Louis Renjel requests TPB support

CSX National Gateway Objective



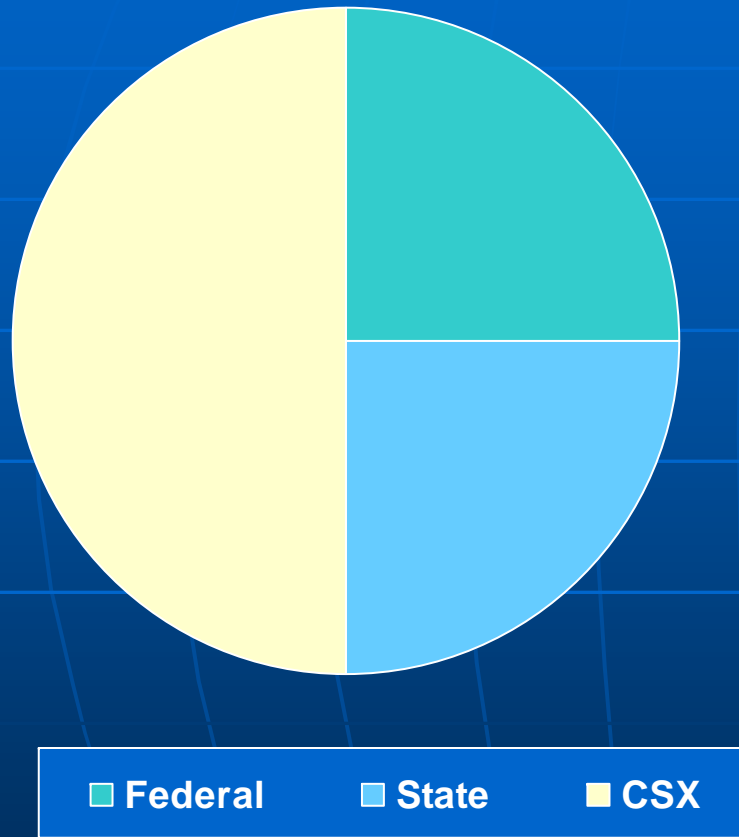
- Create a double stack network along key corridors to improve the flow of freight between the Mid-Atlantic and Midwest, as well as the nation
- Total of 61 projects, 13 fall within our National Capital Region.
- National Cost \$724 Million (50% CSX, 25% Fed, 25% State)
- Total Cost of projects in National Capital Region: \$149,793,700
- 2011-2012 Construction Timeline (assumes timely availability of Federal funds)

National Gateway Cost Breakdown

\$181 Million – Federal

\$181 Million - State

\$362 Million - CSX



**TOTAL PROJECT
COST**

\$724 Million

CSX National Gateway Projects in the Washington Region

#	City, County	Project Name	Description	Cost	Historic Designation
1	District of Columbia	Virginia Ave. Tunnel	Raise/Replace Tunnel Roof, Double Track Double Stack	\$122,513,000	No
2	District of Columbia	New Jersey Ave.	Lower Track	\$5,006,000	No
3	District of Columbia	10th St.	Lower Track	*	No
4	District of Columbia	I-395 Ramp	Lower Track	*	No
5	District of Columbia	12th St. SW	Lower Track	\$6,387,000*	No
6	District of Columbia	Potomac River Swing Bridge	Bridge Modification	\$415,000	No
7	Catoctin, Frederick	Catoctin Tunnel	Total Arch Liner Removal	\$2,757,000	No
8	Point of Rocks, Frederick	Point of Rocks Tunnel	Total Arch Liner Removal	\$4,522,000	No
9	Germantown, Montgomery	Germantown Rd. North	Replace Bridge	\$1,433,500	No
10	Washington Grove, Montgomery	Deer Park Drive	Replace Bridge	\$3,749,200	Within Historic District, not on Register
11	Hyattsville, Prince George's	Balt. Washington Parkway Rt. 295	Lower Track	*	No
12	Hyattsville, Prince George's	Kenilworth Ave.	Lower Track	254000*	No
13	Woodbridge, Prince William	Railroad Ave.	Replace Bridge	\$2,757,000	No

TOTAL:
\$149,793,700

* The cost for #5 includes the cost for #3 and #4. The cost for #12 includes the cost for #11.

National Gateway Request

- CSX letter from VP Louis E. Renjel June 26, 2009 requesting support for National Gateway
- Draft TPB letter for consideration July 15, 2009