

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Meeting Notes

FREIGHT SUBCOMMITTEE

DATE: July 7 2011

TIME: 1:00 P.M. to 3:00 P.M.

PLACE: Metropolitan Washington Council of Governments, Room 4&5

CHAIR: Victor Weissberg, Department of Public Works and Transportation
Prince George's County

ATTENDANCE:

Rick Crawford, Norfolk Southern
Eulois Cleckley, District of Columbia Department of Transportation
Ed Daniel, Montgomery County Police Department
Chip Dobson, CSX Transportation
Stephen Flippin, CSX Transportation
Erik Johnson, Virginia Department of Transportation
Rick Johnson, Maryland Department of Transportation
Jennifer Kwong, Maryland Department of Transportation
Anita Kayser, Washington Airports Task Force
Terry Levinson, Argonne National Laboratory
Donald Ludlow, Cambridge Systematics
Cameron Millard, Cambridge Systematics
Chip Millard, Federal Highway Administration
Valerie Pardo, Virginia Department of Transportation
Jon Schermann, Cambridge Systematics
Bradley Smith, Maryland Department of Transportation
Ira Silverman, Maryland Transit Administration
Diane Sullivan, National Capital Planning Commission
Irvin Varkonyi, George Mason University
Victor Weissberg, Prince George's County

CALL-IN ATTENDANCE:

Tim Davis, Frederick County
John Thomas, Frederick County
Christine Hoeffner, Virginia Railway Express

MWCOG STAFF ATTENDANCE:

Sarah Crawford, MWCOG
Michael Farrell, MWCOG
Karin Foster, MWCOG

Andrew Meese, MWCOG
Huijing Qiang, MWOG

Victor Weissberg, Freight Subcommittee Chairman—

Mr. Weissberg welcomed attendees and asked for introductions. Following introductions, Mr. Weissberg asked for comments on the previous meeting summary. No comments were made and the summary was approved. Mr. Weissberg invited Donald Ludlow and Cameron Millard of Cambridge Systematics to present on the Frederick County Freight and Land Use Plan.

Frederick County Freight and Land Use Plan—

Frederick County was a recipient of a Transportation Planning Board (TPB) Transportation and Land Use Connections Program grant. Mr. Ludlow and Mr. Millard of Cambridge Systematics presented an overview and findings from the Plan.

The Methodology was to explore the relationship between goods movement and existing and proposed land uses in Frederick County. Cambridge Systematics evaluated short and long-term land use and freight transportation improvement programs, identified national best practices, and presented recommendations for implementation and incorporations of findings into Community and Corridor plans as well as local, state, and regional transportation plans.

The analysis covered major freight corridors, (truck routes, support facilities, rail corridors), existing industrial (available supply, clusters of freight businesses), and conflict areas (access challenges, safety, bottlenecks). Additionally, the analysis examined influences of freight demand along industrial growth corridors.

Cambridge Systematics presented a table titled “Developable Acreage Calculations by Industrial Growth Corridor.” The table reveals that two corridors stand out as having zero acres zoned industrial, Route 15N and Walkersville. The information was also presented graphically on maps.

Cambridge Systematics also developed a Toolbox/table that includes “implementation effort,” “description of tool,” and “organization/agency responsible.” The Toolbox presents methods Frederick County can use to facilitate improved freight movement in the county and to attract new freight stakeholders.

Questions and Comments:

Mr. Andrew Meese noted the difference between the Transportation and Land Use (TLC) Program and others in that the TLC program focuses on the link between infrastructure and land-use issues. This grant was unique in that it was the first TLC grant to focus on freight and industrial land use issues in the National Capital Region.

Mr. Cameron Millard of Cambridge Systematics commented that using the report, Frederick County can accommodate the best solutions for the future of freight growth.

Freight Subcommittee Chairman Victor Weissberg offered praise for Cambridge Systematics and Frederick County's work on the report. Mr. John Thomas noted that it is important to pay attention to the underrepresented area of freight.

Ms. Terry Levinson asked how much the TLC grant was for and who funded it. Ms. Sarah Crawford, MWCOG staff member, responded that the study was done for \$60k. The money comes from the Transportation Planning Board United Planning Work Program as well as an additional contribution from Maryland for projects in Maryland with special emphasis on transit-oriented development.

Virginia Statewide Multimodal Freight Study—

Mr. Erik Johnson is the Statewide Freight Planning at the Virginia Department of Transportation. Mr. Johnson presented on the Virginia Statewide Multimodal Freight Study. The Study was conducted over several years, 2007-2009; however, it was only recently approved for public release.

The Study began with a survey of 200 stakeholders. Highway congestion emerged as the number one freight concern, especially in Northern Virginia. Mr. Johnson provided summaries of freight tonnage and value for truck, rail, air, and ports. The most pressing needs identified were urban congestion throughout the state, critical multimodal corridors such as I-95, I-81, and I-64, and port capacity and access. The Study includes one table with programmed near-term projects and another with potential longer-term projects.

The policy recommendations from the report fall into five categories:

- 1) Business Information and Outreach
- 2) Intelligent Transportation Systems
- 3) Transportation System/Demand Management
- 4) Freight Planning
- 5) Funding

Mr. Johnson identified several program benefits of implementing the recommendations compared to the no action alternative.

- 30% less truck vehicle miles of travel (VMT) under congestion conditions and 20% less truck VMT each day, due primarily to mode shifting
- Avoided pavement maintenance costs
- Avoided crash-related costs
- Avoided emissions costs
- Value of time saved by automobiles and trucks on Virginia's highways
- Shipper cost savings from using lower-cost modes
- Benefits from applying the savings to other productive uses

The Study presents an opportunity to integrate freight Study findings into other ongoing local, regional, and statewide planning and programming efforts.

Questions and Comments:

Mr. Johnson noted that the report was available online at www.vtrans.org

Ms. Anita Kayser of the Washington Airports Task Force (WATF) noted a push to attract air cargo at Dulles International Airport. WATF is working with Loudoun and Fairfax County on a Dulles Cargo Initiative.

Norfolk Southern Heartland Corridor Rail Project—

Mr. Rick Crawford presented on the completed Heartland Corridor. What makes this project significant is that it was the nation's first multi-state intermodal rail corridor public-private partnership between the FHWA Eastern Federal Lands Highway Division, USDOT, Virginia, West Virginia, Ohio, and Norfolk Southern.

The major rail initiative included raising the vertical clearance in 28 tunnels and clearing 24 additional overhead obstructions between the Port of Hampton Roads, Virginia and Chicago. The tunnel work was completed after three years, in September 2010. This new double-stack route shaved off 200 miles and a day's transit time between the East Coast and the Midwest.

Norfolk Southern has identified several factors that are increasing the demand for intermodal freight. They include:

- Shortage of Truck Drivers
- Higher Fuel Costs
- Higher Insurance Costs for Truckers
- Highway Congestion
- More Quality Railroad Service Offerings
- Containerization of Freight
- Higher Railroad Productivity
- Railroads are More Environmentally Friendly

Key project components included expanded capacity at the Columbus, Ohio Rickenbacker Airport and new terminals in Roanoke, VA and Prichard, WV. The Rickenbaker facility is located on 175 acres with capacity for 250,000 containers annually. It opened in March 2008.

Mr. Crawford concluded with a short video on Norfolk Southern's Heartland Corridor. The video can be found at <http://www.mwcog.org/transportation/download/>

Questions and Comments:

Mr. Ira Silverman noted that his understanding of the federal Positive Train Control Initiative is that the implementation date has been pushed back five years.

CSX National Gateway-Virginia Avenue Tunnel—

After an introduction on the CSX National Gateway project, Mr. Chip Dobson and Mr. Stephen Flippin presented details on the Virginia Avenue Tunnel. The Tunnel is 4,000 feet long and nine city blocks under Virginia Avenue in Washington D.C.

The objectives of the Virginia Avenue Tunnel Project are to:

- Accommodate double stack freight movements by providing a minimum vertical clearance of 21 feet
- Increase capacity on the mainline by double tracking through the tunnel
- Minimize unscheduled community impacts and improve reliability and use of tunnel for the future
- Maintain interstate commerce during construction
- Reduce rail congestion and eliminate the bottleneck
- Complete construction while the neighborhood is still in transition

Thus far, around 100 meetings have been held with community groups and Washington D.C. agencies. Several studies have been completed with respect to the tunnel (e.g. environmental constraints survey, wetlands delineation, threatened and endangered species survey, etc). The next steps are to complete National Environmental Policy Act (NEPA) required meetings. The Federal Highway Administration is the federal lead and will be doing an Environmental Assessment under NEPA. The National Capital Planning Commission and the National Park Service are cooperating agencies. Once that is complete, permitting and construction will begin.

Questions and Comments:

Mr. Andrew Meese of MWCOG asked how long the construction would take once underway. Mr. Dobson responded that construction would range between two and three years.

Maryland Department of Transportation Briefing on the Baltimore Washington CSX Intermodal Facility—

Mr. Bradley Smith, Transportation Planner at the MDOT Office of Freight, presented on the four candidate sites for the CSX Baltimore-Washington Intermodal Facility. The candidate sites are located south of the Port of Baltimore Seagirt Marine Terminal at: 1) Race and Hanover Road; 2) Montevideo Road; 3) Jessup Correctional Facility; and 4) Beltsville. Mr. Smith provided a visual and briefly discussed each site. He noted the environmental and community considerations process that was undertaken to analyze the compatibility of each site. MDOT and CSX have been trying to spread the word about the four candidate sites through public workshops, meetings, postcard mailouts, etc.

The next step in the planning process is to prepare a NEPA document for the selected site. That is followed by final design, permitting, and construction.

Questions and Comments:

Freight Subcommittee Chairman Victor Weisberg noted that for an intermodal facility proximity to the port is important and that the Seagirt Marine Terminal does not have double-stack container access.

Mr. Chip Millard, FHWA Transportation Planner, asked about the specific location of the Prince George's County alternative. Mr. Victor Weissberg noted that the tracks hug U.S. Route 1.

Transportation Planning Board Freight Program Update—

Ms. Karin Foster discussed her ongoing work to survey each TPB member jurisdiction agencies and regional freight stakeholders. The objective is to conduct outreach to TPB members and to sample a handful of freight stakeholders across the region. The TPB member survey aims to provide a better picture of TPB members' freight resources and land use information. The TPB region freight stakeholder survey aims to provide information on freight transportation issues important to freight stakeholders and to introduce them to the TPB Freight Program and its Freight Subcommittee.

Next Meeting September 15, 2011

DRAFT