

ITEM 12 - Information

October 21, 2015

Report of the TPB Work Session on Policy Aspects
to Include in the Regional Freight Plan

Staff

Recommendation: Receive briefing

Issues: None

Background: The Board will receive a summary of this morning's work session gathering TPB input on policy aspects to include in the Regional Freight Plan. Based on today's discussions, staff will craft a new policy section of the draft plan for TPB review and approval at future meetings, complementing the technical elements of the plan developed by the TPB's Freight Subcommittee and staff.



MEMORANDUM

TO: Transportation Planning Board
FROM: Jon Schermann, TPB Transportation Planner
SUBJECT: Read-Ahead Materials for the October 21 TPB Work Session Discussion of Policy Aspects of the Regional Freight Plan
DATE: October 15, 2015

The Transportation Planning Board (TPB) is holding a special work session on Wednesday, October 21, 2015, 10:30 AM to 11:45 AM, immediately prior to that day's Board meeting, to discuss the policy aspects to be included in the National Capital Region Freight Plan. In the interest of devoting as much time as possible during the Work Session for Board member policy discussions, background presentations at the Work Session will be kept at a minimum. Therefore, staff has assembled this read-ahead package of pertinent background information that will only be summarized briefly at the Work Session itself.

As discussed previously at the TPB, staff, in conjunction with the TPB Freight Subcommittee, has developed a draft Regional Freight Plan intended to supersede the existing plan from 2010. Neither the 2010 plan nor the current draft plan contain policy sections.

In July, TPB Chairman Phil Mendelson identified hazardous materials transport and the shared use of freight rail lines by both passenger and freight trains as being among topics of particular interest to the Board that provide reasons for the Board to direct a new policy section for the plan. Note that the Work Session will not be a review of the technical aspects of the draft plan; the Board will review the entire draft document including both policy and technical sections at a later date.

In an effort to provide Board members with relevant materials ahead of the work session, staff invited a range of public- and private-sector freight stakeholders to provide written input regarding information they want the TPB to be aware of as it begins freight plan policy discussions. These materials are included in this package.

Staff has also pulled instances of policy statements from the Moving Ahead for Progress in the 21st Century (MAP-21) legislation and from Virginia, Maryland, and District of Columbia freight and rail plans for inclusion in this package as reference materials for Board members.

Freight stakeholders were also invited to attend the work session and be available to provide additional information or clarification should the Chairman call on them.

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This package includes the following materials:

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- Section 4: Stakeholder Input – Maryland Department of Transportation
- Section 5: Stakeholder Input – District Department of Transportation
- Section 6: Stakeholder Input – Virginia Railway Express
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SECTION 1

Agenda of the October 21 Work Session



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

AGENDA

TPB Work Session: Policy Aspects to Include in the Regional Freight Plan

October 21, 2015

10:30 – 11:45 a.m.

MWCOG Board Room (Third Floor)

Phil Mendelson, Chair

10:30 – 10:35 Welcome and Introductions

Chairman Mendelson will welcome the participants and provide opening remarks.

10:35 – 10:50 Regional Freight Overview

TPB staff will provide an overview of strategic freight issues and trends impacting goods movement in the region and outline the contents of the draft National Capital Region Freight Plan.

10:50 – 11:00 Summary of Stakeholder Comments

TPB staff will summarize information that stakeholders want the TPB to be aware of as it begins its policy discussion.

11:00 – 11:40 Board Discussion

Chairman Mendelson will lead the discussion of policy aspects to be included in the Freight Plan. The Chairman may call upon Board members, TPB staff, and other stakeholders in attendance for information or clarifications.

11:40 – 11:45 Chairman's Comments and Summary

Chairman Mendelson will provide comments and adjourn the work session.

SECTION 2

**Selected Policy / Strategy Statements from Virginia,
Maryland, and District of Columbia Planning
Documents**



MEMORANDUM

TO: Transportation Planning Board
FROM: Jon Schermann, TPB Transportation Planner
SUBJECT: Selected Policy / Strategy Language from Virginia, Maryland, and District of Columbia Planning Documents
DATE: October 15, 2015

The following instances of policy statements were pulled by TPB staff from Virginia, Maryland, and District of Columbia freight and rail plans. They are provided as reference material for Board members ahead of their discussions on policy aspects to be included in the National Capital Region Freight Plan.

VIRGINIA

The following instances of policy statements were pulled from the Virginia Multimodal Freight Plan (VMMFP), 2013 and the Virginia Statewide Rail Plan (VSRP), 2013.

<u>Virginia Policy / Strategy</u>	<u>Document</u>
- Integrate freight safety considerations into the Commonwealth's planning and programming processes for all modes.	VMMFP
- Improve safe truck parking options to reduce driver fatigue and eliminate unsafe roadside parking.	VMMFP
- Improve safety infrastructure at rail/highway at-grade crossings.	VMMFP
- Improve disaster, hazmat, and security incident planning among public agencies and freight stakeholders	VMMFP
- Coordinate with local & regional planners to synchronize freight related land use/development and transportation decisions (e.g., highway and rail access to sites).	VMMFP
- Participate in multistate planning efforts through leadership in corridor coalitions (e.g., I 81 and I 95) and evolving state/regional freight committees.	VMMFP
- Increase capacity of rail lines that carry both passengers and freight by partnering with freight railroads	VMMFP
- Improve the efficiency of intermodal freight rail service by helping to enable intermodal corridors within Virginia or on which Virginia shippers rely to accommodate double stack intermodal trains.	VSRP
- Improve multimodal access to freight terminals, distribution centers, and industrial facilities.	VMMFP
- Strengthen connections between international trade gateways and manufacturing, distribution, and retail centers to improve import/export flow throughout the Commonwealth.	VMMFP
- Provide Virginia residents with transportation alternatives through high speed rail.	VSRP
- Continue to support efforts to improve mobility and reduce congestion in Northern Virginia by continued support of the VRE.	VSRP

<u>Virginia Policy / Strategy</u>	<u>Document</u>
- Divert traffic from highway to rail by improving the reliability and speed of both freight and passenger services by improving capacity on key corridors.	VSRP
- Increase funding for projects and programs that incentivize cargo shift from truck to rail or barge	VMMFP
- Improve the efficiency of intermodal freight rail service by helping to enable intermodal corridors within Virginia or on which Virginia shippers rely to accommodate double stack intermodal trains.	VSRP
- Reduce highway maintenance requirements by supporting the diversion of freight from truck to rail.	VSRP
- Repair deficient pavement on the most significant freight corridors to ensure safe and efficient goods movement.	VMMFP
- Rehabilitate structurally deficient bridges on the most significant freight corridors to maintain freight network connectivity.	VMMFP
- Invest in projects, programs, and technologies that catalyze a shift to nonpeak-period highway travel for freight.	VMMFP
- Improve signal timing on roads with significant freight traffic to improve efficiency.	VMMFP
- Promote and invest in projects to expand the use of truck electrified parking to reduce emissions from idling trucks.	VMMFP
- Work with railroads to accelerate progress towards reducing locomotive idling.	VMMFP
- Invest in programs to retrofit older trucks with more emission efficient engines	VMMFP
- Invest in local and regional access improvements to support growth of air cargo at Washington Dulles International Airport.	VMMFP

MARYLAND

The following instances of policy statements were pulled from the Maryland Strategic Goods Movement Plan ([MSGMP](#)), 2015 and the Maryland Rail Plan ([MRP](#)), 2015.

<u>Maryland Policy / Strategy</u>	<u>Document</u>
- In urban settings and densely developed areas, the interactions among freight vehicles, the built environment, and vulnerable road users, create a challenging environment with many competing claims on limited roadway and curb space. Consideration should be given to developing technical guidance for planning agencies that informs planners about the specific needs of pick-up/delivery trucking operations in urban and densely developed areas.	MSGMP
- Truck drivers need safe and secure locations to park and obtain mandated amount of rest. Truck parking supply is not sufficient to meet current demand and projected need. There should be an expanded supply of truck parking statewide in public and private facilities, and maximum utilization of all truck parking capacity.	MSGMP
- MDOT and public and private stakeholders should emphasize projects and programs that facilitate safe and efficient freight movement in the programming process. Freight should be a relevant category in project selection and prioritization.	MSGMP
- Develop strategies and technologies to improve shared use; increase capacity and upgrade rail infrastructure for simultaneous operation of freight, commuter, and intercity passenger services; promote the required deployment of Positive Train Control (PTC) on shared corridors.	MRP

Maryland Policy / Strategy

Document

- Freight and passenger rail owners and operators should collaborate with OFM and MTA to forecast future passenger and freight rail volume on shared corridors, identify practical operating capacity on shared corridors, and detect locations where future volume may exceed capacity. MSGMP
- Freight transportation and the State's environmental, economic development, safety and security goals should be mutually supportive. MDOT should continue ongoing communication with sister agencies and MPOs, keep them engaged in MDOT plans and studies, and be an engaged participant in their plans and studies to ensure that the goals of all agencies are mutually-supportive and avoid potential conflicts. MSGMP
- Freight transportation-related incidents resulting in property damage, injuries, and fatalities are threats to public safety and represent costs to Maryland business. MDOT should continue to collaborate with state and local law enforcement agencies and the trucking industry, to maintain truck safety enforcement and monitoring programs. Freight rail owners and operators should continue to maintain rail safety enforcement and monitoring programs. MSGMP
- Fully engage state agency partners in rail planning; enhance coordination with local governments to identify freight, commuter, and intercity passenger infrastructure needs that may require special state assistance; sustain and/or increase MDOT interaction and coordination with neighboring states and Federal agencies MRP
- Work with neighboring states and broader regional groups such as the NEC Commission to plan in terms of a broader corridor or network; involve freight, commuter, and intercity passenger entities in the planning; establish Intermodal Rail Team to coordinate rail planning issues and effectively communicate them to Federal agencies and MPOs. MRP
- Identify ample locations for freight expansion through regional industrial master planning and clustering of freight activities with transportation facilities; coordinate with local governments' comprehensive plans; mediate concerns (suburban residential threatened by freight encroachment/urban freight threatened by residential encroachment); incorporate goods movement activity grandfather clause into real estate purchase contracts or development agreements; further implement Transit-Oriented Development (TOD) zones and state and local "tools" for TOD implementation. MRP
- Improve intermodal connections for rail to ports (Baltimore, Salisbury); support intermodal transfer facilities, encourage land use decisions for access to multimodal options; encourage transloading by businesses with excess capacity for off-rail customers; increase connectivity with other modes (MTA commuter bus, core bus, metro, light rail, paratransit, bike/pedestrian, Locally Operated Transit (LOT), WMATA). MRP
- Projected increases in passenger and freight rail demand could exacerbate conflicts over available rail network capacity. A rail network that meets freight and passenger demand now and in the future is imperative to realize MDOT's freight vision. MSGMP
- Implement capital programs to expand capacity and reduce peak headways for MARC passenger rail service. MRP
- Work with CSX to complete upgrades associated with the National Gateway; work to increase options for CSX and Norfolk Southern double-stack access to the Port of Baltimore or Baltimore region and to other critical intermodal or goods activity hubs in Maryland; and identify ROW opportunities and sharing agreements to eventually enable on-dock double-stack of high cube containers. MRP
- Continue providing information and support to Amtrak and FRA as they continue efforts to bring the Northeast Corridor to a state of good repair. MRP

Maryland Policy / Strategy

Document

- Work with governments and private stakeholders to identify implementable emissions-reduction and energy-saving strategies and to encourage shifts to modes that are more energy efficient and contribute less to pollutant and greenhouse gas emissions. MRP
- Traffic congestion increases truck travel times and reduces reliability of delivery time which leads to higher transport costs for businesses that are passed on to consumers. MDOT and public and private stakeholders should implement reliability improvements and congestion mitigation that positively impact supply chain costs associated with driver and truck delay and fuel consumption, improved air quality, and lower climate impacts due to lower truck emissions. MSGMP
- MDOT should monitor economic, trade and logistics; environment, technology, energy, and land use trends and assess implications, especially for MDOT capital investment programs. MSGMP

DISTRICT OF COLUMBIA

The following instances of policy statements were pulled from the District of Columbia Freight Plan (DCFP), 2014.

District of Columbia Policy / Strategy

Document

- Improve urban freight deliveries and urban freight mobility through curbside management, programs, and capital projects DCFP
- Improve truck safety through public campaign and education initiatives, additional policies related to sideguards and other truck safety features, and evaluating truck crashes for potential safety improvements to infrastructure and intersections DCFP
- Focus additional resources on inter-jurisdictional cooperation in freight planning, to help assure that East Coast railroad mainlines can be improved to permit greater use of freight rail DCFP
- Preserve and enhance rail throughput in the District of Columbia by preventing encroachment and coordinating expansion and preservation activities. DCFP
- Advocate for the development of cargo areas on Reagan National and Dulles International Airports that have efficient roadways designed to separate passenger traffic from cargo traffic DCFP
- Develop a freight village/intermodal dock facility near the intersection of New York Avenue and Bladensburg Road DCFP

SECTION 3

MAP-21: National Freight Policy

MAP-21 National Freight Policy:

It is the policy of the United States to improve the condition and performance of the national freight network to ensure that the national freight network provides the foundation for the United States to compete in the global economy and achieve each goal described below.

- 1) to invest in infrastructure improvements and to implement operational improvements that -
(A) strengthen the contribution of the national freight network to the economic competitiveness of the United States; (B) reduce congestion; and (C) increase productivity, particularly for domestic industries and businesses that create high-value jobs;
- 2) to improve the safety, security, and resilience of freight transportation;
- 3) to improve the state of good repair of the national freight network;
- 4) to use advanced technology to improve the safety and efficiency of the national freight network;
- 5) to incorporate concepts of performance, innovation, competition, and accountability into the operation and maintenance of the national freight network;
- 6) to improve the economic efficiency of the national freight network; and
- 7) to reduce the environmental impacts of freight movement on the national freight network.

SECTION 4

Stakeholder Input:

Maryland Department of Transportation

SELECT MDOT FREIGHT POLICIES AND STRATEGIES FOR COG TPB PRESENTATION

FREIGHT POLICIES

- MDOT and public and private stakeholders should emphasize projects and programs that facilitate safe and efficient freight movement in the programming process. Freight should be a relevant category in project selection and prioritization.
- MDOT should monitor economic, trade and logistics, environment, technology, energy, and land use trends and assess implications, especially for MDOT capital investment programs.
- Freight transportation and the State's environmental, economic development, safety and security goals should be mutually supportive. MDOT should continue ongoing communication with sister agencies and MPOs, keep them engaged in MDOT plans and studies, and be an engaged participant in their plans and studies to ensure that the goals of all agencies are mutually-supportive and avoid potential conflicts.

FREIGHT STRATEGIES

- Traffic congestion increases truck travel times and reduces reliability of delivery time which leads to higher transport costs for businesses that are passed on to consumers. MDOT and public and private stakeholders should implement reliability improvements and congestion mitigation that positively impact supply chain costs associated with driver and truck delay and fuel consumption, improved air quality, and lower climate impacts due to lower truck emissions.
- Projected increase in passenger and freight rail demand could exacerbate conflicts over available rail network capacity. A rail network that meets freight and passenger demand now and in the future is imperative to realize MDOT's freight vision.
- In urban settings and densely developed areas, the interactions among freight vehicles, the built environment, and vulnerable road users, create a challenging environment with many competing claims on limited roadway and curb space. Consideration should be given to developing technical guidance for planning agencies that informs planners about the specific needs of pick-up/delivery trucking operations in urban and densely developed areas.
- Freight transportation-related incidents resulting in property damage, injuries, and fatalities are threats to public safety and represent costs to Maryland business. MDOT should continue to collaborate with state and local law enforcement agencies and the trucking industry, to maintain truck safety enforcement and monitoring programs. Freight rail owners and operators should continue to maintain rail safety enforcement and monitoring programs.
- Truck drivers need safe and secure locations to park and obtain mandated amount of rest. Truck parking supply is not sufficient to meet current demand and projected need. There should be an expanded supply of truck parking statewide in public and private facilities, and maximum utilization of all truck parking capacity.

The MDOT 2015 Strategic Goods Movement Plan - found at:

<http://www.mdot.maryland.gov/Office%20of%20Freight%20and%20Multimodalism/Strategic%20Goods%20Movement%20Plan.pdf>)

includes policies and strategies that are applicable to COG's Maryland jurisdictions, and relevant to the freight plan discussion scheduled for October 21, 2015. These policies and strategies, along with all of the others in the Plan, were developed based on data analysis, information gathering, and input from stakeholders. If you, or the TPB, require a synthesis of the data or information, please refer to the Plan Appendices or contact Debbie Bowden for details.

SECTION 5

Stakeholder Input:

District Department of Transportation

Government of the District of Columbia

Department of Transportation



October 10, 2015

District Comments on MWCOG Regional Freight Plan for the October 21st Work Session

In 2014, the District completed its first District Freight Plan. This plan informs the long-term planning and transportation decision-making for the District and the region. The vision builds on the National Capital Region Freight Plan 2010, completed by the Transportation Planning Board of the Metropolitan Washington Council of Governments and includes elements related to the economy, the environment, operations, safety, security, and technology. Detail on each element can be found in the complete District Freight Plan. The District Freight Plan was also incorporated into the moveDC Plan which outlines a 25-year vision for multi-modal transportation in the District.

The strategic vision for District freight, outlined in the District Freight Plan and moveDC, is an efficient goods movement system that has an improved environmental footprint, is safe, secure, and technologically advanced and reliable freight operations to safely carry the goods that will enable the District economy to grow and the residents and public and private sector establishments to thrive. The short-, mid-, and long-term freight priorities for the District are listed in Chapter 8 of the District Freight Plan available at http://godcgo.com/Portals/0/Freight_PDF/District-of-Columbia-Freight-Plan-Final-Report-10-15-2014.pdf. Initiatives included in the Freight Plan that have regional implications or should be considered as/while developing a regional freight plan are listed below.

Select Initiatives for Consideration:

- Improving urban freight deliveries and urban freight mobility through curbside management, programs, and capital projects.
- Improving truck safety through public campaign and education initiatives, additional policies related to sideguards and other truck safety features, and evaluating truck crashes for potential safety improvements to infrastructure and intersections
- Advocate for the development of cargo areas on Reagan National and Dulles International Airports that have efficient roadways designed to separate passenger traffic from cargo traffic
- Preserve and enhance rail throughout the District by preventing encroachment and coordinating expansion and preservation activities
- Focus additional resources on inter-jurisdictional cooperation in freight planning, to help assure that East Coast railroad mainlines can be improved to permit greater use of freight rail

Government of the District of Columbia

Department of Transportation



- Develop a freight village/intermodal dock facility near the intersection of New York Avenue and Bladensburg Road
- Upgrade the existing I-295 SB static scale to automate enforcement
- Consider freight transport via Metro and/or Streetcar
- Consider the potential for increased/additional maritime freight shipments

The District also is currently developing its first State Rail Plan. The rail network within the District of Columbia plays a key role in the movement of passengers and freight and serves as a vital component of the region's transportation system. The District's entire heavy rail infrastructure is owned and maintained by CSX or Amtrak and carriers operate approximately 21 freight trains along with more than 90 commuter trains daily including 24 Amtrak trains, 30 Virginia Railway Express (VRE) trains, and 38 Maryland Area Regional Commuter (MARC) trains.

The projected growth in passenger and freight movement has spurred ongoing improvements to the District's rail network. Projects such as the Virginia Avenue Tunnel, the potential expansion or reconstruction of the Long Bridge over the Potomac, other associated projects, and the expansion projects identified in the Union Station Master Plan will enhance the operational capabilities of both freight and passenger rail operations by removing existing bottlenecks and clearance restrictions, possibly expanding rail service to other markets.

The District State Rail Plan will envision a more efficient and effective approach to integrate passenger and freight rail elements into the larger multi-modal and intermodal framework as well as addressing larger policy issues regarding safety and oversight for the freight rail network.

SECTION 6

**Stakeholder Input:
Virginia Railway Express**

VIRGINIA RAILWAY EXPRESS

TPB Freight Planning Work Session

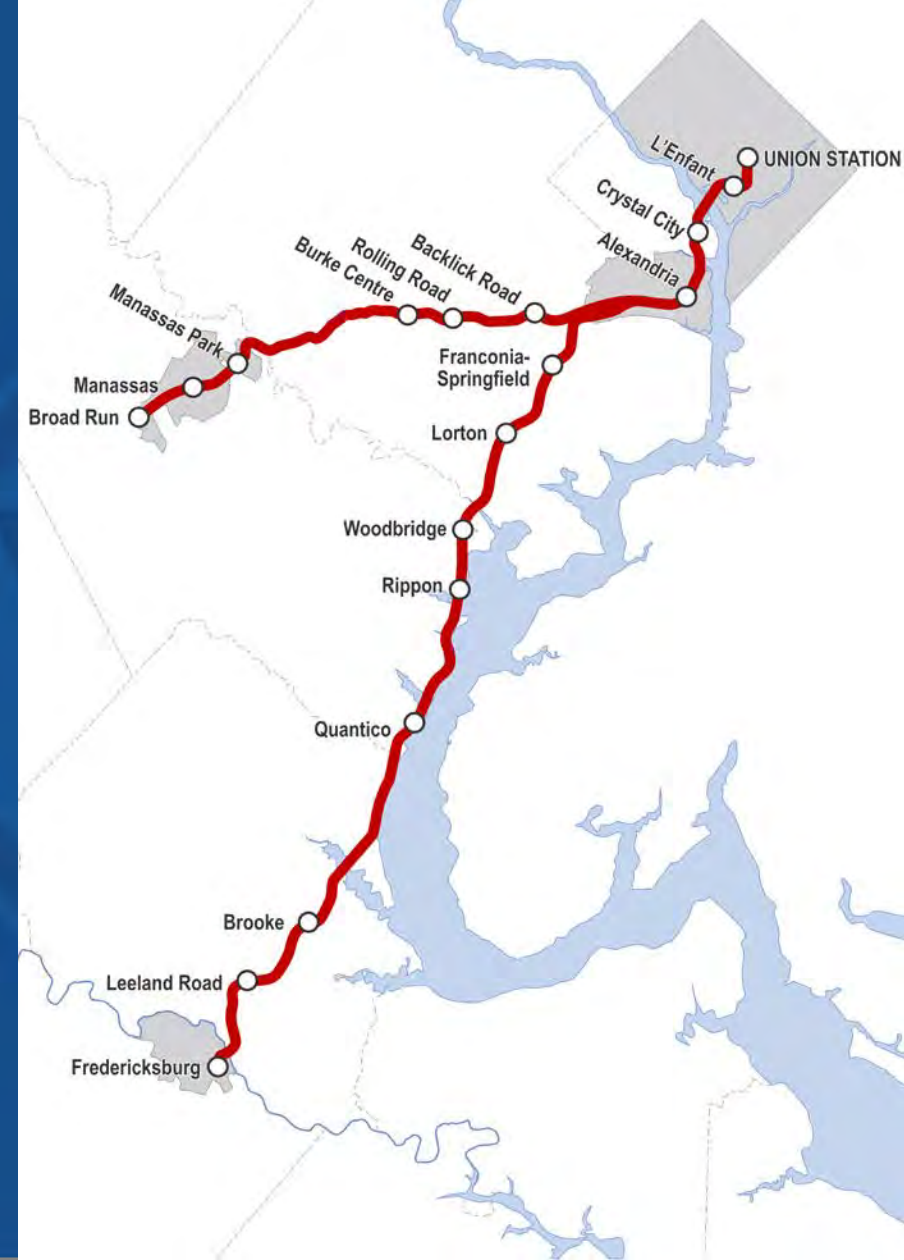
October 21, 2015



A BETTER WAY. A BETTER LIFE.

VRE OVERVIEW

- Operates over 3 Railroads
 - CSX Transportation (60 mi)
 - Norfolk-Southern (35 mi)
 - Amtrak (1.5 mi)
- Currently operate 32 daily revenue trains to/from DC
- Approximately 18,000 daily riders



A BETTER WAY. A BETTER LIFE.

WHAT VRE DOES

Add rush hour capacity...

Same capacity as adding two highway lanes between Manassas and Fredericksburg to DC

... in congested corridors...

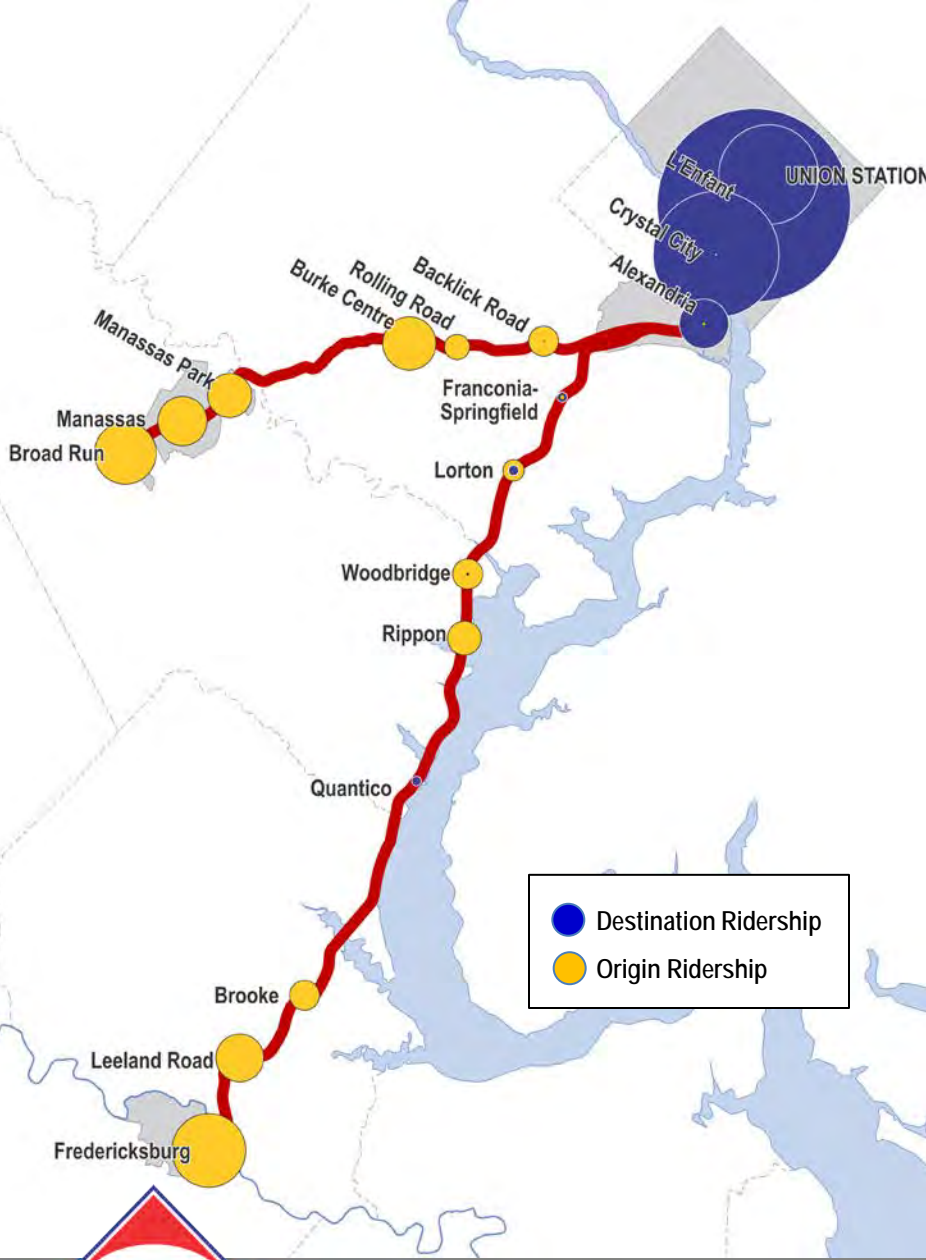
I-66, I-95 & I-395

...for long distance travelers...

149 million annual person-miles

... using existing right-of-way

CSXT, NS & Amtrak



A BETTER WAY. A BETTER LIFE.

ONGOING COORDINATION WITH RAILROADS & REGION THROUGH VRE SAFETY PROGRAM

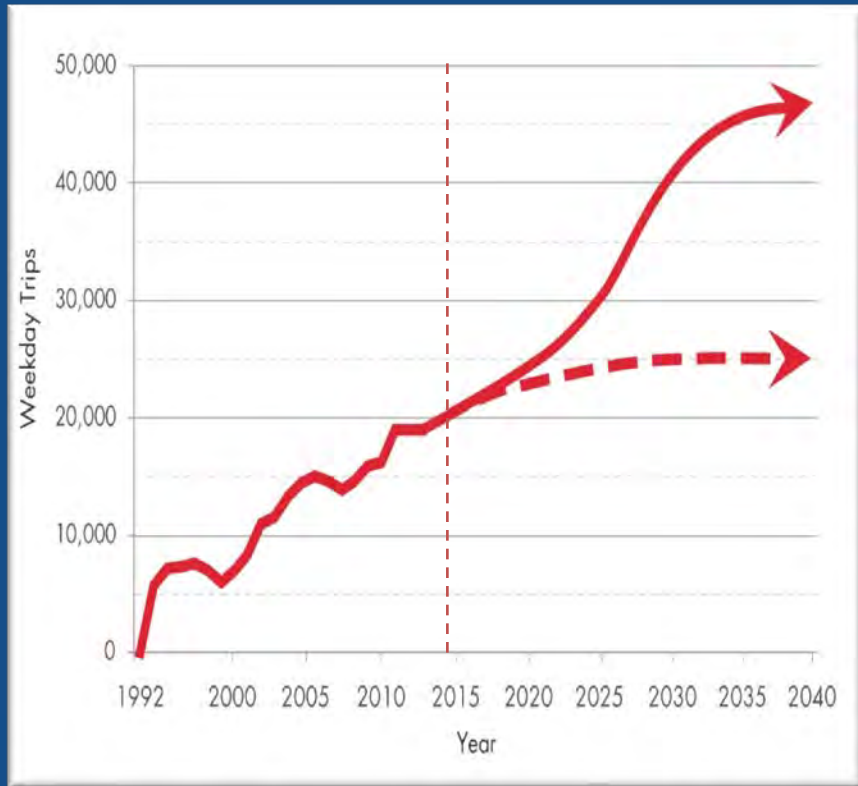
- Existing safety features
 - Specific Railroad Operating Rules/VRE Procedures
 - Locomotive Technology (Alertness Controls, Over-speed Controls)
 - Automatic Block Signals/Cab Signal Systems
 - Efficiency Testing
- Contingency plans for major service outage
- Emergency response training program
- Positive train control implementation



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VRE SYSTEM PLAN 2040

A 25-year plan to *double* VRE ridership



- Expanding system capacity is critical to achieving this goal
 - *Railroad/track capacity*
 - Station capacity
 - Equipment & storage capacity
- \$2.75 billion in system investments, including expansion of railroad capacity



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KEY RAIL INFRASTRUCTURE PROJECTS

Efforts are underway to expand railroad capacity in DC/Northern Virginia for shared use

- DC2RVARail (DRPT/FRA) –third track in CSX corridor between Alexandria and Richmond
- Long Bridge study (DDOT/VRE/DRPT) – expand rail capacity across Potomac
- VRE Gainesville-Haymarket extension – expand VRE in NS corridor



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VALUE OF VRE EXPANSION TO REGION

- Significant new transit capacity to help reduce highway congestion
- New travel options to connect activity centers
- Pursued in partnership with railroads
 - *Shared benefits to freight and passenger operations*
 - *Efficient capacity expansion using existing railroad corridors*



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SECTION 7

Stakeholder Input:

City of Bowie



City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

October 9, 2015

Mr. Kanti Srikanth, Director
Department of Transportation Planning
Metropolitan Washington Council of Governments
National Capital Region Transportation Planning Board
777 North Capitol Street N.E. Suite 300
Washington, DC 20002-4290

RE: Freight Railroad Discussions
Transportation Planning Board

Dear Mr. Srikanth:

The City has become aware that members of the Transportation Planning Board (TPB) have been discussing the National Capital Planning Commission's Rail Relocation Study. We are aware that the TPB will be meeting on October 21, 2015 to engage in further discussion. I wanted to bring to your attention the position of the Bowie City Council regarding the use of the existing CSX Pope's Creek Line railroad tracks, which run the entire length of our 18 square mile city. Any intensification, beyond the current usage of the CSX railroad tracks by coal trains, is unacceptable to the City. The attached letter dated September 11, 2011, sent to the National Capital Planning Commission, details the City's concerns with increased train traffic.

If you have any questions about the City Council's policy position, please contact Mr. Joseph M. Meinert, Director of Planning and Economic Development, at 301-809-3045 or me at 301-809-3030.

Sincerely,

David J. Deutsch
City Manager

Enclosure



City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

September 20, 2011

Mr. L. Preston Bryant, Jr., Chairman
National Capital Planning Commission
401 9th Street, NW
North Lobby
Suite 500
Washington, DC 20004

RE: Freight Railroad Realignment NEPA Studies
Draft Proposed Federal Capital Improvement Program for the
National Capital Region, Fiscal Years 2012-2017 (NCPC File No. 1485)

Dear Chairman Bryant:

Thank you for forwarding a copy of the Draft Proposed Federal Capital Improvement Program (FCIP) for the National Capital Region, Fiscal Years 2012-2017 to the City of Bowie for our review. We have again noticed that the Draft Proposed FCIP continues to include, and the National Capital Planning Commission (NCPC) continues to recommend, a full National Environmental Policy Act (NEPA) evaluation for the above-referenced project (Page 112).

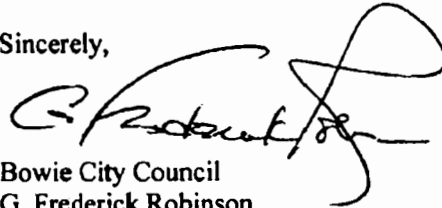
As you will likely remember, the City of Bowie previously expressed its strong opposition to any aspect of this project and requested that it be deleted from Proposed Federal Capital Improvement Program for the National Capital Region. Your FY 2012-2017 Draft document, while shifting the NEPA evaluation from "Recommended and Strongly Endorsed" to "Recommended for Future Programming", still encourages the Freight Railroad Realignment, which is contrary to the City's intentions.

We would like to go on record this time as opposing inclusion of the NEPA study process for the Freight Railroad Realignment proposal, despite its apparent lower priority ranking in the FCIP within the "Recommended for Future Programming" category. As we have stated previously, implementation of the CSX National Gateway project would avoid creation of a heavily-used freight corridor that would disrupt vehicular traffic and the overall quality of life for residents in eastern Prince George's County, as well as Charles County. The CSX National Gateway proposal will reduce bottlenecks by enabling double stack trains to be used along the alignment running through the District of Columbia and then up either the Camden Line or Brunswick Line, thereby eliminating the need for using the Pope's Creek Branch. We therefore find the recommended NEPA evaluation for the Freight Railroad Realignment to be unnecessary.

Should any further consideration of the Pope's Creek corridor be entertained, for the above reasons, the Bowie City Council will continue to oppose and strongly object to any specific funding or examination of a freight railroad realignment that will result in freight trains carrying hazardous and/or toxic materials through the City of Bowie.

Thank you for your consideration of these updated comments and for the opportunity to make recommendations on the Draft FY 2012-2017 Federal CIP.

Sincerely,



Bowie City Council
G. Frederick Robinson
Mayor

cc: The Honorable Benjamin L. Cardin, United States Senate
The Honorable Barbara Mikulski, United States Senate
The Honorable Steny H. Hoyer, United States House of Representatives
The Honorable Donna Edwards, United States House of Representatives
The Honorable Martin J. O'Malley, Governor, State of Maryland
The Honorable Anthony G. Brown, Lieutenant Governor, State of Maryland
The Honorable Douglas J.J. Peters, Maryland State Senate
The Honorable Marvin E. Holmes, Maryland House of Delegates
The Honorable James W. Hubbard, Maryland House of Delegates
The Honorable Geraldine Valentino-Smith, Maryland House of Delegates
The Honorable Rushern L. Baker, III, Prince George's County Executive
The Honorable Ingrid M. Turner, Prince George's County Council
The Honorable Elizabeth M. Hewlett, Prince George's County Planning Board
Dr. Fern Piret, Prince George's County Planning Director
Dr. Haitham Hijazi, Prince George's Director of Public Works
Mr. Marcel C. Acosta, Executive Director, NCPC
Mr. Stacy Wood, Community Planner, NCPC

SECTION 8

Stakeholder Input:

Frederick County and City of Frederick

City of Frederick:

- Matters related to drones and driverless electric vehicles for freight / delivery purposes is something at some point in time is going to have to be delved into in detail. Here is an oversimplification of Amazon Prime: <https://www.youtube.com/watch?v=98Blu9dpwHU>
- Regarding logistics as a whole and the integration of the two vehicles of delivery above: <http://cerasis.com/2015/01/14/future-of-logistics/>

Frederick County:

- The need for continuing to make progress on adding roadway, and to a lesser extent pedestrian, grade separations on the 2 CSX lines (there are none on the Penn line in MD), and how that might translate as mitigation to permit other activities to occur, such as a new platform at Pt. Of Rocks
- The land use tug of current market vs. preservation of opportunities for future industrial rail sidings; examples:
 - Alcoa at Adamstown: new TOD or industrial land use preservation
 - Intercoastal: Truck oriented Costco or preservation of rail oriented distribution use opportunity

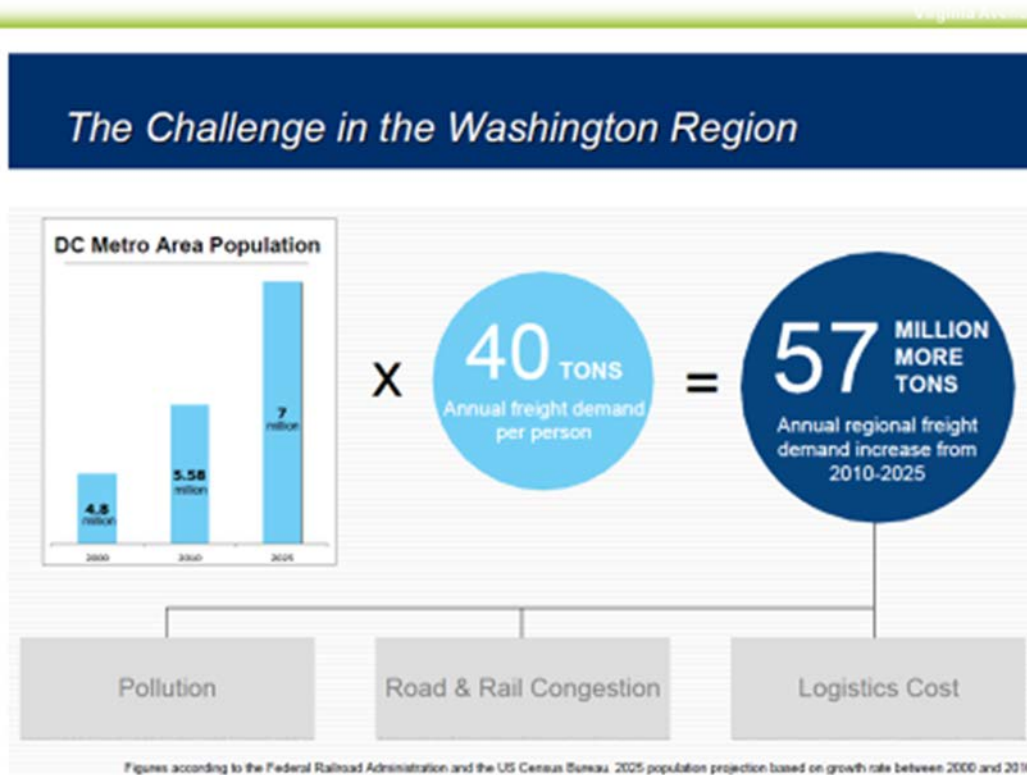
SECTION 9

Stakeholder Input:

CSX Corporation

Freight Growth and Demand in Washington Region

In 2010 at a MW COG TPB sponsored event, we discussed the challenges the Washington region has with freight movement. It's rapidly growing population in relation to its consumption demand leads to issues with pollution, road and rail congestion, and logistic costs (graph attached). Today's data shows that the area is growing faster than expected in 2010, as the population over 4 years grew by half a million and is less than a million short of expectations of 2025.



About two thirds of the nation's consumption market is east of the Mississippi river. Over the last couple of decades we've seen a steady shift of freight movements from west coast ports to those on the east; largely due to advantages in the east of better labor relations, a lower cost structure and improved infrastructure. The consensus of the shipping industry is the impending completion of the Panama Canal expansion project will further increase the freight traffic at east coast ports.

America's demand for safe, affordable, and environmentally responsible freight transportation will grow in the upcoming years. Railroads are the best way to meet this demand. Unlike trucks, barges, and airlines, CSX operates almost exclusively on infrastructure they own, build, maintain, and are taxed on. Like the rest of the freight rail industry, CSX spends more than 40 cents out of every revenue dollar on maintaining and expanding our rail network. This year CSX will spend \$2.6 billion on capacity expansion, on top of the more than \$10 billion we have spent in the last 4 years.

In the District alone, CSX handled more than 416,000 carloads of freight in 2014. That is equivalent to approximately 1.25 million truckloads that did not travel on the region’s roads and equals an estimated 27,000 tons of particulate matter from truck emissions that were eliminated. CSX provides regular freight service to 3 customers within the City and 2 additional on the City border with Maryland. CSX carries a variety of commodities important to our nation’s economy and way of life, including consumer products, automobiles, food and agricultural products. Major commodities produced or consumed in the District include iron and steel scrap, aggregates, lumber, municipal and construction waste, electric supply equipment, and coal. We also average 2-3 inquiries per year from additional, potential customers about freight rail service within the District.

Passenger Rail

CSX hosts the most passenger/commuter railroads of any Class I on the east coast. In the Washington region, CSX’s system is used by Amtrak, VRE and MARC. While CSX today operates between 20-30 freight trains per day through and into the region, approximately 90 Amtrak and commuter trains operate over freight railroad owned and maintained lines every week day. These entities benefit from the investments CSX continues to make into its system.

Rail Safety

In 2012, 2013, and again in 2014, CSX was the safest Class I railroad in the United States regarding train accident rates and personal injury rates according to the Federal Railroad Administration (FRA). While we are proud that we continue to improve on our safety records, we also understand one accident is one too many and we continue to work towards the goal of zero incidents. These safety goals are shared by the railroads that operate over our lines.

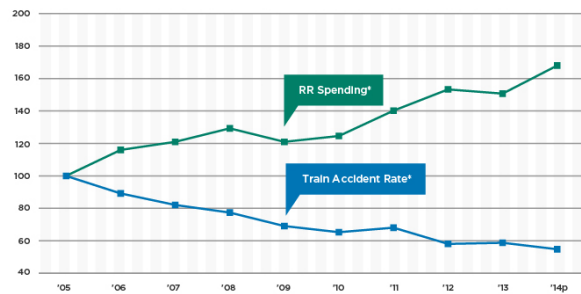
The rail industry overall has seen the train accident rate fall 45% since 2000 and 80% since 1980. Rail employee injury rate has also fallen 47% since 2000 and 84% since 1980. According to the Bureau of Labor statistics, America’s railroads today have lower employee injury rates than most other major industries, including trucking, inland water transportation, airlines, agriculture, mining, manufacturing, and construction – even lower than grocery stores.

Hazmat

Railroads are common carriers and by law are required to transport even the most highly dangerous materials. From the chlorine used to purify drinking water to ethanol used in our gasoline, America’s freight railroads transport some of the most essential hazardous materials (hazmat). Today, 99.997 percent of all hazmat moved by rail reaches its destination without a release caused by an accident. The transport of hazmat is highly regulated by various government agencies, including the Federal Railroad Administration; the Pipeline and Hazardous Materials Safety Administration; and the Transportation

RAIL INVESTMENT LEADS TO FEWER TRAIN ACCIDENTS

Train accidents per million train-miles down 80 percent since 1980 and 45 percent since 2000



With more than \$25 billion spent annually in recent years on upgrades to and maintenance of the privately-owned freight rail network and equipment, the train accident rate on America’s freight railroads is at an all-time low. In fact, from 1980 through 2014, railroads have spent \$675 billion on infrastructure and equipment while the train accident rate has fallen 80 percent.

Notes: *Class I railroad capital spending and maintenance expenses for infrastructure only
 **Total train accidents per million train-miles
 2005=100

Source: Association of American Railroads, U.S. Federal Railroad Administration



Security Administration. Among other things, federal regulation requires railroads to transport hazmat on routes that minimize overall safety and security risks and identifies the risk factors railroads should take into account when designating routes. Railroads, constantly seeking ways to improve upon their strong hazmat safety record, impose additional, industry adopted and railroad specific protocols that often go above and beyond those required by the federal government.

DC Hazmat Case

In early 2005, the District of Columbia City Council adopted an ordinance that would require CSXT to stop routing shipments of certain commodities through the city. (It also included empty cars that previously carried these commodities.) Violation of the ordinance would have resulted in substantial fines per occurrence.

CSX, along with the US government, believed that the ordinance was invalid and went to Court seeking to enjoin its implementation. The District Court refused to enjoin enforcement of the ordinance. On appeal, the DC Circuit Court of Appeals, in a decision written by then Judge John Roberts, found that it was likely that the ordinance is preempted by federal law governing transportation in interstate commerce. Due to the procedural posture of the case, the Court of Appeals did not expressly rule that the ordinance was preempted, and sent the case back to the District Court.

The case did not move rapidly through the District Court process. Ultimately, the case was resolved as moot after the US DOT issued its nationwide regulations on routing of these materials in 2008.

The DOT's rules apply to materials virtually identical to those addressed by the District of Columbia. Railroads are required to annually compile data about their transportation of these products.

Railroads are also required to select the safest and most secure routes of movement between the origin and destination chosen by the Chemical companies. Railroads do not choose where producers of these chemicals will sell them, nor the destination to which they are to be shipped.

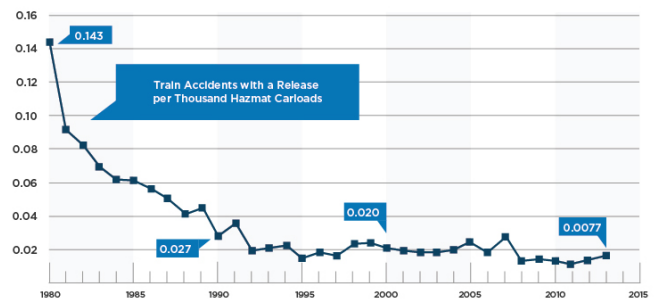
To select the preferred route of movement, railroads use a computer model jointly developed by the industry and the FRA. The model applies weightings to criteria specified in the DOT regulations. These criteria include distance, number of high threat urban areas crossed, presence of signal systems, certain "iconic" locations, and over twenty other safety and security considerations. FRA audits the railroads' compliance with the regulations. CSX has been found to be in compliance in every FRA audit.

Information Sharing

As you may know, 49 CFR 172.800 requires railroads to share their safety and security plans with authorized officials at the US Department of Homeland Security and Federal Railroad Administration and restricts who is able to see these plans and expressly prohibits disclosure of this material. Due to this federal law and other security concerns CSX does not publicly disclose information about the materials it

RAILROADS SAFELY DELIVER HAZARDOUS MATERIALS

99.997 percent of hazmat carloads are moved without a train accident-related release



America's freight railroads transport some of the most essential hazardous materials with special attention to safety. Today, 99.997 percent of all hazmat shipments by rail reach their destination without a release caused by a train accident. Investment in infrastructure, special operating procedures, advanced technology and community safety measures — just some of the many initiatives railroads undertake to ensure safe movement of hazmat — have helped lower the industry's hazmat accident rate by 94 percent since 1980 and 62 percent since 2000, to a new low.

Sources: Association of American Railroads, U.S. Federal Railroad Administration



transports; however, CSX regularly provides a list of the top 25 hazardous materials (by rail car count) shipped through VA, MD and the District to the respective state emergency organizations. This not only lets emergency responders know what is moving through the region but also allows them to train adequately to handle these specific commodities so they are better prepared in case of an emergency.

To increase information sharing between CSX and the region, the District, VA and MD have signed agreements gaining access to CSX's state-of-the-art SecureNOW system, which provides nearly real-time information about the location of CSX trains and the contents of the rail cars transported on CSX trains passing through the region and the District. TSA and the US DOT Crisis Center, both located in the District, also have access to this system. CSX additionally created an application, Rail Respond that can be used on hand held devices by emergency responders to learn information on individual CSX cars and trains while out in the field. The rest of the rail industry – CSX's information is available here as well - has since created a similar application called AskRail -<https://www.aar.org/Pages/AskRail-First-Responder-App-Video.aspx> - so real time carload information is available to emergency responders.

First Responder Training

Beyond information-sharing, CSX continually partners with communities to provide comprehensive training for our first responders. D.C., VA, and MD emergency responders regularly participate in specialized safety training provided by CSX for emergency planning assistance and response. This training ranges from information available in the CSX Community Awareness and Emergency Planning Guide, computer-based hazmat training programs, and hands-on sessions involving specific rail equipment and hazardous materials training.

DC Training -

- In April 2015, CSX trained 220 D.C. Fire & EMS personnel in a classroom setting.
- In July 2015, over four days CSX provided specialized hands-on training to 128 DCFD and all Special Operations Chiefs and local Battalion Chiefs on CSX's Safety Train.
- In 2014, CSX hosted at Benning Yard three days of training exercises for District and regional police forces on passenger rail car incidents.
- CSX also hosts table-top drills, crisis management exercises and other coursework designed to the needs of the District Fire & EMS.
- In June 2010, 220 DCFD responders (hazmat, special operations, and heavy rescue companies) were taught Emergency Response to Railroad incidents along with hands on training.
- CSX Hazmat and Police regularly participate in high profile events in DC along with DCFD to include Inaugurations, State of the Union Address, Funerals, 4th of July events, and others.

Virginia Training –

- CSX has been a key sponsor at the VA State Hazmat Conference every year since 2005.
- Since 2005, the CSX Safety Train has performed training in the following counties – Fredericksburg, Quantico, Richmond, and Newport News.
- Since 2005, approximately 3,000 first responders have been trained using the safety train.
- In 2012, CSX performed a full scale multi-county exercise in Quantico.

Maryland Training

- Since 2005, over 3500 responders have been trained in emergency response to railroad incidents

- Since 2005, the CSX safety train has been used for training in the following counties – Montgomery, Frederick, Baltimore City, and Allegany.
- Full scale drills have been completed in Baltimore City involving (BCFD, BcoFD, Howard, Carroll, Harford, Anne Arundel Co, Annapolis City, Frederick Co, and Allegheny Co).
- CSX has provided 10 Maryland Emergency Management officials specialized emergency response training at the REDI Center in Atlanta, Georgia.

CSX also covers all expenses for D.C., MD and VA emergency responders to attend a week-long training session at the Association of American Railroads Security and Emergency Response Training Center in Pueblo, Colorado. The funding includes flight, hotel, food, travel, and the cost of the class. Since 2007, CSX has helped the District send thirteen, Virginia send 11, and Maryland send 20 emergency responders to this state-of-the-art facility for additional hands-on field and classroom training. CSX also sent 12 Virginia responders to specialized Crude-by-rail training at this Pueblo facility.

CSX IN DISTRICT OF COLUMBIA



CSX Operations in the District of Columbia

- Operates and maintains more than 70 miles of track*
- Maintains more than 20 public and private grade crossings
- Handled more than 416,000 carloads of freight on the District's rail network
- At the end of 2014, CSX employed 50 people
- Throughout 2014, CSX reported more than \$3.7 million in compensation for employees**
- In 2014, CSX invested more than \$25.7 million in its District of Columbia network. In addition, the company invested nearly \$539 million in freight cars and other rolling assets to serve customers through its rail system.
- CSX carries a variety of commodities important to our economy and way of life, including consumer products, automobiles, food and agriculture products and coal. Major commodities produced or consumed within the District include iron and steel scrap, coal, railroad transportation equipment, lumber, and municipal and construction waste.

CSX Facilities in the District of Columbia

- Major rail yard in Washington, D.C. (Benning Yard)

Investment Projects

Virginia Avenue Tunnel

- The Virginia Avenue Tunnel, in southeast Washington, D.C., is a crucial element in the East Coast's rail transportation network that allows freight trains to move among key U.S. consumer and industrial markets and the ports that connect them to the global economy.
- The Federal and D.C. governments approved reconstruction of the aging Tunnel following a six-year oversight, review and public comment process that included more than 200 public meetings. Beginning in 2015, CSX is replacing the existing, single-track tunnel with a modern, two-track structure that eliminates a bottleneck in the D.C. network while facilitating the transport of double-stacked containerized freight. CSX plans to invest more than \$168 million of private funding in the project.

* Miles of track includes single main track, other main track, yard tracks and sidings as of December 31, 2014.

** This figure includes current and former employees.

CSX OPERATING FACILITIES: WASHINGTON, D.C.



CSX and the District of Columbia Community

- CSX has partnered with the Anacostia Watershed Society for the past eight years to host an annual Earth Day river cleanup and celebration. More than 2,000 volunteers joined the 2014 cleanup of the Anacostia River and its tributaries as part of a 24-site metro-wide service day event.
- In 2014, CSX contributed more than \$2 million to organizations in the District of Columbia, including the American Red Cross, Alliance for Community Trees, National Fish and Wildlife Foundation, City Year of Washington, D.C., and University of D.C. Foundation.



Revised on May 4, 2015

CSX IN VIRGINIA



CSX Operations in Virginia

- Operates and maintains more than 2,000 miles of track*
- Maintains nearly 930 public and private grade crossings
- Handled nearly 1.2 million carloads of freight on the state's rail network
- At the end of 2014, CSX employed nearly 1,200 people
- Throughout 2014, CSX reported more than \$97.1 million in compensation for employees**
- In 2014, CSX invested more than \$59.4 million in its Virginia network. In addition, the company invested nearly \$539 million in freight cars and other rolling assets to serve customers through its rail system.
- CSX carries a variety of commodities important to our economy and way of life, including consumer products, automobiles, food and agriculture products, coal and chemicals. Products shipped within Virginia include containerized consumer goods, coal, petroleum products, aggregates, and export grain and agricultural products.

CSX Facilities in Virginia

- Rail yards in Clifton Forge, Newport News, Petersburg and Richmond (Acca and Fulton)
- Intermodal terminal in Portsmouth
- TRANSFLO terminals in Fredericksburg, Portsmouth and Richmond
- CSX opened the Kilby siding in Suffolk to support on-dock rail operations at APM Terminals

Investment Projects

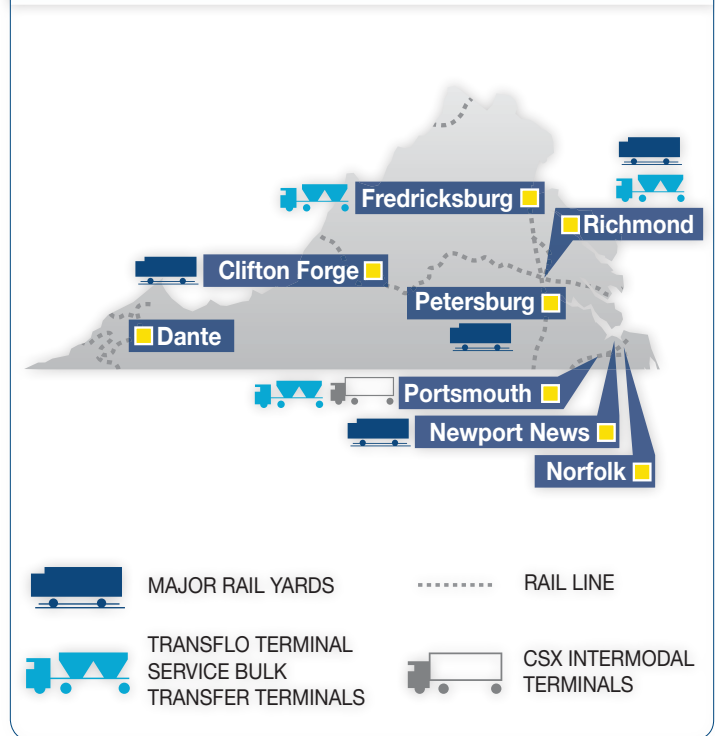
National Gateway

- The National Gateway is an approximately \$850 million, multi-state, public-private infrastructure project to improve the flow of freight between the Mid-Atlantic and the Midwest by clearing key freight corridors for double-stack rail service. The National Gateway has received considerable state and federal funding and CSX is investing approximately \$575 million in the project.
- The first phase of the National Gateway, which clears the way for double-stack intermodal service between CSX's existing terminal in Chambersburg, Pa., and its state-of-the-art hub facility in Northwest Ohio, was completed on time and on budget in September 2013. The project is currently in its second phase, which will double-stack clear the CSX corridor between Chambersburg and mid-Atlantic ports.
- The National Gateway network will greatly contribute to and facilitate the anticipated container volume growth at the Port of Virginia.

* Miles of track includes single main track, other main track, yard tracks and sidings as of December 31, 2014.

** This figure includes current and former employees.

CSX OPERATING FACILITIES: VIRGINIA



CSX and the Virginia Community

- In partnership with state and local economic development agencies, Virginia businesses invested approximately \$18.1 million in new or expanded rail-served facilities on CSX or its connecting regional and short lines in 2014. These investments will generate nearly 20 new jobs at those businesses.
- CSX sponsored a cleanup day in Hampton Roads and more than 60 CSX volunteers participated. Through its partnership with local organizations, CSX brings its emphasis on safety and excellence to directly impact communities across the country.
- In 2014, CSX contributed nearly \$1.2 million to organizations in Virginia, including The Conservation Fund, The Nature Conservancy, Capital Trees, the CIA Officers Memorial Foundation and Virginia Operation Lifesaver.
- In 2014, CSX's Safety Train: Energy Preparedness Program delivered specialized hands-on training about rail car operations and incident response to nearly 190 first responders in Virginia, making a stop in Richmond.



CSX IN MARYLAND



CSX Operations in Maryland

- Operates and maintains nearly 1,400 miles of track*
- Maintains nearly 480 public and private grade crossings
- Handled nearly 1.3 million carloads of freight on the state's rail network
- At the end of 2014, CSX employed nearly 1,640 people
- Throughout 2014, CSX reported nearly \$123.4 million in compensation for employees**
- In 2014, CSX invested more than \$59.4 million in its Maryland network. In addition, the company invested nearly \$539 million in freight cars and other rolling assets to serve customers through its rail system.
- CSX carries a variety of commodities important to our economy and way of life, including consumer products, automobiles, food and agriculture products, coal and chemicals. Major commodities produced or consumed within the state include containerized consumer goods, coal, light trucks, aggregates, and municipal and construction waste.

CSX Facilities in Maryland

- Major rail yards in Baltimore (Locust Point), Cumberland and Brunswick
- Intermodal terminal at the Port of Baltimore (Seagirt)
- TRANSFLO terminals in Baltimore (Locust Point) and Hagerstown
- Automotive distribution center in Jessup
- Locomotive Shop and Railcar Repair Facility in Cumberland
- Curtis Bay Coal Pier in Baltimore
- Division headquarters in Baltimore

Investment Projects

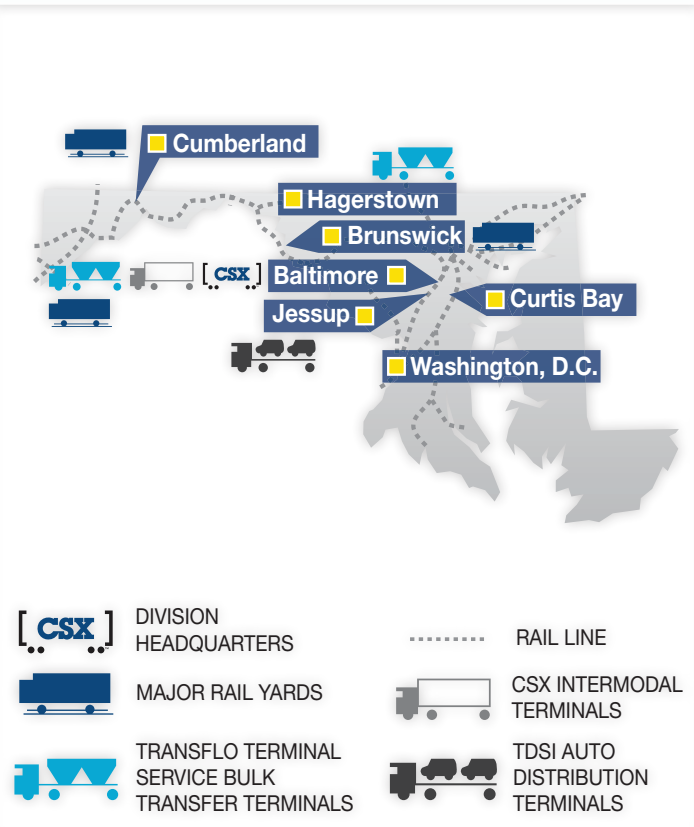
National Gateway

- The National Gateway is an approximately \$850 million, multi-state, public-private infrastructure project to improve the flow of freight between the Mid-Atlantic and the Midwest by clearing key freight corridors for double-stack rail service. The National Gateway has received considerable state and federal funding and CSX is investing approximately \$575 million in the project.
- The first phase of the National Gateway, which clears the way for double-stack intermodal service between CSX's existing terminal in Chambersburg, Pa., and its state-of-the-art hub facility in Northwest Ohio, was completed on time and on budget in September 2013. The project is currently in its second phase, which will double-stack clear the CSX corridor between Chambersburg and mid-Atlantic ports.
- In March 2015, CSX was recognized by Preservation Montgomery, Inc., for its commitment to maintaining the historic aesthetic of the Humpback Bridge in Washington Grove, Md., while raising it as part of the National Gateway project.

* Miles of track includes single main track, other main track, yard tracks and sidings as of December 31, 2014.

** This figure includes current and former employees.

CSX OPERATING FACILITIES: MARYLAND



CSX and the Maryland Community

- In partnership with state and local economic development agencies, Maryland businesses invested more than \$26 million in new or expanded rail-served facilities on CSX or its connecting regional and short lines in 2014.
- CSX sponsored a City Year service day in Baltimore. Through its partnership with City Year, CSX brings its emphasis on safety and excellence to directly impact communities across the country.
- In 2014, CSX contributed nearly \$526,000 to organizations in Maryland, including the Anacostia Watershed Society, United Way, Chesapeake Bay Foundation, Maryland Food Bank and the Star-Spangled 200.



Revised on May 5, 2015

SECTION 10

Table of Contents of the Draft Regional Freight Plan

Draft National Capital Region Freight Plan: Table of Contents Outline

Executive Summary

Section 1.0: Introduction

This section answers the questions, “Why is freight important to the National Capital Region?”; “What are the federal requirements for regional freight plans?” and “How is the TPB organized to address freight planning?” It includes the following subsections:

Section 1.1: About this Plan

Section 1.2: Freight Planning in the National Capital Region

Section 2.0: The Multimodal Freight System

This section answers the question, “What are the elements of the National Capital Region’s multimodal freight system and how do they fit together?” This section contains an inventory of the freight transportation system in the Region and includes the following sections:

Section 2.1: Freight System Overview

Section 2.2: Trucking and the Region’s Roads

Section 2.3: Railroads

Section 2.4: Selected Warehouse / Distribution Facilities

Section 2.5: Air Cargo

Section 2.6: Intermodal Connectors

Section 3.0: Freight Demand

This section answers the questions, “How is the demand for goods movement generated by the region’s people and businesses expressed in terms of commodities, mode of transport, tonnage, and value?” and, “What are the origins and destinations of the commodities moving into and out of our region?” It is mostly based on an analysis of the Federal Highway Administration’s Freight Analysis Framework dataset and includes the following subsections:

Section 3.1: Freight Analysis Framework

Section 3.2: National Capital Region Commodities

Section 3.3: The National Capital Region’s Freight Transportation Modes

Section 3.4: Freight Transportation Forecasts

Section 4.0: Freight Trends and Issues

This section answers the question, “What are the trends and issues facing freight transportation in the National Capital Region?” It will discuss the demographic and economic drivers of freight, the evolving supply chain, trends in the trucking and rail industries, and the effect of congestion and delay on freight as well as freight’s contribution to congestion. It includes the following subsections:

Section 4.1: Demographic and Economic Drivers of Freight Demand

Section 4.2: Evolving Supply Chains and Logistics Patterns

Section 4.3: Trends in the Transportation Industry

Section 4.4: Regional Freight Issues, Challenges, and Opportunities

Section 5.0: Policy Aspects of Regional Freight Transportation

This section to be developed based upon Board input.....

Section 6.0: Recommendations and Next Steps

This section describes actions that the TPB can take to help move the Region towards its vision. It includes the following subsections.

Section 6.1 Actions Related to Maintaining and Strengthening the Regional Freight Planning Process

Section 6.2 Strategic Regional Freight Planning Activities

Appendices:

The plan includes several technical appendices with information and analysis that supports the main document.