

Freight Subcommittee

Freight Transportation Priorities

Freight Subcommittee

February 3, 2011

Presentation Overview

- Policy Context
- Objective
- Background
- Examples from other TPB Subcommittees
- Freight Transportation Priorities
 - Long-Term Criteria
 - Short-Term Criteria
 - Priority Options
- Summary
- Next Steps

Policy Context

- TPB Vision (1998)

- Policy Goal 2: The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system...

- Objective 3: A web of multi-modal transportation connections

- Policy Goal 8: The Washington metropolitan region will support options for international and inter-regional travel and commerce...

- Objective 1: The Washington region will be among the most accessible in the national for international and interregional passenger and goods movements.

Objective

- To raise the profile/awareness of freight to the Transportation Planning Board and to the region
- To have a short list of identified regional corridors and projects important to freight movement in the region
- To ensure freight is considered in the Regional Priorities Scoping Process
- To have a source of highlighted corridors/projects as new funding opportunities come up

Background

- As part of a process where TPB subcommittees are identifying priorities in their areas, the Freight Subcommittee is developing its priorities list.
- At the January 6, 2011 Freight Subcommittee meeting, the committee agreed to a new approach that included identifying long-term corridors and short-term projects.

Regional Priorities Scoping Process

- TPB regional priorities document under development
- Section II. Key Resources for Identifying Regional Priorities
 - CLRP (baseline)
 - Bicycle & Pedestrian priorities
 - Airport Access priorities
 - MATOC priorities
 - Bus priorities
 - Freight priorities
- Freight Subcommittee efforts feed into RPSP

Regional Freight Forum

- Freight Forum April 27, 2011
 - Formal Invites will be sent soon
- Three Panels
 - 1: Perspectives on Demand
 - 2: Freight Transportation System
 - 3: Priorities in Freight Investment
- Panel 3 features TPB Freight Transportation Priorities

Examples of Priorities Lists

Aviation Technical Subcommittee

- Priority Projects to Maintain Airport Access

Plan Update: Critically Important Transportation Improvements for Maintaining Airport Access

Transportation Improvement	Scheduled Completion Date	2011-2040 CLRP Update Status/Change
Inter County Connector (ICC)	2012	No Change
Construction of HOT lanes along I-495 (VA)	2012/2030	No Change
Silver Line Extension to Dulles	2015	Delayed to 2016
Widening of Dulles Access Road	2017	No Change
Widening I-95 Prince George/Howard Cty to I-695*	2020	No Change
Widening of John Mosby Highway (US 50)	2012	No Change
Widening/Upgrade VA 606	2015	No Change
Widening of Sully Road (VA 28)	2015	Delayed to 2025
Widening of Sections of Fairfax County Parkway	2015	Delayed to 2020
Express Bus Service along I-495	2013	Delayed to 2025

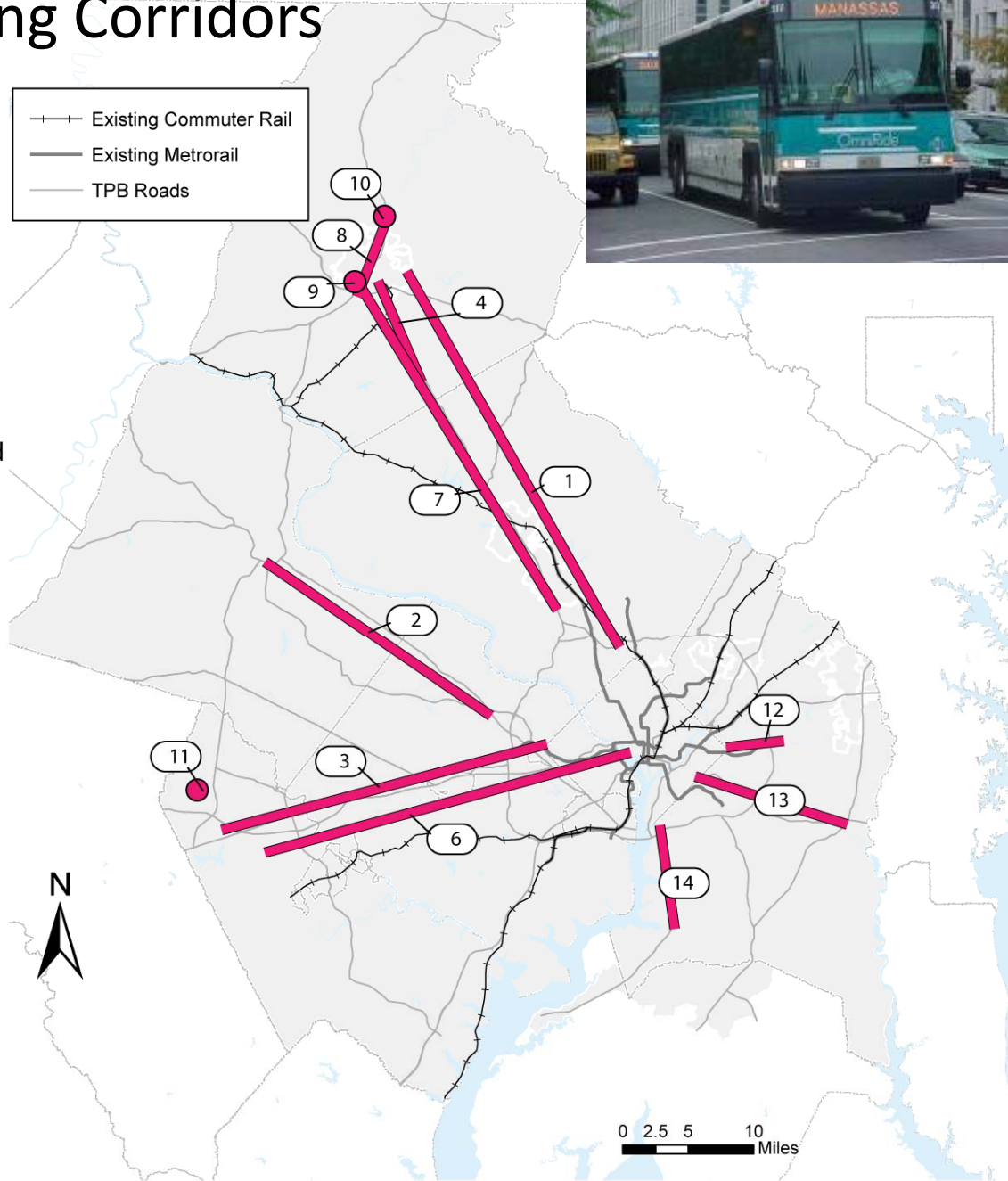
Regional Bus Subcommittee

- Emerging Corridors
- Near-Term Bus Projects

A. Emerging Corridors

The working group identified several projects that did not meet the regional criteria, but that are important to provide increased service to emerging residential and employment corridors in the region.

- 1) Increased service between Frederick and the Washington D.C. Area
- 2) Loudoun County Tyson's Express Bus as part of Dulles Rail
- 3) Haymarket OmniRide – Metro Direct
- 4) Service between Frederick Train Stations and the Urbana Park-N-Ride
- 5) Bus Seating capacity
- 6) Gainesville OmniRide
- 7) I-270 through Frederick and Montgomery Counties
- 8) U.S. 15 through Frederick City
- 9) Frederick Town Mall Bus Stop
- 10) Park-N-Ride lot north of Frederick
- 11) Haymarket/Dominion Valley Commuter Lot
- 12) MD 214 (Central Ave)
- 13) MD 210 (Indian Head Highway)
- 14) MD 4 (Pennsylvania)



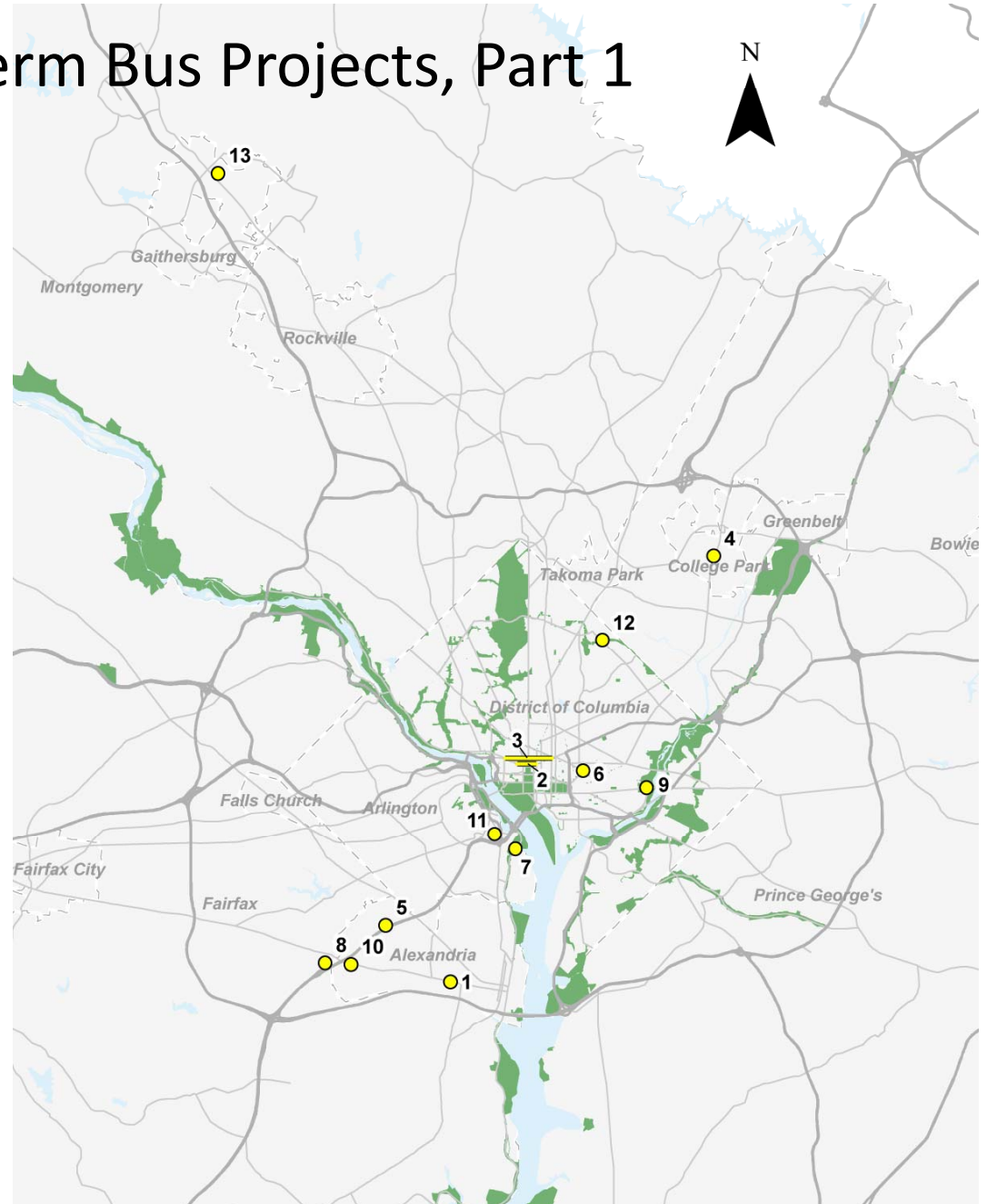
Priority Near-Term Bus Projects, Part 1

Bottlenecks/Running-way Improvements:

- 1: Duke Street, West of Telegraph Road
- 2: H Street between 18th and 14th Streets, NW
- 3: K Street Busway
- 4: Campus Drive/Paint Branch Pkwy and US 1 (Baltimore Ave)

Bus Stops:

- 5: Southern Towers
- 6: Union Station Bus Stops (Transit Center)



Priority Near-Term Bus Projects, Part 2

Transit Staging Areas:

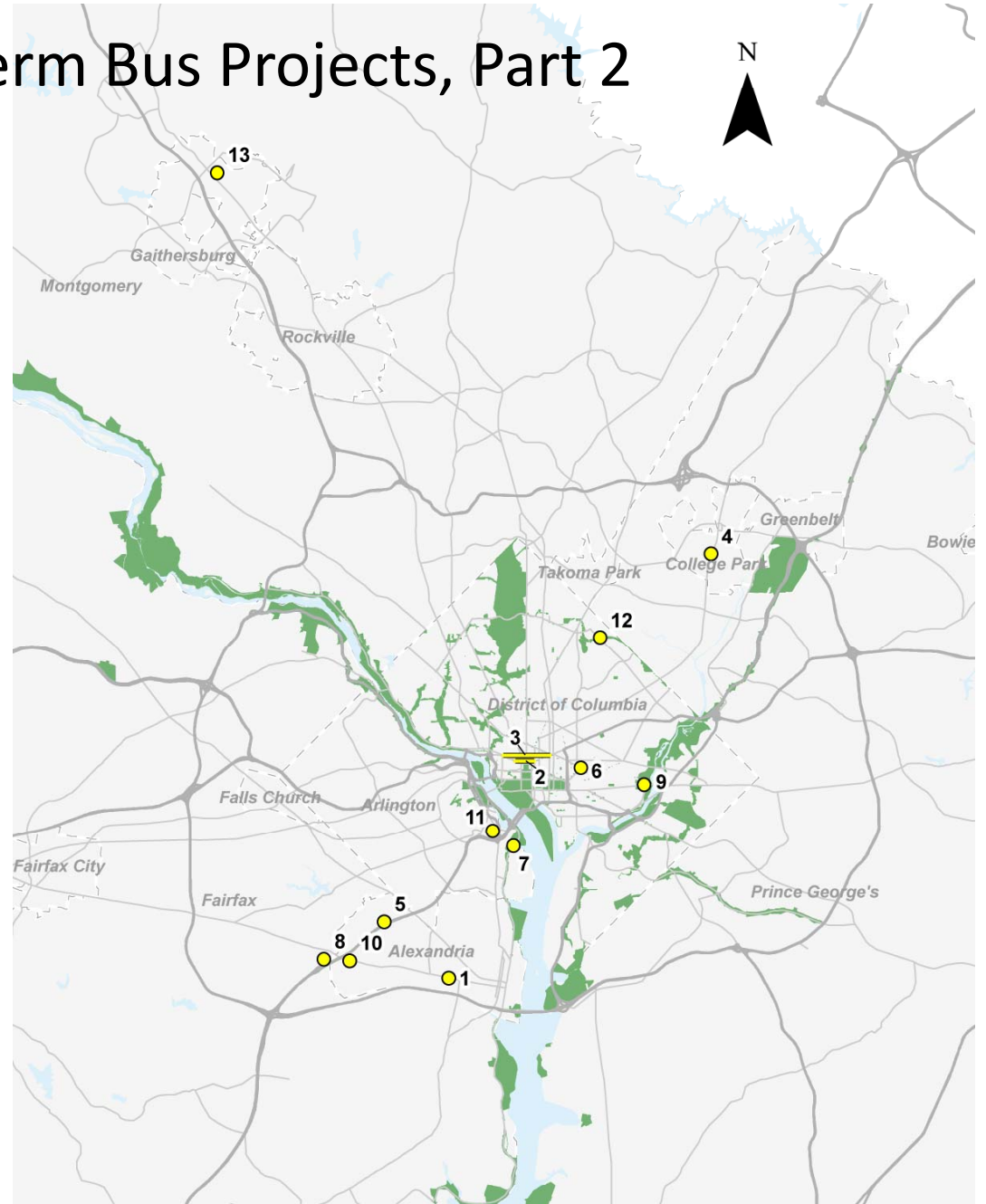
- 7: Bus staging area for Washington/Arlington PM rush hour services
- 8: Van Dorn Metro Station Bus Staging Area
- 9: RFK Operators Lounge and Transit Center

Other Bus Facilities:

- 10: Landmark Transit Center
- 11: Pentagon Transfer Facility Bus Bays
- 12: Fort Totten Metro Bus Stops (Transit Center)
- 13: Lakeforest Transit Center

TIGER

TIGER



Bicycle and Pedestrian Subcommittee

- 10 Priority Unfunded Projects

Priority Unfunded Bicycle/Pedestrian Projects Recommended by the Bicycle and Pedestrian Subcommittee for inclusion in the FY2012-17 TIP*

<i>State</i>	<i>Jurisdiction</i>	<i>Project Name</i>	<i>Estimated Total Cost</i>
DC	District of Columbia	Metropolitan Branch Trail (Fort Totten section)	\$20,000
MD	Frederick County	Monocacy River Greenway Trail Phase I	\$6,600
	Montgomery County	MacArthur Boulevard Bikeway Improvements Segment 3 Design	\$1,700
	Prince George's County	Rhode Island Avenue Trolley Trail Extension	\$2,000
VA	Alexandria	Holmes Run Greenway Shared-Use Path Improvements	\$5,000
	Arlington	Arlington Boulevard Pedestrian & Bikeway Improvements	\$5,000
	Fairfax County	Leesburg Pike Seven Corners to Alexandria Pedestrian Initiative	\$5,000
	Town of Herndon	Folly Lick/Spring Branch Regional Trail to Dulles Metrorail	\$5,000
	Loudoun County	Loudoun County Parkway Shared-Use Path	\$5,000
	Prince William County	Rt.1 Sidewalks/Crosswalks-Phase 1 (Annapolis Way-Occoquan Rd)	\$5,000
ALL	Washington Region	Regional Bike Sharing Expansion	\$15,542

Total Cost

\$89,402

D.C. Total	\$20,000
Maryland Total	\$3,700
Virginia Total	\$33,700
Regional	\$15,542

TPB Regional Freight Transportation Priorities

- Criteria
- List of Alternatives to Discuss
 - Rail
 - Highway

Overall List Criteria

- Support Freight Movement
- Provide Regional Representation
- Provide Modal Representation
- Identified in jurisdictional, regional, or state plan or recommended by Freight Subcommittee
 - Including CLRP/TIP, MD Freight Plan, VA Draft Freight Plan, MATOPs, MAROPs, CSX and NS plans
- Overall package represents regional connectivity
 - Identify Regional Freight Corridors
 - Identify Freight Projects

Long-Term Criteria

- Major rail corridors
 - Identify the most critical rail corridors in the metropolitan region
 - CSX-National Gateway
 - Norfolk Southern-Crescent Corridor
 - Compatible with commuter rail operations
- Highway corridors/programs
 - Identify the most critical highway corridors for each state that falls in the metropolitan region

Short-Term Criteria

- Rail
 - Provides increased efficiencies of current rail lines
 - Facilitates shift of truck tonnage to rail
 - Compatible with commuter rail operations
- Highway
 - Interstate/Truck Route
 - High Truck Volumes
 - Supports Freight Generators or Clusters

Rail Priorities

CSX

- Long-Term
 - **National Gateway Package**
 - New Potomac Rail Bridge

CSX

- Short-Term Alternatives
 - **Virginia Avenue Tunnel**
 - JD to Jones Hill
 - 4 Track Lowerings and Long Bridge Brace
 - Germantown Road Replace Bridge
 - Deer Park Drive Raise Bridge
 - Lower tracks at BW Parkway Route 295

Norfolk Southern

- Long-Term
 - **Crescent Corridor Package**

Norfolk Southern

- Short-Term Alternatives
 - **5.8 mile B-Line Expansion, Manassas**
 - 2.1 mile Main Line Expansion, Manassas
 - Others?

Highway Priorities

Washington DC

- Long-Term Alternatives
 - **Curbside Management Program**
 - Others?

Washington DC

- Short-Term Alternatives
 - **Size/Weight Program**
 - 11th Street Bridge and Interchange Reconstruction
 - South Capitol Bridge Reconstruction
 - I-395 Center Leg Freeway
 - Others?

Maryland

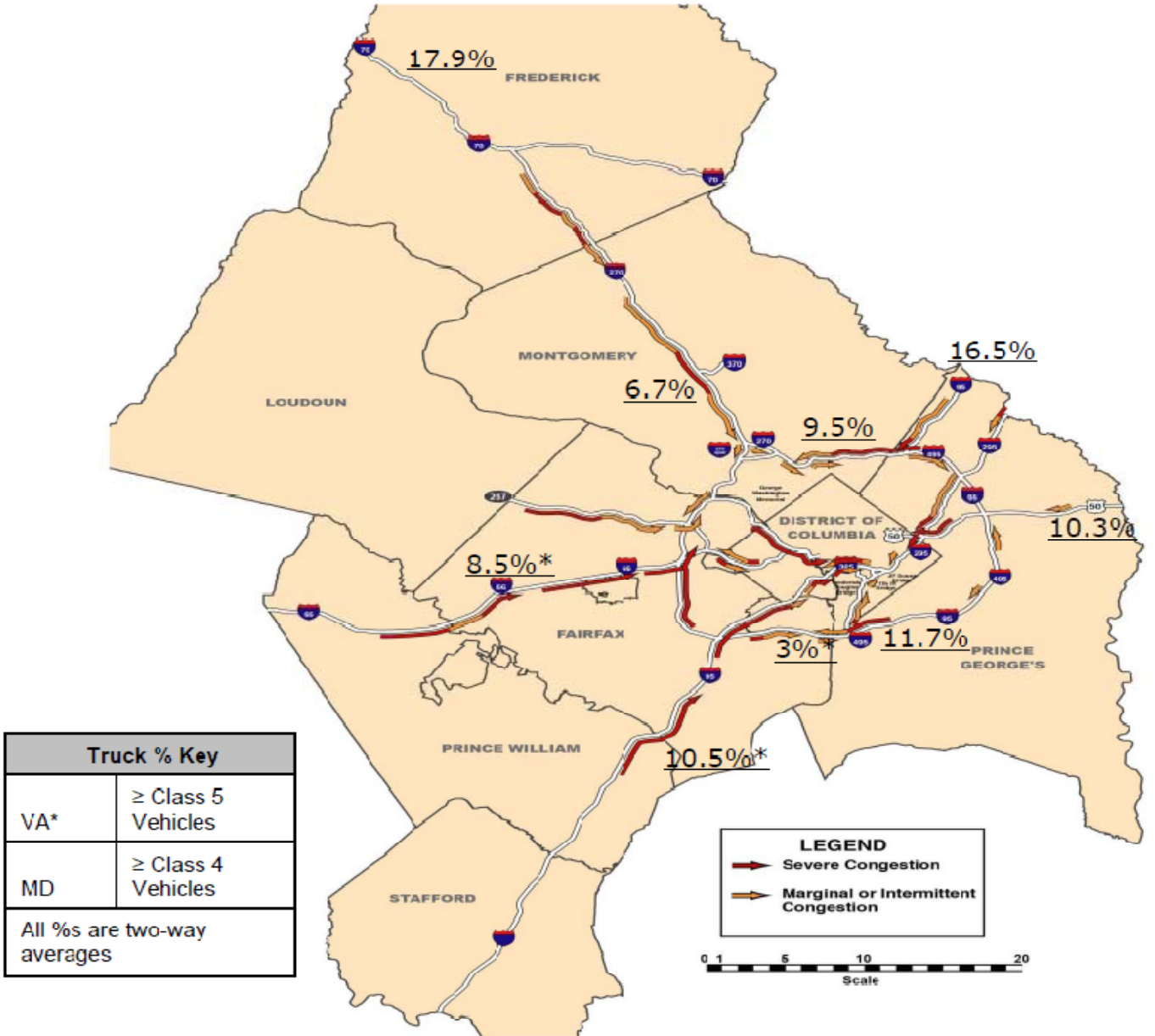
- Long-Term Alternatives
 - I-95 Corridor between I-495 and Prince George's County northern boundary (corridor extends to I-695 Baltimore)
 - I-270 between I-495 and its termination in Frederick
 - US 50, DC line to 410 (and extended to I-495)
 - Others?

**Table 4.3 Top Maryland Highway Segments by Total AADTT
2007**

Rank	Location	AADTT Range	Notes
1	I-95 DE state line to Havre de Grace except for the bridge	16,300 - 17,700	Much lower on bridge
2	I-81 Washington County	15,200 - 16,000	Except a short section between MD 58 and Maugansville Rd. near Mack Truck plant
3	I-95 Between the Baltimore and Washington Beltways	15,800 - 15,900	Drops to 10,200 between MD 32 and MD 175 (Jessup)

Source: MDOT Statewide Freight Plan 2009

Morning Regional Congestion (Peak Period)-Spring 2008



(Sources: Truck % Data from 2008 MDOT and 2007 VDOT Count Data, Aerial Data from Skycomp, Spring 2008)

Maryland

- Short-Term Alternatives
 - Intercounty Connector
 - Maryland 5 Planning Study
 - Others?

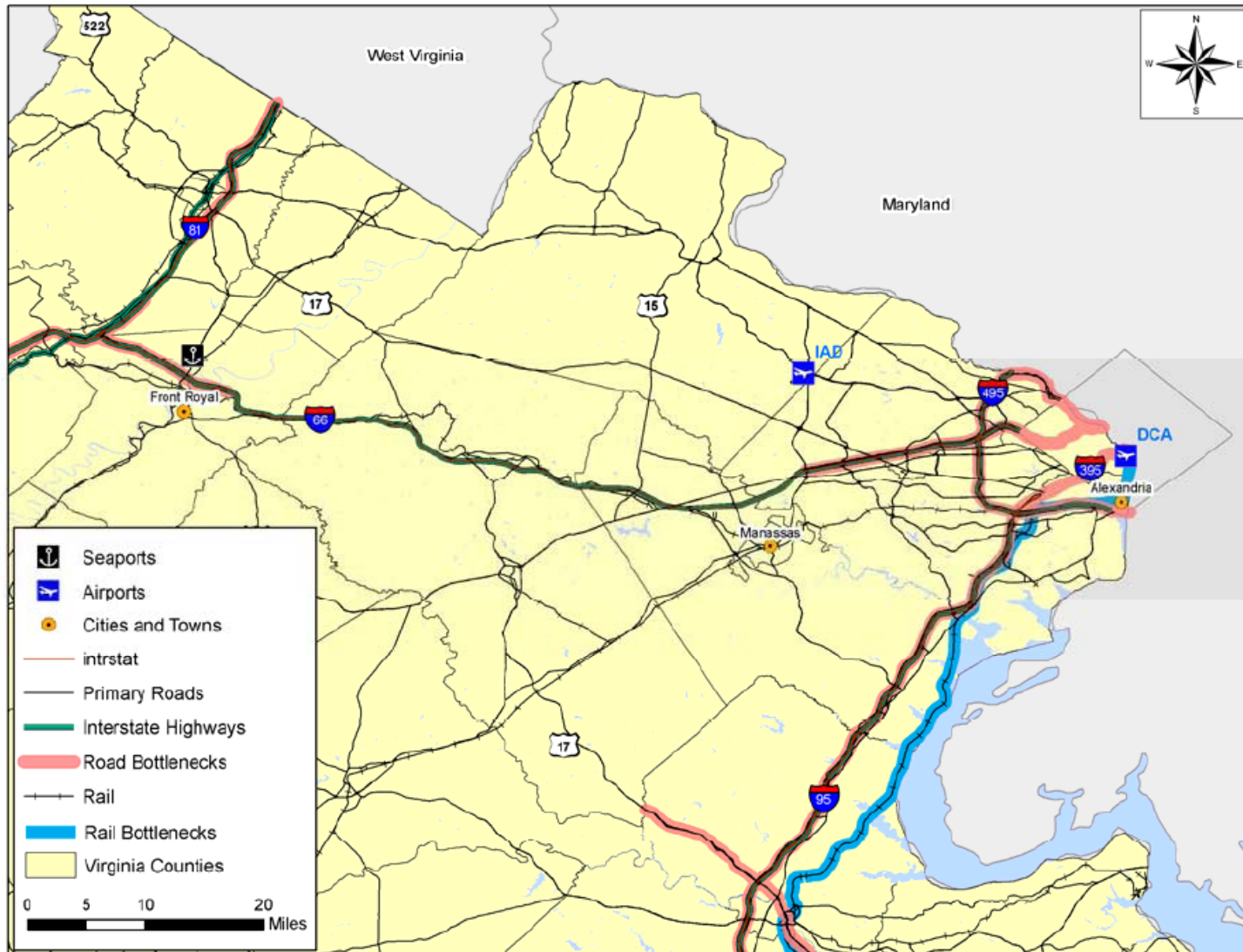
Virginia

- Long-Term Alternatives
 - **I-95 (Prince William County southern boundary to MD border)**
 - I-66 (Prince William County western boundary to I-495)
 - Others?

“Recommendations to improve the flow of freight through the Northern Virginia Subregion include the widening and addition of HOV/HOT lanes on I-95 and I-66.” –*Draft VA Statewide Multimodal Plan*

Virginia Bottlenecks

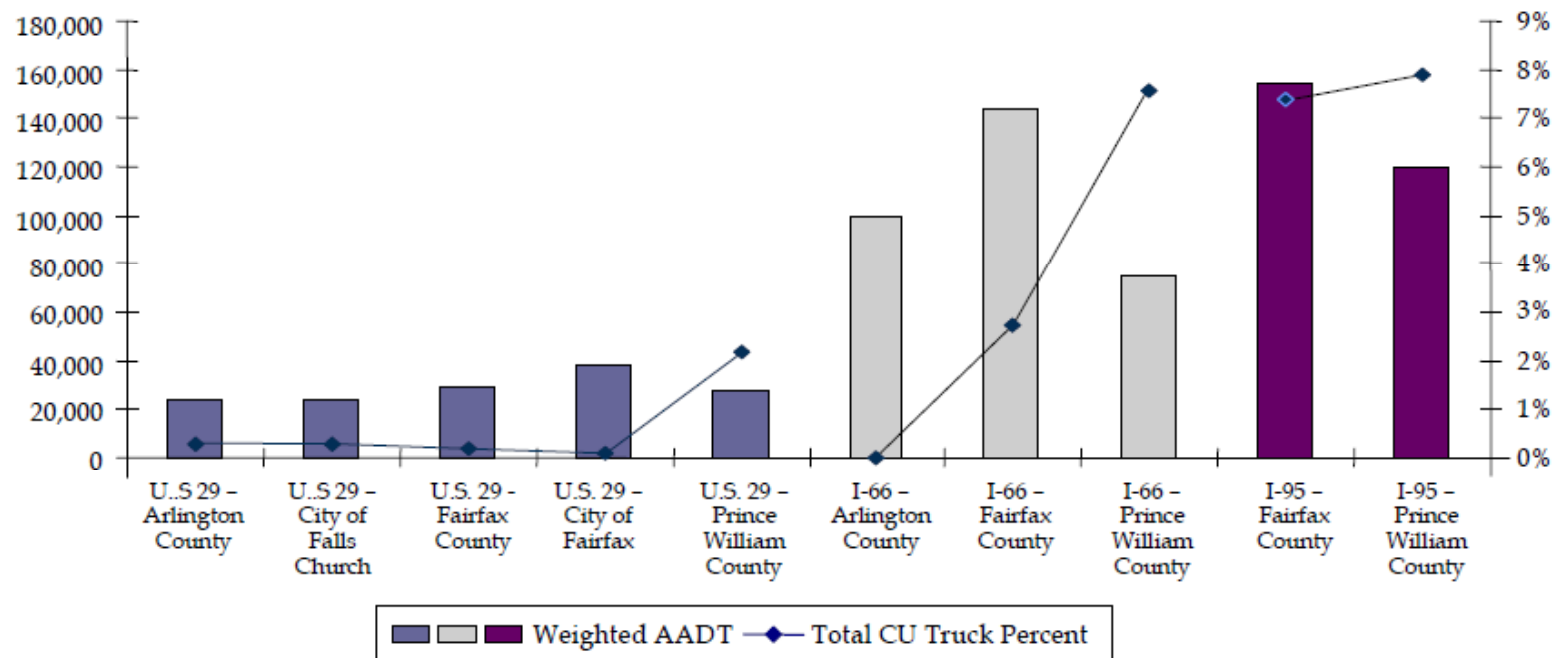
Figure 13. Northern Virginia Freight Transportation Bottlenecks



Source: Virginia Draft Statewide Freight Plan, 2010

VA AADT and Truck Percentages

Figure 11. Average AADT and Truck Percentages



Source: Virginia Draft Statewide Freight Plan, 2010

Virginia

- Short-Term Alternatives
 - **I-66 and I-495 Access Improvements**
 - VA 7 Leesburg Pike
 - Others?

Summary

- Identify Projects from a Regional Perspective
- The Freight Transportation Priorities List is a statement of the Freight Subcommittee of the TPB
- In trying to reach the adopted goals of the *TPB Vision* and the *Freight Plan*, the Freight Subcommittee supports the funding of rail and highway projects over and above this list

Next Steps

- Discuss the alternatives
- Select an alternative long-term and short-term for the railroads and the jurisdictions
- Update Technical Committee on February 4, 2011
- Schedule
 - TPB February 16, 2011
 - Tech March 4, 2011
 - TPB March 16, 2011
 - Freight Forum April 27, 2011