

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 Summary

FREIGHT SUBCOMMITTEE

DATE: July 12, 2012

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

PLACE: Metropolitan Washington Council of Governments, Room 1
[Directions Web Site](#)

CHAIR: Eulois Cleckley, Manager of Statewide and Regional
Planning/Freight Planning, District Department of Transportation

ATTENDANCE:

Deborah Bowden, Maryland Department of Transportation
Amber Carran-Fletcher, District Department of Transportation
Eulois Cleckley, District of Columbia Department of Transportation
Teresa Edelen, DC Truckers Association
Stephen Flippin, CSX Transportation
Randy Hodgson, Virginia Department of Transportation
Brian Isoldi, Federal Highway Administration
Erika Young, National Association of Regional Councils

MWCOG STAFF ATTENDANCE:

Michael Farrell, MWCOG-DTP
Karin Foster, MWCOG-DTP
Andrew Meese, MWCOG-DTP
Wenjing Pu, MWCOG-DTP
Richard Roisman, MWCOG-DTP
Patrick Zilliacus, MWCOG-DTP

Eulois Cleckley, Freight Subcommittee Chairman

Chairman Cleckley opened the meeting and led introductions.

Richard Roisman, TPB Staff, Results of Recently Completed Projects Under the Continuous Airports Systems Planning (CASP) Program

Richard Roisman spoke to a [Power Point presentation](#). The purpose of the CASP program is to provide a regional process that supports planning, development, and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore region. The TPB's Aviation Technical Subcommittee develops, implements, and monitors CASP program activities. CASP partner agencies include the Federal Aviation Administration, Maryland Aviation Administration, Virginia Department of Aviation, District Department of Transportation, and the Metropolitan Washington Airports Authority.

Mr. Roisman presented data from the CASP program. Air cargo is forecast to grow at BWI and IAD 82 percent between 2010 and 2030. Local air passenger originations are forecast to grow significantly at BWI and IAD airports between 2010 and 2040 with modest growth at DCA. Mr. Roisman also reviewed travel time data from several Activity Centers in the region to DCA, BWI, and IAD. Additional analyses on the impact of the Maryland Intercounty Connector (MD 200) showed drops in AM, Mid-Day, and PM peak period travel times from Rockville to BWI.

Mr. Roisman also discussed transit access to airports. Bus passengers are subject to the same travel times and bottlenecks as auto drivers and passengers. Transit travel to DCA and BWI are better than driving for some activity centers, particular locations close to Metrorail, Amtrak, and MARC service. Mr. Roisman noted that the Silver Line completion will improve transit access to IAD.

Mr. Roisman shared data from the 2009 Regional Air Passenger Survey that showed air passenger mode of access to the airports. The majority mode of access for all three airports was auto, with DCA having the largest share of rail access of the three airports.

Mr. Roisman added that the commercial airports in the region contribute more than \$30 billion dollars to the regional economy and 250,000 jobs.

Questions and Answers

Randy Hodgson, Virginia Department of Transportation, inquired about the airport in Manassas. Mr. Roisman noted that the airport is well positioned for growth being located adjacent to Route 66.

Wenjing Pu, TPB Staff, Regional Congestion Update

Wenjing Pu spoke to a [PowerPoint presentation](#). Mr. Pu reviewed the TPB's congestion data collection efforts from aerial photography surveys and GPS-equipped floating car travel time studies. Additional surveys include HOV surveys and Airport Ground Access surveys. TPB also uses third-party data including private sector probe-based speed data and Transportation Technology Innovation and Demonstration Program data.

The main products of the third-party data analysis is the Congestion Management Process Technical Report and the National Capital Region Congestion Report (dashboard). Mr. Pu showed several graphs and charts that display the data collected on travel time, percent on freeway lane-miles by congestion level, planning time index, VMT and VHT, and major commute routes. Mr. Pu also showed map representations of top bottlenecks and unreliable segments.

Mr. Pu has also developed a regional congestion “dashboard.” This was inspired by similar efforts by transportation entities across the county and the desire is to bring the congestion data “alive.” They depict simple and easy-to-communicate performance measures. The congestion dashboard can be viewed at www.mwcog.org/congestion. The dashboard also spotlights events for each quarter, such as the August 23, 2011 earthquake or black friday (after Thanksgiving) shopping.

Questions and Answers

Mr. Roisman asked if Mr. Pu might analyze the recent derecho storm. Mr. Pu replied that it was a unique event that happened while most people were home on a Friday night, therefore, there may not be as much interest from a congestion analysis perspective.

Ms. Foster asked if Mr. Pu could elaborate on where the INRIX data is sourced from. Mr. Pu noted that the details are proprietary; however, it is well known that the majority of the information comes from fleets (trucks, cabs, etc.). The remainder comes from a mix of vehicle navigation devices, downloaded directional apps for smart phones, and other sources.

Deborah Bowden, Maryland Department of Transportation, commented that the congestion information can help with freight performance measures such as those explored by ATRI.

Andrew Meese, TPB staff, noted that there is always concern about data quality; however, the INRIX data is satisfactory or better. There are concerns that INRIX is overly dependent on fleets, and that may present a bias. Mr. Meese also noted that two other companies are developing similar data and the increased competition will likely result in better data quality.

Ms. Bowden, with previous experience in trucking, noted that a lot of truck on-board GIS navigation devices do not include truck routes. Mr. Foster shared an example that came from the Frederick County Transportation Land-Use Study, where trucks kept crashing into a low underpass, despite the signage, because they were following their on-board devices.

Chairman Cleckley inquired about using the INRIX data. Mr. Meese replied that TPB is open to do an occasional analysis on a case by case basis; however, if DDOT would like to use the tool for data mining, it is best to sign the data user agreement available on the I-95 vehicle probe project web site.

Stephen Flippin, Director of Federal Affairs, CSX Transportation Update

Stephen Flippin, Director of Federal Affairs for CSX Transportation, noted that the railroad was impacted by the derecho storm with fallen trees being the biggest concern. Mr. Flippin spoke at length about the Virginia Avenue Tunnel project and the Environmental Impact Statement (EIS). He noted that the Draft EIS is expected by the end of the year with a record of decision next year. The “build alternatives” include: 1) rebuilding the tunnel while maintaining service; 2) building a temporary trench on the south side of the tunnel, later to be filled in; and 3) build a new single-track and double-stack tunnel. Mr. Flippin also mentioned the new Findley, Ohio transfer facility, a \$175 million state-of-the-art facility with 37 tracks, and 5 cranes that span the width of a football field. Mr. Flippin noted the EIS process is underway for the Baltimore-Washington Intermodal Facility.

Questions and Answers

Mr. Hodgson asked Mr. Flippin to explain why the Baltimore-Washington Intermodal sites are located south of the port. Mr. Flippin commented on the numerous issues around the Howard Street Tunnel fix, such as light rail, water, and sewer, and given that the Mid-Atlantic is the 8th largest consumer market, it is important to get the facility online where it can best link up with rail connections to the Mid-West.

Mr. Meese asked if the Derecho storm impacted control signals or gate crossings. Mr. Flippin noted that the railroad has protected back-up generators and trains operate at slower speeds in uncertain conditions, however, the downed trees were the biggest concern during the storm.

Karin Foster, TPB Staff, Freight Program Updates

Ms. Foster provided a Norfolk Southern rail update on behalf of Rick Crawford. Norfolk Southern has a major grade separation project underway at Route 29. Additionally, Amtrak will begin a new service to Norfolk near the end of the year. Ms. Foster also shared an e-mail communication from Gail Parker regarding the Norfolk light rail system called “The Tide.” The vision is to extend The Tide to Newport News, the airport, and the beach.

Ms. Foster also noted several freight provisions from the MAP-21 Transportation Bill, namely the large increase in funding for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans, the DOT responsibility to identify a national freight network, and increased federal dollars for freight mobility projects identified in State Freight Plans.

Ms. Foster added that no freight-related Transportation Land-Use grant applications were submitted in most recent round.

Next Meeting September 6, 2012