

Freight Subcommittee

Regional Highlighted Freight Projects

Technical Committee

February 4, 2011

Presentation Overview

- Objective
- Background
- Freight Transportation Highlighted Projects
 - Long-Term Criteria
 - Short-Term Criteria
 - Draft Highlighted Projects
- Summary
- Next Steps

Objectives

- 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 list.
- At the February 3, 2011 Freight Subcommittee meeting, the committee came to consensus on a Draft list of 10 Highlighted 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
 - MOITS priorities
 - Bus priorities
 - Freight Highlighted Projects
- 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 List

TPB Regional Freight Transportation Projects

- Criteria
- List of Selected Projects
 - 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

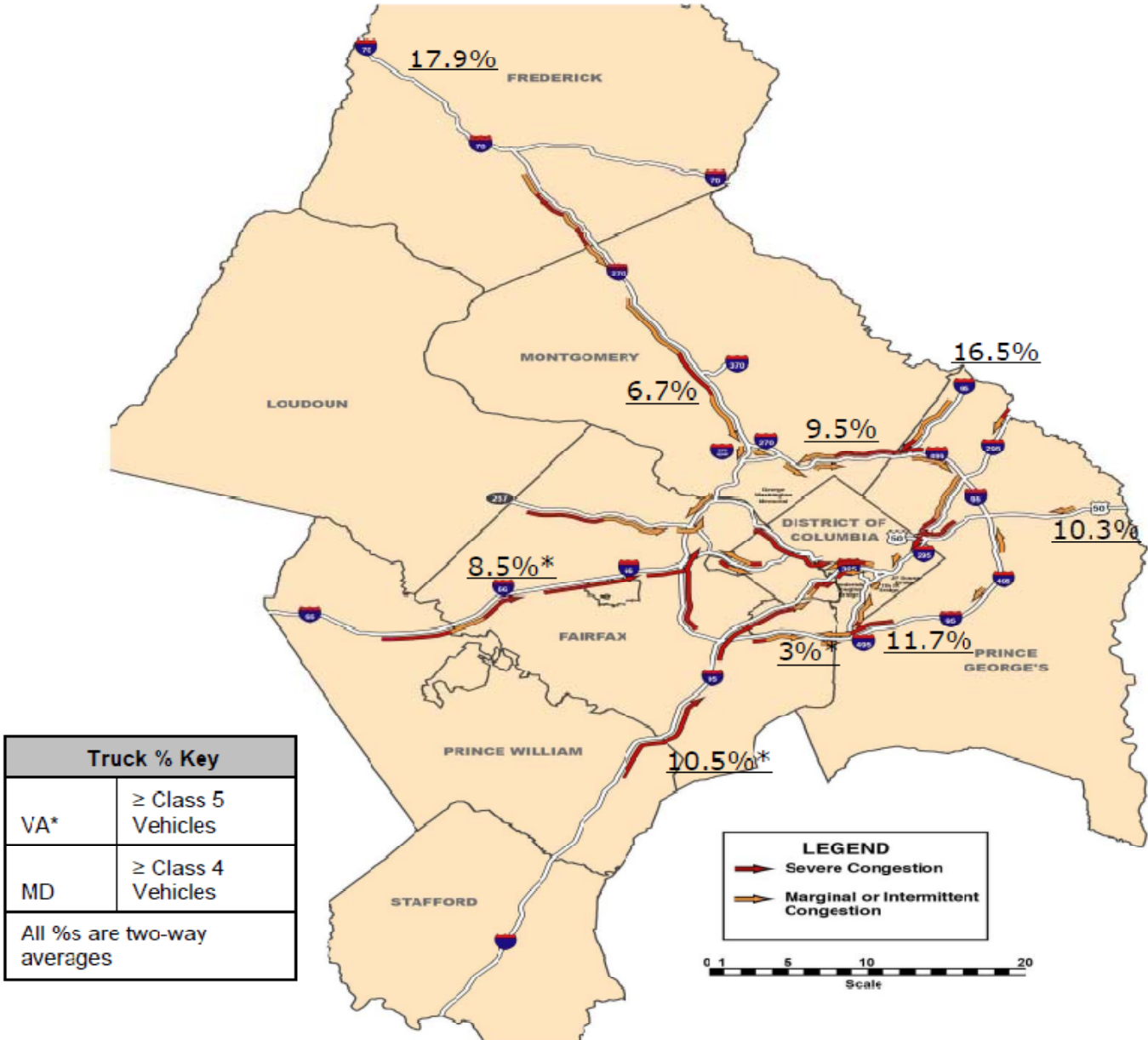
Long-Term Criteria

- Major rail corridors
 - Identify the most critical rail corridors in the metropolitan region
 - CSX-National Gateway
 - Norfolk Southern-Crescent Corridor
 - Supports commuter rail operations/plans
- 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

Morning Regional Congestion (Peak Period)-Spring 2008

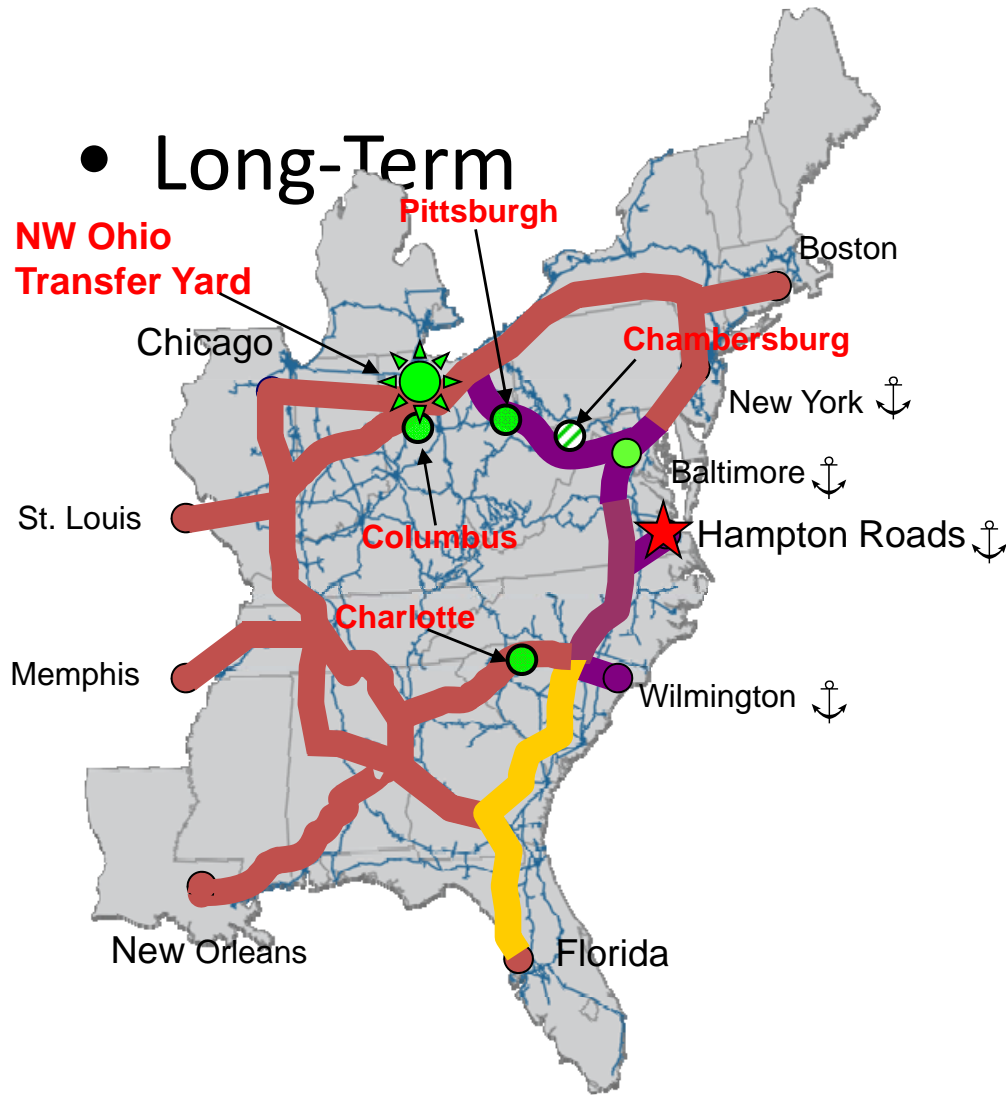


(Sources: Truck % Data from 2008 MDOT and 2007 VDOT Count Data, Aerial Data from Skycomp, Spring 2008)

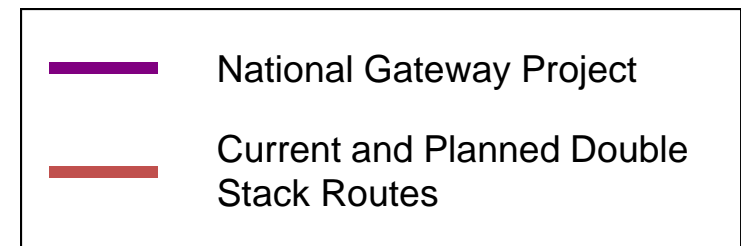
Rail Projects

CSX

• Long-Term



- Freight growth is coming
- New intermodal facility in BWI reduces logistics costs and helps manage freight movement
- More freight with fewer trains
 - increases efficiency
 - reduces rail and highway congestion
 - lowers maintenance costs
 - lessens emissions and saves fuel



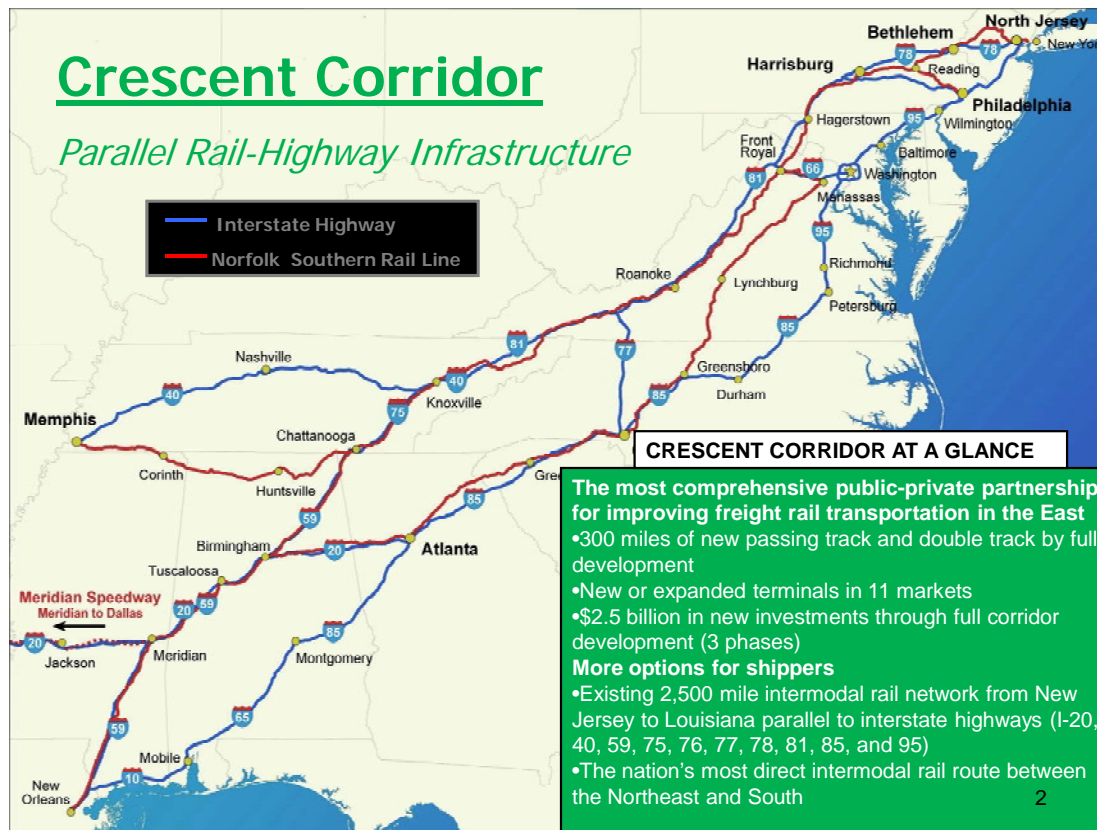
CSX

- Short-Term
 - **Virginia Avenue Tunnel**



Norfolk Southern

- Long-Term
 - Crescent Corridor Package



Norfolk Southern

- Short-Term
 - **5.8 mile B-Line Expansion, Manassas**, second main line from Manassas to Balls Ford Road, connecting with a 2-mile passing track Norfolk Southern constructed last year

Highway Projects

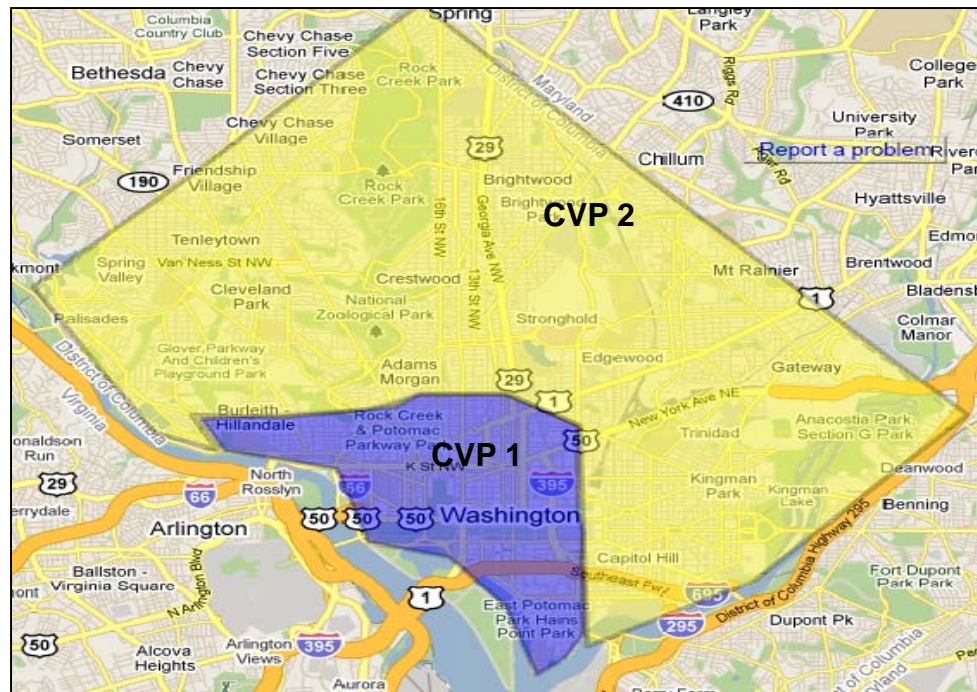
Washington DC

- Long-Term
 - Development of a weigh-station within city limits



Washington DC

- Short-Term
 - **Curbside Management Program-Uniform CV curb markings, efficient use of curbside space**



Maryland

- Long-Term
 - **I-95 Corridor between from Virginia boundary to Prince George’s County northern boundary**

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: MD Statewide Freight Plan 2009

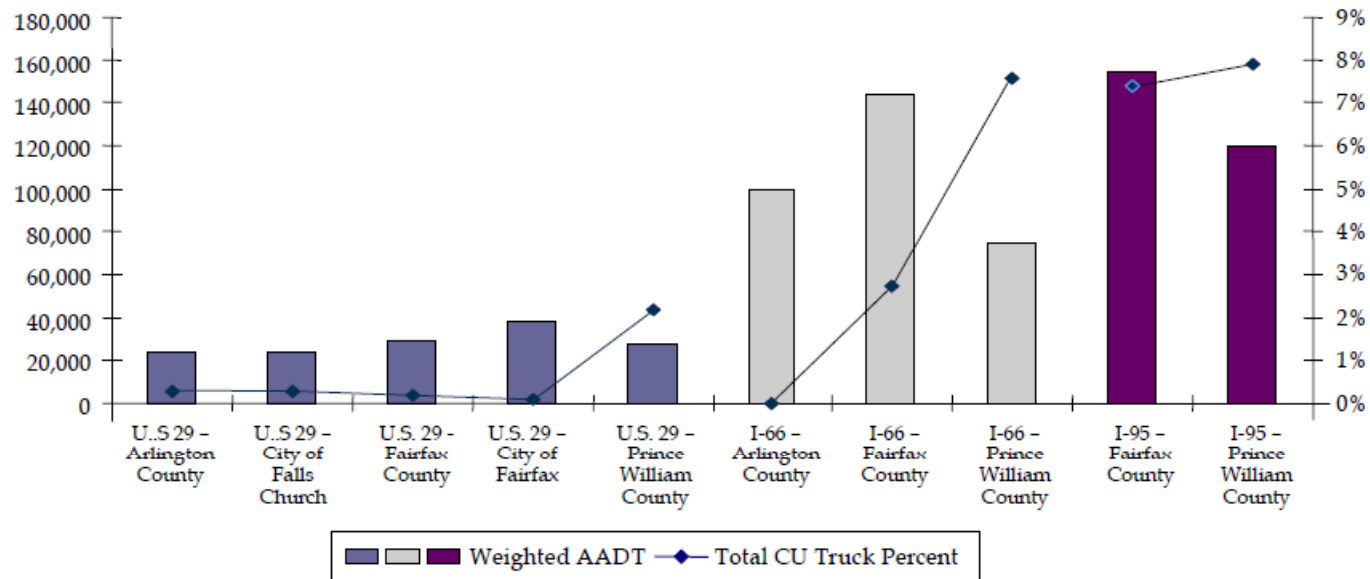
Maryland

- Short-Term
 - **I-95 and I-495 Bottleneck Capacity Expansion,**
2009 Bottleneck Analysis of 100 Freight Significant
Highway Locations

Virginia

- Long-Term
 - I-95 (Prince William County southern boundary to MD border)

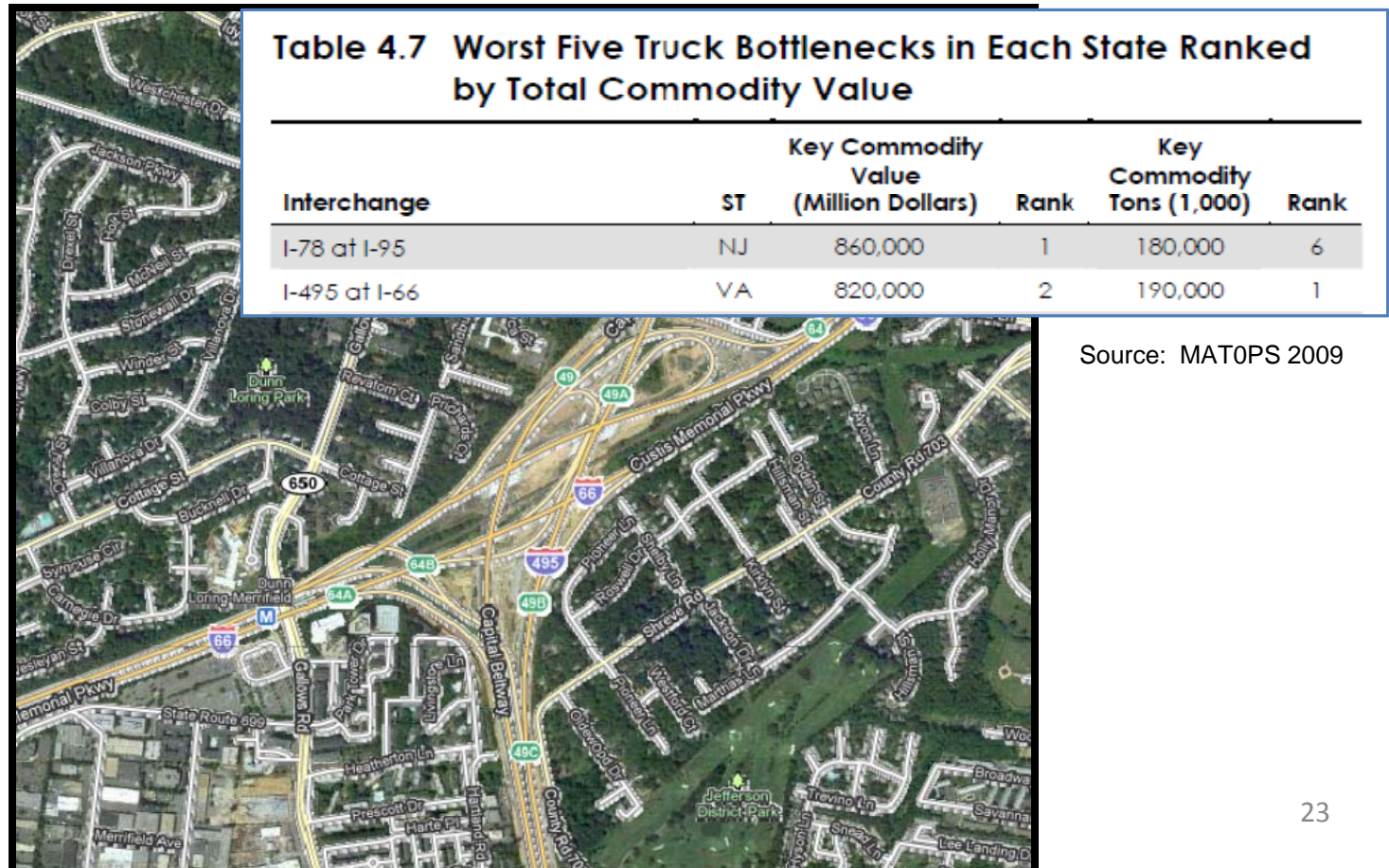
Figure 11. Average AADT and Truck Percentages



Source: Draft Virginia Statewide Multimodal Freight Study, 2010

Virginia

- Short-Term
 - I-66 and I-495 Access Improvements



Summary

- Identify Projects from a Regional Perspective
- The Freight Transportation Project 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

- Schedule
 - Brief Regional Priorities Scoping Process Meeting, February 16, 2011
 - Freight Subcommittee Meeting March 3, 2011- Present final package of list
 - Tech March 4, 2011
 - TPB March 16, 2011
 - Freight Forum April 27, 2011

Thank You