

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: November 4, 2010

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

PLACE: Metropolitan Washington Council of Governments, Room 1

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

ATTENDANCE:

Debbie Bowden, Maryland Department of Transportation
Randy Carroll, Maryland Department of Environment
Eulois Cleckley, District of Columbia Department of Transportation
Ed Daniel, Montgomery County Police Department
Patrick Fleming, Maryland Transportation Planning Authority
Brian Galhouse, Transdyn
Jennifer Kinsella, CSX
Elizabeth Hinman, Norfolk Southern Corporation
Cameron Millard, Cambridge Systematics
Valerie Pardo, Virginia Department of Transportation
Jim Savage, Attorney at John D. Heefner, PLLC
Jon Schermann, Cambridge Systematics
Victor Weissberg, Prince George's County

MWCOG STAFF ATTENDANCE:

Karin Foster, MWCOG
Andrew Meese, MWCOG

Victor Weissberg, Freight Subcommittee Chairman—

Mr. Weissberg welcomed attendees and asked for introductions. Following introductions, Mr. Weissberg invited guest speaker, Patrick Fleming, to present on the Intercounty Connector/MD 200.

Patrick Fleming, Maryland Transportation Planning Authority, Briefing on the Intercounty Connector/MD 200—

Mr. Fleming spoke to a PowerPoint presentation (also on the Freight Subcommittee Web Site). He began with an overview of the entire Intercounty Connector (ICC) project also known as Maryland 200.

Mr. Fleming provided several points of general information on the ICC:

- 17.53 mile long project
- Multimodal
- 6 lanes (3 lanes per direction); 9 interchanges
- Variable priced tolls collected at highway speeds to manage traffic flow
- Environmentally sensitive
- Stewardship enhancements
- \$2.56 billion

The earliest portion of the east-west ICC between Interstate 370 at Shady Grove Road and Maryland 97 will open late 2010 and early 2011. The second stage spans from MD 97 to Interstate 95 and will open in late 2011 and early 2012. A final extension to MD 1 is anticipated for the future, but no dates are set.

Tolls are subject to change in the future but Mr. Fleming provided an example of tolls from I-370 to MD 97, the first segment of the project, a distance of 5.65 miles. Tolls will vary for peak (6am to 9am; 4pm to 7pm); off-peak (all other times); and overnight (11pm to 5am). Tolls also vary by the number of vehicle axles. Based on the fee structure signed off by the Maryland Transportation Planning Authority Executive Secretary in June 2010, a 6 axle truck may travel the ICC from Interstate 370 to Maryland 97 during peak hours for \$10.60, off-peak hours for \$8.50, and overnight hours for \$4.25.

Questions and Comments:

Cameron Millard of Cambridge Systematics had some questions about toll pricing. He asked whether it would track to inflation. Mr. Fleming responded that the tolls do not presently track to inflation and are rounded to the nearest nickel.

Eulois Cleckley of the District Department of Transportation asked about public involvement and the NEPA process. Mr. Fleming responded that the ICC will be all electronic, no toll booths. He noted that toll booths have greater environmental impacts. Mr. Cleckley also asked about rate methodology. Mr. Fleming replied that methodology is by vehicle axle and time of day (not weight).

The ICC will require transponders. Individuals will have to purchase the transponder for \$21 and more for commercial vehicles. Transponders cost \$1.50 per month for account maintenance.

Valerie Pardo of the Virginia Department of Transportation asked if congestion pricing was considered. Mr. Fleming explained that the ICC is not expected to have the large amounts of demand and the tolling is not set up to be dynamic.

Mr. Fleming also spoke about how the ICC will give people predictable driving times. The MdTA will have their own police and independent towing service to maintain a clear roadway on the ICC.

Mr. Fleming added that there will be no truck inspection along the ICC. The ICC will assume that trucks entering will have been enforced before entering the facility. MdTA may consider weigh-in-motion at a future point.

Eulois Cleckley, District of Columbia Department of Transportation, Diesel Idle Reduction Campaign Briefing –

Mr. Cleckley spoke to a PowerPoint presentation (also on the Freight Subcommittee Web Site). The Diesel Idle Reduction Campaign’s mission was to decrease diesel emissions from idling bus and trucks and to improve air quality in the metropolitan Washington-Baltimore regions. The campaign has been led by MWCOG in collaboration with DDOE, DDOT, and MDE. The campaign contract ended in September 2010; however, there are ongoing efforts such as the Driver Recognition Program that maintain the program.

Mr. Cleckley listed several program accomplishments:

- Communication audit to analyze past and current communications materials to see what messages/approaches have been successful;
- Media analysis to better understand how media covers idling issues in DC metro area and nationwide;
- Environmental scan to gain understanding of the overall industry and the idling issue from a local, regional, and national perspective;
- Interviews and online surveys;
- Six stakeholder meetings;
- Marketing and media plans; and
- Campaign implementation and media/PR outreach.

Some of the creative outreach produced for the campaign included fliers, posters, air fresheners, bumper stickers, and a web site.

The 2010 Diesel Idle Reduction Campaign has established the ongoing Driver Recognition Program to acknowledge and reward those “Idle Reduction Ambassadors” who set a good example for other bus and truck drivers by complying with the region’s diesel idling laws. Nominations are accepted monthly and can originate from bus or trucking companies, enforcement personnel, industry stakeholders, and the general public. A selection panel is composed of members of public agencies and industry stakeholder associations.

Awards include a commendation letter, a monthly dinner for two drawing, and three drivers will be recognized each quarter to win an exciting grand prize from Destination DC (or similar organization).

The first Diesel Idle Reduction Driver Recognition Program Award winner was Carl McLucas. Mr. McLucas is a Safeway fleet driver and operates in the region and leads the fleet in idle time minimization. Mr. McLucas averaged a driver idle time to 2.1 percent with the average idling time of 1.59 minutes.

Questions and Comments:

Andrew Meese, MWCOG staff, asked if hotels were contacted as part of the campaign to get the word out to tour buses. Mr. Cleckley replied that several hotels are aware and have been invited to participate.

Jon Schermann, Cambridge Systematics, asked if tour buses have a greater impact than trucks in the Washington D.C. area. Mr. Cleckley replied that there is a sense that the number of tour buses is huge and they are major idlers. At their peak there can be 10,000 a day, however, truck idling is also a concern.

Cameron Millard, Cambridge Systematics, asked about the various maximum idle times and why they vary between the District of Columbia, Maryland, and Virginia. Mr. Cleckley replied that each nation in the state has set their own idling time (if they have done so) and often these laws are antiquated and have not been updated in years.

Valerie Pardo asked if hybrid buses get ticketed for idling. Mr. Cleckley said that most of the enforcement energy is focused on obvious tour bus or truck idling, and less so for hybrid buses.

Karin Foster, TPB Staff, Top 10 Highlighted Projects Discussion—

Ms. Foster distributed two handouts: (1) A handout to explain the objective, background, and context for the Freight Subcommittee to develop this list of 10 Highlighted Projects; and (2) A “strawman” list of Freight Subcommittee Highlighted Projects.

The objective is for the Freight Subcommittee to highlight 10 important projects to facilitate freight movement in the region. The Freight Subcommittee will present these projects to the Transportation Planning Board (TPB) in January 2011 as a package of 10 projects important to the Freight Subcommittee and freight movement in the National Capital Region.

The Freight Subcommittee would like to select projects beneficial to freight movement throughout the National Capital Region and projects that span the region. For this region, The strawman consists of four rail projects, two for each major Class 1 railroad, and six highway projects, two based in each of the states that fall within our region.

Mr. Foster provided staff with the strawman for discussion. Some projects were suggested, some projects still need to be selected. Ultimately, feedback was sought from committee members at the meeting and comments were welcome through November 30, 2010. The state DOT representatives in attendance agreed to circulate the draft list within their agencies for feedback. In December 2010, Mr. Foster will hold a conference call with Freight Subcommittee members to finalize the list of selected projects.

Ms. Foster opened up the presentation to questions from the attendees.

Questions and Comments:

With an incomplete strawman, there were many general questions about the process.

Mr. Cleckley noted that almost all the projects selected were infrastructure projects. Mr. Foster noted that project selections are more flexible, and the Freight Subcommittee can make program nominations as well.

Mr. Schermann suggested a more complete analysis with an evaluation of each project.

Ms. Foster replied that the projects selected all come from existing plans that highlight these projects for this region. For example, the two Maryland projects scored “high” in the *Maryland Statewide Freight Plan*. Furthermore, the TPB would like the Freight Subcommittee to present a short list of freight projects by January 2011.

Next Meeting January 6, 2011