

**Winchester Frederick County (WinFred) MPO  
TECHNICAL ADVISORY COMMITTEE (TAC) Meeting  
December 5, 2017 - 10:00 a.m.  
Frederick County Administrative Offices - First Floor Conference Room  
107 N. Kent Street, Winchester, VA**

**AGENDA**

**1. Administrative Items:**

- a) Welcome and Introductions
- b) Review and approval of the November 7, 2017 Technical Advisory Committee Meeting Minutes (*Attached*)

**2. Public Comment Period**

**3. Designation of Critical Urban Freight Corridors – John Madera, NSVRC (20 minutes)**

This item was tabled in November for further review and consideration of additional corridors.

**Action: Recommendation of proposed corridors for endorsement by the Policy Board for VDOT certification.**

**4. Upcoming Meeting Schedule (MPO Meetings are held at the Frederick County Administrative Offices):**

- Project Steering Meeting: TBA
- Policy Board: December 20, 2017 @ 10 a.m
- Technical Advisory Committee: January meeting TBD

**5. VDOT/DRPT Updates (5 minutes)**

**6. Staff Project Updates (5 minutes)**

**7. Other Business (5 minutes)**

**9. Adjourn**

**Definition of Acronyms on next page**

**Glossary of Acronyms**

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**CLRP** – Constrained Long Range Plan – A fiscally-constrained list of projects drawn from the Vision Plan element of the LRTP. All CLRP projects must have an estimated cost and a revenue source identified.

**CMAQ-** Congestion Mitigation and Air Quality Improvement (CMAQ) Program was implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

**FHWA** - Federal Highway Administration - Within the US Department of Transportation, FHWA is responsible for highway issues, including federal laws and regulations related to metropolitan transportation planning.

**FTA** - Federal Transit Administration- within the US Department of Transportation, FTA is responsible for public transit issues, including federal laws and regulations related to metropolitan transportation planning.

**FTA Section 5303 Funds** - This program supports transit planning expenses to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan planning areas.

**FTA Section 5310** - Transportation for Elderly Persons and Persons with Disabilities - The goal of the Section 5310 Program is to provide assistance in meeting the special transportation needs of elderly persons and persons with disabilities. The program is designed to supplement other FTA or assistance programs by funding transportation projects for elderly person and persons with disabilities in all areas – urbanized, small urban, and rural.

**HSIP** - Highway Safety Improvement Program - The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

**LRTP-** Long Range Transportation Plan- Developed and approved by the MPO, the LRTP is a regional plan that includes all transportation projects and programs that the MPO realistically anticipates can be implemented over the next 25 years. LRTP's may include a VISION PLAN, which is a list of all projects (a "wish list"), but must also include a CLRP. In order to receive federal funding, transportation projects must be included in the LRTP and the TIP.

**The FAST Act** - On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

**NHPP-** National Highway Performance Program - The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

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**UPWP** – Unified Planning Work Program- MPOs must adopt and implement an annual work program and budget known as the Unified Planning Work Program (UPWP). The UPWP identifies all activities to be undertaken by the MPO during the fiscal year which begins July 1<sup>st</sup> and ends the following June 30th.

**VDOT - Virginia Department of Transportation** - Agency responsible for statewide transportation facility planning, construction, and maintenance. VDOT is separate from the Virginia Department of Rail and Public Transportation (VDRPT).



# WinFred METROPOLITAN PLANNING ORGANIZATION

Frederick County ❖ City of Winchester ❖ Town of Stephens City



400 Kendrick Lane, Suite E, Front Royal, Virginia 22630  
 Phone: 540-636-8800  
 www.winfredmpo.org

## Technical Advisory Committee Minutes: November 7, 2017 @ 10 a.m.

Frederick County Administrative Offices  
 107 North Kent Street, Winchester, VA  
 First Floor Conference Room

Member Jurisdiction Representatives					
	Frederick County		VDRPT		Staff
	Patrick Barker	✓	Ciara Williams	✓	Brandon Davis
✓	John Bishop	✓	Todd Horsley	✓	John Madera
✓	Mike Ruddy		<b>Winchester Airport</b>	✓	Karen Taylor
	Kris Tierney		Serena 'Renny' Manuel	✓	Becky Sandretzky
	<b>Stephens City</b>		<b>Winchester Transit</b>		<b>Others</b>
✓	Mike Majher		Renee Wells	✓	Jeremy Lattimer, DRPT
	<b>VDOT</b>		<b>Winchester</b>		
✓	Terry Short	✓	Perry Eisenach		
	<b>Non-Voting</b>		Justin Hall		
	Mack Frost, FHWA	✓	Tim Youmans		
	Tony Cho, FTA	✓	Shawn Hershberger		
	Rusty Harrington, VA Dept. of Aviation				

**Winchester Frederick County (WinFred) MPO  
TECHNICAL ADVISORY COMMITTEE (TAC) Meeting Minutes  
November 7, 2017 - 10:00 a.m.  
Frederick County Administrative Offices - First Floor Conference Room  
107 N. Kent Street, Winchester, VA**

**1. Administrative Items:**

- a) Welcome and Introductions – Chairman Youmans welcomed everyone to the meeting followed by a roundtable of introductions.
- b) Review and approval of the October 3, 2017 Technical Advisory Committee Meeting Minutes – Motion made by Mr. Eisenach approving the minutes; motion seconded by Mr. Ruddy. Motion carried.

**2. Public Comment Period – None reported.**

**3. Virginia Statewide Rail Plan**

Jeremy Lattimer with DRPT presented the Executive Summary of the Virginia Statewide Rail Plan. A copy of the presentation is attached to the minutes. Following Mr. Lattimer's presentation, a brief Q&A ensued. Mr. Short requested that DRPT add the following to the Plan "Further analysis of truck to rail diversion for I-81".

**4. Designation of Critical Urban Freight Corridors**

Mr. Madera presented a PPT on this agenda item (attached to the minutes). Discussion followed with the following additions to the map: Route 11 to Exit 317 Interchange to Old Charlestown Road, Exit 310 to Route 522, Exit 313 Interchange via Route 522 to the VA Inland Port and Route 522 to Indian Hollow Road. Following discussion, **a motion was made by Mr. Bishop to table the agenda item until the December TAC meeting and request staff to update the map with the discussed additions. Motion seconded by Mr. Ruddy. Motion carried.**

**5. Upcoming Meeting Schedule (MPO Meetings are held at the Frederick County Administrative Offices):**

- Project Steering Meeting: TBA
- Policy Board: November 15, 2017 @ 10 a.m./December meeting TBD
- Technical Advisory Committee: December 5, 2017 @ 10 a.m.

**6. VDOT/DRPT Updates**

Mr. Short gave an update on the SmartScale changes – not many changes from the original recommendation; congestion mitigation score length was going to be a variable on how congestion was going to be scored – this condition was struck which is good news for the WinFred MPO. Urban area went from 8 to 10 applications. Areas with a population of under 200,000 can submit up to 4 applications. A new technical guide for SmartScale will be available prior to the Thanksgiving Holiday. Mr. Horsley gave a DRPT update – he stated that the state capital and operating online grant submission opens on December 1 until February 1, 2018. The Virginia Breeze Charter Bus will begin on December 1.

**7. Staff Project Updates – Mr. Madera stated that the MPO Project Steering Committee met twice in October in regards to the Exit 317 Study re-scoping and the Route 11 Corridor Study. Mr. Short stated that in regards to the Route 11 study, the consultant is proceeding with the analysis of intersection counts and timing signal date for existing conditions.**

**8. Other Business – None reported.**

**Meeting adjourned at 11 a.m.**

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Virginia Department of Rail and Public Transportation

The logo for the Virginia Statewide Rail Plan. It features the word "VIRGINIA" in a large, bold, blue, sans-serif font. Below it, the words "STATEWIDE RAIL PLAN" are written in a smaller, teal, sans-serif font. A stylized brown silhouette of the state of Virginia is positioned behind the word "VIRGINIA".

# VIRGINIA

STATEWIDE RAIL PLAN

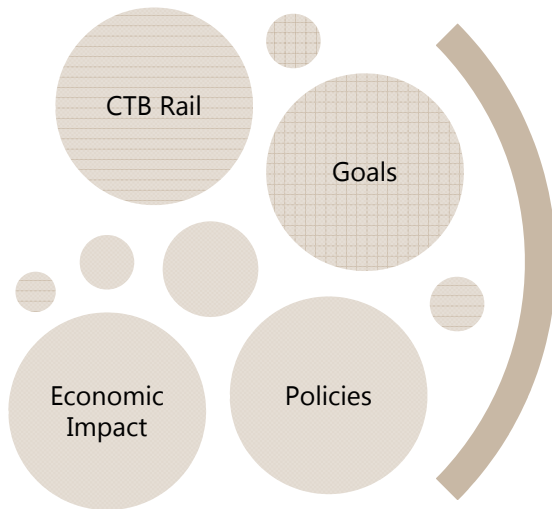
# Virginia Rail Plan

October 23, 2017

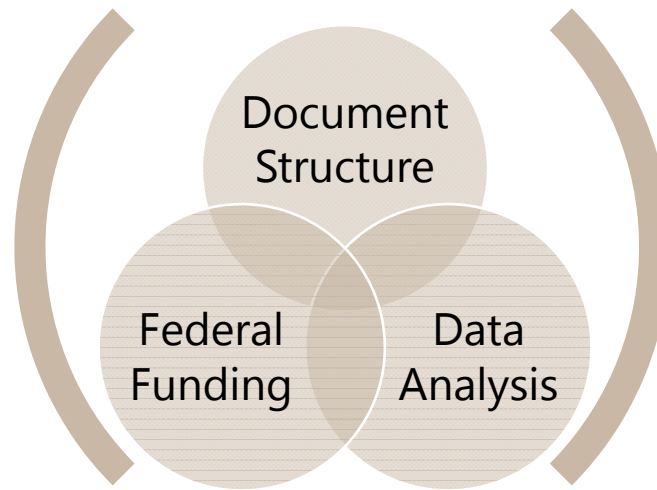
Michael Todd, DRPT

Rail Enhancement & Planning

# Introduction and Purpose



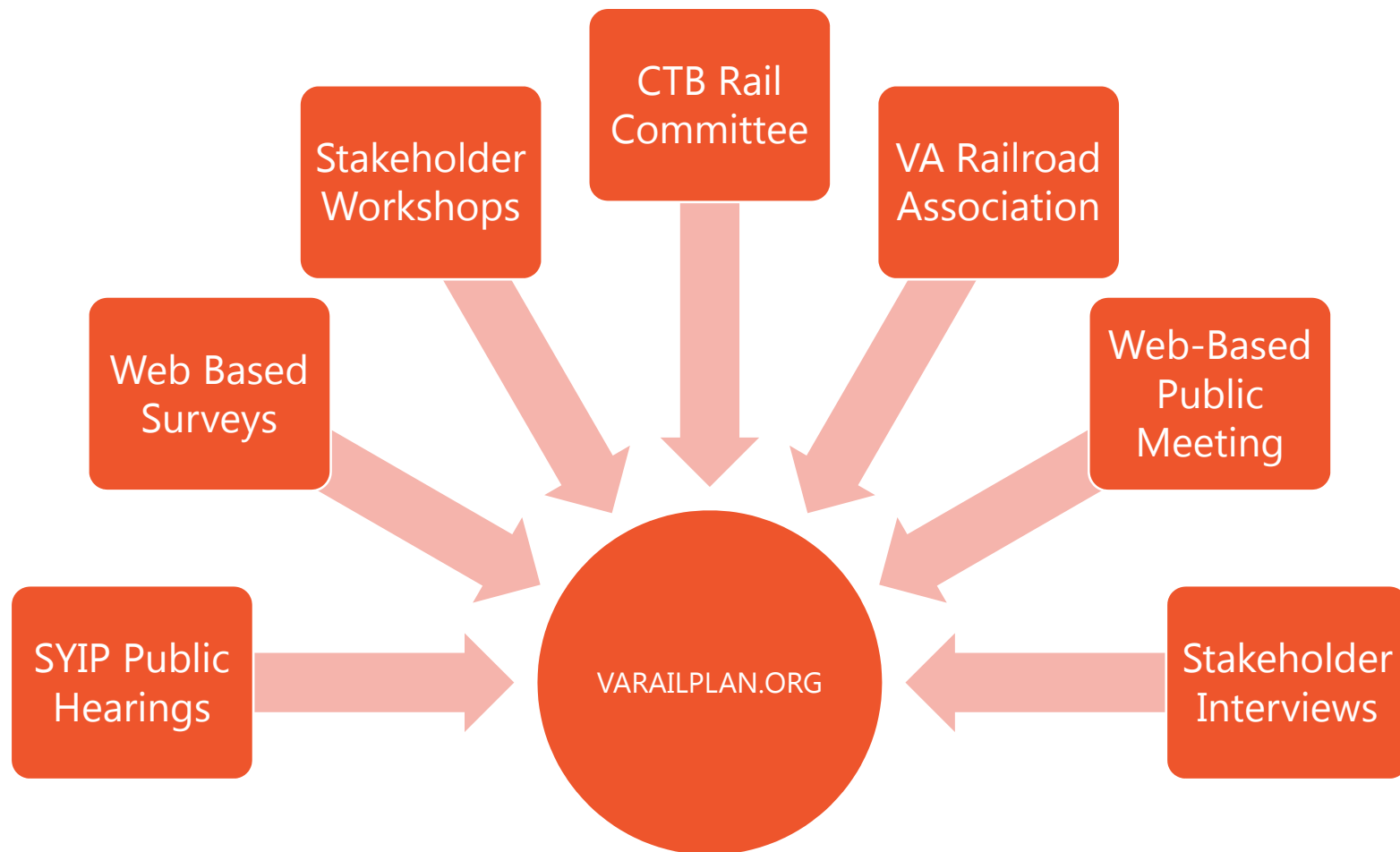
Context in Virginia



FRA Compliance









# Executive Summary



# Benefits of Rail in Virginia

## GROW THE ECONOMY

RAIL SERVICES DRIVE 6% OF VIRGINIA'S TOTAL ECONOMY.  
MORE THAN 6,000 JOBS CREATED DIRECTLY BY RAIL NETWORK



**\$2.2 BILLION**  
in annual benefits

**\$** about 9 cents per ton-mile of rail use



**\$190 MILLION**  
in annual benefits

**\$** about 46 cents per passenger-mile of rail use

*Benefits are largely derived from savings from diverting freight and passengers from highways to rail and includes congestion savings and crash reduction benefits.*

## BREATHE EASIER

3M TONS OF CO<sub>2</sub> EMISSIONS AVOIDED  
(6.4% OF TOTAL IN VIRGINIA PER YEAR)



On average, railroads are **four times** more fuel efficient than trucks



Moving freight by rail instead of truck generates **75% less** greenhouse gas emissions



The total estimated level of rail service in Virginia in 2015 was about **25 billion ton-miles**

## TRAVEL SAFE

18 LIVES SAVED AND 3,000 CRASHES AVOIDED EACH YEAR



Shipping by rail avoids about **1.7 billion miles** of truck travel in Virginia



Passenger travel by rail avoids about **271 million miles** of personal driving in Virginia

## SAVE MONEY

\$123M PAVEMENT MAINTENANCE SAVINGS  
(6% OF ANNUAL VDOT MAINTENANCE BUDGET)

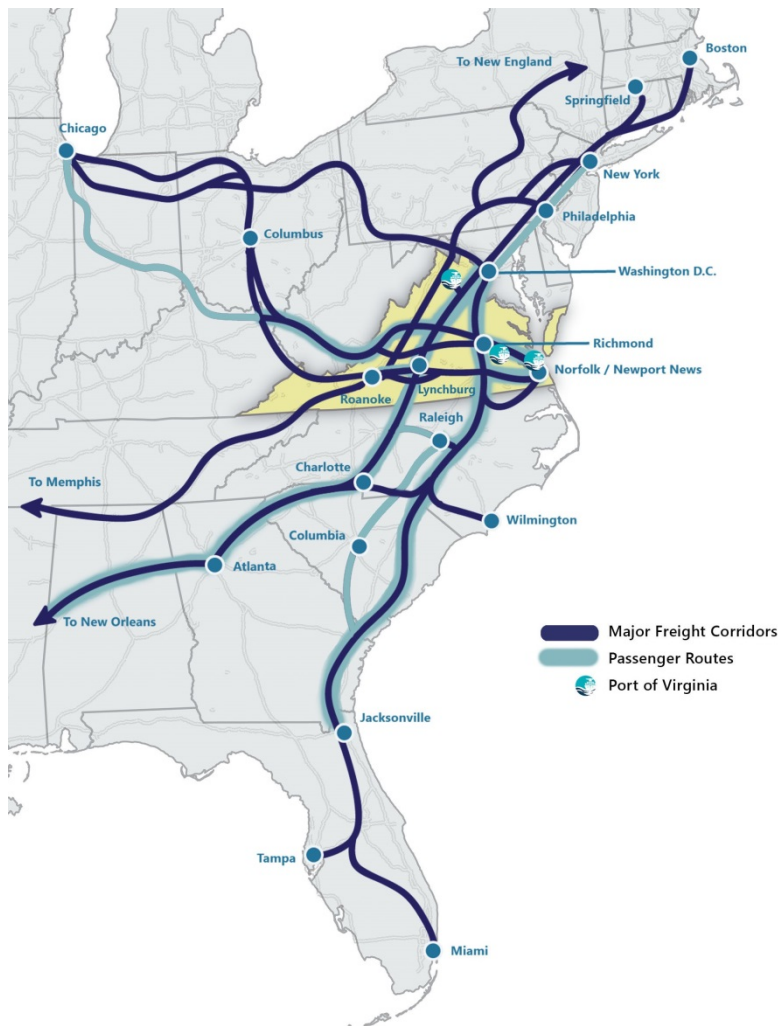


**8 = 240**  
PASSENGER RAILCARS PASSENGER VEHICLES



**100 = 340**  
FREIGHT RAILCARS SEMI-TRAILER TRUCKS

# Benefits Continued



- Connects to National and International Markets
- Moves both people and goods
- Serves Port of Virginia



# Future Trends



## RAIL INDUSTRY DRIVERS



Growth in  
Intermodal  
Traffic



Changes in  
Energy Production:  
Oil, Gas and Coal



Congestion



Environmental



Demographic  
Changes



Aging  
Infrastructure



Changes in  
Rail Governance  
Framework



Amtrak  
Northeast  
Corridor

# Future Trends

## FREIGHT



Freight tonnage is expected to grow by 50% in Virginia by 2040

Movement by rail will increase by 14%; additional rail investment can enhance rail's modal share and keep additional freight from congested roadways.



Port of Virginia Shipments

TEUs anticipated to more than triple from 2.1 M in 2012 to 7.2 M in 2040.  
Capacity to move 45% by rail in 2040, up from 35% today.



Expected Evolution of Major Freight Markets

Growth in intermodal traffic will impact operational approach to major freight corridors. Intermodal movement relies on tight timetables and high demand for on-time performance.

## FREIGHT



Freight  
expected to  
increase in Virgi

Movement by  
14%; addition  
can enhance  
and keep add



## PASSENGER



### Population concentrated in the urban crescent

Since 2010, the share of Virginia's total population growth in the urban crescent rose to 93 percent, up from 81 percent between 2000 and 2006.



### Population is growing older – 1 in 8 Virginians is 65 or older,

and the largest concentration of Virginia's aging population lives in the urban crescent.  
[DC2RVA Purpose and Need]



### Increasing demand for public transportation

Urban environments conducive to public transportation and an older demographic create more reliance on multi-modal options.



## FREIGHT



Freight expected to increase in Virginia.

Movement by 14%; additional capacity can enhance and keep additional congestion.

## PASSENGER



Population concentration in the urban

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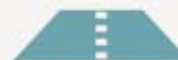
## NETWORK SIGNIFICANCE



The Washington, D.C. metropolitan area has the nation's highest rate of congestion.

The Hampton Roads area also experiences high levels of congestion.

*[Measuring Traffic Congestion in Virginia - Virginia Performs, Virginia.Gov]*



Vehicle use per road-mile has been increasing for decades.

Since the mid-1960s Virginia has experienced a decline in relative capacity as both population and state gross domestic product (GDP) have steadily risen.

*[Measuring Traffic Congestion in Virginia - Virginia Performs, Virginia.Gov]*



Economic Growth

Virginia's rail network is a key link between two mega-regions, the Northeast mega-region and the Piedmont Atlantic mega-region to the south. Most of the nation's population growth and economic expansion is occurring in ten emerging mega-regions.



# Vision, Goals & Future Investments



## Goals



## Objectives

### **VTrans Vision**

*Good for business, good for communities, and good to go.*

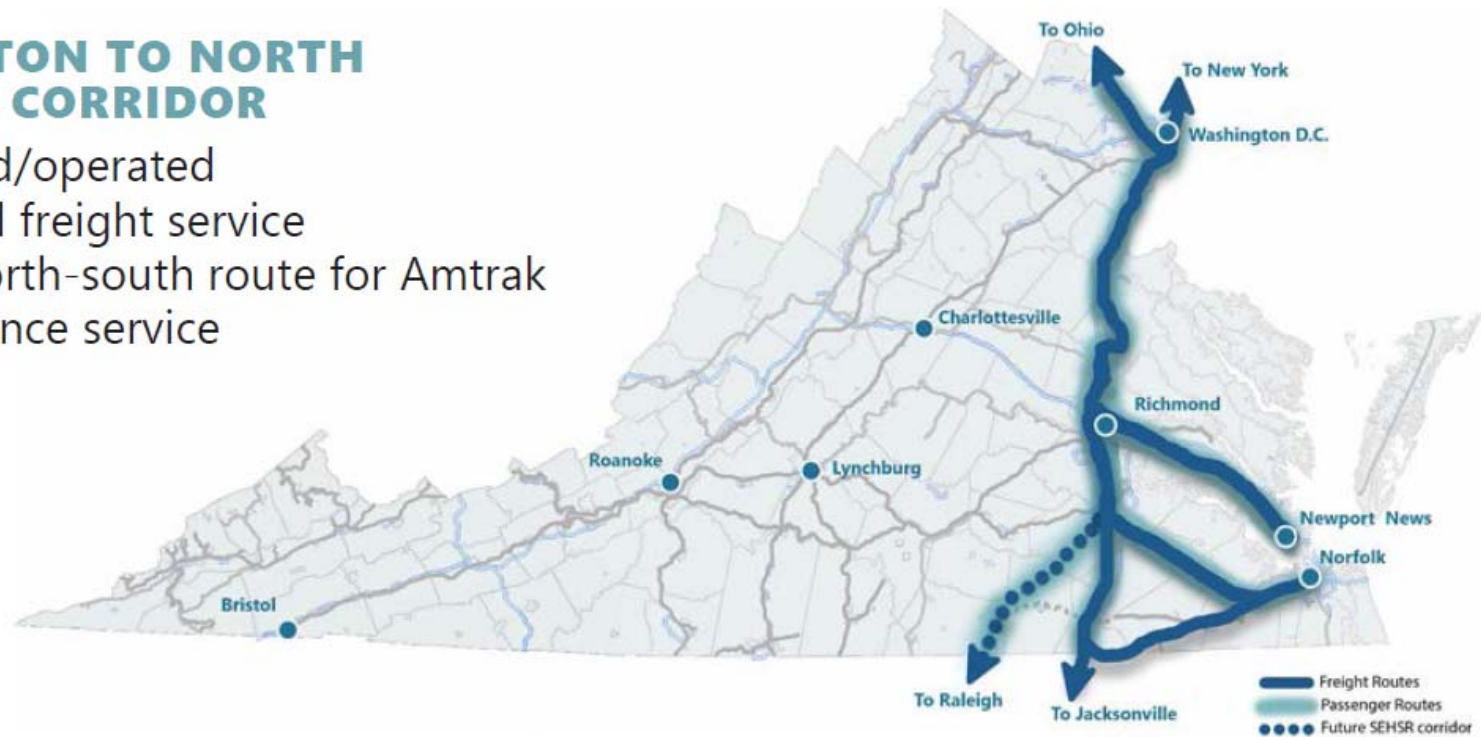
### **State Rail Plan Vision**

*Virginia's rail network is a valuable asset that drives the economy, reduces congestion, improves safety, and saves taxpayer money. Continued investment in rail infrastructure will ensure the mission and vision of the Commonwealth's transportation network is achieved.*

*Goals and objectives link visions to prioritize investments in rail.*

## WASHINGTON TO NORTH CAROLINA CORRIDOR

- CSX owned/operated
- Intermodal freight service
- Primary north-south route for Amtrak long-distance service



### TOP DRIVERS



Growth in Intermodal Traffic



Congestion



Demographic Changes



Amtrak Northeast Corridor

### KEY GOALS

Optimize Return on Investments

Consider Operational Improvements and Demand Management First

Ensure Efficient Intermodal Connections

## CRESCENT CORRIDOR

- Norfolk Southern owned/operated
- Intermodal freight service
- Amtrak long distance and regional service



### TOP DRIVERS



Congestion



Demographic Changes



Amtrak Northeast Corridor

### KEY GOALS

Optimize Return on Investments

Improve Coordination between Transportation and Land Use

Support Regional Economic Development

## EAST-WEST CORRIDOR

- CSX and Buckingham Branch owned/operated
- Primary coal route
- Passenger connection to Newport News



### TOP DRIVERS



Changes in Energy Production



Amtrak Northeast Corridor



Aging Infrastructure

### KEY GOALS



## HEARTLAND CORRIDOR

- Norfolk Southern owned/operated
- Intermodal freight service
- Passenger connection to Norfolk



### TOP DRIVERS



Growth in Intermodal Traffic



Changes in Energy Production



Environmental

### KEY GOALS

Ensure Safety, Security and Resiliency

Improve Coordination between Transportation and Land Use

Support Regional Economic Development

Ensure Efficient Intermodal Connections

# Investments

## PORT OF VIRGINIA

- 6 terminals
- 30 miles of on-dock rail
- 55 foot deep channel



### Port of Virginia

- Port of Virginia
- Cities/Towns

- NIT Norfolk International Terminal
- NNMT Newport News Marine Terminal
- PMT Portsmouth Marine Terminal

- RMP Port of Richmond
- VIG Virginia International Gateway
- VIP Virginia Inland Port

### TOP DRIVERS



Growth in Intermodal Traffic



Congestion



Environmental

### KEY GOALS

Ensure Transparency and Accountability, and Promote Performance Management

Ensure Efficient Intermodal Connections

Support Regional Economic Development



## SHORTLINE ROUTES IN VIRGINIA

- 9 shortlines in Virginia
- Important first/last mile connection for freight



### Shortline Routes in Virginia

- Freight Routes
- Passenger Routes
- Cities/Towns

- BCR* Bay Coast Railroad
- BB* Buckingham Branch Railroad
- CA* Chesapeake & Albemarle Railroad
- CHW* Chesapeake Western Railway
- CWRY* Commonwealth Railway

- NPB* Norfolk & Portsmouth Belt Line Railroad
- NCVA* North Carolina & Virginia Railroad
- SV* Shenandoah Valley Railroad
- WW* Winchester & Western Railroad

### TOP DRIVERS



Changes in Energy Production



Aging Infrastructure



Changes in Rail Governance Framework

### KEY GOALS





**Thank You**  
Questions?





# Designation of Critical Urban Freight Corridors

TECHNICAL ADVISORY COMMITTEE  
MEETING

NOVEMBER 7, 2017

# Why a National Highway Freight Network?

Established through the FAST Act to *direct Federal resources and policies toward improved performance of the network:*

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**National Highway Freight Program** -- funds go to states to improve the movement of freight on the NHFN. Virginia will receive, on average, \$28M/year in new Federal freight formula funds during the period FY18 to FY23.

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**INFRA grant program** -- eligible projects include highway freight projects on the NHFN and NHS; the total program provides \$4.5B over five years, averaging \$800M annually.

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Primary Highway Freight System  
(PHFS)

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Other Interstate Portions not on the  
PHFS

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Critical Rural Freight Corridors  
(CRFC)

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**Critical Urban Freight Corridors  
(CUFC)**

What is the  
NHFN?



# What is a CUFC?

**A public road within a UZA which does at least one of the following:**

connects an intermodal facility to:

the PHFS;

the Interstate System; or

an intermodal freight facility;

is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;

serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or

***is important to the movement of freight within the region, as determined by the MPO or the State.***

# VDOT-Critical Urban Freight Corridors-Working Map

## USA Railroads



## Port of Virginia Facilities



## VA Freight Activity Centers

- Both
- Distribution
- Manufacturing

## FHWA National Highway Freight Network

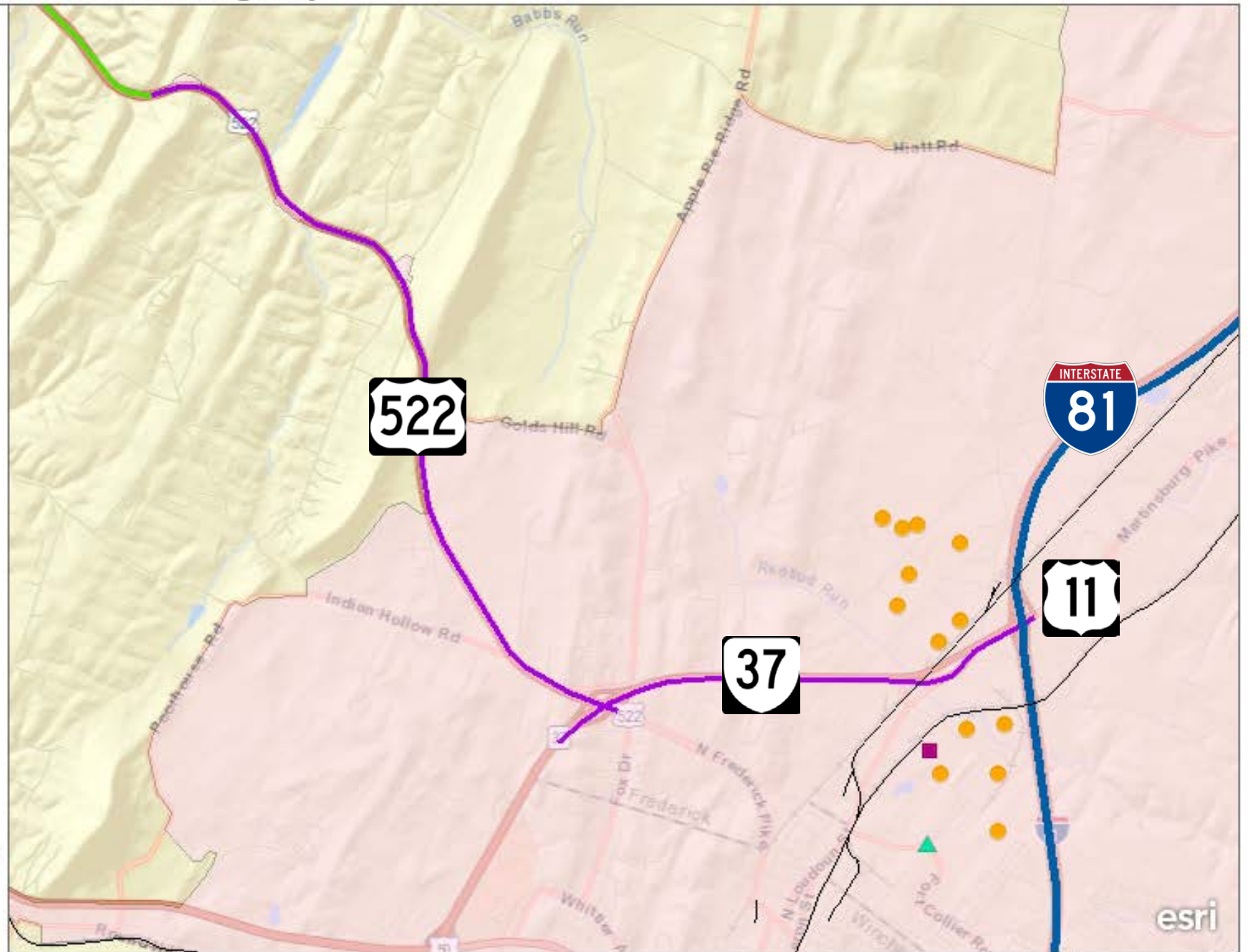
- Primary Highway Freight System
- Non-PHFS Interstate

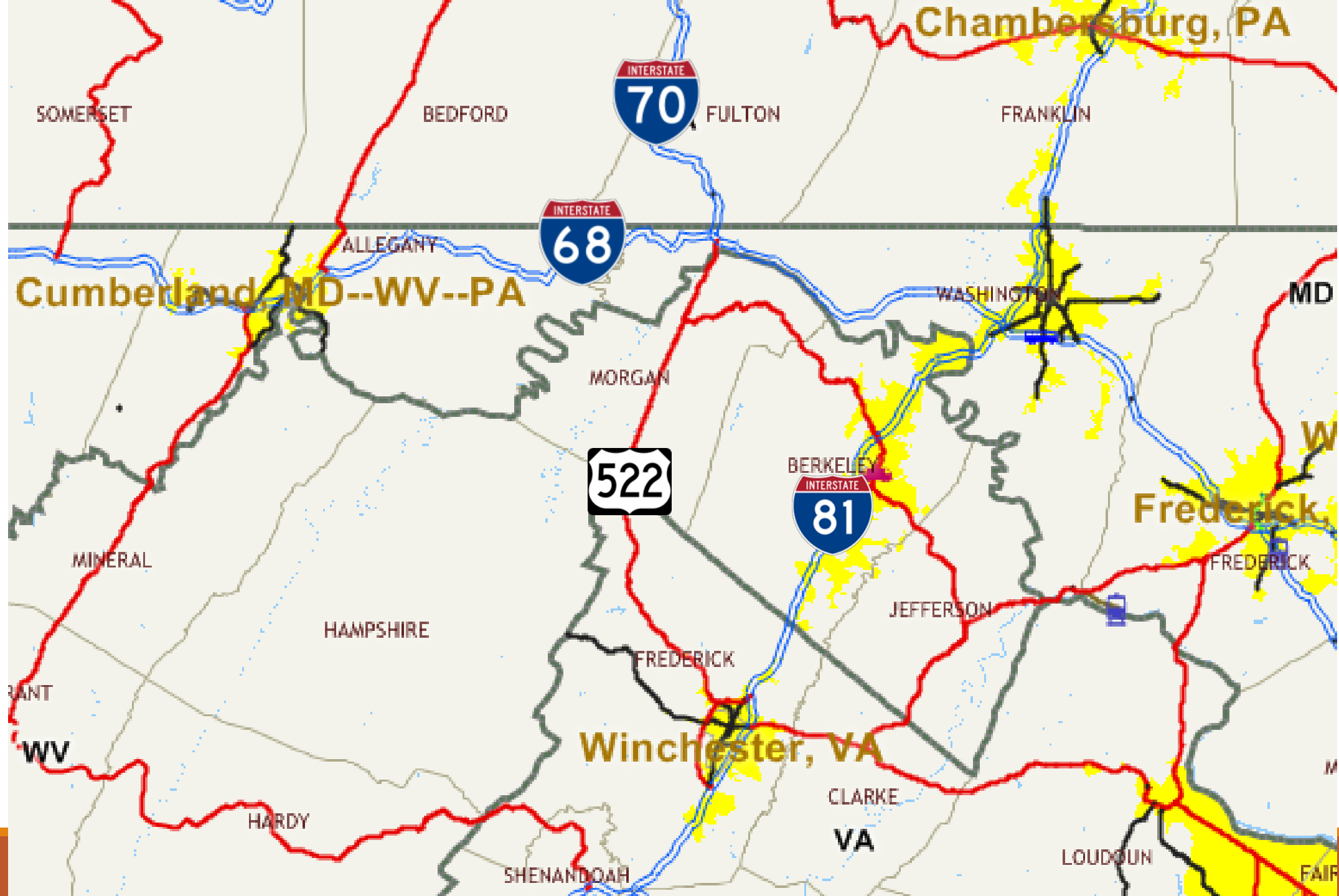
## TMPD Critical Freight Corridor Candidates

- Urban
- Rural

## VDOT\_MPO\_STUDY\_AREA\_BOUNDARY

- Bristol MPO









## CUFC Qualifications

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Connects I-81 with freight generator cluster,  
WW intermodal facility (Criteria H, J)

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Truck volumes >25% PCE

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Rest of US 522 to state line (14.8 mi) a CRFC  
candidate

---

Serves as I-81 alternative to I-68, I-70 and  
the Midwest (Criterion I)

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Includes I-81 Exit 317 interchange, Redbud  
& Weltown intersections



# Next step: Recommend CUFCs to VDOT

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**Add or subtract from TMPD candidates, or endorse unchanged**

**Virginia limited to 83.35 miles TOTAL (166.69 miles CRFC)**