

Virginia Multimodal Freight Plan

A Companion Document to the
VTrans2035 Update

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Transportation Board
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Draft



Virginia Multimodal Freight Plan
Draft Report, 2013



Report

prepared for
Virginia Office of Intermodal Planning and Investment

prepared by
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Overview

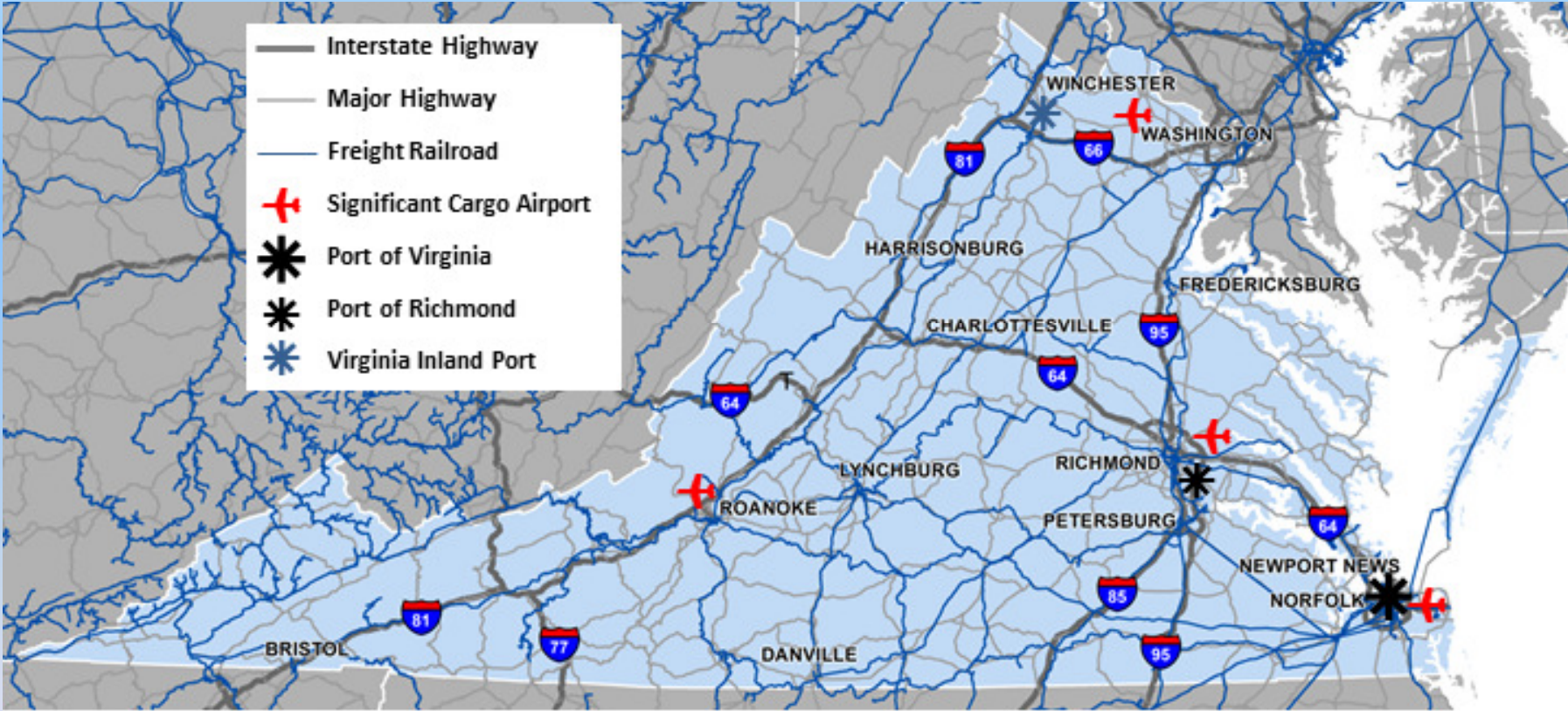
- **Importance of Freight to Virginia**
- **What is the Freight Plan**
- **Freight Plan Development & Outreach**
- **Virginia Freight Issues**
- **Freight Plan Outputs**
- **Future Freight Planning Activities**



Importance of Freight to Virginia

- **Critical to Virginia's Economy**
 - Goods movement supports over \$350 billion of Virginia's Gross State Product (28% of the total statewide economy)
 - Freight related industries sustain 34% of jobs in Virginia
- **Nationally Significant Infrastructure**
 - One of the nation's leading seaports and one of it's leading international cargo airports
 - Two national freight railroads and 9 shortline railroads
 - Some of the nation's most heavily used truck corridors

Importance of Freight to Virginia

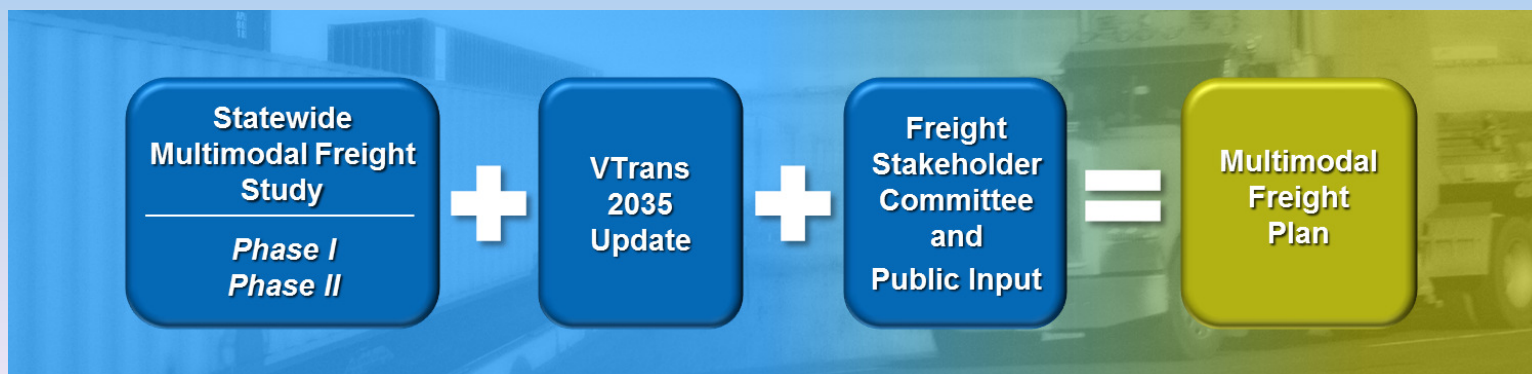


What is the Multimodal Freight Plan?

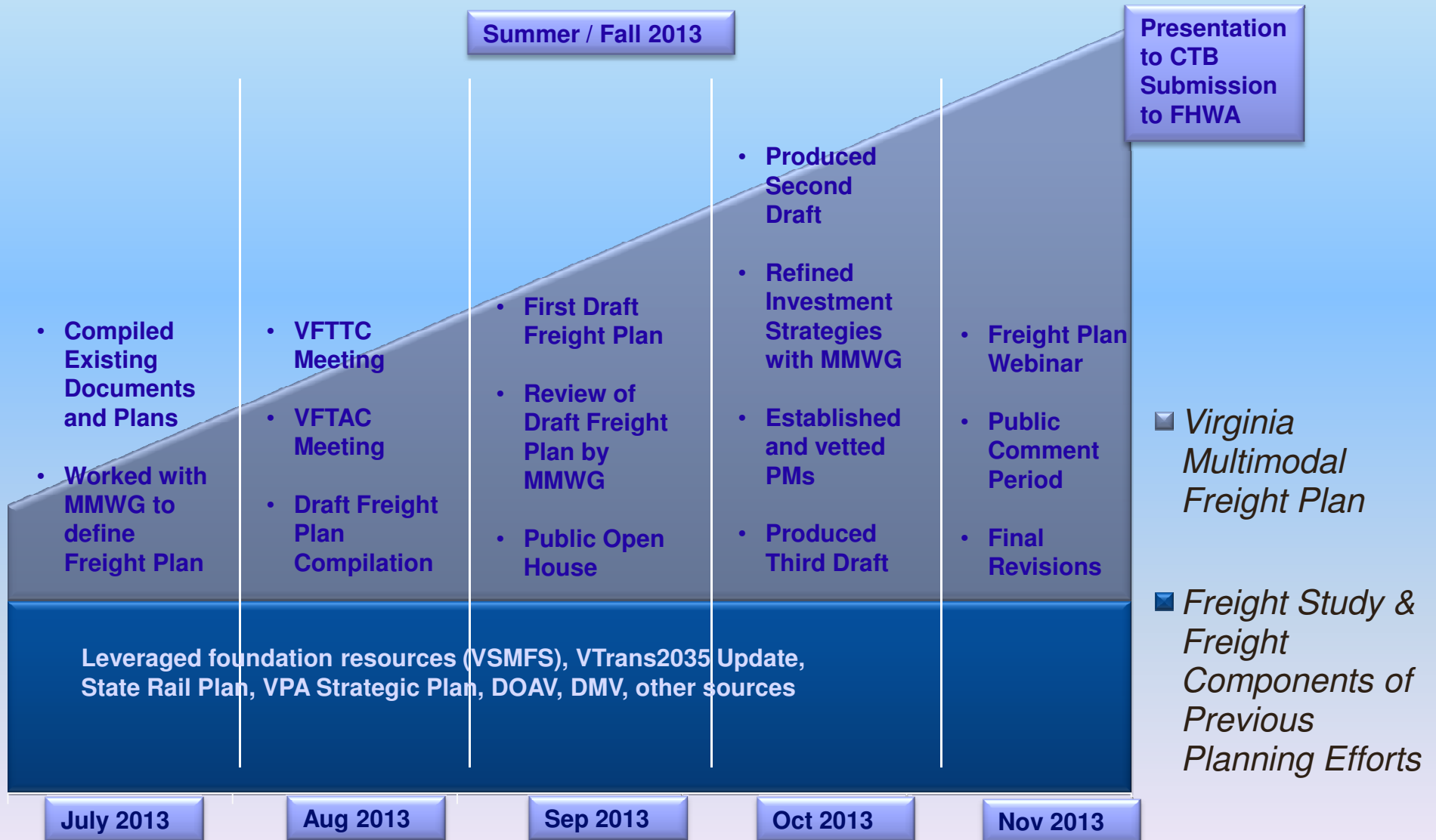
- **Integrates findings from Multimodal Statewide Freight Study (Phases I and II)**
- **Establishes a Freight Policy and Planning Framework**
 - **Describes major freight issues in Virginia**
 - **Establishes investment strategies to improve goods movement**
 - **Identifies existing and potential performance measures for freight**
- **Meets Moving Ahead for Progress in the 21st Century Act (MAP-21) recommendations for Statewide Freight Plans**

Freight Planning History

- **Virginia is a pioneer in freight planning**
 - **Statewide Multimodal Freight Study serves as national model**
 - Phase I (2007) documented freight demand, issues, and potential solutions
 - Phase II (2010) analyzed outcomes of freight projects and profiled Corridors of Statewide Significance
 - Foundation for VTrans2035 freight element
- **Virginia Multimodal Freight Plan builds on previous efforts**
 - **Establishes Investment Strategies linked to VTrans Investment Priorities**
 - **Brings in VTrans Performance Measures that relate to freight and identifies new freight performance measures**



Freight Plan Development Process



Virginia Freight Committees

Virginia Freight Transportation Advisory Committee (VFTAC)

Virginia Deputy Secretary of Transportation
Con-Way Inc.
CSX Transportation
Estes Express Lines
Metropolitan Washington Airports Authority
Norfolk Southern Corporation
Owens & Minor
Smithfield Packing Company, Inc.
UPS

Virginia Freight Committees

Virginia Freight Transportation Technical Committee (VFTTC)

Public Agencies

Federal Highway Administration
Federal Railroad Administration
Hampton Roads Transportation Planning Organization
Office of Transportation Public Private Partnerships
Transportation Security Administration
Virginia Dept. of Aviation
Virginia Dept. of Environmental Quality
Virginia Dept. of Motor Vehicles
Virginia Dept. of Rail and Public Transportation
Virginia Dept. of Transportation
Virginia Office of Intermodal Planning and Investment
Virginia Port Authority

Organizations and Interest Groups

Southern Environmental Law Center
Virginia Association of Metropolitan Planning Organizations
Virginia Association of Planning District Commissions
Virginia Economic Development Partnership
Virginia Maritime Association
Virginia Rail Association
Virginia Rail Policy Institute
Virginia Trucking Association

Private Sector

AEROTERM
Bridge Terminal Transport
Buckingham Branch Railroad
Cox Transportation Services, Inc.
CSX Corporation
Dominion Virginia Power
GTL Transport
The Hipage Company, Inc.
I-64 Express Barge
Norfolk Southern
Swift Air Delivery, Inc.
Total Transportation Services, Inc.
Wal-Mart

Virginia Freight Issues Identified in the Process

System Performance

- Virginia must find ways to preserve and improve the performance of its multimodal freight system to improve competitiveness

Rail System Capacity and Operations

- The rail system will be challenged to accommodate future growth in freight and passenger demand

Land Use & Transportation

- Coordinated land use and transportation investments can improve the efficiency and connectedness of the freight network

Making Better Use of Existing Facilities

- Finding ways to better utilize existing facilities can improve system performance and buy time before major capacity improvements are needed

Port Accessibility

- Preserving and upgrading the quality of landside access is especially important as the expansion of the Panama Canal allows larger capacity ships

Multistate Coordination

- The Commonwealth's leadership in multistate coalitions is critical to making more coordinated transportation investments to benefit shippers and receivers in Virginia

Truck Operations

- Motor carriers in Virginia have a vested interest in working with the Commonwealth to find ways make operations more productive and safer, including technological or regulatory solutions

Multimodal Connectivity

- Virginia's transportation facilities work best as a highly interconnected system allowing for efficient goods movement and connecting major freight activity centers

Funding

- The Commonwealth must continue to exercise all available programs and leverage public-private partnership opportunities to meet growing freight demand

Freight Plan Output

- **44 Investment Strategies**
 - Address National Freight Goals as Identified in Map-21
 - Address VTrans Investment Priorities and Goals
 - Will be incorporated and prioritized in VTrans2040
- **Freight performance measures**
 - Identifies existing measures and recommends new ones
- **Multimodal Freight Corridor Categorization**
 - National, Gateway, and Intrastate

Top Stakeholder Investment Priority

‘Achieve State of Good Repair’

Associated Investment Strategies:

- Establish preservation funding priorities based on freight volumes and connectivity to major freight generators.
- Repair deficient pavement on the most significant freight corridors to ensure safe and efficient goods movement.
- Rehabilitate structurally deficient bridges on the most significant freight corridors to maintain freight network connectivity.
- Increase investment in railroad maintenance deficiencies to preserve rail network quality and access to shippers.
- Maximize the system’s life-cycle for all freight movement through enforcement technologies, personnel, and industry outreach.

Top Stakeholder Investment Priority

“Advance Key Economic Drivers by Making Strategic Infrastructure Investments”

Associated Investment Strategies:

- **Make strategic investments to support the top freight economic drivers in the Commonwealth.**
- **Invest in removal of the highest freight value tunnel and bridge bottlenecks in the Hampton Roads region to increase capacity/velocity for freight to/from the Port.**
- **Invest in local and regional access improvements to support growth of air cargo at Washington Dulles International Airport.**
- **Implement multimodal corridor improvements to improve freight movement along key freight corridors (e.g. I-81, I-95).**

Future Freight Planning Activities

- **Continue to Engage Virginia Freight Committees**
 - Virginia Freight Technical Advisory Committee (VFTAC)
 - Virginia Freight Transportation Technical Committee (VFTTC)
- **Finalize Freight Key Performance Indicators**
 - Strategically measure freight performance
 - Address public comments
- **Update Virginia Multimodal Freight Study**
 - Freight flow data (commodity, origin-destinations, corridors)
 - Freight system needs and priorities according to Freight Plan Investment Strategies
- **Present Resolution at next CTB Meeting**

Group Discussion

Questions and Comments

