



**Freight Railroad Realignment Feasibility Study
Council of Governments – Transportation Planning Board
Follow- up Presentation**

July 2007

Freight Railroad Realignment Feasibility Study

The Study was completed in April 2007

- UASI funded initiative of DDOT, managed by NCPC
- Evaluated feasibility of relocating freight rail service
- Conclusions:
 1. Relocation is feasible (but additional study would be needed to make specific decisions)
 2. There is a significant regional railway congestion problem

Briefings

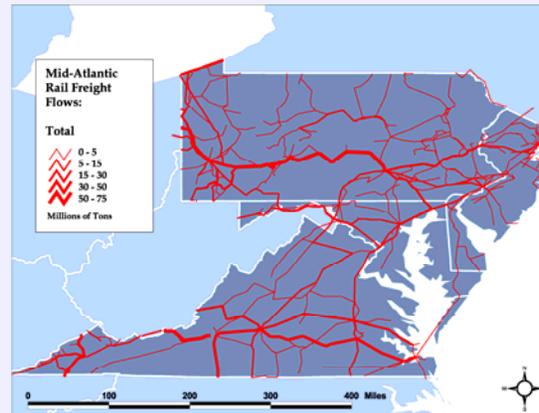
- **National Capital Planning Commission**
- **Congressman Hoyer**
- **Senator Cardin**
- **DOD Pentagon Force Protection Division**
- **Maryland DOT Secretary**
- **Virginia Rail and Public Transit Director**
- **Prince George/Charles County State Delegations**
- **Prince George County Representatives**
- **Charles County Representatives**
- **City of Bowie**
- **King George County Representatives**
- **MWCOG Transportation Planning Board**
- **MWCOG Emergency Preparedness Committee**
- **DDOT Anacostia Waterfront Coordination Group**
- **DDOT Rail Summit**

Discussion focused on two areas:

1. Security



2. Regional Rail Transportation



Rail Security Issues

- Freight passes through Monumental Core with only one destination (Capitol Power Plant)
- Hazardous materials are only a small percentage of freight, but potentially attractive target
- TSA/DHS is in the process of implementing a virtual fence project to “harden” the existing alignment
- DC City Council’s ordinance banning transport of hazardous materials through the city (pending in court system)
- Hazardous materials (or possibly TIH) are possibly being voluntarily rerouted

Possible next steps:

1. TPB should be briefed on TSA’s security efforts to date
2. Consider funding additional rail security studies/projects

Regional Rail Transportation Issues

- **Bottlenecks in Washington Area are caused by limited capacity on Long Bridge and Virginia Avenue tunnel**
- **Difficulty in coordinating freight and passenger services compounds congestion**
- **As region continues to grow, regional commuter rail becomes more important, and demand is projected to increase rapidly**
- **DC and Baltimore are the major bottlenecks limiting freight rail traffic along the East Coast. Both must be addressed to improve system**

Possible next steps:

1. **Engage the I-95 Corridor Coalition on regional rail issues (MAROPS)**
2. **Establish forum within TPB to evaluate solutions to regional rail issues (Recently Completed COG Study)**

