

UPDATE ON THE DEVELOPMENT OF THE DRAFT REGIONAL FREIGHT PLAN

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Technical Committee
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Presentation Items

- Draft Freight Policy Language Update
- Draft Freight Plan Update



Draft Freight Policy Language

- Presented as informational item to the TPB in March
- Outreach to Access for All Committee and Freight Subcommittee in March
- Three comments received (see memo handout)
 - VRE: for policy #4, replace “expand transportation options with “increase capacity”
 - Access for All Committee: add policy to emphasize need for safe pedestrian crossing, well-maintained tracks, lights and/or gates at all crossings...
 - Access for All Committee: for policy #5, rephrase to emphasize the positive impacts of freight be broadly distributed for the benefit of minority and low-income populations



Draft Freight Policy Language

- Actions taken based on comments received (see memo handout)
 - Added a new policy: *“The TPB supports the use of best practices for safety, engineering, and maintenance of freight related transportation infrastructure.”*
 - Added a clause to (existing) policy #5: *“The TPB supports the consideration of potential social, economic, and environmental effects of freight-related programs, policies, and activities on minority populations, low-income populations, and people with disabilities.”*



Draft Freight Plan - Background

- Preliminary draft presented last July
- The TPB expressed interest in providing freight policy guidance at an early stage of plan development
 - Led to a collaborative effort with Board members to develop policy language – now largely complete
- New “complete” draft of the National Capital Region Freight Plan today



Draft Freight Plan - Overview

- Builds on initial 2010 National Capital Region Freight Plan
- Supportive of MAP-21/FAST requirements
- Intended as both a technical reference and a guide to future TPB freight planning activities
- Describes the role of freight in the Region's economy
- Provides an overview of the multimodal freight transportation system
- Describes the drivers of freight demand and resulting freight flows
- Identifies significant freight issues
- Includes regional freight policies
- Identifies regional projects that are important for freight
- Provides recommendations for future freight planning action



Draft Freight Plan – Changes since July

Executive Summary		<ul style="list-style-type: none"> Under development
Section 1.0: Introduction	<p><u>Section 1.1</u>: About this Plan</p> <p><u>Section 1.2</u>: Freight Planning in the National Capital Region</p>	<ul style="list-style-type: none"> Section updated to reflect passage of FAST Act
Section 2.0: The Multimodal Freight System	<p><u>Section 2.1</u>: Freight System Overview</p> <p><u>Section 2.2</u>: Trucking and the Region’s Roads</p> <p><u>Section 2.3</u>: Railroads</p> <p><u>Section 2.4</u>: Air Cargo</p> <p><u>Section 2.5</u>: Intermodal Connectors</p>	<ul style="list-style-type: none"> Text added on Truck Types Text and map added on Truck Parking Text added on Truck Safety Text added on Rail Car Types Text added on Rail System Map added on Rail Intermodal Terminals Subsection added on Air Cargo Subsection added on Intermodal Connectors
Section 3.0: Freight Demand	<p><u>Section 3.1</u>: Freight Analysis Framework</p> <p><u>Section 3.2</u>: National Capital Region Commodities</p> <p><u>Section 3.3</u>: The National Capital Region’s Freight Transportation Modes</p> <p><u>Section 3.4</u>: The National Capital Region’s Freight Origins & Destinations</p> <p><u>Section 3.5</u>: Freight Transportation Forecasts</p>	
Section 4.0: Freight Trends and Issues	<p><u>Section 4.1</u>: Trends Impacting Freight in the Region</p> <p><u>Section 4.2</u>: Regional Freight Issues, Challenges, and Opportunities</p>	<ul style="list-style-type: none"> Text added on Freight in Regional Activity Centers
Section 5.0: Regional Freight Policies	<p><u>Section 5.1</u>: Freight Policy Background</p> <p><u>Section 5.2</u>: TPB Freight Policies</p>	<ul style="list-style-type: none"> Entire Section added
Section 6.0: National Capital Region Projects Important to Freight		<ul style="list-style-type: none"> Entire Section added
Section 7.0: Recommendations and Next Steps	<p><u>Section 7.1</u>: Actions Related to Maintaining and Strengthening the Regional Freight Planning Process</p> <p><u>Section 7.2</u>: Strategic Regional Freight Planning Activities</p>	
Appendices	Technical information and analysis that supports the main document	

Draft Freight Plan - Dedication

This plan is dedicated to Karin C. Foster (1977-2013), friend, colleague, freight planning expert, and consummate professional.



Draft Freight Plan – Executive Summary

Under Development – to be included in the mailout for the June 3, 2016 Technical Committee meeting



Section 1.0 – Introduction

Purpose	To answer the questions: <ul style="list-style-type: none">• Why is freight important to the National Capital Region?• What is the federal context for freight planning?• How is the TPB organized to address freight planning?
Key Points	<ul style="list-style-type: none">• Freight, and the multimodal transportation system that supports it, is vital to the Region’s economy and to the quality of life of its residents• The TPB Vision and the RTPP support the idea that freight transportation is important to the Region• The TPB implements comprehensive regional transportation planning and develops the federally mandated CLRP and TIP• The CLRP and TIP need to address freight as a planning factor
Changes	Updates made to reflect the FAST Act



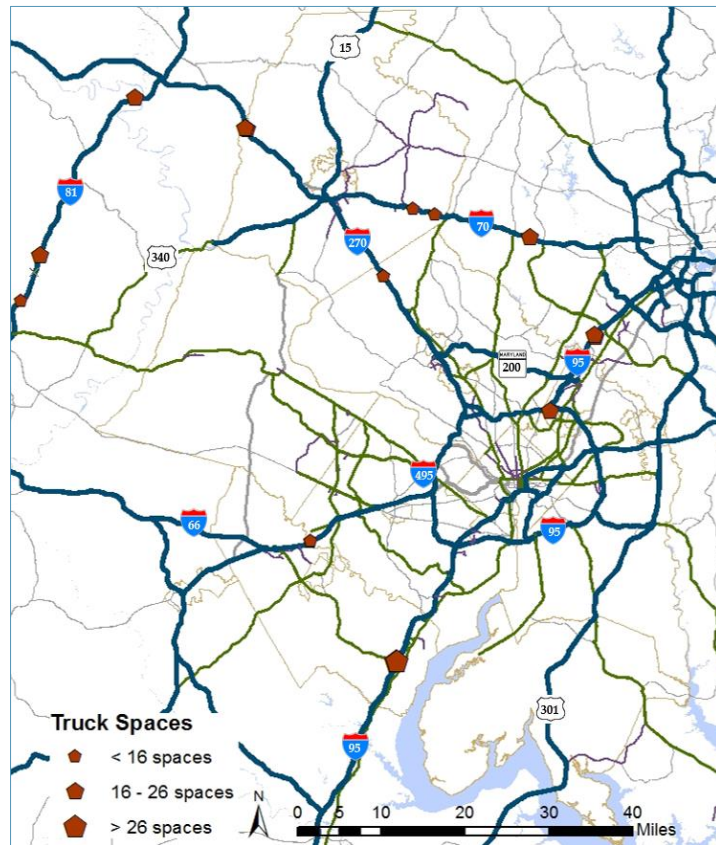
Section 2.0 – The Multimodal Freight System

Purpose	<p>To answer the question:</p> <ul style="list-style-type: none"> • What are the elements of the National Capital Region’s multimodal freight transportation system? 	
Key Points	<ul style="list-style-type: none"> • The Region’s multimodal freight transportation system consists of <ul style="list-style-type: none"> – More than 16,000 miles of roadways carrying more than 300 million tons of goods annually – Two Class I railroads (CSX and NS) operating over 250 miles of mainline track and carrying more than 47 million tons of goods annually – Two major cargo airports (Dulles and BWI) • Regional freight-significant network 	
Changes	<ul style="list-style-type: none"> • Text added for truck types • Text and map added for truck parking • Text added for truck safety • Air cargo section added 	<ul style="list-style-type: none"> • Text added for rail services • Map added for rail intermodal terminals • Intermodal connector section added

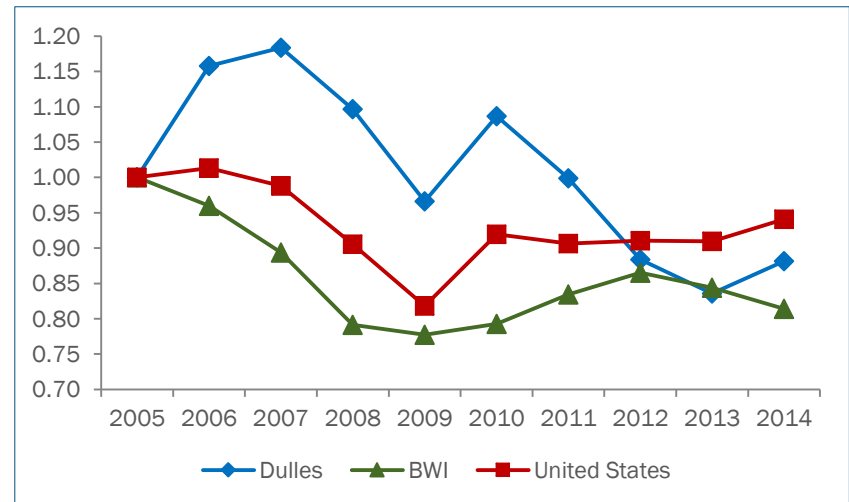


Section 2.0 – The Multimodal Freight System

Public Truck Parking Areas



Historic Air Cargo Growth Trends



Section 3.0 – Freight Demand

Purpose	To answer the questions: <ul style="list-style-type: none">• How is the demand for goods movement generated by the Region’s people and businesses expressed in terms of commodities, mode of transport, tonnage, and value?• What are the origins and destinations of the commodities moving into and out of our region?
Key Points	<ul style="list-style-type: none">• The Region’s transportation system handled more than 379 million tons of freight worth more than \$604 billion in 2007• By weight, <u>gravel & crushed stone</u> is the top commodity handled in the Region• By value, <u>electronics and electrical equipment</u> is the top commodity handled in the Region• The Region receives more than 2 ½ times more inbound freight than it produces outbound freight
Changes	None



Section 4.0 – Freight Trends and Issues

Purpose	To answer the question: <ul style="list-style-type: none">• What are the key trends and issues facing freight transportation in the Region?
Key Points	<ul style="list-style-type: none">• Population growth, income growth, and GDP growth are primary drivers of freight demand• Changes in the supply chain driven by “e-commerce” are transforming freight transportation – home delivery, more and smaller trucks, more distribution centers, more local truck and delivery movements• Growth of intermodal rail – need for double-stack clearances• Importance of including goods movement in planning for growing activity centers
Changes	<ul style="list-style-type: none">• Text added on Positive Train Control (PTC)• Text added on freight in the Region’s activity centers



Section 5.0 – Regional Freight Policies

Purpose	To answer the question: <ul style="list-style-type: none">• What is the TPB’s policy framework for considering freight within regional transportation planning?
Key Points	<ul style="list-style-type: none">• 17 policy statements correlated with RTPP and National Freight Goals
Changes	Entire section added



Section 6.0 – National Capital Region Projects Important to Freight

Purpose	To answer the question: <ul style="list-style-type: none">• What are the transportation projects that are important to goods movement in the Region?
Key Points	<ul style="list-style-type: none">• 17 policy statements correlated with RTPP and National Freight Goals
Changes	Entire section added



Section 7.0 – Recommendations and Next Steps

Purpose	To provide recommendations for advancing freight planning in the National Capital Region
Key Points	<ul style="list-style-type: none">• 11 actions related to maintaining and strengthening the regional freight planning process• 7 strategic regional freight planning activities
Changes	<p>Added the following strategic regional freight planning activities</p> <ul style="list-style-type: none">• Monitor the development of new and emerging freight-relevant data sources and incorporate them into transportation planning activities as appropriate• Provide information to the TPB and freight stakeholders on the status or progress on this Plan’s identified freight policies when such information becomes available



Next Steps

- Request comments be submitted by Friday, May 20
- Provide updated Draft Freight Plan to Freight Subcommittee participants and include in June Technical Committee Mailout (updated draft by Wednesday, May 25)
- Present Draft Freight Plan to the Technical Committee on June 3
- Present Draft Freight Plan to the TPB as an informational item at their June 15 meeting
- Present to TPB for action for approval at the July (or a later) meeting.



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