

**ITEM 12 – Information**  
March 16, 2016

Update on the Development of Policy Language  
for the Regional Freight Plan

**Staff**

**Recommendation:** Receive briefing

**Issues:** None

**Background:** At the February 17 meeting, the board was scheduled to be briefed on the development of draft policy language for inclusion in the National Capital Region Freight Plan. Due to lack of time, this briefing did not occur. At the March 16 meeting, the board will receive a briefing on the development of draft policy language for inclusion in the National Capital Region Freight Plan. The draft language has been revised to address comments received since the February 17 version. The draft policies are based on input gathered from several sources including the October 2015 TPB Work Session, the Technical Committee, the TPB Freight Subcommittee, and regional stakeholders.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Jon Schermann, Department of Transportation Planning  
**SUBJECT:** Update on the Development of Policy Language for the Regional Freight Plan  
**DATE:** March 9, 2016

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### DRAFT FREIGHT POLICY LANGUAGE

The attached document contains a set of 16 draft freight policy statements, open for Board members' review and comment, prior to their incorporation into the National Capital Region Freight Plan. This set of draft policy statements has been revised since the February 17 TPB meeting.

### BACKGROUND

At the July 2015 meeting, TPB Chair Phil Mendelson asked that Board members be given an opportunity to provide policy input to the National Capital Region Freight Plan as a complement to the technical aspects developed by the TPB Freight Subcommittee and staff.

### DEVELOPMENT OF FREIGHT POLICY LANGUAGE

The initial set of draft freight policy statements distributed at the February 17 TPB meeting have been revised to include an additional policy statement on the topic of environmental justice (see draft policy statement number 5 in the attached list). This addition was made based on Board member input received immediately prior to the February 17 meeting. Also, staff outreach to Access for All Committee members to solicit their input on the draft freight policy statements is ongoing.

The entire set of draft freight policy statements are the result of an extensive development process and were based upon input from an October 2015 TPB Work Session specially convened on this topic, as well as staff review of existing freight policy language within published Virginia, Maryland, and District of Columbia documents, regional stakeholder outreach, TPB comments received after the February 17 meeting, and multiple TPB Freight Subcommittee and TPB Technical Committee reviews. As a cross-check, the resulting set of draft policy statements has been correlated with both Regional Transportation Priority Plan goals and National Freight Goals as illustrated in the second attached document.

### NEXT STEPS

The March 16 meeting provides an opportunity the Board to review and discuss the draft freight policy statements. Assuming positive feedback from the Board at the March 2016 meeting, staff will incorporate the freight policies into the draft National Capital Region Freight Plan. Staff anticipates that the overall plan, including both policy and technical components, will be brought to the Board for review and action for approval later this spring.

If you have any questions please contact Jon Schermann at [jschermann@mwkog.org](mailto:jschermann@mwkog.org) / (202) 962-3317.

## Staff Developed Freight Policy Statements

March 9, 2016

# PRELIMINARY DRAFT

The Transportation Planning Board...

1. supports the prioritized advancement of freight-related transportation projects that provide maximum value, efficiency, and safety with particular emphasis on those that improve freight access to activity centers.
2. supports investments that maintain a state of good repair for the Region's freight transportation system.
3. supports the alleviation of roadway bottlenecks where feasible to improve travel times and reliability for trucks and passenger vehicles.
4. supports maximizing opportunities to expand transportation options, address roadway congestion, and reduce pollution by increasing the use of passenger and freight rail.
5. supports the consideration of potential social, economic, and environmental effects of freight-related programs, policies and activities on minority populations and low-income populations.
6. recognizes freight's role in economic development and supports efforts to maximize the use of important economic drivers, including airports, ports, and intermodal facilities serving the Region's residents and businesses.
7. supports the safe and community-friendly accommodation of freight deliveries within the Region's activity centers.
8. supports improvements in truck safety using education, enforcement, and engineering strategies.
9. supports efforts to route hazardous materials away from the National Capital Region; for hazardous materials that must be transported to, from, within, and through the Region, the TPB supports the selection of the safest and most secure modes and routes.
10. encourages information sharing on explosive, toxic by inhalation, and radioactive materials being shipped to, from, within, and through the Region, including real-time notifications and long-term planning information.
11. supports robust first responder training and exercise activities regarding freight in general and hazardous materials transport in particular.
12. supports collaboration among agencies and with the private sector on freight planning and operations concerns to support mutual goals.

## Staff Developed Freight Policy Statements

March 9, 2016

# PRELIMINARY DRAFT

13. supports the proactive analysis of freight-related performance measures in the context of overall regional performance measurement to identify lessons learned and promote regional goals.
14. promotes sustainable methods of freight operations that are sensitive to environmental, cultural, and community resources.
15. encourages collaboration among transportation planners, land use planners, private railroads, elected officials, and other stakeholders to find creative ways to facilitate community-beneficial land use development (residential, commercial, or industrial as appropriate) while providing space for necessary future rail expansion along key rail corridors.
16. supports the review and study of new freight-related technologies, emerging business practices, and evolving commodity mixes and mode shares to advance regional goals.

## Correlation of Draft Freight Policies to RTPP Goals and National Freight Goals

**PRELIMINARY DRAFT** (March 9, 2016)

National Freight Goals	RTPP Goals						Supports all RTPP Goals
	Provide a Comprehensive Range of Transportation Options	Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers	Ensure Adequate System Maintenance, Preservation, and Safety	Maximize Operational Effectiveness and Safety of the Transportation System	Enhance Environmental Quality, and Protect Natural and Cultural Resources	Support Inter-Regional and International Travel and Commerce	
To invest in infrastructure and to implement operational improvements that... strengthen the contribution of the national freight network to the economic competitiveness of the U.S., reduce congestion [and that] increase productivity, particularly for domestic industries and businesses that create high-value jobs	P1 P3 P4	P6 P7		P12	P15	P4 P6	
To improve the safety, security, and resilience of freight transportation	P1	P7	P8, P9 P10, P11				
To improve the state of good repair of the national freight network			P2				
To use advanced technology to improve the safety and efficiency of the national freight network			P10				P16
To incorporate concepts of performance, innovation, competition, and accountability into the operation and maintenance of the national freight network				P13			
To improve the economic efficiency of the national freight network	P1	P6				P6	
To reduce the environmental impacts of freight movement on the national freight network	P4, P5		P9 P10		P14	P4	