



## MEMORANDUM

**TO:** TPB Technical Committee  
**FROM:** Andrew J. Meese, TPB Program Director, Systems Performance Planning  
**SUBJECT:** Comments and Responses on Draft National Capital Region Freight Plan  
**DATE:** September 1, 2023

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TPB staff presented the draft 2023 National Capital Region Freight Plan to the Transportation Planning Board at the July 19, 2023 meeting, beginning a comment period on the draft plan through August 21. Comments were raised both at the July 19 meeting as well as subsequently. This memorandum summarizes comments received and staff's proposed responses and/or associated changes to the draft Freight Plan. The TPB will be asked to approve the Freight Plan (as revised) at its September 20 meeting.

### SUMMARY OF COMMENTS RAISED DURING THE JULY 19 TPB MEETING

- *The draft plan includes safety data regarding truck-involved crashes through 2020. Are data for more recent years available that could be added?* Official safety data can take years to become available because of long vetting processes at local, state, and federal levels. Staff did find that the National Highway Traffic Safety Administration had very recently released data for 2021, which had not been available at the time that staff and our consultants were undertaking our analysis earlier this spring. However, it will take some months for these new data sets to be analyzed, thus they will not be available for inclusion in this document. Staff will be able to provide future updates, particularly through TPB's Transportation Safety Subcommittee, when results are available.
- *Does the plan address and provide recommendations on freight's role in reducing greenhouse gas emissions, on making the freight system more environmentally friendly, and on reducing crashes?* Regarding environmental considerations, the draft Freight Plan identifies strategic regional freight planning activities (Section 8.2) including monitoring electrification/decarbonization efforts, converting commercial trucks to clean fuels, and developing a regional vehicle charging network. At the July 19 TPB meeting, Kanti Srikanth mentioned the TPB's June 15, 2022 [Adoption of On-Road Transportation Greenhouse Gas Reduction Goals and Strategies](#), which include strategies to reduce emissions of heavy-duty vehicles, especially fleet-wide, national actions. Regarding safety, the draft Freight Plan includes Section 2.2.4 on Truck Safety and 2.3.1 on Rail Safety. Staff also will look for opportunities to further discuss safety with the Freight Subcommittee in conjunction with the Transportation Safety Subcommittee.
- *Does the plan discuss Virginia's recent statewide rail initiatives through the Virginia Passenger Rail Authority?* A discussion of these initiatives has been added to Section 4.3.2 on rail key trends.

- *Does the plan consider best practices to address 1) working conditions of drivers and the freight industry workforce; and 2) inefficient multiple package deliveries/trucks in neighborhoods? More information on logistics and workforce issues would be appreciated.* The draft Freight Plan encourages best practices but was not able to get into detail on these multiple issues. Staff recommends these be raised as discussion topics for future meetings of the Freight Subcommittee, as well as considered for enhancements in future updates of the Freight Plan.

## **SUMMARY OF COMMENTS AND CHANGES AFTER THE JULY 19 MEETING**

- *Will the plan be updated to reflect pending/anticipated changes to TPB membership and/or boundaries following the recent release of 2020 Census information?* The draft Freight Plan will reflect TPB membership and boundaries as of when it is approved by TPB, anticipated to be at the September 20 meeting. Future plans will reflect updated members/boundaries at that time.
- *Can detailed inset maps be added on 1) truck parking areas and 2) truck involved crash locations?* Staff is not able to add such insets at this time, but can consider these for future publications.
- *Air cargo data are shown for Dulles (IAD) and BWI Airports. Is there air cargo data available for DCA (Reagan National Airport)?* DCA air cargo totals are much lower than IAD and BWI, and did not appear in the nationwide data source used for tonnage at top air cargo airports. As an alternative, staff reviewed the Metropolitan Washington Airports Authority [website](#) which, for example, reported an annual air cargo volume for DCA in 2020 of about 1,300 tons. This information has been added to the plan. By comparison, in 2020 BWI reported almost 270,000 tons of air cargo, and IAD reported almost 200,000 tons.
- *One of the TIP project listings cited in the Freight Plan (Fairfax County Parkway) has now been split into two projects, and this needs to be reflected.* Staff has made the change to reflect the update.

## **NEXT STEPS**

Meeting materials for the September 8, 2023 TPB Technical Committee meeting include a revised draft plan, reflecting as appropriate changes based on the above. Pending minor changes, this version will be forwarded to the TPB and proposed for approval on September 20.