

DRAFT Freight Element

Introduction

Each year hundreds of millions of tons of freight valued in the billions of dollars move over the region's roadways and railways and pass through its airports, contributing to the economic vitality of metropolitan Washington. The TPB has an important role to play in ensuring that the regional transportation system continues to be responsive to and supportive of the freight demands placed upon it by its residents, businesses, and visitors.

TPB's Role

The freight element is a collaborative and education-oriented process. One of the TPB's key roles in this element is to host the TPB Freight Subcommittee, which provides a venue in which both public- and private-sector representatives share information and provide freight-related input to the regional transportation planning process. Other key activities include fostering coordination on freight transportation issues and disseminating research findings to member jurisdictions and other public- and private-sector stakeholders. Additionally, a comprehensive National Capital Region Freight Plan¹ is produced (or updated) roughly every four years. The most recent update to this plan was completed in 2016 and includes a set of 17 freight policies developed and approved by the TPB. The Freight Plan (see the TPB-approved freight policies on page 80 of the plan) as well as information about other freight topics can be found at mwcog.org/freight.

Visualize the Future

Efficient movement of goods is vital to our economy and is an enabler of livability – it supports businesses of all types and allows residents of the region to enjoy a high quality of life. Analysis of federal data indicate that the region receives about 2 ½ times more inbound freight than it produces outbound freight (see Figure 1). The forecast for continued economic growth along the eastern seaboard, throughout the nation, and across the world will result in greater quantities of goods moving into, out of, and through our region. Through collaborative efforts and planning, the TPB is committed to helping the region realize the benefits of freight while mitigating its negative externalities.

Ongoing Challenges

The growth of e-commerce and the desire by many people to live in amenity-rich urban neighborhoods increase the number of trucks competing for the limited supply of roadway and

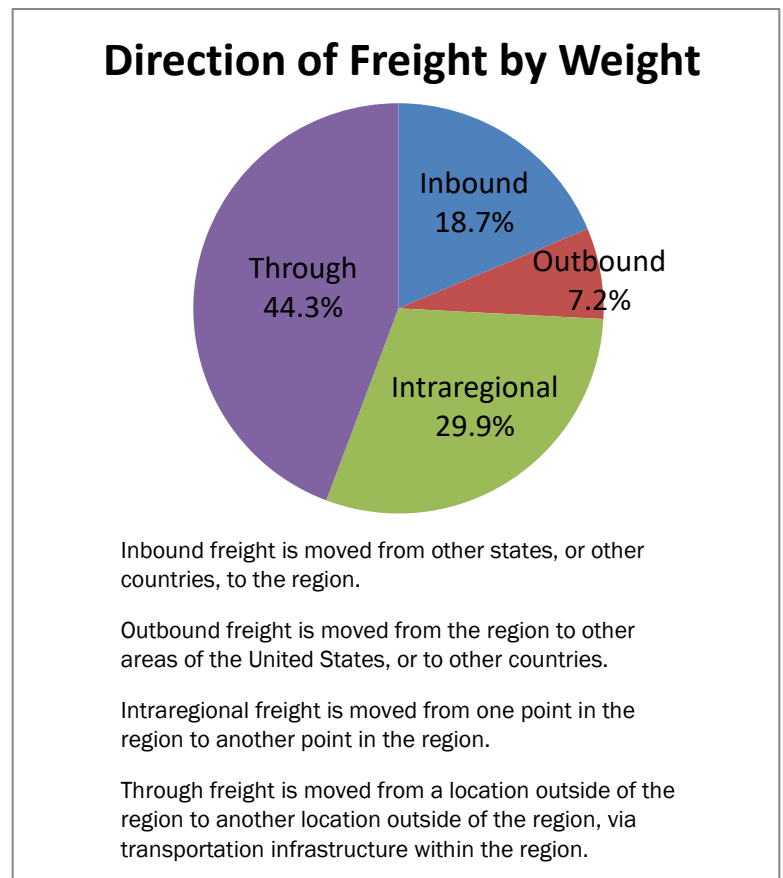


Figure 1 Direction of Freight by Weight

¹ National Capital Region Freight Plan. July 2016. <https://www.mwcog.org/documents/2010/07/28/national-capital-region-freight-plan-freight/>

curbside space. Street design features common in more densely populated areas, such as bike lanes and narrower intersections with tighter turning radii can make it difficult for trucks to navigate turns, and trucks making deliveries can result in blocked access for pedestrians or cyclists (see Figure 2). Unwanted noise, pollutants and vibrations from freight vehicles also present significant challenges to communities in our region.



Figure 2: Truck and Pedestrian

The Policy Context

SEVEN ENDORSED INITIATIVES

By addressing the congestion and mobility challenges forecast for the region the Seven Endorsed Initiatives would improve the ability of the transportation system to respond to the demands that freight deliveries place on it.

PLANNING FACTORS

- Increase the accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

RTPP GOALS

- Promote a strong regional economy, including a healthy regional core and dynamic Activity Centers
- Support inter-regional and international travel and commerce