

ITEM 7 – Action
September 20, 2023

National Capital Region Freight Plan Approval

Action: Adopt Resolution R3-2024 to approve the National Capital Region Freight Plan.

Background: The draft 2023 National Capital Region Freight Plan was presented to the board in July. Following comments and revisions, the plan is ready for board approval. The new plan will succeed the regional Freight Plan approved by the TPB in 2016.

Attachments

- National Capital Region Freight Plan Comments and Responses Memo
- National Capital Region Freight Plan – Full draft plan, including Resolution R3-2024
- National Capital Region Freight Plan – Executive Summary, including a copy of Resolution R3-2024



MEMORANDUM

TO: Transportation Planning Board (TPB)
FROM: Andrew J. Meese, TPB Systems Performance Planning Program Director
SUBJECT: Comments and Responses on Draft National Capital Region Freight Plan
DATE: September 14, 2023

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 freight's role in reducing greenhouse gas emissions, making the freight system more environmentally friendly, and reducing crashes?* TPB in its greenhouse gas studies identified strategies to be explored for freight vehicles, especially fleet-wide, national actions. The draft Freight Plan references TPB's greenhouse gas recommendations and documents, as well as those regarding transportation safety. The draft Freight Plan makes recommendations on environment and safety by means of referencing and supporting the TPB's already identified goals and strategies on these issues.
- *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 any 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 data source used for tonnage at top air cargo airports. The Metropolitan Washington Airports Authority does publish some data about DCA's air cargo activity on its website, however, and it can be found at:
<https://www.mwaa.com/financial-statistics/reagan-air-traffic-statistics/2023-reagan-air-traffic-statistics>
- *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 20, 2023 TPB meeting include a revised draft plan, reflecting as appropriate changes based on the above, as well as a revised draft Executive Summary, presentation, this memorandum, and Resolution R3-2024 which would approve the plan. Staff recommends TPB approval of R3-2024 to approve the updated *National Capital Region Freight Plan*.