



MEMORANDUM

TO: TPB Technical Committee
FROM: Jon Schermann, Department of Transportation Planning
SUBJECT: Preliminary Draft Freight Policy Statements
DATE: January 29, 2016

SUMMARY

The attached preliminary draft freight policy statements reflect the latest comments received from the TPB Freight Subcommittee. The edits made since the January Technical Committee meeting are as follows:

- Policy number 2 was added to address the topic of state of good repair.
- Policy number 9 was modified. The phrase “**hazardous materials**” was replaced with the phrase “**explosive, toxic by inhalation, and radioactive materials**”.
- Policy number 14 was modified. The phrase “**limiting encroachment that might preclude necessary rail capacity expansions in the future**” was replaced with the phrase “**providing space for necessary future rail expansion**”.

Advance copies of the preliminary draft freight policies have been provided to key TPB members (including Chairman Lovain, former Chairman Mendelson, First Vice Chairman Newton, and Second Vice Chairman Allen) for their review and comment.

NEXT STEPS

These preliminary draft freight policy statements will be presented to the Board as an informational item during the February 17th TPB meeting. With positive feedback, the policy statements will be incorporated into the Draft National Capital Region Freight Plan for potential TPB action for approval of the full freight plan, enhanced by the policy element later this year.

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

Staff Developed Freight Policy Statements

January 19, 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. 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.
6. supports the safe and community-friendly accommodation of freight deliveries within the Region's activity centers.
7. supports improvements in truck safety using education, enforcement, and engineering strategies.
8. 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.
9. 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.
10. supports robust first responder training and exercise activities regarding freight in general and hazardous materials transport in particular.
11. supports collaboration among agencies and with the private sector on freight planning and operations concerns to support mutual goals.
12. 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.

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13. promotes sustainable methods of freight operations that are sensitive to environmental, cultural, and community resources.
14. 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.
15. 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 (January 19, 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	P5 P6		P11	P14	P4 P5	
To improve the safety, security, and resilience of freight transportation	P1	P6	P7, P8 P9, P10				
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			P9				P15
To incorporate concepts of performance, innovation, competition, and accountability into the operation and maintenance of the national freight network				P12			
To improve the economic efficiency of the national freight network	P1	P5				P5	
To reduce the environmental impacts of freight movement on the national freight network	P4		P8 P9		P13	P4	