

**Draft Freight Policy Statements
By RTPP Goal (January 4, 2016)**

RTPP Goal	Draft Freight Policy Statement: The Transportation Planning Board...	Comments and Reasoning
<p>Provide a Comprehensive Range of Transportation Options</p>	<p>(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.</p> <p>(2) supports the alleviation of roadway bottlenecks where feasible to improve travel times and reliability for trucks and passenger vehicles.</p> <p>(3) supports maximizing opportunities to expand transportation options, address roadway congestion, and reduce pollution by increasing the use of passenger and freight rail.</p>	<ul style="list-style-type: none"> • Derived from one of the original freight policy topic areas • Addresses the following comments made at the TPB Work Session (paraphrased) <ul style="list-style-type: none"> ○ <i>...we need infrastructure projects that provide the maximum value, efficiency, and safety</i> ○ <i>...we need to make sure that trucks can move in and out of our activity centers</i> ○ <i>...the TPB should shape policy so that safety is a paramount consideration</i> ○ <i>...we should be aware of safety as trucks interact with other users</i> • Not directly addressed by any of the original freight topic policy areas • Addresses the following comments made at the TPB Work Session (paraphrased) <ul style="list-style-type: none"> ○ <i>...congestion is a major issue and is a negative for on-time delivery and therefore for economic development</i> ○ <i>...I don't see bottleneck elimination addressed in any of the listed policy topics</i> • Derived from one of the original freight policy topic areas • Expresses the Region's support for increasing the number of people served by commuter rail • MDOT's 2035 MTP supports increased capacity for freight rail (MDOT) and Virginia's Office of Intermodal Planning and Investment supports mode shift from truck to rail in their Virginia Multimodal Freight Plan. • Addresses the following comments made at the TPB Work Session (paraphrased) <ul style="list-style-type: none"> ○ <i>...congestion is a major issue and is a negative for on-time delivery and therefore for economic development</i> ○ <i>...we should include policies that address environmental impact</i>

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<p>Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers</p>	<p>(4) 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.</p> <p>(5) supports the safe and community-friendly accommodation of freight deliveries within the Region’s activity centers.</p>	<ul style="list-style-type: none"> • Derived from one of the original freight policy topic areas • Addresses the following comments made at the TPB Work Session (paraphrased) <ul style="list-style-type: none"> ○ <i>...we should have something that addresses maximizing the use of the ports – there has been an enormous investment in the Port of Baltimore but the return on that investment is limited by the double-stack restrictions in the Howard Street Tunnel</i> ○ <i>...our freight planning should be in the service of economic development</i> • Derived from one of the original freight policy topic areas • Addresses the following comments made at the TPB Work Session (paraphrased) <ul style="list-style-type: none"> ○ <i>...we need to make sure that trucks can move in and out of our activity centers</i> ○ <i>...the TPB should shape policy so that safety is a paramount consideration</i> ○ <i>...we should be aware of safety as trucks interact with other users</i>
<p>Ensure Adequate System Maintenance, Preservation, and Safety</p>	<p>(6) supports improvements in truck safety using education, enforcement, and engineering strategies.</p> <p>(7) 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.</p> <p>(8) encourages information sharing on hazardous materials being shipped to, from, within, and through the Region, including real-time notifications and long-term planning information.</p> <p>(9) supports robust first responder training and exercise activities regarding freight in general and hazardous materials transport in particular.</p>	<ul style="list-style-type: none"> • Not directly addressed by any of the original freight topic policy areas • Addresses the following comments made at the TPB Work Session (paraphrased) <ul style="list-style-type: none"> ○ <i>...safety is not just about capital improvements, but also about education and programmatic ways to improve operator behavior – on the truck side mainly</i> ○ <i>...we should be aware of safety as trucks interact with other users</i> ○ <i>...the TPB should shape policy so that safety is a paramount consideration</i> • Derived from one of the original freight policy topic areas – the original topic area was significantly modified to address a stated desire to reroute “all” hazardous materials away from the Region and yet also to support the selection of the safest and most secure routes and modes for hazardous materials that “must” travel through the Region • Addresses the following comment made at the TPB Work Session (paraphrased) <ul style="list-style-type: none"> ○ <i>...the TPB should shape policy so that safety is a paramount consideration</i> • Derived from one of the original freight policy topic areas • Addresses the following comment made at the TPB Work Session (paraphrased) <ul style="list-style-type: none"> ○ <i>...the TPB should shape policy so that safety is a paramount consideration</i> • Derived from one of the original freight policy topic areas • Addresses the following comment made at the TPB Work Session (paraphrased) <ul style="list-style-type: none"> ○ <i>...the TPB should shape policy so that safety is a paramount consideration</i>

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<p>Maximize Operational Effectiveness and Safety of the Transportation System</p>	<p>(10) supports collaboration among agencies and with the private sector on freight planning and operations concerns to support mutual goals.</p> <p>(11) 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.</p>	<ul style="list-style-type: none"> • Derived from one of the original freight policy topic areas • Addresses the following comment made at the TPB Work Session (paraphrased) <ul style="list-style-type: none"> ○ <i>...we need to find a way to include input from our planning colleagues</i> • Derived from one of the original freight policy topic areas
<p>Enhance Environmental Quality, and Protect Natural and Cultural Resources</p>	<p>(12) promotes sustainable methods of freight operations that are sensitive to environmental, cultural, and community resources.</p> <p>(13) 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 limiting encroachment along key rail corridors that might preclude necessary rail capacity expansions in the future.</p>	<ul style="list-style-type: none"> • Not directly addressed by any of the original freight topic policy areas • Addresses the following comments made at the TPB Work Session (paraphrased) <ul style="list-style-type: none"> ○ <i>...we should have a policy that addresses environmental impacts</i> ○ <i>...we want to be able to reknit the city around the rail yard</i> • Not directly addressed by any of the original freight topic policy areas • Addresses the following comments made at the TPB Work Session (paraphrased) <ul style="list-style-type: none"> ○ <i>...the continual location of new residential properties next to railways limits the ability for passenger rail expansion</i> ○ <i>...we don't want to have a big rail yard that is a scar across the city - we need to be creative in land use so that we can build residences and businesses above the rail lines</i> ○ <i>...we need to find a way to include input from our planning colleagues</i>

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<p>Support Inter-Regional and International Travel and Commerce</p>	<p>(3) supports maximizing opportunities to expand transportation options, address roadway congestion, and reduce pollution by increasing the use of passenger and freight rail.</p> <p>(4) 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.</p>	<ul style="list-style-type: none"> • Derived from one of the original freight policy topic areas • Expresses the Region's support for increasing the number of people served by commuter rail • MDOT's 2035 MTP supports increased capacity for freight rail (MDOT) and Virginia's Office of Intermodal Planning and Investment supports mode shift from truck to rail in their Virginia Multimodal Freight Plan. • Addresses the following comments made at the TPB Work Session (paraphrased) <ul style="list-style-type: none"> ○ <i>...congestion is a major issue and is a negative for on-time delivery and therefore for economic development</i> ○ <i>...we should include policies that address environmental impact</i> • Also addresses the first RTPP Goal. <ul style="list-style-type: none"> • Derived from one of the original freight policy topic areas • Addresses the following comments made at the TPB Work Session (paraphrased) <ul style="list-style-type: none"> ○ <i>...we should have something that addresses maximizing the use of the ports - there has been an enormous investment in the Port of Baltimore but the return on that investment is limited by the double-stack restrictions in the Howard Street Tunnel</i> ○ <i>...our freight planning should be in the service of economic development</i> • Also addresses the second RTPP Goal
<p>All</p>	<p>(14) supports the review and study of new freight-related technologies, emerging business practices, and evolving commodity mixes and mode shares to advance regional goals.</p>	<ul style="list-style-type: none"> • Derived from one of the original freight policy topic areas • Addresses the following comments made at the TPB Work Session (paraphrased) <ul style="list-style-type: none"> ○ <i>...we should make sure to consider changing commodity mixes... we should think about what kind of products and services we want in our region</i>