National Capital Region
Transportation Planning Board

MEMORANDUM

TO: TPB Technical Committee

FROM: Jon Schermann, Department of Transportation Planning

SUBJECT: Preliminary Draft Freight Policy Statements

DATE: February 25, 2016

SUMMARY

The planned discussion of the preliminary draft freight policies scheduled for the February 17th meeting of the Transportation Planning Board did not occur due to lack of time. This discussion has been rescheduled and is now anticipated to occur during the March 16th TPB meeting.

Since the last Technical Committee meeting, staff has received comments from one Board member. Addressing these comments resulted in the inclusion of one additional freight policy statement to better address the topic of environmental justice. The attached list of preliminary draft freight policy statements reflect this latest change and is described below:

- A new policy was added in the number 5 position.

- Policies 6 through 16 were each shifted one number higher to reflect the insertion of the new draft policy. The text for each of the "original" policies remains the same.

NEXT STEPS

If staff receives positive feedback from the TPB at the March 16th meeting, 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 spring.

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

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. supports the consideration of potential social and economic effects of freight-related programs, policies and activities on minority populations and low-income populations.

6. 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.

7. supports the safe and community-friendly accommodation of freight deliveries within the Region's activity centers.

8. supports improvements in truck safety using education, enforcement, and engineering strategies.

9. 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.

10. 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.

11. supports robust first responder training and exercise activities regarding freight in general and hazardous materials transport in particular.

12. supports collaboration among agencies and with the private sector on freight planning and operations concerns to support mutual goals.

PRELIMINARY DRAFT

13. 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.

14. promotes sustainable methods of freight operations that are sensitive to environmental, cultural, and community resources.

15. 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.

16. 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 (February 25, 2016)

National Freight Goals	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	Supports all RTPP Goals
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	P6 P7		P12	P15	P4 P6	
To improve the safety, security, and resilience of freight transportation	P1	P7	P8, P9 P10, P11				
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			P10				P16
To incorporate concepts of performance, innovation, competition, and accountability into the operation and maintenance of the national freight network				P13			
To improve the economic efficiency of the national freight network	P1	P6				P6	
To reduce the environmental impacts of freight movement on the national freight network	P4, P5		P9 P10		P14	P4	