

# DRAFT REGIONAL FREIGHT PLAN & DEVELOPMENT OF FREIGHT POLICY LANGUAGE

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Jon Schermann  
TPB Transportation Planner

Freight Subcommittee  
March 10, 2016



# Development of Freight Policy Language

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- July 2015: TPB Chair Mendelson requests Board input on policy elements to be included in the National Capital Region Freight Plan.
- July – September 2015: Review of policy language in jurisdictional planning documents – outreach to stakeholders – engage Technical Committee and Freight Subcommittee.
- October 2015: TPB Work Session.
- November – December 2015: Develop 15 draft policy statements.
- January 2016 – Freight Subcommittee and Technical Committee review and comment
- February 2016 – Briefing to TPB bumped due to lack of time – receive and address comments – reach out to Access for All Committee
- March 2016 – TPB Briefing





## MEMORANDUM

**TO:** TPB Technical Committee  
**FROM:** Jon Schermann, Department of Transportation Planning  
**SUBJECT:** Preliminary Draft Freight Policy Statements  
**DATE:** February 25, 2016

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## SUMMARY

The planned discussion of the preliminary draft freight policies scheduled for the February 17<sup>th</sup> 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 16<sup>th</sup> 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 16<sup>th</sup> 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@mwkog.org](mailto:jschermann@mwkog.org) / (202) 962-3317.

## Staff Developed Freight Policy Statements

February 25, 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. 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.

## Staff Developed Freight Policy Statements

February 25, 2016

# 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						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	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	

# Next Steps

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- Present to TPB.
- Address comments from Board members and from the Access for All Committee.
- Incorporate policy statements into the draft National Capital Region Freight Plan.
- Wrap up technical elements of the Plan – including freight project database and incorporation of FAST Act discussion.
- Bring the draft plan back to the TPB for action for approval– May timeframe.



# FASTLANE AND TIGER GRANTS

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Jon Schermann  
TPB Transportation Planner

Freight Subcommittee  
March 10, 2016





# FASTLANE and TIGER Grants

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- FASTLANE grant program - \$800 million for FY 2016.
  - Applications due April 14, 2016
- TIGER grant program - \$500 million for FY 2016.
  - Applications due April 29, 2016
- Both FASTLANE and TIGER grant applications must be submitted through [www.Grants.gov](http://www.Grants.gov)



# FASTLANE Grants – Eligible Applicants

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- States
- Metropolitan Planning Organizations with populations  $\geq$  200,000
- Local Governments
- Political subdivisions of state or local governments
- Public authorities with a transportation function (including port authorities)
- Federal land management agencies applying jointly with a state
- Tribal governments/consortiums
- Multi-state or multijurisdictional group of public entities



# FASTLANE Grants – Eligible Projects

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- Highway freight projects carried out on the National Highway Freight Network
- Highway or bridge projects carried out on the National Highway System, including:
- Grade crossing or grade separation projects
- Other freight projects that are:
  - Intermodal/rail freight
  - Within the boundaries of a public or private freight rail, maritime (including ports), or intermodal facility



# FASTLANE Grants – Minimum Project Size

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- Large projects\*
  - The lesser of:
    - \$100 million
    - 30 percent of state's FY 2015 apportionment, if project is located within one state
    - 50 percent of larger participating state's FY 2015 apportionment if project is located in more than one state

- Small projects\*
  - Does not meet large project minimum size

*\* Previously incurred expenses may count toward meeting minimum project size requirement if they are eligible project costs and were expended as part of the project for which the applicant seeks funding.*



# FASTLANE Grants – Grant Amounts and Cost Share

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- Minimum FASTLANE Grants
  - \$25 million for large projects
  - \$5 million for small projects
- Cost Share
  - Up to 60 percent FASTLANE grants
  - Up to 80 percent total Federal

*Previously incurred expenses cannot count toward cost share*



# FASTLANE Grants – Eligible Project Costs

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- Development phase activities, including planning, feasibility analysis , revenue forecasting, environmental review, preliminary engineering, design work, and other pre-construction activities
- Construction activities including new construction, reconstruction, rehabilitation, property or equipment acquisition, environmental mitigation, construction contingencies, and operational improvements



# FASTLANE Grants – Program Requirements and Considerations

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- Large Project Requirements
  - Generates national or regional economic, mobility, or safety benefits
  - Cost-effective
  - Contributes to one or more 23 U.S.C. 150 goals
  - Based on the results of preliminary engineering
  - One or more stable and dependable funding or financing sources
  - Cannot easily be completed without Federal funding
  - Reasonably expected to begin construction 18 months from obligations
- Small Project Considerations
  - Cost-effectiveness
  - Effect on mobility in the project's State or region



# FASTLANE Grants – Merit Criteria

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- Economic Outcomes
    - Improving efficiency and reliability to increase global economic competitiveness
  - Mobility Outcomes
    - Improving the movement of people and goods
  - Safety Outcomes
    - Reducing traffic fatalities and serious injuries
  - Community Outcomes
    - How and whether the project mitigates harm and extends benefits to communities and the environment
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- *Partnership and Innovation*
    - *Strong collaboration among a broad range of stakeholders*
    - *Innovative strategies to pursue outcomes*
  - *Cost Share*
    - *One or more funding sources*





# FASTLANE Grants – Program Requirements and Considerations

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- Small Project Considerations
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# FASTLANE Grants – Webinars

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- Thursday, March 17 from 1-3 pm EDT
- Registration available at [www.transportation.gov/FASTLANEgrants](http://www.transportation.gov/FASTLANEgrants)
- Email: [FASTLANEgrants@dot.gov](mailto:FASTLANEgrants@dot.gov)



# TIGER Grants

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- For more information visit [www.transportation.gov/TIGER](http://www.transportation.gov/TIGER)
- Email: [TIGERgrants@dot.gov](mailto:TIGERgrants@dot.gov)



# REGIONAL TRUCK COUNTS

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Patrick Zilliacus  
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Freight Subcommittee  
March 10, 2016



# Background

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- FY 2016 UPWP funds (~\$260,000) are available for truck counts
- A plan for the truck counts is under development
- Initial brainstorming session among staff and management held February 11
- Current thinking – three components:
  - 1) ATR validations
  - 2) Special generators
    - most expensive – many locations benefit from (require) 24 hour counts
  - 3) Bluetooth
    - Proof of concept

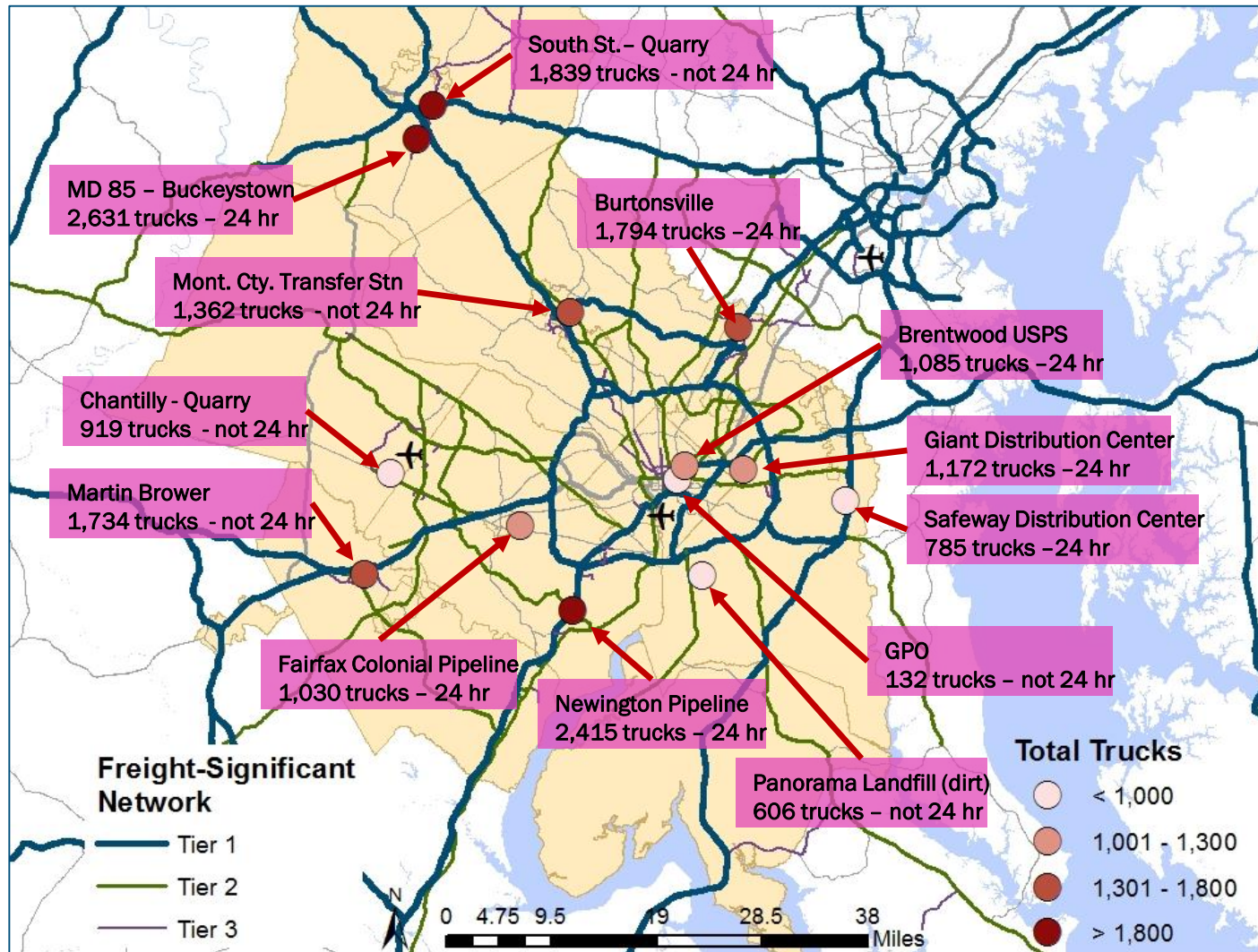


# Special Generator Counts – FY 2000

Location	Notes	Location	Notes
MD 85 - Buckeystown	2,631 trucks in 24 hours – highest total of all year 2000 special generator counts Frederick County	Brentwood USPS	1,085 trucks in 24 hours – USPS distribution facility District of Columbia
Newington Pipeline Terminal	2,415 trucks in 24 hours Hazmat Fairfax County	Fairfax Colonial Pipeline Terminal	1,030 trucks in 24 hours Hazmat City of Fairfax
South St. Quarry	1,839 trucks – not a 24 hour operation Frederick County	Chantilly Crushed Stone Quarry	919 trucks – not a 24 hour operation Loudoun County
Burtonsville	1,794 trucks in 24 hours – multiple freight generators including UPS Prince George’s County	Safeway Distribution Center	785 trucks in 24 hours Prince George’s County
Martin Brower	1,734 trucks in 24 hours – Balls Ford Road – Martin Brower is a McDonald’s distributor Prince William County	Panorama Landfill (dirt)	606 trucks – not a 24 hour operation Prince George’s County
Montgomery County Transfer Station	1,362 trucks – not a 24 hour operation Trash transfer facility Montgomery County	GPO (Government Printing Office)	132 trucks – not a 24 hour operation District of Columbia
Giant Distribution Center	1,172 trucks in 24 hours Giant has now mostly moved out of this location Prince George’s County		



# Special Generator Counts - FY 2000



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