



MEMORANDUM

To: CMAP Freight Committee

From: CMAP Staff

Date: November 17, 2014

Re: List of potential freight policies and programs

As introduced at the September 22, 2014 meeting of the Freight Committee, CMAP staff is in the process of developing a freight planning framework. It will lay the groundwork for a regional freight plan, which will be included as part of the next long-range metropolitan transportation plan. The freight planning framework will consist of two components: a policy framework and a programming framework. The initial focus is on the policy framework, with the development of the programming framework expected in the latter half of FY 2015.

To develop the policy framework, the goal over the coming months is to (1) determine the types of projects and programs to be analyzed and (2) determine the methodologies to analyze these projects and programs. To help meet the first objective, this memo suggests a universe of potential freight policies and programs.

CMAP staff seeks the input of the Freight Committee to add, subtract, or amend strategies identified in these lists. Once the lists are finalized, staff will begin to research methodologies to study the identified strategies.

Policy Framework

CMAP staff reviewed a variety of existing documents to identify potential project types and programs for discussion. These documents include [GO TO 2040](#), the [Freight Cluster Drill Down](#) report, the [Regional Freight Leadership Task Force](#) report, and the [Freight System Planning Recommendations](#). In general, these strategies fall into three categories: capital projects, operational improvements, and regulatory reform. Table 1 lists the projects and programs identified to date.

Capital projects, operational improvements, and regulatory reforms may be combined to serve larger policy goals. For example, GO TO 2040 identifies high-level goals such as mitigating congestion, improving reliability, and prioritizing maintenance; it also calls on the region to leverage existing infrastructure by reinvesting in existing communities. GO TO 2040 also

provides specific recommendations related to trucking improvements and the CREATE rail program. The development of the freight planning framework offers an opportunity to continue exploring and providing nuance to GO TO 2040's recommendations.

After appropriate lists of potential projects and programs have been completed, and analytical methodologies determined, the freight planning framework may suggest packages of projects or investment scenarios for future study. For example, a regional freight plan could investigate the benefits of focused investment in the National Highway System or its intermodal connectors, completing a program of highway-rail grade separations, or delivering a package of access improvements in manufacturing and industrial districts. *The Freight Committee's input will be helpful in exploring whether to initiate such an exercise, and if so, how to structure the various scenarios.*

Table 1. Universe of potential freight policies

	Strategy	Description
Operational programs	Off-peak deliveries	Incentives to encourage receivers to accept overnight deliveries, reducing congestion during peak periods.
	Consolidated deliveries	Incentives to encourage consolidated deliveries in targeted areas (e.g., campus environments or dense business districts), reducing the number of required trips.
	Centralized delivery facilities	Incentives or direct support to develop centralized delivery facilities, allowing consolidated deliveries.
	Congestion pricing	Use pricing to manage travel demand on congested facilities. Could be applied to non-commercial vehicles and/or commercial vehicles.
Regulatory reforms	Truck routing improvements	Coordination of various jurisdictions' truck routes, improved dissemination of routing preferences and restrictions (e.g., online portals, signage).
	Truck permitting clearinghouse	Coordination of various jurisdictions' permitting functions to reduce regulatory burden.
	Address delivery time restrictions	Remove or loosen delivery time restrictions in appropriate locations, reducing congestion during peak periods.
	Address truck parking restrictions	Remove or loosen truck parking restrictions in appropriate locations, reducing congestion during peak periods.
	Supportive land use and zoning	Preserve industrial and logistics land uses in appropriate sites near supporting infrastructure. Address access management issues to preserve effective highway operations.
Capital projects	Highway-rail grade separations	Reduce congestion and improve safety by separating highway and rail infrastructure and key crossings
	Rail-rail grade separations	Reduce congestion and improve reliability by separating rail facilities at key crossings. May consider the relationship between passenger rail and freight rail.
	Pavement improvements	Improve asset condition by focusing highway reconstruction and resurfacing to certain facilities. Potentially explore appropriate design standards for freight-heavy facilities.
	Additional lanes – general purpose	Expand capacity by the strategic addition of new lanes to key expressways and arterials.
	Additional lanes – truck-only lanes	Expand capacity by the strategic addition of new truck-only lanes to key expressways and arterials. Potentially explore capacity for truck-only facilities to be self-supporting.
	New highway corridor	Expand capacity by the strategic addition of new highways and bridges to fill gaps in the network. Potentially explore capacity for new facilities to be self-supporting.
	New or improved interchanges	Expand capacity by the addition of new expressway interchanges or improvements of existing interchanges. Improve safety by reconfiguring existing interchanges.
	Spot improvements	Geometric improvements to address horizontal and vertical clearances, turning radii, etc.; improvements to lane configurations, including turning lanes.
	Additional truck parking	Additional truck parking facilities in locations with shortages.

