



Regional Strategic Freight Direction

Outcomes of CMAP staff freight charrette
November 2-3, 2016

Why focus on freight?

- Experiencing a “freight moment”
 - Growing federal emphasis on freight policy and funding
 - State and local planning efforts
- Freight’s importance to our region
 - Major economic driver
 - Significant transportation and land use impacts
 - Significant impacts on local quality of life
- Growing base of CMAP technical and policy research and outreach into freight topics

What is the Regional Strategic Freight Direction?

- Near-term action agenda for freight in the region
- Strategic, **not** comprehensive
 - Focused recommendations on key freight policy and programming issues
- Agency-led effort
 - Intended audience of CMAP and core stakeholders
 - CMAP staff, Board, MPO, and committee members
- Stand-alone document
 - Separate from ON TO 2050
 - Intended approval by MPO and CMAP Board in early 2018

What is the Regional Strategic Freight Direction?

- Near-term action agenda for freight in the region
- **Strategic, not comprehensive**
 - Focused recommendations on key freight policy and programming issues
- Agency-led effort
 - Intended audience of CMAP and core stakeholders
- Standalone document
 - Separate from ON TO 2050
 - Intended approval by MPO and CMAP Board in early 2018

What is the Regional Strategic Freight Direction?

- Near-term action agenda for freight in the region
- Strategic, **not** comprehensive
 - Focused recommendations on key freight policy and programming issues
- Agency-led effort
 - Intended audience of CMAP and core stakeholders
- Standalone document
 - Separate from ON TO 2050
 - Intended approval by MPO and CMAP Board in early 2018

What is the Regional Strategic Freight Direction?

- Near-term action agenda for freight in the region
- Strategic, **not** comprehensive
 - Focused recommendations on key freight policy and programming issues
- Agency-led effort
 - Intended audience of CMAP and core stakeholders
- Standalone document
 - Separate from ON TO 2050
 - Intended approval by MPO and CMAP Board in early 2018

Relationship to ON TO 2050

ON TO 2050 will be:	The Regional Strategic Freight Direction will be:
Long-term	Near-term
Comprehensive	Focused
Meet federal and state requirements	No external requirements; agency led
Broad audience	Narrower audience

Themes from visioning exercise

The Regional Strategic Freight Direction will be:

- Bold
- Relevant
- Focused
- Actionable
- Concise
- Standalone

The Regional Strategic Freight Direction will not be:

- Timid
- Bland
- Irrelevant
- Dense
- Long

The Regional Strategic Freight Direction will not be an “echo” of other plans.

Vision statement

The Regional Strategic Freight Direction will drive economic growth and local quality of life.

Framework to identify topics

- What are **major freight issues** in the region?
- Which issues rise to **regional importance**?
 - Broad impact
 - Unique conditions
 - Need for leadership on issue
- Where is regional **leadership** most valuable?
 - Where can CMAP **make a difference**?
 - Which topics are within **CMAP's purview**?

Major components

- The Regional Strategic Freight Direction will have five main components:
 - Existing conditions
 - Truck policy
 - Rail policy
 - Land use policy
 - Programming of freight funds

Major components

Note that the Regional Strategic Freight Direction **will not cover all topics**. It will intentionally stay silent on the following:

- Project identification and prioritization
- Air and water freight policy
- Detailed workforce or economic development policy
- Detailed logistics or demand management strategies

Major component: Existing conditions

Brief section to frame subsequent discussion

Point to other CMAP work for more extensive treatment:

- Freight System Trends snapshot report
- Performance-based programming research
- Regional economy research

Major component: Truck policy

Topic	Covers	Level of priority
Routing	Identify routing disconnects, locations for further study	High
Delivery Management	Time-of-day delivery management, parking restrictions	Medium
Permitting	Point to results of LTA work	Low

Major component: Rail policy

Topic	Covers	Level of priority
Principles to assess rail developments	Need for good data, lay groundwork for independent analysis to inform policy discussion	High
Future of CREATE program	Support for key remaining projects, investment priorities moving forward	High
Grade crossings	Establish method to prioritize top grade crossings for improvement	Medium
Operations	Provide high-level policy guidance on dispatching, safety, and other topics	Low
Intercity passenger rail	Acknowledge shared infrastructure challenges, provide high-level policy guidance	Low

Major component: Land use policy

Topic	Covers	Level of priority
Major freight facility development	Best practices to guide local governments in planning for major freight facilities	High
Explore viability of principles to assess major freight development	Potentially develop principles for CMAP to guide analyses of major freight developments in the region	High
Environmental justice	Identifying affected locations and mitigation strategies, such as health impact assessments or encouraging cleaner vehicles	High
Subregional clusters	Identify locations of concentrated freight activity, provide direction on local topics for study in different clusters, identify best practices for conflict mitigation and land-use preservation	Medium
Freight as economic development tool	Provide high-level policy guidance on use of freight or logistics as local economic development strategy. Link to regional economy, equity, and advanced technology topics.	Low

Major component: Programming of freight funds

Topic	Covers	Level of priority
Principles for use of federal funds	Federal freight formula funding, FASTLANE applications, preferential funding for environmental justice	High

Next Steps

Winter 2017

- Preview charrette outcome presentation to CMAP committees
- Create engagement strategy for discrete topics

Spring 2017

- Produce content and recommendations with committee input

Summer 2017

- Refine recommendations

Fall 2017

- Draft Regional Strategic Freight Direction

Winter 2018

- Approval by Board and MPO