

# DVRPC

## Competitive CMAQ Program



**Delaware Valley Goods  
Movement Task Force**  
January 15, 2016



# What is the DVRPC CMAQ Competitive Program?

- The Congestion Mitigation and Air Quality (CMAQ) Program is a federal program that funds transportation projects that will help improve air quality and reduce congestion in areas not meeting the federal health based standards for air quality.
- DVRPC set aside \$20 million of the region's CMAQ funds for an open, competitive program in Pennsylvania.

# What Types of Projects Are Eligible?

- Cost effective projects that reduce emissions directly (emissions controls, anti-idling) or by reducing congestion (operations improvements, utilization of transit)
- Relevant eligible project types
  - Diesel retrofits and repowers
    - Construction, HDV, CHE, locomotives
  - Freight projects that result in modal shift from diesel trucks or improve efficiencies that result in AQ benefit
  - Extreme cold start programs
    - Engine heaters to reduce start up emissions and reduce idling.
- Studies are not eligible as they do not provide an emissions benefit
- See handout for list of eligible project types



# Who Can Apply?

- Public Agencies
- Non-profits and private firms
  - Non-profits and private firms must partner with a public agency
  - Partnerships must have legal agreement stating the responsibilities of partners and long term maintenance and ownership of project
  - Private-Public Partnerships must demonstrate benefit for the public good
- Individuals may not apply



# Recently Funded Projects

- CSX Locomotive Repower
- SJPC Forklift Replacement
- NJ DEP Construction Equipment Repower
- SEPTA Locomotive Repower
- Trenton Line Bridge Clearance Project

# Timeline

- Application period opens – January 21
- Mandatory pre-application meeting – February 23
- Completed Application Packages Due – April 21, 2016 at 5:00 P.M.
- Project Evaluation – May 2016
- Final Project Selection – June/July 2016
- Notification Letters to Applicants – August 2016

# Questions

Website: [www.dvrpc.org/cmaq](http://www.dvrpc.org/cmaq)

Contact: Sean Greene  
215-238-2860  
[sgreene@dvrpc.org](mailto:sgreene@dvrpc.org)

Thank You.





# Making Freight Data More Accessible

## SHRP2 C20 Progress and Outcomes

**Michael Ruane, Transportation Planner**

**Delaware Valley Regional Planning Commission**

January 2016 | DVGMTF

# Project Objectives

- **Improve availability and visibility of freight data in *PhillyFreightFinder***
  - Identify and adapt disparate sources of data
  - Refine current data sources for regional or sub-regional applications
  - Establish, pool, and standardize a portfolio of core freight data set that support planning, programming, and project prioritization

[www.dvrpc.org/webmaps/phillyfreightfinder](http://www.dvrpc.org/webmaps/phillyfreightfinder)

# Data collection & integration

## Evaluate and integrate *diverse* freight data:

- essential to understanding the **intermodal supply** for freight movements;
- that explains freight demand and **supply-chain logic**; and
- that measures **system performance**.

- **13 new data sources**
- New database and processes

Category	Data Point	Year	Source
Inland Highways	2013	DIVRPC, BureauDOT, NY DOT	2015
	2014	DIVRPC, BureauDOT, NY DOT	2014
	2015	DIVRPC, BureauDOT, NY DOT	2015
	2016	DIVRPC, BureauDOT, NY DOT	2016
Ports/Waterways	2012	DIVRPC, Port Operators	2014
	2013	DIVRPC, Port Operators	2015
	2014	DIVRPC, Port Operators	2015
	2015	DIVRPC, Port Operators	2015
Airports	2012	Port Operators	2014
	2013	Port Operators	2015
	2014	Port Operators	2015
	2015	Port Operators	2015
Night Centers	2012	DIVRPC, Member Genis	2014
	2013	DIVRPC, Member Genis	2014
	2014	DIVRPC, Member Genis	2014
	2015	DIVRPC, Member Genis	2014



# Key Outcomes

## Value added to the regional planning process

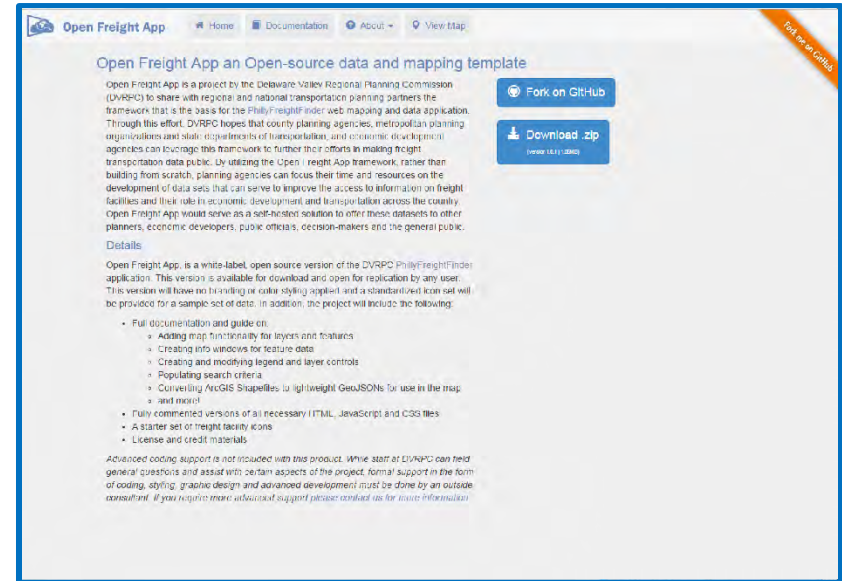
- Centralized clearinghouse of freight data
  - Clear communication
  - Reliable single source
  - Cross-agency collaboration
- **Formal structure** to guide future data collection + **automation**
- Better foundation for **evaluating projects**
- Data critical for updating the regional transportation model

# Lessons Learned

- Have a plan for the collection and practical uses of data
- Engagement of public and **private stakeholders**
  - Data sharing and fusion opportunities
- Formal **data agreements** are crucial
- Being a resource **improves visibility and input**
  - **Promotion is key!**

# Open Freight App

- **Easy to replicate** template for **cost-effective** communication of freight data.
- Well documented and **completely open source**.
- Case study:
  - WILMAPCO replicated for TIP tool
  - Work performed by a summer intern



Full open source project is available online:

<http://dvrpcfreight.github.io/open-freight-app/>



# Questions

## Michael Ruane

Transportation Planner

Office of Freight and Aviation Planning

**Delaware Valley Regional Planning Commission**

[mruane@dvrpc.org](mailto:mruane@dvrpc.org)

**215.238.2888**

**PhillyFreightFinder:** <http://dvrpc.org/webmaps/phillyfreightfinder>

**Open Freight App:** <http://dvrpcfreight.github.io/open-freight-app/>

## Freight Data Portal for the Delaware Valley

The Delaware Valley is a premier freight transportation gateway. It possesses one of the world's busiest freshwater ports; rail freight service from two large Class I railroads and 12 smaller short lines; an airport with expanding international cargo services; an excellent highway and connector network; and numerous rail and port intermodal terminals.

The performance of this extraordinary network helps promote and support a thriving economy. *PhillyFreightFinder* is a resource for exploring and tracking the Philadelphia-Camden-Trenton regional freight network.

Get started below

### County Freight Profiles

The DVRPC region is comprised of nine counties, each with a unique freight profile of facilities, employment, and trade patterns. The County Profile Tool provides insights on these unique aspects.

Explore a county

### Performance Indicators

A key to understanding freight in the Delaware Valley is evaluating the performance of the facilities that support freight in the region.

View Highway Performance

View **Map** Performance Indicators

### Explore Our Network

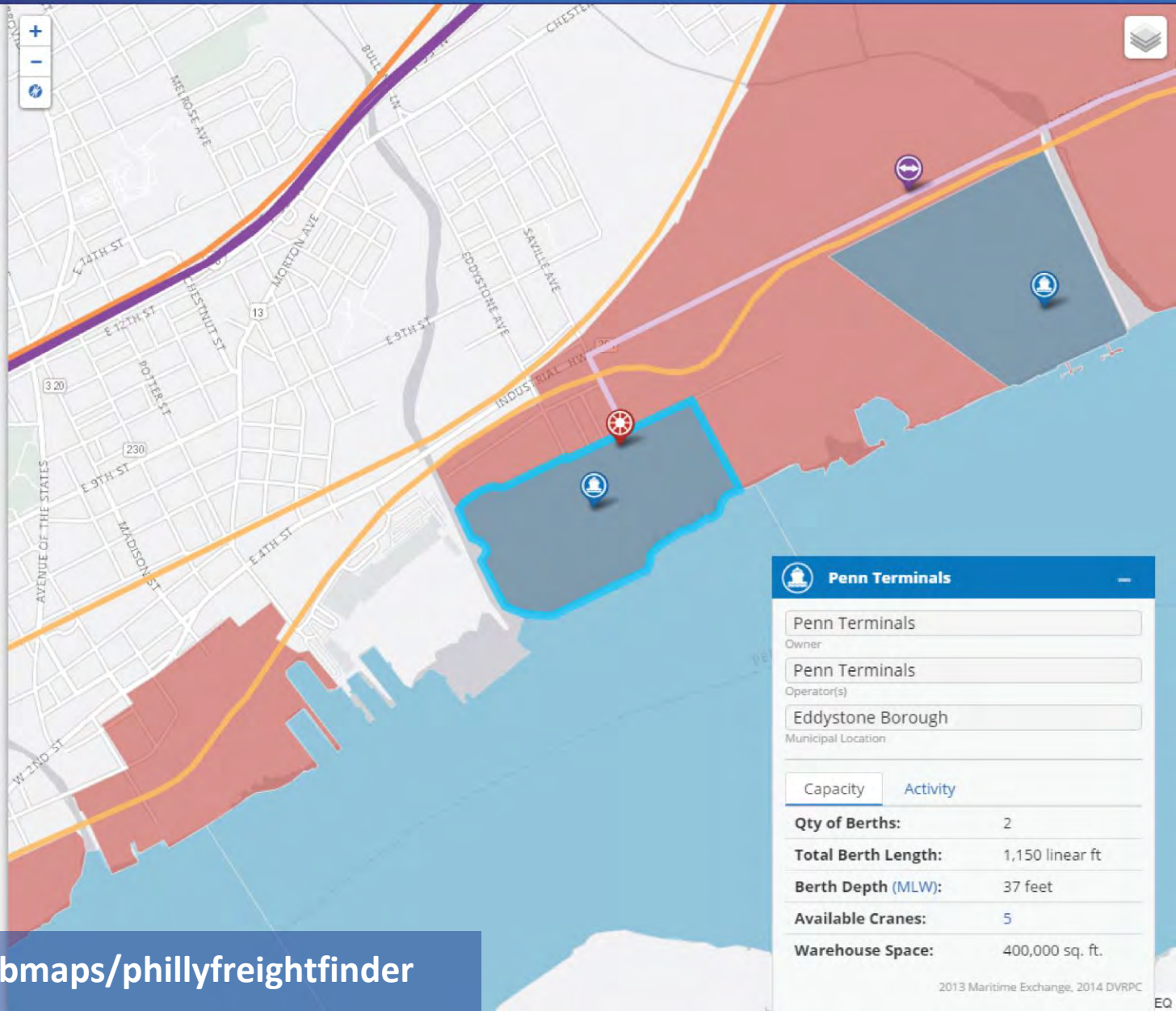
The region's extensive network includes hundreds of individual facilities that function together to drive the economy. Our map tool allows you to explore key details and facts about each of these facilities.

Browse the network map

[www.dvrpc.org/webmaps/phillyfreightfinder](http://www.dvrpc.org/webmaps/phillyfreightfinder)



- Trucking/highways
- Freight Rail
- Ports/waterways
- Airports
- Freight Centers
- Energy & Utilities
- Community



**Penn Terminals**

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**Penn Terminals**  
Owner

**Penn Terminals**  
Operator(s)

**Eddystone Borough**  
Municipal Location

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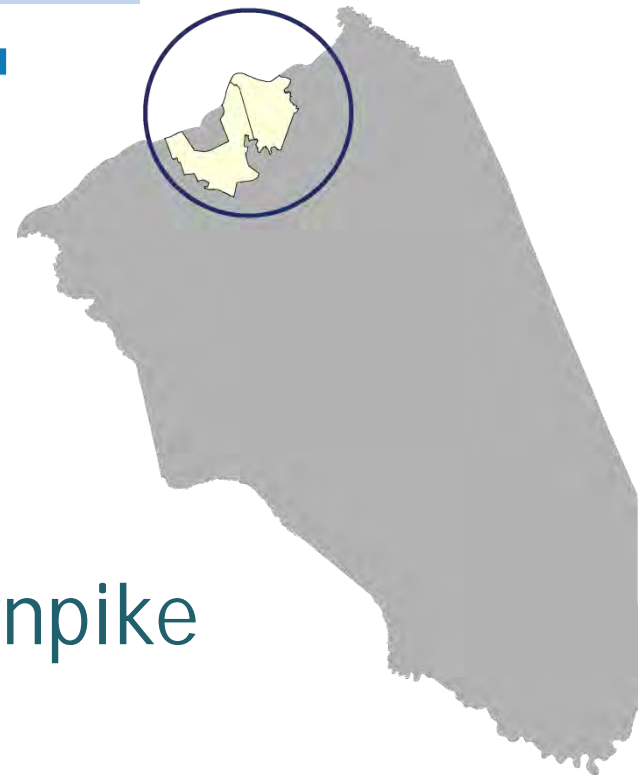
Capacity    Activity

<b>Qty of Berths:</b>	2
<b>Total Berth Length:</b>	1,150 linear ft
<b>Berth Depth (MLW):</b>	37 feet
<b>Available Cranes:</b>	5
<b>Warehouse Space:</b>	400,000 sq. ft.

2013 Maritime Exchange, 2014 DVRPC

[www.dvrpc.org/webmaps/phillyfreightfinder](http://www.dvrpc.org/webmaps/phillyfreightfinder)





# Freight Movement around NJ Turnpike Interchange 6A in Burlington and Florence Townships

Presentation to:

Delaware Valley Goods Movement Task Force

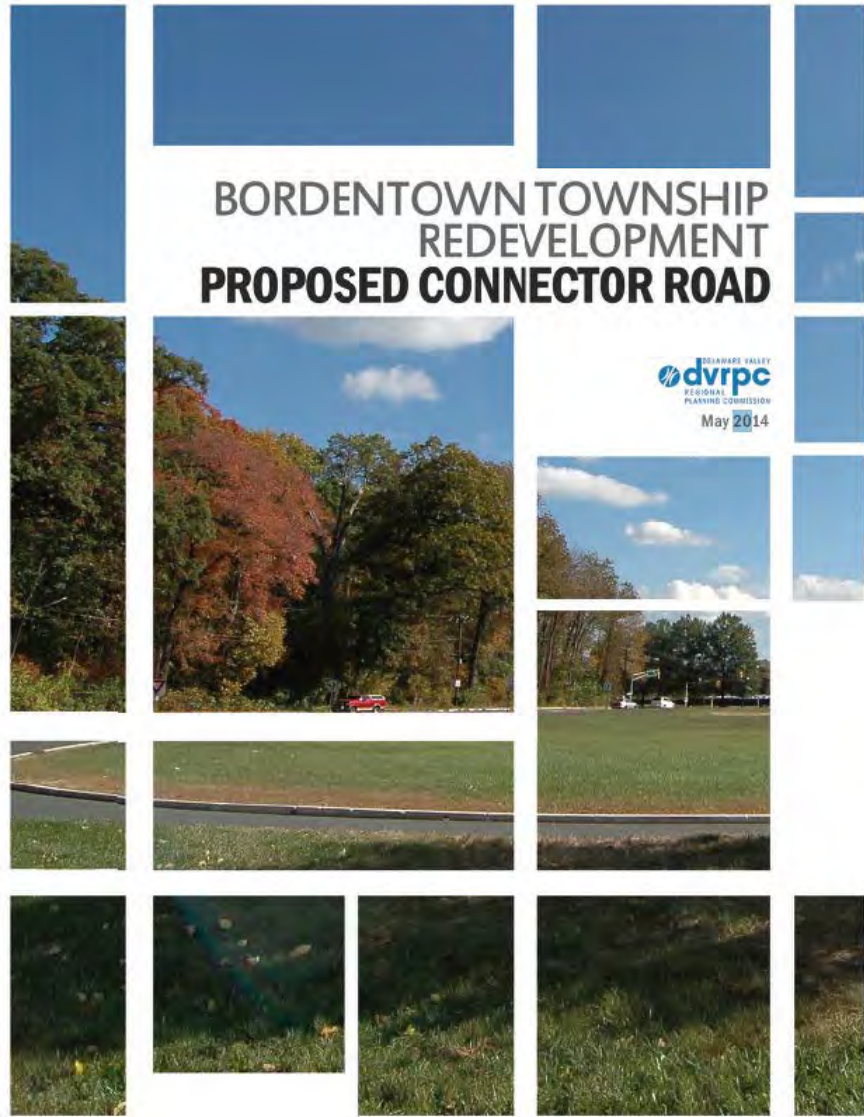


# Overview



## BORDENTOWN TOWNSHIP REDEVELOPMENT PROPOSED CONNECTOR ROAD

DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION  
May 2014



# Overview



## BORDENTOWN TOWNSHIP REDEVELOPMENT PROPOSED CONNECTOR ROAD



## PA 291 Area Study



FEBRUARY 2015



# Overview

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- ▶ Impact of PA Turnpike and I-95 re-routing
- ▶ Significant Growth in warehouse activity in the Burlington Freight Center
- ▶ Examine the capacity of existing highway network to accommodate growth
- ▶ Identify and plan for future growth

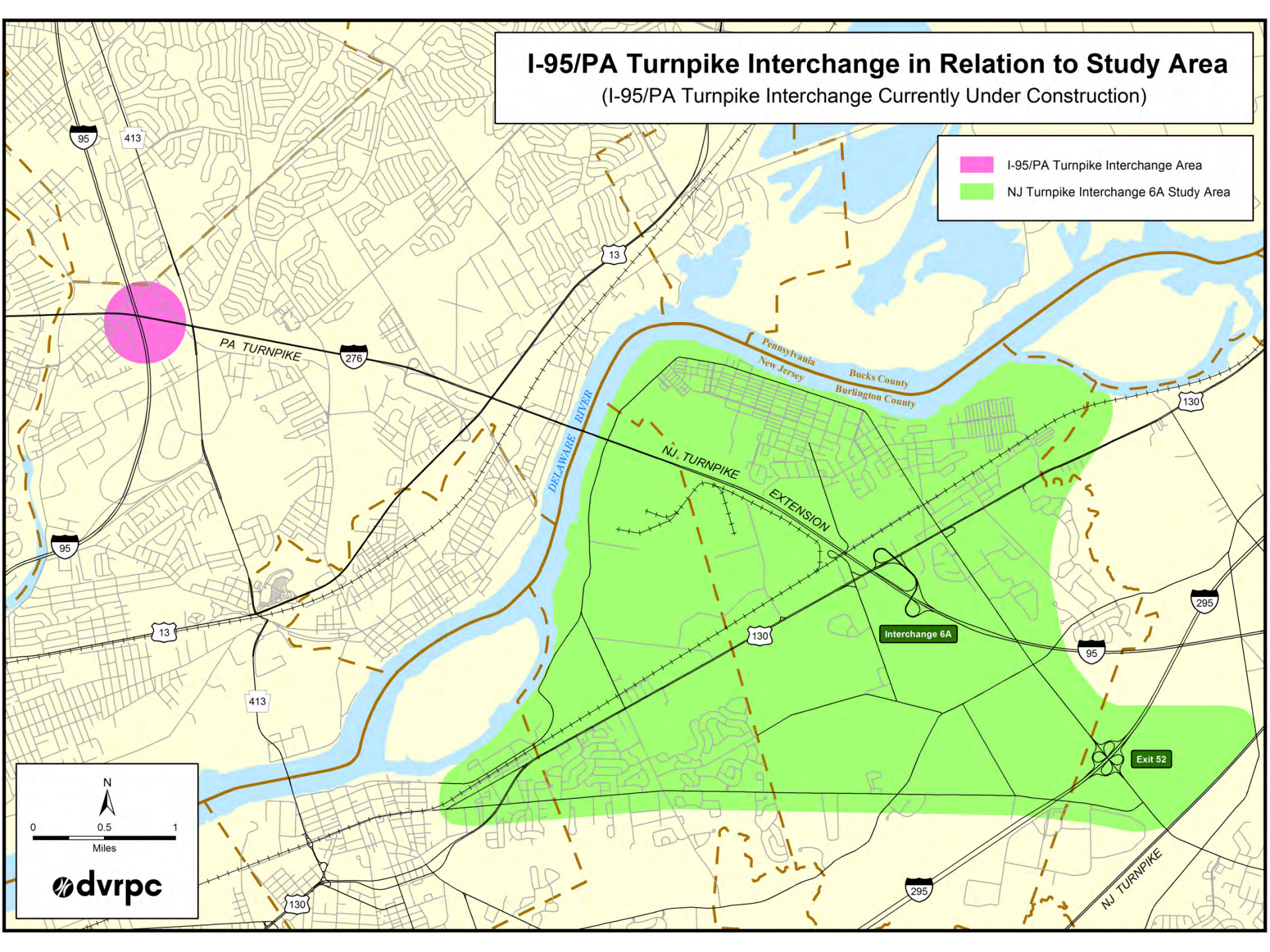




# I-95/PA Turnpike Interchange in Relation to Study Area

(I-95/PA Turnpike Interchange Currently Under Construction)


-  I-95/PA Turnpike Interchange Area
-  NJ Turnpike Interchange 6A Study Area



N

0 0.5 1

Miles

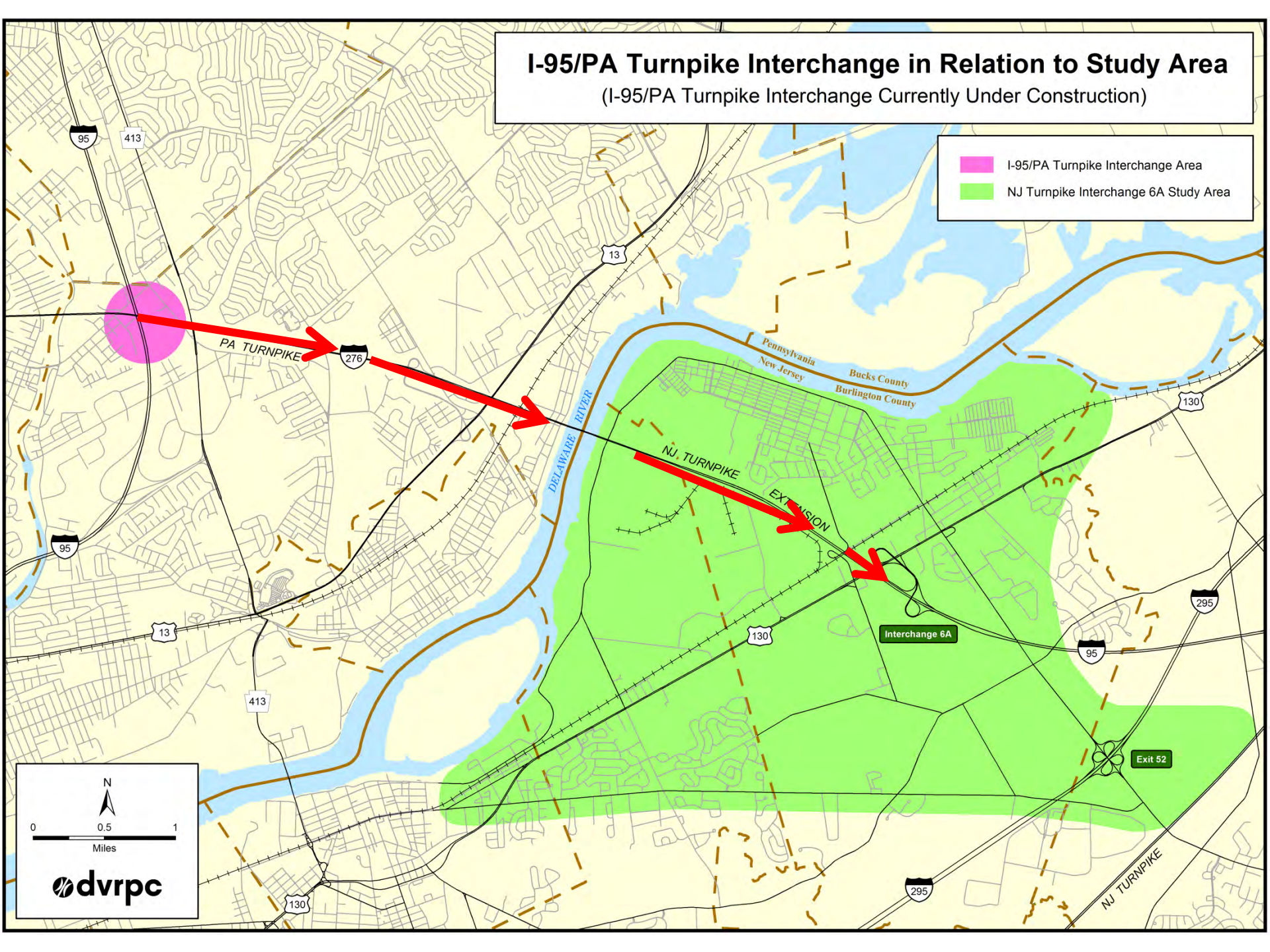




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(I-95/PA Turnpike Interchange Currently Under Construction)

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N

0 0.5 1

Miles

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# Regional Setting

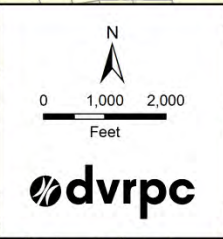
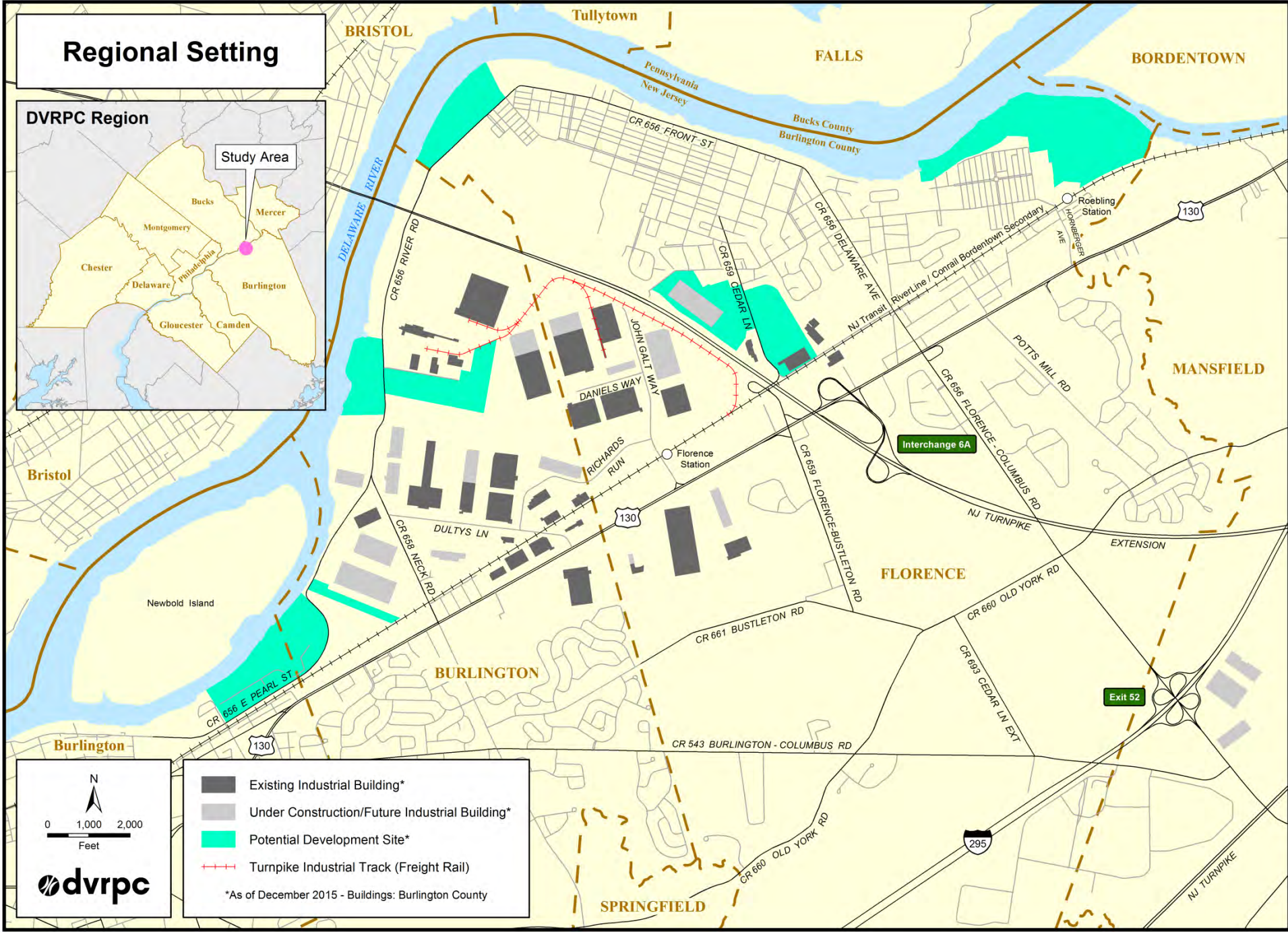
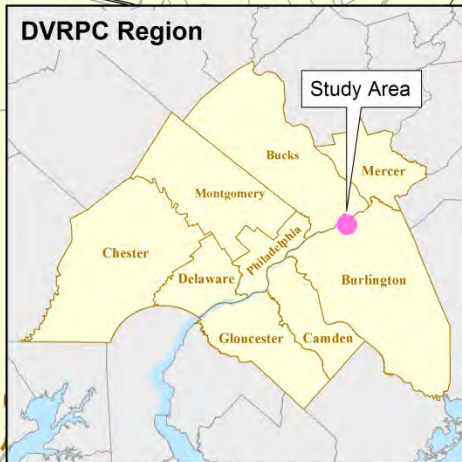
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Video of Planned PA  
Turnpike / I-95  
connection



# Regional Setting



- Existing Industrial Building\*
  - Under Construction/Future Industrial Building\*
  - Potential Development Site\*
  - Turnpike Industrial Track (Freight Rail)
- \*As of December 2015 - Buildings: Burlington County



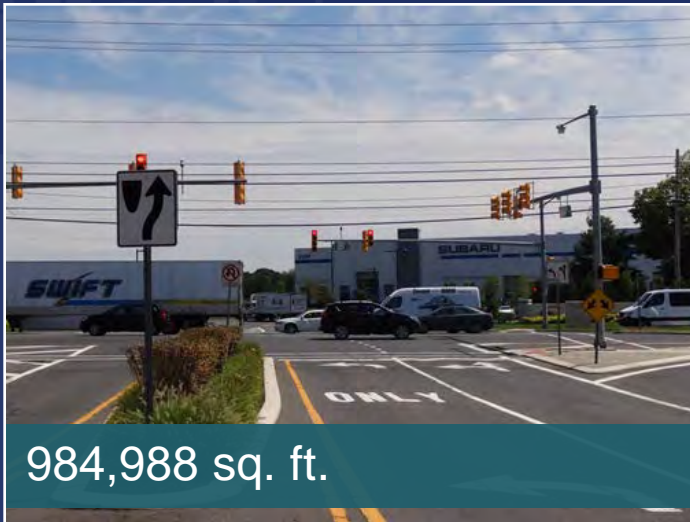


# Warehouse Activity

**10.6 M sq ft** | existing warehouse space



# Warehouse Activity



984,988 sq. ft.

Burlington Coat Factory



1,030,050 sq. ft.

Subaru of America



# New Construction



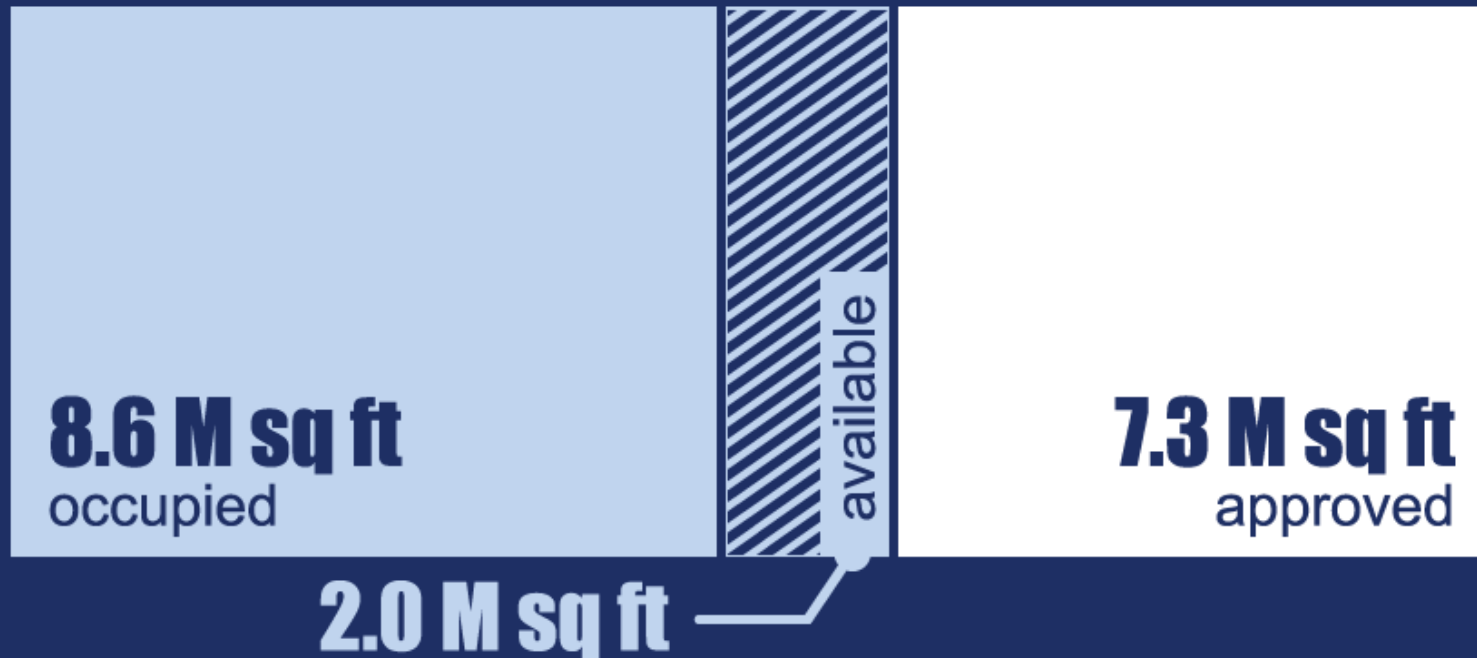
**10.6 M sq ft** | existing warehouse space



# New Construction

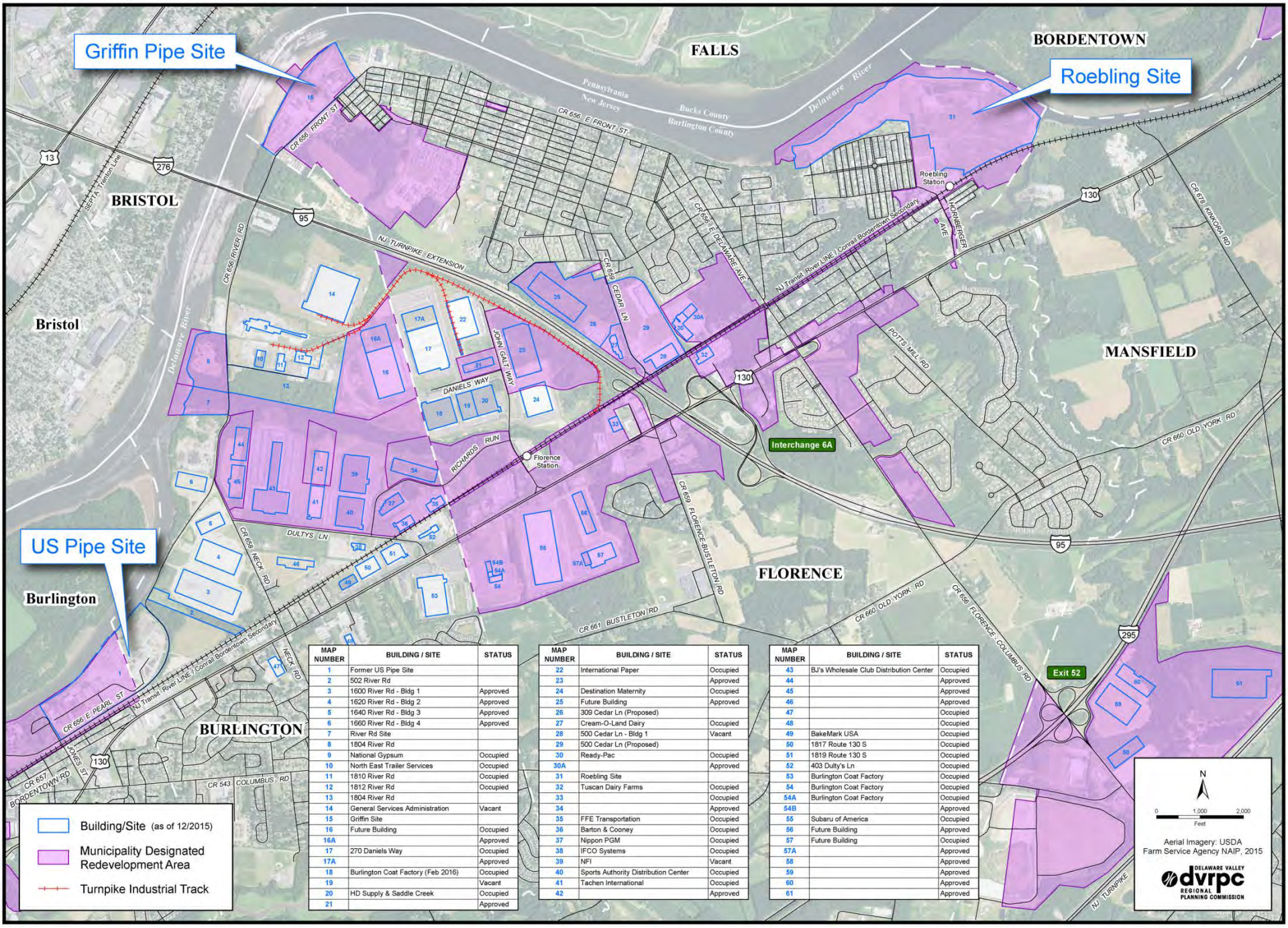


**7.3 M sq ft** | under construction/future





# New Jersey Turnpike Interchange 6A Freight Access Study



Griffin Pipe Site

Roebling Site

US Pipe Site

MAP NUMBER	BUILDING / SITE	STATUS
1	Former US Pipe Site	
2	502 River Rd	
3	1600 River Rd - Bldg 1	Approved
4	1620 River Rd - Bldg 2	Approved
5	1640 River Rd - Bldg 3	Approved
6	1660 River Rd - Bldg 4	Approved
7	River Rd Site	
8	1804 River Rd	
9	National Gypsum	Occupied
10	North East Trailer Services	Occupied
11	1810 River Rd	Occupied
12	1812 River Rd	Occupied
13	1804 River Rd	
14	General Services Administration	Vacant
15	Griffin Site	
16	Future Building	Occupied
16A	Future Building	Approved
17	270 Daniels Way	Occupied
17A	Future Building	Approved
18	Burlington Coat Factory (Feb 2016)	Occupied
19	Vacant	
20	HD Supply & Saddle Creek	Occupied
21	Future Building	Approved

MAP NUMBER	BUILDING / SITE	STATUS
22	International Paper	Occupied
23	Future Building	Approved
24	Destination Maternity	Occupied
25	Future Building	Approved
26	309 Cedar Ln (Proposed)	
27	Cream-O-Land Dairy	Occupied
28	500 Cedar Ln - Bldg 1	Vacant
29	500 Cedar Ln (Proposed)	
30	Ready-Pac	Occupied
30A	Future Building	Approved
31	Roebling Site	
32	Tuscan Dairy Farms	Occupied
33	Future Building	Occupied
34	Future Building	Approved
35	FFE Transportation	Occupied
36	Barton & Cooney	Occupied
37	Nippon PGM	Occupied
38	IFCO Systems	Occupied
39	NFI	Vacant
40	Sports Authority Distribution Center	Occupied
41	Tachen International	Occupied
42	Future Building	Approved

MAP NUMBER	BUILDING / SITE	STATUS
43	BJ's Wholesale Club Distribution Center	Occupied
44	Future Building	Approved
45	Future Building	Approved
46	Future Building	Approved
47	Future Building	Occupied
48	Future Building	Occupied
49	BakeMark USA	Occupied
50	1817 Route 130 S	Occupied
51	1819 Route 130 S	Occupied
52	403 Dulty's Ln	Occupied
53	Burlington Coat Factory	Occupied
54	Burlington Coat Factory	Occupied
54A	Burlington Coat Factory	Occupied
54B	Burlington Coat Factory	Approved
55	Subaru of America	Occupied
56	Future Building	Approved
57	Future Building	Occupied
57A	Future Building	Approved
58	Future Building	Approved
59	Future Building	Approved
60	Future Building	Approved
61	Future Building	Approved

- Building/Site (as of 12/2015)
- Municipality Designated Redevelopment Area
- Turnpike Industrial Track

N

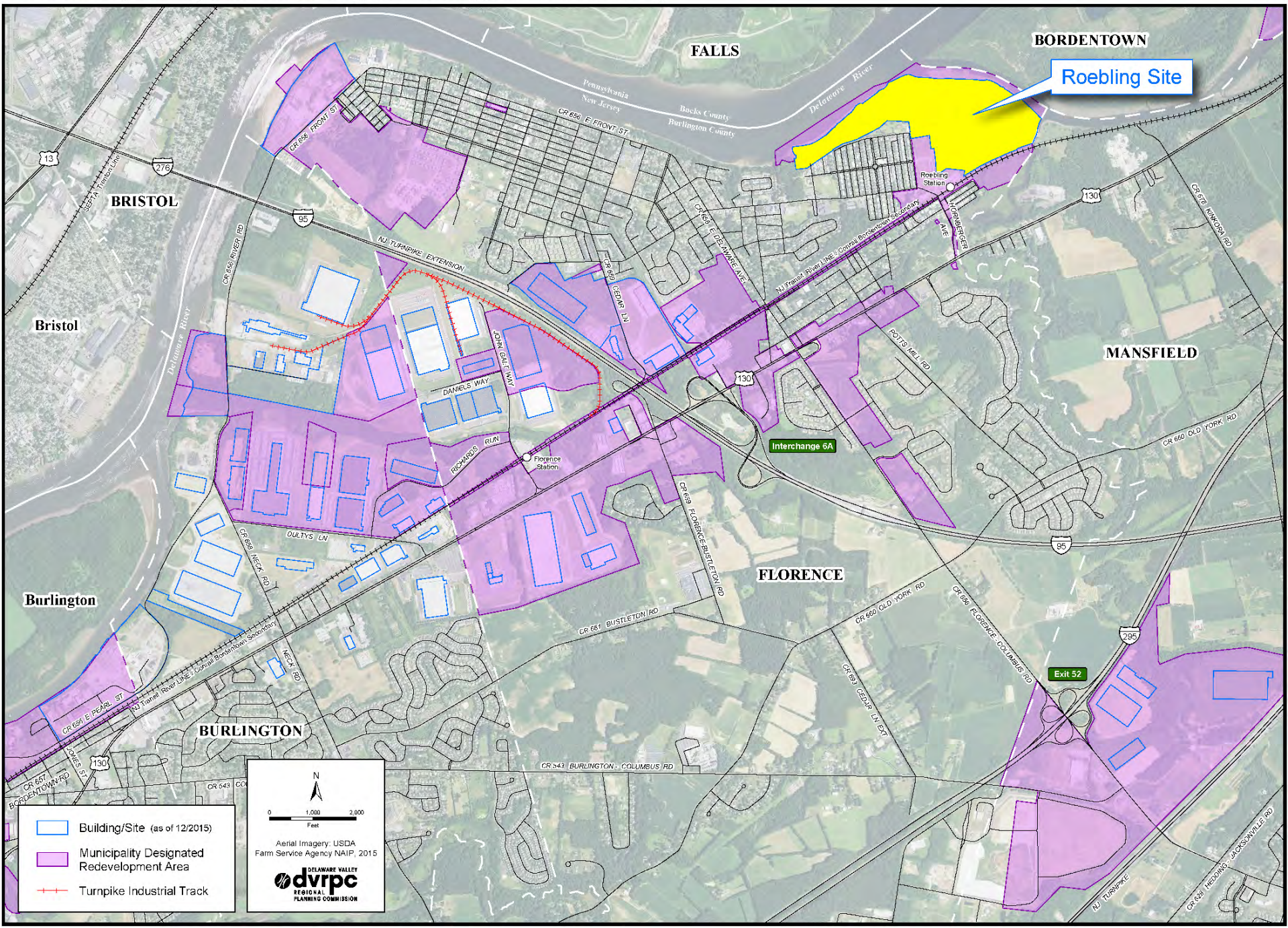
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Feet

Aerial Imagery, USDA  
Farm Service Agency NAIP, 2015

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REGIONAL  
PLANNING COMMISSION



# New Jersey Turnpike Interchange 6A Freight Access Study



Roebing Site

Interchange 6A

Exit 52

- Building/Site (as of 12/2015)
- Municipality Designated Redevelopment Area
- Turnpike Industrial Track

N

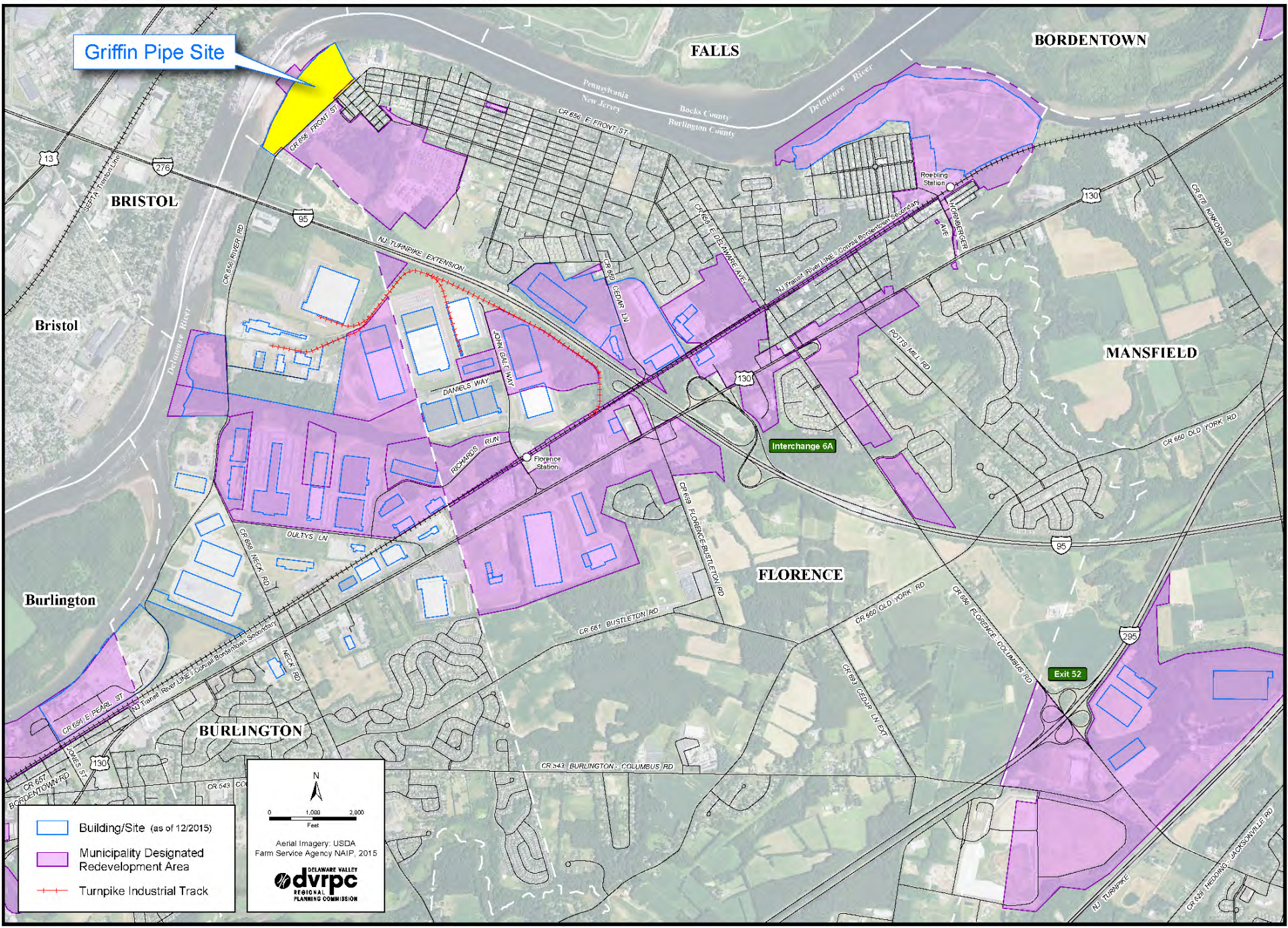
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Aerial Imagery: USDA  
Farm Service Agency NAIP, 2015




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# New Jersey Turnpike Interchange 6A Freight Access Study



Griffin Pipe Site

-  Building/Site (as of 12/2015)
-  Municipality Designated Redevelopment Area
-  Turnpike Industrial Track

N

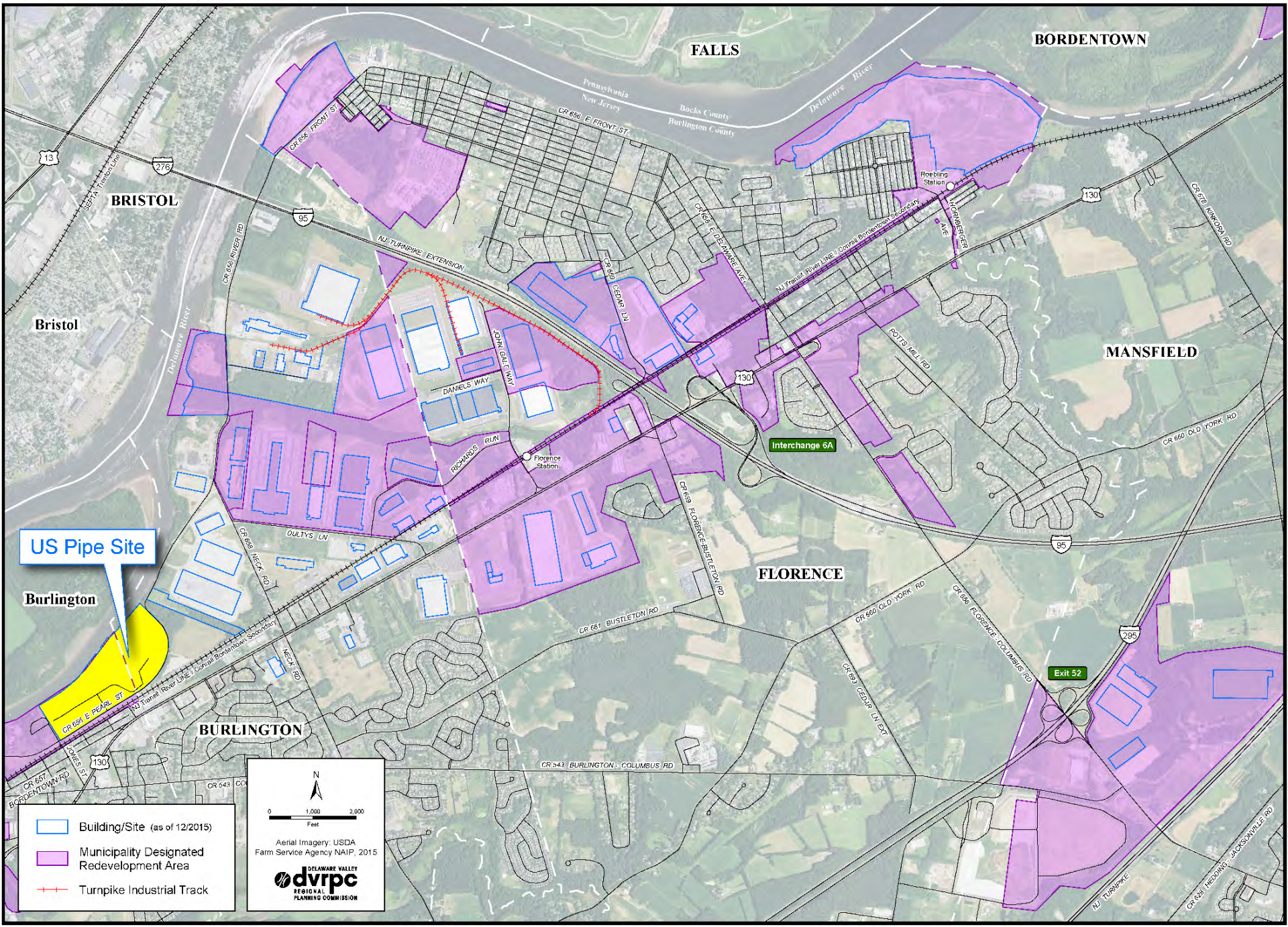
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Aerial Imagery: USDA  
Farm Service Agency NAIP, 2015

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# New Jersey Turnpike Interchange 6A Freight Access Study



**Blue Pipe Site**



- Building/Site (as of 12/2015)
- Municipality Designated Redevelopment Area
- Turnpike Industrial Track

N

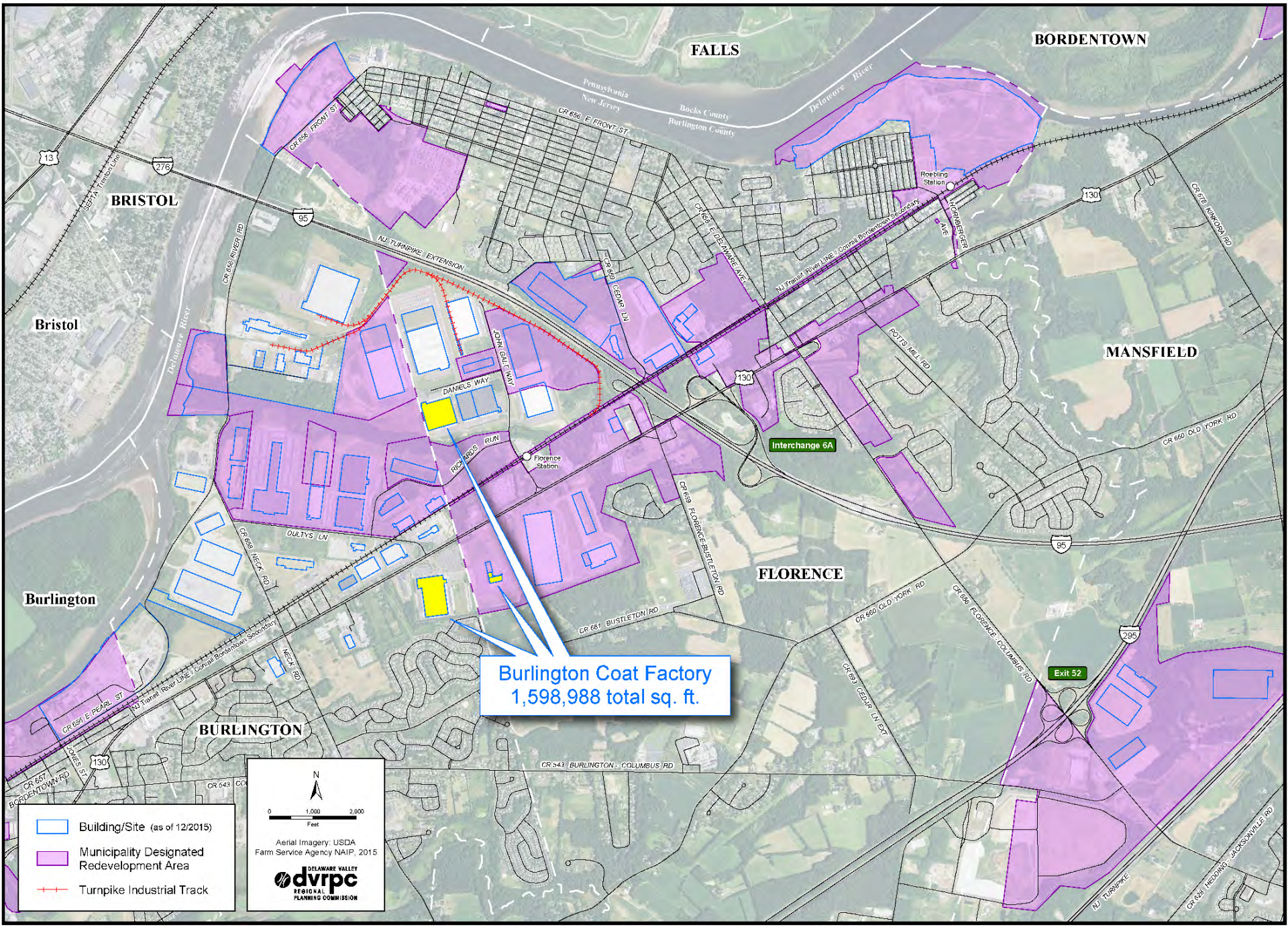
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Feet

Aerial Imagery: USDA  
Farm Service Agency NAIP, 2015

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# New Jersey Turnpike Interchange 6A Freight Access Study



**Burlington Coat Factory**  
1,598,988 total sq. ft.

- Building/Site (as of 12/2015)
- Municipality Designated Redevelopment Area
- Turnpike Industrial Track

N

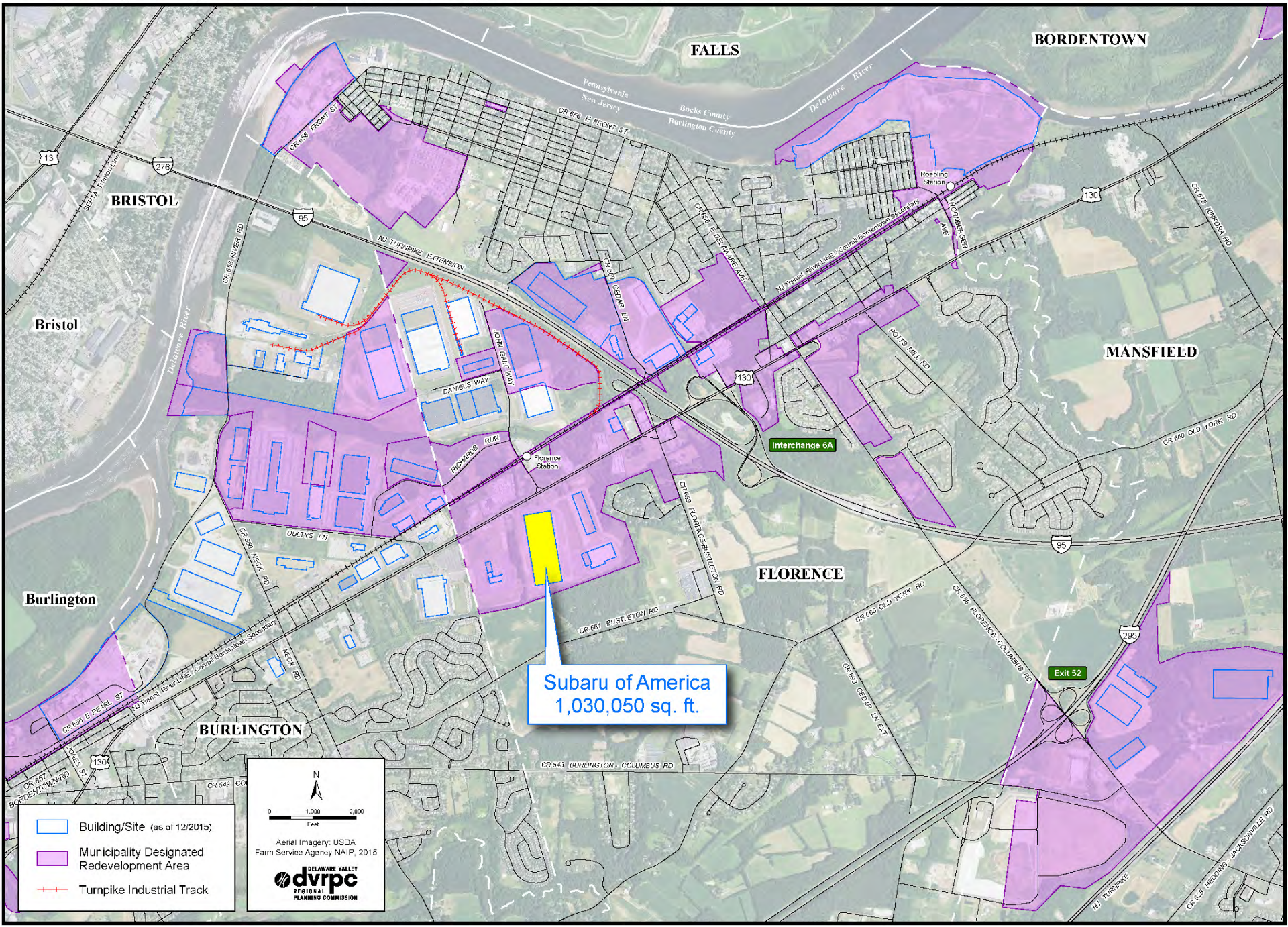
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Aerial Imagery: USDA  
Farm Service Agency NAIP, 2015

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# New Jersey Turnpike Interchange 6A Freight Access Study



Subaru of America  
1,030,050 sq. ft.

- Building/Site (as of 12/2015)
- Municipality Designated Redevelopment Area
- Turnpike Industrial Track

N

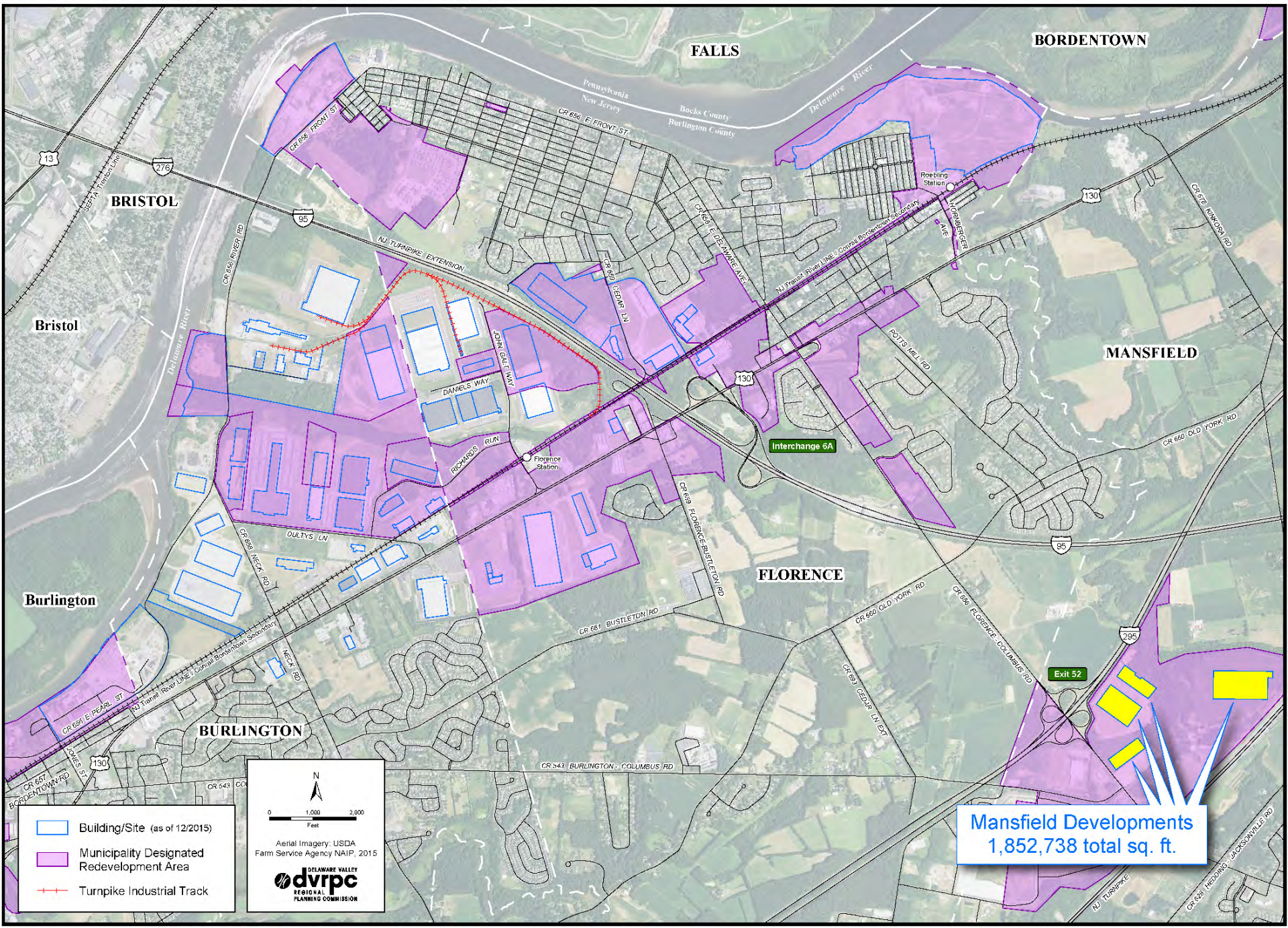
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Aerial Imagery: USDA  
Farm Service Agency NAIP, 2015

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# New Jersey Turnpike Interchange 6A Freight Access Study



-  Building/Site (as of 12/2015)
-  Municipality Designated Redevelopment Area
-  Turnpike Industrial Track

N

0 1,000 2,000  
Feet

Aerial Imagery: USDA  
Farm Service Agency NAIP, 2015

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Mansfield Developments  
1,852,738 total sq. ft.



# Assess Current Traffic Conditions

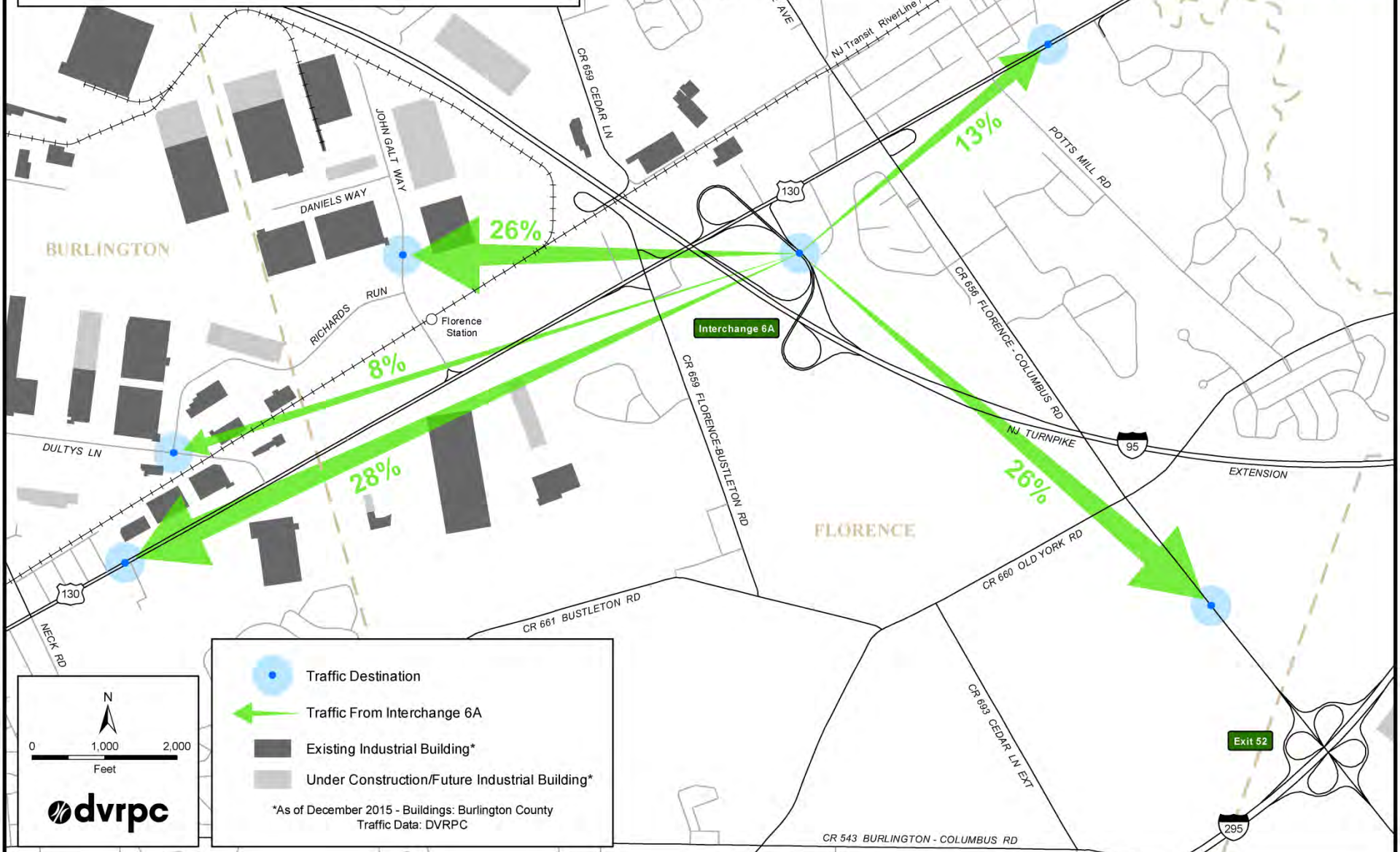
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- ▶ Identify O/D patterns from Turnpike interchange
- ▶ Identify crash clusters
- ▶ Measure performance of key intersections
- ▶ Identify truck movement as a percent of all traffic
- ▶ Identify key intersections for traffic to/from freight centers



# AM Peak Period Traffic Distribution From Interchange 6A 6:30 AM to 8:30 AM



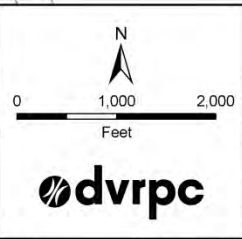
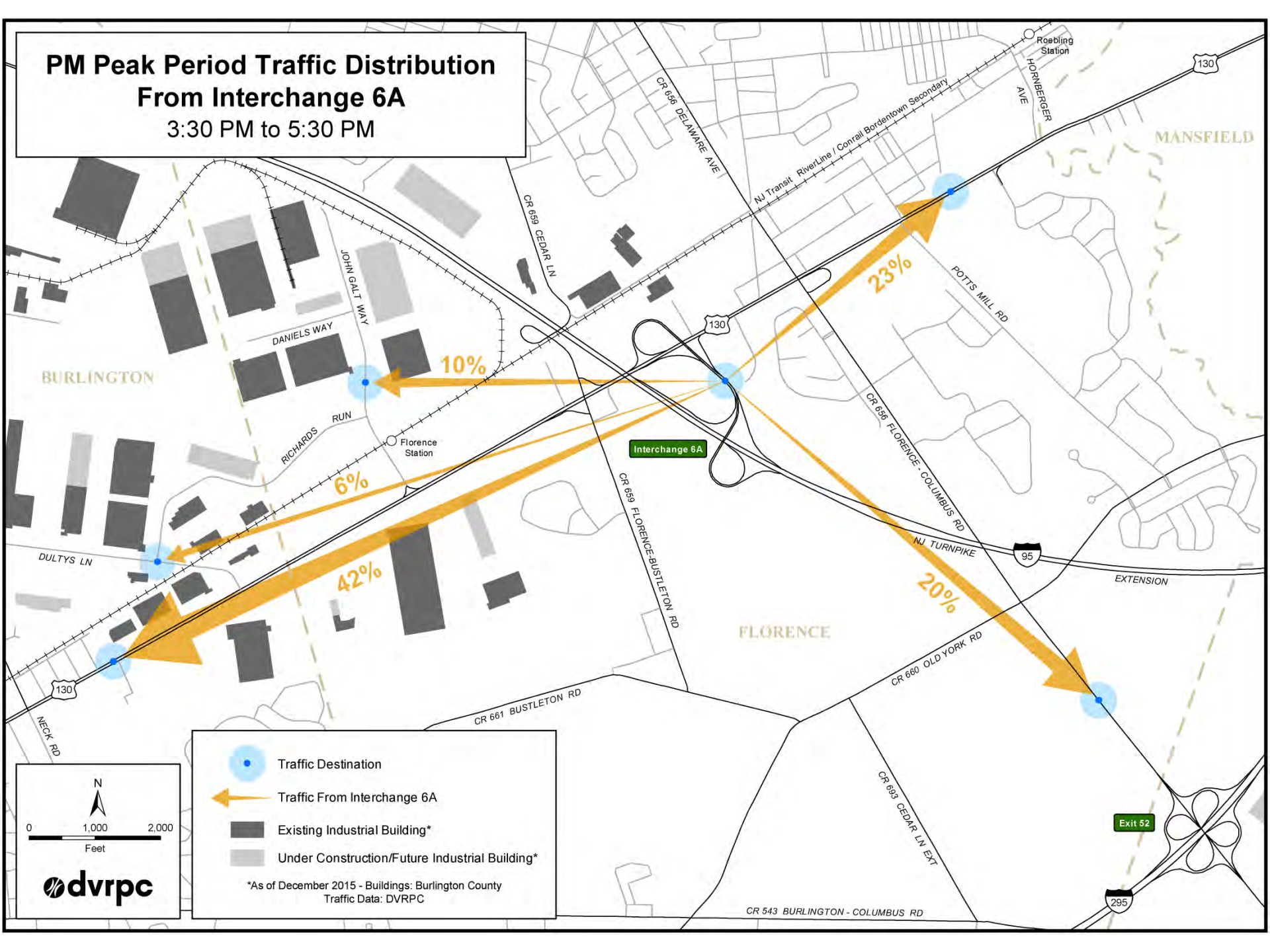
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Feet





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- Traffic Destination
- Traffic From Interchange 6A
- Existing Industrial Building\*
- Under Construction/Future Industrial Building\*

\*As of December 2015 - Buildings: Burlington County  
Traffic Data: DVRPC

# PM Peak Period Traffic Distribution From Interchange 6A 3:30 PM to 5:30 PM



-  Traffic Destination
-  Traffic From Interchange 6A
-  Existing Industrial Building\*
-  Under Construction/Future Industrial Building\*

\*As of December 2015 - Buildings: Burlington County  
Traffic Data: DVRPC



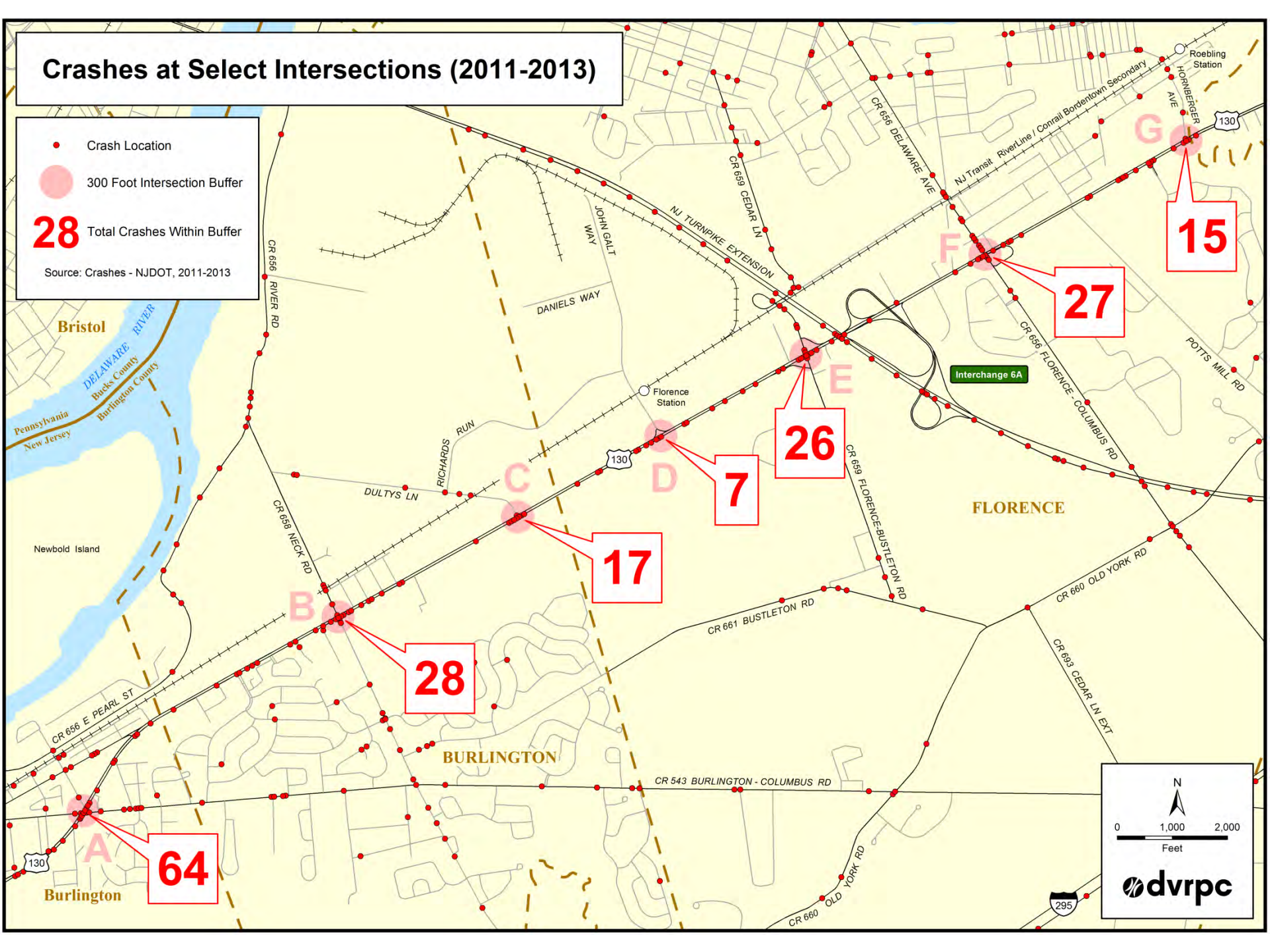


# Crashes at Select Intersections (2011-2013)

- Crash Location
- 300 Foot Intersection Buffer

**28** Total Crashes Within Buffer

Source: Crashes - NJDOT, 2011-2013



North arrow and scale bar (0 to 2,000 Feet).  
Logo: **dvrpc**

# Intersection Analysis



- ▶ Existing Conditions
- ▶ Anticipated future volumes
- ▶ Evaluation of improvement scenarios





# Turning Movement Counts: US 130 at Dultys Lane

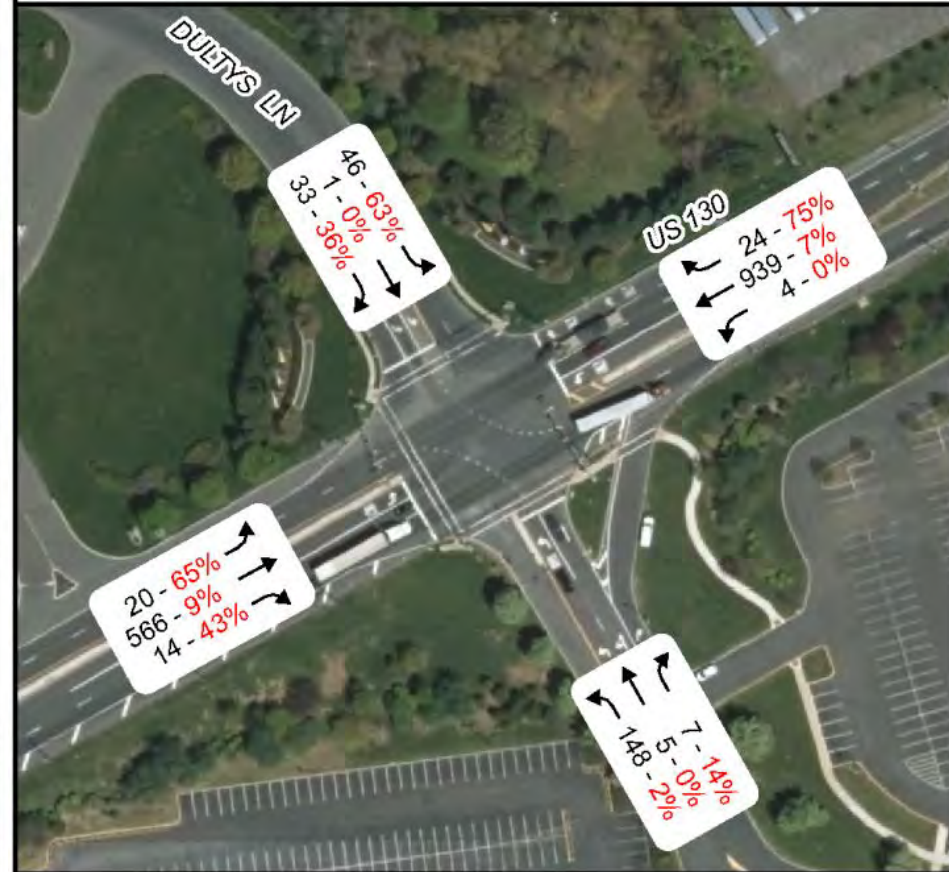
AM Peak Period – 7:30 AM to 8:30 AM

PM Peak Period – 4:30 PM to 5:30 PM

5 - US 130 & Dultys Lane



5 - US 130 & Dultys Lane



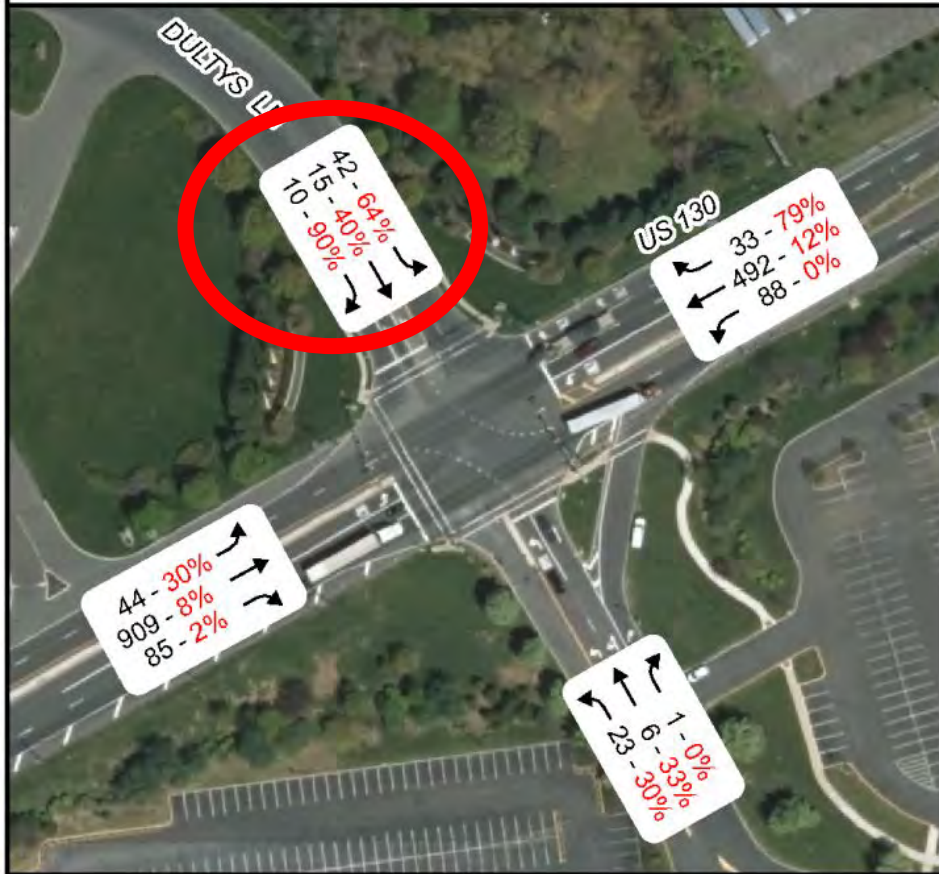


# Turning Movement Counts: US 130 at Dultys Lane

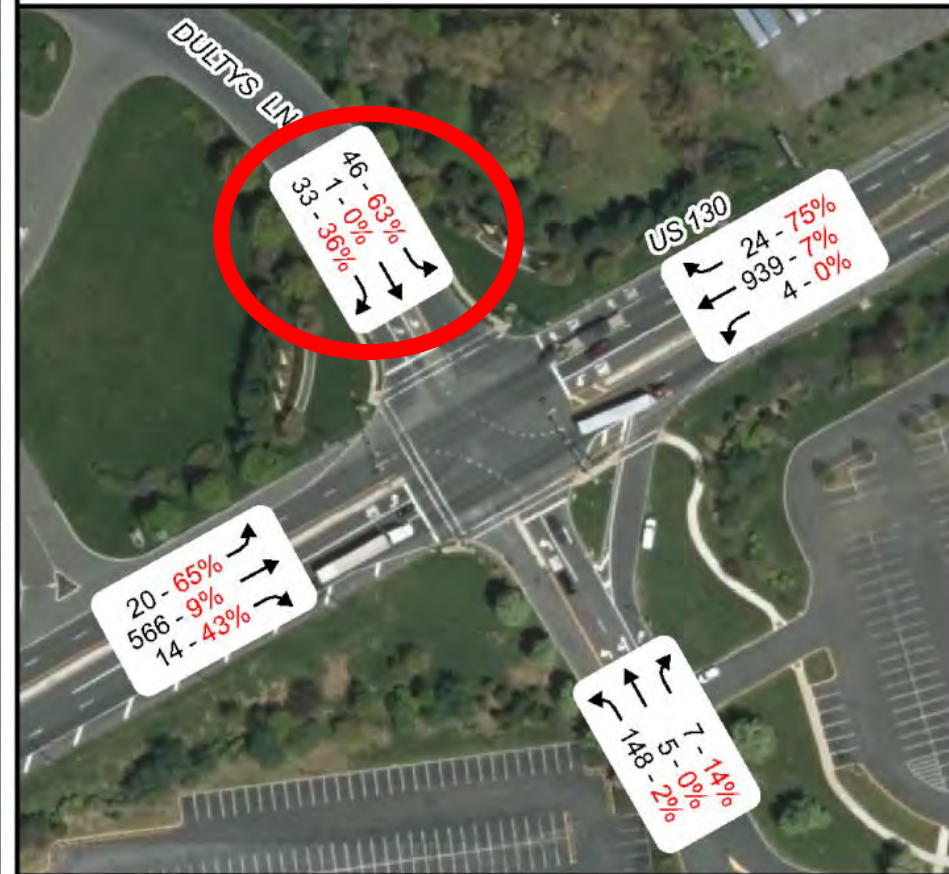
AM Peak Period – 7:30 AM to 8:30 AM

PM Peak Period – 4:30 PM to 5:30 PM

5 - US 130 & Dultys Lane



5 - US 130 & Dultys Lane



# Turning Movement Counts: US 130 at John Galt Way

AM Peak Period – 7:30 AM to 8:30 AM

PM Peak Period – 4:30 PM to 5:30 PM

6 - US 130 & John Galt Way

6 - US 130 & John Galt Way





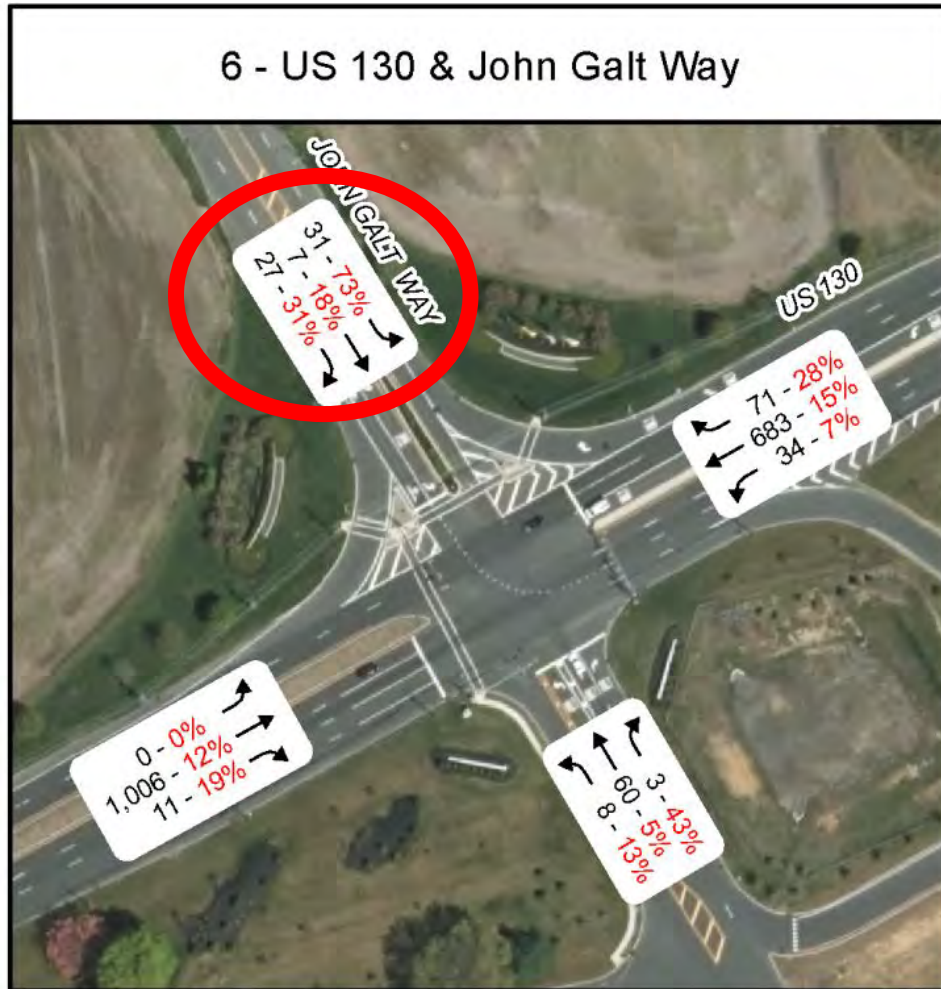
# Turning Movement Counts: US 130 at John Galt Way

AM Peak Period – 7:30 AM to 8:30 AM

PM Peak Period – 4:30 PM to 5:30 PM

6 - US 130 & John Galt Way

6 - US 130 & John Galt Way





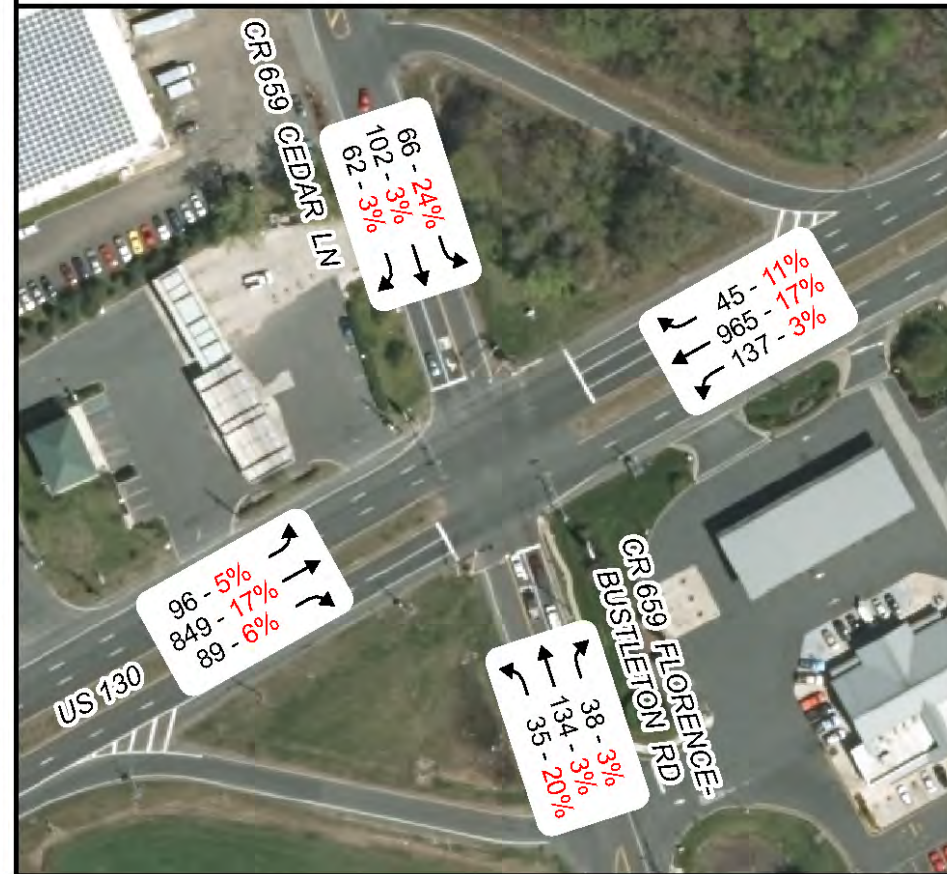
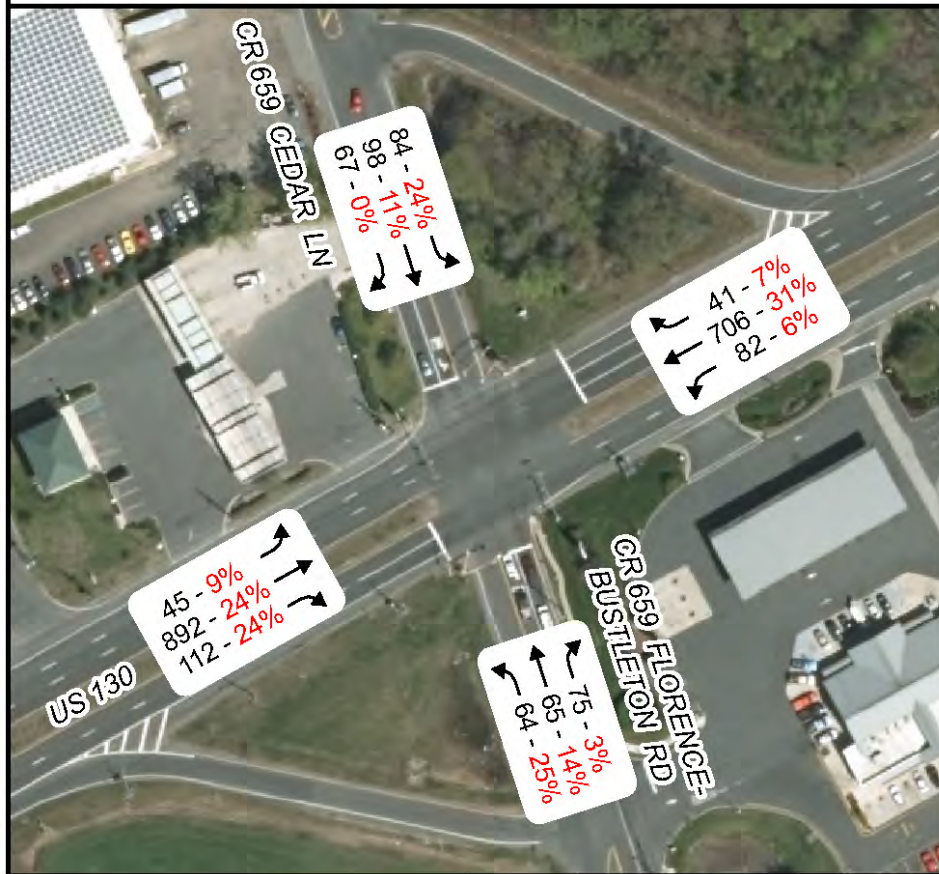
# Turning Movement Counts: US 130 at Cedar Lane

AM Peak Period – 7:30 AM to 8:30 AM

PM Peak Period – 4:30 PM to 5:30 PM

7 - US 130 & CR 659 Cedar Lane/  
Florence-Bustleton Road

7 - US 130 & CR 659 Cedar Lane/  
Florence-Bustleton Road



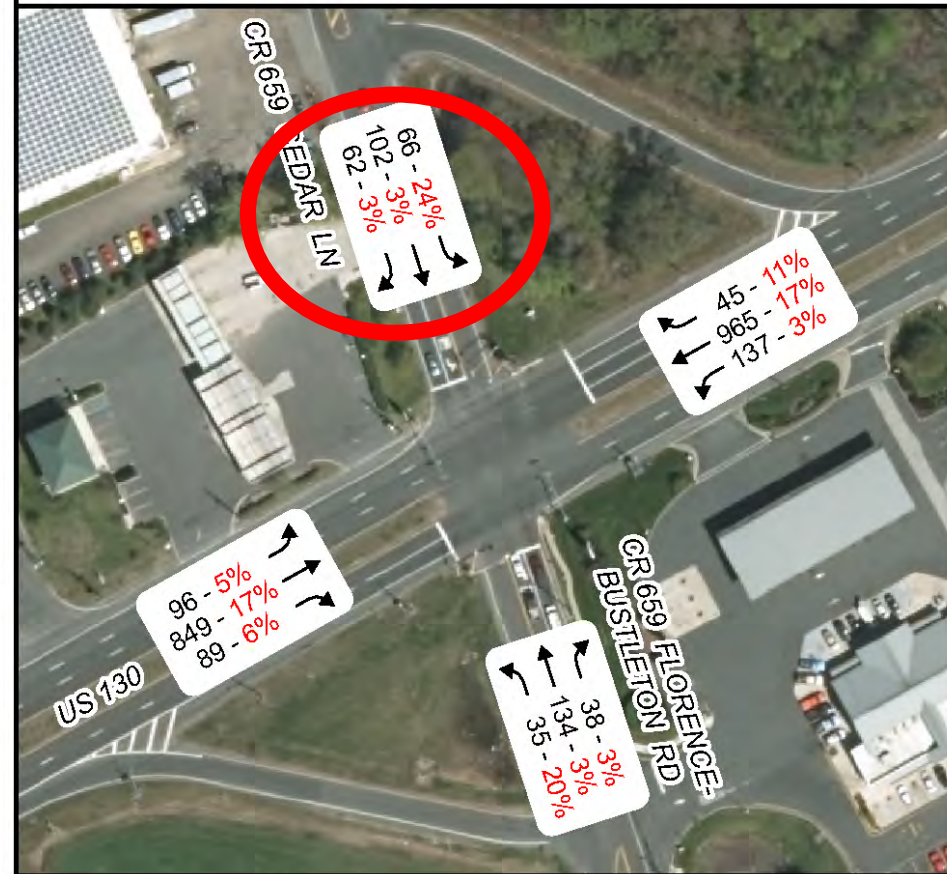
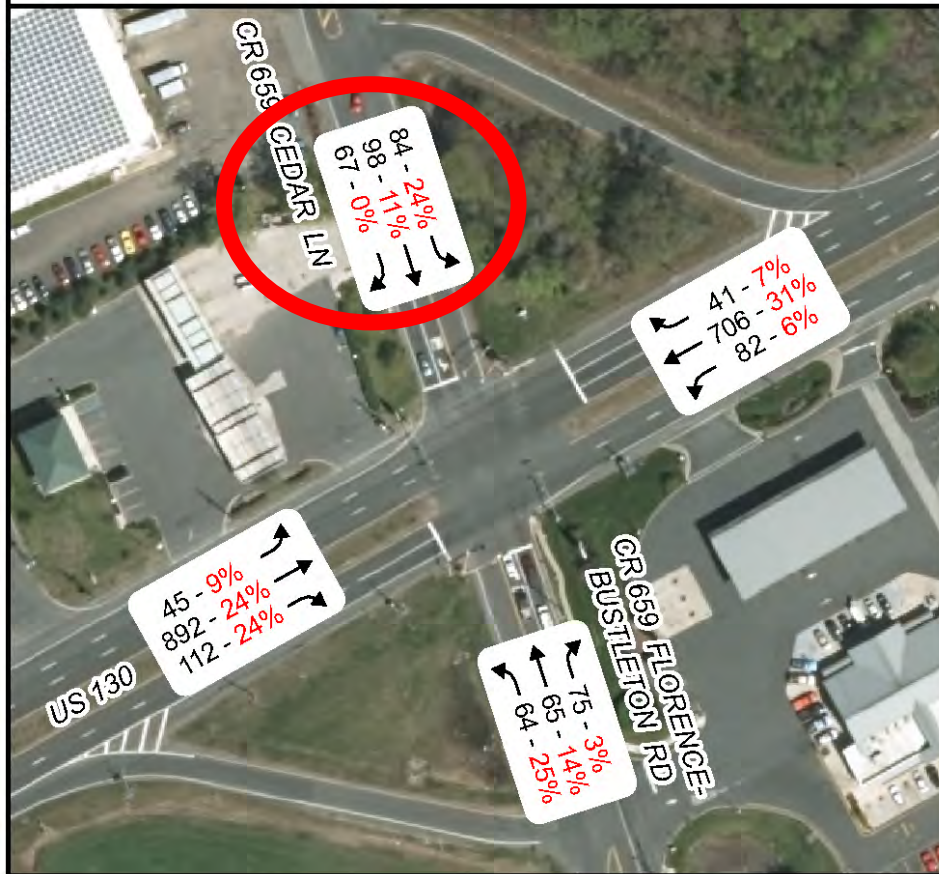
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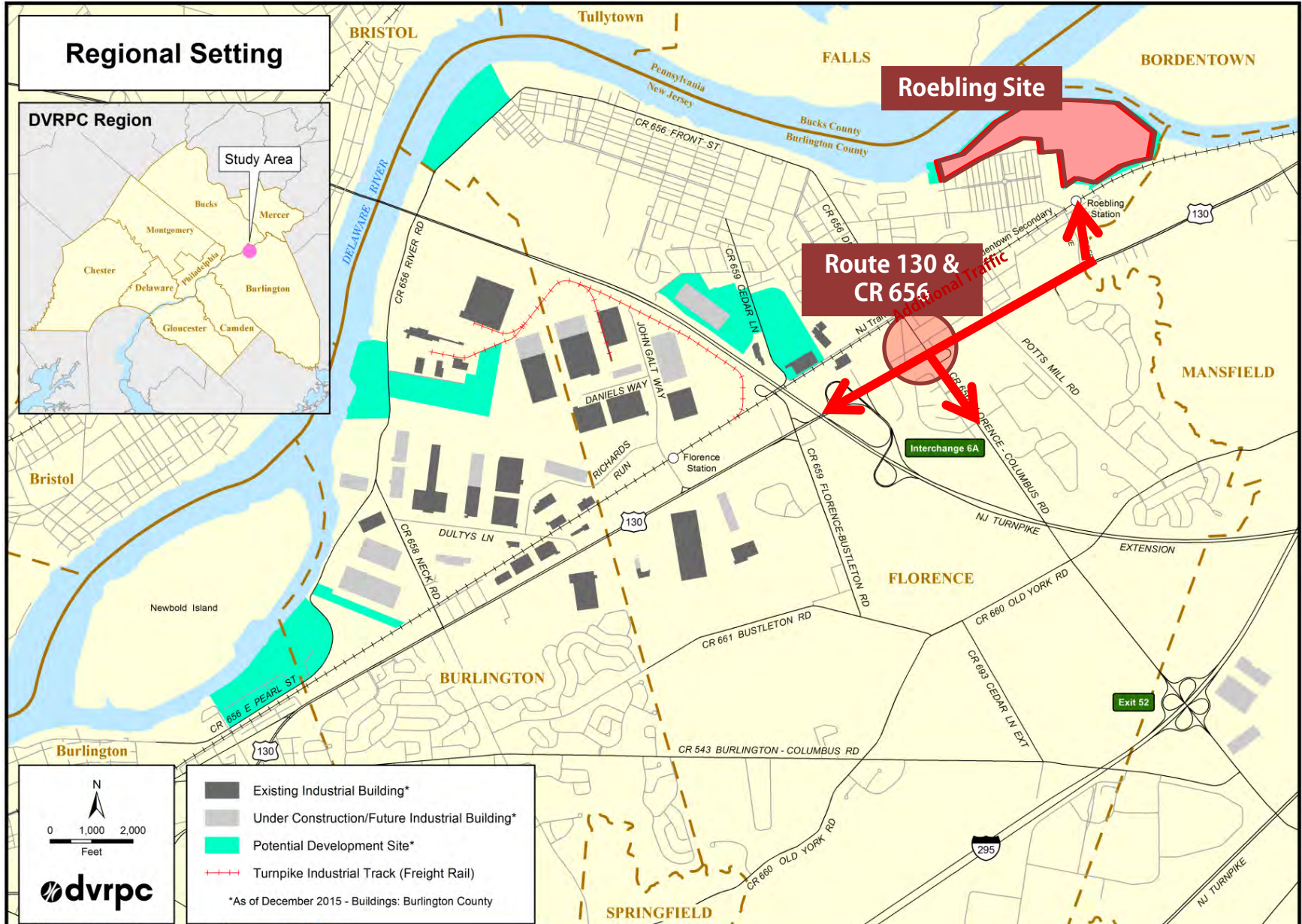
7 - US 130 & CR 659 Cedar Lane/  
Florence-Bustleton Road

7 - US 130 & CR 659 Cedar Lane/  
Florence-Bustleton Road

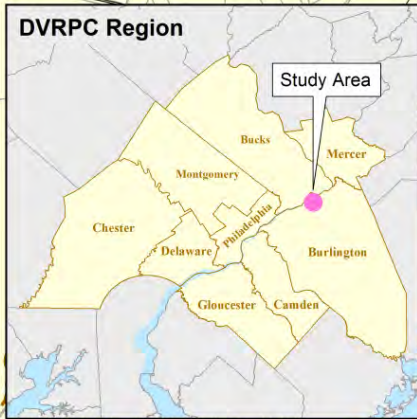




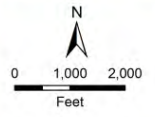
# Traffic Impact of Roebling Site Development



## Regional Setting



- Existing Industrial Building\*
  - Under Construction/Future Industrial Building\*
  - Potential Development Site\*
  - Turnpike Industrial Track (Freight Rail)
- \*As of December 2015 - Buildings: Burlington County



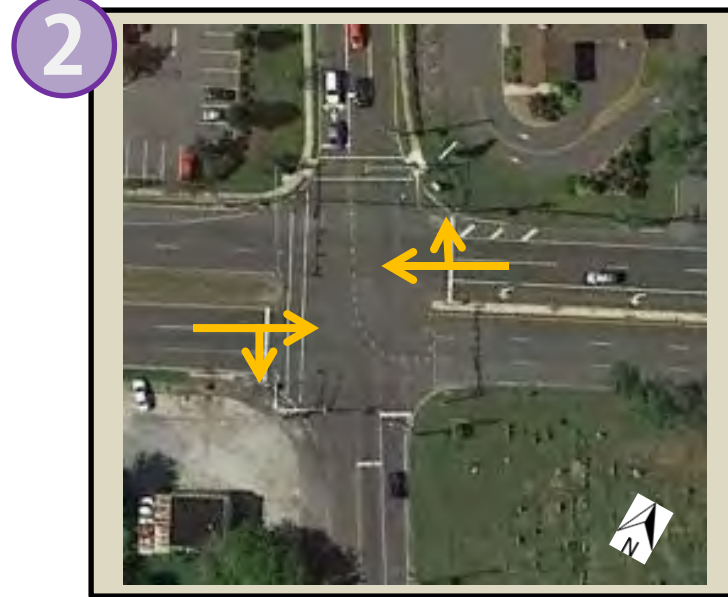
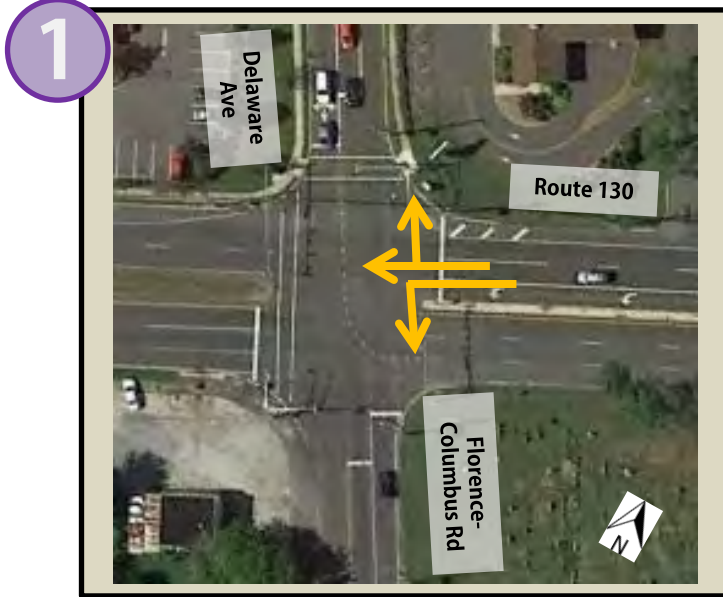


# Intersection Analysis Route 130 at CR 656

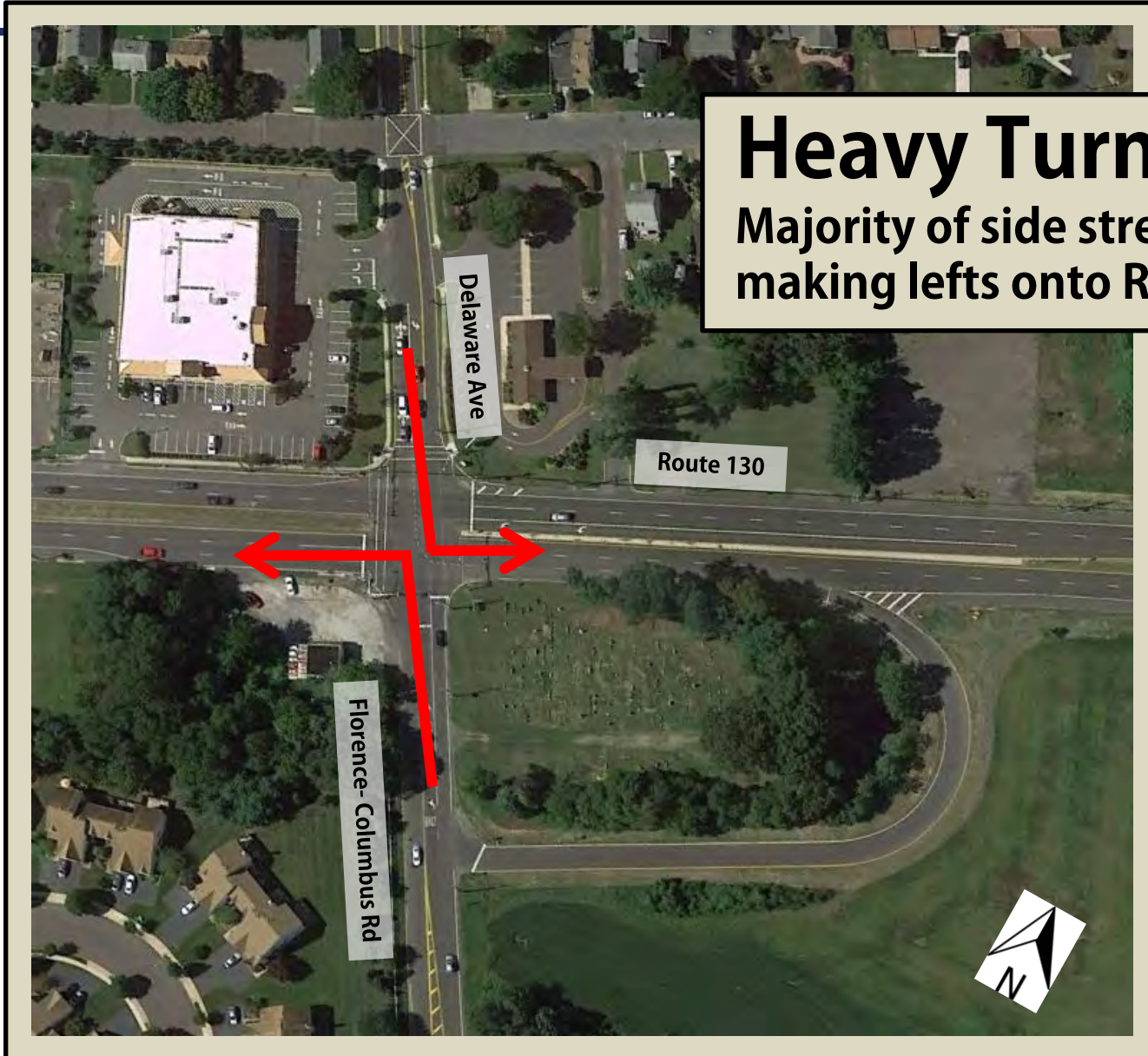
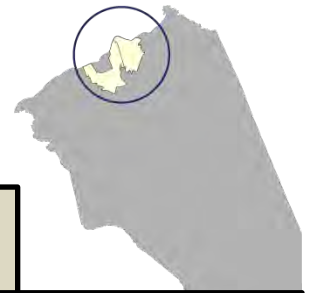




# Current Signal Phases



# Existing Issues

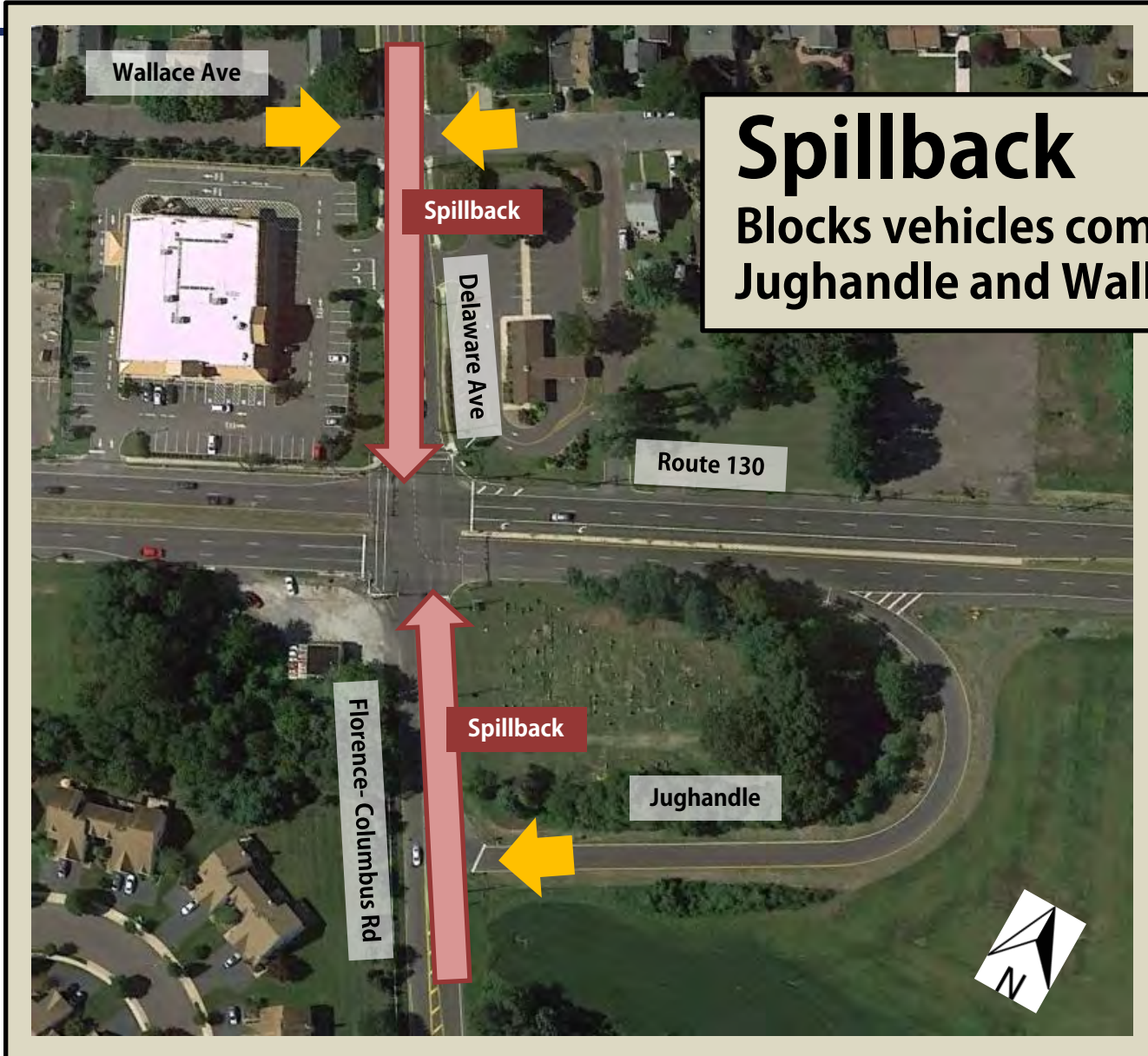
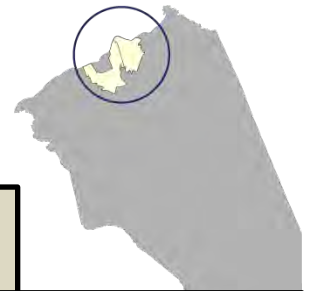


## Heavy Turns

Majority of side street traffic is making lefts onto Route 130



# Existing Issues



**Spillback**  
Blocks vehicles coming from  
Jughandle and Wallace Ave

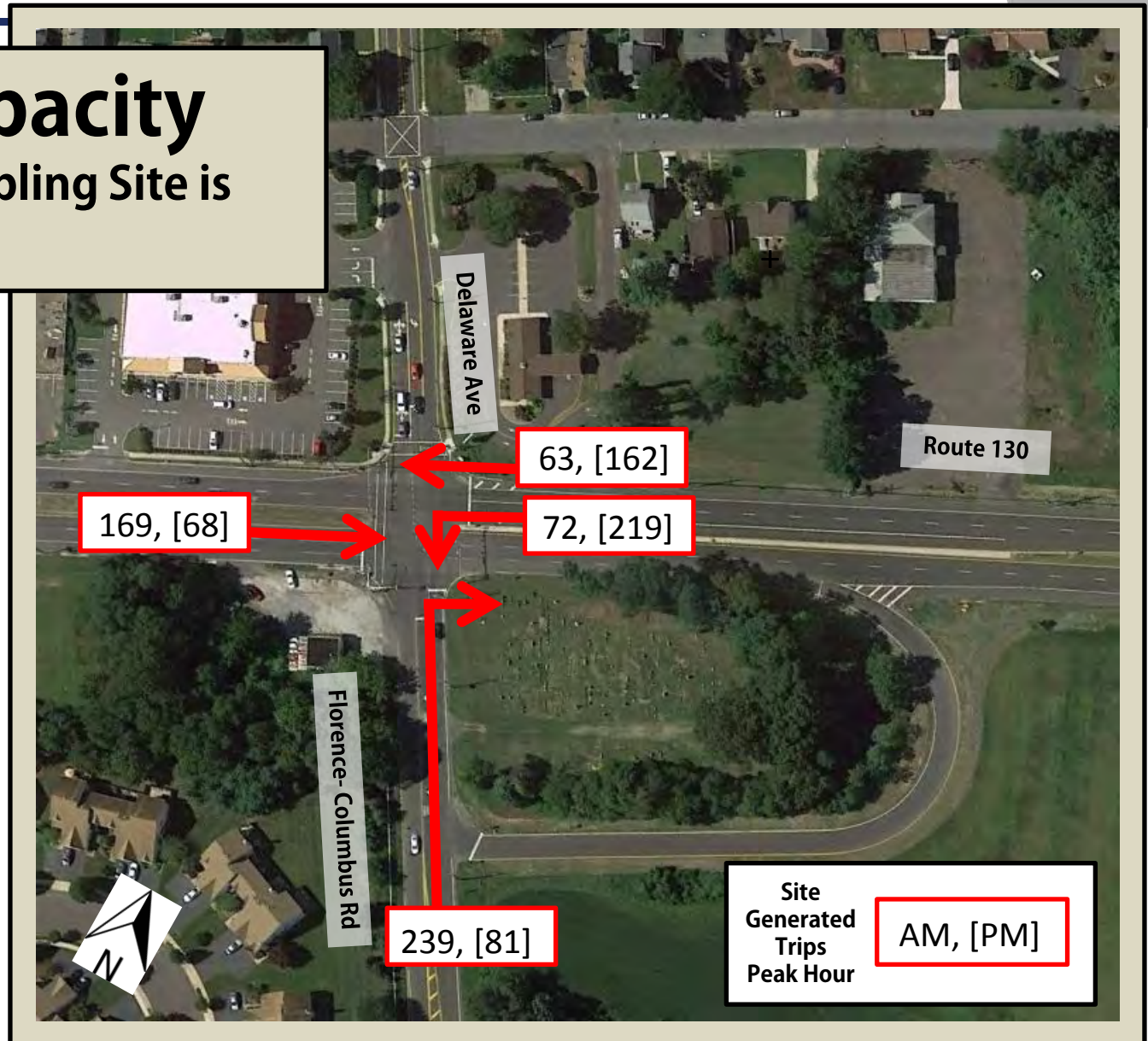


# Roebling Site Generated Trips



## Near Capacity

When the Roebling Site is Developed





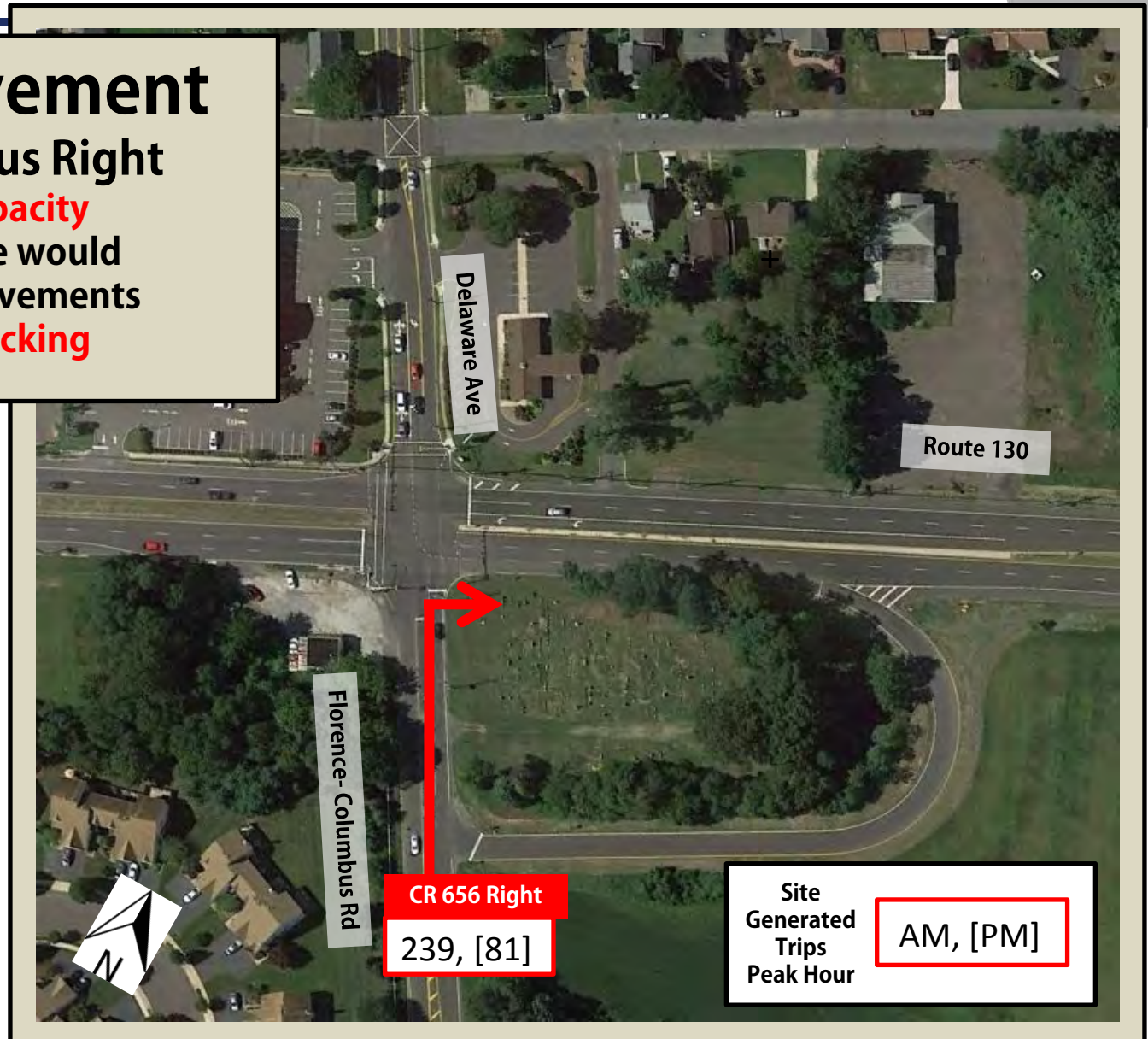
# Roebling Site Generated Trips



## Critical Movement

### Florence-Columbus Right

- Approach **near capacity**
- Adding green time would **degrade** other movements
- Queue already **blocking** jughandle



# Improvement Scenario Evaluation

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- ▶ No Build
- ▶ CR 656 Right Turn Bay to US 130 North
- ▶ CR 656 Right Turn Bypass

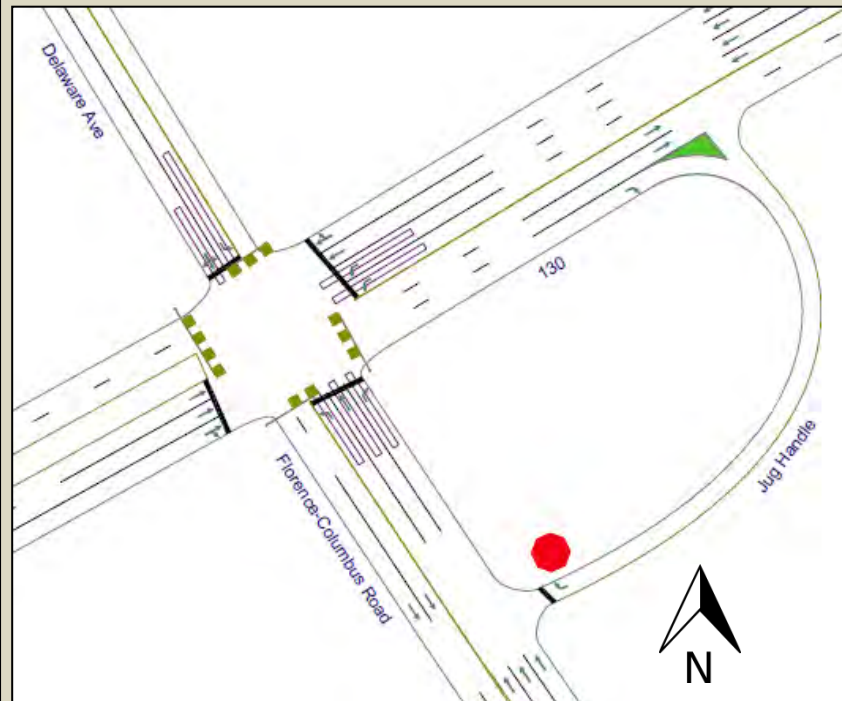


# Improvement Scenario Evaluation



## Option 1

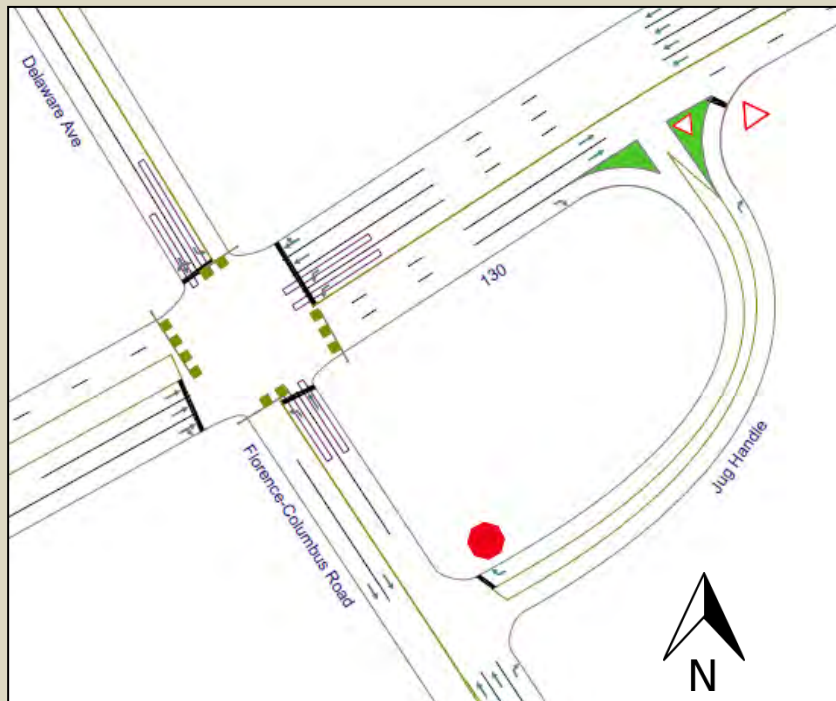
CR 656 Right Turn Bay to US 130 North



# Improvement Scenario Evaluation

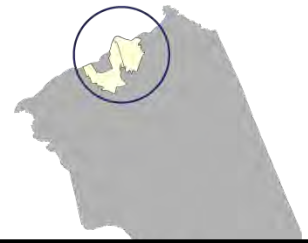


## Option 2 CR 656 Right Turn Bypass

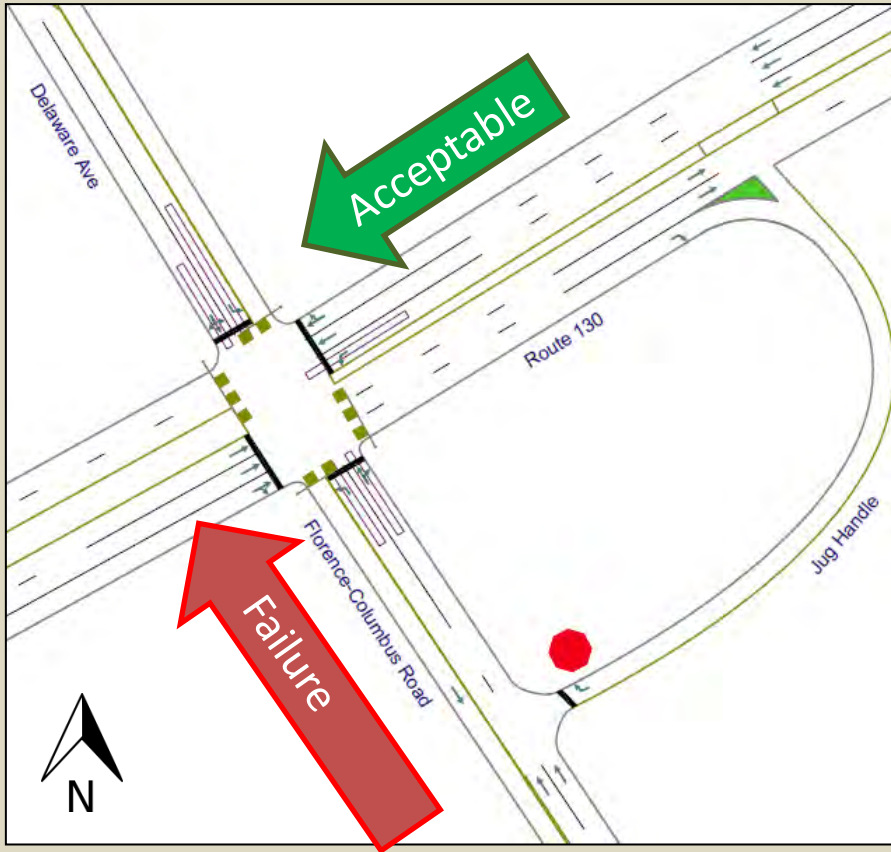




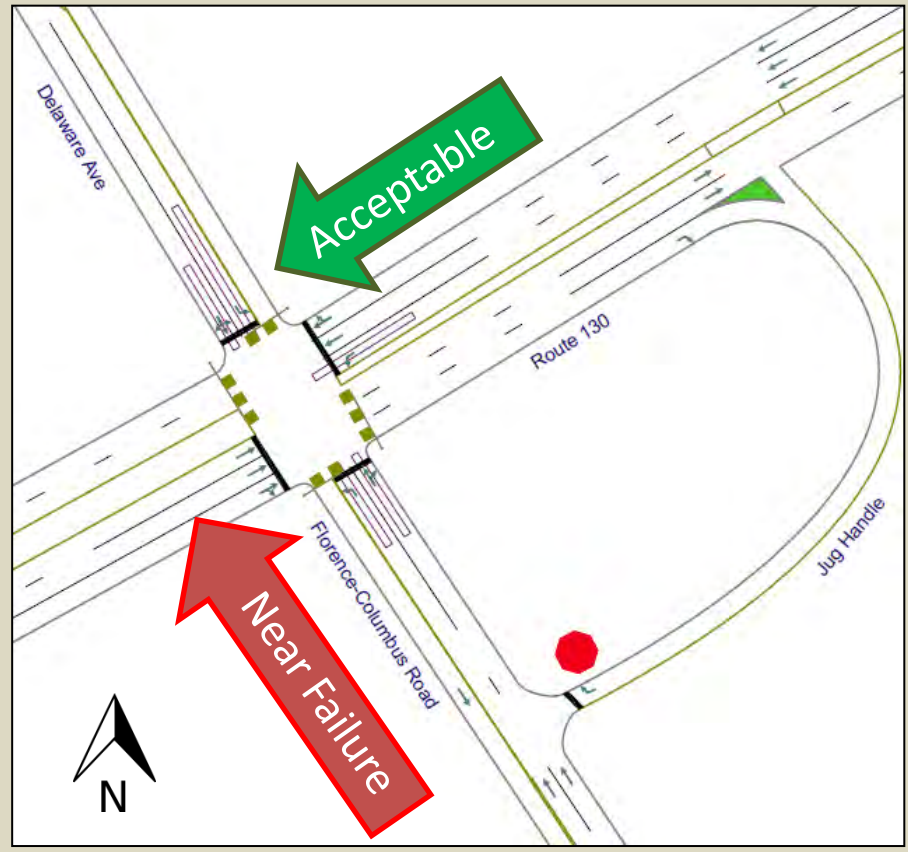
# No Build Scenario



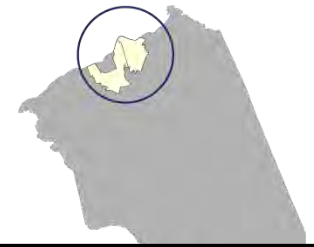
## AM Peak



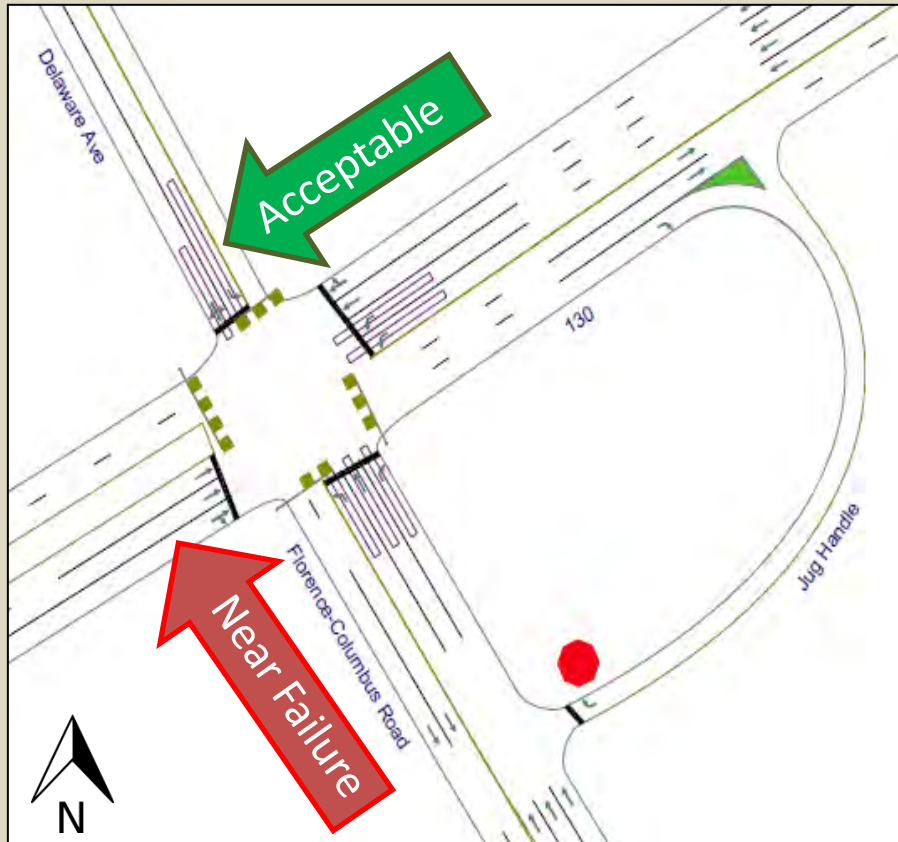
## PM Peak



# Option 1: NB Right Turn Bay



## AM Peak



## PM Peak

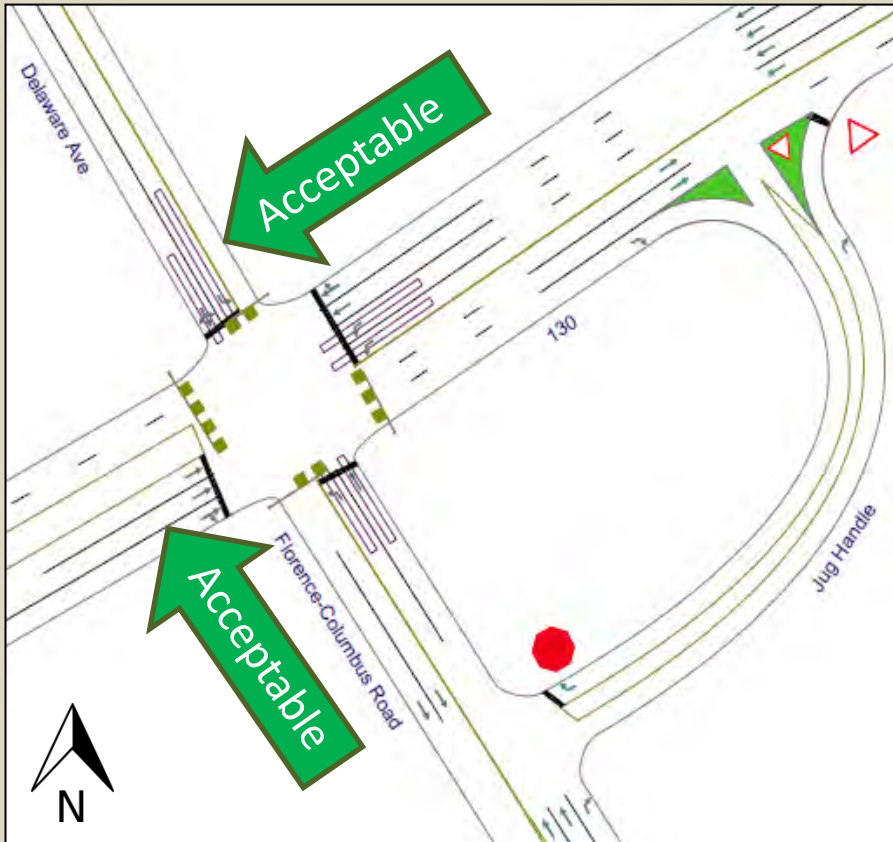




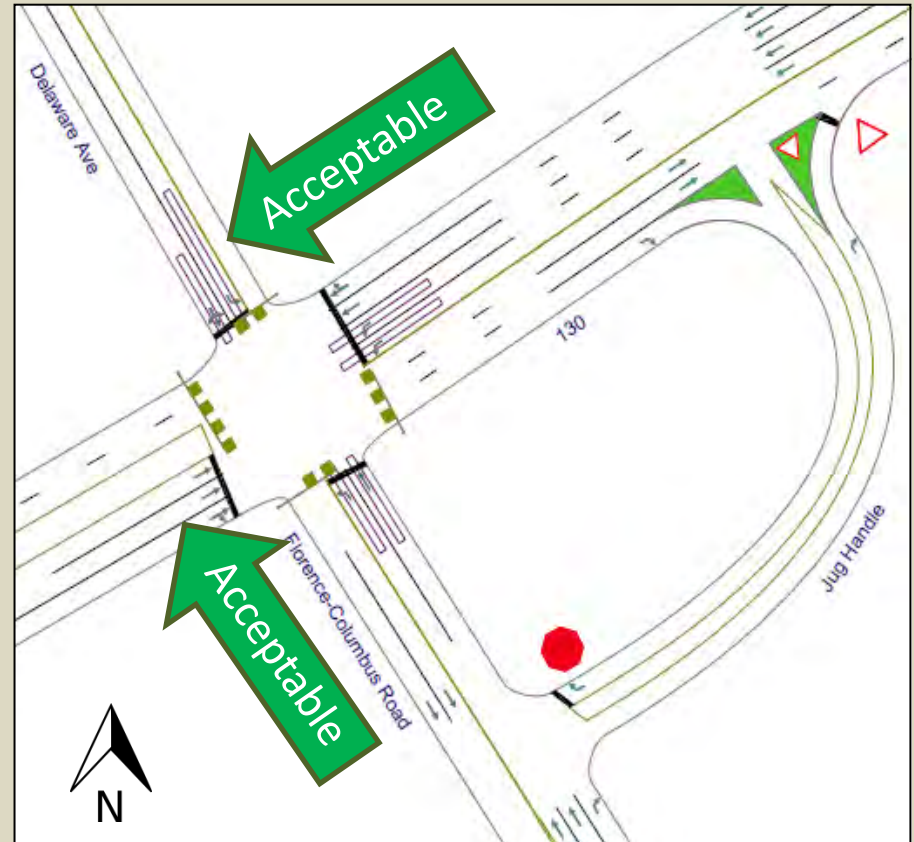
# Option 2: NB Right Turn Bypass



## AM Peak



## PM Peak



# Summary Scenario Evaluations



## Critical Movement

Acceptable Performance  
AM & PM Peak

CR 656 Right      Route 130 Left

**No Build**

Failure

Acceptable

**Option 1**

CR 656 Right Turn Bay

Failure

Acceptable

**Option 2**

CR 656 Right Turn Bypass

Acceptable

Acceptable



# Next Steps



- Complete intersection analysis
- Survey companies to determine current distribution patterns
- Forecast Year 2040 travel patterns
- Develop improvement scenarios



# Questions

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