



Freight Planning at the Delaware Valley Regional Planning Commission

Office of Freight and Aviation Planning

Michael Ruane
Senior Transportation Planner

Highlighted Freight Initiatives

- Freight Centers
- Urban Freight Planning

Part of a wider planning program in the Office of Freight and Aviation and represent a more direct link between land-use and transportation planning

What is a Freight Center?

Defined by DVRPC in 2012

Clusters of freight generating parcels representing varying levels of activity and size

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

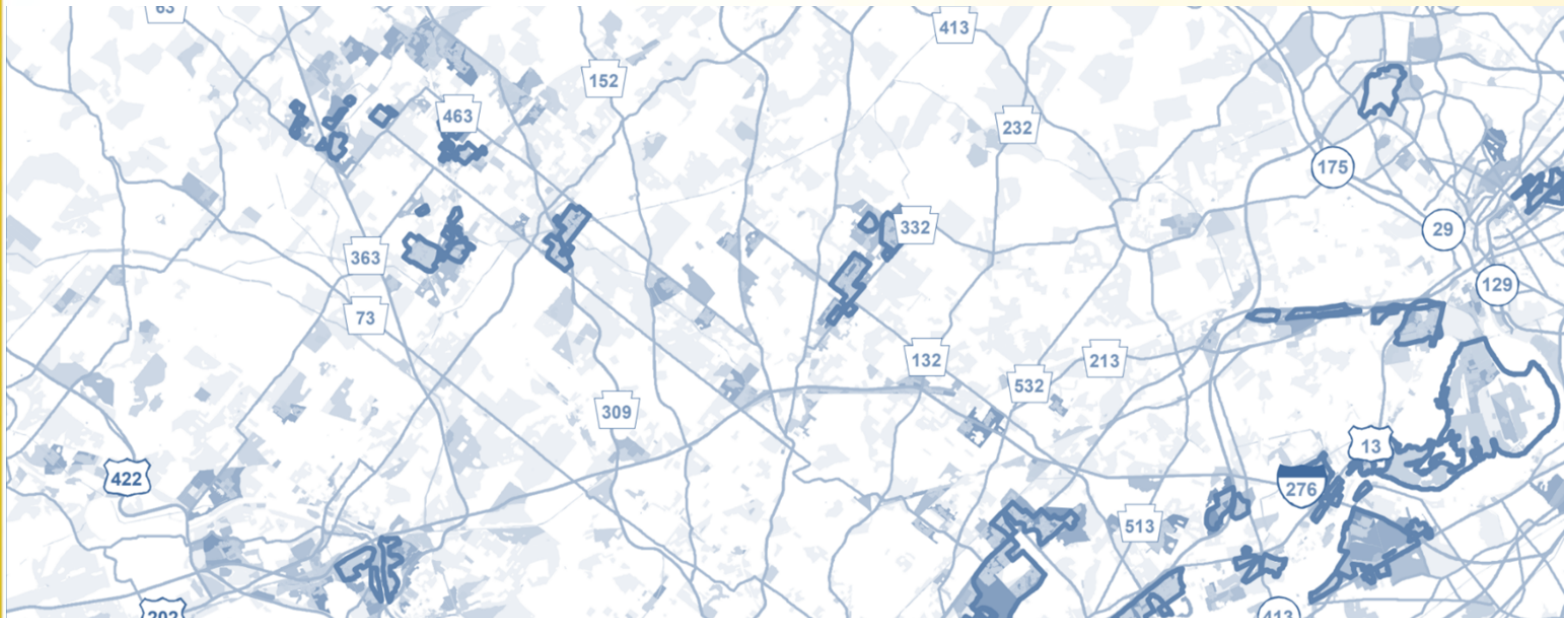
THE DELAWARE VALLEY FREIGHT CENTER INVENTORY

TAKING STOCK OF A VITAL REGIONAL ASSET

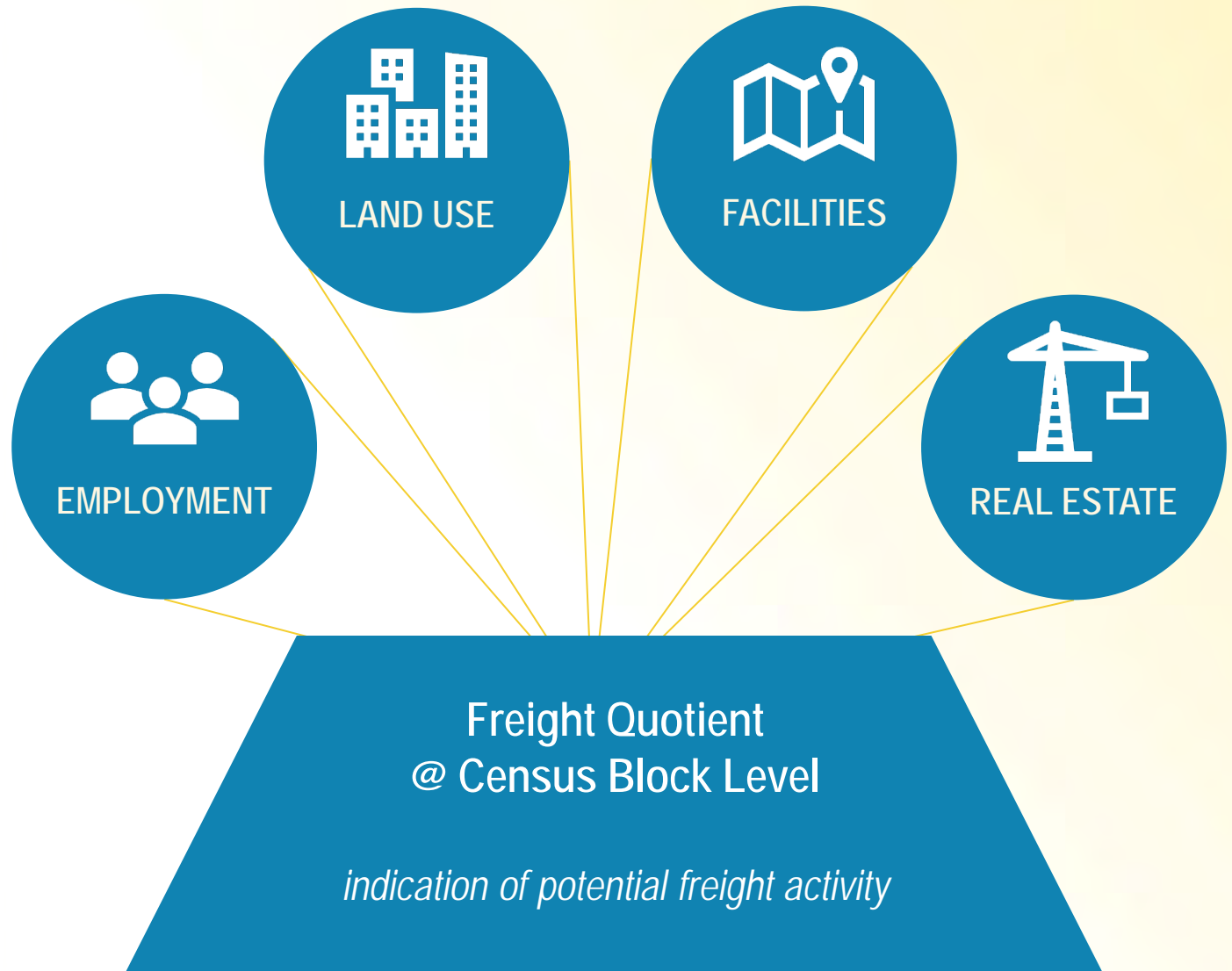
April 2012

Improving on Phase I

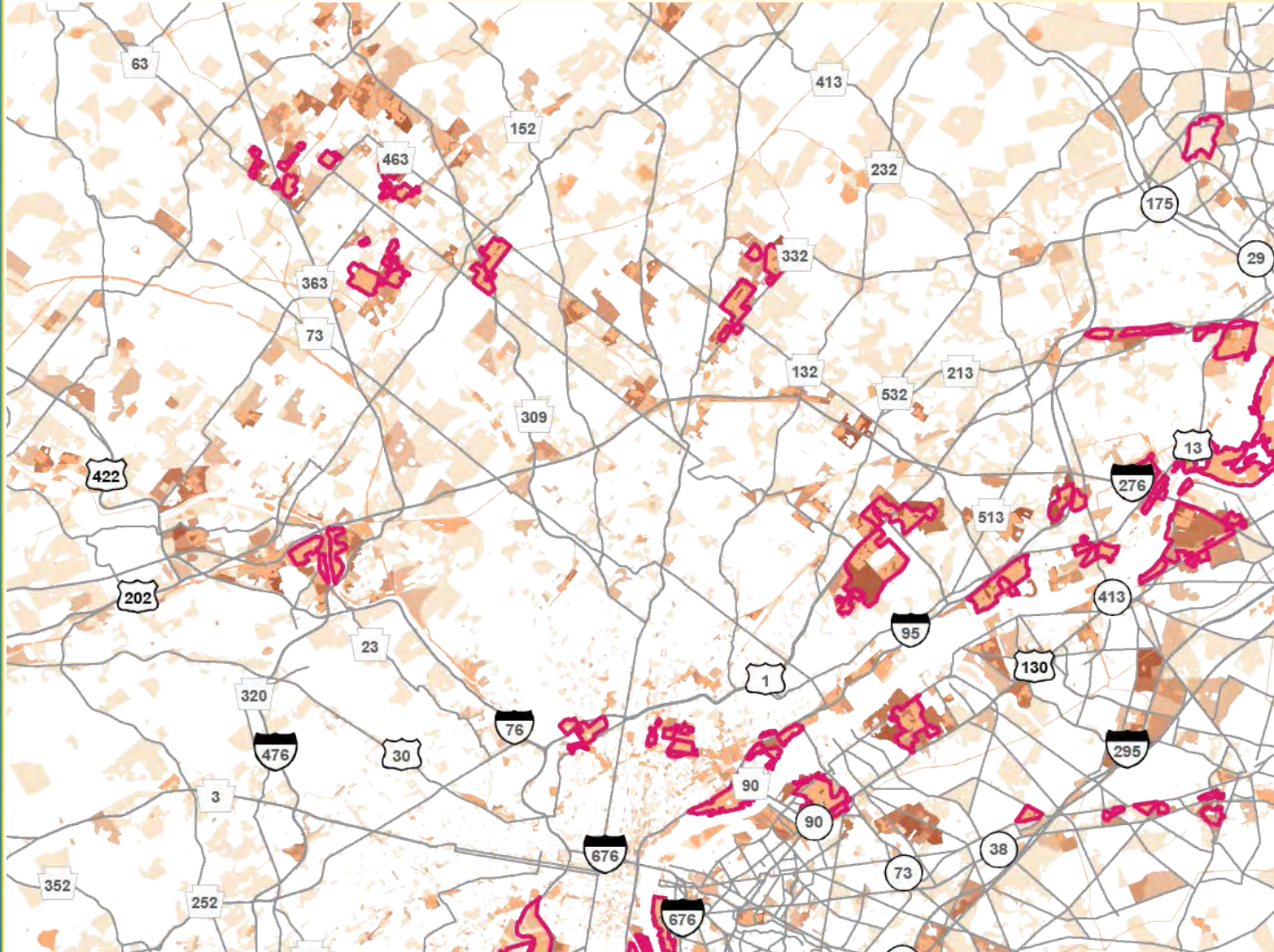
- Stakeholder engagement – Shipper Subcommittee
- Data-driven methodology
- Typologies prioritized over size



Freight Quotient Analysis



Freight Quotient Analysis



Drawing the Boundaries

- Parcel-level evaluation
- Employer/development details
- Related to supporting network components



Potential Centers Evaluated for Inclusion

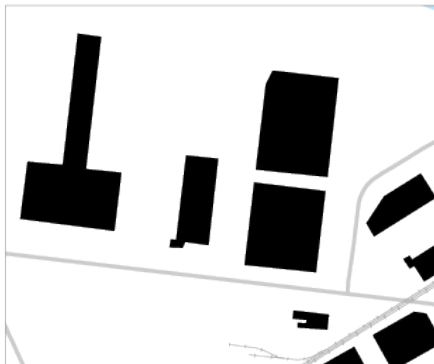
Freight Center Typologies

- Defined by key elements:
 - Infrastructure requirements
 - Land use/land development patterns
 - Building types
 - Employment characteristics
 - Potential community impacts/conflicts

A tool for better planning at a near centers to improve economic opportunities while preserving quality of life in adjacent communities

Freight Center Typologies

- International Gateway
- Heavy Industrial
- Distribution & Logistics
- High Tech Manufacturing
- Local Manufacturing and Distribution



Distribution & Logistics

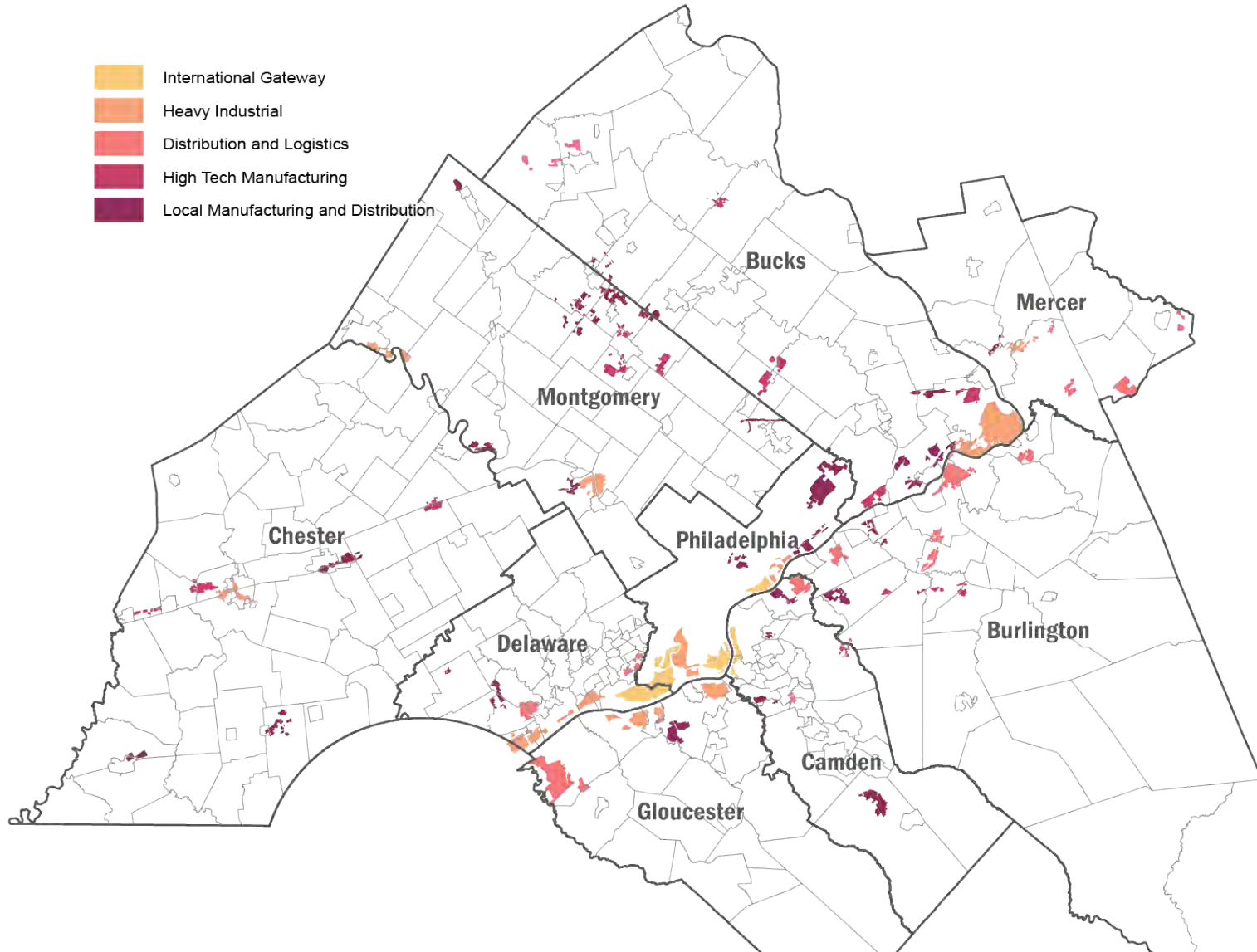


Local Manufacturing



High Tech

DVRPC Freight Centers



Making Use of Freight Centers



PHILLY **FREIGHT FINDER**

FREIGHT MAPPING & DATA PLATFORM FOR THE DELAWARE VALLEY

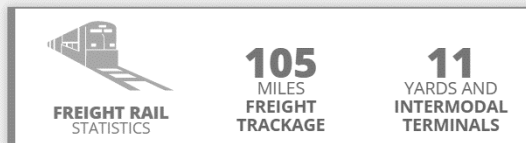
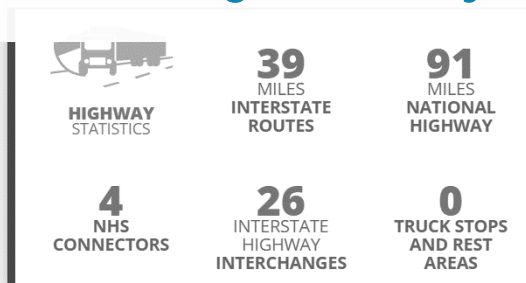
Home

About

Tools

View Map

- Develop tool for exploring and tracking
 - Employment
 - Development
 - Freight Activity



Making Use of Freight Centers

- PhillyFreightFinder Tool
- Identify priority infrastructure
- Evaluate projects and strategies
- Data supports ongoing model development

Urban Freight Planning

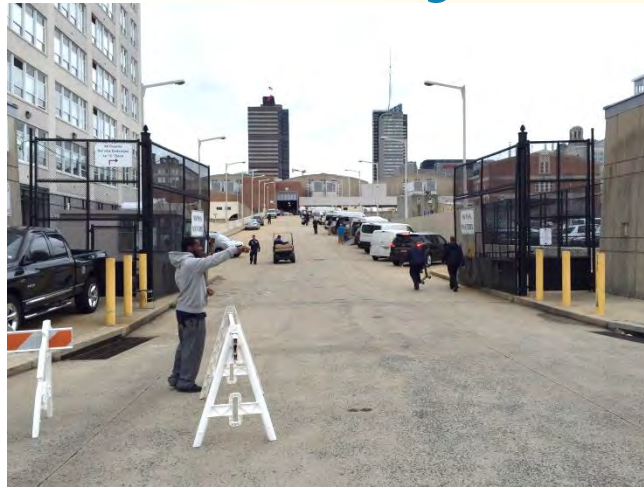
- Focus on handling urban deliveries in all types of urban environments
- Downtown Delivery Symposium Series
- Technical analysis, data development, and educational resources

Philadelphia Delivery Handbook

- Background and issues
- Best practices
- Safety tips
- Maps
- Funding programs
- Photos
- Contacts



Deliveries by Design



PA Convention Center



Two Liberty Place



American College of Physicians



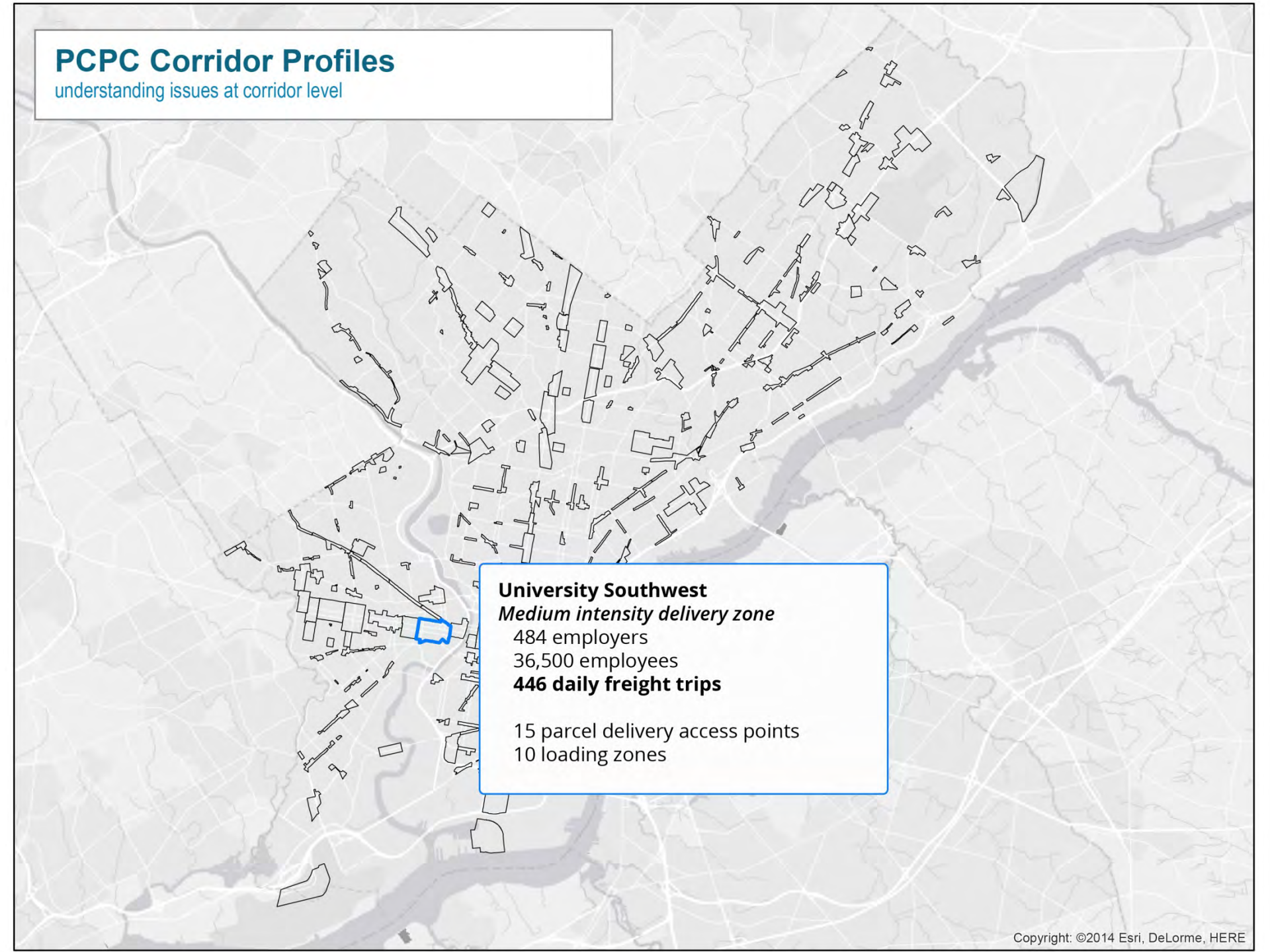
The Gallery

Complete Streets Design



PCPC Corridor Profiles

understanding issues at corridor level

A map showing a network of roads and building footprints. A specific area in the lower-left quadrant is highlighted with a blue outline. A text box is overlaid on the map, providing details about this highlighted area.

University Southwest

Medium intensity delivery zone

484 employers

36,500 employees

446 daily freight trips

15 parcel delivery access points

10 loading zones

Future Efforts

- Designate a truck network
- Evaluate existing and potential overnight truck parking locations
- Develop better street geometry standards
- Standardize and simplify loading/parking signage
- Identify existing delivery zone capacity gaps

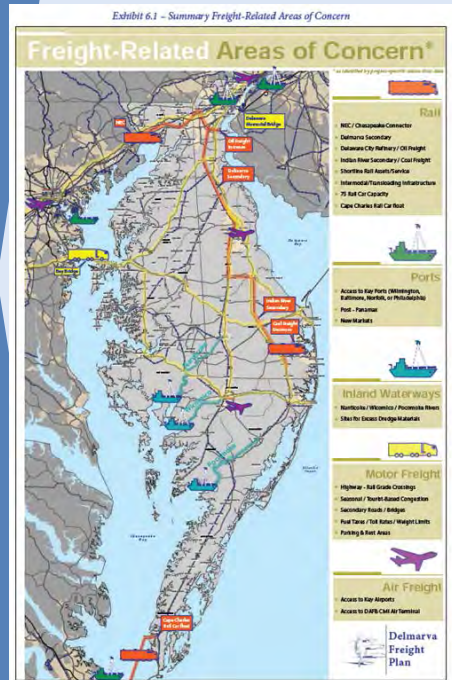


Thank You

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Freight Planning in the WILMAPCO Region:

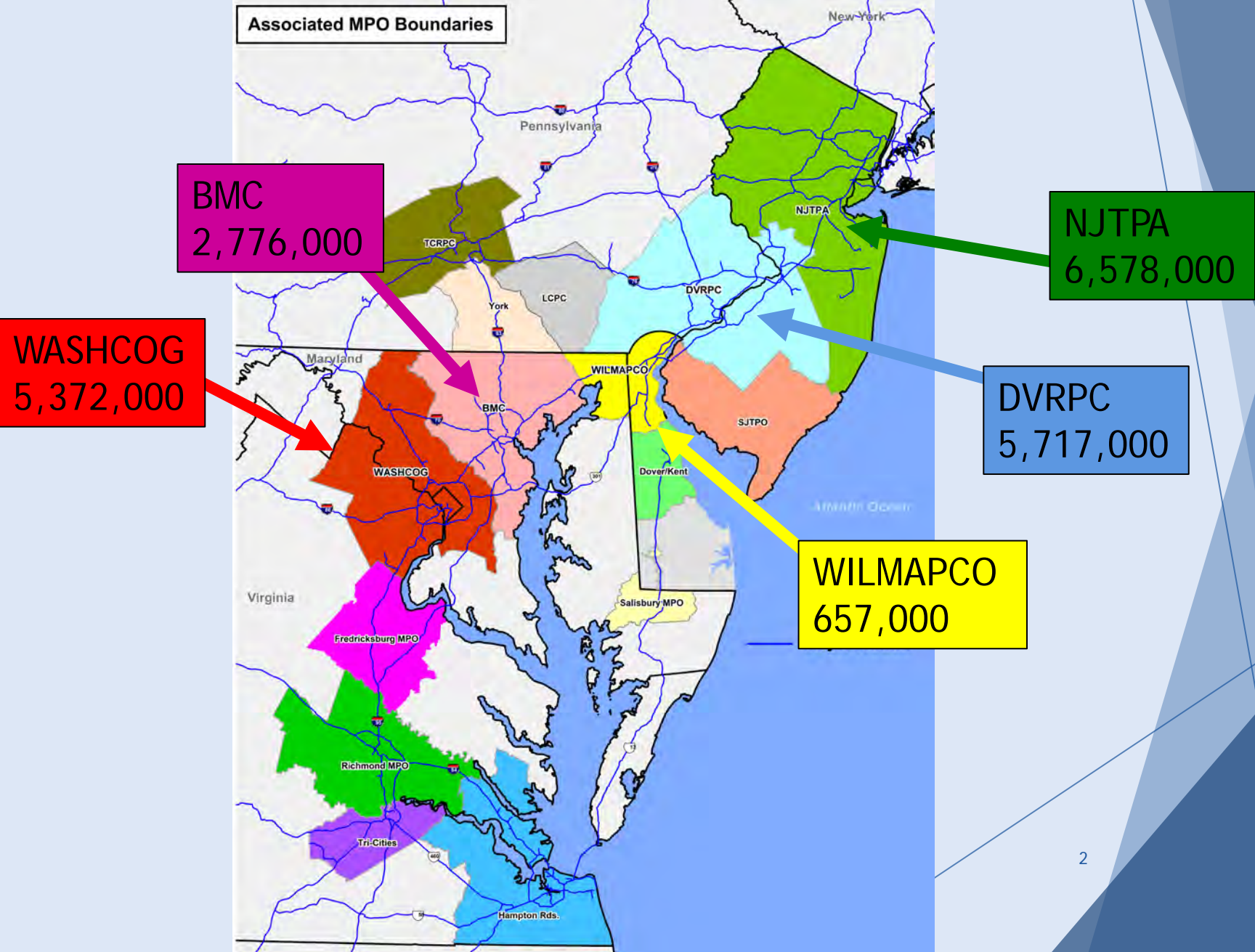


Presented to the DVRPC
October, 2017



Freight Planning in the WILMAPCO

Region:

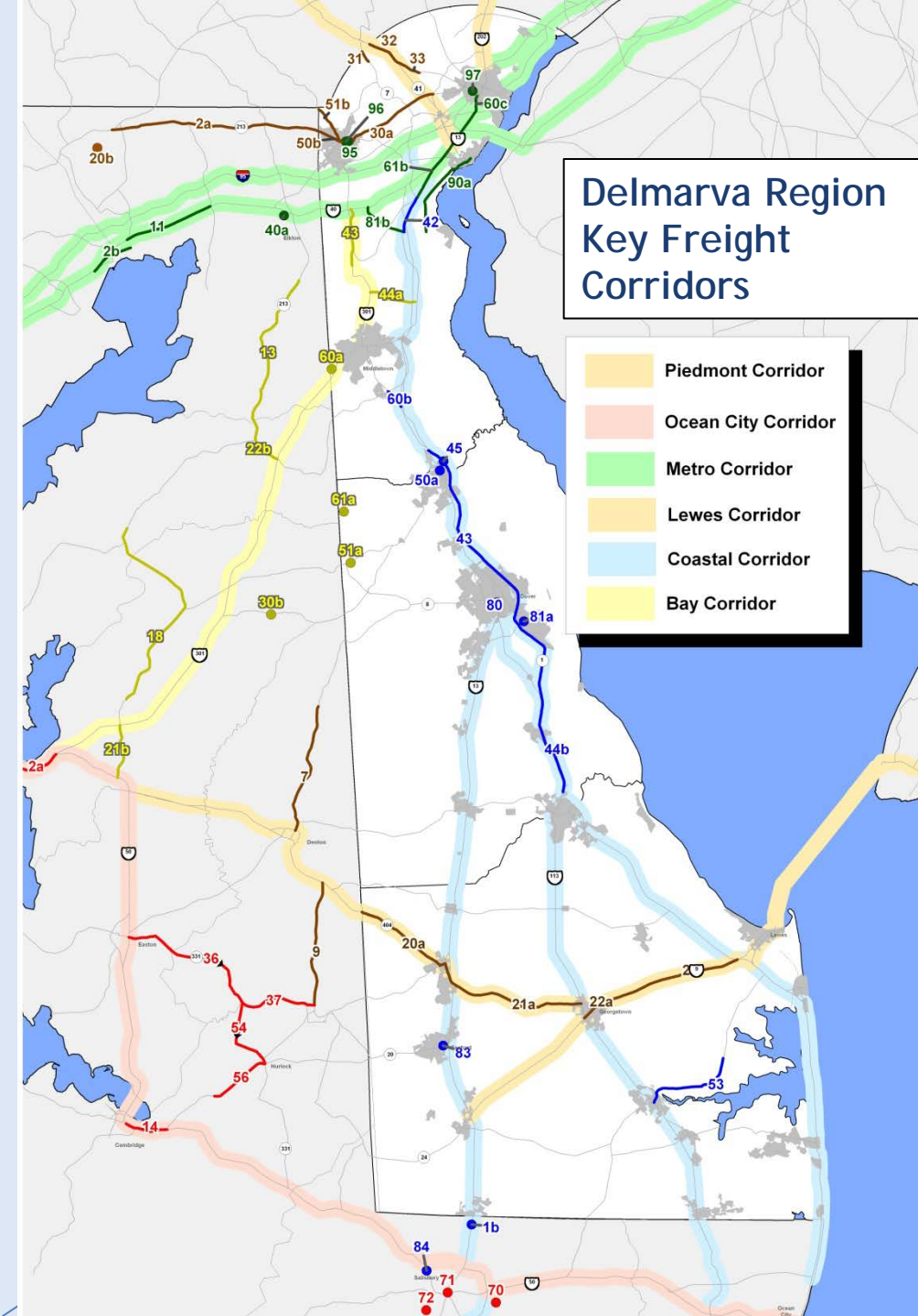
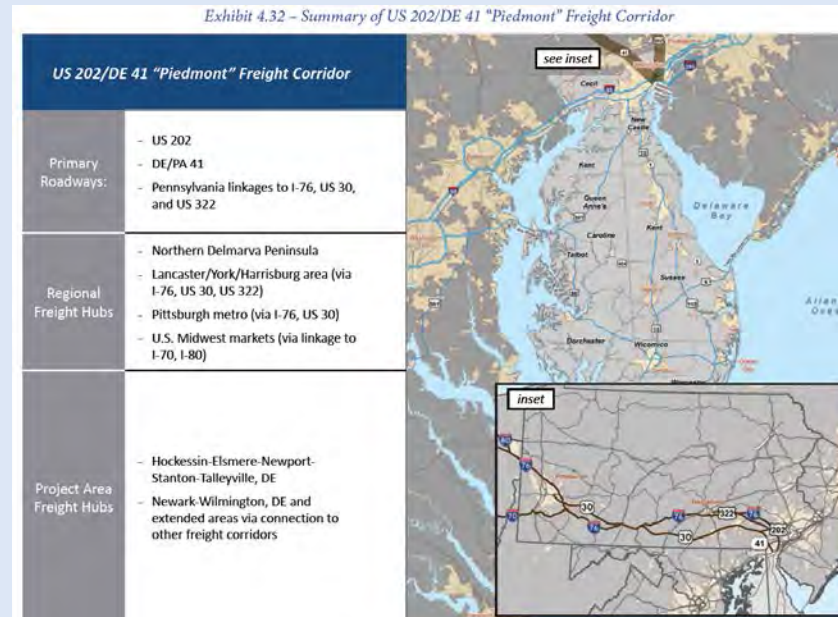


Freight Planning in the WILMAPCO Region: Delmarva Freight Plan (2015)

Adopted May 2015. Includes:

- Existing Commodity Flows
- Existing Freight Transportation System
- Existing Freight Planning Resources
- Freight Trends, Needs, and Issues
- Future Freight Planning Scenarios
- Freight Project Guidance
- Freight Policy Guidance and Beyond

US 202/DE 41 "Piedmont" Freight Corridor



Freight Planning in the WILMAPCO Region: Freight Plan Addendum (2017)

Goal:

1. To build on the existing 2015 (MAP-21 compliant) plan which matches FAST-Act requirements
2. Add components not covered by MAP-21 compliant plan
3. Update any new materials

Developed by the Delmarva Freight Working Group

- Maryland Department of Transportation
- Salisbury/Wicomico Metropolitan Planning Organization
- Dover/Kent Metropolitan Planning Organization
- Wilmington Area Planning Council
- University of Delaware, Institute for Public Administration



Freight Planning in the WILMAPCO Region: Annual Meetings & Summits

- Modeled after DVRPC GMTF
- Summer Summit & December "Winter Meeting"
 - Networking
 - National / Global Perspective
 - Localized Issues
 - Link Public and Private Sector



Human Trafficking Awareness

Stephanie J. Johnson
DelDOT Planning



The Maryland and Delaware Railroad Company

Eric Callaway
Cathrin O'Donnell
June 2017



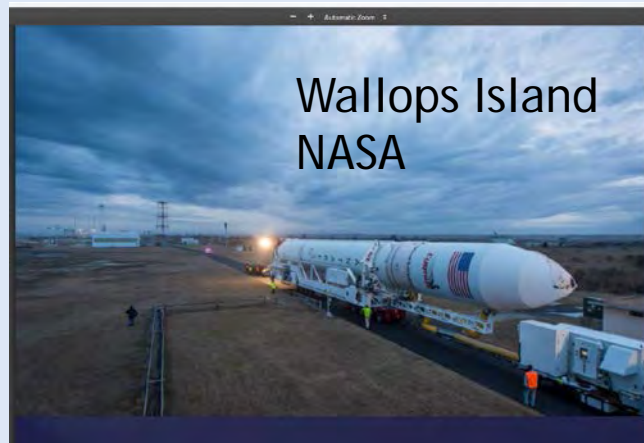
3rd Annual Delmarva Freight Summit

PARTNERS IN ADVANCING FREIGHT TRANSPORTATION ALONG THE DELMARVA

Presented by: [Logos: DelDOT, WILMAPCO, VDOT]

Summit Agenda

8:30-9:00am	Registration
9:00-9:30am	Opening Remarks: Mark Wronowski, President of the MCC Chamber of Commerce & Thomas T. Ryan, Secretary for the Delaware Department of Transportation
9:30-9:50am	Jack Walsh, Chief Economist, U.S. Department of Transportation
9:55-10:20am	Delmarva's Chemical Supply Chain: Bob Brodsky & Chris Glick H&B Global Inc.
10:25-10:45am	Delmarva Emergency Management Agency (DEMA) Invariant Study, David Williams, DEMA, Inc.
10:45-11:00am	Break & Mapping Lab/Workshop
11:00-11:30am	Ray Green, Senior Vice President, Trinity Logistics
11:30-12:00pm	Delmarva Freight Study, Whitman, Requardt and Associates
12:00-12:30pm	Maritime Hub Partnership Movement: Captain Mason Frazier, General Manager Port of Hampton Roads Vessel Line Building, etc.
12:30-12:45pm	Worcester & Path Forward (Jeff Brown, USDO)
12:45-1:00pm	Lunch
1:30pm-3pm	Delmarva Freight Task Force meeting (open to all)

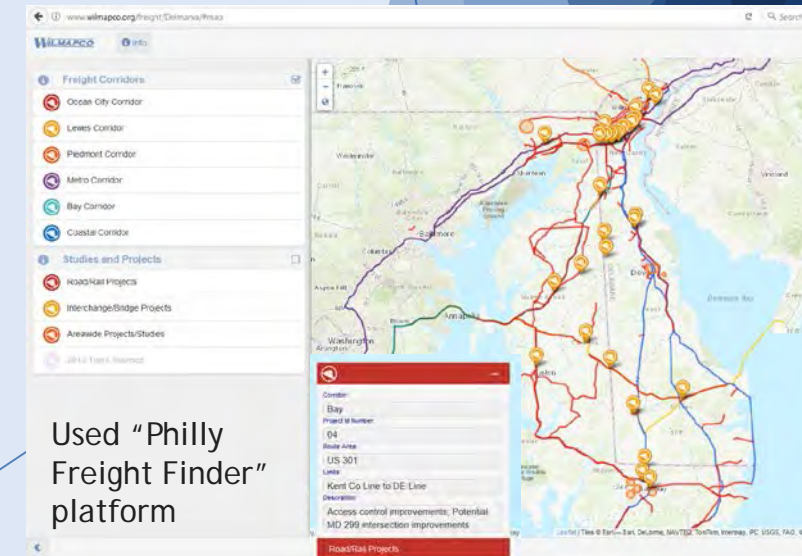



Presentation to DelMarVa Freight Summit

UPS

"Alternative Fuel Vehicles at UPS, With Focus on Natural Gas" June 24, 2015

Jim Bruce, Sr. VP UPS Corporate Public Affairs

Used "Philly Freight Finder" platform

WILMAPCO

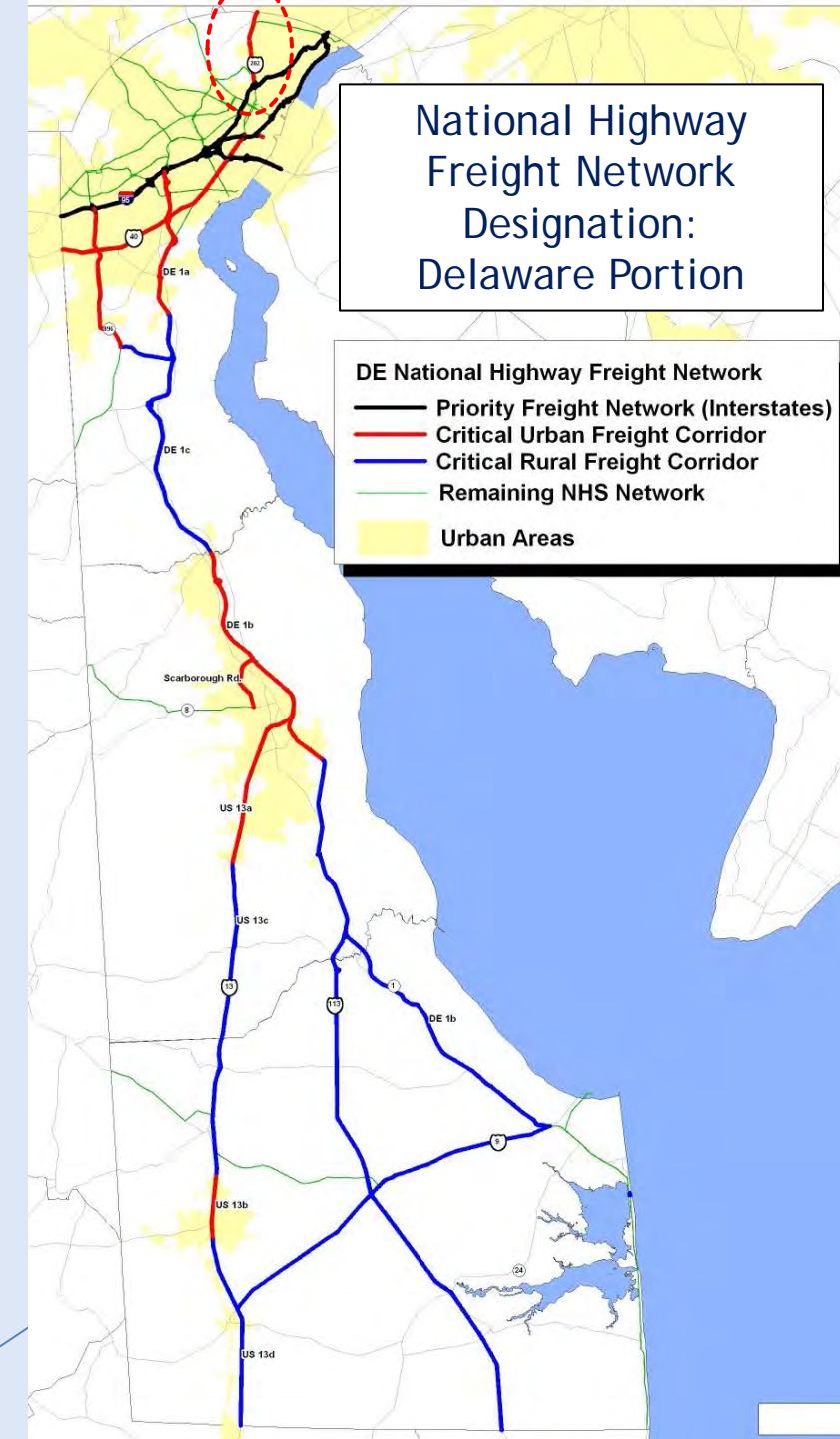
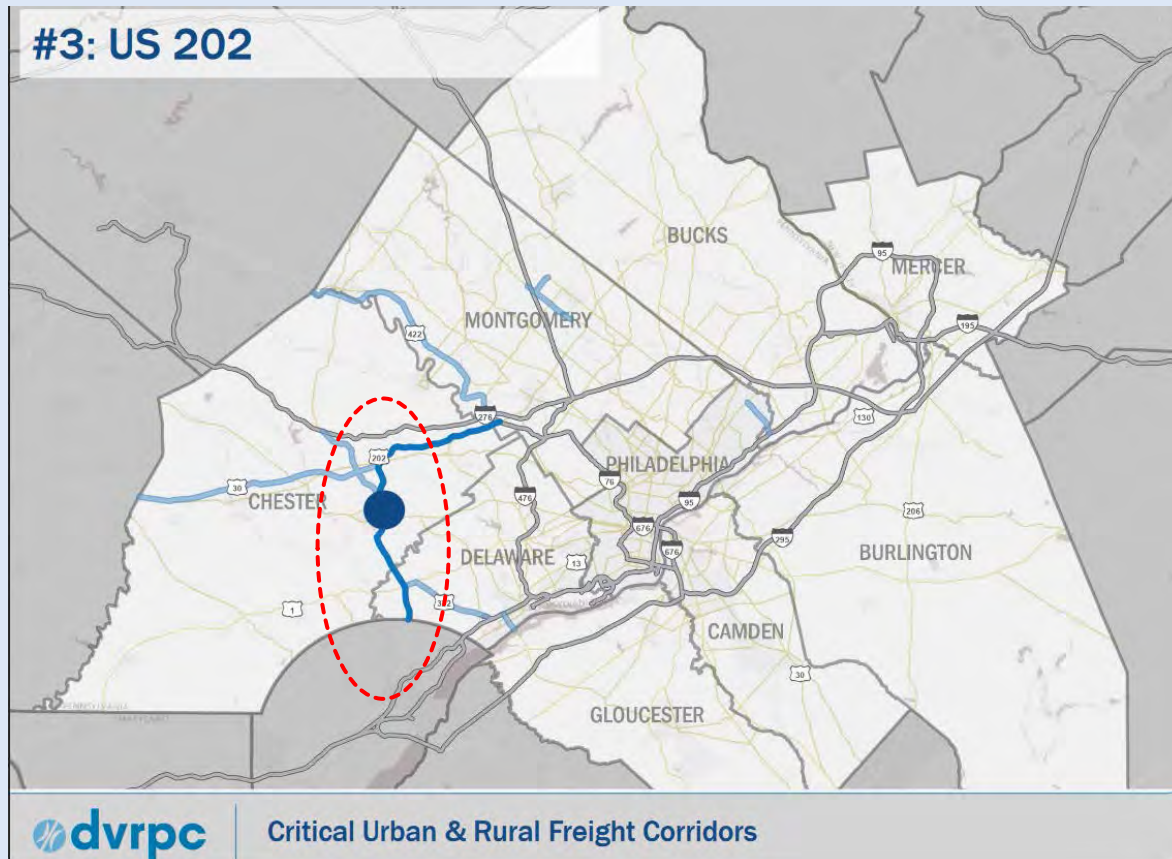
- Freight Corridors:
 - Ocean City Corridor
 - Lewes Corridor
 - Piedmont Corridor
 - Metro Corridor
 - Bay Corridor
 - Coastal Corridor
- Studies and Projects:
 - Road/Trail Projects
 - Interchange/Bridge Projects
 - Axlewide Projects/Studies

Map showing various corridors and projects in the Delmarva region.

Freight Planning in the WILMAPCO Region: FAST Act National Highway Freight Network

Critical Urban/Rural Freight Corridors

- Adopted June 2017
- Coordination with DVRPC



Freight Planning in the WILMAPCO Region: Supply Chain Analysis

- A deeper look into select commodities
- Chemical, Agricultural, Waterborne traffic

Gain of internal knowledge of goods movement on a larger scale

On average, the LA/Long Beach land bridge saves five days from Shanghai to Wilmington, but costs nearly 50% more



Impacts to the transportation system

Summary of findings, con't.: Evaluation of transportation policy priorities



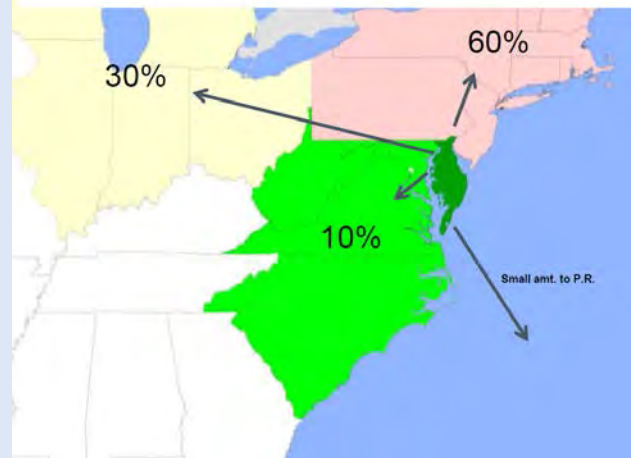
Scenario	1A	1B	1C	2
Coordination with DVRPC on planning/marketing	Green	Green	Yellow	Yellow
Chesapeake Connector	Green	Green	Yellow	Yellow
Rail congestion alleviation in New Castle County	Green	Green	Yellow	Red
Highway capacity and congestion mitigation	Green	Green	Green	Green
Secondary rail service to Lower Delmarva	Green	Yellow	Red	Red
Delaware Bay dredging to 45+ feet	Green	Green	Green	Green
Port of Wilmington strategic investment	Green	Green	Red	Red
New Castle airport cargo operations*	Green	Yellow	Red	Red

Key

- High Benefit: Green
- Moderate Benefit: Yellow
- Minimal Benefit: Red

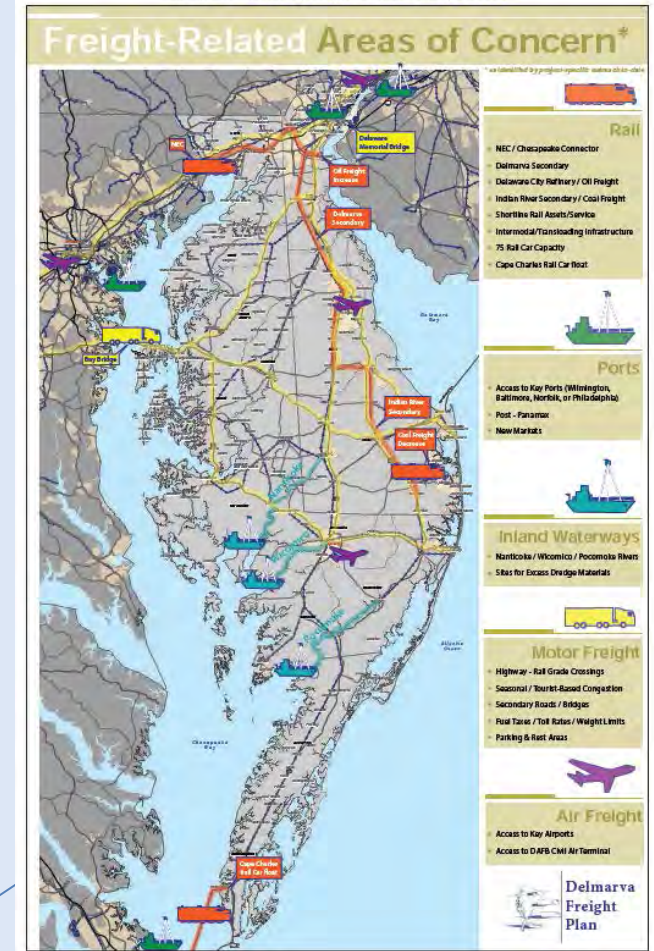
* Note: seaport and airport freight access are important to Delmarva chemicals manufacturing, but the analysis suggests current market, facilities, and community constraints to cargo operations at New Castle. The study adopts the position that efficient roadway connectivity to BWI or PHL is more viable.

Destination of processed poultry

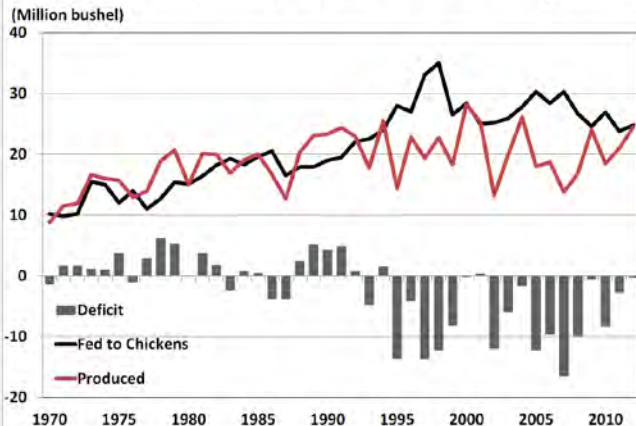


Goal: To react to ever-changing economic conditions

Exhibit 6.1 - Summary Freight-Related Areas of Concern

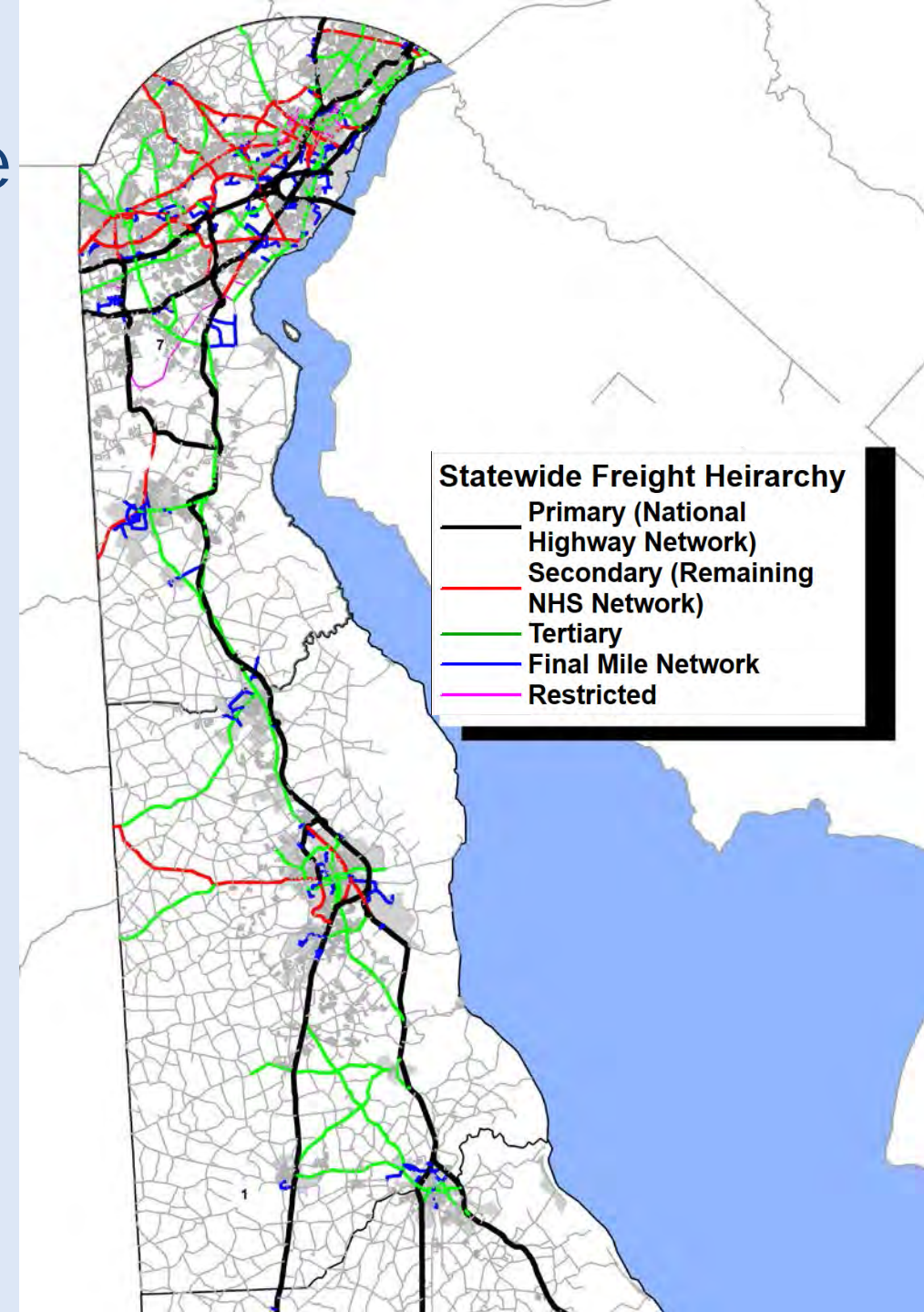


Delmarva Soybean Balance, Production vs. Consumed by Broilers



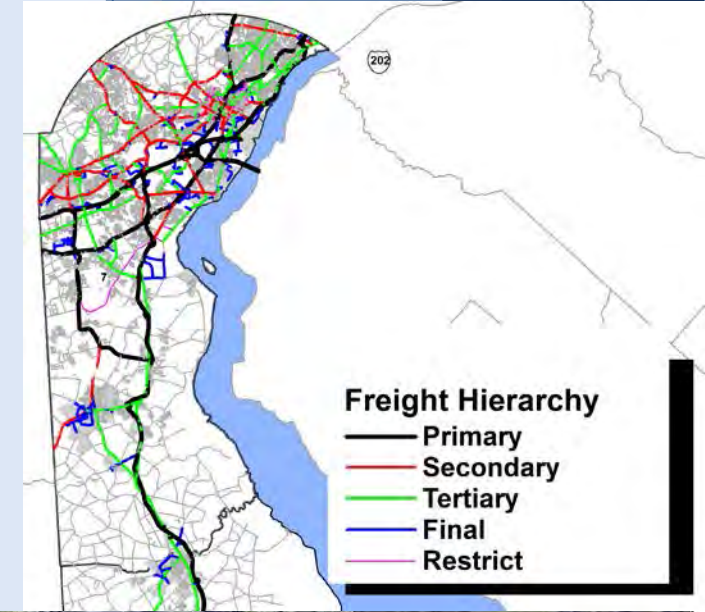
Freight Planning in the WILMAPCO Region: Freight Hierarchy & Final mile facilities

- ▶ Outgrowth of recent FAST-Act emphasis on Freight
 - To expand on the National Highway Freight Network (NHSN) to include the whole freight network in DE
 - Not required, but see these as an area of increased focus
 - To serve as a tool the Statewide Project Prioritization Process (Decision Lens) for applying a factor for a project's importance to freight
 - Inclusion of numerous "final mile" segments



Freight Planning in the WILMAPCO Region: “Final mile” facilities

- ▶ What is a “final mile”
 - Road segment that is the first/last link to a truck generating facility
 - Usually a Collector/Local Road
 - Usually in close residential area
 - Have a abnormally high truck % vs. similar routes
 - sometimes located very close to residential areas
- ▶ Most are not understood or well defined. Lack attention from decision makers.
- ▶ Not fully aware of the importance of freight to the economy of their region and to the Nation as a whole.
- ▶ Can poor condition/ functionality
 - Geometrics and Physical Deficiencies
 - Inadequate turning raddii
 - Inadequate shoulder width / stabilized shoulders
 - Lack of lane width
 - Drainage/Flooding

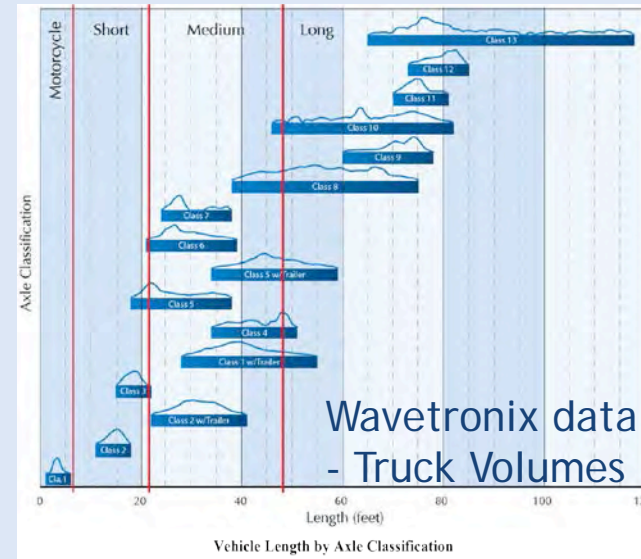
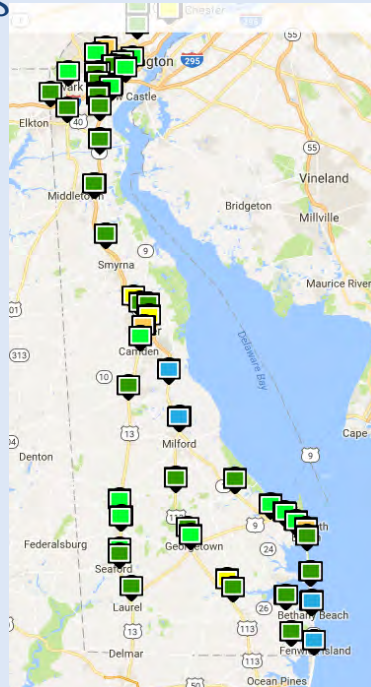


Freight Planning in the WILMAPCO Region: Use of Technology - Data Collection

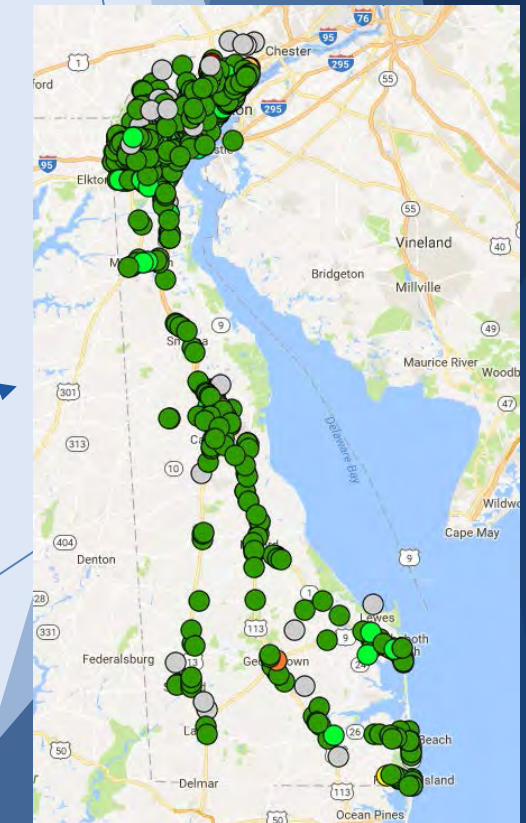
Integrating operations data into Traffic Monitoring Program

► Use of non-intrusive technologies for vehicle classification data

- Ease of installation
- Volume & class accuracy
- Axle-based class vs. length-based class
- Reliability/maintenance
- Performance in various weather conditions
- Cost



- New Data Sources:
- 150 Continuous Wavetraxx Detectors
 - 1,000 Continuous System Loops



Freight Planning in the WILMAPCO Region: Project Prioritization

TITLE 29 CHAPTER 84 § 8419. Transportation priority planning
Freight is one of key factors in project selection

Decision Goal: To Prioritize and Fund Capital Transportation Projects for Statewide CTP

- System Operating Effectiveness
 - Existing Level of Service
 - Congestion Management
- Safety
 - Identified in a Safety Program
 - Address strategies in the SHSP
- Environmental Impact/Stewardship
- Revenue Generation/Economic Development/Jobs & Commerce
 - Identified in a Transportation Improvement District (TID)
 - Cost-sharing support
 - Freight Corridor**
- Multi-Modal Mobility/Flexibility/Access
- Impact on the Public/Social Disruption/Environmental Justice
- System Preservation

I-95

Located in Designated Freight Corridor

- Primary and Secondary Freight Corridors have been identified in DeIDOT's draft Freight Plan.
- Add new "freight hierarchy" to scoring

Statewide Freight Corridors

- Primary Corridor
- Secondary Corridor

DRAFT Freight Corridors

Source: WILMAPCO, Dover/Kent MPO.
NOTE: Based upon trip rate table 4.1 in the FHWA Quick Response Freight Manual. Estimates truck trip generation based on number of employees and industry type. Include all trucks 2-axle, 6 tire and larger (FHWA classes 5-13).
Figures within TAZ represent total trips generated.

WILMAPCO

DRAFT

Freight Planning in the WILMAPCO Region: Freight Impacts on the Community

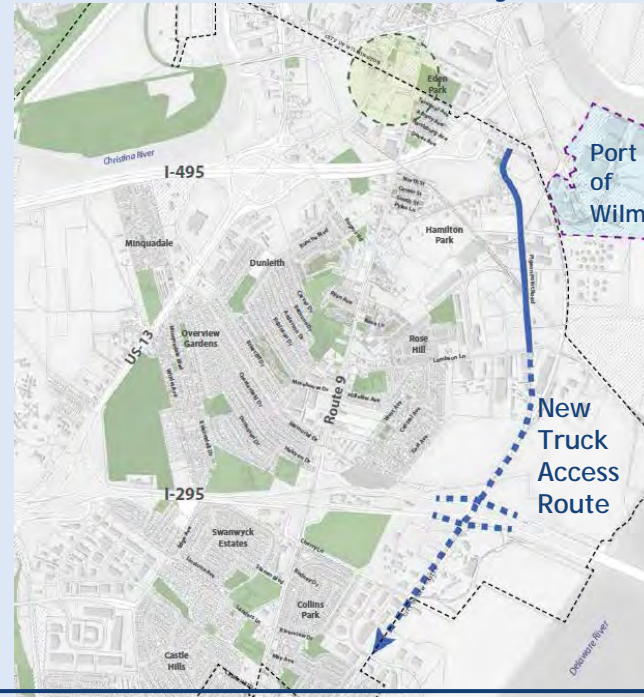
Defining Final Mile Facilities

- Use to help in increasing paving and rehab efforts (increased paving cycles for better pavement conditions)
- “Freight as a good neighbor” by addressing residential/freight movement concerns



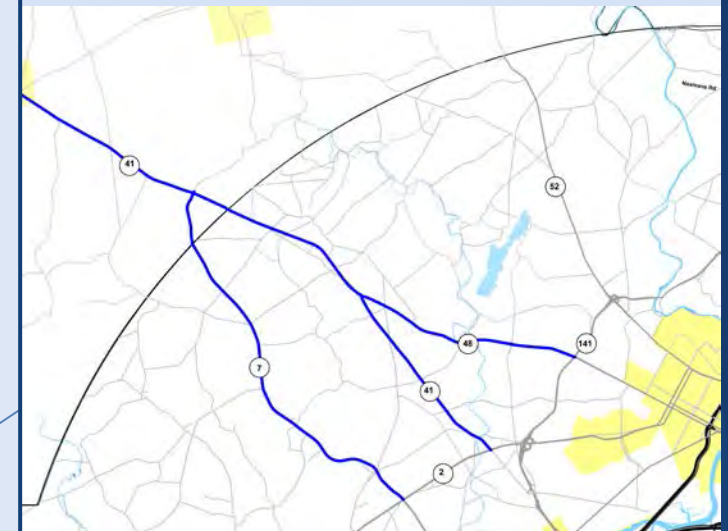
Community Planning

- SR 9 Recommended Roadway Expansion for Port of Wilm. Truck Access
- Ensure that this signage is reflected in truck GPS systems;



Special Truck Committees

- Senate Resolution #10
 1. How to REDUCE Truck Traffic
 2. Evenly distribute remaining trucks equally
- Monthly meetings
- Provide subject matter experts & materials (thanks Ted!)



Thank You!

Daniel Blevins
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NJTPA Freight Activities

DVRPC Delaware Valley Goods Movement Task Force Meeting
October 2017

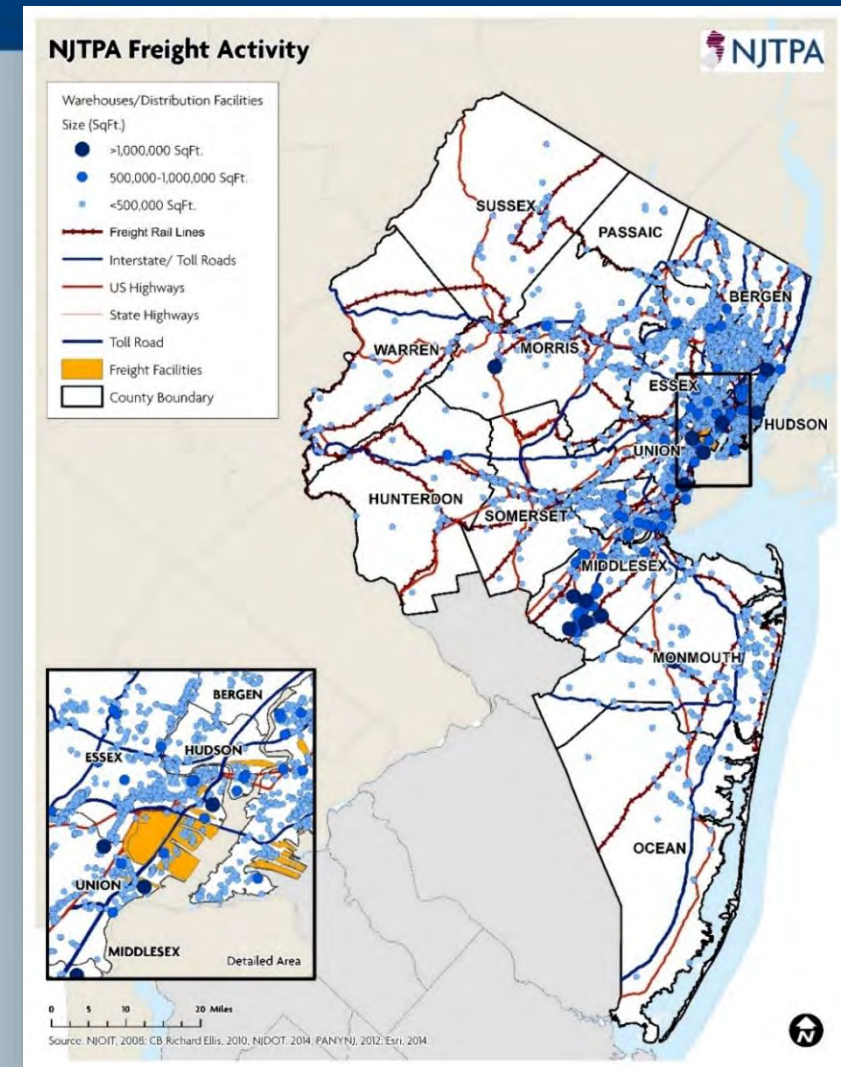


Anne Strauss-Wieder
Director, Freight Planning
North Jersey Transportation Planning Authority



New Jersey is a Key Distribution Node

- 811 million square feet of industrial space in NJTPA area, with 9 million under construction.
- Largest Port on the East Coast – 6.3 million TEUs in 2016.
- Robust Rail Freight Network – 2 Class Is, Conrail, shortlines.
- Extensive Roadway Network
- Newark Liberty International Airport – 10th largest in the US



Plan 2045 Discussion: What Keeps Supply Chain Professionals Up at Night?

- Managing the challenges of a rapidly evolving retail environment
- Guaranteeing temperature controlled supply chains for pharmaceutical and food products.
- Identifying and undertaking the actions and investments needed to enable all aspects of the freight system to operate 24/7.



The Changing Last Mile of Retail

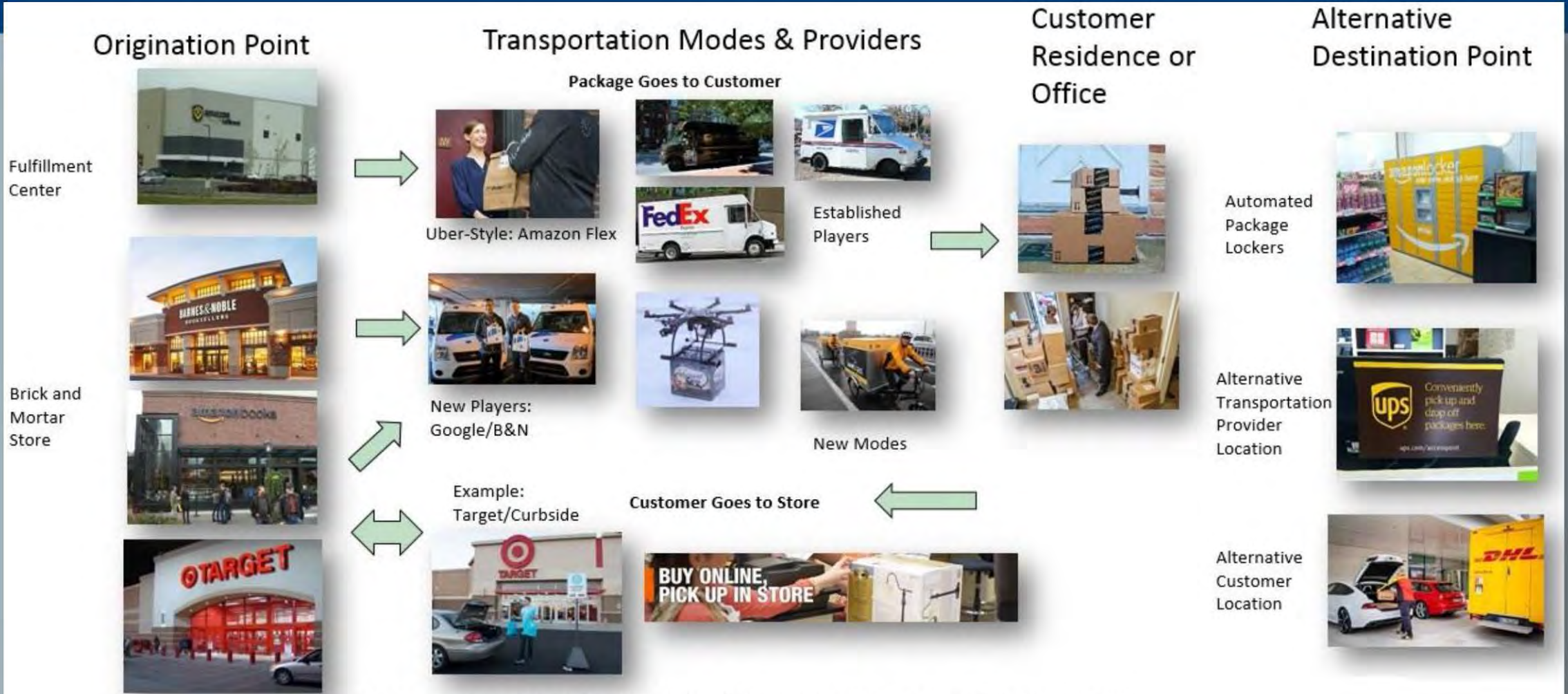
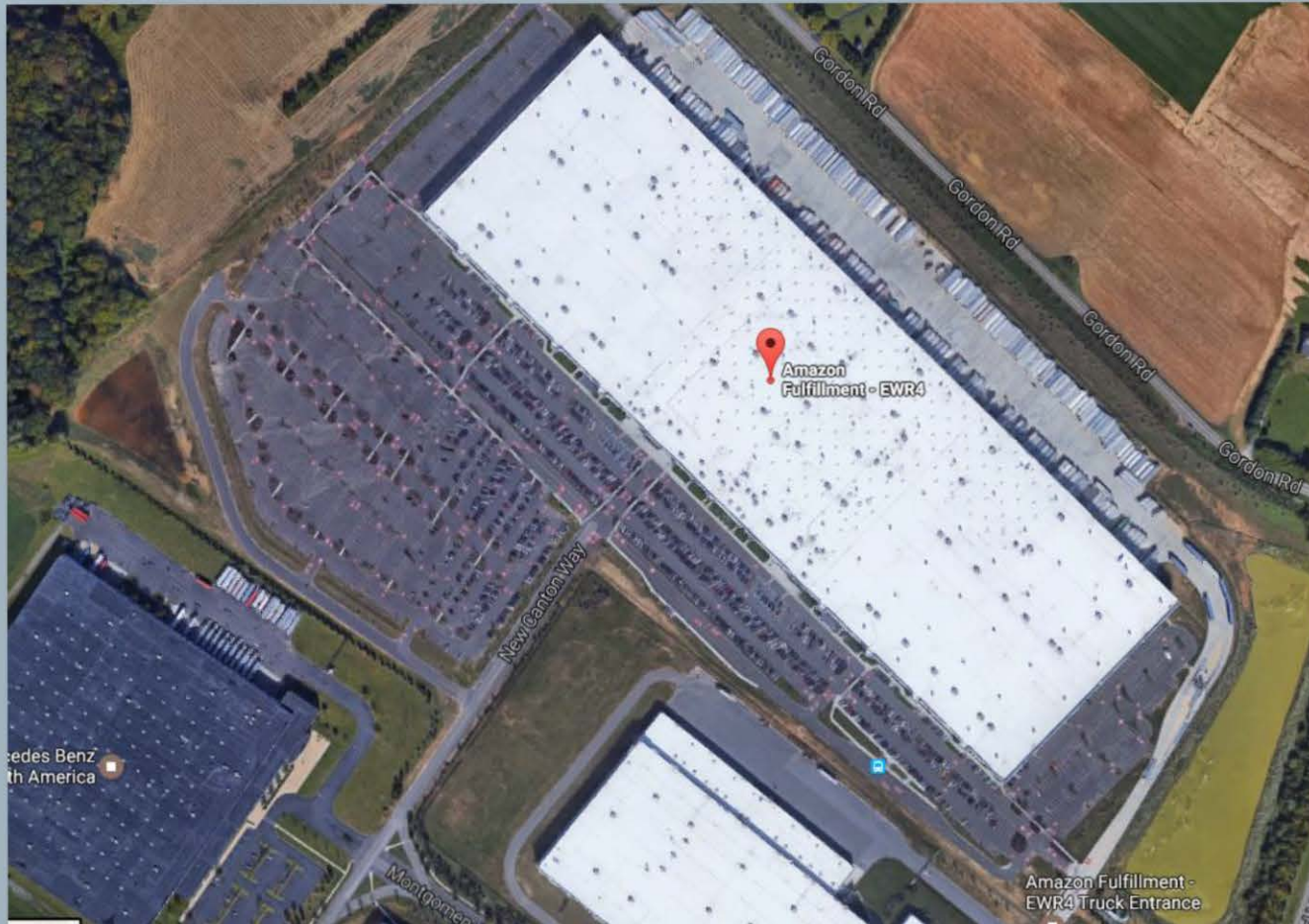


Photo sources: A. Strauss-Wieder, Inc. (Amazon), Reuters (Target), BarnesandNoble.com, Curbside, Yelp (UPS), DHL, Google, UPS, USPS, FedEx, Geekwire (Amazon packages), NY Times (Amazon packages), Home Depot, Amazon, YouTube (drone), BikePortland, NBC News

Distribution Center Layouts

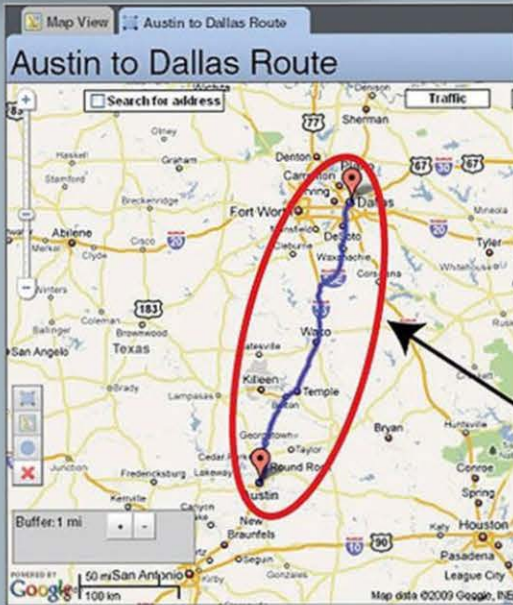
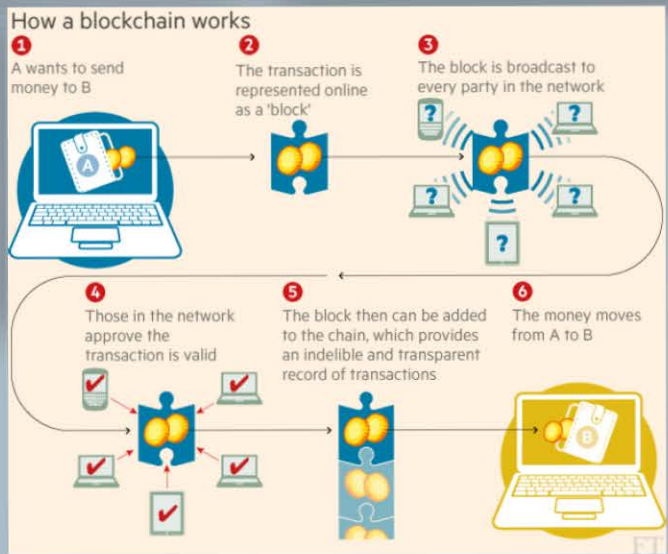


Fulfillment Centers and Emerging Workplaces – More Associate Parking and Accessibility



Sources: NJ.com, Google Maps and Greater Mercer TMA

Emerging Equipment, Technology and “Disruptors”



Sources: Anne Strauss-Wieder (NJTPA), Volvo, Amazon, Daimler, Novartis, Bocusini

Examples of NJTPA Freight Initiatives

- NJTPA's Freight Initiatives Committee
- Subregion Outreach and Field Visits
- Inventory & Assessment of Waterborne Resources
- Freight Rail Industrial Opportunity (FRIO) Corridors Program
- Pilot Freight Concept Development Program
- Member, Council on Port Performance



Get a New Truck

Grants Available to Eligible Truck Owners to Purchase Newer Vehicles

REGIONAL TRUCK REPLACEMENT PROGRAM



“Subregion” Field Visit Objectives

- Identify and discuss key freight issues, concerns and ideas on the local level.
- Connect local public sector transportation and economic development staff with private sector freight operations in their area.
- Learn mutually about local operations.



Field Visit Experiences

- Somerset County: Liberty Corridor Port Reading Junction
- Morris County: M&E RR Team Track and Fratelli Berreta
- Middlesex County: Wenner Bakeries



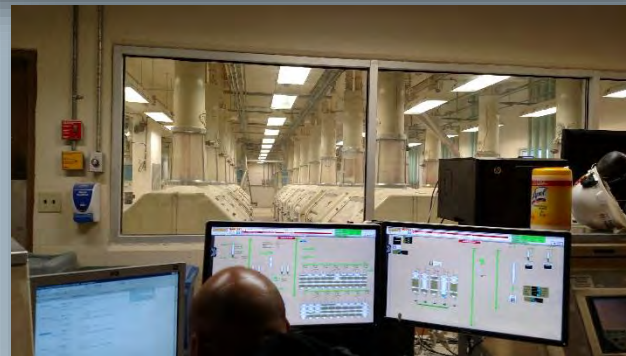
Field Visit Experiences

- Hudson County & Jersey City: GCT Bayonne, Greenville Yard and Tropicana Distribution Center
- Ocean County: Lakewood Industrial Areas



Field Visit Experiences

- Sussex County: NYS&W Transload and Eastern Propane
- Passaic County: Bay State Milling



NJTPA Freight Activity Locator

The screenshot shows the NJTPA Freight Activity Locator website. At the top, there is a navigation bar with the title "NJTPA Freight Activity Locator" and the NJTPA logo. Below the navigation bar, there are several tabs: "Overview", "Rail Network", "Roadway Network", "Facilities", "Commodity Profiles", and "County Data". The main content area features a large image of a port with a ship and cranes. Overlaid on this image is a central panel with the title "NJTPA Freight Activity Locator" and a button labeled "Enter Site". To the left of the central panel, there is a text block describing the NJTPA region and the Freight Activity Locator application. At the bottom of the central panel, there are two links: "Watch a tutorial video here" and "Read the tutorial". The bottom of the page has a footer with links for "Contact Us", "Tutorial", "FAQ", "Glossary", and "Sources".

NJTPA Freight Activity Locator

Overview | Rail Network | Roadway Network | Facilities | Commodity Profiles | County Data

The NJTPA region is a leading North American distribution and goods movement platform serving local, national, and global consumer markets. The region includes the largest port on the Atlantic Coast, one of the leading air cargo airports in North America, and over 807 million square feet of industrial property, extensive roadway and rail freight networks.

This Freight Activity Locator application provides access to key freight data developed and gathered by the NJTPA during the course of its freight planning activities. The application presents maps of the freight transportation network and major freight centers, including the port, intermodal yards and distribution centers. Freight activity summaries for each NJ county and the top regional commodity bundles are also presented.

NJTPA Freight Activity Locator

Enter Site

Watch a tutorial video here

Read the tutorial

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY
Defining the Vision. Shaping the Future.

Contact Us | Tutorial | FAQ | Glossary | Sources



Try the Freight Activity Locator Tool at <http://www.njtpa.org/freight>

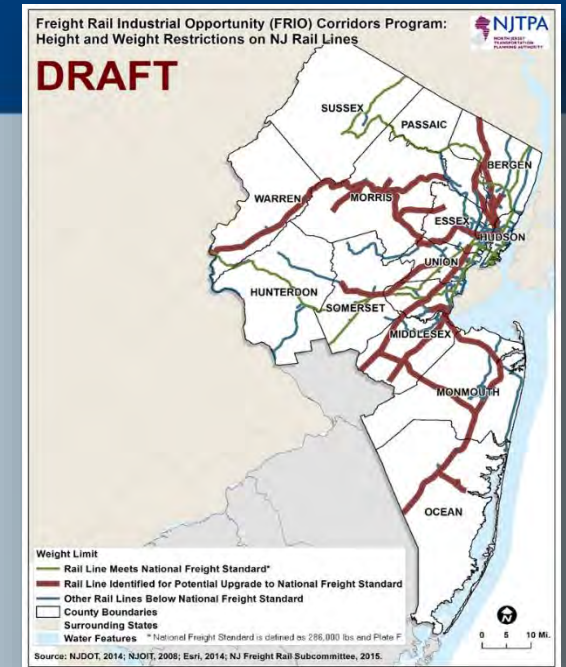
NJTPA Freight Concept Development Program

- Creates a process for advancing regional and local freight initiatives identified through planning studies conducted by NJTPA, its subregions and planning partners.
 - Project intake
 - Freight concept development
 - Funding options
- Pilot study approach to specific projects and program development



Freight Rail Industrial Opportunity (FRIO) Corridors Program

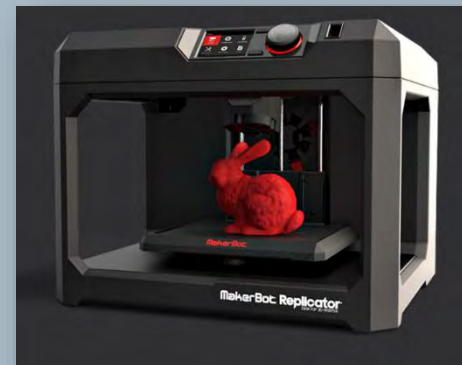
- Creates a corridor approach to modernizing restricted rail lines to accept current national standard weight and height freight cars.
- Develops two related databases:
 - A comprehensive inventory and assessment of physical constraints to national standard freight rail access
 - Existing and potential industrial development served by these lines
- Establishes a game plan for moving forward.



The Take Away – The Transforming Context

- Follow the consumer and demand parameters
- Track new technologies and disrupters
- Identify and engage new service providers
- Identify considerations and opportunities
- Go out in the field constantly
- Actively involve the private sector

The Supply Chain is ever evolving.



Thank You



Defining the Vision. Shaping the Future.



NJTPA

**NORTH JERSEY
TRANSPORTATION
PLANNING AUTHORITY**

Anne Strauss-Wieder
Director, Freight Planning
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Strauss-Wieder@njtpa.org

GOODS MOVEMENT IN THE NEW YORK CITY METROPOLITAN REGION



Delaware Valley Goods
Movement Task Force

October 11, 2017



INSTITUTIONAL CONTEXT

NYMTC'S PLANNING AREA



MEMBERSHIP



ADVISORY MEMBERS: New Jersey Transit, North Jersey Transportation Planning Authority, Federal Transit Administration, Federal Highway Administration, U.S. Environmental Protection Agency, NYS Department of Environmental Conservation

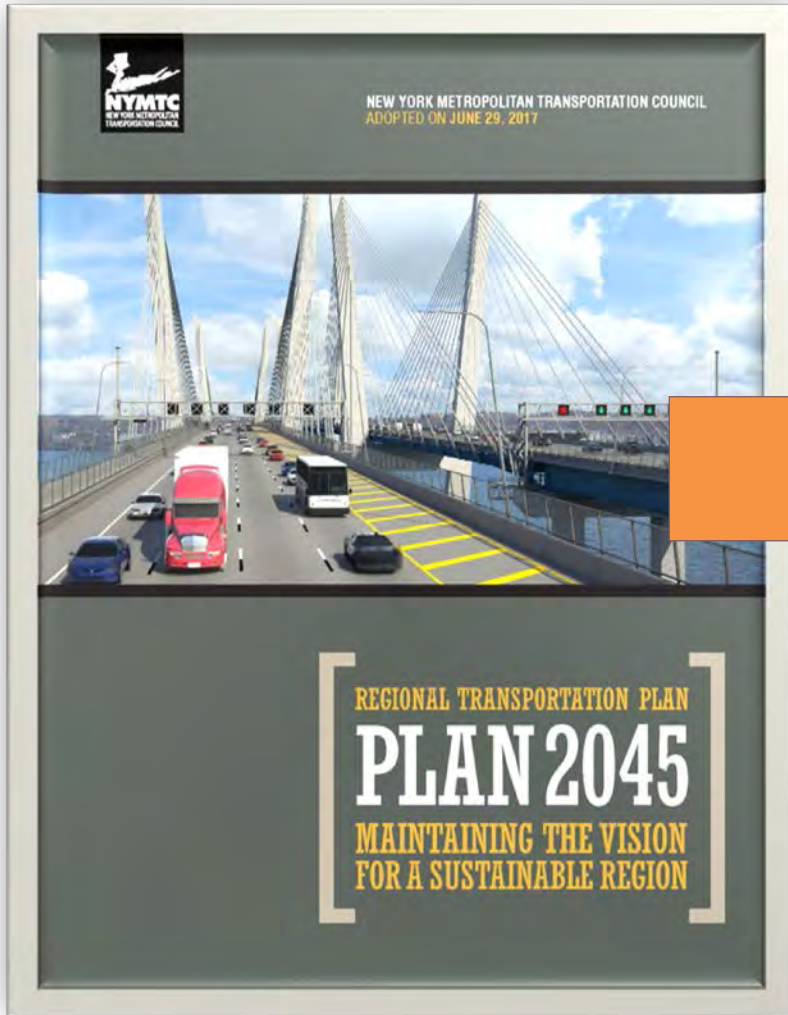
OTHER KEY STAKEHOLDERS

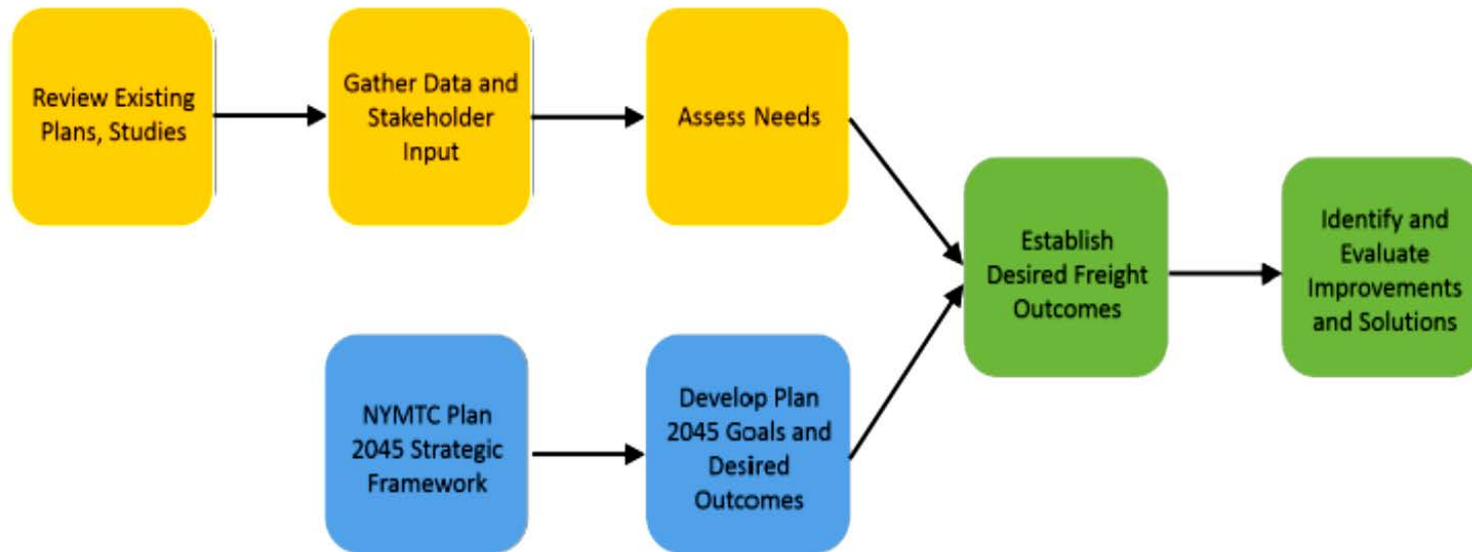
- New York City Economic Development Corporation
- New York State Department of State – Coastal Management Program
- Empire State Development
- U. S. Maritime Administration
- I-95 Corridor Coalition
- Private freight railroads and terminal operators
- Business associations and chambers of commerce
- Trucking Association of New York
- Local community boards in New York City
- Local suburban municipalities
- Elected officials at all levels
- Advocacy organizations



PLANNING PROCESS

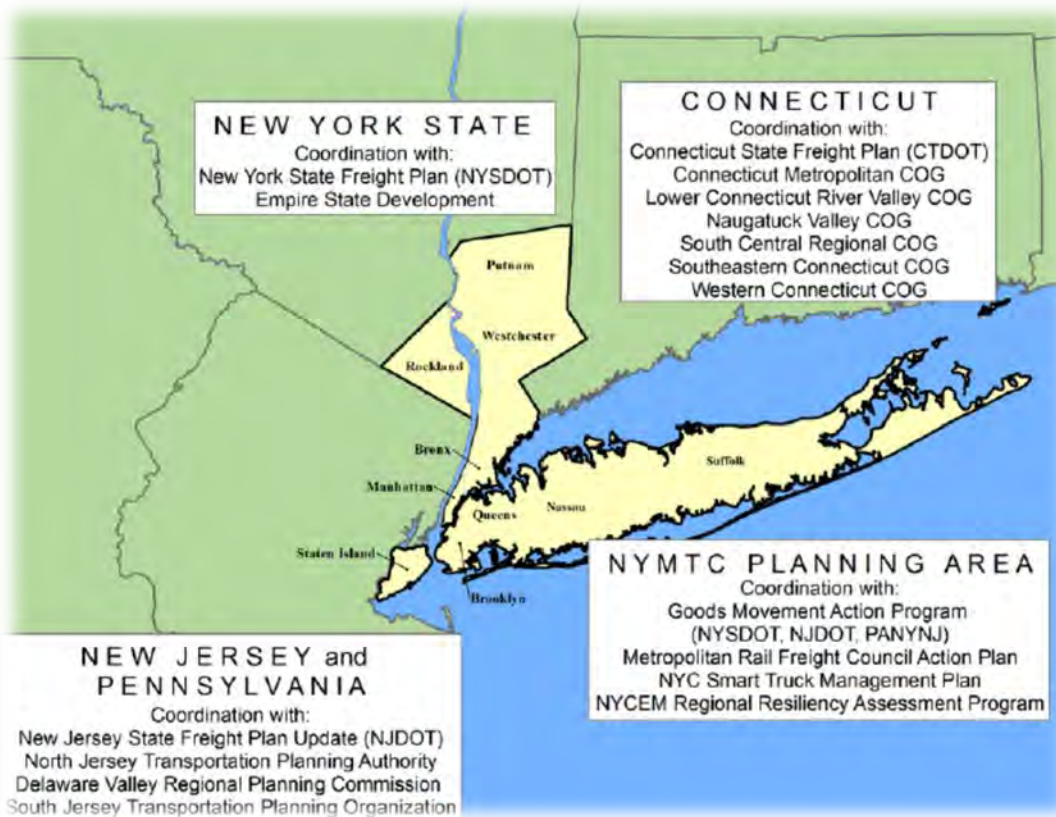
NYMTC'S *NEW* REGIONAL TRANSPORTATION PLAN – ADOPTED JUNE 29, 2017



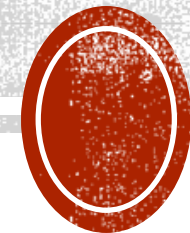


BUILDING THE FREIGHT PLAN





REGIONAL CONTEXT

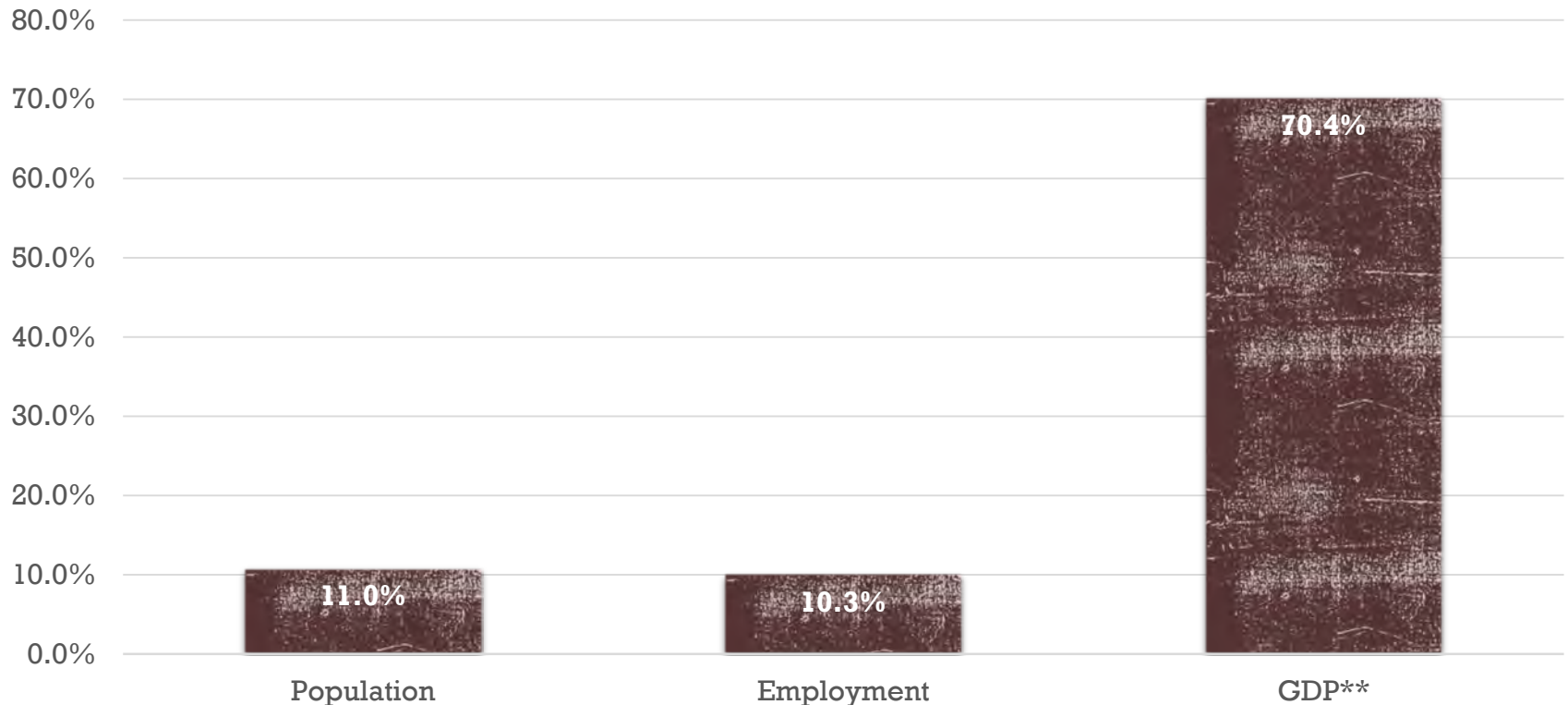




KEY CHALLENGES

CHALLENGE – REGIONAL GROWTH

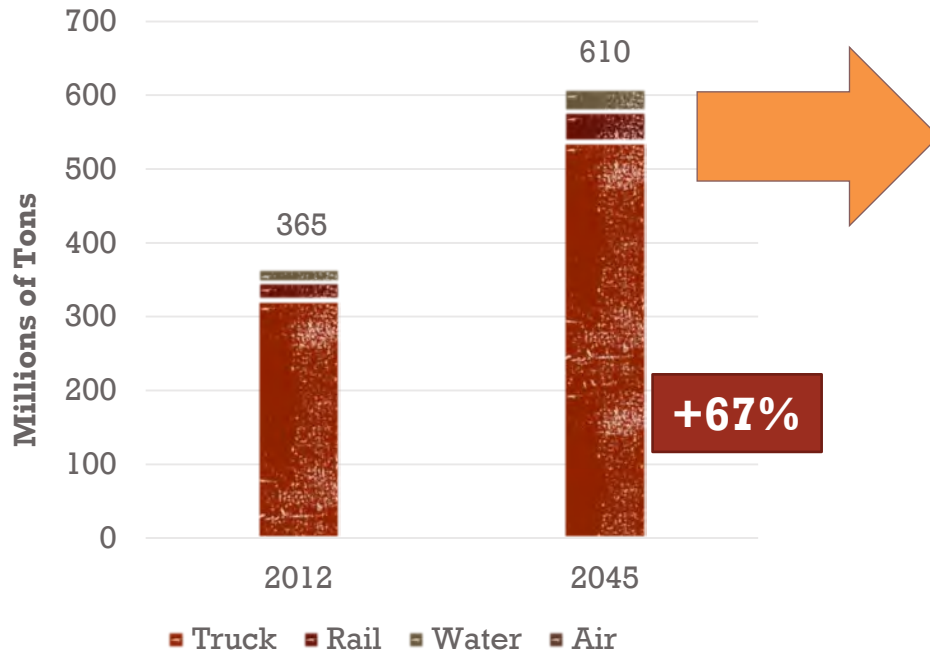
Forecasted Growth in the NYMTC Planning Area; 2017 through 2045



****Forecasted growth in GDP is for 2015 through 2045**

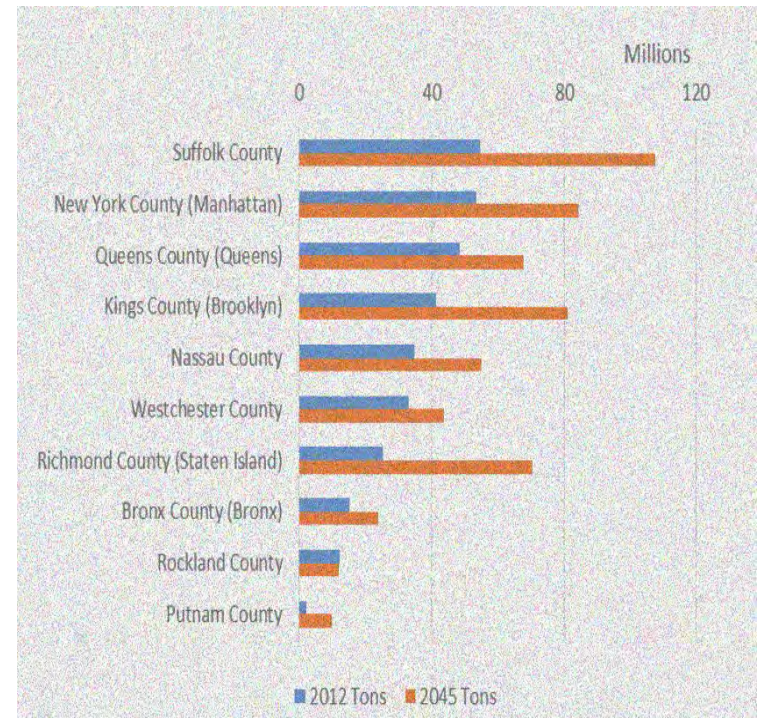
CHALLENGE -- GROWING GOODS MOVEMENT

Freight Tonnage – NYMTC Planning Area



Freight Tonnage by County

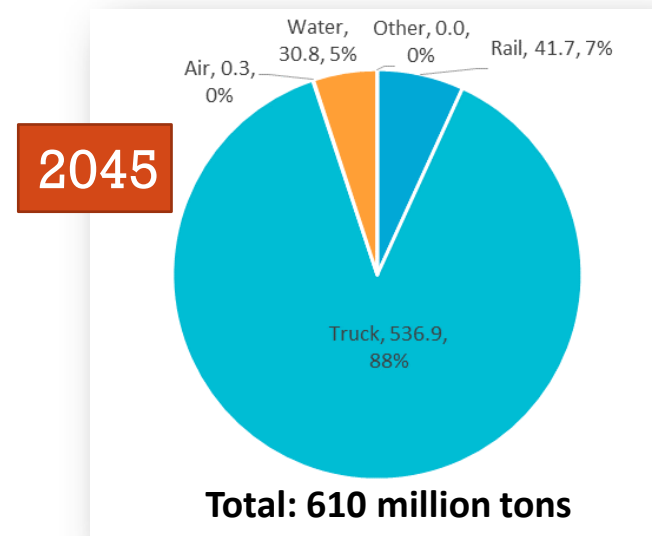
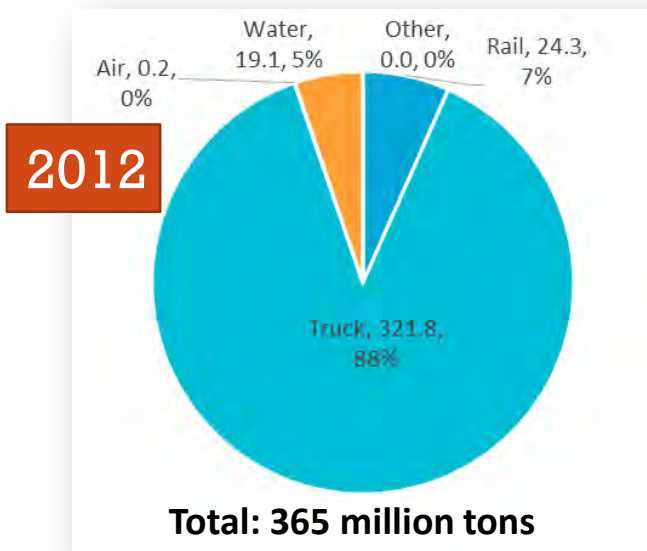
2012 & 2045



Source: 2012 IHS Global Insight Transearch Data, 2012 Surface Transportation Board (STB) Waybill Sample

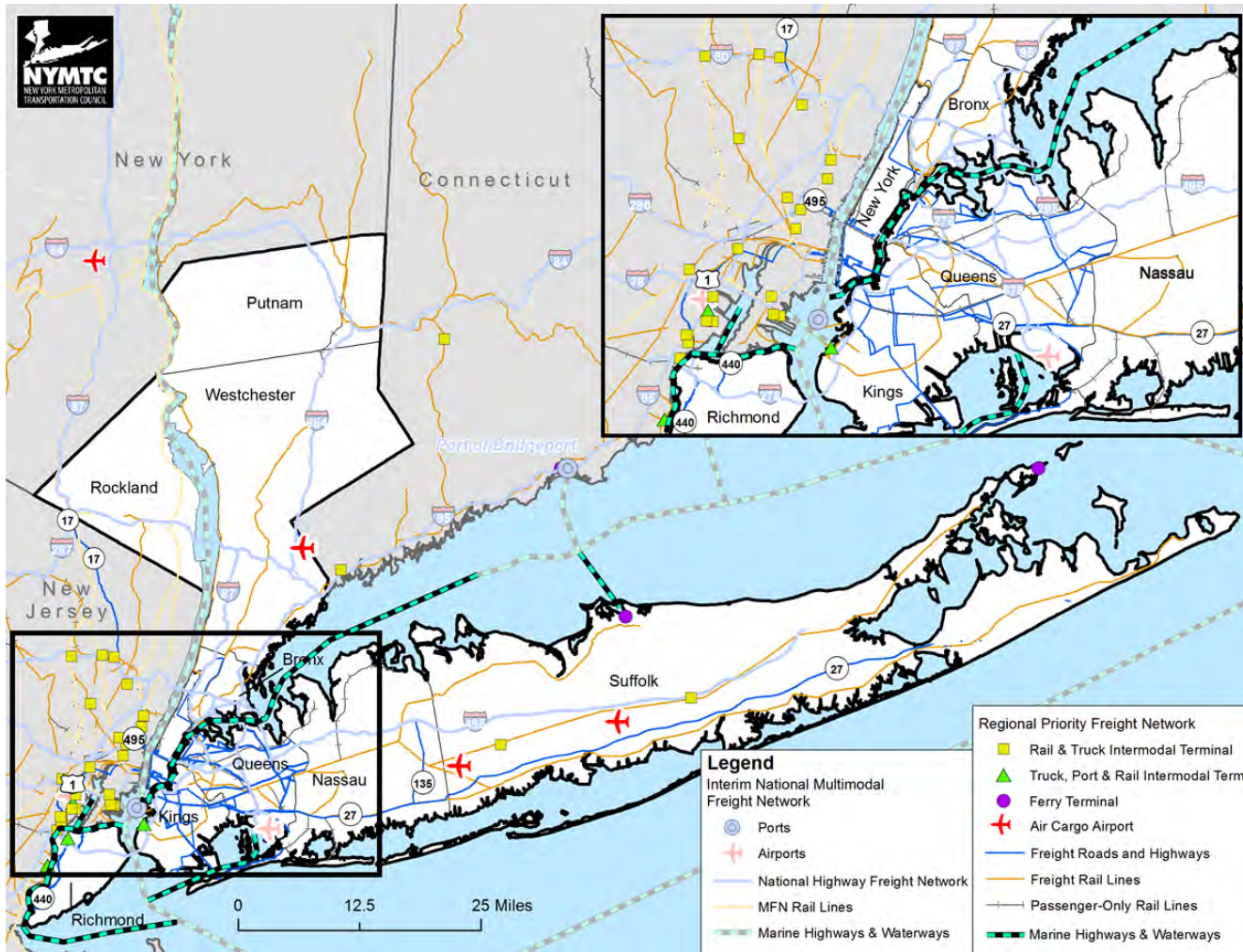
CHALLENGE – MODAL CONSTRAINTS

Freight Tonnage by Mode



Source: 2012 IHS Global Insight Transearch Data, 2012 Surface Transportation Board (STB) Waybill Sample

CHALLENGE - MULTI-MODAL FREIGHT NETWORK



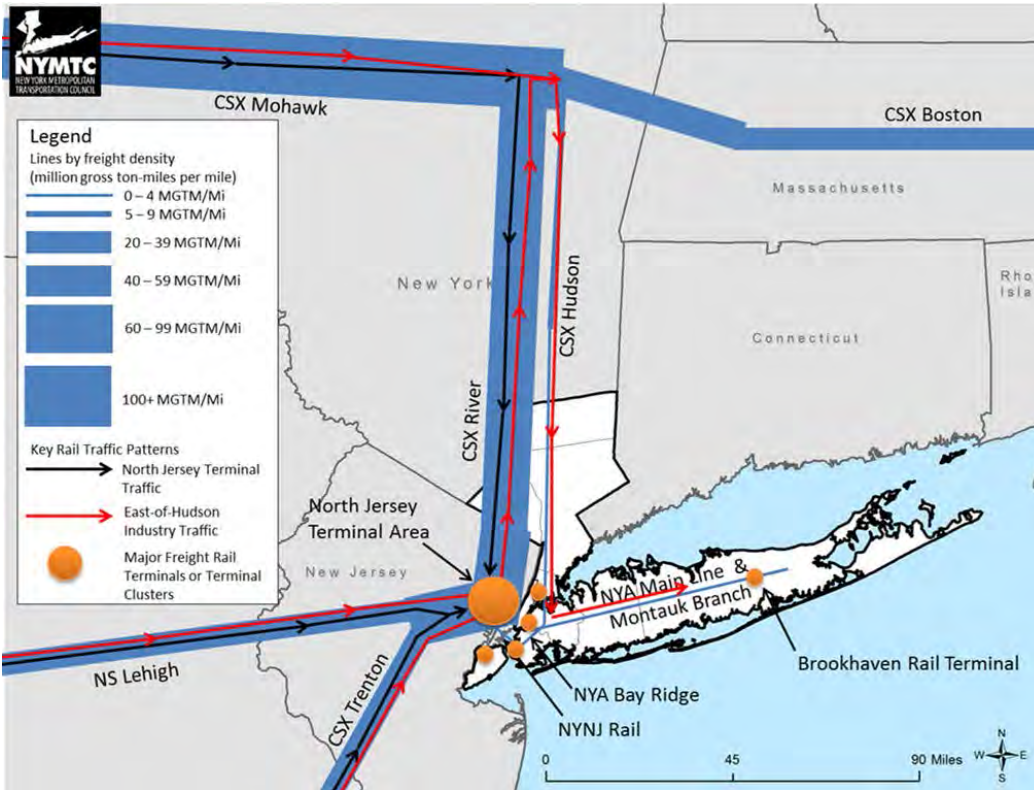


MAJOR PORT FACILITIES





KEY CURRENT CONDITIONS



MAJOR FREIGHT RAIL CORRIDORS





MAJOR FREIGHT HIGHWAY CORRIDORS BY ANNUAL TONNAGE





FREIGHT HIGHWAY CORRIDORS BY TRIP PURPOSE





IMPROVEMENTS AND SOLUTIONS

Planning initiatives, which may study a wide variety of alternatives;

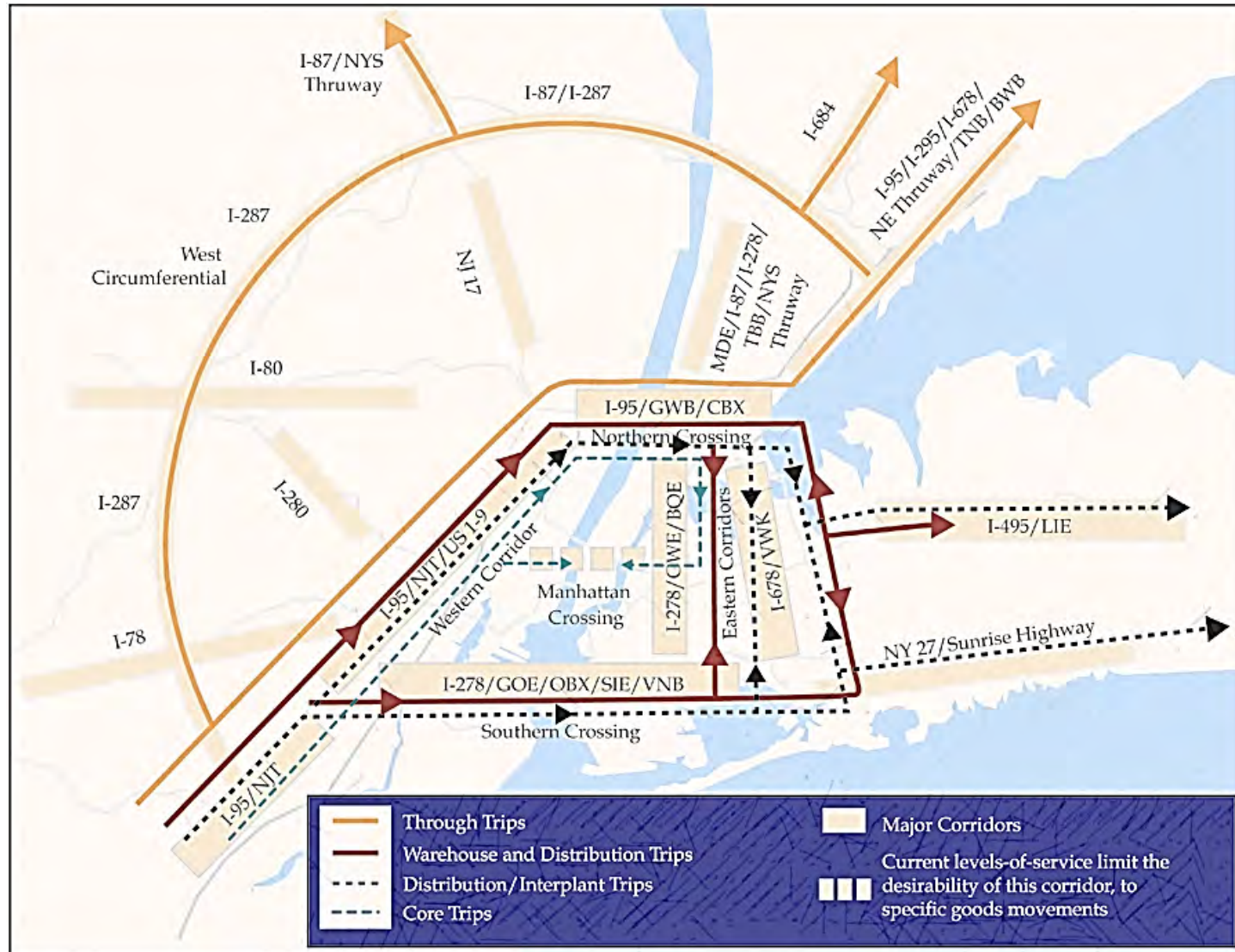
Project planning and/or environmental reviews for vision projects;

Programmed improvement projects; and

Policies or programs that advance desired outcomes and address needs.

FOUR CATEGORIES OF IMPROVEMENTS

KEY ROADWAY INFRASTRUCTURE



RAIL FREIGHT IMPROVEMENTS

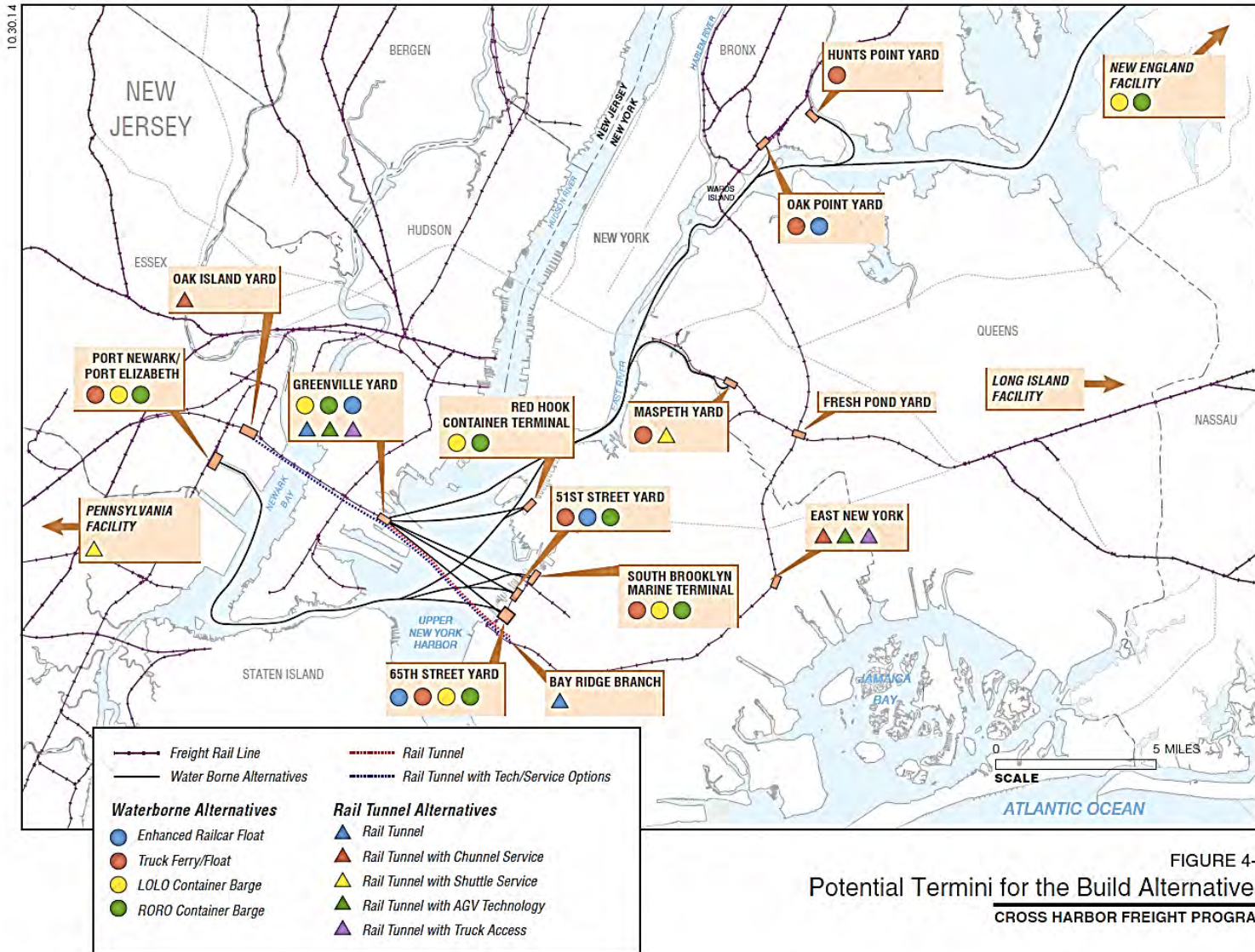
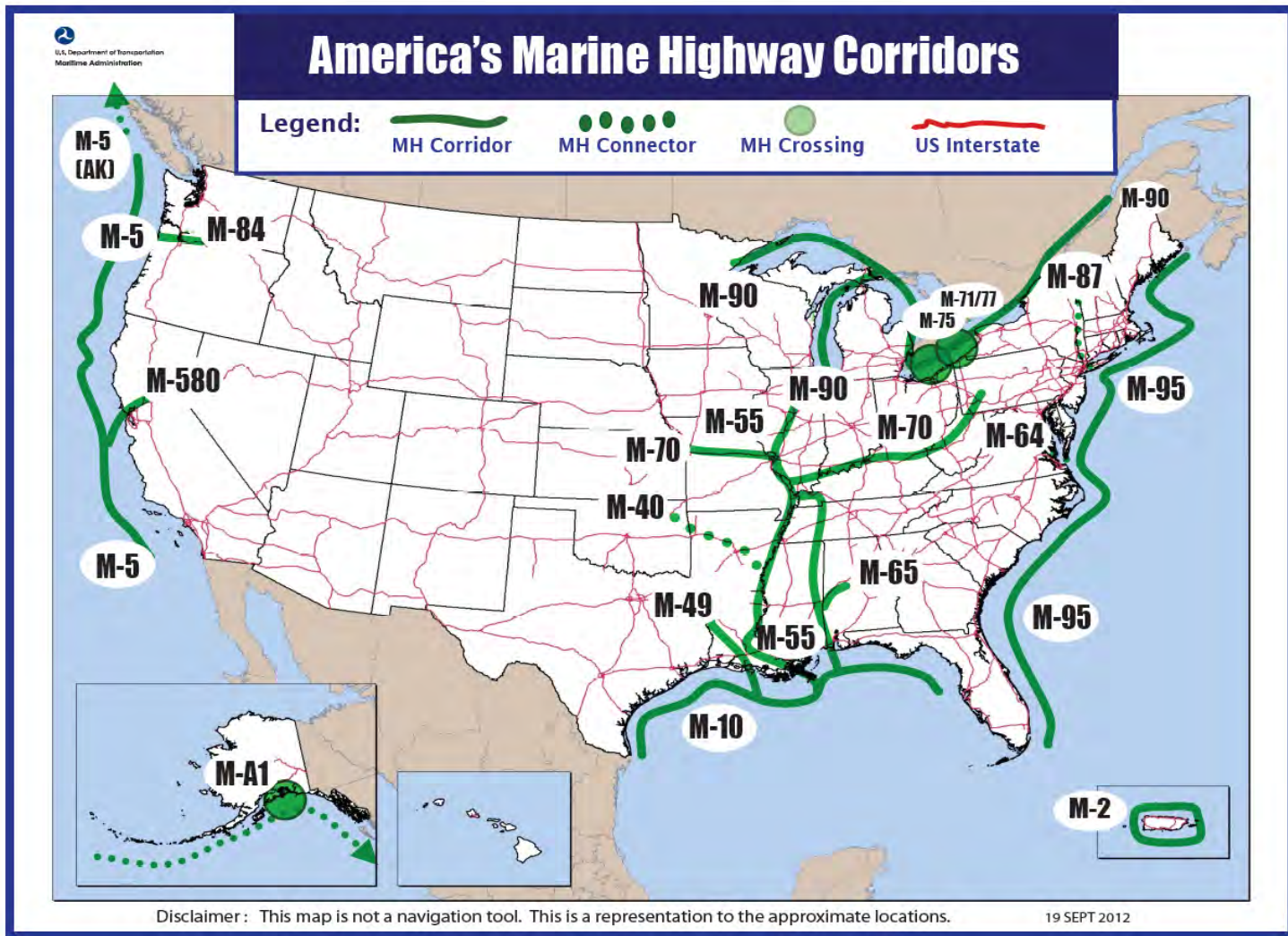


FIGURE 4-1
Potential Termini for the Build Alternatives
CROSS HARBOR FREIGHT PROGRAM

MARINE HIGHWAYS



FREIGHT VILLAGES

Figure 1.1 Three Candidate Freight Village Sites in the NYMTC Region



The objective of a freight village:

- Co-locate operators of two or more links in a logistics chain

Co-locating freight handling and receiving facilities can:

- Facilitate load consolidation, resulting in more efficient loading of trucks, thereby reducing the number of truck trips.

CURRENT AND UPCOMING RESEARCH EFFORTS – A SAMPLING

- Multi-state freight planning
- Cross Harbor Freight Program Tier II EIS
- Freight feasibility for the Gateway Program
- Areawide freight land use
- Clean Freight Corridors Program
- Airport access improvements – JFK
- Key bottlenecks at freight facilities
- Truck parking/staging capacity

FURTHER INFORMATION

- www.nymtc.org
 - Required Planning Products; Plan 2045; Appendix 8
- **Contacts**
 - Gerry Bogacz, Planning Director Gerry.Bogacz@dot.ny.gov
 - Carlos Delpozo, Freight Planning Coordinator
Carlos.Delpozo@dot.ny.gov

CAPITAL DISTRICT TRANSPORTATION COMMITTEE (CDTC): FREIGHT PLANNING



Photo Source: Times-Union

OCTOBER 11, 2017

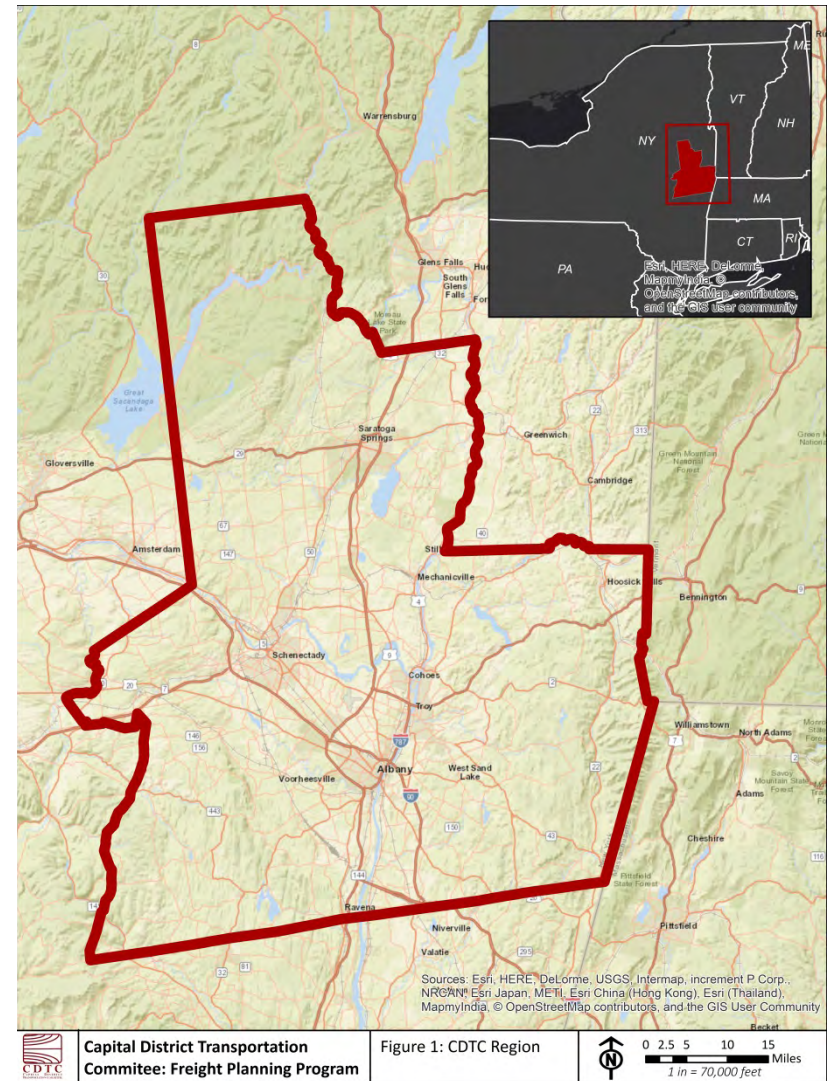


Capital District
Transportation
Committee

Chris Bauer
Delaware Valley Goods Movement Task Force

CDTC Background

- Metropolitan Planning Organization (MPO) for Albany-Schenectady-Troy and Saratoga Springs Urbanized Areas
- 4 Counties
- +/- 910,000 Population (Est. 2016)
- CDTC Staff = 13



New Visions 2040

- CDTC's Long Range Transportation Plan

- 12 Core Principles;

 - ▣ Freight:

 - “Our freight system is crucial to the **economy**; it will be **efficient and automated...**”

 - “comprehensive enough to encompass **all modes...**”

 - “embrace freight's **key contributions to regional prosperity**, while also trying to **mitigate the negative impacts** of all modes of freight movement on local communities.”

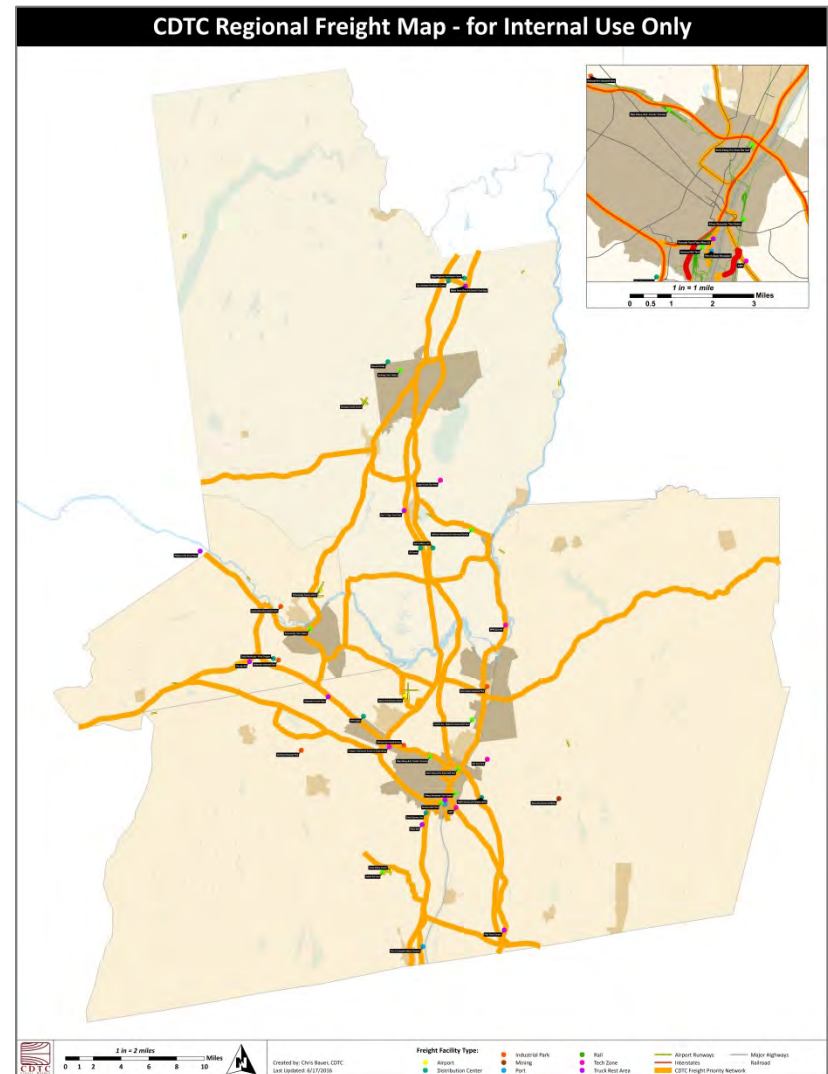
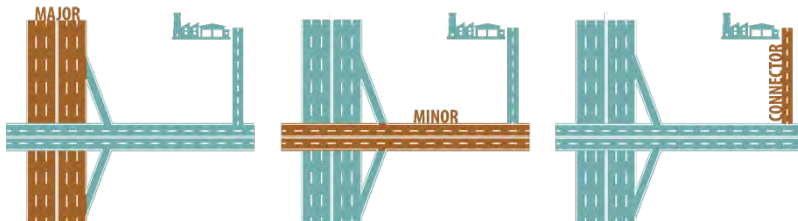
Freight Advisory Committee

- Meets Quarterly
 - ▣ February, May, August, November
- Includes public and private sector representatives of the freight and logistics industry, for example:
 - ▣ Railroads
 - ▣ Manufacturers
 - ▣ Carriers, shippers, and receivers
 - ▣ Industrial land developers
 - ▣ Ports and airports
 - ▣ NYSDOT, Thruway Authority, local government agencies



Freight Priority Network

- Facilitate efficient and safe truck movement to, from, and within CDTC region
- Planning and investment across region accounts for freight demand



Transportation Improvement Program

- Freight is integrated in CDTC's project evaluation
- CDTC's Evaluation Approach:
 - Benefit/Cost Ratio and Merit Scoring
 - Categories correspond directly with New Visions Planning Principles

FREIGHT (5 POINTS POSSIBLE)		
Freight and Goods Movement (5 points)		
Award 1 point for each of these criteria (for a cumulative total of up to 5 maximum): <ul style="list-style-type: none"> • Project improves a MPO or NYSDOT identified freight movement issue • Project removes/substantially improves a freight related land-use compatibility, noise, or safety issue • Project is located on, or provides access to, the CDTC Freight Priority Network, and provides a travel time and/or reliability benefit(s) • Project enhances access to a key freight generator (Ex: Airport, Ports, Major Distribution Centers, Industrial Park/cluster of industrial land uses) • Project enhances access to any intermodal freight movement (Ex: air to truck/rail, rail to truck/water, water to rail/truck/air, etc.) 		1 to 5
Project has neutral affect (no known impact, positive or negative) on freight and goods movement.		0
Project is located on, or provides access to, the CDTC Freight Priority Network, and increases travel time and/or decreases reliability.		-1
Project negatively affects freight movement or safety in an area with a known MPO or NYSDOT identified freight movement or freight-related safety issue; alternatively, project introduces a specifically freight-related land use incompatibility (e.g., substantial increase to freight traffic load in residential area, introduction of significant freight traffic noise or other significant freight related nuisance).		-2
FREIGHT SUBTOTAL SCORE		

Example Freight Planning Projects

- CDTC Regional Freight Plan (2016)
- Regional Dynamic Freight Database (RPI, SHRP2, 2016)
- Local O/D Studies (2017)
- Local Model Ordinance Development (2018)
- Etc.



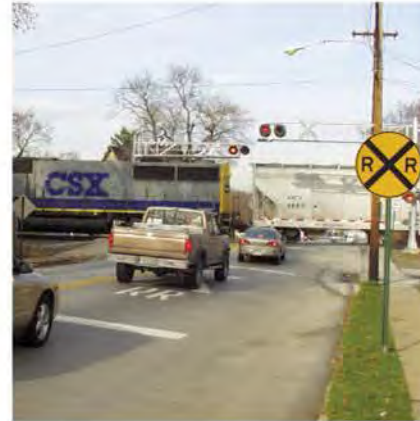
Thank You!

Christian P. Bauer, AICP
Senior Transportation Planner
Capital District Transportation Committee
(518) 458-2161
cbauer@cdtcmpo.org



DVRPC Future Freight Research Program

Presented by Ted Dahlburg



Nancy Tiver, CSX Intermodal

**Thank You,
Members and Friends,
Delaware Valley
Goods Movement
Task Force!**

Recent Research

- *Philadelphia Delivery Handbook*
- Crude Oil in the Delaware Valley
Commodity Profile
- Freight Centers
- Making Freight Data More Accessible
(*PhillyFreightFinder*)
- Critical Urban Freight Corridors

Current Research

- Marcus Hook Grade Crossing Study
- Trenton City Loading Zone Database
- Freight Model Enhancement
- Regional Helicopter Inventory

Future Research Program

- Please indicate your ideas and priorities on DVRPC's future freight planning activities.
 - 1.
 - 2.
 - 3.
- Staff will organize and identify emergent themes and priorities.