

FREIGHT IN BUCKS COUNTY



for:
Bucks County Planning Commission
Bucks County Economic Development Corporation
Bucks County TMA

by:
 **DELAWARE VALLEY**
dvrpc
REGIONAL
PLANNING COMMISSION

the BIG picture

Widely renowned for its pastoral expanses and idyllic communities, Bucks County, Pennsylvania, also boasts one of the Philadelphia region's most comprehensive portfolios of freight facilities and services. The county's freight network and the industrial activity it supports produce well-paying jobs for Bucks County residents, critical tax ratables for boroughs and townships, and an immutable anchor for current and future land development.

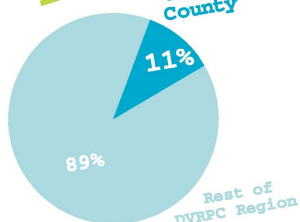
When considering freight movement within and through Bucks County, it is useful to think about freight in the same terms as trips made by people. Like person trips, freight shipments are influenced by factors such as the total trip distance, the pricing of different travel alternatives, the "size" of the shipment, and the degree to which precise arrival times are needed. These factors, in turn, help shippers, carriers, and logisticians make decisions about how (i.e., which mode or combination of modes) to ship the freight.

Bucks County has a number of industrial centers and locations—such as warehouses, industrial parks, quarries, and landfills—that generate freight transportation activity. The largest concentrations of industrial land are located at the southeastern end of the county. The most notable site is the Keystone Industrial Port Complex, whose sheer size and water, highway, and rail connections make it one of the region's most prominent industrial centers. Additional industrial centers can also be found in Bensalem, Bristol, Morrisville, Quakertown, and Warminster.

The county's extensive transportation system is well suited for handling freight shipments. Three interstate highways (i.e., I-95, I-276 (the Pennsylvania Turnpike), and I-476 (Northeast Extension) traverse Bucks County and offer local access and egress via eight interchanges. Major rail freight lines include the CSX Trenton line and the Norfolk Southern Morrisville line. Local rail freight service is offered by CSX, Norfolk Southern, and "short line" railroads, including the East Penn Railroad, New Hope and Ivyland Railroad, SMS Rail Lines, the Pennsylvania Northeastern Railroad, and Tyburn Railroad on privately owned lines or lines owned by SEPTA or Amtrak. The county's three active port facilities, Kinder-Morgan, GROWS, and Riverside, accommodate ocean-going vessels with a draft up to 38.5 feet and specialize in bulk and break-bulk commodities (i.e., noncontainerized cargoes) such as metals, salt, and project cargo.

This brochure provides an introductory overview about freight activity in Bucks County, including a map, two case study references, data, and helpful contacts. Freight shipments will continue to grow in the coming years, and it is therefore vital for the general public, elected officials, and planners to grasp the factors and dynamics that govern freight shipments and to more fully integrate freight into the planning process. ♦

Manufacturing output (\$) in Bucks County:
2008



Source: Global Insight's U.S. Business Demographics Service

Bucks County: Demographic Data

	1970	2000	% Change
Employment			
Manufacturing	46,333	44,783	-3%
Transportation	4,494	9,202	105%

Source: Bureau of Economic Analysis, 2002 REIS data

BUCKS COUNTY

FREIGHT RELATED TRANSPORTATION

	OUTPUT (\$\$\$)
WATER	\$ 8,336,114
ROADWAY	\$ 407,528,656
RAIL	\$ 14,865,443
COURIER (PARTIALLY INCLUDES AIR)	\$ 174,871,254
WAREHOUSING	\$ 191,578,140

TOTAL \$ 797,179,608

Source: Global Insight's U.S. Business Demographics Service

just in time FACTS

Just-In-Time—a logistics term connoting cargo shipment reliability, speed, and transparency.

Of the four primary freight modes (trucking, rail, water based, and aviation), trucking is the most prominent in Bucks County. The DVRPC simulation model estimates that trucks log more than one million miles on Bucks County roadways on an average day. Heavy trucks (i.e., single-unit trucks with three axles and larger) account for more vehicle miles than light trucks, and most truck trips occur on arterial highways.

The abundance and pervasiveness of rail freight lines in Bucks County is reflected by the fact that half of the county's municipalities contain a rail line used by a freight railroad. Maritime activity, virtually all of which is international in nature, continues to be an active feature of the county's transportation system. **In 2010, 80 ships called on Bucks County port facilities.** ♦

Interstate Highway Route Miles	37.5
Other National Highway System Route Miles	139.5
NHS Freight Connector Route Miles	4.0
Interstate Highway Interchanges	8
Total Truck Rest Stop Parking Spaces	133
Light-Truck Miles Traveled Daily	481,400
Heavy-Truck Miles Traveled Daily	594,700
Freight Rail Route Miles (total):	101.2
Private lines	62.3
Freight trackage rights on public lines	38.9
Rail Yards and Intermodal Terminals	5
Ports	3
2010 Ship Calls	80
Linear Berthing (feet)	5,425
Ship Cranes	4
Doylestown, PA to Cargo City at Philadelphia International Airport (miles)	30.85

It's All About Jobs

The movement of freight is integrally related to the retention and creation of employment in the transportation and manufacturing sectors. **From 1970 to 2000, transportation jobs (many of which entail managing, hauling, or storing freight) more than doubled in Bucks County.** Also, while the loss of manufacturing jobs in the United States is well documented, Bucks County experienced just a three percent loss from 1970 to 2000. All together, the transportation and manufacturing sectors accounted for 17 percent of total non-farm employment in Bucks County in 2000.

In 2008, 11 percent of the manufacturing output for the entire DVRPC region originated in Bucks County. Manufacturing activity accounted for 24 percent of the total economic output in the county. Three industries provided Bucks County with over \$1 billion of economic output in 2008: chemical production, petroleum and coal production, and computer and electronics manufacturing.

In 2008, freight-related transportation provided almost \$800 million in economic output in Bucks County. Roughly half of that output was via roadway transportation, which consists of long-haul and short-haul trucking. Warehousing and courier services also produced significant economic output and benefits for the county. ♦

how it

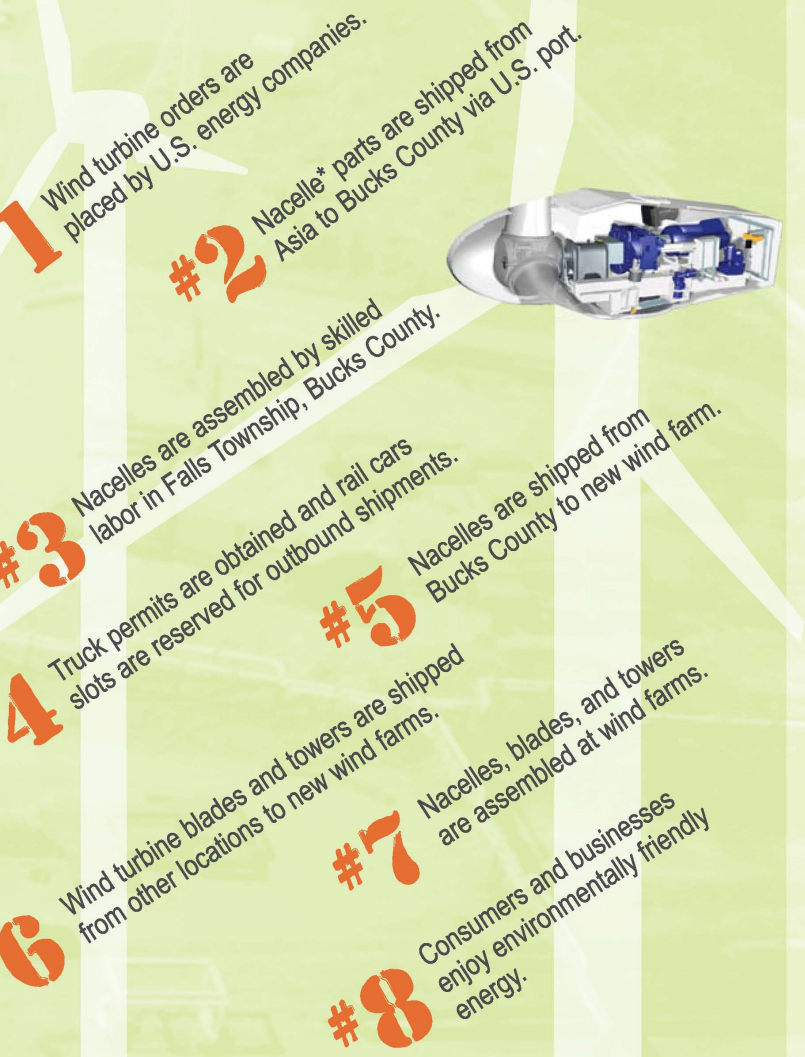
GOES

from here to there

Twenty-first century supply chains are an amazing spectacle of interwoven modes, schedules, and partnerships. Each manufactured product results from its own unique logistics and decision-making process as it goes from raw material to production and then to consumers for final consumption.

If you could peer inside factories, warehouses, trucks, rail cars, and ships, you would find a diverse and fascinating number of supply chain case studies criss-crossing Bucks County at any moment in time. What is particularly interesting about different products is how varied their trip lengths are: they may range from wholly local to regional, national, and even international.

The diagram below details the intricate supply chain journey of wind turbine nacelles that are assembled by Gamesa Corporation in Falls Township, Bucks County. The step-by-step diagram vividly illustrates Bucks County's industrial muscle, technological prowess, and integral role in the global and green economies. ◆



nacelle: The structure that houses the generating components of the wind turbine.

BUCKS COUNTY

Freight Facilities & Industrial Centers



Good Neighbors Right in Our Backyard

Local communities are where the rubber hits the road when it comes to freight shipments. Freight facilities and operations sometimes generate unwanted impacts, so it is important to cultivate partnerships and promote programs that allow for freight movement, but that also protect the quality of life in our neighborhoods.

The Warminster Township Police Department has taken a highly proactive approach to working with truck drivers and truck companies by offering courtesy road-side truck inspections. These vehicle inspections are conducted by appointment with a certified police officer. They promote highway safety, and drivers can obtain Commercial Vehicle Safety Alliance decals for their vehicles.

For more information, see DVRPC's special treatment of freight in local communities in a Municipal Implementation Tool brochure released in 2010 (publication # MIT019). ♦

Bucks County Freight Planning Contacts:

Bucks County Planning Commission

The Almshouse, Neshaminy Manor Center
1260 Almshouse Road
Doylestown, Pennsylvania 18901
(215) 345-3400
www.buckscounty.org

Bucks County Economic Development Corporation

2 East Court Street
Doylestown, PA 18901
(215) 348-9031
www.bcedc.com

Bucks County TMA

Seven Neshaminy Interplex
Suite 103
Trevose, PA 19053
(215) 244-9082
www.bctma.com

Delaware Valley Regional Planning Commission

190 N Independence Mall West
Philadelphia, PA 19106
Contact: Ted Dahlburg
(215) 238.2844
www.dvrpc.org

Delaware Valley Goods Movement Task Force

DVRPC's freight advisory committee, the Delaware Valley Goods Movement Task Force, allows the local freight community to participate in formulating regional policies, plans, and programs. This diverse committee has been meeting since 1992. Members include shippers, Class I and short line railroads, trucking companies, ports, air freight, 3PL firms, federal, state, and local agencies, toll authorities, and consultants.

County Freight Scans

This brochure has been prepared in conjunction with DVRPC's County Freight Scans Program. During Fiscal Year 2011, brochures were completed for each of the nine counties in the Delaware Valley region: Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. DVRPC gratefully acknowledges the stalwart support of many members of its freight advisory committee in the conduct of the County Freight Scans and the preparation of the series of county freight brochures.

