MOVELV
Lehigh Valley Regional Freight Plan
Intermodal
Plan Framework

- Data Driven
- Current Freight Profile (Serves as Benchmark)
- Current Trend Projections (Can be Influenced)
- Intended to Highlight Issue and Start Conversation
Plan Information

Regional Freight Profile

- Summary of current freight flows including inbound/outbound movements and movements within the Valley.

- An in depth look at commodity type and year 2040 forecasts for tonnage and value.

- An employment analysis of the most freight-dependent industries.

- An analysis of roadway and bridge assets including pavement conditions, parking facilities, bridge condition, at-grade rail crossings, congestion and bottleneck areas.

- An analysis of travel demand and growth on the local system.

- A review of existing modal facilities and an overview of truck, rail and air movements.
Plan Information...

Freight Trends

- Geographically Well-Positioned
- Rapidly Growth in Sectors Conducive to Freight Growth
- System Impediments
  - Need for Alternative Routes
  - Congestion and Bottlenecks
  - Parking Facilities
  - At-Grade Rail Crossings
  - Driver Shortage

Goals and Policies (System Preservation, Safety, Mobility, Stewardship)
## 2040 Freight Forecast (Tonnage)

<table>
<thead>
<tr>
<th>Tons/Year</th>
<th>Inbound</th>
<th>Within</th>
<th>Outbound</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2011</td>
<td>2040</td>
<td>2011</td>
<td>2040</td>
</tr>
<tr>
<td><strong>Truck</strong></td>
<td>20,850.10</td>
<td>36,015.95</td>
<td>882.16</td>
<td>2,490.58</td>
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<tr>
<td><strong>Rail</strong></td>
<td>3,425.02</td>
<td>4,758.13</td>
<td>14.44</td>
<td>18.84</td>
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<tr>
<td><strong>Air</strong></td>
<td>8.51</td>
<td>17.19</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td>0.01</td>
<td>0.04</td>
<td>-</td>
<td>-</td>
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<tr>
<td><strong>Grand Total</strong></td>
<td>24,283.64</td>
<td>40,791.31</td>
<td>896.61</td>
<td>2,509.41</td>
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<tr>
<td></td>
<td>Inbound</td>
<td>Within</td>
<td>Outbound</td>
<td>Total</td>
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</tr>
<tr>
<td></td>
<td>2011</td>
<td>2040</td>
<td>2011</td>
<td>2040</td>
</tr>
<tr>
<td>Truck</td>
<td>$21,708</td>
<td>$48,984</td>
<td>$2,640</td>
<td>$7,644</td>
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<tr>
<td>Rail</td>
<td>$4,806</td>
<td>$8,380</td>
<td>$7</td>
<td>$8</td>
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<tr>
<td>Air</td>
<td>$1,426</td>
<td>$3,408</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Other</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Grand Total</td>
<td>$27,940</td>
<td>$60,773</td>
<td>$2,647</td>
<td>$7,652</td>
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</tbody>
</table>
Top 5 Inbound Truck Products

### 2011

- **Broken Stone or Riprap**: 6,286 (30%)
- **Warehouse & Distribution Center**: 2,082 (10%)
- **Petroleum Refining Products**: 2,036 (10%)
- **Processed Milk**: 1,195 (6%)
- **Gravel or Sand**: 2,036 (10%)
- **All Other Commodities**: 686 (3%)

### 2040

- **Broken Stone or Riprap**: 8,696 (24%)
- **Warehouse & Distribution Center**: 6,147 (17%)
- **Petroleum Refining Products**: 2,261 (6%)
- **Processed Milk**: 1,942 (6%)
- **Rail Intermodal Drayage from Ramp**: 2,261 (6%)
- **All Other Commodities**: 1,735 (5%)

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**LVTS**

Lehigh Valley Transportation Study
Top 5 Inbound Truck Products

**Value (Millions) 2011**

- Rail Intermodal Drayage from Ramp: $2,881 (13%)
- Warehouse & Distribution Center: $2,331 (11%)
- Petroleum Refining Products: $1,859 (9%)
- Rail Intermodal Drayage to Ramp: $1,810 (8%)
- Processed Milk: $1,058 (5%)
- All Other Commodities: $1,058 (5%)

**Value (Millions) 2040**

- Rail Intermodal Drayage from Ramp: $7,336 (15%)
- Warehouse & Distribution Center: $6,881 (14%)
- Solid State Semiconducts: $4,511 (9%)
- Petroleum Refining Products: $2,065 (4%)
- All Other Commodities: $3,040 (6%)

Lehigh Valley Transportation Study
% Truck Traffic
Statewide Bottlenecks
Congested Corridors
Trends, Needs and Issues

- Growth on the local system
- Designated truck routes
- Need for alternate routes
- Road and bridge condition
- Rail abandonment
- At-grade rail crossings
- Congestion
- Truck Parking
- Commercial driver shortage
- Data collection and accuracy
- Coordination
Paving the Way for Further Study

Plan intent: Highlight freight issues/set groundwork for next steps
Use planning efforts to inform future TIP and LRTP investments

✓ Establish Advisory Committee to identify and evaluate freight related impacts at detailed level. This could include:

- Local Road and Neighborhood Impact
- Air Quality and Health Impacts
- Infrastructure Requirements/Costs/Responsible Entities
- Truck Signage and Routing
- Truck Parking
- Congestion and Safety Mitigation Needs (LRTP)
- Tax Base Benefits and Burdens
- Regulatory/Permitting
Assisting Lehigh Valley Municipalities
Developing Useful and Adaptable Action Plans

Regional Truck Parking Study

National Highway System Connectors to Freight Facilities

Freight Center Inventory
Taking Stock of a Vital Regional Asset

Freight Transportation
Municipal Implementation

Highway-Railroad Grade Crossing Study
Assisting Lehigh Valley Municipalities
Locate, Evaluate, and Share Best Practices
Assisting Lehigh Valley Municipalities
Acquire and Source Best Available Data
Assisting Lehigh Valley Municipalities
Evaluate Technology Advances
Assisting Lehigh Valley Municipalities

Coordination

Lehigh Valley Transportation Study
Assisting Lehigh Valley Municipalities

Education

Talking Freight Webinar

FREIGHT P2P
PEER-TO-PEER PROGRAM

Freight Stakeholders

Aviation Education Reaching Others
Promoting and Preserving Aviation & Aircraft

I-95 Corridor Coalition
An Immersion Program for Public Sector Transportation Professionals