



West Virginia Freight:

How West Virginia is being aligned
with MAP-21

2014 West Virginia Planning Conference

October 9, 2014



HNTB
100
YEARS OF
INFRASTRUCTURE
SOLUTIONS



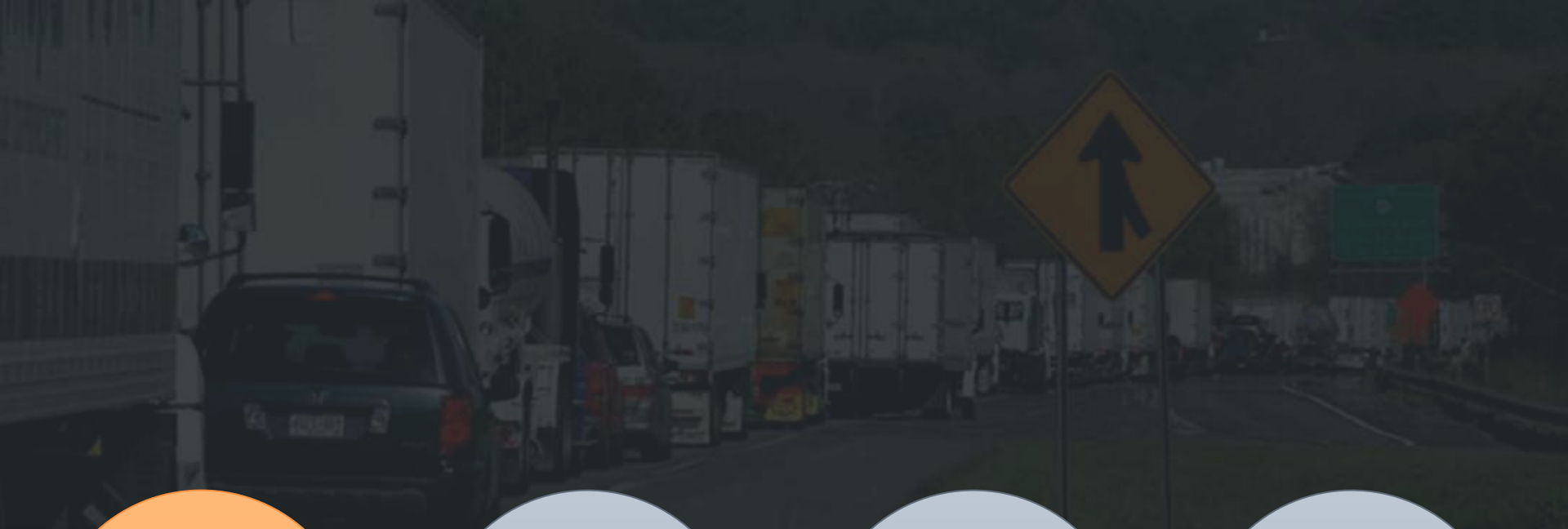
**MAP-21
REQUIREMENTS**

**MOVEMENT OF
FREIGHT IN
WEST VIRGINIA**

**STUDY
PROCESS**

**NEXT
STEPS**

AGENDA



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**MOVEMENT OF
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**STUDY
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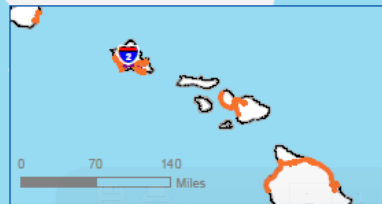
**NEXT
STEPS**

 MAP-21

- Provides provisions for improving the condition and performance of the national freight network
- Supports investment in freight-related transportation projects

- Primary Freight Network (PFN)
 - 27,000 miles based on statutory cap and criteria
 - 3,000 additional miles for a total of 30,000
- Comprehensive PFN
 - Approx. 41,000 miles based on statutory criteria
- Critical Rural Freight Corridors

Draft Primary FREIGHT NETWORK



U.S. Department of Transportation,
Federal Highway Administration,
Office of Freight Management and Operations

LEGEND







PFN Features

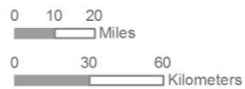
- Primary Freight Network (PFN) of 27,000 miles (based on statutory cap and criteria)
- Comprehensive PFN (approx. 41,000 miles based on statutory criteria)
- Remainder of the Interstate System (not part of PFN)
- + Border Crossings

October 2013

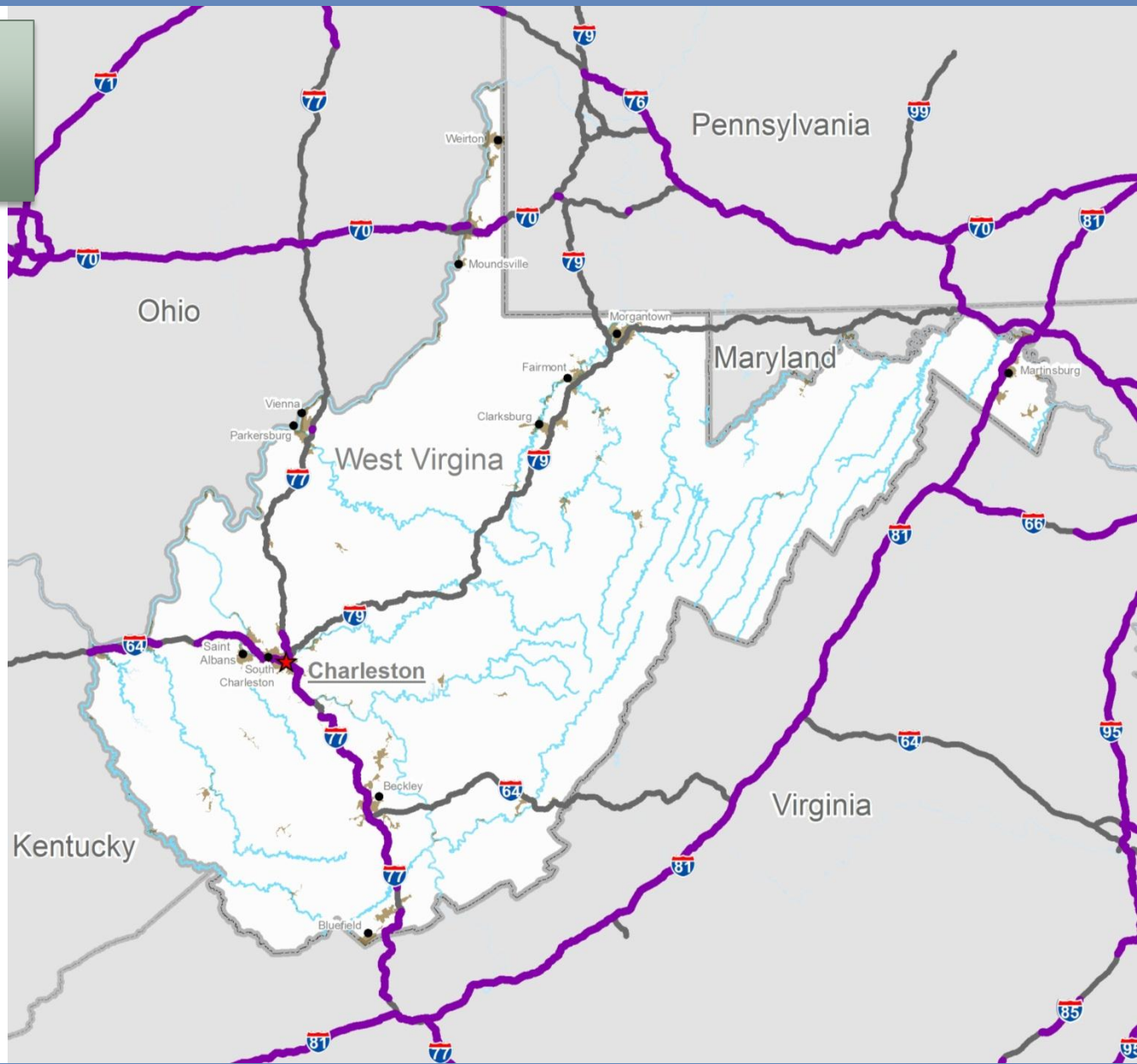
Draft Primary FREIGHT NETWORK

Legend

-  Primary Freight Network (PFN) of 27,000 Miles (based on statutory cap and criteria)
-  Remainder of the Interstate System (not part of PFN)
-  Cities
-  State Capital
-  Census Urbanized Areas
-  Water








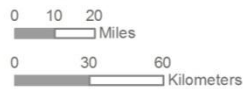
U.S. Department of Transportation,
Federal Highway Administration,
Office of Freight Management
and Operations



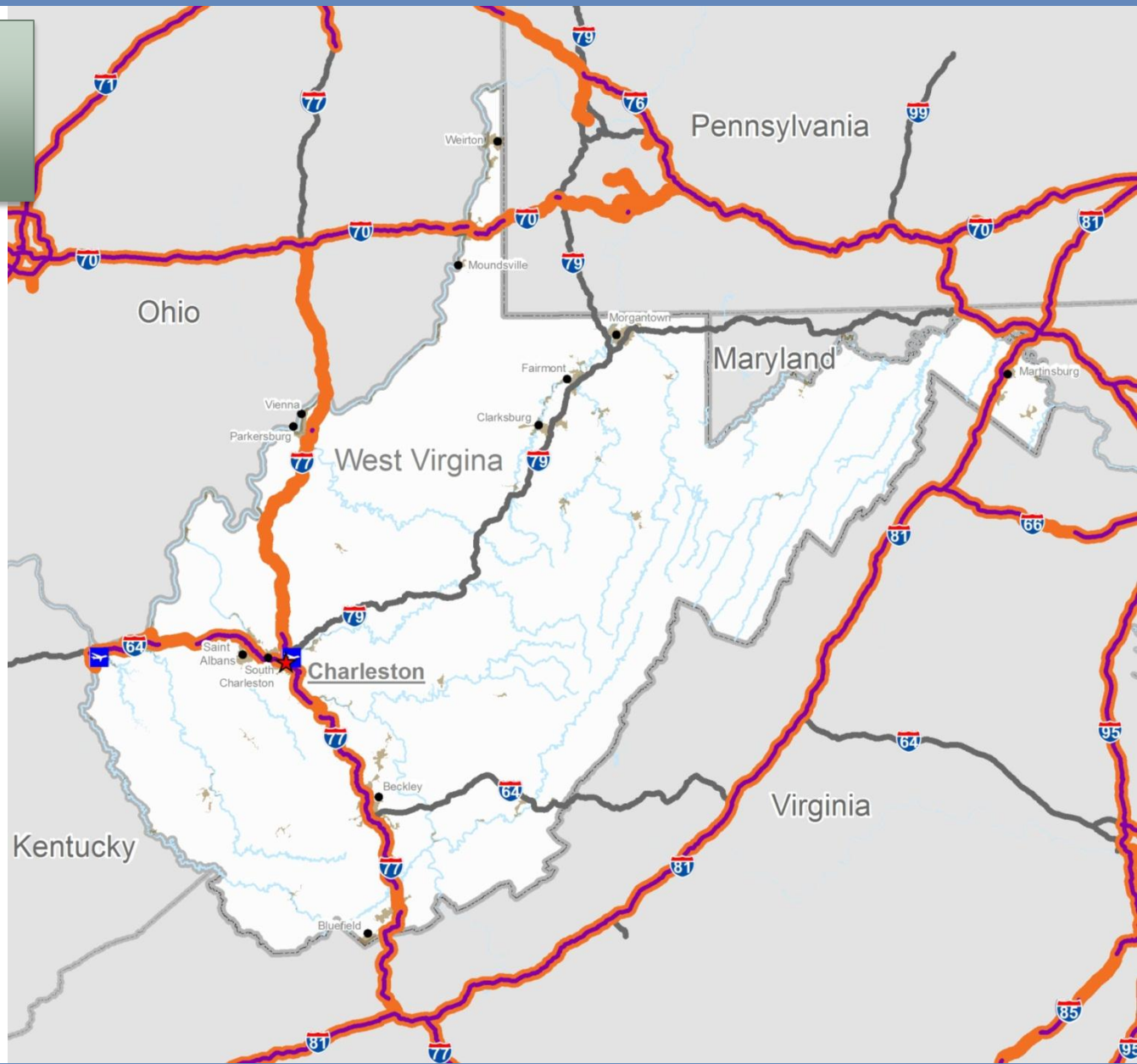
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-  Airports
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 MAP-21

- Assess the condition and performance
- Identify highway freight bottlenecks Forecast freight volumes
- Identify major trade gateways and national freight corridors
- Assess barriers to improved freight transportation performance
- Identify routes providing access to energy areas
- Identify best practices for improving the performance and mitigating the impacts of freight movement on communities
- Provide a process for addressing multistate projects and strategies to improve freight intermodal connectivity



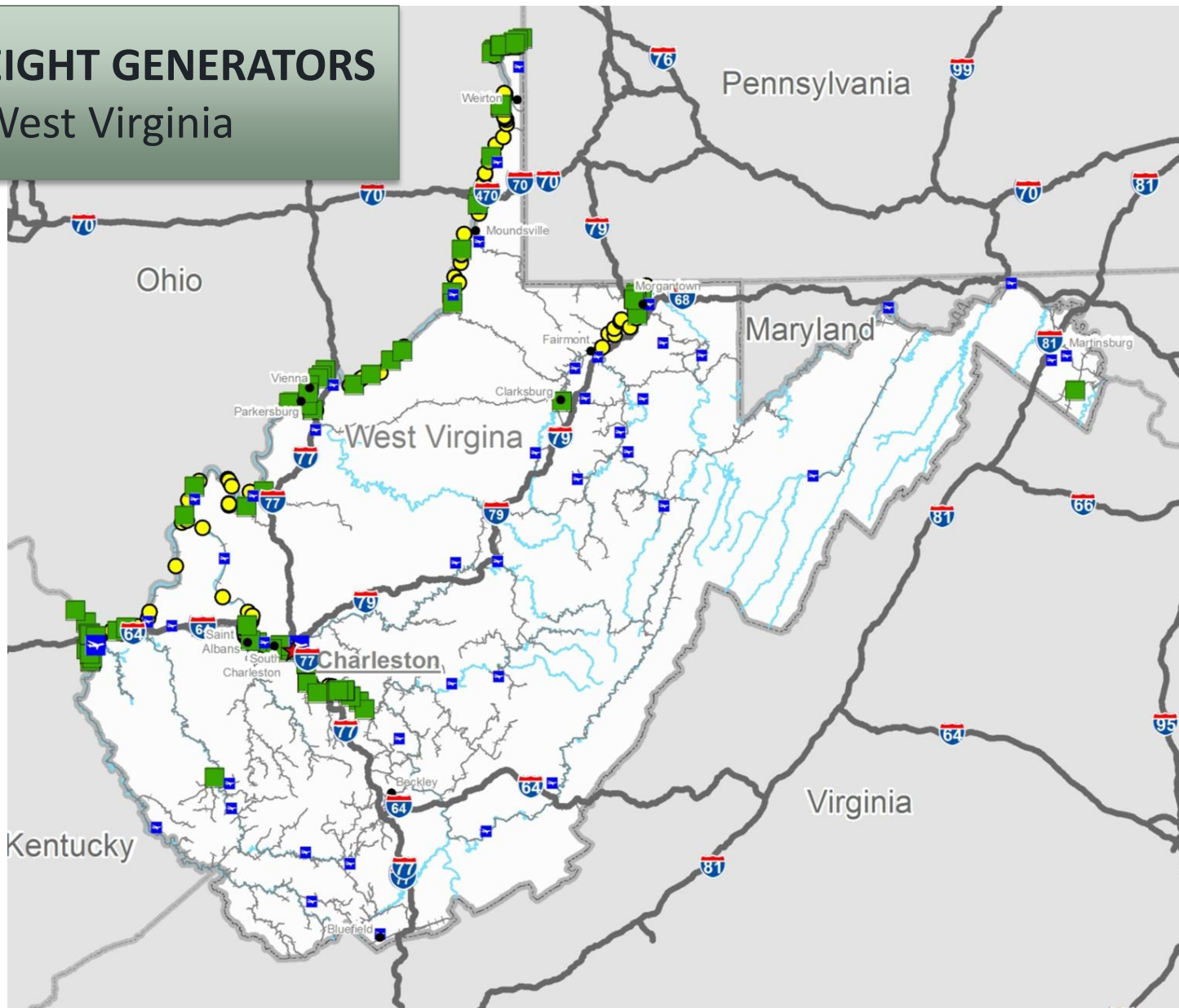
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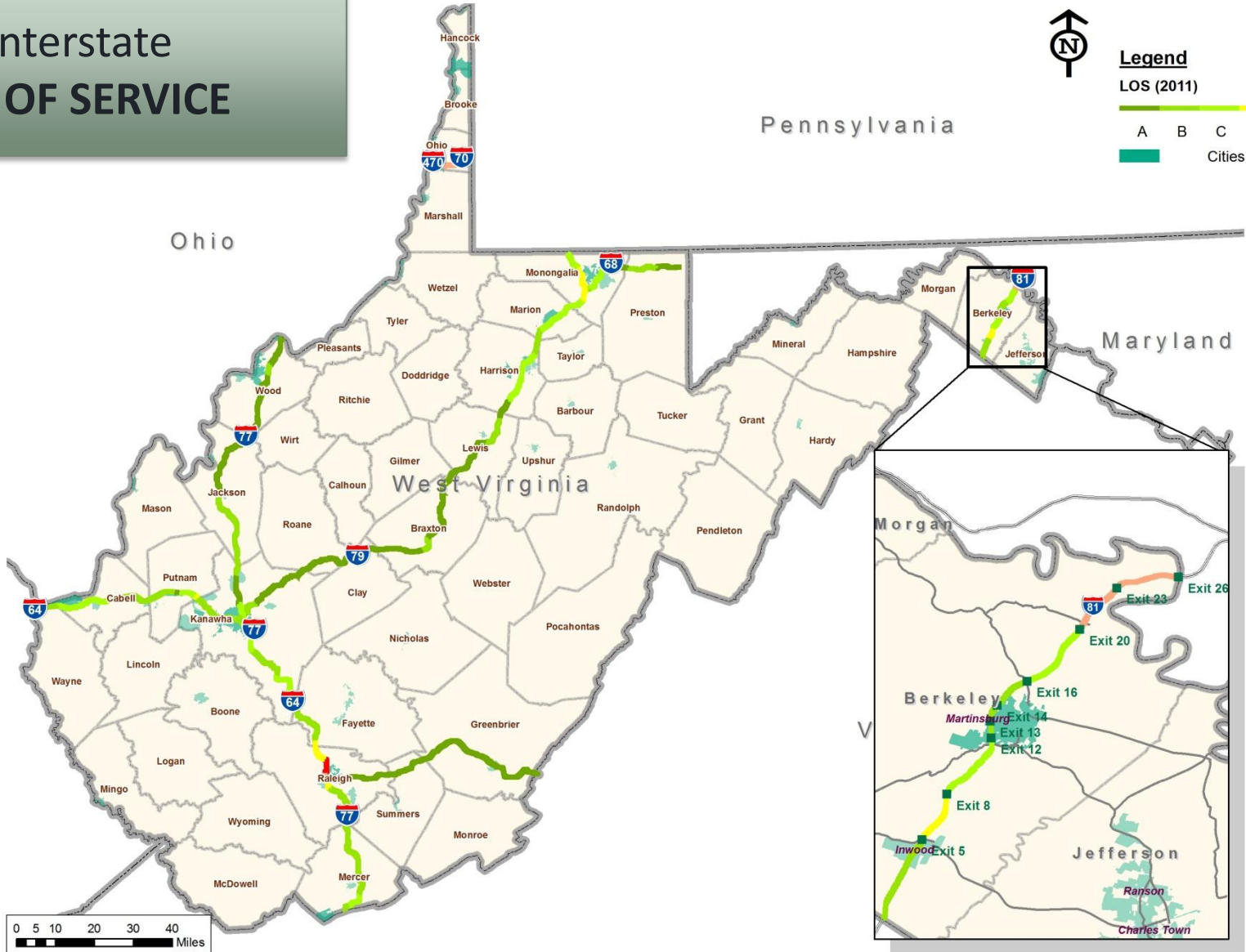
FREIGHT GENERATORS in West Virginia



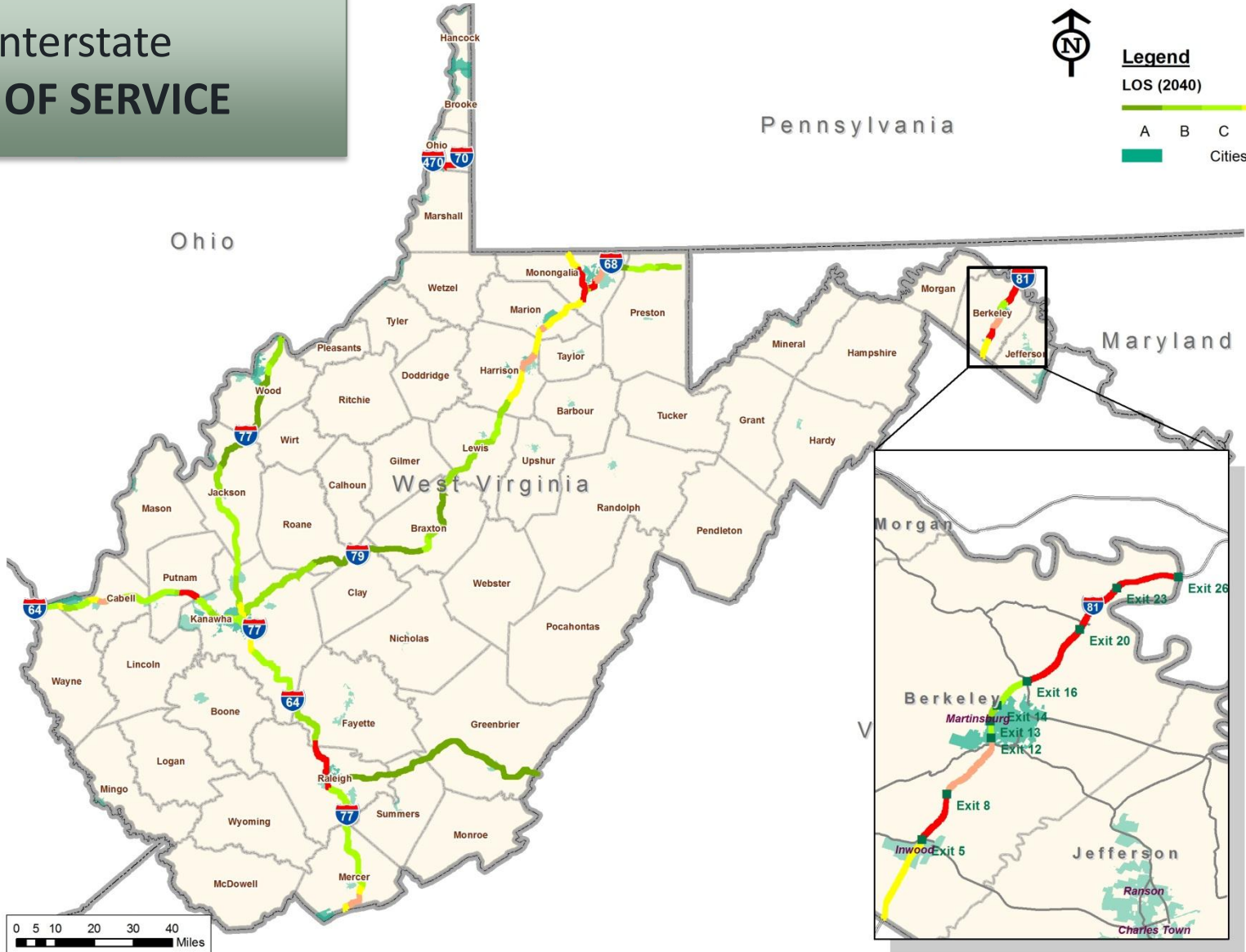
Legend

- Cities
- ★ State Capital
- ✈ Airports
- ✈ Airports
- Intermodal Facilities
- Port Terminal
- Interstate
- +— Railroad
- Waterways

2011 Interstate LEVEL OF SERVICE



2040 Interstate LEVEL OF SERVICE

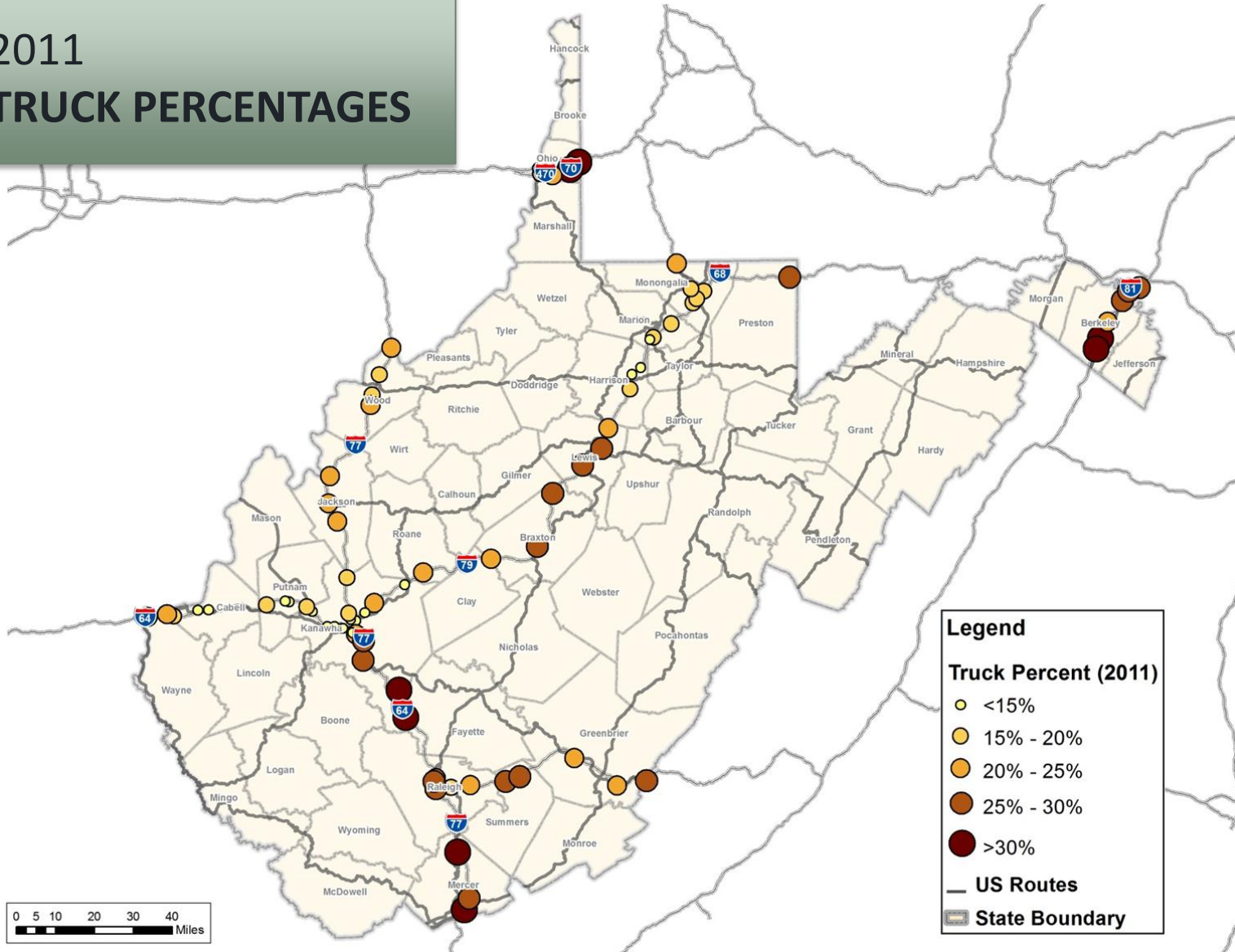


Legend
LOS (2040)

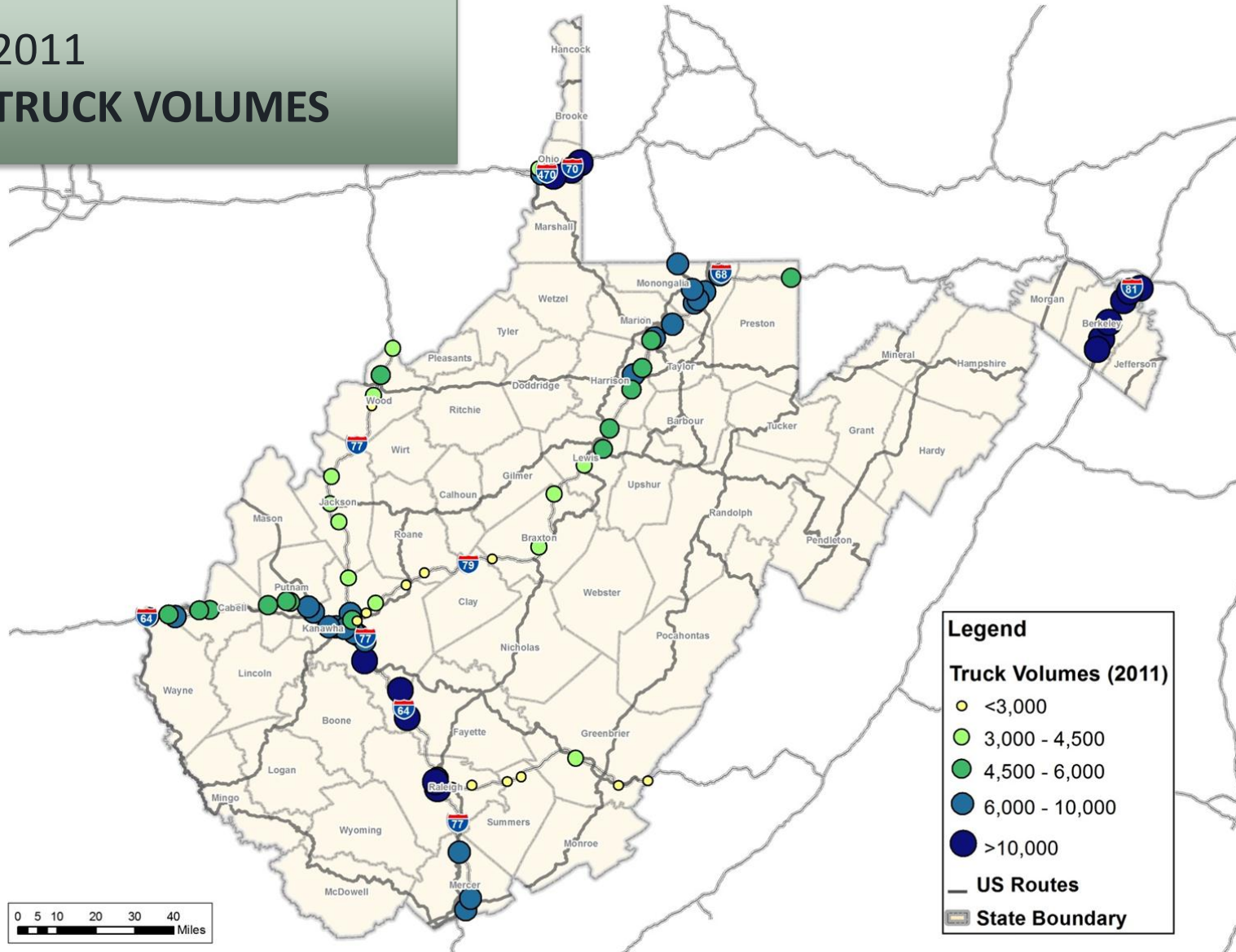
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Cities

2011 TRUCK PERCENTAGES



2011 TRUCK VOLUMES



Draft Primary FREIGHT NETWORK

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-  Cities
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-  Airports
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-  Water

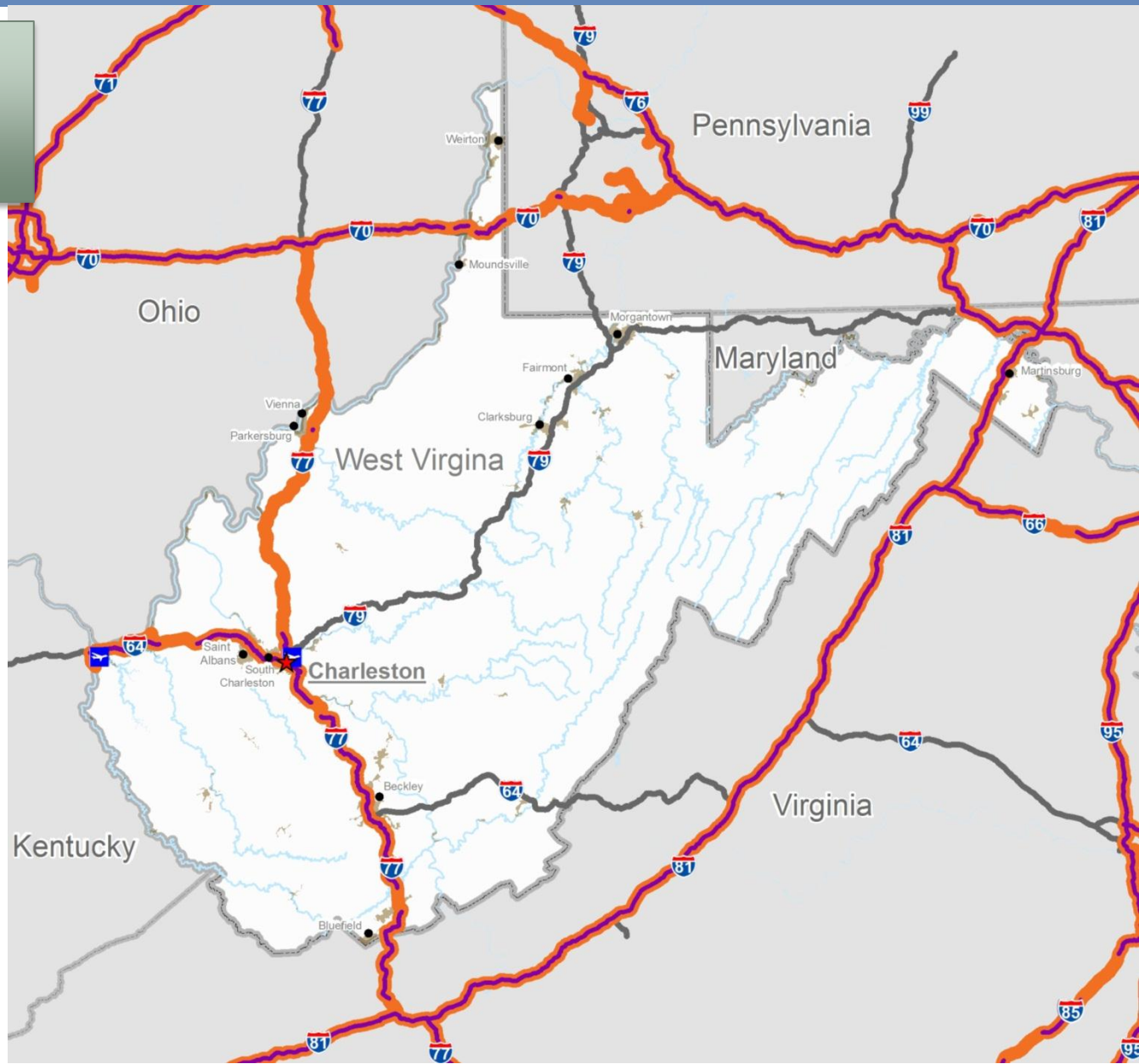


0 10 20 Miles

0 30 60 Kilometers



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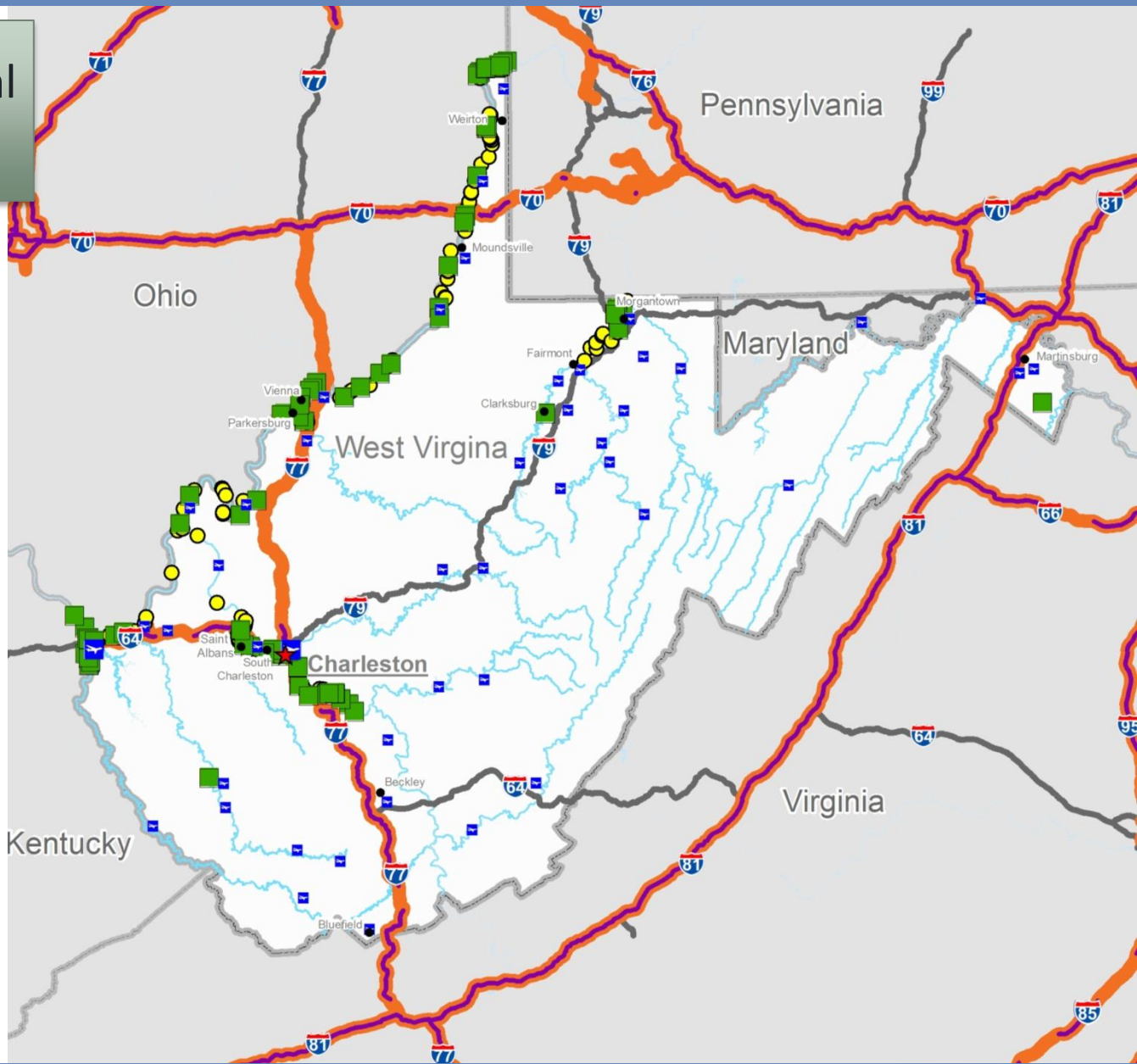
Expanding the National Freight Network

Legend

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-  Cities
-  State Capital
-  Airports
-  Airports
-  Intermodal Facilities
-  Port Terminal
-  Water



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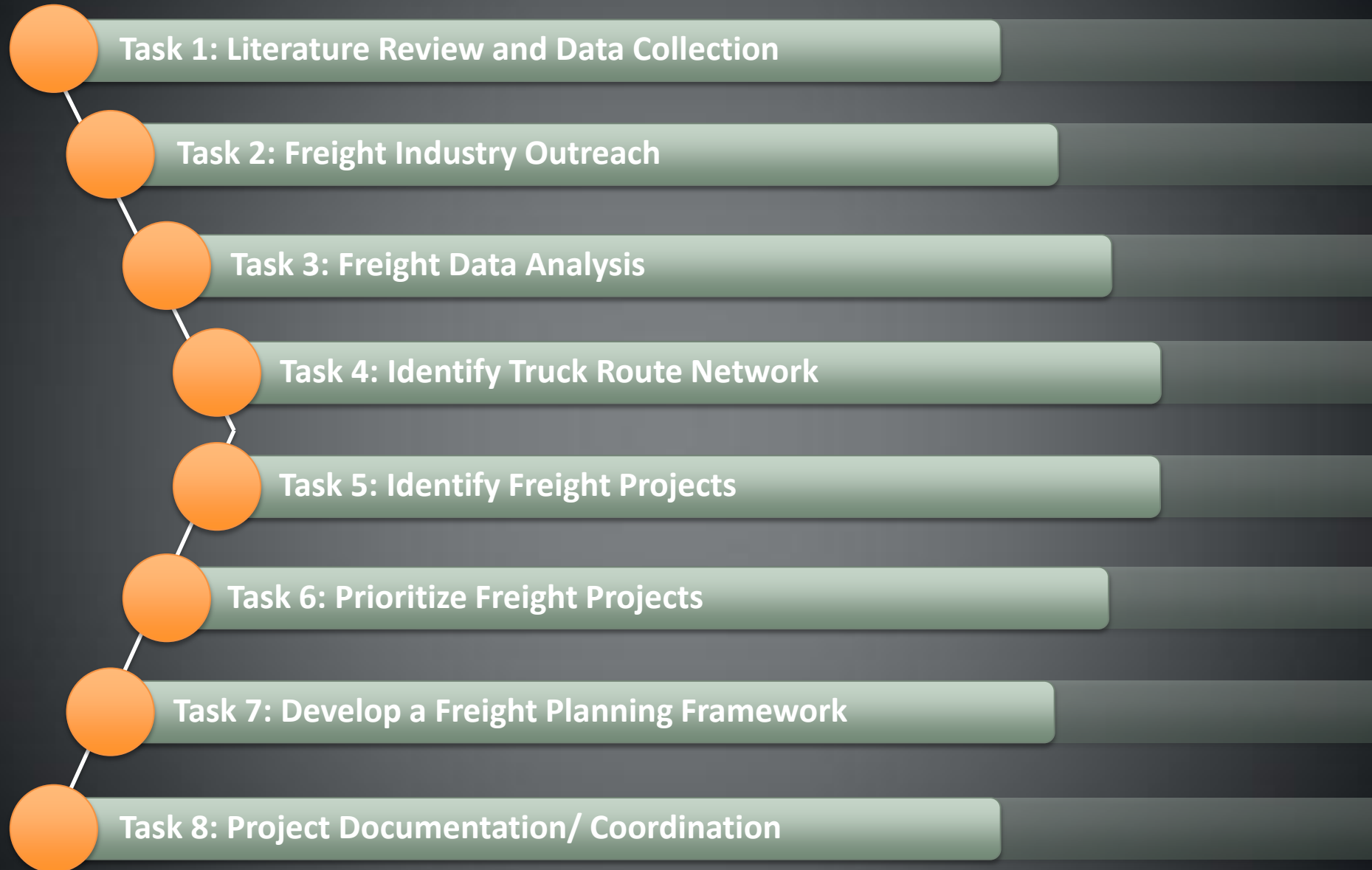
PURPOSE

Build off of the national freight network and identify facilities that best complement the movement of freight in West Virginia

GOAL

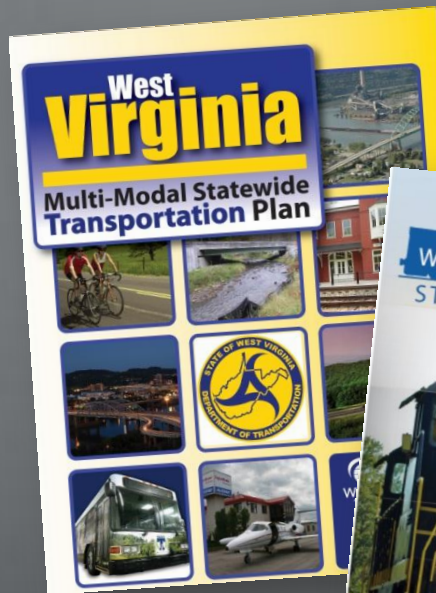
Identify a comprehensive freight route network and a future freight planning framework for West Virginia

- Evaluate existing transportation systems and how they are used by different industry sectors in and through West Virginia
- Better position West Virginia for federal funding
- Strengthen relationships with the freight industry through outreach activities



Task 1: Literature Review and Data Collection

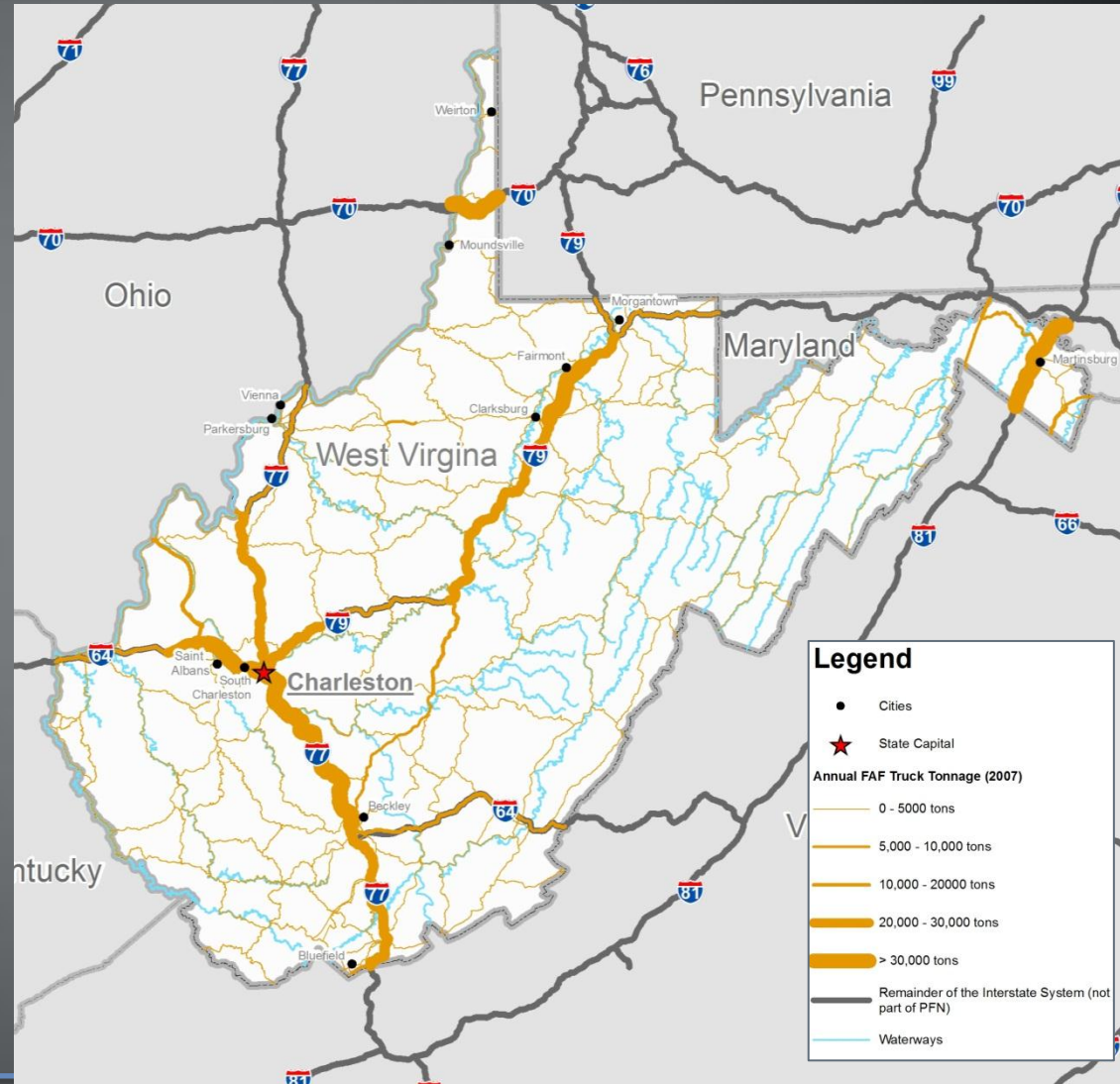
- Review Previous Studies and Plans
 - Multi-Modal Statewide Transportation Plan
 - Statewide Strategic Port Master Plan
 - State Rail Plan
 - Plans from surrounding states



Task 1: Literature Review and Data Collection

Collect Existing and Future Freight Data

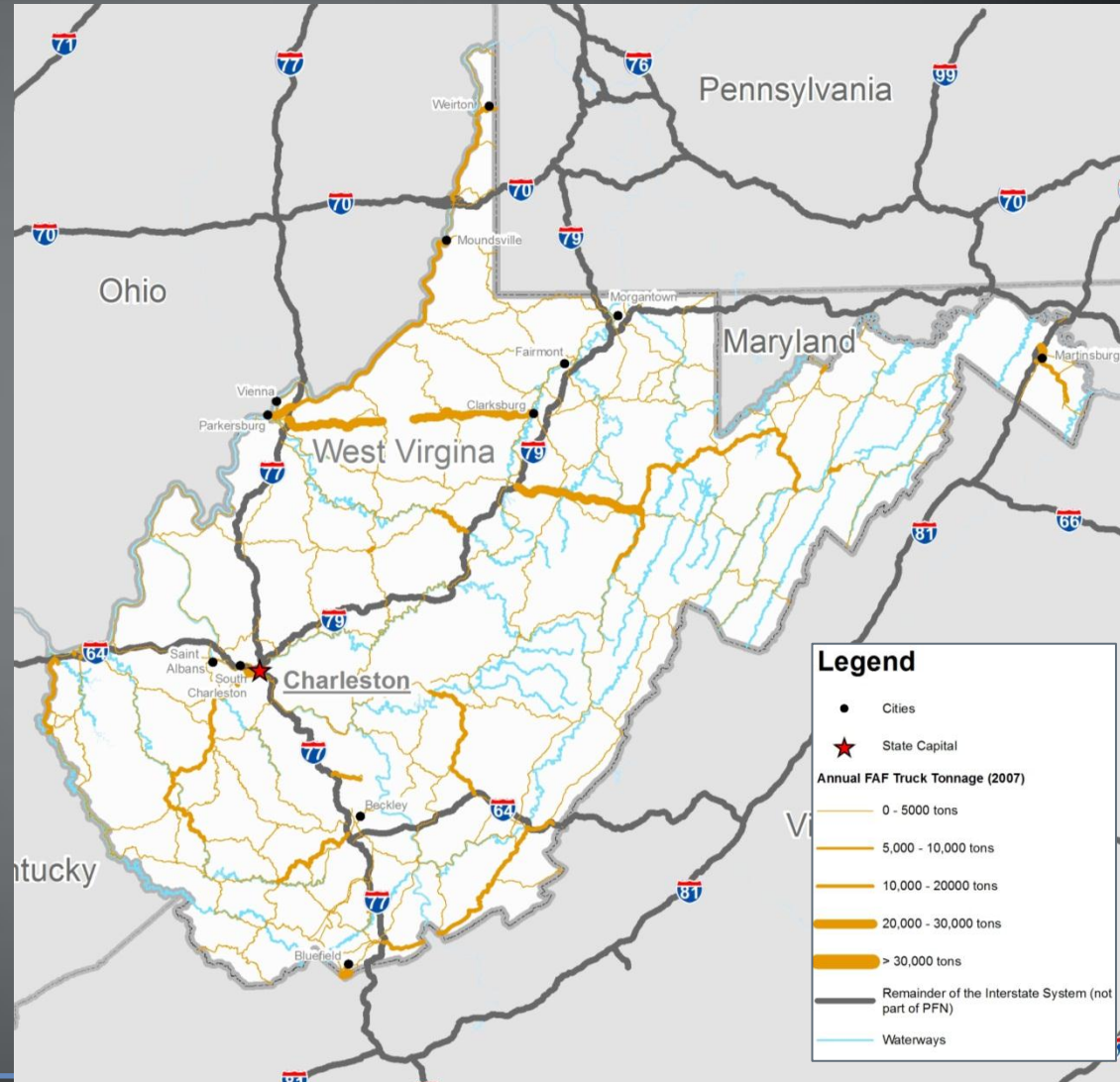
- USACE Waterway Data
- NHS Intermodal Connectors
- Global Insight TRANSEARCH
- Freight Analysis Framework (FAF)



Task 1: Literature Review and Data Collection

Critical Rural Freight Corridors

- To qualify for corridor designation:
 - Principal arterial roadway
 - 25 percent trucks
 - Access to energy exploration or production areas
 - Connection to primary freight network





Task 2: Freight Industry Outreach

ENGAGE KEY INDUSTRY ASSOCIATIONS



FRONT ROYAL INLAND PORT



REPRESENTATIVES FROM LARGE FREIGHT GENERATORS



Task 2: Freight Industry Outreach

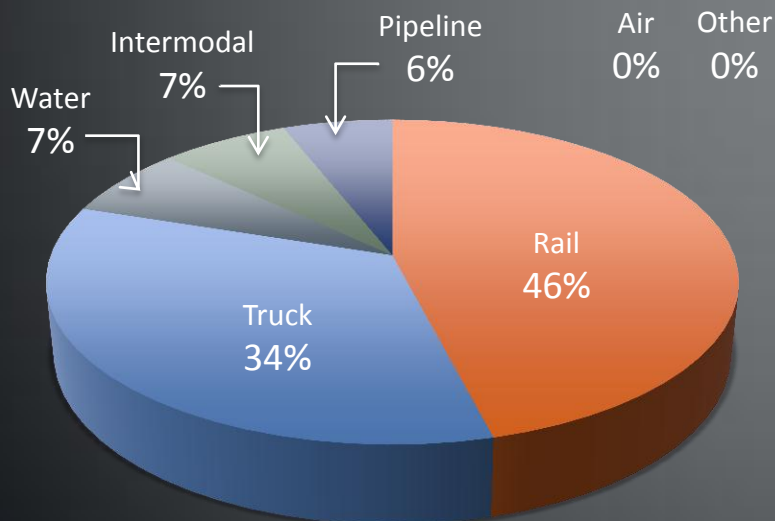


- Develop an Interview Guide
- Conduct Telephone and In-Person Interviews
- Document Potential Freight Improvements
- Document Any Policy Issues
- Establish a Freight Advisory Committee

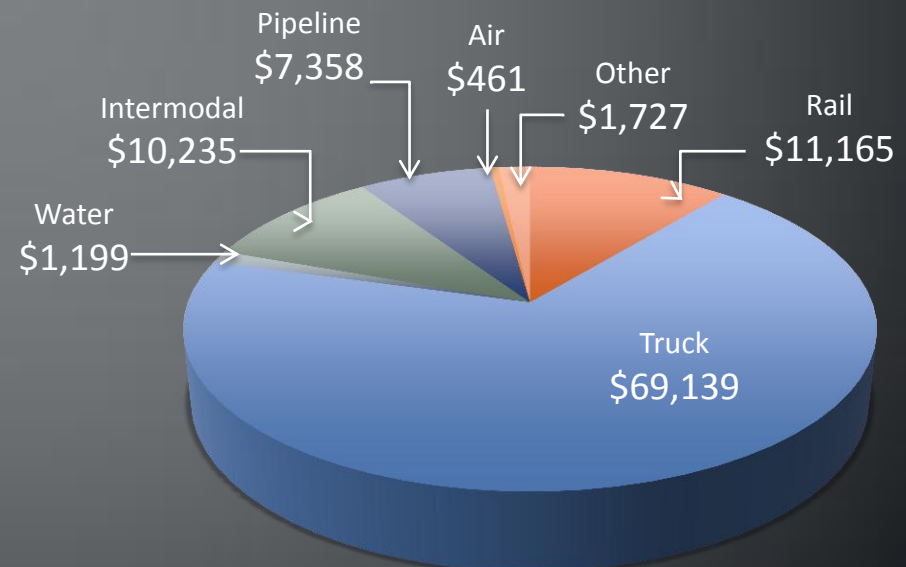
Task 3: Freight Data Analysis

- Identify Major Growth Industries, Freight Generating Clusters and Critical Freight Infrastructure
- Develop a Multi-Modal Freight Profile

West Virginia Freight Tonnage:
By Mode (2007)



West Virginia Freight Tonnage:
By Value (2007) (\$ Millions)

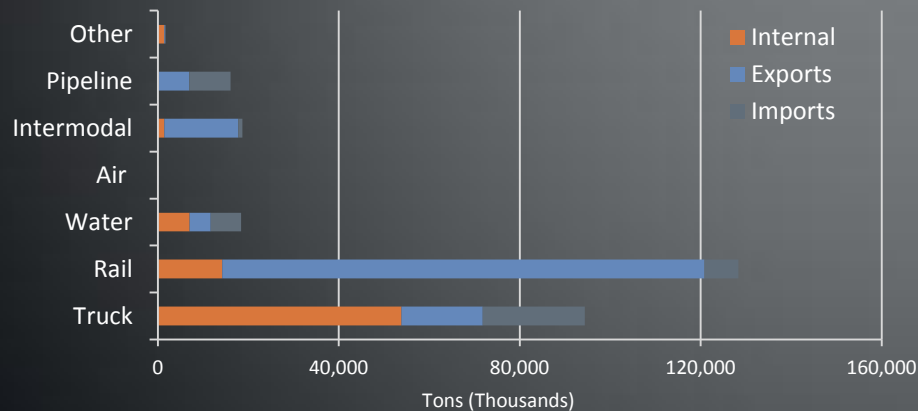


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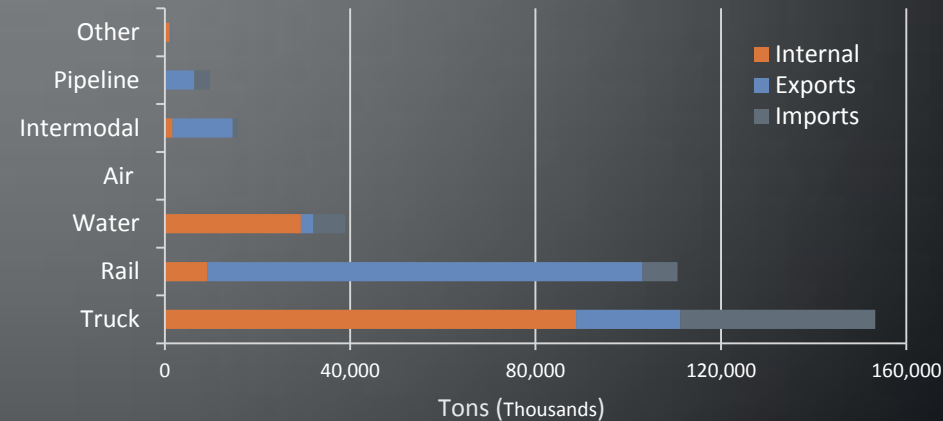
FAF Data Highlights:

- In 2007
 - Rail is the dominant mode, moving 46% of the states goods, by tonnage
 - Trucks transport nearly 70% of the State's goods, by value
- By 2040
 - Trucks will move approximately 46% of the states goods; up from 34%
 - Within WV alone, trucks are expected to transport more than 80M tons of goods

West Virginia Freight Tonnage: By Mode (2007)



West Virginia Freight Tonnage: By Mode (2040)



Task 4: Identify Truck Route Network









- Inventory Major Freight Generators by Business Type, Commodity and Location
- Identify Critical Corridors of High Freight Activity and Plan Future Growth Along Priority Corridors
- Involve the TAC in the Development and Evaluation of a Draft Freight Corridor List

Task 5: Identify Freight Projects



- Develop a Universe of Potential Multi-modal Freight Projects Based on Previous Studies, Technical Analysis and Outreach Efforts
- Conduct TAC Roundtable Forum to Identify Additional Freight Needs

Task 6: Prioritize Freight Projects

		Transportation mobility 	Financial feasibility 	Safety 	System connectivity & economic growth 	System preservation & environmental sustainability 	Project support and readiness 
NATIONAL	MAP 21	✓	✓	✓	✓	✓	✓
STATE	SWTP	✓		✓		✓	
LOCAL/REGIONAL	MPO	✓		✓	✓		✓
	Local Plans	✓	✓			✓	

- Conduct TAC Roundtable Forum to Identify Freight Projects and Potential Prioritization Criteria
- Develop Project Prioritization Criteria
- Develop a Prioritization Spreadsheet Tool that Focuses Both on Freight as Well as All Other Vehicles
- Prioritize Freight Projects

Task 7: Develop a Freight Planning Framework

ESTABLISH

the Freight Planning Process Needs in Regards to Freight at Both the State and MPO Level

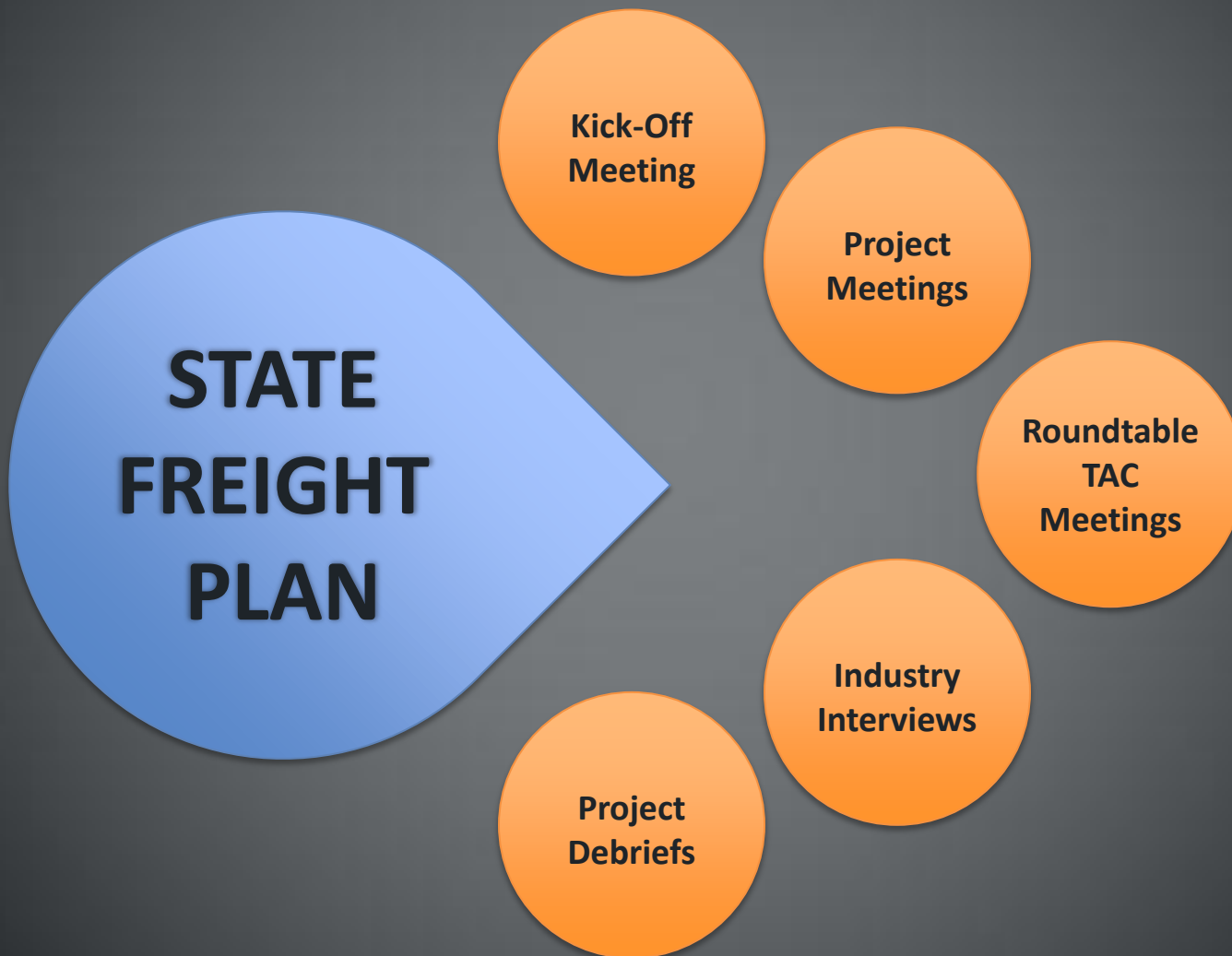
DEVELOP

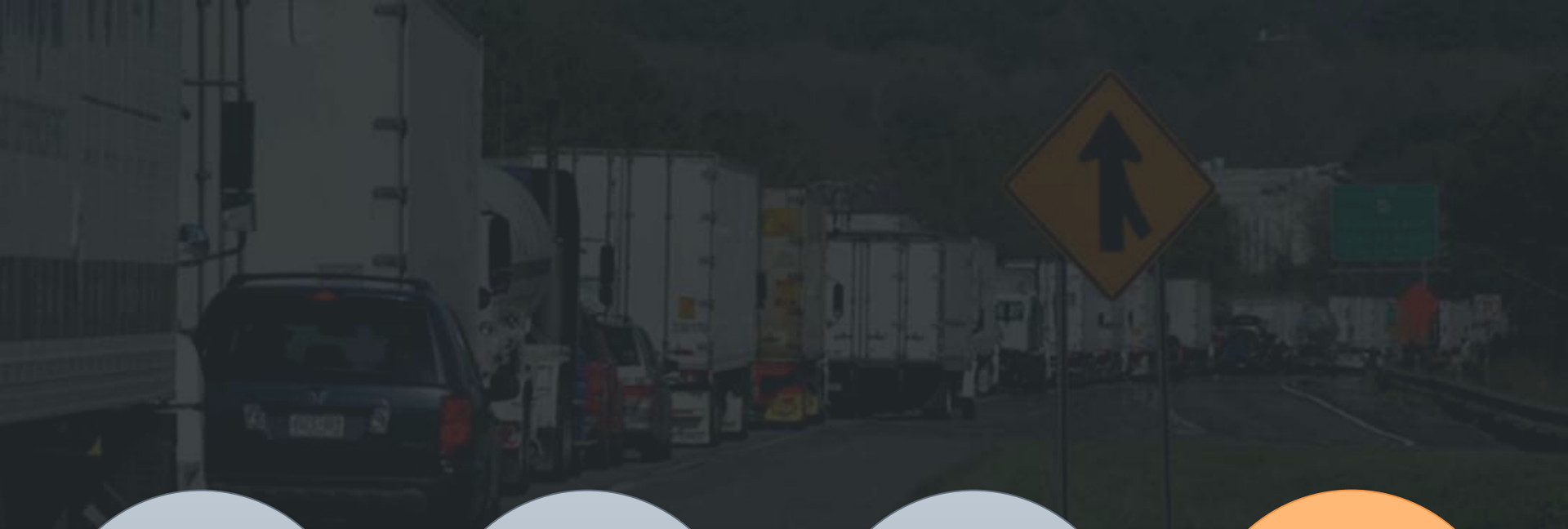
a Planning Framework for Freight

INTEGRATE

the Planning Framework Into Current Planning Practices

Task 8: Project Documentation/Coordination





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