West Virginia Freight:
How West Virginia is being aligned with MAP-21

2014 West Virginia Planning Conference

October 9, 2014
AGENDA

- MAP-21 REQUIREMENTS
- MOVEMENT OF FREIGHT IN WEST VIRGINIA
- STUDY PROCESS
- NEXT STEPS
MOVEMENT OF FREIGHT IN WEST VIRGINIA

STUDY PROCESS

NEXT STEPS

STATE FREIGHT PLAN
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
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

North

0 10 20 Miles

0 30 60 Kilometers

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

STATE FREIGHT PLAN
• 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
STATE FREIGHT PLAN

MOVEMENT OF FREIGHT IN WEST VIRGINIA

MAP-21 REQUIREMENTS

STUDY PROCESS

NEXT STEPS
2011 Interstate
LEVEL OF SERVICE

Legend
LOS (2011)
A B C D E F
Cities
2040 Interstate
LEVEL OF SERVICE

Legend
LOS (2040)

A  B  C  D  E  F

Cities
2011
TRUCK PERCENTAGES

Legend
Truck Percent (2011)
- <15%
- 15% - 20%
- 20% - 25%
- 25% - 30%
- >30%
__ US Routes
__ State Boundary
2011 TRUCK VOLUMES
Draft Primary
FREIGHT NETWORK

Legend
- 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)
- Cities
- State Capital
- Airports
- Census Urbanized
- Water

U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations
Expanding the National Freight Network

Legend
- Primary Freight Network (PPN) of 27,200 miles (based on statutory cap and criteria)
- Comprehensive PPN (approx. 41,000 miles based on statutory criteria)
- Remainder of the Interstate System (not part of PPN)
- Cities
- State Capital
- Airports
- Intermodal Facilities
- Port Terminal
- Water
STATE FREIGHT PLAN

MAP-21 REQUIREMENTS

MOVEMENT OF FREIGHT IN WEST VIRGINIA

STUDY PROCESS

NEXT STEPS
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

Task 2: Freight Industry Outreach

Task 3: Freight Data Analysis

Task 4: Identify Truck Route Network

Task 5: Identify Freight Projects

Task 6: Prioritize Freight Projects

Task 7: Develop a Freight Planning Framework

Task 8: Project Documentation/ Coordination
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)
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

- West Virginia Trucking Association
- West Virginia Oil and Natural Gas Association
- The Port of Virginia
- CSX Transportation
- Norfolk Southern
- U.S. Department of Transportation
- Federal Highway Administration
- West Virginia Division of Highways
- West Virginia Public Port Authority

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)

- Truck: 46%
- Rail: 34%
- Water: 7%
- Intermodal: 6%
- Pipeline: 0%
- Other: 0%

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

- Truck: $69,139
- Rail: $11,165
- Water: $1,199
- Intermodal: $10,235
- Pipeline: $7,358
- Air: $461
- Other: $1,727

Task 3: Freight Data Analysis

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Task 3: Freight Data Analysis

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
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

- 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

- Kick-Off Meeting
- Project Meetings
- Roundtable TAC Meetings
- Industry Interviews
- Project Debriefs

STATE FREIGHT PLAN
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