



FREIGHT TRANSPORTATION

19

MUNICIPAL IMPLEMENTATION TOOL # 19

OCTOBER 2010

Freight in the Delaware Valley

Freight transportation affects every aspect of the Philadelphia metropolitan area and its 353 municipalities. Everyday essentials, such as food, clothes, and energy, are made available by a massive global supply chain that transports goods to market. Freight is a necessary aspect of any vibrant community.

Freight facilities provide a viable source of jobs for local residents as well as high tax revenues for local government. Local governments need these revenues to keep property taxes from rising and to pay for services such as education, trash collection, and police and fire.

Freight jobs typically provide high, family-supporting wages. Recently, the historic U.S. Steel Fairless Works facility in Bucks County, Pennsylvania has been subdivided and redeveloped into various manufacturing sites. Since 2004, the redevelopment has created 3,000 jobs in wind and solar power, biofuels manufacturing, and other areas supporting these sectors.

This brochure has been prepared by the Delaware Valley Regional Planning Commission (DVRPC) to help local governments and the general public better understand trends and adopt strategies to better manage freight transportation in their communities. As part of a series of municipal implementation tools prepared by DVRPC, this report tackles some local freight issues, such as:

- freight-related land use;
- truck parking and routes;
- air quality; and
- safety.



*Longshoremen unload cocoa beans at Beckett Street Terminal.
(Source: South Jersey Port Corporation)*

National Freight Trends

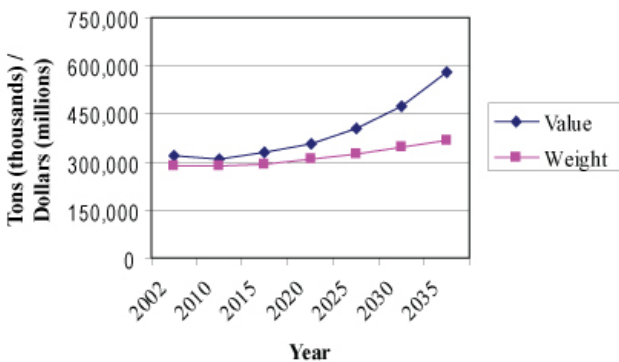
While the recent economic recession temporarily reduced shipment levels across all modes, long-range growth is still projected for the freight system. According to the Federal Highway Administration, the weight of shipments is expected to grow 73 percent through 2035. Due to the growth of the U.S. population and its increasing demand for consumer products, imports are expected to double by 2035.

Looking ahead, the current modal split for freight transportation is expected to continue. Trucks will continue to be the predominant form of transportation. Rail will serve specific markets and compete with trucks for long-haul movements. Currently, trucks carry 62 percent of shipment tonnage, while rail carries 9 percent.

Regional Growth in Freight Shipments

According to the DVRPC study *Freight Flows and Forecasts in the Philadelphia Consolidated Statistical Area (Publication # 09064)*, 319.6 million tons of freight were shipped within the region, to the region, and out of the region in 2002. In the coming years, the value of shipments is expected to grow at a faster rate than the weight of shipments. The total domestic value of shipments within, into, and out of the Philadelphia CSA is forecasted to grow 82 percent from 2002 to 2035.

Freight Flows in the Philadelphia Consolidated Statistical Area



(Source: DVRPC, *Freight Flows and Forecasts in the Philadelphia CSA* [Philadelphia: DVRPC])

Regional Freight Infrastructure and Services

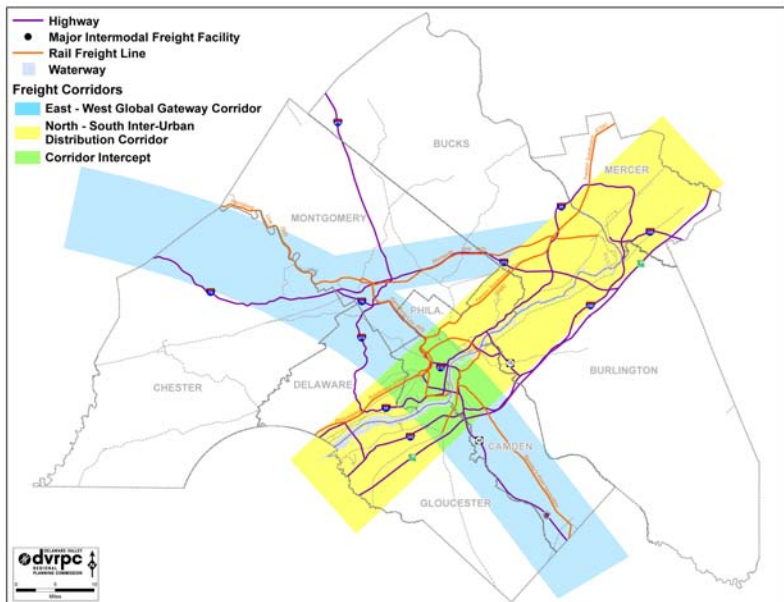
The DVRPC region hosts a wide array of freight facilities that handle goods from throughout the world. There are eight interstate highways: I-76, I-276, I-476, I-95, I-195, I-295, I-676, and the New Jersey Turnpike. A dense network of expressways and arterial highways and connector routes supports these interstate highways.

The region is serviced by three Class I rail carriers: CSX, Norfolk Southern, and Canadian Pacific. The region also hosts a number of shortline railroads that offer direct rail service to their customers. The DVRPC region's port activity is centered along the Delaware River and hosts 33 active port facilities in seven counties. Philadelphia International Airport is the center of a range of freight activity, including the second largest UPS air hub in the country.

DVRPC Corridor Approach

DVRPC has adopted a corridor philosophy with respect to the movement of freight. The goal is to maximize major facilities that move freight in an efficient, safe, and secure manner. In the DVRPC region, two regional multimodal freight corridors have been identified. While these are the major regional corridors, it is also necessary that municipalities and counties identify additional freight corridors to accommodate local traffic.

Delaware Valley Multimodal Freight Corridors



(Source: DVRPC)

The *DVRPC Long-Range Vision for Freight (Publication # 09058)* outlined overarching visions designed to improve the freight system, moving into the future. Below are the visions and selected actions that may be useful to county and municipal governments seeking to better manage freight activity within their respective jurisdictions.

Recognize the Value of Freight

- Ensure transportation revenues generated from freight activity go to support projects that help goods movement.
- Ensure that other transportation projects do not negatively impact freight operations.

Practice “Freight as a Good Neighbor” Strategies

- Improve communication between freight stakeholders and county and municipal officials.

Make Freight Environmentally Friendlier and More Sustainable

- Promote truck-idling reduction programs and idle-free technology.
- Highlight and promote private sector businesses that have undertaken fuel reduction strategies.

Enhance the Links between Freight-Related Transportation and Land Use

- Maintain existing industrial centers.
- Continue to promote and support freight villages.

Make Operational Improvements

- Participate in Incident Management Task Forces.
- Ensure additional regional security systems are put into place.



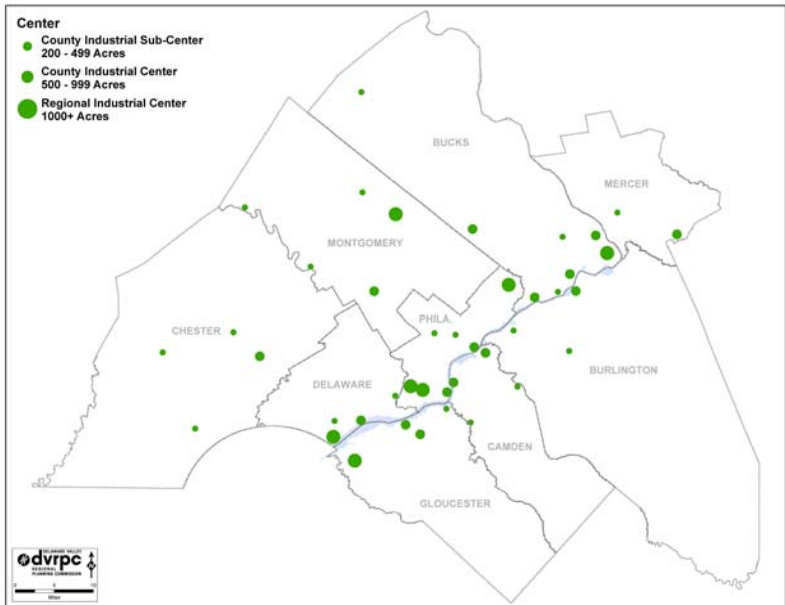
A ship carrying international containers at Packer Ave. Marine Terminal in Philadelphia, Pennsylvania. (Source: Philadelphia Regional Port Authority)

Local governments control land use and zoning decisions. The following are some strategies that municipal officials may utilize when reviewing plans and ordinances in regard to freight.

Concentrate Freight Growth in Industrial Centers

The region has many clusters of manufacturing and industrial activity. These clusters support jobs and other general economic activity, and generate local taxes. DVRPC has identified these clusters and created a classification system for them determined by size.

Regional Industrial Centers



(Source: DVRPC)

Local governments should encourage businesses looking for industrial land to locate in empty space within these industrial centers, and maintain the industrial zoning within these centers. Industrial centers have a historic presence in their communities so they avoid some issues that can develop from locating industrial sites in new locations. Also, industrial centers usually have the infrastructure, both in transportation and utilities, to support any industrial activity, while a new location may not.

Include Industrial Buffer Zones

When creating municipal zoning plans, local planners should consider creating industrial buffer zones around industrial centers (especially those whose land use is heavy manufacturing.) These zones can provide appropriate transition spaces between industry and adjacent residential and commercial areas.

Reuse Brownfields

Brownfield sites can take many forms and sizes, ranging from abandoned factories and rail yards to abandoned gas stations. Brownfields often have existing utilities that are needed for freight development. When considering redeveloping a brownfield site municipalities should consider the surrounding land uses, the property characteristics, the historical use, and connecting infrastructure. For properties that are in identified DVRPC industrial centers and have historically been industrially used, municipalities should attempt to work with developers to retain a manufacturing or transportation related usage.

For more information, including the incentives municipalities can offer developers and details about environmental remediation, please see the DVRPC report *“Reclaiming Brownfields: a Primer for Municipalities”* (Publication #09002).

Preserve Rail Rights of Way

There are historic rail lines that are sparsely used or not used at all. When rail lines are abandoned and subdivided it is virtually impossible for rail service to ever be restored. Municipalities and counties have two good options for dealing with these lines.

They can purchase the rail line and then lease the operating rights to a shortline operator. Shortline railroads tend to be highly aggressive in pursuing new rail customers and the county may be able to use the railroad as a revenue generator. Locally, the County of Salem purchased a portion of the Salem Running Track in order to keep rail operations to the Port of Salem viable.

Working together, municipalities and counties can pursue rails-to-trails conservancy programs. Rail-to-trails may eliminate the railroad infrastructure, but it maintains the rail corridor under a single owner. In the future, if rail service again becomes viable, then it is much easier to have the rail and the trail share the right-of-way, than it would be to create a new corridor.

Distribution facilities and warehouses are growing in their importance in the global supply chain, especially in terms of international trade. Because of the DVRPC region's strategic position in the middle of the U.S. Northeast, more companies are looking to locate distribution centers in the Greater Philadelphia Region.



Products are distributed and stored in a Conair Distribution Center in Mercer County, New Jersey. (Source: DVRPC)

Create Freight Villages

Municipalities, with abundant contiguous land that are looking to create high rateable development, may consider working with a developer to create a freight village. Freight villages are areas where all manner of freight transportation and logistics take place. Due to high activity levels, freight villages should be located in close proximity to a highway interchange and in a location where other modes are present (e.g., rail and ports).

Freight villages focus around light manufacturing and active warehouse/distribution center activity. They also include support activities such as office space, retail (restaurants, banking, stores), and hotels.

The Delaware Valley region is home to one of the largest freight villages on the East Coast, the Pureland Industrial Complex in Swedesboro, New Jersey. Pureland was created in 1975 and now contains over 15 million square feet of contiguous warehouse, light industrial, office, and retail facilities. It is directly adjacent to a highway, well served by rail, and has minimal impacts on residential communities. Also, the development has spurred other commercial growth in the area.

Whether to make a delivery or to rest, truck drivers need defined places to park that do not cause additional congestion to roadways. Information and strategies about both short-term and long-term truck parking follow.

Manage Short-Term Truck Parking

Local commercial businesses need deliveries in order to prosper. The frequency of these visits can vary widely. A local sandwich store may get deliveries from multiple trucks bringing a variety of products every day. Meanwhile, a clothing store may only get deliveries once a week. In suburban and rural communities, parking for these deliveries tend to be provided but in cities and along some main streets, sensible parking strategies are needed in order for these deliveries to be made.

The City of Philadelphia has confronted the problem by creating truck delivery hours on Chestnut and Walnut streets. On these two streets the City created truck parking from 6 to 10 A.M. only, Monday through Friday, and is working with local companies to ensure deliveries are made in that time.



Two trucks make deliveries along Chestnut Street in Philadelphia, Pennsylvania, during the 6–10 A.M. window (Source: DVRPC)

Accommodate Overnight Truck Parking

The federal Hours of Service laws, determined by the Federal Motor Carrier Safety Administration, dictate that truck drivers may only drive for 11 consecutive hours, after which they must rest for 10 hours in order to reset their driving clocks. For the majority of long-haul truck drivers, this rest happens in the sleeper berth of their vehicles. Drivers need safe and secure places to stop their trucks so that they can rest and abide by the law. Recent studies have found a glaring shortfall in the availability of legal places for these drivers to stop. This has led drivers to park illegally, which is not safe for them or for other motorists.

Communities with 7 - 25 acres (a range determined by DVRPC's *Regional Truck Parking Study, Publication #09057*) of available land within a mile of a freeway interchange may consider working with a private developer to locate a truck parking facility.

Municipalities that are concerned over how truck traffic impacts the local community are encouraged to work with their county planning offices and state department of transportation (DOT) to reinforce preferred truck routes. Designating specific truck routes can make them reliable, safe, and well signed for truck drivers and can mitigate any negative impacts.

Identify Optimal Local Commercial Routes

Trucks need access to local businesses as well as truck generators such as, warehouses, distribution centers, intermodal facilities, manufacturing facilities, quarries, and landfill/resource recovery facilities. As a municipality, identifying and optimizing commercial truck routes for access to each of these should be considered. Routes should have the most direct access possible, or access that is approximately the same travel time as the most direct route.

One type of truck route identification is National Highway System (NHS) connectors. NHS connector roadways are the public roads that connect major highways (freeways and arterials) with intermodal facilities. (There are both transit intermodal connectors and freight intermodal connectors.) The freight connector roadways must carry 100 trucks per day in each direction to be classified as NHS connectors.



A truck exits the Norfolk Southern Morrisville Intermodal Facility onto East Cabot Blvd in Bucks County, Pennsylvania. (Source: DVRPC)

For more information see *National Highway System Connectors to Freight Facilities in the Delaware Valley Region (Publication #07024)*

Improve Roadway Geometry

When identifying local commercial routes, or when trying to optimize them for truck traffic, it is important to recognize that trucks require different roadway geometry than passenger vehicles. The following issues are highly important for truck route roadway infrastructure:

- pavement quality;
- roadway and shoulder widths;
- turning radii; and
- signage.

By having infrastructure capable of effectively carrying truck traffic, municipalities can help their local businesses and keep trucks out of local communities. Poor signage and poor roadway geometry are major reasons for trucks trying to find alternative routes.



A sign directs trucks to the easiest access point for major highways in Burlington County, New Jersey (Source: DVRPC)

Advance Access Management

Managing access to roadways that have heavy truck traffic is highly important to maintaining good movement through the system and keeping trucks on the proper roadways. Access management gives state and local governments a set of tools to improve the flow of traffic on a roadway. Some access management tools are:

- Increase the distance between traffic signals.
- Allow for fewer driveways, and driveways that are spaced further apart
- Dedicate left- and right-turn lanes
- Manage the roadway right of way to allow for future widening and proper sight distance

When considering new development along heavy freight routes, municipalities should work with the developer to make sure some of these tools are put into place.

Truck Restrictions

The Surface Transportation Assistance Act (STAA) of 1982 allows large trucks to operate on routes that are part of the National Network. The National Network includes the Interstate System and other designated highways. States are encouraged to allow access for large trucks on all highways.

In New Jersey, there are additional regulations regarding truck activity off the National Network:

Large Trucks must “utilize the National Network unless seeking food, fuel, rest, or repairs or to reach a terminal by the direct route, which entails the shortest travel distance. Trips off the National Network or the New Jersey Access Network [comprised of state highways and selected county roadways] onto all other local unrestricted roadways should only be for the purpose of accessing a terminal on those roadways by the shortest distance.” (New Jersey Department of Transportation, *New Jersey Administrative Code*, Title 16, Chapter 32. Expires on January 22, 2013.)

The regulation goes on to state that additions and deletions to and from the New Jersey Access Network will be considered by the following factors: sight distance at intersections, traffic volumes, roadway geometrics, roadside development, accident records, use of the route by trucks, and alternate routes.

For local roadways not covered in STAA truck routes, adopting truck restricted roadways may not be desirable. Municipalities should work with local shippers to ensure that restrictions do not disrupt their businesses.

For municipalities that do pursue truck restrictions, the following ordinance from North Carolina is well-stated in allowing restrictions to be put into place, while not impacting commerce.

“Any route that is prohibited to ‘heavy trucks or other vehicles of a gross vehicle weight or axle load limit in excess of a designated maximum’ shall have a designated truck route that is ‘approximately the same distance’ as the weight prohibited route, and both routes shall be signed.” (North Carolina Department of Transportation, *North Carolina Traffic Ordinance Manual*, June 2010, Chapter 5).

The DVRPC region does not meet federal air quality standards for ground-level ozone and fine particle (PM_{2.5}) pollution. There are several strategies to reduce emissions, and programs in which municipalities can encourage the participation of freight operators and shippers.

Support Emission Reductions Programs

Trucks

New technologies in diesel engines have dramatically reduced the amount of pollutants released from heavy-duty diesel engines. Starting on December 1, 2010, all trucks must use Ultra Low Sulfur Diesel. The U.S. Environmental Protection Agency (EPA) has estimated that the 2007 engine standards combined with the use of Ultra Low Sulfur Diesel “will cut harmful pollutants from new highway engines by more than 90 percent.”

Since 2004, EPA has been promoting its SmartWay brand that identifies products and services that reduce transportation-related emissions. For more information on Ultra Low Sulfur Diesel and all EPA regulations and programs, visit: <http://www.epa.gov>.

Anti-Idling

Both states in the DVRPC region have passed legislation limiting the amount of idling time for trucks. Municipalities can promote these laws in order to reduce concerns of air quality and noise surrounding idling trucks. A compilation of all state and local anti idling laws can be found at: <http://www.epa.gov/smartway/documents/420b06004.pdf>.

Ports

Recently the Philadelphia Regional Port Authority, the South Jersey Port Corporation, and the Delaware River Port Authority have come together to create a Green Ports Initiative. The initiative will assist in creating a cooperative approach to develop environmental programs and projects aimed at reducing the impact of port operations upon the environment.

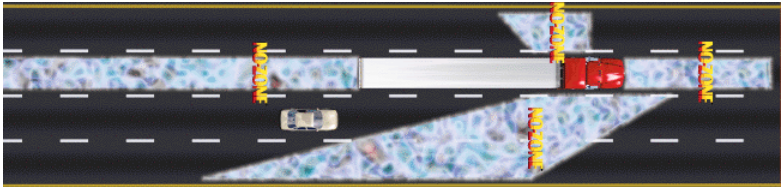
Railroads

While long-distance rail is a very efficient way of moving goods, at the local level, rail yards do not have the same efficiency. Railroads are experimenting with a new type of yard locomotive called GenSet locomotives. GenSets replace a traditional rail motor (one large diesel powered engine) with three small engines. Municipalities that house railyards and interested in partnering with railroads to pursue funding for GenSet locomotives should contact DVRPC's Office of Freight Planning.

Many freight-bearing vehicles and facilities have special operating characteristics. There are a number of programs that municipalities can use to create a safer environment for residents and freight users.

Promote No-Zone/Share the Road Program

In 1994, the Federal Motor Carrier Safety Administration introduced the "No-Zone" or "Share the Road" Program. The campaign is designed to educate all roadway users on how to safely share the roads with trucks and buses. The "No-Zone" is the area of blind spots where a trailing vehicle disappears from the view of the truck driver. "No-Zone" safety demonstration trucks have information painted on the side and allow participants to sit in the cab of the truck, so they can better understand the sight lines. To get involved in the program and to download brochures visit: www.nozone.org.



A diagram of where No-Zone blindspots exist for a standard tractor-trailer. (Source: Federal Motor Carrier Safety Administration)

Participate in Operation Lifesaver

Established in 1972, Operation Lifesaver is a nonprofit organization dedicated to stopping collisions, deaths, and injuries at highway-railroad grade crossings and on railroad rights-of-way. Operation Lifesaver offers many safety materials for all ages. Also, events can be scheduled including: classroom presentations with lesson plans; training for professional drivers, law enforcement and emergency responders; and organized material distribution at truck generators or at grade crossings. To request materials or host an event contact:

- In Pennsylvania, Jack Hubbard, 717-787-6935.
- In New Jersey, Todd Hirt, 609-530-4944.



Left: A grade crossing on Naamens Creek Road in Delaware County, Pennsylvania. Right: Crossing # 589338P: Depot Street, Bridgeport, Montgomery County, Pennsylvania. (Source: DVRPC)

Railroad tracks are often secluded, and thus trains operate largely out of the public eye. Grade crossings, where the railroad crosses the street grid, are the place where most people see rail freight in action.

Enhance Safety at Grade Crossings

Every grade crossing has a unique DOT number that identifies it in a federal database system. A placard containing both the crossing number and a 1-800 number to contact the railroad should be present at every grade crossing (see example on bottom of page 13).

Municipalities should work with the railroads in their jurisdiction to ensure these placards are in place.

Railroad companies own and maintain the tracks, and generally own the narrow corridor of right-of-way on either side of the tracks. At grade crossings, they generally maintain the tracks, the roadway surface between and around the tracks, and traffic control devices on their property. Municipalities should work with the railroads to ensure that these facilities are kept in a state of good repair.

On municipal roadways the approaching pavement is under the jurisdiction of and is maintained by the local government. Guidelines for the correct design of grade crossing approaches and appropriate placement of traffic control devices are described in the *FHWA's Manual on Uniform Traffic Control Devices (MUTCD)*. Basic traffic control devices at crossings include:

- circular advance warning signs;
- crossbucks; and
- pavement markings

Heavily trafficked crossings may also include:

- bells;
- gates; and
- flashing lights.

Municipalities are encouraged to work with their state DOT and the railroad to determine what safety improvements should exist at each individual crossing.

Local governments may seek to stop railroad engineers from blowing the whistle when they are approaching a highway-rail grade crossing. The federal government created railroad quiet zones to allow communities to have crossings where the whistle does not blow. Alternative safety measures must be made to the crossing before a quiet zone can be put in place. For more information on grade crossings and quiet zones, visit the Federal Railroad Administration at <http://www.fra.dot.gov>.

Freight projects and facilities are sometimes opposed by local communities. Freight companies and local planning and economic development agencies need to work together to educate the public on the benefits of freight, and help reduce adverse freight impacts. The following is a list of possible activities that can create “freight as a good neighbor” solutions. For a complete list see *Integrating Freight Facilities and Operations with Community Goals* (http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_320.pdf).

Strategies to be Taken on by Public Agencies

- Undertake spot improvements to transportation infrastructure.
- Install upgraded rail crossing gates and barriers for at-grade crossings.
- Develop truck-only access routes.
- Build more truck rest areas and parking.
- Create incident management program or truck safety hotline.
- Facilitate meetings between community and freight providers.
- Establish advisory committees.

For example, the Warminster Township Police Department has used a hands-on approach with truck drivers and companies. The Police Department offers roadside truck inspections free of charge. These vehicle inspections are conducted by appointment with a certified police officer. This allows drivers to obtain Commercial Vehicle Safety Alliance decals for their vehicles, which will stop them from being inspected at another point on their trip.

Strategies to be Taken on By Private-Sector Freight Companies

- Hire locally.
- Create public outreach video.
- Attend public meetings.
- Build sound walls/berms.
- Include buffer zones.
- Use specialized fixtures to reduce light spillage.
- Use alternatively fueled vehicles.

For example, NFI Industries (a nationwide third party logistics company), which specializes in trucking, distribution, and logistics, seemingly sets no ceiling on efforts to improve the environment and promote sustainability. As a shining example of a U.S. EPA SmartWay Transport Partner, NFI recently installed three acres of solar panels on the roof of its company headquarters in Cherry Hill Township, Camden County. Long-term plans involve the generation of solar energy through rooftops and other real estate across the country, with the resulting solar power used internally or sold off to utilities or other users.

Freight projects, of many types, are sometimes eligible for funding through DVRPC and its member governments.

Long-Range Plan (LRP)

DVRPC's long-range land use and transportation plan provides a vision of the region's future and serves as the blueprint for future transportation facilities and services. The LRP includes a list of transportation projects that the region expects to complete over the term of the plan. Projects are fiscally constrained to funding the region expects to receive.

Transportation Improvement Program (TIP)

The TIP is the regionally agreed-upon list of priority transportation projects. The TIP must list all projects that intend to use federal funds, along with all non-federally funded projects that are regionally significant. Any project wishing to use federal transportation funds in the DVRPC region must be included.

Congestion Mitigation and Air Quality (CMAQ)

CMAQ funds are available to regions that do not meet the National Ambient Air Quality Standards (of which DVRPC is one). In 2003, DVRPC awarded \$2.7 million in funding for five freight projects through the CMAQ program. Projects included funding for a transload facility, a truck electrification project, and a rail siding to alleviate traffic at a highway-rail grade crossing.

Pennsylvania Rail Funding

In Pennsylvania, there are two options for funding railroad projects. The first is the Rail Freight Assistance Program (RFAP) that provides funding for small projects, which do not exceed \$700,000. Total funding for the RFAP in 2010 is \$10.5 million. Also available in Pennsylvania is the Rail Transportation Assistance Program (Rail TAP). In 2010, the available funding for the Rail TAP is \$30 million.

For more information visit:

<http://www.dot.state.pa.us/Internet/Bureaus/pdBRF.nsf/>

New Jersey Rail Funding

The New Jersey Rail Freight Assistance Program aims to increase rail service across the state. Funding is available for new rail lines, reconstruction, maintenance, and certain demonstration projects. In 2010, the program distributed \$10 million in funding to 12 projects.

For more information visit:

<http://www.state.nj.us/transportation/freight/rail/>

Delaware Valley Goods Movement Task Force (DVGMTF)

DVRPC has conducted freight planning since 1992. At the heart of the DVRPC Freight Planning program is its Freight Advisory Committee, the Delaware Valley Goods Movement Task Force (DVGMTF). The task force has an active membership consisting of trucking, railroad, port, airport, shipper, freight forwarder, economic development and member government representatives. Please visit its website at www.dvrpc.org/Freight/DVGMTF for future meeting dates.

Studies

The following is a list of freight-related studies recently conducted by DVRPC:

- *DVRPC Long-Range Vision for Freight*. This report provides policies and projects to enhance the freight network through the year 2035. (Publication # 09058)
- *National Highway System Connectors to Freight Facilities in the Delaware Valley Region*. This study provides a description of all 11 NHS Connector facilities in the region. (Publication #07024)
- *Freight Flows and Forecasts in the Philadelphia CSA*. This report uses a national database created by the Federal Highway Administration to extract regional-level freight flow data. (Publication # 09064)
- *Regional Truck Parking Analysis*. This report provides an inventory of the current truck parking facilities in the region. (Publication #09057)
- *County Freight Scans Brochures*. This series of 9 brochures highlights freight activity in each county. (Publication #10003a-#10003i)

Freight Forward Program

The Freight Forward improvement program was created so that those most familiar with freight transportation operations (e.g., drivers and dispatchers) could provide input about needed improvements. The program is designed to tackle small projects that can be quickly investigated and potentially implemented by the responsible transportation agencies.

Examples of candidate projects that may be suggested are:

- Fix a pothole or bumpy pavement.
- Install increased protection at a highway-rail grade crossing.
- Install a directional sign.
- Stripe road lanes and shoulders.

Candidate projects can be submitted by filling out a form on the Freight Forward website <http://www.dvrpc.org/freight/forward>.

A Ten-Step Plan to Local Freight Planning

1. *Attend a DVRPC freight advisory committee meeting.*
2. *Stock DVRPC county freight scan brochures for your county.*
3. *Schedule an Operation Lifesaver event for a school.*
4. *Conduct a No-Zone safety demonstration.*
5. *Identify and promote a freight operator that is a good neighbor.*
6. *Identify local truck generators.*
7. *Designate truck routes to and from major truck generators.*
8. *Ensure that MCD zoning plans have compatible zoning surrounding freight facilities.*
9. *Include a freight component in the Municipal Plan.*
10. *Work with DVRPC and your county planning office to find and implement a freight improvement.*



*An East Penn Train in Sellersville, Bucks County, Pennsylvania.
(Source: East Penn Railroad)*

The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region – leading the way to a better future.

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The Cover Image shows a truck making a local delivery in Kennett Square, Chester County, Pennsylvania. (Source: DVRPC)