



# FREIGHT

in the Mid-Hudson Valley

# TABLE OF CONTENTS

INTRODUCTION .....	1
FREIGHT SNAPSHOT .....	3
MOVEMENTS.....	3
EMPLOYMENT.....	4
COMMODITIES.....	4
IMPORTS.....	5
EXPORTS.....	6
LOADS & TONS BY INDUSTRY.....	6
ORIGINS & DESTINATIONS.....	6
MODES.....	7
KEY ISSUES TO ANALYZE .....	12
RECOMMENDATIONS .....	14
RESOURCES .....	16

Prepared by

The Mid-Hudson Valley Transportation Management Area

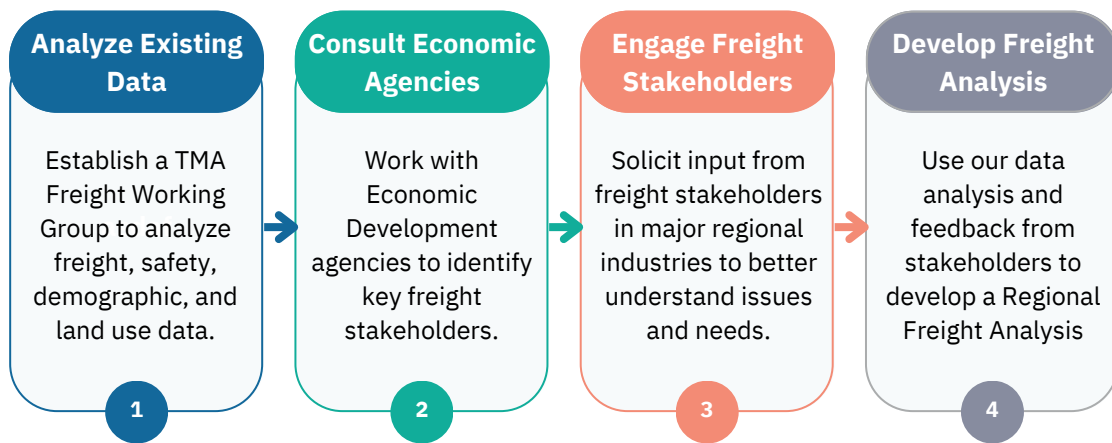


# INTRODUCTION

The [Mid-Hudson Valley Transportation Management Area](#) (TMA) is comprised of three Metropolitan Planning Organizations, or MPOs: the Dutchess County Transportation Council (DCTC), Orange County Transportation Council (OCTC), and the Ulster County Transportation Council (UCTC). The three MPOs work together on regional transportation issues including transit, congestion, and freight. In recent years, the MPOs have collaborated on detailed studies of congestion and reliability on the region’s major transportation systems, and the effectiveness of the region’s transit network. We are now turning our focus to the region’s freight system.

This Regional Freight Analysis explores the key issues facing the freight industry in our area and recommends actions to address those issues. It is based on our analysis of existing data, discussions with economic development and other relevant staff, and input from freight stakeholders.

**FIGURE 1. TMA FREIGHT PLANNING PROCESS**



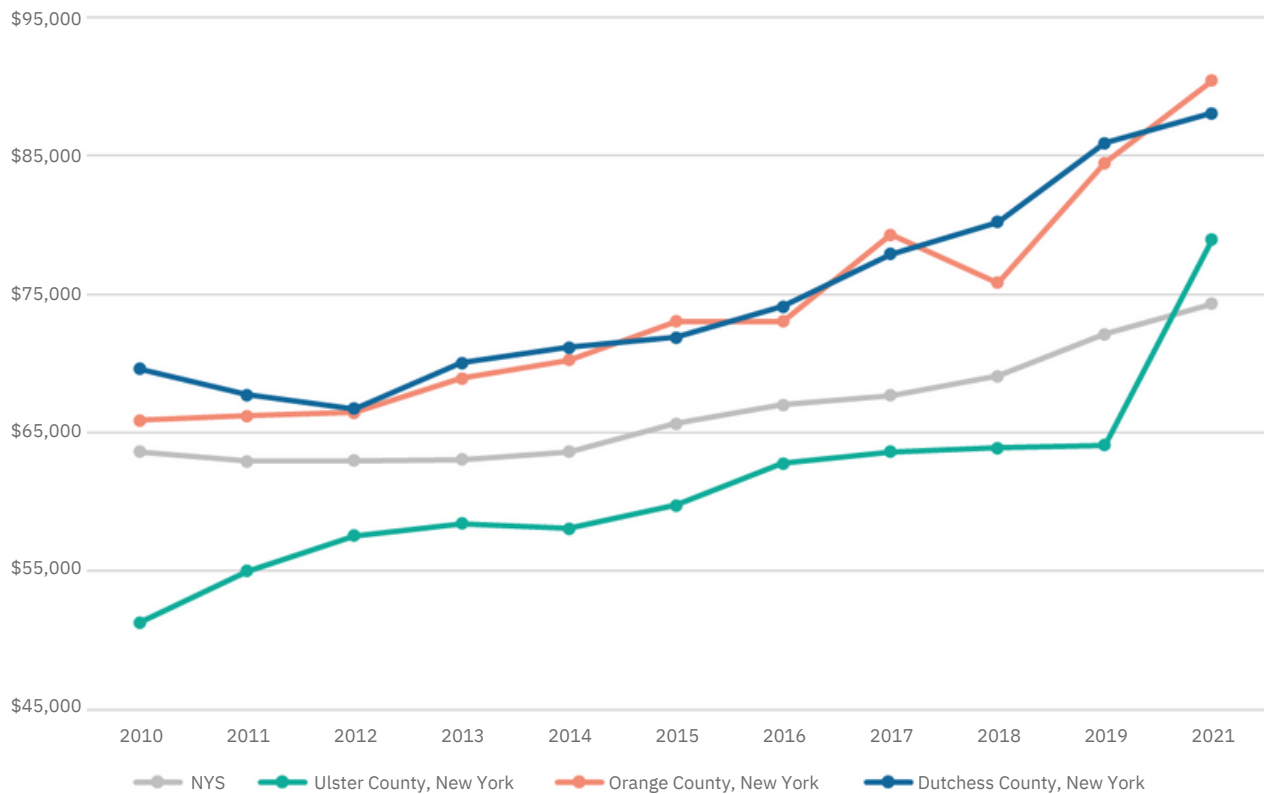
## A NOTE ON DATA SOURCES

Existing data sources have several limitations. For example, 2020 Census data does not reflect demographic shifts that occurred due to the COVID pandemic. Further, the latest Transearch freight data is from 2018, so it does not reflect recent trends, and it focuses on long-distance truck trips, so it does not account for local deliveries, which have significant local impacts on congestion and safety. Finally, there is not a consistent data source for local deliveries. Despite these limitations, the data paints an adequate picture of freight operations at the regional level and serves as a starting point for future analysis, which we can revisit when better data becomes available.

# INTRODUCTION

Though there are many demographic and economic characteristics that affect freight activity, population and household income are two simple indicators that help us understand how freight may change in the future. Based on the 2020 Census, the population of the TMA's three-county area is about 880,000. Projections in the MPOs' long-range plans indicate that the population will grow slightly over the next 20 years, to between 900,000 and 1 million people. Most of this growth is anticipated to occur in Orange County, which has seen higher rates of growth than Dutchess and Ulster over recent decades. Income across the region also varies: median household incomes in Dutchess and Orange counties are higher than the State average, while Ulster's has been lower, until an estimated jump between 2019 and 2021 (see Figure 2).

**FIGURE 2. ESTIMATED MEDIAN HOUSEHOLD INCOME**



Source: Census ACS 1 year estimates (no 1-year estimates were done in 2020)

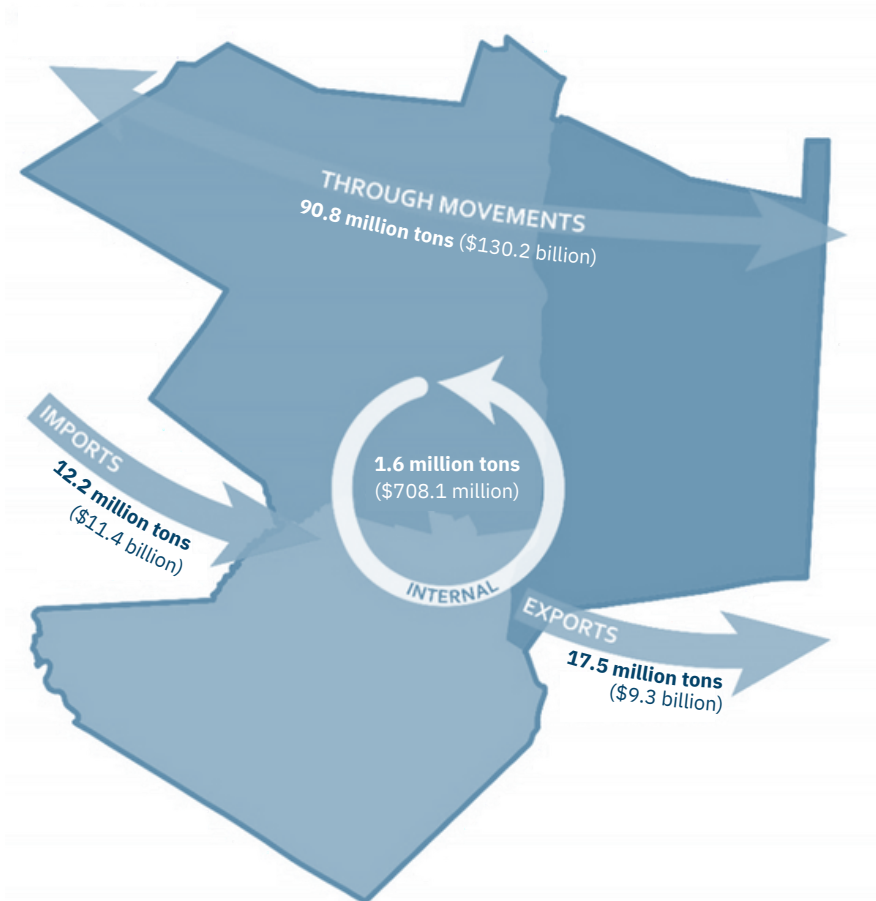
# SNAPSHOT

Using Census data and 2018 Transearch data, we analyzed several freight trends in the Mid-Hudson Valley.

## FREIGHT MOVEMENTS

Each year in the three-county region, more than 12 million tons of freight are imported from outside the area (a value of \$11.4 billion); 17.5 tons are exported outside the area (a value of \$9.3 billion); about 91 million tons pass through the area (a value of \$130 billion); and 1.6 million tons are distributed internally (a value of \$700 million). See Figure 3.

**FIGURE 3. ANNUAL FREIGHT MOVEMENTS BY TONNAGE AND VALUE FOR THE TMA REGION**



Source: Transearch

## WHY NOW?

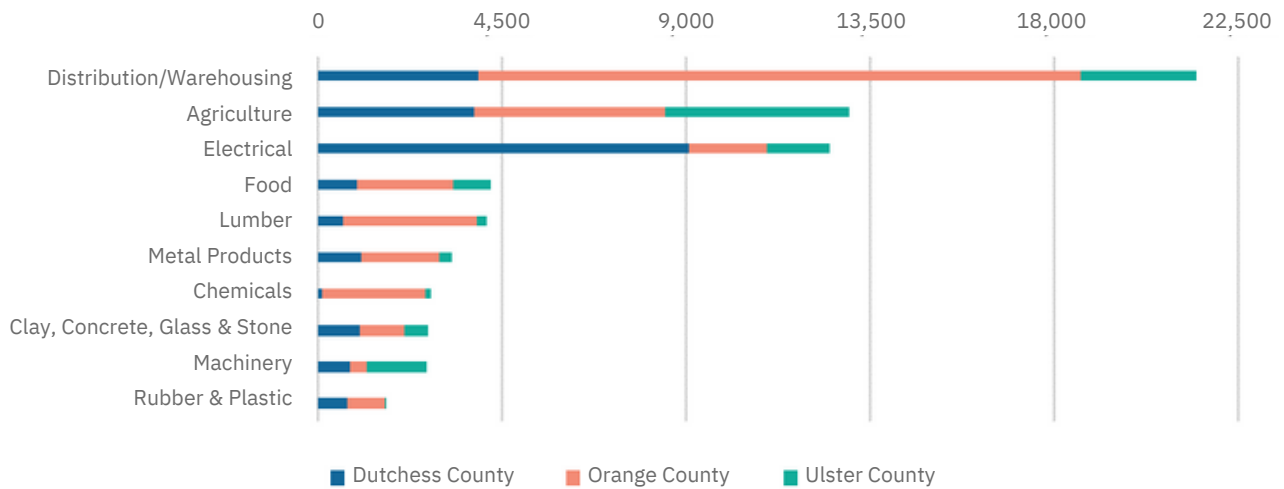
Freight is changing in many ways. Explosive **growth in local deliveries** has made freight a local concern as much as a regional one, raising issues related to noise, safety, congestion, loading zones, curb management, and air quality in many communities. **Trucking**, which represents the vast majority of freight movement in our area, is suffering from driver shortages and rising fuel prices, but is still expected to grow substantially, stressing our transportation infrastructure. **Electric vehicles** will play a larger role in the future, as could **autonomous vehicles** of various types. In the meantime, development of **warehouse and distribution centers** continues, in some cases straining the capacity of the transportation system and raising questions about appropriate land use and development patterns. Over the next two decades, total freight movements are expected to increase substantially, with some estimates showing an increase of [35-40% in our area](#).

# SNAPSHOT

## FREIGHT EMPLOYMENT

For the TMA as a whole, distribution and warehousing contribute the most freight-related employment, followed by agriculture and electrical industries (see Figure 4). However, this varies by county. In Dutchess, electrical employment is highest, followed by distribution/warehousing and agriculture. In Orange, distribution/warehousing is by far the highest, followed by agriculture. In Ulster, agriculture is highest, followed by distribution/warehousing.

**FIGURE 4: COUNTY-LEVEL EMPLOYMENT BY INDUSTRY**



Source: Transearch

## COMMODITIES

The area's major freight commodities by tonnage include broken stone/riprap, gravel and sand, warehouse/distribution center trips, and petroleum refining products (see Figure 5). Note that broken stone/riprap is mainly in Dutchess County. By value, the major commodities for our region are warehouse/distribution center trips and petroleum refining products.

# SNAPSHOT

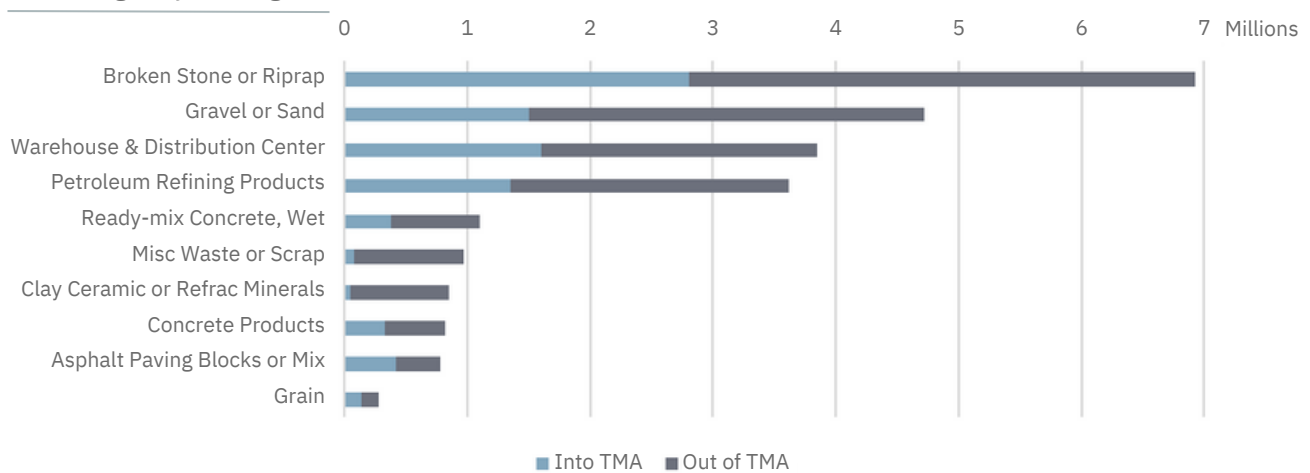
## IMPORTS

By tonnage, our top imports are stone/riprap, warehouse/distribution center trips (accounting for 16% of the state’s imports of this type), gravel/sand (accounting for 14% of the state’s imports of this product), and petroleum refining products. See Figure 5.

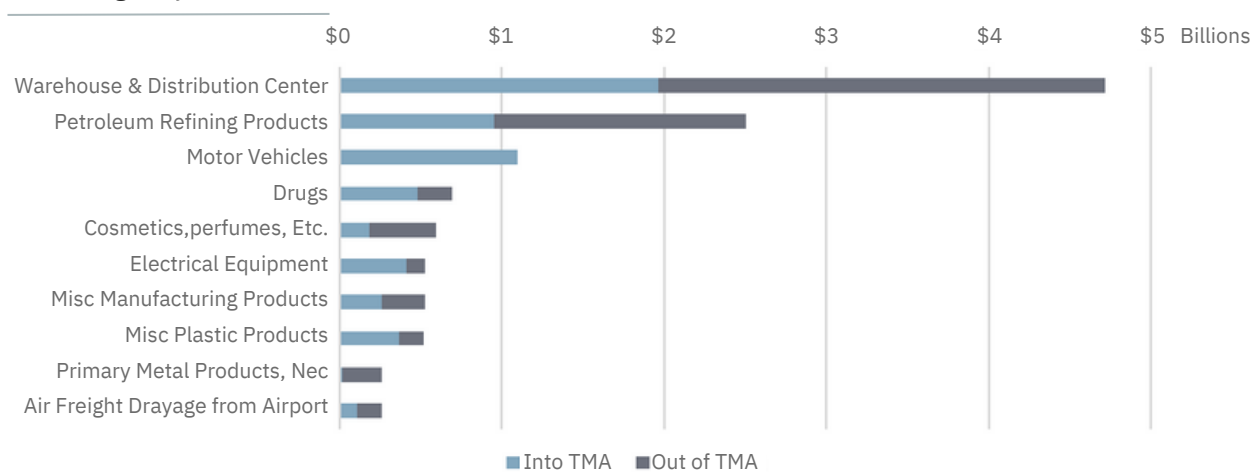
By value, our top imports are warehouse/distribution center trips (accounting for 16% of the state’s imports of this type), followed by motor vehicles and petroleum refining products.

**FIGURE 5. TOP TMA FREIGHT MOVEMENTS BY ANNUAL TONNAGE AND VALUE**

### TMA Freight by Tonnage



### TMA Freight by Value



Source: Transearch

# SNAPSHOT

## EXPORTS

By tonnage, our area's top exports are stone/riprap, which accounts for 24% of the state's exports of this product, and gravel/sand, which accounts for almost 30% of the state's exports of this product. (See Figure 5).

By value, our area's top export is warehouse/distribution center trips, accounting for more than 20% of the state's exports in this category. This is followed by petroleum refining products, which accounts for almost 20% of the state's exports of these products.

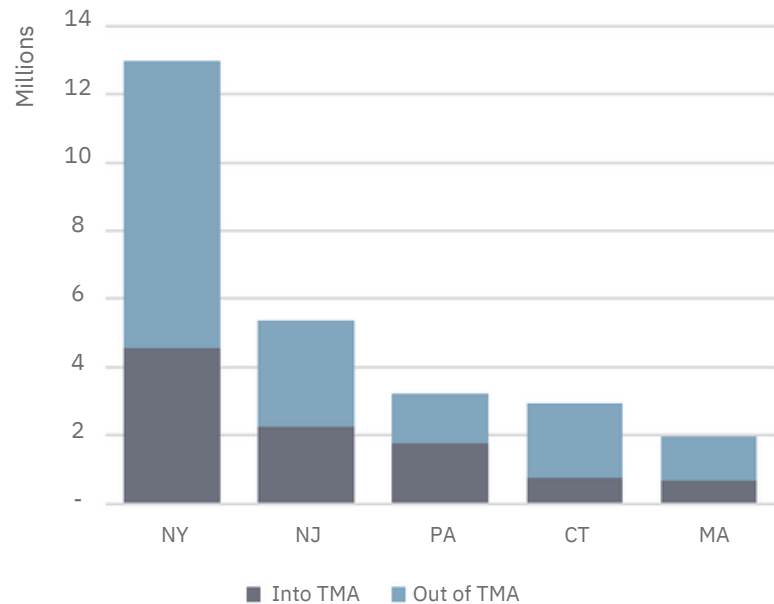
## LOADS & TONS BY INDUSTRY

In all three counties, 'services and consumer' goods (goods that are destined to consumers/services) make up the highest number of loads, followed by metal/steel. The same pattern is true for tons by industry.

## FREIGHT ORIGINS & DESTINATIONS

At the State level, most freight imported into our area comes from within New York State, followed by New Jersey, Pennsylvania, Connecticut, and Massachusetts (see Figure 6; 'Into TMA' bars). Most freight exported from our area goes to locations within New York State, followed by New Jersey, Connecticut, Pennsylvania, and Massachusetts (see Figure 6; 'Out of TMA' bars).

**FIGURE 6: TMA ORIGIN AND DESTINATIONS OF FREIGHT BY ANNUAL TONNAGE**



Source: Transearch



# SNAPSHOT

At the city level, most of our imports come from New York City (45-50%, depending on whether you measure by value or tonnage), followed by Philadelphia, Boston, and Albany (all between 5-10%). Our most common export destinations are New York City (70-75%), followed by Boston (7-8%) and Philadelphia (4-6%).

In all cases, these locations may represent ports and other intermediate destinations, not necessarily the original origin or final destination of the product.

## MODES

The [New York State Freight Plan \(2019\)](#) outlines a freight system comprised of five different modes: trucking, rail, waterway, air, and pipeline. More than 80 percent of freight (by tonnage) in New York is carried by truck, as trucking is the only mode that can directly serve all statewide origins and destinations (NYS Freight Plan, p 10). In our region, trucking is by far the most common transport mode, followed by water (by tons) and air (by value) (see Figure 7).

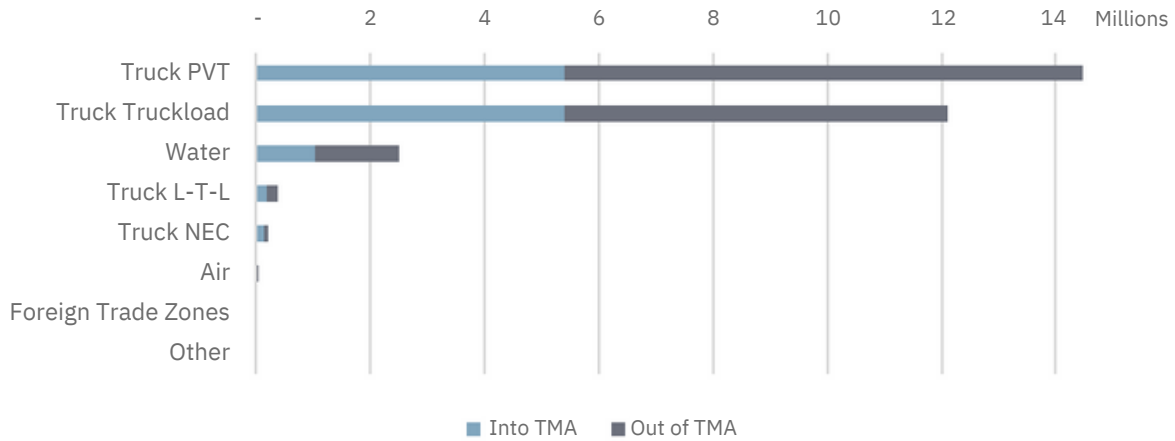
The TMA area includes three major trucking corridors identified as part of the State Freight Core Highway Network: Interstate 87 (through Orange and Ulster counties); Interstate 84 (through Dutchess and Orange Counties), which includes portions of Routes 9W, 44, 55 and 22; and State Route 17 (future Interstate 86) through Orange County.

Our freight network also includes one Class 1 Railway (CSX), Class 2 and 3 railways (including the Middletown & New Jersey Railroad), and Commuter/shared railways (including Amtrak and Metro-North Railroad), which are less flexible in reaching origins and destinations, but can move heavier shipments in larger quantities. The TMA region is bisected by the Hudson River, a major waterway for shipping, with access at small ports in Kingston and Newburgh. Finally, Orange County is home to Stewart International Airport, which was ranked 87th (out of 146 airports) in 2020 based on freight distribution. While air contributes a small percentage of the total freight movement in our region, it accounts for a growing amount of high-value cargo.

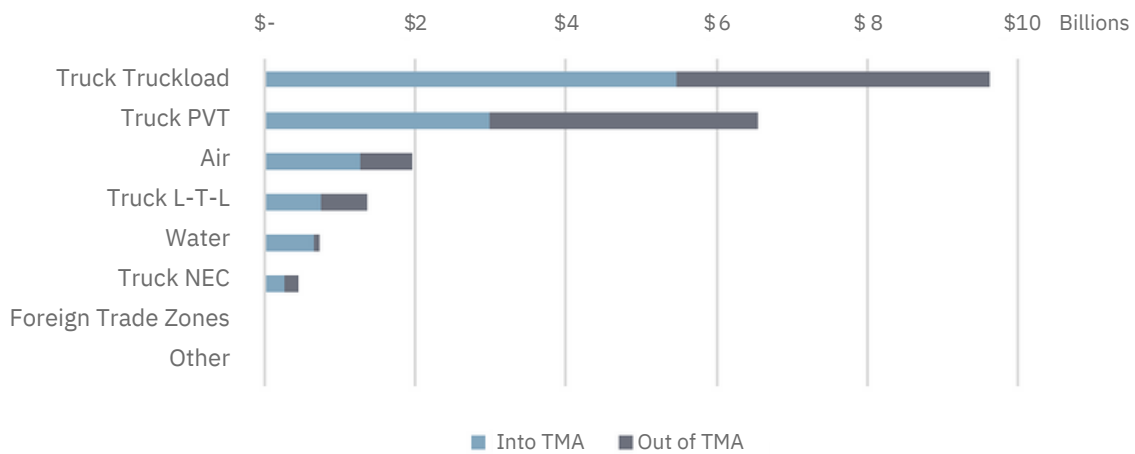
# SNAPSHOT

**FIGURE 7: TMA FREIGHT MODE BY ANNUAL TONNAGE AND VALUE**

TMA Freight Mode by Tonnage



TMA Freight Mode by Value



Source: Transearch

## MODE DEFINITIONS

- Truck PVT** Private trucks (trucks owned by the same company that owns the goods)
- Truck L-T-L** Trucks Less than Truckload (for-hire trucking services that consolidate multiple shipments)
- Truck NEC** Trucks Not Elsewhere Classified (from cross-border data for NAFTA-related records, which do not use the other categories)
- Foreign Trade Zones** (from freight trade data, which do not report modes)

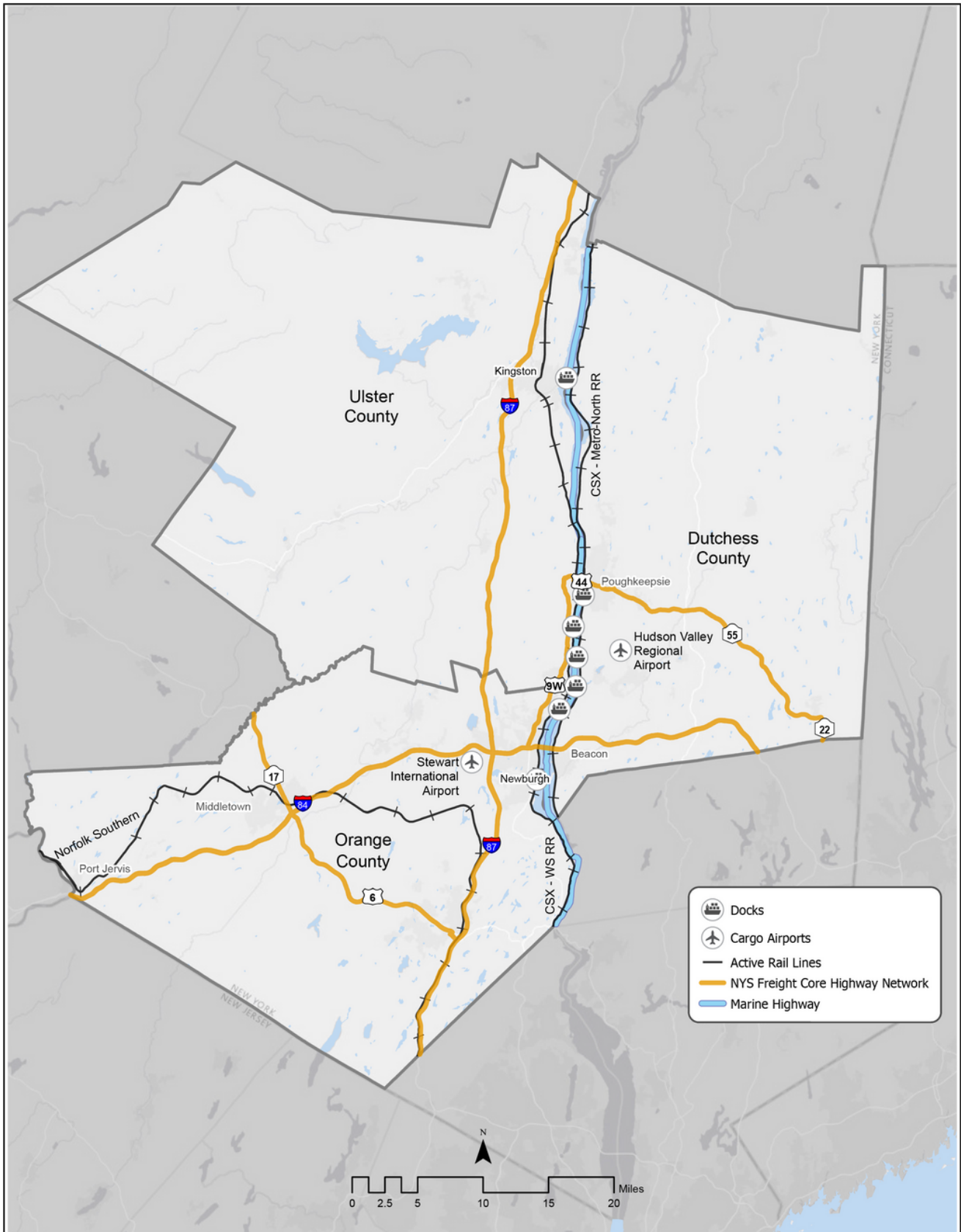
# SNAPSHOT

We also studied rail freight movements. In our region, most rail freight moves through the area along the [CSX line](#) west of the Hudson – over 25 million tons. This primarily consists of FAK ('freight of all kinds') shipments (an industry classification that preserves privacy), followed by crude petroleum and miscellaneous waste and scrap. Other products include miscellaneous industrial organic chemicals, motor vehicles, lumber or dimension stock, and paper. About 3 million tons move on the rail line east of the Hudson through an operating agreement with CSX. This mostly consists of miscellaneous waste and scrap, but also includes flour and other grain mill products, malt liquors, and lumber or dimension stock. In Orange County, about 1.6 million tons move on the Norfolk Southern Line. This is primarily miscellaneous waste or scrap, but also includes grain, metal scrap or tailings, oil kernels, and nuts or seeds. Major freight corridors, including rail lines, are shown in Figure 8.

About 1 million tons of freight are imported directly to our region by rail, primarily to Orange County. Major imports by rail include fiber, paper and pulpboard, liquefied gases, coal and petroleum, primary zinc smelter products, and paper. Of these, the primary zinc smelter products represent the highest import value. The only exports from our region via rail come from Orange County and include potassium or sodium compound and metal scrap or tailings (see Figure 9).

# SNAPSHOT

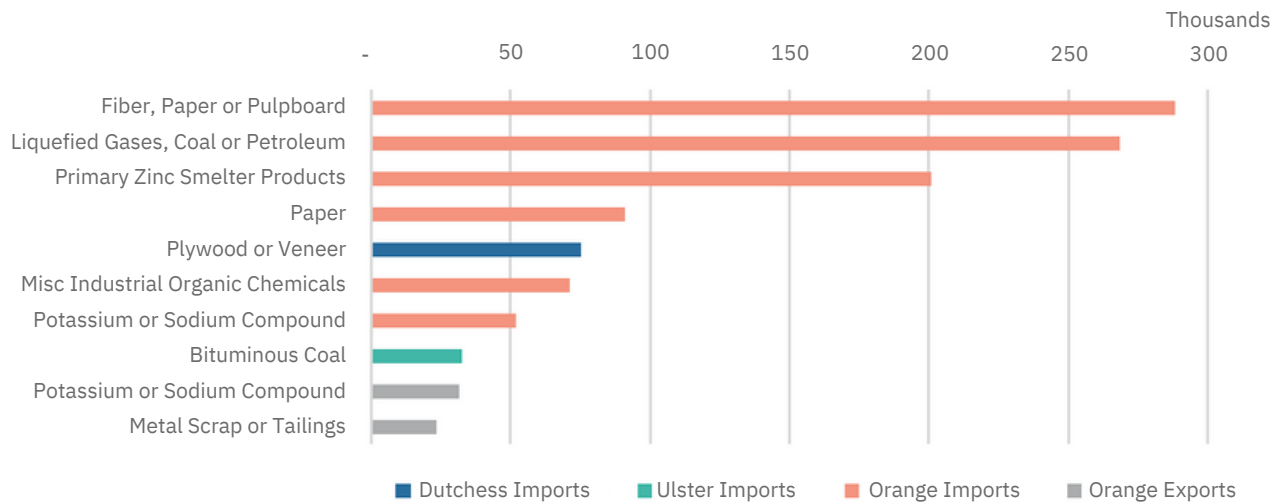
FIGURE 8: TMA FREIGHT NETWORK



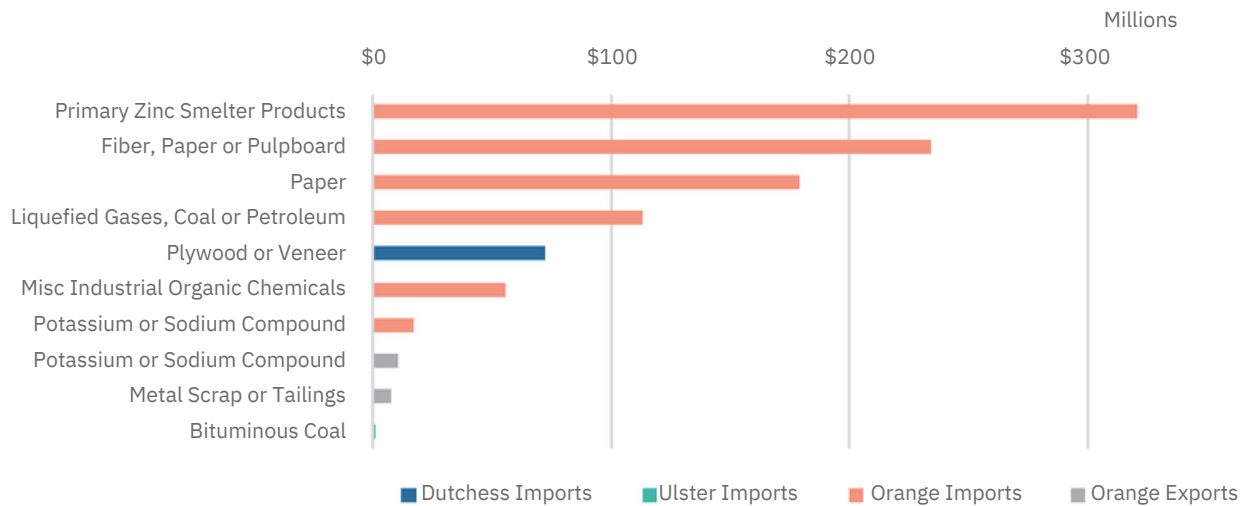
# SNAPSHOT

**FIGURE 9: TMA RAIL FREIGHT BY ANNUAL TONNAGE AND VALUE**

TMA Rail Freight by Tonnage



TMA Rail Freight by Value



Source: Transearch

# KEY ISSUES

Based on our research and planning work, we identified the following key freight-related issues:

## 01 LOCAL DELIVERIES/CURBSIDE MANAGEMENT

Managing local delivery space is particularly of concern in cities, villages, and town centers with more traffic and competition for curbside space.

## 02 RELIABILITY/CONGESTION

The TMA's [2020 Congestion Management Plan \(CMP\)](#) identified several congested locations on state-designated freight routes (see maps 12-15). These include:

- Route 9W by I-84 in Orange County
- I-84 near Route 9D in Dutchess County
- Route 55 near the Taconic State Parkway in Dutchess County
- Route 44/55 near Route 9 in Dutchess County
- I-84 near Routes 9 and Route 52 in Dutchess County
- Route 17 near Route 32 and Route 6 in Orange County (upgraded in 2020)
- Route 55 near Freedom Rd & Taconic State Parkway in Dutchess County
- I-84 near Wallkill Rest Area in Orange County
- Route 44/55 near the Mid-Hudson Bridge in Ulster County

Other locations off state-designated freight routes may also experience freight-related congestion.

## 03 INFRASTRUCTURE CONDITION

Poor condition infrastructure, including roads, bridges, and road pavement.

## 04 SAFETY

This includes operational challenges such as tight turns and low bridges; safety related to rail lines and crossings; and high-crash locations.

# KEY ISSUES

## 05 **PARKING**

Limited truck parking, particularly given recent rules regarding driver rest periods. (See the [MAP Forum's Regional Truck Parking Study and map](#) for reference).

## 06 **ENVIRONMENTAL CONCERNS**

This includes climate change impacts, such as flooded rail lines or bridges, and our infrastructure's resilience, or ability to move goods despite the impacts of climate change; noise and air quality concerns in communities, especially historically marginalized communities; and the potential costs and challenges associated with electrification of fleets.

## 07 **LAND USE AND ZONING**

This includes identifying appropriate locations for various freight-related uses, modifying zoning codes as needed to minimize impacts on adjacent land uses, and educating local Planning and Zoning Board members about freight needs and challenges.

# RECOMMENDATIONS

We developed the following recommendations based on responses to the stakeholder survey (see Appendix for summary) and internal discussions among TMA staff:

## **LONG RANGE PLANNING**

Incorporate this freight work into each MPO's long-range plan. Continue to participate on the NYSAMPO Freight Working Group and coordinate with New York State on freight planning. Implement relevant projects and policies from the NYS Freight Plan that apply to our region.

## **LAND USE AND ZONING**

Work with county planning departments, economic development agencies, and local municipalities on land use, zoning, site identification and industrial development. Compile best practices and educate municipal Planning and Zoning Board members about freight needs and challenges.

## **LOCAL DELIVERIES / CURBSIDE MANAGEMENT**

Evaluate big data and other tools and work with municipalities to better understand local delivery patterns and challenges. Educate local officials about freight and curb management. Share resources and offer transportation planning assistance to address local freight-related issues.

## **RELIABILITY / CONGESTION**

Continue to evaluate freight reliability as part of the TMA's [Congestion Management Process \(CMP\)](#). Include an analysis of roads off State-designated freight routes if feasible with available data.

## **INFRASTRUCTURE CONDITION**

Consider freight needs as part of capital planning and infrastructure investments, including on local roads and bridges. Work with Stewart International Airport, railroads, ports, and other partners to support expanded freight service.



# RECOMMENDATIONS

## **SAFETY**

Continue to evaluate safety related to freight, including on local roads and at rail lines and crossings. Support safety improvements through TIP investments. Consider freight movements when reviewing site plans.

## **TRUCK PARKING**

Evaluate the adequacy of truck parking and pursue improvements as needed, both on State roads and interstates in partnership with NYSDOT, and in population centers in partnership with municipalities.

## **ENVIRONMENTAL & CLIMATE RESILIENCY**

Incorporate freight considerations into climate resiliency planning. Continue to monitor best practices for electrification of fleets and supporting infrastructure. Promote and improve rail freight where feasible.

## **EQUITY**

Consider equity and environmental justice as part of freight planning and proposed improvements. Work to minimize the negative impacts of freight operations on disadvantaged populations and areas.

## **FREIGHT WORKERS**

Work with transit agencies to consider the needs of freight workers, particularly for access to warehouse/distribution center jobs.

## **FREIGHT GENERATION**

Continue to monitor data to understand sources of local and regional freight generation. Track changes over time to increase our awareness of emerging markets, commodities and trends.

# RESOURCES

The following resources may be useful for our ongoing freight work:

- [MAP Forum Freight Working Group](#)
- [ITE Curbside Management Resources](#)
- NJTPA [Goods Movement Strategies for Communities](#)
- [State Freight Planning Toolkit](#)
- Freight & Land Use:
  - [FHWA Freight and Land Use Handbook](#)
  - [NCHRP 320 Integrating Freight Facilities with Operations and Community Goals](#)
  - [NCHRP 14 Guidebook for Understanding Urban Goods Movement](#)
  - [NCFRP 16 Preserving and Protecting Freight Infrastructure and Routes](#)
  - [NCFRP 33 Improving Freight System Performance in Metropolitan Areas Guide](#)
  - [FHWA Freight & Land Use Travel Demand Evaluation Report](#)
  - [Initiative Selector for Fostering Freight System Performance, Energy Efficiency, and Freight-Efficient Land Use](#)

# APPENDIX

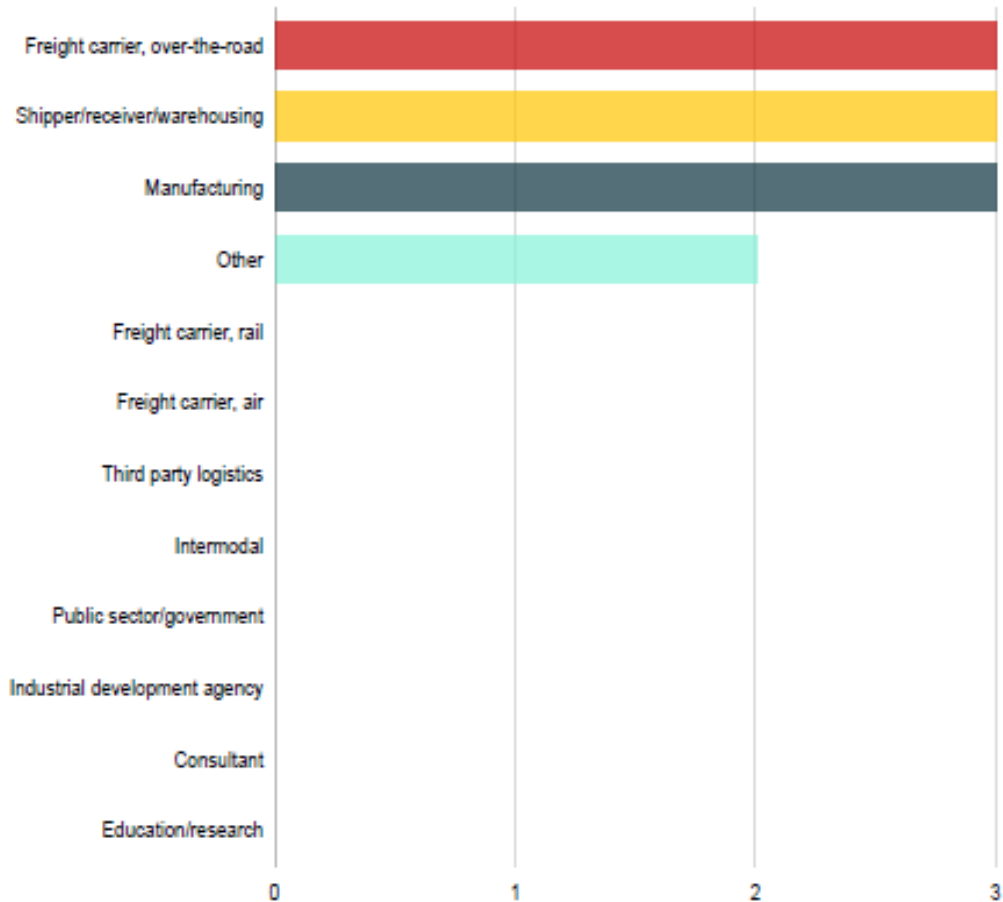
## Survey Outreach

As a supplement to this white paper, we developed a stakeholder survey to enhance our understanding of the freight operators in our region and gain insights into the challenges they encounter. We reached out to over fifty stakeholders through both phone and email to encourage them to take the survey. We received responses from eleven stakeholders. Their feedback is summarized below and will be used to guide our ongoing freight planning efforts. The survey can be found at the end of this summary.

Respondents included representatives from over-the-road freight carriers, shipping/receiving and warehousing companies, manufacturers, and Stewart Airport. All but one of the respondents primarily use trucking to transport freight; the other (Stewart Airport) uses air.

### 6. Which of the following best describes your affiliation with the freight/logistics industry? \*

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## Responses

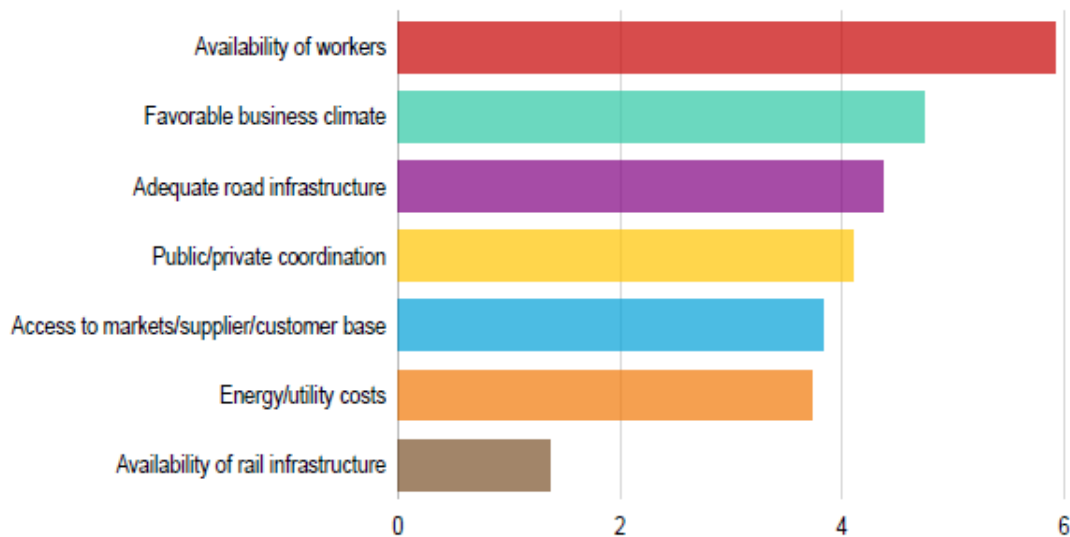
Evaluating the Mid-Hudson Valley's benefits to their business and/or the freight industry, respondents overwhelmingly cited the region's availability of workers as one of its strongest assets. Nine of the eleven respondents ranked this first or second of the seven options. The other two respondents listed worker availability as one of the area's least beneficial characteristics, reflecting that qualified workers may be hard to attract.

The region's business climate and road infrastructure were also valued, as more than half of respondents ranked these characteristics within their top 3 choices. However, some respondents listed these characteristics in their bottom 3 choices, suggesting differences of opinion about our business climate and road infrastructure quality.

Public/private coordination, access to markets, suppliers, and customers, and energy/utility costs received a mix of rankings, indicating that there is some room for improvement in these areas. Availability of rail infrastructure was ranked lowest of the listed options, which could reflect limited rail access and/or respondents' reliance on trucking rather than rail.

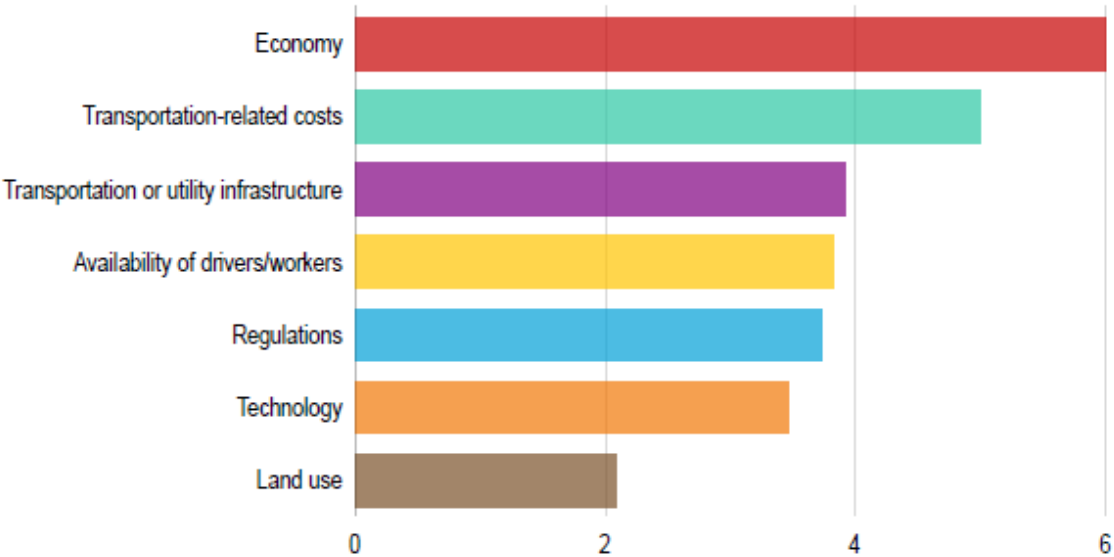
Elaborating on these responses, skilled workers were noted as one of the greatest near-term needs. Fuel, utility and driver costs were also noted as crucial factors for freight-related businesses. One respondent stated that the New York business climate leaves a lot to be desired, while another called attention to the need for adequate supporting infrastructure to expand freight service at Stewart International Airport.

### 7. Rank how beneficial these characteristics of the Mid-Hudson Valley region are to... \*



Stakeholders were asked to rank how a variety of challenges impact their business or the freight industry. The economy and transportation-related costs were overwhelmingly chosen as the greatest challenges. Transportation/utility infrastructure, availability of drivers/workers, regulations, and technology all received mixed rankings, while land use was ranked as the least impactful challenge. Multiple respondents commented on business costs due to fuel, insurance, driver pay, and regulations (and the selective enforcement of those regulations), and the challenges that these costs impose.

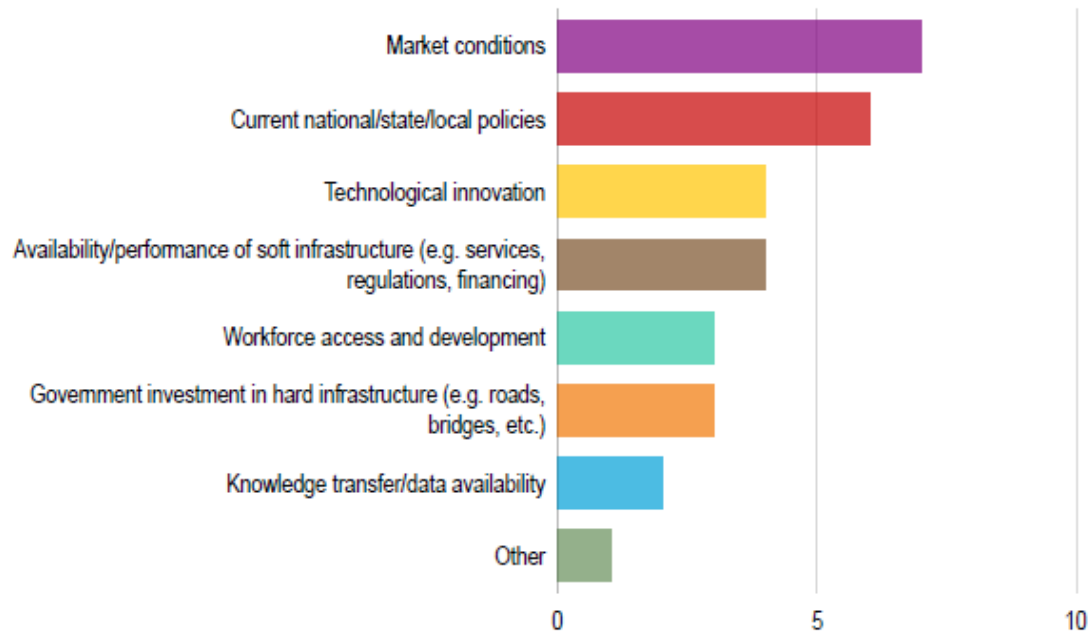
**9. Rank how these challenges are impacting your business/the freight industry. ★**



Stakeholders were asked what conditions they perceive as most impactful to the success of the region’s freight economy. The top two responses were market conditions and current national, state, and local policies. Technological innovation and the availability/performance of soft infrastructure (like services, regulations, and financing) were seen as contributing to the freight industry’s success in the region to a slightly lesser degree. However, some respondents selected technological innovation as most impactful, suggesting a greater importance to certain sectors.

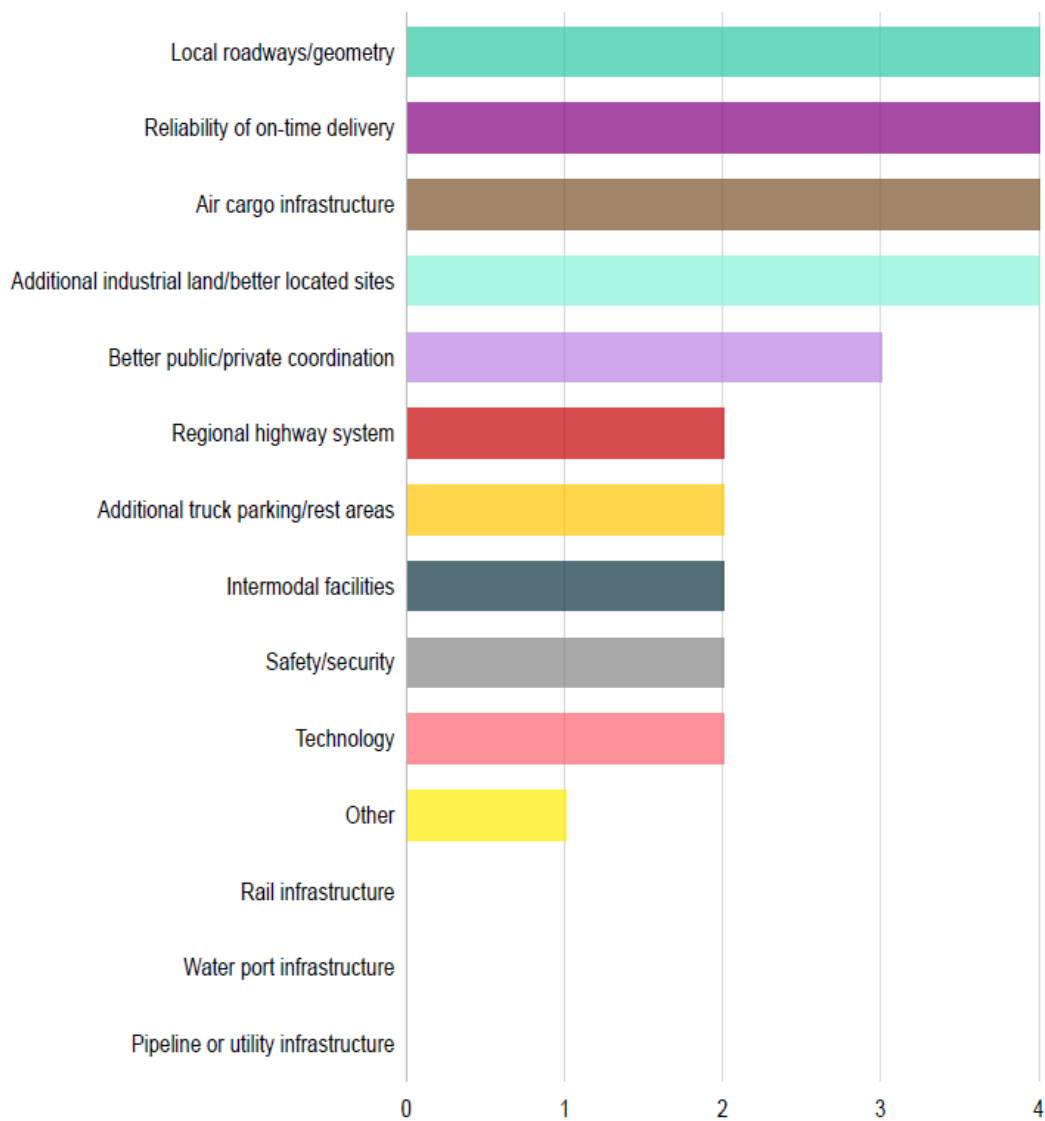
### 13. What has the greatest impact on the success of the freight economy in our region? \*

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When asked which aspects of the region's freight/logistics transportation system to focus on improving, the top responses were local roadways and geometry, the reliability of on-time delivery, air cargo infrastructure, and additional industrial land/better located sites.

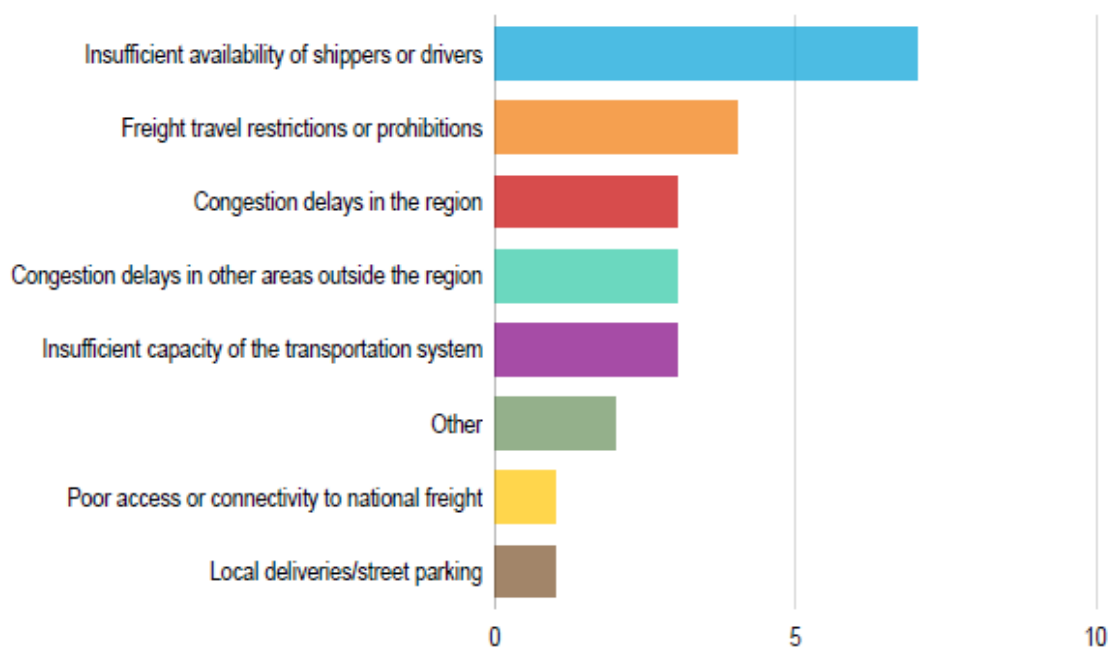
14. If you could improve the freight/logistics transportation system in the Mid-Hudson Valley... \*



When asked to define bottlenecks in the freight industry, the insufficient availability of shippers or drivers was identified as the most significant obstacle. Freight travel restrictions and prohibitions was second, followed by congestion delays (both within and outside of the region) and the insufficient capacity of the transportation system.



## 15. How would you define a bottleneck in your industry? \*



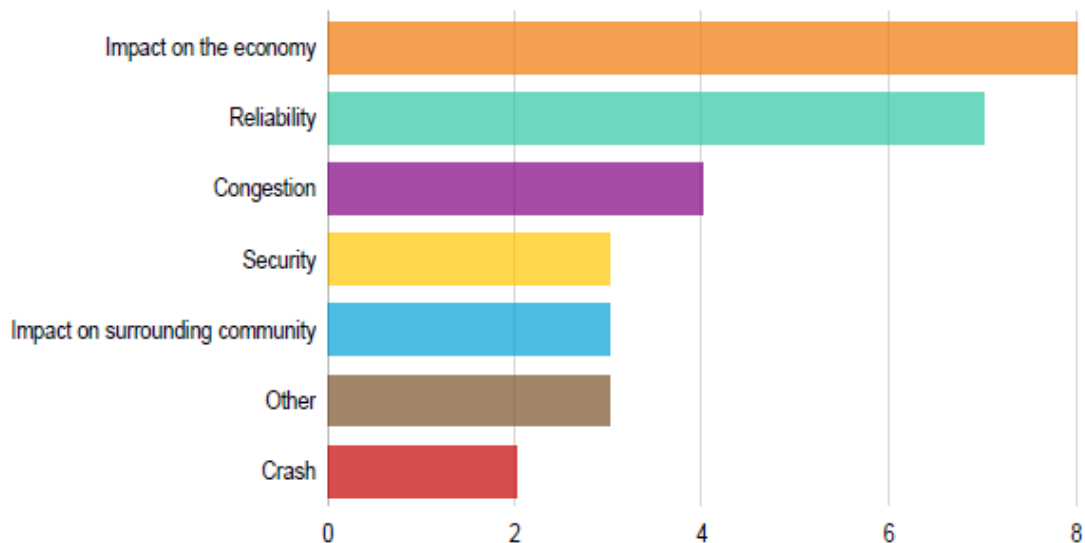
The survey asked respondents to identify problem areas on a map and describe the issue. Locations and descriptions included:

- Orange County, near Stewart Airport:
  - Interstate 84 maintenance
  - Local roadways and road geometry
  - Third-party supplier relationships
- Putnam County:
  - Traffic along Peekskill Hollow Rd between the Taconic State Parkway and Route 301
  - Transportation infrastructure near US Route 6 and the I-84/I-684 interchange in Brewster needs improvement
- Ulster County: Lack of services to Saugerties from Albany-area depots.
- Dutchess County: The cloverleaf intersection of 44/55 and Route 9 in Poughkeepsie lacks sufficient truck space for both outgoing deliveries and incoming freight on 53' trailers. This often causes load shifts due to congestion and size causing damage to inventory.

- New York City:
  - Mobility, truck restrictions, and loading locations near LaGuardia Airport and the Port Authority
  - Moving freight into and out of NYC

The survey asked what factors federal, state, or local governments should focus on when measuring the overall performance of the freight/logistics network. Participants identified the impact on the economy as the most important factor, followed closely by reliability. Congestion, security, impact on the community, and crash rates also received multiple votes.

18. When federal, state, or local governments measure the overall performance of the... \*



Most respondents were cautiously optimistic about the future of the freight and logistics-related economy in the Mid-Hudson Valley. One respondent anticipated marginal growth, with increased costs to stay in business. Another predicted a decreasing number of freight carriers, which would drive up costs and decrease reliability. One stakeholder predicted the need for more local distribution hubs due to increasing reliance on online ordering and home delivery, and the need for significant infrastructure improvements to accommodate the growing electrification of private and commercial vehicle fleets.

The survey allowed stakeholders to raise other issues or expand on previous responses regarding the freight industry. One respondent expressed concern about the lack of commercial truck parking spaces in densely populated areas, which may restrict the delivery of goods to local businesses. Increasing costs were also noted, including higher union labor and fuel costs as well as equipment repair and replacement costs, and newer emissions regulations that have

increased vehicle operating and maintenance costs. This respondent stated that costs for insurance, fuel, labor, and vehicles are significantly higher in our area than in surrounding areas.

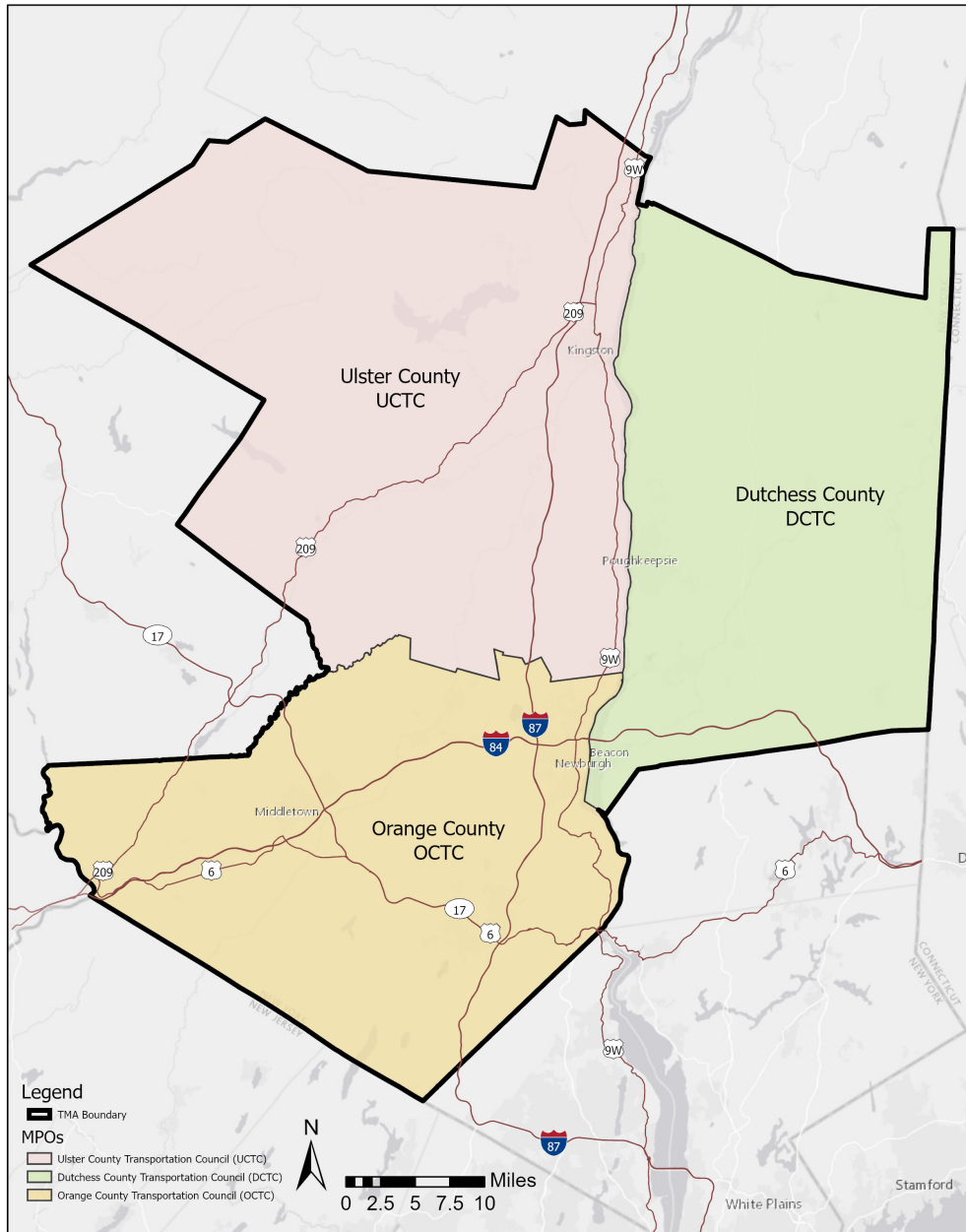
# Mid Hudson Valley - Regional Freight Plan Stakeholder Survey

Please take 10-15 minutes to fill out the Regional Freight Plan Stakeholder Survey below. Your input is appreciated!

For more information check out our [website](#) or reach out to your local MPO:

- DCTC - [dctc@dutchessny.gov](mailto:dctc@dutchessny.gov)
- OCTC - [octc@orangecountygov.com](mailto:octc@orangecountygov.com)
- UCTC - [uctc@co.ulster.ny.us](mailto:uctc@co.ulster.ny.us)

Map of the current Mid-Hudson Valley Transportation Management Area (TMA)



1. First and Last Name

**2. Business/Organization Name**

**3. ZIP Code**

**4. Email**

**5. Phone Number**

**6. Which of the following best describes your affiliation with the freight/logistics industry?**

Freight carrier, over-the-road

Freight carrier, rail

Freight carrier, air

Shipper/receiver/warehousing

Third party logistics

Intermodal

Public sector/government

Industrial development agency

Manufacturing

Consultant

Education/research

Other

### 7. Rank how beneficial these characteristics of the Mid-Hudson Valley region are to your business/the freight industry

Rank the following (1 - most beneficial; 7 - least beneficial).  
Click on an item and drag it to your desired placement.

Public/private coordination

Energy/utility costs

Availability of rail infrastructure

Favorable business climate

Access to markets/supplier/customer base

Availability of workers

Adequate road infrastructure

Reset

### 8. Why did you select this order? Are there other benefits not listed?

1000

### 9. Rank how these challenges are impacting your business/the freight industry.

Rank the following (1 - highest impact; 7 - lowest impact).  
Click on an item and drag it to your desired placement.

-  Regulations
-  Economy
-  Transportation or utility infrastructure
-  Technology
-  Transportation-related costs
-  Availability of drivers/workers
-  Land use

Reset

### 10. Why did you select this order? Are there other challenges not listed?

1000

### 11. What is the primary mode of freight used by your business?

- Truck
- Rail
- Water

Air

N/A

Other

**12. What types of goods are you moving? What types of vehicles do you use?**

1000

**13. What has the greatest impact on the success of the freight economy in our region?**

Please select up to 3.

Current national/state/local policies

Workforce access and development

Market conditions

Technological innovation

Knowledge transfer/data availability

Government investment in hard infrastructure (e.g. roads, bridges, etc.)

Availability/performance of soft infrastructure (e.g. services, regulations, financing)

Other



**14. If you could improve the freight/logistics transportation system in the Mid-Hudson Valley region, what would you focus on?**

Please select up to 3.

Regional highway system

Local roadways/geometry

Reliability of on-time delivery

Additional truck parking/rest areas

Rail infrastructure

Water port infrastructure

Air cargo infrastructure

Pipeline or utility infrastructure

Intermodal facilities

Safety/security

Technology

Additional industrial land/better located sites

Better public/private coordination

Other

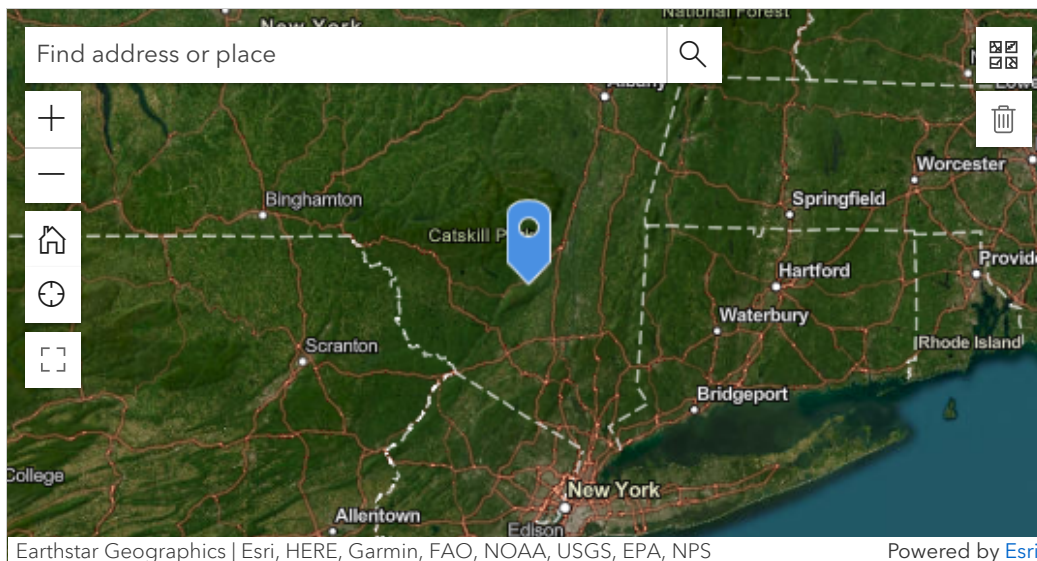
### 15. How would you define a bottleneck in your industry?

Please select up to 3.

- Congestion delays in the region
- Congestion delays in other areas outside the region
- Insufficient capacity of the transportation system
- Poor access or connectivity to national freight
- Insufficient availability of shippers or drivers
- Freight travel restrictions or prohibitions
- Local deliveries/street parking
- Other

### 16. Based on the question above, select your top problem area or pinch point on the map below.

Use the +/- buttons to zoom in or out; click on the map to place the pin on a specific location



**17. Please describe the problem area identified in the map above and describe any other areas that may also be of importance.**

1000

**18. When federal, state, or local governments measure the overall performance of the freight/logistics network, what factors should they focus on?**

Select up to 3.

- Crash rates
- Reliability
- Congestion
- Security
- Impact on surrounding community
- Impact on the economy
- Other

**19. What do you think the freight/logistics-related economy in our region will look like in 5 years?**

1000

20. What other thoughts/questions/issues do you have?

1000

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