

**To:** CRCOG Transportation Committee  
**From:** Cara Radzins, Principal Transit Planner  
**C:** Jennifer Carrier, Director of Transportation  
**Date:** November 28, 2016  
**Subject:** Freight Planning Update

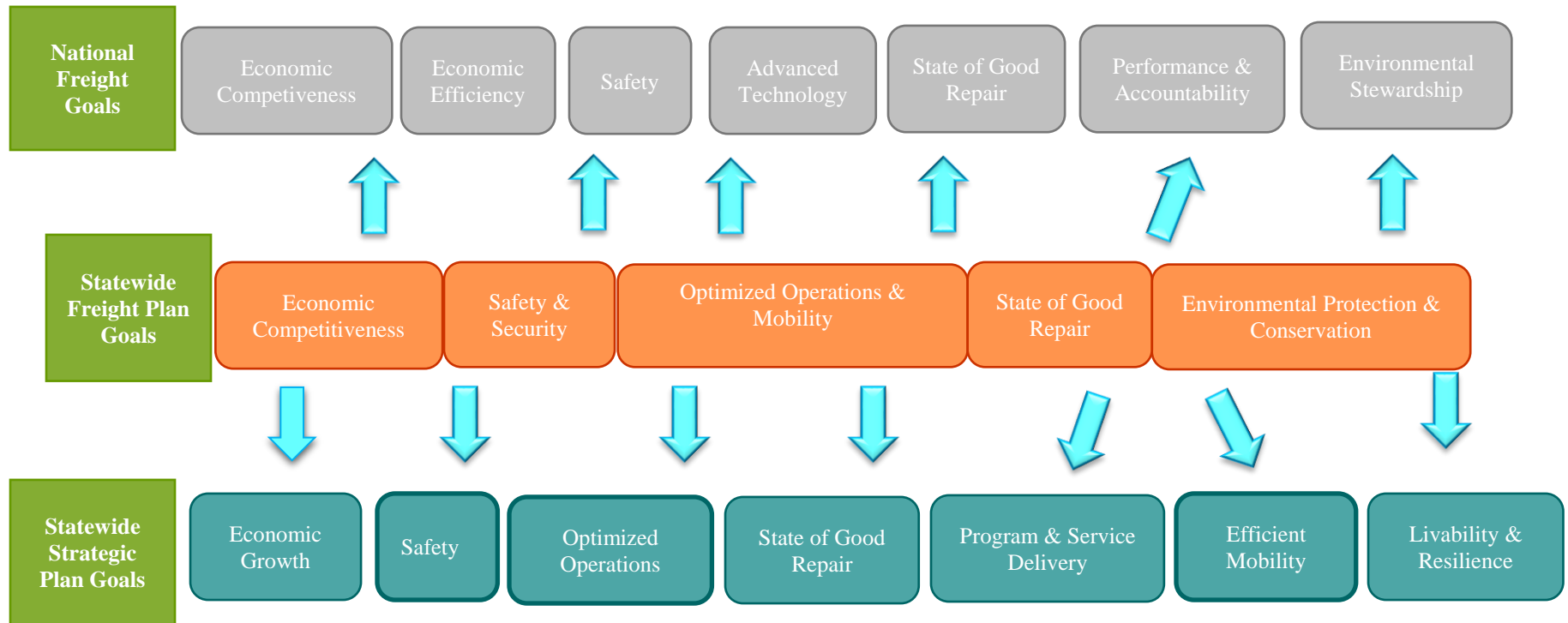
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The Connecticut Department of Transportation (CTDOT) is developing a comprehensive, multi-modal Statewide Freight Plan. This effort will support economic development, position the State to pursue freight-supportive projects, and benefit goods movement within Connecticut and throughout New England. A full draft of the Plan is expected to be available in July 2017. In support of this effort, CRCOG is in the process of reviewing the goals and objections for the Plan as well as a statewide commodity flow analysis that has been developed by CTDOT.

The draft goals and objectives are attached to this memo for your review, and the commodity flow analysis is available for download at <http://www.ct.gov/dot/FreightProgram>. We invite you to submit written comments on these documents to CRCOG by **December 30, 2016**.

If you have any questions about this effort or would like to submit comments on the available documents, please contact [cradzins@crcog.org](mailto:cradzins@crcog.org) or (860) 522-2217 x 233.

## Alignment of Draft CTDOT Freight Plan Goals with CTDOT's Draft Strategic Plan and National Freight Goals



National Freight Goals	Connecticut Freight Goals				
	Economy	Safety	Operations & Mobility	Maintenance	Environment
Enhance efficiency, productivity, competitiveness	✓	✓	✓	✓	
Improve safety, security, & resiliency	✓	✓	✓	✓	✓
Improve state of good repair	✓		✓	✓	
Use advanced technology to improve operations	✓	✓	✓		✓
Practice environmental stewardship and reduce adverse community impacts	✓	✓	✓	✓	✓
Reduce congestion	✓	✓	✓	✓	✓

The 2015 passage of the current federal surface transportation legislation, *Fixing America's Surface Transportation Act* (FAST Act), brings a new focus on the importance of goods movement to the U.S. economy. The Fast Act establishes a new formula program for highway freight projects, emphasizes the need to address large-scale projects of national and regional significance by establishing a new competitive grant program, and improves upon the National Freight Network created under the *Moving Ahead for Progress in the 21<sup>st</sup> Century Act* (MAP6-21). The Connecticut Department of Transportation's Statewide Freight Plan will serve as a guideline for investing in projects that will enhance the efficiency and effectiveness of the transportation system and serve to further the National freight policy goals of economic competitiveness and efficiency; congestion reduction; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competitive and accountability in the operations and maintenance of the network, and mitigation of environmental impacts.

## **Connecticut Department of Transportation Freight Plan Goals and Objectives**

### **Goal: Economic Competitiveness and Efficiency**

**Objective:** Support economic competitiveness, efficiency, and development through investment in the freight transportation system. Work with the appropriate state and Federal agencies and the private sector to identify needs and deficiencies that impact the freight network.

**Performance Measure:** % of businesses within 5 miles of CT's primary freight network; Number of businesses with active rail sidings; Gross State Product; Tons, ton-miles, value of major commodities; Annual Tons of Cargo landed at Bradley Airport

### **Goal: Safety and Security**

**Objective:** Enhance the safety and security of the freight transportation system in all modes. Decrease incidents and improve the outcome of incidents.

**Performance Measure:** Number of truck-involved accidents annually/VMT; Number of accidents all modes annually

### **Goal: Optimized Operations & Mobility**

**Objective:** Ensure adequate capacity and operational efficiency of the freight system in CT. Support the use of Intelligent Transportation Systems and technologies. Enhance the efficiency of the movement of goods into, out of, and throughout the State. Improve the mobility of freight traffic throughout the freight network.

**Performance Measure:** Suitable for oversize/overweight; Number of Oversize/overweight permits per year, number retrieved automatically; % of Interstate System Providing for Reliable Truck Travel Times; % of Interstate System Mileage Uncongested; V/C Ratio, Level of Service; % and number of railroad bridges that meet 286K capacity; % of mileage with double stack capacity

### **Goal: Maintain a State of Good Repair**

**Objective:** Proactively maintain freight system infrastructure to preserve CTDOT's capital investments and accommodate freight traffic and activity. Aim to improve the resilience of the freight system to extreme events or changes in travel demand. Strengthen bridges beyond State of Good Repair to accommodate oversize/weight vehicles and improve functionally obsolete structures on key truck routes and the freight network.

**Performance Measure:** % of bridges meeting truck weight standards on all state maintained routes; % of bridges meeting truck weight standards on truck routes; % of Freight Network with Good Ride Quality% and Number of structurally deficient bridges on truck routes; structural capacity of pavements to support freight (equivalent to bridge load rating)

### **Goal: Environmental Protection & Livability**

**Objective:** Ensure that improvements to the freight system do not negatively impact the environment and help improve the quality of life for CT residents and visitors. Accommodate resiliency and adaptation to extreme weather/climate change/flooding inundation.

**Performance Measure:** Total Emission Reductions for each CMAQ Criteria Pollutant and Precursor currently being reported in Connecticut. Metric tons of US EPA regulated criterion pollutants produced daily in the corridor; Hazmat spills