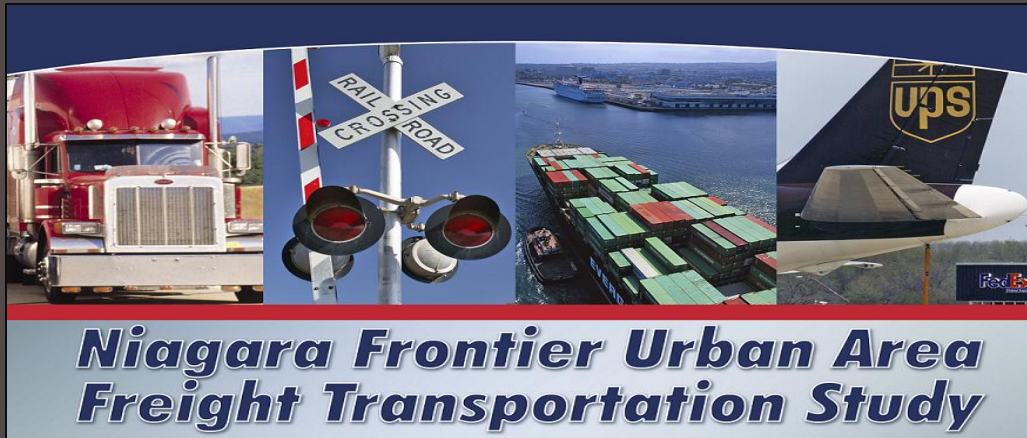


Planning for Freight in Metropolitan Areas



MPO ISSUES PLANNING FOR FREIGHT

- **Small Staff Size**
 - Freight planning almost demands a full time position
 - Research, analysis, grant applications, project selection and programming
- **Training**
 - Where to get it
 - What is available
 - Training budgets
- **Data**
 - Availability
 - Ownership
 - Level of detail
- **Funding**
 - Surveys
 - Consultants
- **Public Perceptions**
 - Get public to accept transportation projects they can't see or don't use
 - Stereotypes (trains, brownfields, ports, etc)

FREIGHT GOALS AND OBJECTIVES

- **Mobility and Reliability**
 - Move goods quick and cost effective
- **Environmental Improvement**
 - Reduce air and noise pollution, reduce fuel use
- **Economic Stability and Competitiveness**
 - Generate jobs and economic activity
- **Safety**
 - Reduce congestion and accidents
- **Security**
 - Post 9/11 border crossing and customs issues
 - Address threats, close vulnerabilities and train emergency responders

PURPOSE AND BACKGROUND OF STUDY

- ⦿ What are the freight implications of the dramatic shift in economic base over past thirty years?
- ⦿ What demographic, economic and commodity flow data is available for past, present and future?
- ⦿ Can the Niagara Frontier once again become a significant freight transportation hub?
- ⦿ Can our existing air, port, rail and highway infrastructure play a critical role meeting the region's freight transportation needs?
- ⦿ Are there any major freight bottlenecks in region?
- ⦿ What are the modifications and improvements that need to be made to improve the existing freight network?
- ⦿ Can we move long distance freight from trucks to more efficient modes that use less fuel, reduce highway congestion and cause less pollution?
- ⦿ How can we leverage freight investments into economic development opportunities?

SCOPE: WORK TASKS

- 1. Establish a Benchmark of Existing Freight Demand, Capacity and Operating Characteristics**
- 2. Describe the Existing Economy of the Niagara Frontier Region and the Relationship between the Niagara Frontier's Freight Transportation System and its Economy, and Analyze Transportation's Impact on Economic Growth**
- 3. Estimate the Current Level of Cross-Border Trade Between the Niagara Frontier and Canada for Five-Year Increments Through 2025. Examine the Origin/Destination, Including Transshipment Points Near Border Areas of Cross Border Freight Movement.**

SCOPE: WORK TASKS

- 4. Determine Projected Freight Levels in the Niagara Frontier Region for Five-Year increments through 2025.**
- 5. Look at amount of container traffic in/out/through region**
- 6. Assess the Local Transportation System's Ability to Accommodate Future Freight Growth**
- 7. Develop Project or Program Proposals that Address Future Freight Transportation Needs**
- 8. Provide an Analysis of Public vs. Private Benefits of the Proposals and a Sensitivity Analysis of Their Impact on the Future Economy of the Area.**

STEERING COMMITTEE

- Erie County
- Niagara County
- Erie County Industrial Development Agency
- NYSDOT Central Office and Region 5
- Ministry of Transportation Ontario

STUDY FINANCING

■ Funding Sources

- \$650,000 FHWA State Planning and Research (SPR) Funds
 - 2% Mandatory Set Aside from State Apportionments (IM, NHS, STP, CMAQ, Bridge, HSIP)
 - 1.5% for Planning
 - .5% for Research (Minimum)
 - 80% federal and 20% state matching funds
- \$32,000 from Empire State Development Corp.



CONSULTANT SELECTION

- Four (4) responses to RFP
- Steering Committee made selection
- Wilbur Smith and Associates
 - iTRANS
 - Clough Harbor & Associates
 - World Trade Center Buffalo Niagara
 - Roberta Weisbrod

KEY FINDINGS - FREIGHT FLOW ANALYSIS

Highway	Rail	Maritime	Air
<ul style="list-style-type: none"> •17% int'l overhead, 10% domestic overhead •9 million more truck trips expected by 2035 •Highest growth in inbound, int'l overhead 	<ul style="list-style-type: none"> •Mostly overhead •Inbound traffic – coal largest •Outbound traffic – waste/scrap, chemicals 	<ul style="list-style-type: none"> •Far lower volume than rail or highway •Range of commodities, incl. coal, limestone, cement & concrete, asphalt, tar & pitch, sand & gravel, coal coke, wheat 	<ul style="list-style-type: none"> •BNIA ranked 73rd in air cargo tonnage in 2007 •NFIA struggles to attract new air cargo •Automotive components and medical devices often shipped as air cargo •Region just does not produce many high value, time sensitive items requiring air transport

INFRASTRUCTURE ASSESSMENT

Highway	Rail	Maritime	Aviation
<p><u>Strengths:</u></p> <ul style="list-style-type: none"> • Fluid truck movements to economic centers • No major bottlenecks <p><u>Weaknesses:</u></p> <ul style="list-style-type: none"> • No identified truck route system • Pollution / Fuel / Capacity Issues • Customs Issues • Driver shortages • HOS rules 	<p><u>Strengths:</u></p> <ul style="list-style-type: none"> • Major east/west connections, connections to Canada <p><u>Weaknesses:</u></p> <ul style="list-style-type: none"> • Terminal capacity • Congested bridges / main lines • Inadequate competition / access • Resiliency • Deferred maintenance (Short Lines) 	<p><u>Strengths:</u></p> <ul style="list-style-type: none"> • Inactive marine terminals provide potential capacity • Abundant land • Rail connections at many terminals <p><u>Weaknesses:</u></p> <ul style="list-style-type: none"> • Lack of marketing to other ports/need for some type of port authority • Infrastructure improvements would be needed for container, RO-RO, or expanded bulk service 	<p><u>Strengths:</u></p> <ul style="list-style-type: none"> • Proximity to major Interstates • Room for expansion • Proximity to border crossings and Canadian markets <p>• Foreign Trade Zones - FTZ 23 (BUF) and FTZ 34 (IAG)</p> <p><u>Weaknesses:</u></p> <ul style="list-style-type: none"> • Limited belly space capacity for freight forwarders. • Backhaul remains issue • Int'l Competition • Lack of marketing

LOGISTICS CENTER / FREIGHT VILLAGE

Opportunities exist for the Buffalo-Niagara to leverage its freight transportation and real estate assets to stimulate regional economic growth

❑ Multi-site Economic Development Initiatives

- ❑ Railroad Intermodal Terminals
- ❑ Satellite Marine Terminals (PIDN)
 - ❑ Buffalo Intermodal Container Transfer Facility (CSX)
- ❑ Multimodal Logistics Parks
- ❑ Trade Processing Centers
- ❑ Consolidated warehousing, distribution, logistics, staging, pooling and service facilities

❑ Several possible locations in region



FREIGHT STAKEHOLDERS FORUM

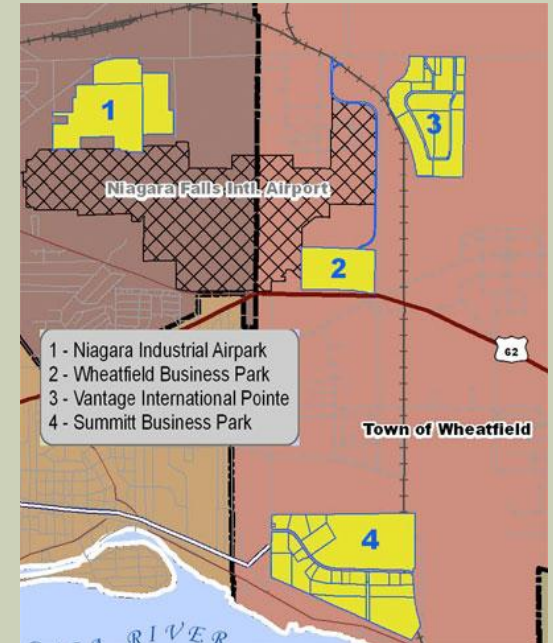
- Held April 29 at Buffalo-Niagara Marriott
- Public and Private sector represented
- Purpose
 - Review study progress to date
 - Review identified issues and potential projects
 - Get stakeholder feedback via small group discussion
 - Provide feedback loop for TM 4 and 5 project recommendations



FREIGHT FORUM DISCUSSIONS

■ Aviation

- Niagara Falls International Airport (NFIA)
 - Would like to see the study assess the air cargo needs, not only of Buffalo and Erie counties, but also within the Toronto area.
 - Look at the Greater Toronto Area (GTA) as a potential source of international air freight backhaul. For example, significant volumes of perishable commodities are shipped from Southern Ontario by air freight.
 - NFIA could pursue all-cargo aircraft service but this is highly competitive. Marketing strategy needed to promote airport (long runway, excess capacity, low landing fees, room for expansion, etc.) and recommend needed improvements.
 - Need to address Canadian air freight needs



FREIGHT FORUM DISCUSSIONS

■ Marine Ports

- While infrastructure exists, there has been difficulty marketing it
- Need some type of organization for marketing and recommending facility improvements
- Opportunity for increased Great Lakes shipping between US and Canadian ports
 - Potential to take thousands of trucks off the road
 - Barges/ships are environmentally friendlier and much more energy efficient than trucks or trains
 - What type of facility / improvements would be needed should be included in study / future study



FREIGHT FORUM DISCUSSIONS

■ Highway

- Examine Intermodal / highway connections
 - Potential Logistics Center(s)
 - Tiftt St connection to I-190 (South Buffalo BOA)
- Study needs to discuss the importance of the Continental I (North-South) Corridor
- Show how cross-border delays have been reduced using improvements in information technology



FREIGHT FORUM DISCUSSIONS

■ Rail

- Need for truck-rail transfer facilities
- Don't just look at container (intermodal) freight – also is an opportunity for increased bulk traffic (steel, lumber, etc.)
- Need to ensure international connections to any potential logistics facility
- International bridge has height limit and will not be able to accommodate double stacked containers. What other options are available?
- Access issues between Class I's and Short Lines due to lack of direct connections and interchange tracking
- Address delays crossing Buffalo River (CP Draw, other river crossing options)



STUDY PROGRESS

- **Technical Memorandums**
 - 1- Economic Development and Growth Evaluation
 - 2 - Freight Transportation Systems Profiles
 - 3 - Freight Transportation Market Profiles
 - 4 - Freight Transportation Needs
- **Freight Improvement Resource Guide**
 - Outlines major freight issues and potential solutions
- **Meetings**
 - Steering Committee (2)
 - Stakeholder Forums (2)
- **Software**
 - CIMS (Commodity Information Management System)
- **Mobile Tours**
 - Port of Hamilton, Ontario
 - Port of Buffalo/Old Bethlehem Steel property

PATH FORWARD

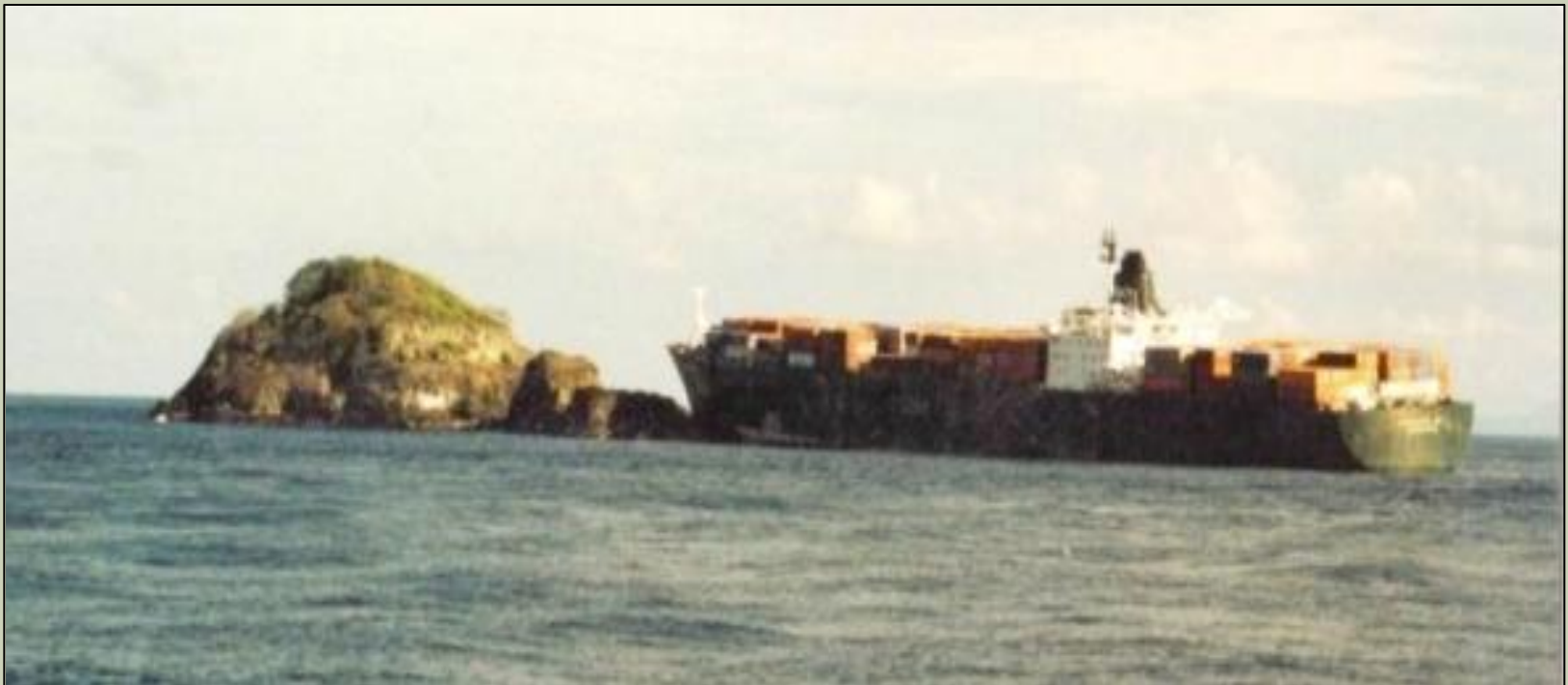
- Tech Memo #5 DRAFT – June
 - Cost / Benefit and sensitivity analysis
- Tech Memo #5 FINAL – July
- Final Report (DRAFT) – July
- Steering Committee review
- Final Report – August
- Presentation to Steering Committee
- Implementation of Recommendations
 - Integration of select projects into TIP
 - Investigate and apply for additional funding sources
 - Continue to work with private sector
 - Stakeholders Forum
 - Partnership's Logistics Council
 - Conduct additional studies/updates if necessary

PATH FORWARD

- **Tech Memo #5 DRAFT – June**
 - Cost / Benefit analysis of proposed projects
- **Tech Memo #5 FINAL – July**
- **Final Report (DRAFT) – July**
- **Final Report and Presentation – August**
- **Implementation of Recommendations**
 - Integration of select projects into TIP
 - Investigate and apply for additional funding sources
 - Continue to work with private sector
 - Stakeholders Forum
 - Partnership's Logistics Council
 - Conduct additional studies/updates if necessary

LESSONS LEARNED

Keep steering toward your goal!



LESSONS LEARNED

Don't get stuck on funding issues!



LESSONS LEARNED

Be aware of existing and new financing opportunities



LESSONS LEARNED

Don't get bogged down in data!



LESSONS LEARNED

Yield to local expertise!



LESSONS LEARNED

Expect the Unexpected!



LESSONS LEARNED

Set Realistic Timelines and Milestones



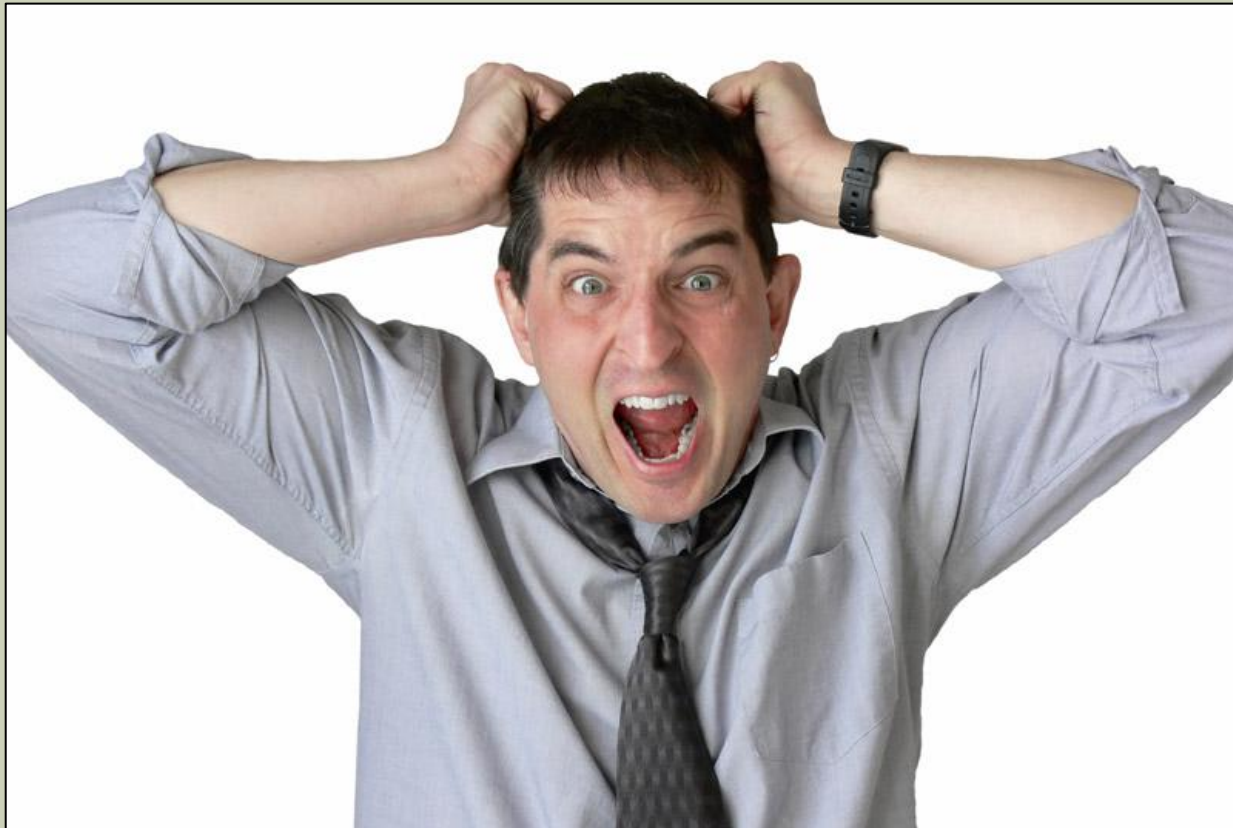
LESSONS LEARNED

Set and Enforce Penalties on Late or Subpar Work



LESSONS LEARNED

Don't Get Frustrated!



REMEMBER - ANYTHING IS POSSIBLE!

(...but not always advisable!)



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