

# NYSAMPO Freight Working Group

## Conference Call

December 10, 2014, 10:00 am – 11:30 pm

### Meeting Summary

#### Attendees

BMTS - John Sterbentz

CDTC - Chris Bauer

ECTC - Jerry Cresse

GBNRTC - Rich Guarino

GTC - Jody Binnix

NYMTC/Chair - Howie Mann, Maria Garcia, Jeff Rick

OCTC - Ashlee Long

PDCTC - Jen Coccozza

SMTC - Mike Alexander

NYSDOT - David Rosenberg, Vanessa Sari

FHWA - Maria Chau, John Formosa, Vidya Mysore

RSG - Peter Plumeau

RSG - Christine Sherman

#### Discussion Items:

1. **Welcome and Changes to the Agenda – Howie Mann, NYMTC**
2. **Review/Acceptance of Notes of September 2014 Working Group Call – Howie Mann, NYMTC**
  - Accepted meeting notes from September.
  - Today's guest speaker is Vidya Mysore with FHWA.
3. **Presentation and Discussion of FHWA Freight Analysis Framework (FAF) – Vidya Mysore, FHWA Resource Center**
  - See attachment #1 for the "Freight Analysis Framework Version 3 Overview and Future Updates" presentation.
  - FAF3 is more than a model: it is an integrated database. Current FAF is based on 2007 data and estimated to 2040. 2015 is a forecasted year based on 2007 data. It was mainly built to support macro-economic concepts. It uses Bureau of Economic Analysis statistical areas.
  - FAF data is best suited for use in assignment of travel distances of 50 miles or higher. FAF should be seen as an interregional tool than rather than intraregional. (FAF should not be used for local road flows or to account for seasonal variation.)
  - FHWA updates FAF data using provisional data from the Census in conjunction with the 2007 base FAF data.
  - In order to translate FAF macro level data to the regional level, MPOs need to hone in on freight market characteristics at the local level.
  - FAF 3.5 will be available early 2015 with 2013 provisional data.
  - FAF 4.0 will be available late summer/early fall 2015 and will include CFS 2012 data. FAF 4.0 network assignment will not be available until early 2015.
  - FHWA anticipates that FAF 5.0 will be a behavior-based Freight Flow Model.
  - Maria: FAF does not include other countries. Is that a consideration for future FAF? Being a border state with our number one trading partner, we in NY would like to know about interactions with the Canadian side.
    - o The new FAF 4.0 sectors could potentially increase from the current eight international regions to include more regions, especially on a continental scale. It will be dependent on world trade data procurement and validation. This is a priority for FHWA.

- Howie: To make a point of clarification, you indicated that FAF is “domestic.” Does this mean that value and weight information is only available for domestic export/import shipments?
  - o Slide 10 helps to clarify the eight international gateways. The database from these gateways is clipped based on legalities. FAF data contains the value and weight of the commodities to/from these specific border areas.
- Howie: What is the difference between Transearch data and FAF data?
  - o The difference between FAF and Transearch with regard to the notion of domestic regions is that TRANSEARCH provides a more complete picture of the mode transitions for commodities. FAF is a linked database, meaning it reports a commodity moved between zones based on whichever mode it is on for the longest percentage of the trip. It does not account for the mode transfer. Transearch, on the other hand, is an unlinked database that accounts for intermodal exchanges in route to the final destination and can be boiled down to the county-level.
- Mike: Using Syracuse as an example, we are challenged in that we are located in the middle of the state and therefore are included in the “remainder of the state” area for the FAF database. What can we do to disaggregate data down to our region?
  - o In this case, FAF data will need to be coupled with on-the-ground data. For example, the Savannah MPO had three counties located within a FAF region and another three counties outside of a FAF region. They used the FAF zone data and then blended the rest of the GA data with “ground-truthing.” They looked at the three counties aggregated with the state to determine the types of businesses in these areas so they knew which commodities to focus on. ***Vidya will provide link to the web presentation given on the Savannah MPO application of FAF data.***
- ***Maria C. will provide future FAF updates on FWG teleconferences.***
- ***The group will consider bringing Vidya back to provide a FAF update in 2015.***
- 4. Discussion of Freight Working Group Work Program for 2015 – Howie Mann, NYMTC**
  - See attachment #2 for the 2014 NYSAMPO FWG program.
  - The FWG needs to update this document for 2015.
  - The group has four major categories of focus over the past year:
    - o Knowledge transfers: We are doing well with hosting presentations at quarterly meetings.
    - o Integration: We do a good job of working with our Federal and State representatives in each teleconference. Our FHWA and NYSDOT representatives always step up and provide services from our State and Federal governments.
    - o Coordination: We could focus on this to a greater degree in 2015. In our 2014 work program we mentioned: conducting a statewide conference of NYSDOT and MPO freight planners, which we did in Buffalo and NYC. This task should also include participation in integrated planning initiatives to collaborate across MPOs.
    - o Formulate and implement a public outreach/public involvement freight education program: We should talk more about how we can extend outreach to private freight partners and stakeholders.
  - What could our goals/objectives be for 2015?
    - o Jody: The FHWA Freight Academy is very helpful but expensive. It could be good for the NYSAMPO to support education by sponsoring attendance from MPO members.
    - o Jerry: Look at the previous work plan, it suggests strengthening the collaborative processes where available (i.e. coordination with the data/modeling group). A theme could be finding collaborative activities in the state to help us learn from one another.
  - ***All members should send their input on the Work Plan update to Howie and Peter by COB on Friday, December 12. Howie/Peter will distribute the revised Work Plan for review and comment once finalized.***

**5. Update on Federal Activities – Maria Chau, FHWA NY Division**

- Response to question regarding a potential Freight Partnership Six: Not sure about the scheduling or timing of a Freight Partnership meeting. The last meeting was 2013. They typically occur every two years. This meeting is partnered with AASHTO and is very beneficial for those who attended.
- ***Maria will keep the FWG updated on the potential for a Freight Partnership Six meeting.***

**6. Updates on NYSDOT Freight Plan and MPO Freight Plans – David Rosenberg, NYSDOT, and working group members**

- Dave: The NYSDOT Freight Plan contract negotiations are finished and the contract should be executed within four to six weeks. We are looking at an early 2015 kick off.
- Howie: We are working our way through the contractual process for the NYMTC Freight Plan. The full freight plan will kick off in early 2015. I will be the project manager and will provide more information at the next teleconference, including the scope of work.
- Chris: CDTC kicked off the Freight Plan. Three of the Class 1 railroads came to the meeting. We are in the data collection/stakeholder engagement process and will not have significant deliverables during the holidays. In the New Year we will start sharing experiences with the FWG. Additionally, we have been involved in a SHRP2 local freight data project. We are on the second of four data collection tasks. ***At the next meeting CDTC could give a short presentation on experiences with the SHRP2 effort.***
- Rich: Buffalo is in the process of forming the non-profit International Trade Gateway Organization. We are working on marketing, website development, identifying an executive director, and fundraising activities. ***GBNRTC could provide an update on this at the next meeting.***

**7. Roundtable – Members Share Items of Interest**

- Howie: The Capital District received news that the Delaware/Hudson rail line serving the Capital to Montreal was sold to Norfolk Southern (NS) from Canadian Pacific. This will create direct access to New England and Pennsylvania from the region.
- Rich: NS submitted an application to NYSDOT to approve one of their freight facilities, which would improve conditions for when Portage Bridge is completed and operations expand along the Southern Tier route.

**8. Topics/Focus for Next Call**

- ***Provide any topics of interest to Howie or Peter before the next meeting.***
- ***Will include the North Jersey Transportation Planning Authority presentation on the next call.***

**9. Set Next Call Date/Time**

- The next call will be held March 2015.
- ***Peter will send a Doodle poll to request availability at that time.***

**10. Adjourn**

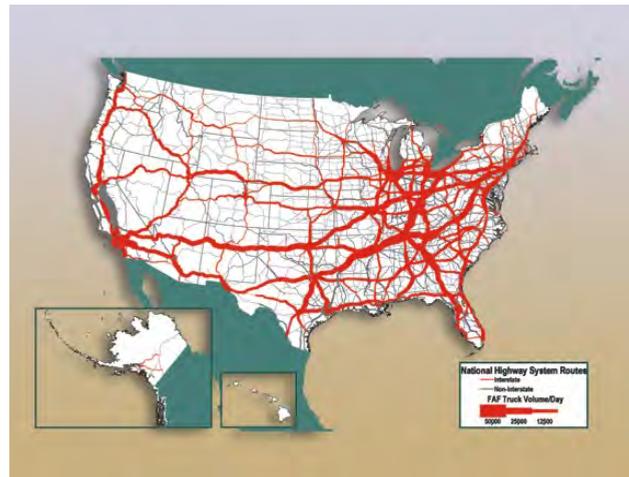
**Attachment #1**

**“Freight Analysis Framework version 3 Overview and Future Updates”**

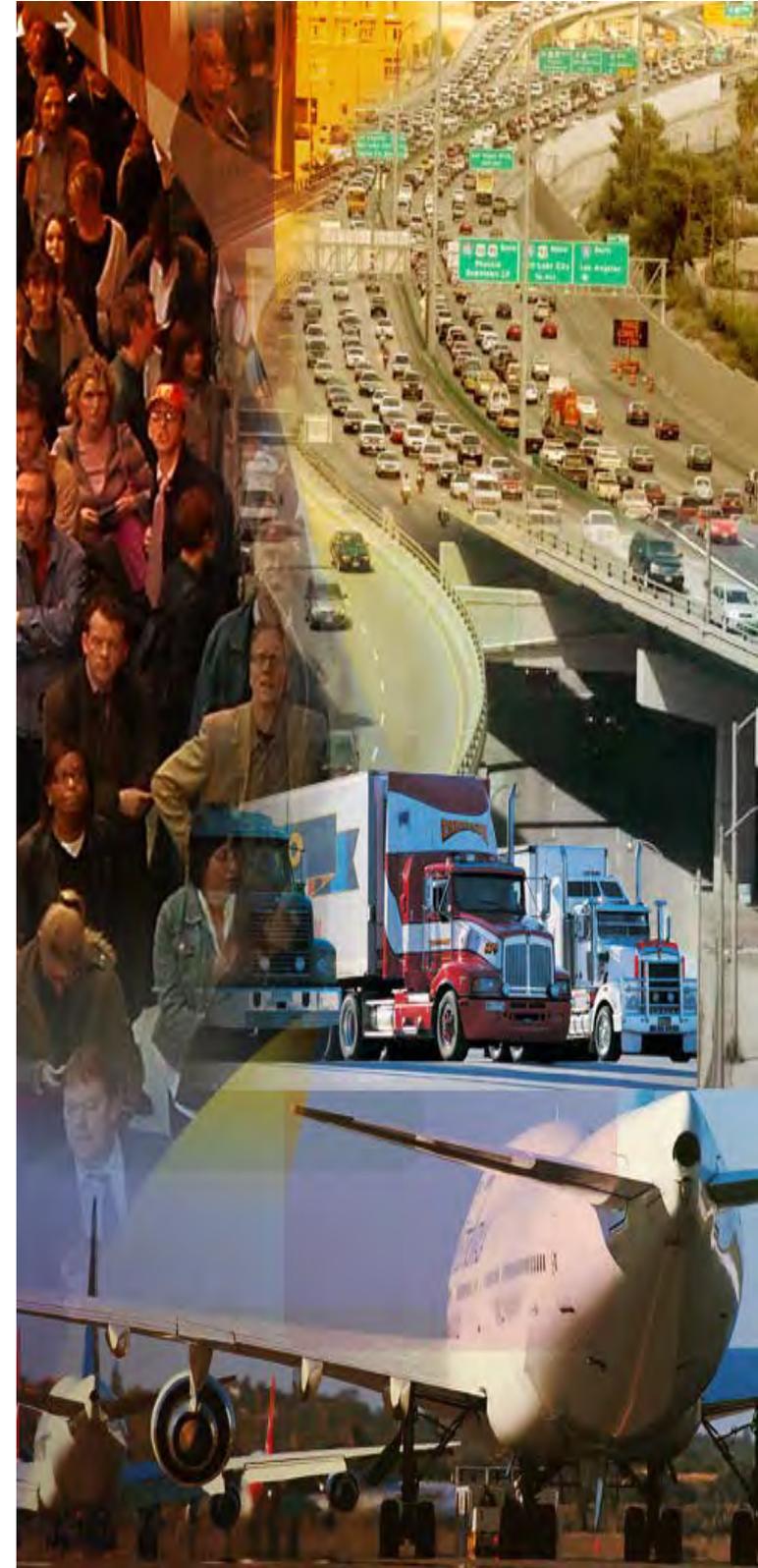
**Presentation by Vidya Mysore**

# Freight Analysis Framework version 3 Overview and Future Updates

*Vidya Mysore*  
*FHWA*



U.S. Department  
of Transportation  
**Federal Highway  
Administration**



# *An Understanding of Freight Transportation*

---

- **How much & what** freight moves from place to place?
  - Weight
  - Value
  - Type of commodity
- **Where & how** is freight moving?
  - Origin & destination
  - Route used
- **When** is freight being carried?
  - Season
  - Time of day

# *The Big Picture*

---

- Freight Analysis Framework (FAF) integrates data from several sources to create:
  - A database of regional freight flows by tons and value for all modes, with 30-year forecasts, and annual provisional updates
  - An assignment of the average number of freight-hauling trucks to individual highway segments on the national network

# *What FAF Does*

---

- Estimate current and future volumes of freight moving within and between regions by mode and commodity
- Assign longer distance truck flows (typically greater than 50 miles) to corridors with a reasonable degree of accuracy
- Forecast the pressure future freight flows would place on the highway network

# *What FAF Does Not Do*

---

- Estimate flows accurately for:
  - local regions
  - individual routes
- Estimate temporal variations in freight flows
- Include effects of capacity limitations on forecasts of future demand
- Forecast future capacity expansion
- Adjust for changes in costs of transportation

# *Bottom Line*

---

- FAF provides a comprehensive national picture of freight flows and a baseline forecast to support policy studies
- FAF indicates to states and regions their major trading partners and the volumes and sources of through traffic at the corridor level
- Local planning and project analysis requires supplemental data collection to provide local detail
- Policy analysis requires supplemental models to make forecasts sensitive to cost and other variables

# *Major FAF3 Data Sources*

---

- Commodity Flow Survey (CFS)
- TransBorder Freight Data
- Foreign Trade Statistics
- Waterborne Commerce Statistics
- Port Import/Export Reporting Service (PIERS)
- Vehicle Inventory and Use Survey
- National Highway Planning Network
- Highway Performance Monitoring System

# FAF3 Databases

---

## ● Regional O-D Database

- Tons & value between and within regions
- Origin/destination
- All modes
- Commodity detail
- Access complete dataset with database software, summary tables spreadsheet software, online data summary & extraction tool

## ● Network Database

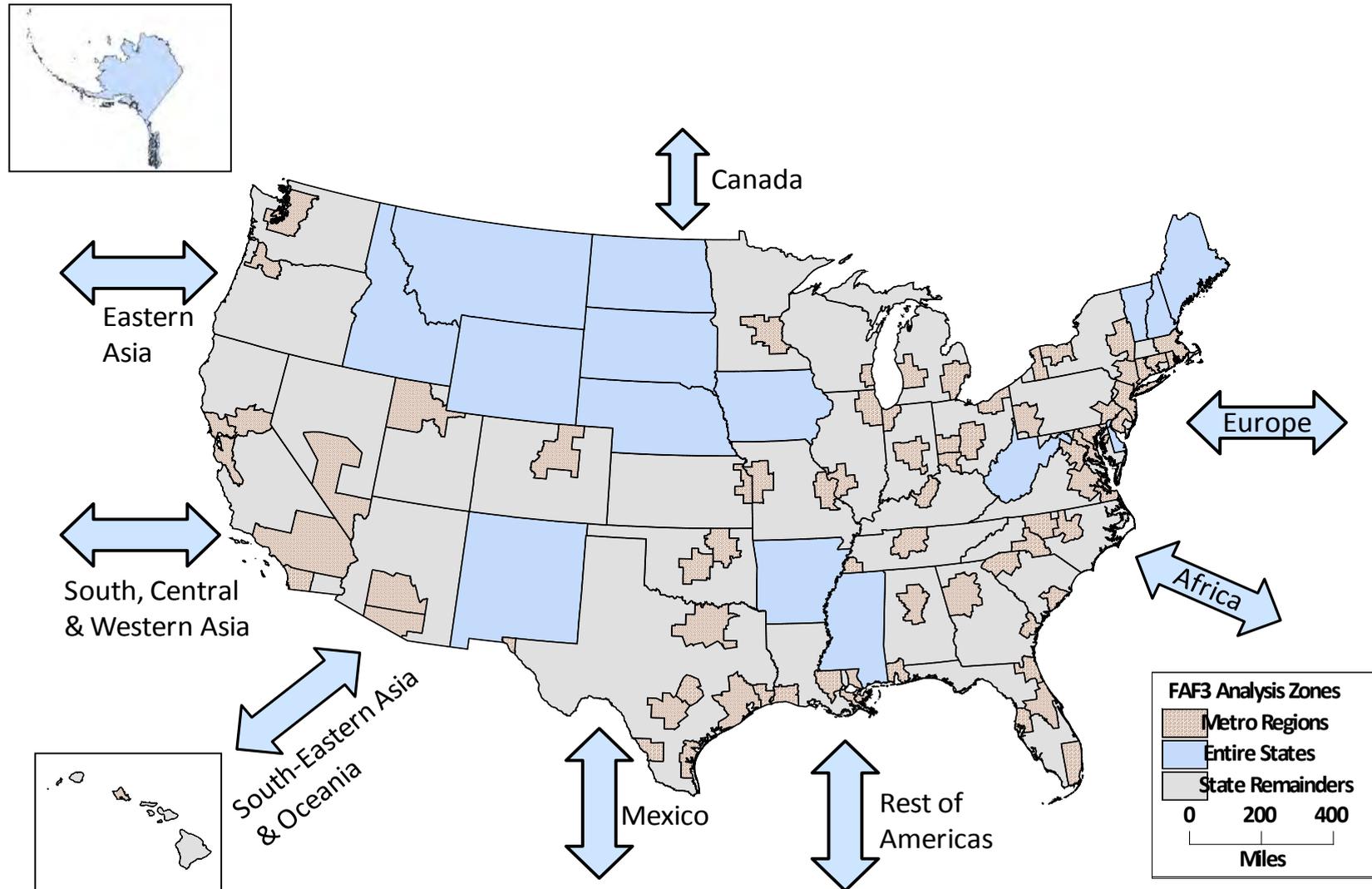
- Payloads (vehicles) on routes
- No origin/destination
- Truck only
- No commodity detail
- Access with GIS software

# *Regional O-D Database Details*

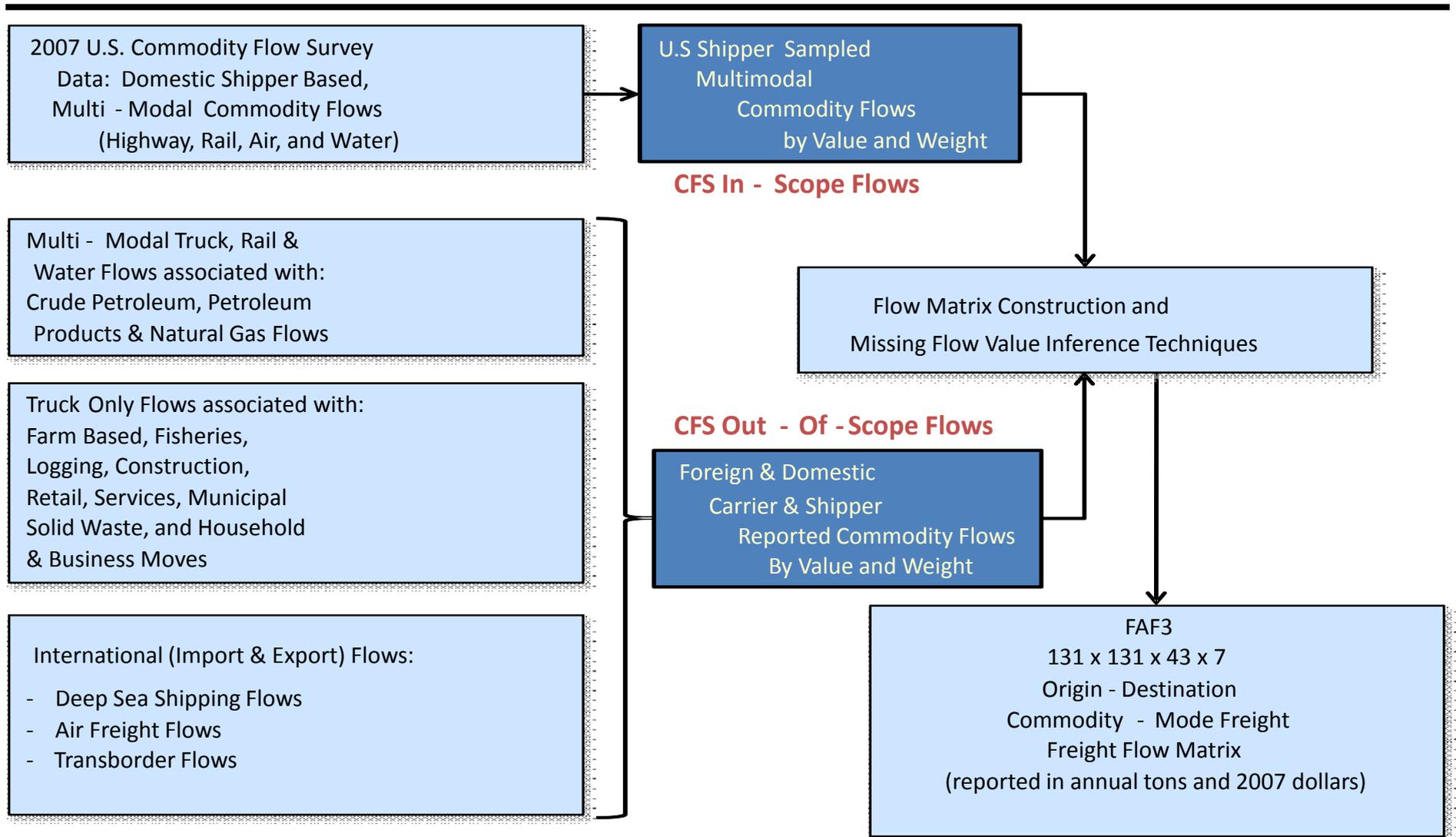
---

- *Value & weight* for all domestic, export, & import shipments
- *8 Domestic modes* (truck, rail, water, air, multiple modes & mail, pipeline, other & unknown, and no domestic mode)
- *7 Foreign modes*
- *123 Domestic regions*
- *8 International regions* (Canada, Mexico, & 6 groupings of countries based on UN definitions)
- *43 Commodity classes* (2-digit SCTG codes)

# FAF3 Regions



# Components of Regional O-D Data



# *Regional O-D Database Additions*

---

## ● Long Range Forecasts (2015 – 2040)

- Regional growth models and multi-regional input-output models used to generate estimates of future economic activity
- Convert growth in economic transactions into growth in region-to-region commodity flows

## ● Provisional Annual Estimates

- Calculate growth in tons and value since base year to estimate more recent regional O-D flows.
- Based on current modal and international trade data published on monthly to annual basis

# *FAF relationship with GDP*

---

- The value of FAF shipments exceeds GDP
  - FAF counts each commodity move during the year: grain worth \$1,000 from farm to grain elevator which becomes grain worth \$1,200 from elevator to bakery which becomes bread worth \$2,000 from bakery to store is three tons of freight.
  - GDP counts net value: the value of bread consumed by households during the year and the value of grain still in storage and bread still on the shelves at the end of the year.

# Network Database Details

---

- FAF trucks (long-haul freight trucks typically serving locations at least 50 miles apart), other trucks, passenger vehicles, and selected capacity measures for individual highway segments
  
- Covers over 240,000 miles of highways
  - ⊖ ~46,000 mi. of the Interstate System,
  - ⊖ ~115,000 mi. balance of National Highway System,
  - ⊖ ~47,000 mi. balance of National Truck Network,
  - ⊖ plus ~35,000 mi. of other roads

# *FAF GIS Network Coverage*

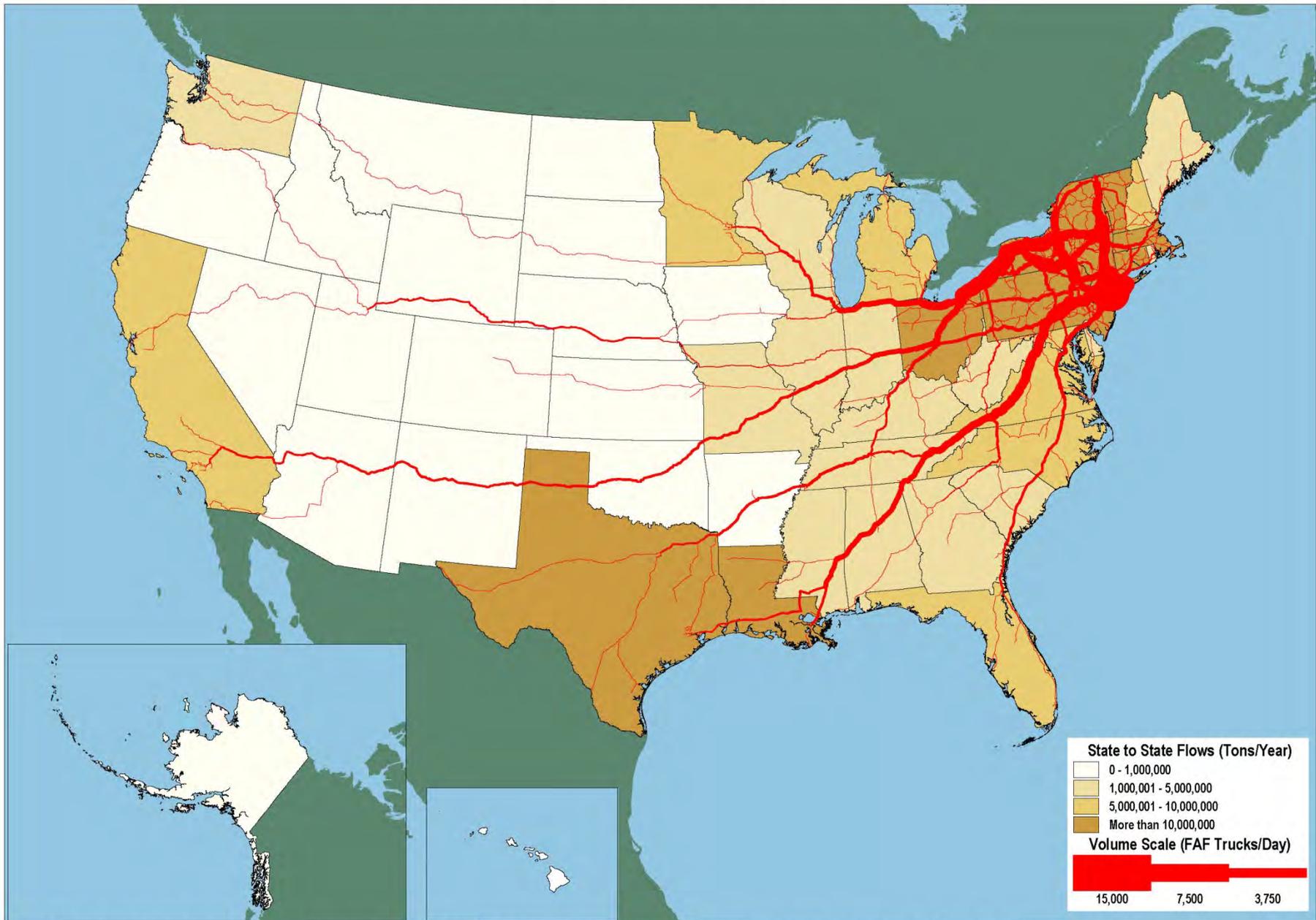
---

- Interstate highways
- Non-interstate NHS routes
- NN routes not part of NHS
- Other rural and urban principal arterials
- Intermodal connectors
- Rural minor arterials for those counties that are not served by either NN or NHS routes
- Urban bypass and streets as needed for network connectivity

# Trucks on the Network



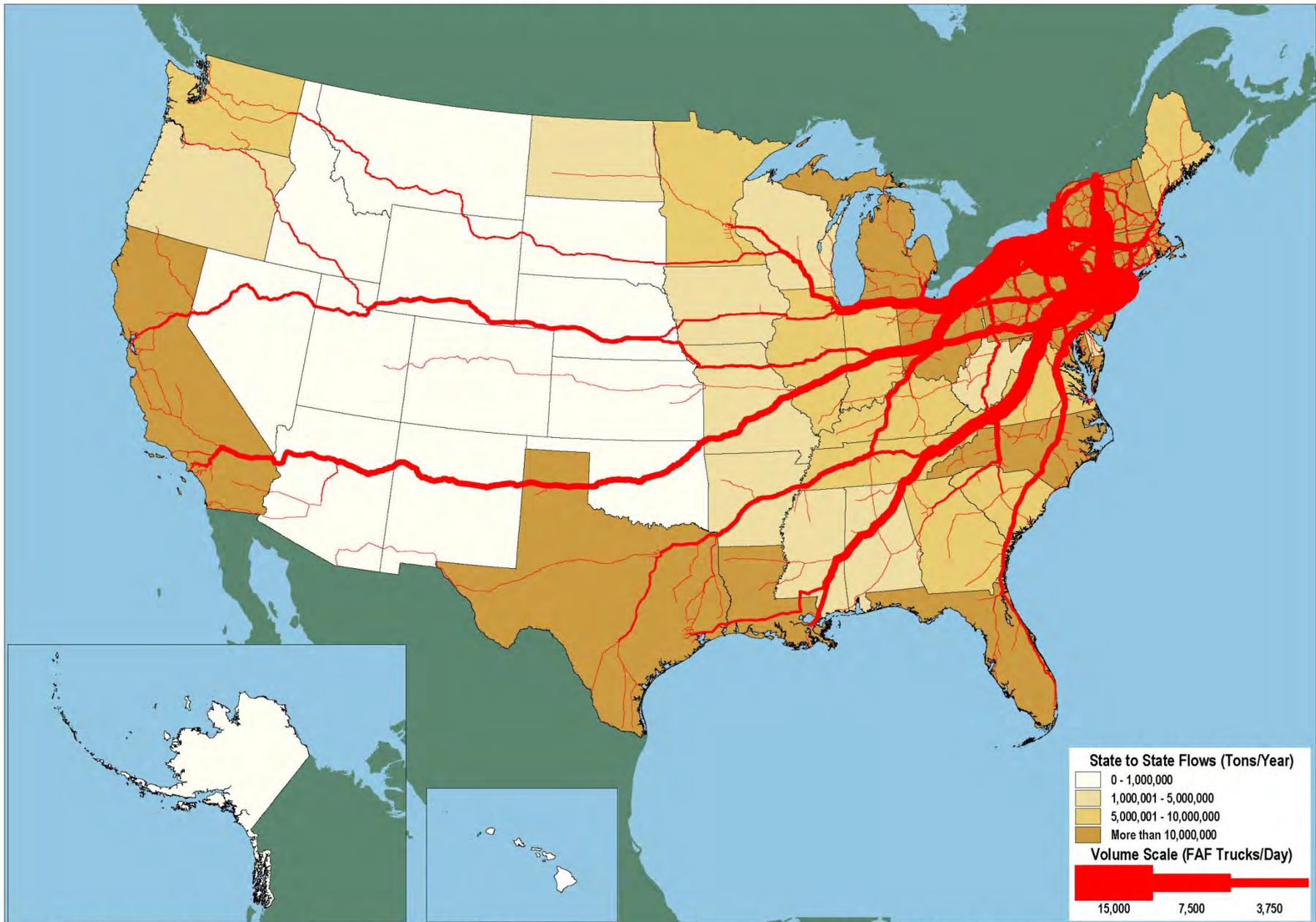
## Major Flows by Truck To, From, and Within New York: 2007



Note: Major flows include domestic and international freight moving by truck on highway segments with more than twenty five FAF trucks per day and between places typically more than fifty miles apart.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 3.1.2, 2011.

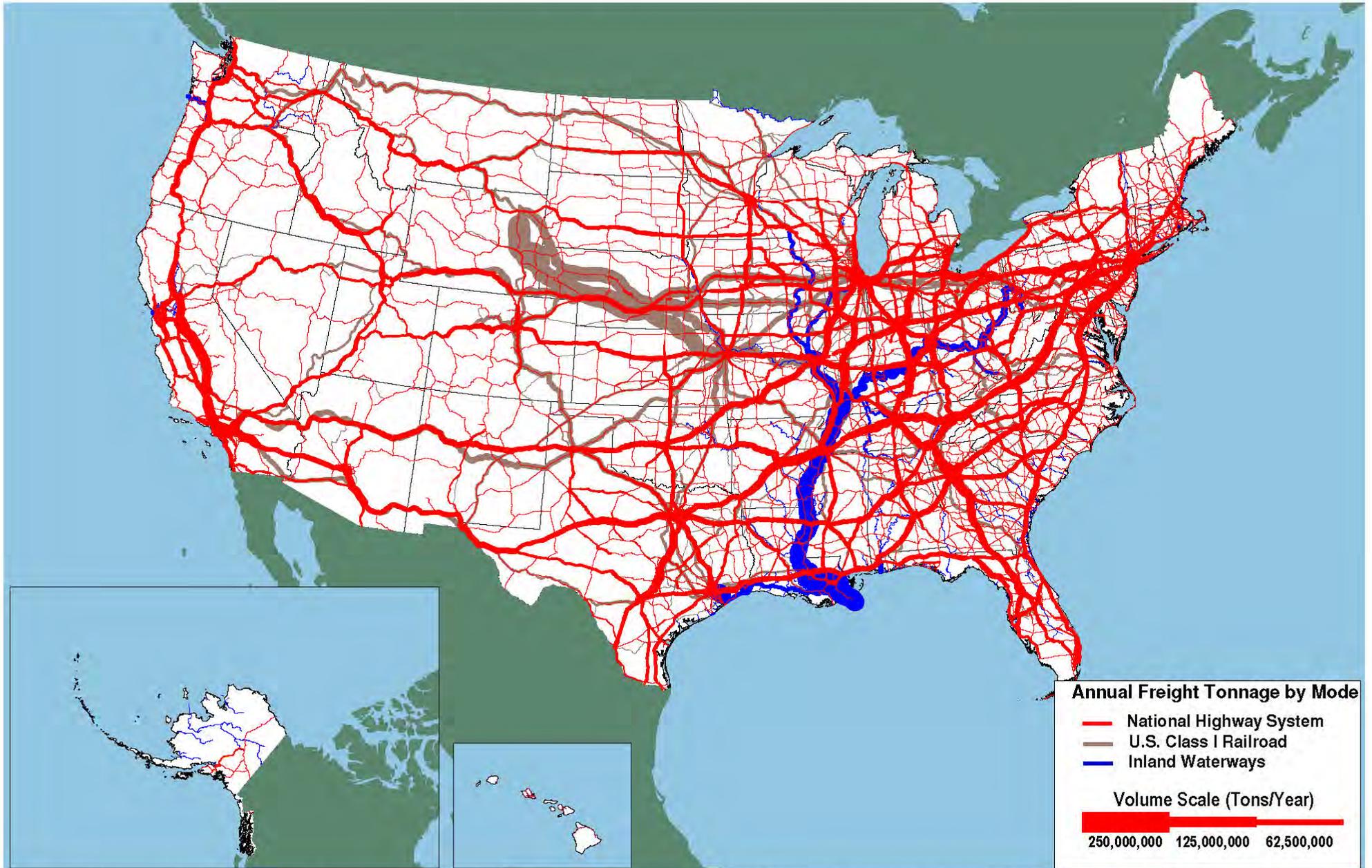
## Major Flows by Truck To, From, and Within New York: 2040



Note: Major flows include domestic and international freight moving by truck on highway segments with more than twenty five FAF trucks per day and between places typically more than fifty miles apart.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 3.1.2, 2011.

## Tonnage on Highways, Railroads, and Inland Waterways: 2007



Sources: Highways: U.S. Department of Transportation, Federal Highway Administration, Freight Analysis Framework, Version 3.1, 2010. Rail: Based on Surface Transportation Board, Annual Carload Waybill Sample and rail freight flow assignments done by Oak Ridge National Laboratory. Inland Waterways: U.S. Army Corps of Engineers (USACE), Annual Vessel Operating Activity and Lock Performance Monitoring System data, as processed for USACE by the Tennessee Valley Authority; and USACE, Institute for Water Resources, Waterborne Foreign Trade Data, Water flow assignments done by Oak Ridge National Laboratory.

# *FAF3 Data Extraction Tool*

---

- A web based data summary tool that enables FAF3 users to easily extract the specific data elements they require from the regional database
- Features:
  - all levels of detail
  - tabular output and sorting capability
  - download results in .csv format

# FAF3 Data Extraction Tool

Freight Analysis Framework Version 3 (FAF3)



## Freight Analysis Framework Version 3

The Freight Analysis Framework (FAF) integrates data from a variety of sources to create a comprehensive picture of freight movement among states and major metropolitan areas by all modes of transportation. With data from the 2007 Commodity Flow Survey and additional sources FAF version 3 (FAF<sup>3</sup>) provides estimates for tonnage and value, by commodity type, mode, origin, and destination for 2007, the most recent year, and forecasts through 2040. Also included are truck flows assigned to the highway network for 2007 and 2040. Because significant changes in method affect comparability of statistics, FAF<sup>3</sup> and FAF<sup>2</sup> estimates may not be used together. Revised estimates of 1997 and 2002 commodity flows incorporating FAF<sup>3</sup> methods are planned for release in the months ahead to support trend analysis.

### FAF<sup>3</sup> Data

- FAF<sup>3</sup> Regional Database for 2007 and forecasts through 2040 and 2009 Provisional Data in Microsoft Access format [[FAF3.1\\_access03.mdb](#) 363MB]
- FAF<sup>3</sup> Regional Database for 2007 and forecasts through 2040 in CSV format [[FAF3.1\\_csv.csv](#) 209MB]
- FAF<sup>3</sup> Provisional Annual Data for 2009 in CSV format, without field description [[FAF3.1provisional\\_2009\\_csv.csv](#) 93MB]
- [Data Summary and Extraction Tool](#) - Create and download customized FAF<sup>3</sup> summary tables.
- [FAF<sup>2</sup> network database and flow assignment for 2007 and 2040.](#)

Please send any questions, comments, or feedback to [faf@dot.gov](mailto:faf@dot.gov)

### Freight Analysis Framework Version 3

- [Overview](#)
- [Version Descriptions](#)
- [Summary Statistics](#)
- [Data Extraction Tool](#)
- [FAF<sup>2</sup> Maps](#)
- [Network Database and Flow Assignment](#)
- [Documentation](#)

### Related Links

- [Freight Analysis Framework home](#)
- [FHWA Office of Freight Management and Operations home](#)
- [Freight at U.S. DOT](#)
- [CTA/ORNL](#)



[ORNL](#) | [CTA](#) | [Security Notice](#)

Last modified: January 11, 2011

Developed by the [Center for Transportation Analysis](#) in the [Oak Ridge National Laboratory](#) under funding from the [Federal Highway Administration](#)

# FAF3 Data Extraction Tool

Freight Analysis Framework Version 3 (FAF3)



## Freight Analysis Framework Data Extraction Tool

This web tool is designed to allow users to create and download summary tables directly from the FAF<sup>3</sup> regional database. The user can select one or more elements from each category to generate a customized data set on demand and download the resulting output data set for further analysis in their own applications.

Select a FAF<sup>3</sup> flow type:

- [Total Flows](#)
- [Domestic Flows](#)
- [Import Flows](#)
- [Export Flows](#)

### • Freight Analysis Framework Version 3

- [Overview](#)
- [Version Descriptions](#)
- [Summary Statistics](#)
- [Data Extraction Tool](#)
- [FAF<sup>3</sup> Maps](#)
- [Network Database and Flow Assignment](#)
- [Documentation](#)

### • Related Links

- [Freight Analysis Framework home](#)
- [FHWA Office of Freight Management and Operations home](#)
- [Freight at U.S. DOT](#)
- [CTA/ORNL](#)



[ORNL](#) | [CTA](#) | [Security Notice](#)

Last modified: January 11, 2011

Developed by the [Center for Transportation Analysis](#) in the [Oak Ridge National Laboratory](#) under funding from the [Federal Highway Administration](#)



## Freight Analysis Framework Data Extraction Tool

### Total Flows

### Domestic Flows

### Import Flows

### Export Flows

This option is provided for users interested in extracting FAF<sup>3</sup> data to examine total flows moved between U.S. origins and destinations; including both domestic and foreign shipments. For import shipment the "origin" of the flow is the region of entry, and for export shipments the "destination" of the flow is the region of exit. Mode of transportation provided here is the mode used within domestic regions, which includes 8 groups: Truck, Rail, Water, Air (including truck and air), Multiple modes and mail, Pipeline, Other and unknown, and No domestic mode.

Note: The units of measure for 2007 and 2015-2040 data are **thousands of tons** for weight, and **millions of 2007 dollars** for value. Provisional Annual Data for the most recent year are presented in both millions of 2007 dollars and millions of current dollars (Current M\$).

Year	Origin	Destination
2007	Origin FAF zone-specific info	Destination FAF zone-specific info
2009	New Orleans LA CSA	Select all FAF zones
2015	Remainder of Louisiana	Birmingham AL CSA
2020	Maine	Mobile AL CSA
2025	Baltimore MD MSA	Remainder of Alabama
2030	Washington DC-VA-MD-WV MSA (MD Part)	Alaska
2035	Remainder of Maryland	Phoenix AZ MSA

Measure	Commodity	Domestic Mode
Select All	Combine total (no specific info)	Combine total (no specific info)
Tons	Select all	Select all
Values	01 Live animals/fish	1 Truck
	02 Cereal grains	2 Rail
	03 Other ag prods.	3 Water
	04 Animal feed	4 Air (include truck-air)
	05 Meat/seafood	5 Multiple modes & mail

Submit

#### Freight Analysis Framework Version 3

- [Overview](#)
- [Version Descriptions](#)
- [Summary Statistics](#)
- [Data Extraction Tool](#)
- [FAF<sup>3</sup> Maps](#)
- [Network Database and Flow Assignment](#)
- [Documentation](#)

#### Related Links

- [Freight Analysis Framework home](#)
- [FHWA Office of Freight Management and Operations home](#)
- [Freight at U.S. DOT](#)
- [CTA/ORNL](#)



Related Links

- Freight Analysis Framework home
- FHWA Office of Freight Management and Operations home
- Freight at U.S. DOT
- CTA/ORNL

Year	Origin	Destination
2007	Origin FAF zone-specific info	Destination FAF zone-specific info
2009	New Orleans LA CSA	Select all FAF zones
2015	Remainder of Louisiana	Birmingham AL CSA
2020	Maine	Mobile AL CSA
2025	Baltimore MD MSA	Remainder of Alabama
2030	Washington DC-VA-MD-WV MSA (MD Part)	Alaska
2035	Remainder of Maryland	Phoenix AZ MSA

Measure	Commodity	Domestic Mode
Select All Tons Values	Combine total (no specific info) Select all 01 Live animals/fish 02 Cereal grains 03 Other ag prods. 04 Animal feed 05 Meat/seafood	Combine total (no specific info) Select all 1 Truck 2 Rail 3 Water 4 Air (include truck-air) 5 Multiple modes & mail

Download the table

>>Download Results as a CSV file

Submit

DMS ORIG	DMS DEST	DMS MODE	Total Ktons in 2007	Total Ktons in 2040
Baltimore MD MSA	Washington DC-VA-MD-WV MSA (MD Part)	Truck	9,181.57	14,533.29
Baltimore MD MSA	Remainder of Pennsylvania	Truck	3,947.53	6,060.40
Baltimore MD MSA	Washington DC-MD-VA-WV CSA (VA Part)	Truck	3,419.15	4,621.00
Baltimore MD MSA	Philadelphia PA-NJ-DE-MD CSA (PA Part)	Truck	2,687.47	4,518.04
Baltimore MD MSA	New York NY-NJ-CT-PA CSA (NJ Part)	Truck	1,891.90	2,986.53
Baltimore MD MSA	Delaware	Truck	1,871.11	3,986.57
Baltimore MD MSA	Remainder of Maryland	Truck	1,865.19	3,107.56
Baltimore MD MSA	New York NY-NJ-CT-PA CSA (NY Part)	Truck	1,740.24	2,401.32
Baltimore MD MSA	Norfolk VA-NC MSA (VA Part)	Truck	1,606.89	3,494.12
Baltimore MD MSA	New York NY-NJ-CT-PA CSA (CT Part)	Truck	1,290.76	1,834.66
Baltimore MD MSA	Houston TX CSA	Truck	1,260.38	3,107.32
Baltimore MD MSA	Remainder of Virginia	Truck	1,149.75	1,696.20
Baltimore MD MSA	Detroit MI CSA	Truck	991.79	2,740.42
Baltimore MD	Richmond VA MSA	Truck	870.01	1,564.28

View and sort on-screen

Or

# Accessing FAF Data

FHWA Website:

[http://ops.fhwa.dot.gov/freight/freight\\_analysis/faf/index.htm](http://ops.fhwa.dot.gov/freight/freight_analysis/faf/index.htm)

The screenshot shows a Windows Internet Explorer browser window displaying the FHWA Freight Analysis Framework website. The browser's address bar shows the URL [http://ops.fhwa.dot.gov/freight/freight\\_analysis/faf/index.htm](http://ops.fhwa.dot.gov/freight/freight_analysis/faf/index.htm). The website header includes the U.S. Department of Transportation logo and the text "FREIGHT MANAGEMENT AND OPERATIONS". Below the header is a navigation menu with "OFFICE OF OPERATIONS" and "21<sup>ST</sup> CENTURY OPERATIONS USING 21<sup>ST</sup> CENTURY TECHNOLOGIES". The main content area features a search bar for freight data, a sidebar with navigation links, and a central section titled "Freight Analysis Framework" with a descriptive paragraph and a link to "2013 Freight Facts and Figures". Below this is a "FAF Quarterly Webinar" section with a table of upcoming webinars.

U.S. Department of Transportation  
Federal Highway Administration

FHWA Home | Feedback

## FREIGHT MANAGEMENT AND OPERATIONS

OFFICE OF OPERATIONS 21<sup>ST</sup> CENTURY OPERATIONS USING 21<sup>ST</sup> CENTURY TECHNOLOGIES

Search Freight:

Freight Office Home  
About Us  
Contact Us  
Subject Index

Analysis, Data, and System Performance  
 Infrastructure  
 Policy, Planning, and Finance  
 Professional Development  
 Resources  
 Technology and Operations  
 Truck Size and Weight

[Home](#) > [Analysis, Data, and System Performance](#)

### Freight Analysis Framework

The Freight Analysis Framework (FAF) integrates data from a variety of sources to create a comprehensive picture of freight movement among states and major metropolitan areas by all modes of transportation. With data from the 2007 Commodity Flow Survey and additional sources, FAF version 3 (FAF<sup>3</sup>) provides estimates for tonnage, value, and domestic ton-miles by region of origin and destination, commodity type, and mode for 2007, the most recent year, and forecasts through 2040. Also included are state-to-state flows for these years plus 1997 and 2002, summary statistics, and flows by truck assigned to the highway network for 2007 and 2040.

The 2013 Freight Facts and Figures ([HTML](#), [PDF](#) 5.8MB) is now available.

### FAF Quarterly Webinar

Please join the Federal Highway Administration's Office of Freight Management and Operations for its third quarterly webinar on the Freight Analysis Framework. Please register by November 3<sup>rd</sup>.

#### Upcoming Webinar

Date & Time	Topic	Description of Topic
November 5, 2014 1:00-2:30 PM Eastern	<a href="#">Using FAF Data for Freight Planning</a>	The webinar will feature speakers from the <b>Maryland State Highway Administration</b> , the <b>Coastal Region Metropolitan Planning Organization</b> , and <b>CDM Smith</b> . Speakers will present case studies of how they used FAF data to support State and regional freight planning activities.  This webinar is aimed toward practitioners in State departments of transportation, metropolitan/regional planning organizations, and other agencies with basic or no knowledge of the FAF but who would like to move to the next skill level. This webinar will also provide a useful foundation for other topics covered in future webinars.

#### Archived Webinars

- [April 10, 2014](#) - "How the FAF Can Help You"
- [June 26, 2014](#) - "Using Freight Analysis Framework Data in Economic Analysis"

# *FAF Future updates*

---

## Year 2015 and beyond

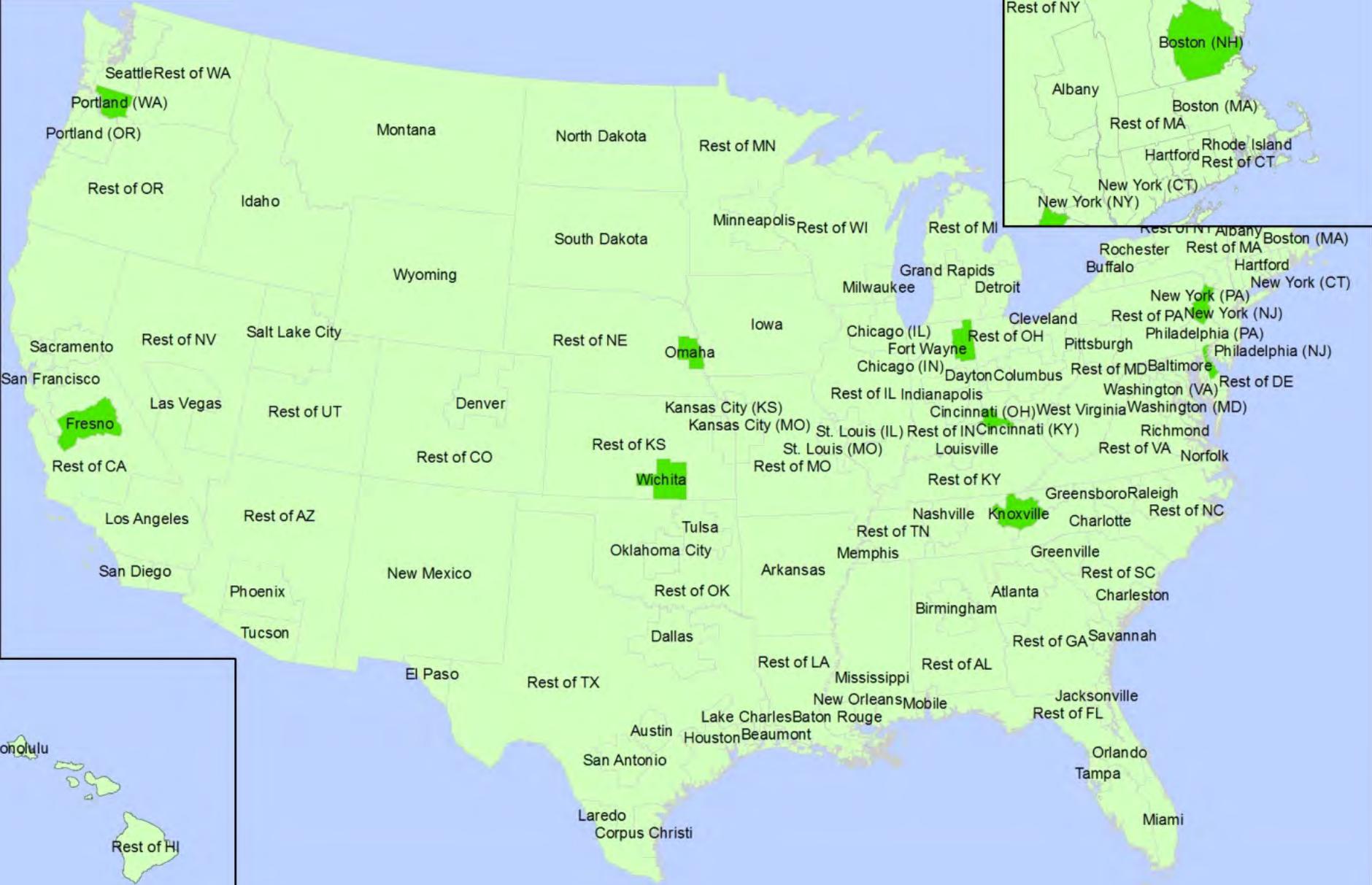
- Anticipated FAF database release during 2015
  1. Feb-Mar 2015: FAF 3.5 update (2013 provisional data)
  2. Late summer or early Fall 2015: FAF 4.0 (contains CFS 2012 data)
- Early 2016: FAF 4.0 Network assignment
- Exploratory Advanced Research
  - ⦿ **FAF 5.0 – Behavior based Freight Flow Model.**

# Upcoming FAF4 Improvements

---

- More reported geographies: FAF3 had 123 domestic zones, FAF4 will have 133 domestic zones
- Improved SCTG for energy commodities
  - Fuel ethanol is reported with gasoline (not beverages)
  - Kerosene is all under SCTG 17
  - Biodiesel is now specified in the SCTG
- Improvements to CFS procedures will result in even better inputs for FAF

# Domestic Geographic Areas in FAF4



# *Thank You!*

---



Send questions to: [faf@dot.gov](mailto:faf@dot.gov)

**Vidya Mysore**  
**FHWA Resource Center**  
**Vidya.mysore@dot.gov**  
**404-562-3929**

WITHOUT DATA  
IT'S JUST AN OPINION.

**Attachment #2**

## FREIGHT WORKING GROUP

The Freight Working Group's efforts are governed by four overarching themes.

1. **Knowledge Transfer** – MPOs in New York State have various levels of experience and staff capabilities in freight planning. A number of MPOs have completed or are in the process of developing freight plans for their respective regions. Over the past few years, NYSDOT has completed the *NEW YORK STATE RAIL PLAN 2009 - Strategies for a New Age*, which includes a major freight component, and FHWA has expanded freight-related resources that are available to state DOTs and MPOs including the Freight Performance Measure Workshop that was held in three locations throughout New York State in May 2012 as well as other workshops. FHWA also provides freight commodity flow data as well as other data products. Sharing knowledge on freight planning activities and initiatives among MPOs, NYSDOT, and FHWA will ideally raise the overall technical capacity in this field both within the 13 metropolitan areas and statewide.

### Actions-

- Hold and conduct workshops and freight forums amongst MPOs, NYSDOT, and freight stakeholders
- Conduct tours of significant freight facilities and infrastructure
- Conduct periodic teleconferences to discuss MPOs' unique freight trends and developments
- Monitor and disseminate information on (federal and state) legislation, regulations and policies directly related to freight (e.g., ballast water issues, Jones Act, Harbor Maintenance Fees/Usage, Truck Driver Hours of Service, etc.)
- Monitor and disseminate information on alternative funding initiatives related to current/upcoming engine retrofit, electric vehicle, fleet upgrade, etc. grant programs
- Identify and share information regarding the nature and availability of current and new freight-related data sources that support MPO freight planning.

2. **Integration** – There is an increased recognition among policymakers and industry professionals that freight will require greater consideration in the planning and investment decision making processes of transportation agencies. At the national level, freight has received increased attention in MAP-21. A greater emphasis on and inclusion of freight in the metropolitan planning process is necessary to ensure that regional needs are met and should be done in a manner that proactively addresses any formal requirements or guidance issued subsequent to rulemaking at the federal level.

### Actions –

- Invite federal and state representatives to present highlights of their programs.
- Assist NYSAMPO members in developing comments on any Notice of Proposed Rulemaking that has freight content.

3. **Coordination** – The needs of shippers, carriers, and receivers is not contingent on arbitrary state or even national political boundaries. The movement of goods is determined by global forces that require a broader perspective to identify projects, programs, and strategies that increase reliability, minimize delay, and mitigate environmental impacts. Just within New York State, the marine terminals under the jurisdiction of the Port Authority of New York and New Jersey and international border crossings between the United States and Canada have implications for all 13 metropolitan

areas. Identifying mutually beneficial solutions to improve the efficiency of freight movement across metropolitan areas (either adjacent to each other or along major trade corridors) and statewide requires a mechanism for discussing and considering perspectives of all affected.

Actions –

- Conduct a statewide conference of MPO and NYSDOT freight planners to discuss current developments and ramifications.
- Support and participate in the NYSAMPO Integrated Planning Initiative in order to find opportunities to collaborate across MPOs and/or with NYSDOT on the identification, development and application of appropriate software, training, etc. and on development of statewide freight-related policy and planning issues.

4. **Formulate and implement a public outreach/public involvement freight education program -**

There is a great disconnect between the benefits of the freight transportation system and the communities they serve, often resulting in misinformation and a poor image of the freight industry. Discuss methods of bridging this gap and carrying some kind of meaningful outreach to the general public of what the freight industry does and why they do it in addition to the benefits received.

Actions –

- Maintain the NYSAMPO Freight Working Group webpage that includes highlights of each MPO's freight programs.
- Work with NYS Motor Truck Association and Railroads of New York to produce a public outreach/public education piece for wide distribution.
- Seek opportunities to work with the private freight stakeholder community (operators, shippers, receivers, third party logistics companies) to solicit its participation and input in appropriate activities of the working group.