



New York State Association of
Metropolitan Planning Organizations
FREIGHT WORKING GROUP
QUARTERLY NEWSLETTER
MARCH 2016

WORKING GROUP NEWS

OPPORTUNITY TO SUBMIT FINAL COMMENTS ON NATIONAL FREIGHT STRATEGIC PLAN

The Freight Working Group (FWG) submitted comments on the draft National Freight Strategic Plan in December of 2015. The US Department of Transportation (USDOT) recently announced an official deadline of April 25, 2016 for the comments. In light of the Fixing America's Surface Transportation (FAST) Act, the Working Group has the opportunity to submit additional comments. Please submit written comments via email to Richard Guarino (r Guarino@gbnrtc.org) or Christine Sherman (christine.sherman@rsginc.com) by April 1, 2016.

SITE VISIT SELECTION

The FWG will attempt to meet for an in-person meeting and a freight facility site visit for a meeting this year. Please submit any potential site options to Richard Guarino (r Guarino@gbnrtc.org) or Christine Sherman (christine.sherman@rsginc.com) as soon as possible for consideration.

NEXT MEETING

The FWG will meet for a conference call in late April. The group will collectively select a date for the meeting in the next few weeks.

MPO NEWS

CAPITAL DISTRICT TRANSPORTATION COMMITTEE – CDTC

Regional Freight & Goods Movement Plan

CDTC is in the process of adopting a new Regional Freight & Goods Movement Plan. CDTC undertook the Freight & Goods Movement Plan to better understand the role and profile of freight transportation throughout the region. This will contribute to making appropriate investments to support the efficiency and safety of goods movement. Highlighted below are some of the tasks completed for the Plan:

The Existing Conditions, Trends, and Forecasts analyses provide details on existing and projected freight movements in the CDTC region by mode, as well as for the various commodities moving to, from, and within the region. Available data for all modes of freight (truck, rail, air, water, and pipeline) were collected and analyzed to help better understand existing and future forecasted conditions.

An extensive Stakeholder Engagement Plan was developed and executed as part of the Plan process. Stakeholders included manufacturers, representatives from all modes of freight transport, public agencies (ex: planning departments, chambers of commerce, local governments), distribution centers, and industrial parks. The Engagement Plan included focus groups, individual interviews, targeted group meetings, and presentations.

The Freight Priority Network (FPN), first created in 1997, is intended to help the CDTC and its planning partners identify and prioritize transportation investments related to helping freight and goods move efficiently and safely. The proposed update of the FPN includes the three new categories of FPN facilities (major, minor, connector) and also identifies where major freight-supportive land uses currently exist around the region.

As with all of CDTC's planning efforts, there is an emphasis on collaborative and cooperative regional transportation and land use planning, and residents' quality of life. Regional growth affects economic



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development and the demand for freight and goods movement. The Plan identifies types of freight-supportive land uses that local governments could use in planning, economic development, zoning, and capital programming. Applying these land use categories in planning, as well as the suggested zoning and regulatory guidelines, will help mitigate the negative community-level impacts of freight movement and facilitate more efficient, safe, and economical logistics operations.

The Plan recommendations fall into two categories: (1) Projects and (2) Programs, Policies and Studies. Projects involve construction, reconstruction and/or changes to physical transportation infrastructure. This Plan further divides projects into early-action projects and long-range projects. Programs, Policies and Studies are non-capital initiatives that seek to employ regulatory, guidance and/or planning tools to facilitate more cost-effective and efficient use of existing and planned transportation infrastructure.

The draft Plan documents can be found at <http://www.cdtcmpto.org/freight/study.pdf>. The Plan is expected to be adopted at CDTC's Policy Board meeting on March 29, 2016.

Strategic Highway Research Program (SHRP2) – Local Freight Data Improvement

CDTC is nearing completion of their SHRP2 Local Freight Data Improvement project. CDTC, in a partnership with Rensselaer Polytechnic Institute (RPI), undertook the proof-of-concept project to examine obtaining timely freight data, at the desired disaggregation level. Most of the existing freight data maintained by federal agencies are too aggregate (e.g., at county level) for CDTC's planning needs. The RPI team, using a computational process, disaggregated the freight data to zip code level.

Some of the local freight data improvement project tasks included: identification of freight data sources and outreach activities, data gathering and processing, new data collection and processing, data fusion and integration. The final deliverable is the *Capital District Dynamic Freight Database*, which disaggregates freight activity data to the zip-code level, to be used for regional freight planning and decision making.

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL – NYMTC

NYMTC is developing a new Freight Plan. The scope of work includes eight tasks of which Tasks 1 (Regional Freight Planning Context) and 2 (Description of Freight Transportation in the Region) have been completed.

NYMTC is currently working on Task 3 – Outreach and Task 4 – Identification & Assessment of Needs.

The objective of Task 3 is to establish and maintain communication with three key stakeholder groups, including NYMTC's member agencies, private-sector industry stakeholders, and the public at large. Consequently, NYMTC is working on completing the Outreach Plan, private sector interview targets in development (in coordination with other public agencies such as NYSDOT and PANYNJ), and preliminary public workshop planning; including venues, timeframes, and content.

The objective of Task 4 is to comprehensively determine the deficiencies, requirements and limitations of the NYMTC regional freight transportation system, and figure out what the region needs to accomplish to ensure productive, safe, and cost-effective freight transportation. NYMTC is gathering data and profiling key industry sector supply chains including food, apparel, energy, construction, and waste. NYMTC is also using different tools provided to NYMTC by NYSDOT in order to study locations of key freight generating business establishments, freight origin and destination and commodity flows.



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NYMTC's next steps include advancing public and private outreach, completing data gathering and analysis, completing needs assessments, and developing preliminary lists of actions.

POUGHKEEPSIE-DUTCHESS COUNTY TRANSPORTATION COUNCIL – PDCTC

According to the Census Bureau's 2012 Commodity Flow Survey, 97 percent of all freight tonnage in New York State was transported by truck; an increase of almost five percent from 2007. Other modes such as rail accounted for only 1.4 percent of freight movement in 2012, while the remaining tonnage was split between pipeline, air, water, and multiple modes. The Commodity Flow Survey estimated that 69 percent of freight in New York State was shipped fewer than 50 miles and that 80 percent of freight tonnage originating from New York State was destined for locations within the state.¹

Though interstate freight is less of an issue in Dutchess County versus Orange and Ulster counties, the PDCTC has begun to focus on the importance of freight movement in the county. Regional goods movement occurs along rail lines, I-84, and the Hudson River. The Hudson River serves tankers and barges carrying heavy materials such as coal, fuel, and stone. CSX transportation operates rail freight service on the Hudson/Empire Line, mostly through service between Selkirk (near Albany) and points south. In consideration of the FAST Act, NYSDOT is in the process of developing a State Freight Plan and a joint advisory committee. Currently there are no dedicated studies or plans that address freight issues amongst the three MPOs; however, there is growing interest to develop a regional freight plan.

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL – SMTC

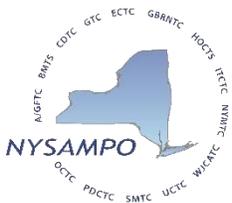
The SMTC recently completed a report for the Village of North Syracuse that seeks to improve 'last mile' delivery truck movements and thus encourage properties to redevelop as an extension of the Village's central business district. Over the years, several residential properties along the 100 block of Church Street converted to commercial uses. Since the block does not have sufficient space to accommodate a cul-de-sac, delivery trucks that service these businesses do not have the ability to turn around and often back out onto Main Street (i.e., U.S. Route 11), a heavily trafficked commercial roadway.

Recently, the Village developed two master plans that consider access alternatives to promote commercial redevelopment. To assess impacts, the SMTC generated 20-year trip estimates and redistributed them based on the various traffic patterns permitted under each alternative. The SMTC assessed the level of service (LOS) at each intersection and found that the intersections are anticipated to operate within acceptable limits for each future scenario. Local merchants, residents, village officials agreed that they prefer to extend Church Street to South Bay Road, (Scenario 1A in the report) as long as the New York State Department of Transportation maintains the southbound left from Route 11 onto Church Street. Under Scenario 1A, motorists and delivery trucks would not be allowed to make the westbound left from Church Street onto Route 11. However, the scenario allows for a new right-in, right-out only connection at South Bay Road to improve vehicle and truck access.

The full report may be viewed on the SMTC web site at www.smtcmpo.org.

Additionally, as part of the 2016/2017 Unified Planning Work Program, the SMTC will be providing travel demand modeling assistance for proposed inland port sites throughout Onondaga County. The CenterState Corporation for Economic Opportunity (an SMTC member agency) and the Port of Oswego Authority are currently reviewing several sites for the installation of an inland port. The inland port would

¹ US Census Bureau, *Commodity Flow Survey*, 2012, <http://www.census.gov/econ/cfs/>



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use rail lines to move shipping containers out of the congested New York City metropolitan area to Central New York, where shipping companies would be able to take advantage of a relatively uncongested freeway system. Once built, an inland port will provide faster, safer, more cost effective and more ecological freight movement between Central New York and the Port of New/New Jersey. SMTC will utilize their existing Travel Demand Model to provide planning level analysis of various scenarios associated with the development on an inland port. Although not location specific, an inland port is 1 of 4 regionally significant projects identified in the SMTC's new 2050 Long Range Transportation Plan.

STATEWIDE NEWS

STATEWIDE FREIGHT PLAN PROGRESS

Private Sector Stakeholder Outreach

Private Sector outreach for the NYS Freight plan is underway and will be handled in 2 stages. Stage 1 will include interviews with selected key stakeholders including key modal associations and public sector representatives. The Stage 1 interviews will focus on overall needs, concerns and issues. The input will include infrastructure, regulatory and other issues that stakeholders feel impact goods movement in New York State. Part of the Stage 1 interview process will be to receive recommendations on potential Stage 2 interviewees. The purpose of the Stage 2 interviews will be to drill down and focus on specific issues, concerns and needs of private sector stakeholders.

The Stage 1 interviews are underway and being coordinated with the NYMTC regional freight plan interviews. This coordination includes cross checking interview lists for potential joint outreach and interviews.

Strategic Goals and Objectives Document

The Strategic Goals and Objectives deliverable has been updated under the Reports/Documents tab on the NYS Freight plan website. The goals were developed by examining goals and objectives from studies, programs and plans directly related to freight transportation and Stakeholder input.

- The documents examined for this review included:
- New York Regional and Statewide Modal Plans.
- Recently completed State Freight plans from across the U.S.
- Draft National Strategic Freight Plan.
- MAP 21
- Plans from New York Regional Economic Development Councils and
- NYSDOT's Forward Four principles

Data Analysis Underway

Data analysis is being conducted to identify and describe the core and critical components of the New York State freight system. The data being utilized for this review includes FAF, Transearch, Economic data, Bottleneck data, Crash data and other data sets. The New York Freight System will be analyzed by corridor and will include highway, rail, air and water.



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Additional Layers Added to Web Atlas

There is a new layer which shows weight and clearance on the Rail system and additional information on the Pipeline system and Pipeline terminals under the Freight Web Atlas tab on the NYS Freight plan website.

Project Website

The Goods Movement Action Program (G-MAP) is now located under “Additional Links” on the NYS Freight Transportation Plan website under > Port Authority/NJDOT/NYS DOT/ Freight Study. The NYS Freight Transportation Plan website is: <https://www.dot.ny.gov/freight-plan>.

NATIONAL NEWS

NATIONAL FREIGHT STRATEGIC PLAN COMMENT DEADLINE ANNOUNCED

The U.S. Department of Transportation (USDOT) has announced the official deadline for submitting comments on the draft National Freight Strategic Plan. The draft plan was released on October 18, 2015. Comments must be received on or before April 25, 2016 to receive full consideration by USDOT with respect to the final National Freight Strategic Plan.

More information is shown in the link below. If you have any questions, please contact Vinn White, the Deputy Assistant Secretary for Transportation Policy, at (202) 366-9044 or e-mail freight@dot.gov.

<https://www.federalregister.gov/articles/2016/03/10/2016-05370/draft-national-freight-strategic-plan-notice-of-deadline-for-submitting-comments>

FASTLANE GRANTS

USDOT is now soliciting applications for the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grants. FASTLANE Grants, authorized under the FAST Act's Nationally Significant Freight and Highway Projects program, will fund critical freight and highway projects across the country. The FAST Act authorizes \$800 million in funding for FASTLANE Grants for fiscal year 2016, with at least 25 percent reserved for rural projects, and ten percent for small projects that do not meet statutory minimum project size requirements.

The FASTLANE grant program provides funding for projects of national or regional significance. FASTLANE grants provide dedicated funding for projects that address major issues facing our nation's highways and bridges. For the first time in the USDOT's 50-year history, the program establishes broad, multiyear eligibilities for freight infrastructure, including intermodal projects.

FASTLANE grants will address many of the challenges outlined in the USDOT report Beyond Traffic, including increased congestion on the nation's highways and the need for a strong multimodal transportation system to support the expected growth in freight movement both by ton and value. It is also in line with the Department's draft National Freight Strategic Plan released in October 2015, which looks at challenges and identifies strategies to address impediments to the efficient flow of goods throughout the nation.

FASTLANE grants, authorized by the FAST Act's Nationally Significant Freight and Highway Projects (NSFHP) program, will fund small and large projects, based on project size, that meet statutory requirements. Large projects (equal to the lesser of \$100 million or a certain specified statutory percentage of the project state's FY 2015 apportionment) are eligible for a minimum award of \$25 million.



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Small projects, which consist of projects below the minimum large project size threshold, are eligible for a minimum award of \$5 million. The NSFHP program is authorized at \$4.5 billion through 2020.

Prospective applicants are encouraged to look through the full [Notice of Funding Opportunity](#). Applications are due by 8:00 PM EDT on April 14, 2016. To assist in the application process, U.S. Department of Transportation provided a series of online webinars on the fiscal year 2016 FASTLANE Grant application process. Recordings of these webinars are [available on the FASTLANE website](#) for reference.