

NYSAMPO Freight Working Group

Conference Call

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

Meeting Summary

Attendees

NYMTC/Chair - Howie Mann
AGFTC – Aaron Frankenfeld
BMTS – John Sterbentz
CDTC - Chris Bauer
ECTC - Jerry Cresse
GTC - Jody Binnix
OCTC - Ashlee Long

PDCTC - Jen Coccozza
SMTC - Mike Alexander, Mario Colone
NYSDOT - David Rosenberg
FHWA - Maria Chau, John Formosa
RSG - Peter Plumeau
RSG - Christine Sherman

Discussion Items:

1. Welcome and Changes to the Agenda

2. Review of Notes of May 2014 Working Group Call (Mann)

- At the last meeting the following topics were discussed:
 - Rundown of the White House Transportation Reauthorization Bill focusing on freight: The White House offered comprehensive, progressive program addressing existing needs and new infrastructure. The focus of the reauthorization was on comprehensive planning freight programs at the state DOT level rather than MPO level. The authorization includes the requirement for a state freight advisory committee to make recommendations for the network and data programs. There is an emphasis on data and performance measurement.
 - Presentation on NCFRP report by Chris Steel: The presentation described facility location criteria and selection processes, focusing on the disconnect between public and private sectors. The presentation also discussed specifics with regard to including timely focus from the public and looking at business drivers that encourage development of freight logistics facilities.
 - MPOs provided individual statuses of their planning programs.

3. Freight Data (Mann)

- The Freight Working Group members would like to have a presentation on the FAF with a focus on what it is and what it can do. Items could include: how to access the data, what you can do with the information, how to use the web-based data manipulator tool, how the background database can be downloaded and analyzed, how FAF data can be disaggregated, and how commodity data can best be used. Maria will reach out to Peter Bang, the head of FAF at FHWA, to prepare a presentation for an upcoming group meeting.
- There was a joint teleconference between the Modeling Working Group along with the Freight Working Group a few months ago at which freight data was discussed. Weaknesses in the TRANSEARCH commodity flow database (owned by HIS) were discussed, as well as possible alternatives to the purchase of TRANSEARCH commodity flow data. Mann was tasked to put together an SCI (shared cost initiative) proposal to use SCI money to produce a proposal on alternatives to purchasing TRANSEARCH data for the state and MPOs. Mann completed the proposal and will be providing it to Aaron Frankenfeld, Peter Plumeau, and Steve Gayle for review. The goal would be to put something into motion that each MPO could use as an alternative to simply purchasing TRANSEARCH data, which often poses a myriad of errors. The idea came from the NJTPA who developed an entire body of work to replace the approach of purchasing TRANSEARCH. This approach

would involve a lot of work. The SCI proposal for the NYSAMPO would be a feasibility study looking at developing customized commodity flow data for NYS MPOs. Further conversation will occur as the proposal moves forward. Howie will reach out to the NJTPA to provide a presentation on what they did in lieu of TRANSEARCH data on a future call.

- Question: Will this involve the State Freight Plan?

Response: NYSDOT will be moving forward with TRANSEARCH, and looking at alternatives as they become available. A step in the process may involve the validation of TRANSEARCH.

- Comment: It was noted that TRANSEARCH data was purchased for the Port Authority and corrected from Delaware to Canada line using shipper/receiver surveys, queries from truckers. The data was corrected within the past two years, and the effort involved over \$3 million. MPOs may be able to take advantage of the corrected information.

Response: It was then noted that the data used from the Port Authority still presented errors when used by NYMTC for the interim regional freight plan, which resulted in a loss of budget to correct mistakes from the database. The problem with TRANSEARCH is that it is purchased unseen and there is little understanding of how it is derived. It is possible that having information that is based on real world data and observations from each of our regions may be the better way to go. Each time TRANSEARCH produces a new set of data, they are constantly introducing new problems. With each dataset, another set of problems, errors, and issues arises.

4. Update on Federal Activities (Chau)

- In August, NY FHWA received a request from headquarters to complete the Jason's Law Truck Parking Survey. The request stems from MAP-21. A man was murdered because there was not a suitable rest area that he could stop at. There needs to be better truck parking in the United States. MAP-21 went out to all states to list every rest area on the National Highway System, including information like time-of-use (week, hour, month), spaces needs, and the costs involved in maintaining and building truck parking spaces. This was a very short turn around on USDOT's behalf. David Rosenberg led NYS's assessment and did a great job. There are varying amounts of data available on truck parking. Some states are better at it than others. Austin, Texas, is almost done with their freight plan and may have insight to share about what they were able to capture regarding parking.
- Attachment #1 – Slide 1 includes freight improvements taking place throughout the state. Rich may be able to further detail the pilot truck pre-inspection, which was taken under the Obama-Harper Accord in 20-11 in Buffalo. Porters Bridge is still advancing for replacement, which will be important to keeping NYS competitive with regard to rail freight movement. In Syracuse, the regional economic development committee approved the Central NY Inland Depot and received \$420,000 for the rail yard. Syracuse may be able to provide additional details on this project. There are lots of improvements for freight in the Albany area. The wharf improvements will use ARRA funds acquired in 2009. There is also an intermodal connector for auto traffic planned in Mechanicsville. Improvements in the Hudson Valley area include at-grade crossings. In New York City, the Port Authority has taken steps to prepare for mega ships. Mann has been working on the update for the freight plan. Stacey Hodge is assisting the NYC freight program, specifically the off hour delivery pilot. The Port Authority is considering improvements with regard to air quality around the main terminal and freight center. A study will be coming out next month regarding the future of Red Hook and options for shipping.
- Attachment #1 – Slide 2 shows mega-regions in the US. There is competition for who will be the next big East Coast port. Florida, Georgia, Virginia, Maryland, New Orleans, and Texas each have strong ports. Looking at the map, NY is still the center of where a lot of the population is located. Three of the biggest mega-regions in North America are within NY's reach: the biggest population of Canada, the Boston-Washington region, and the Chicago-Pittsburgh region. NYS and NYC are very competitive in this arena based on location.
- Attachment #1 – Slide 3 shows the freight infrastructure work flow. This diagram is intended to help look at freight holistically in any area. It draws attention to considerations for pre-design, the right of

way process, construction, the inspection process, and safety in operations. The diagram can help answer critical questions - What do you think of when it comes to bridges: Height limits? Weight Limits? Bridge strikes? When considering ITS: are you thinking about monitoring the entire system or tying weight in motion sites? Freight programming factors should be looked at as a big picture rather than in silos. Freight is unique from other program areas and disciplines, like bridge and pavement, in that freight is actually a system user. Freight moves across highways and all modes, as well.

- Attachment #2 shows a fact sheet that was also provided by Chau prior to the meeting.
- Please provide information to Chau regarding freight improvements in your region. Information by region will help to provide a big picture view of what is happening throughout the state. For example, a GAP center in Fishkill is expanding to add around 1200 jobs, which will have a significant impact on the region.
- Plumeau noted that a new Industrial Park in Sarasota is planning to receive supplies by rail as opposed to truck.
- Mann noted that these types of regional freight and logistics development updates should be addressed on every call. They will help the Working Group produce valuable work.

5. Recap and Discussion of Field Visits to Freight Facilities in Buffalo and New York City (Reference photos available in Attachment #3)

- The Buffalo Freight Facilities Trip (Binnix)
 - There is collaboration on the International Trade Gateway, and the regional economic development council is involved. The facility processes are effective. A roundabout is located about a mile from the facility that is cumbersome to truck drivers.
 - CSX Seneca Intermodal Yard would like to expand their facility and capacity but are limited by wetlands on the border of their property. The EPA has prohibited building. They are considering developing this as an inland port in the future. They have real time travel information and international bridge crossing times. Buffalo's proximity to the border yields extensive collaboration with Canada.
 - The infrastructure associated with the Peace Bridge includes a sovereign US piece of land on the Canadian side in which the pre-clearance takes place. Trucks are given a pass to travel in special lanes that allow them to get through the border patrol more quickly, expediting checks and inspection. This program is trucking companies and operators that have pre-applied based on risk assessment. The Peace Bridge involves special arrangements in Canada because it is a US owned and operated facility. They are expanding and making improvements to the plaza, as well as expanding part of the bridge.
 - The Port of Buffalo is the only private operated port in US. They work with several private clients, including Buffalo Crush Stone. There is excess capacity, which will be good for the future. The Port is located at a former US Steel Plant site in Lackawanna. This site was torn down, but there are a number of the old buildings remaining that can be seen in the pictures in Attachment #3. There was a large canal for the ore ships to come in and unload. When the site was turned into a port facility, this was used as the slip for unloading and access to trucks and storage. This can actually be seen clearly from Google Earth. They use a lot of recycled construction materials, as well. There is an industrial graveyard next to the Port, which was a former Bethlehem Steel site. The county and other stakeholder and agencies are collaborating to use this space along the river.
 - Question: Do these sites have Superfund issues?
Response: Most Likely.
- The New York City Freight Facilities Trip (Cocozza)
 - Two sites were visited: the Hunts Point in Bronx and two sites in Brooklyn.
 - The trip to Sunset Park covered two different locations. One was on the South Brooklyn Marine Terminal and the other was the Brooklyn Army Terminal. The trip started with a walk down a standard mixed use residential neighborhood. Neighborhood was very close to the Port. Within three blocks, the land use went from commercial-mixed use to dock area. We

were struck by the older buildings, as they were not very large warehouse facilities. The closer to the docks, the bigger the warehousing facilities were. It is also clear that changes are occurring in the neighborhood. Rail spurs that originally went into buildings were paved over because rail could not be used to service the buildings. When the group got to the actual dock, and there was a fleet of new vehicles receiving finishing touches. The freight facility in this sense is used as a staging area. There were also large container trucks travelling on narrow streets. Attachment #3 page 9 shows the rail and trucks in the same location.

- Plumeau noted that the lower left-hand picture on page 10 of Attachment #3 illustrates a truck backed up to loading dock, sticking a good distance into the street as loading. This is the consequence of growing truck size over time. The building is 50-100 years old and not built to accommodate that kind of truck. It is important to note that older facilities that are not compatible with today's logistics technology lead to these types of situations. This is a relatively low traffic street and this type of blockage could happen all of the time. The picture on right hand shows that the truck must swing wide to make the intersection in the tight neighborhood.
- The Brooklyn Army Terminal was used in the past for shipping people and goods back and forth to Europe. They have bigger buildings, around eight stories, which currently house several businesses and could be used for residences. Slide 12 in Attachment #3 shows facilities bringing traffic to and from the terminal and congestion on the roads.
- Mann gave a presentation at the beginning of the freight tour and mentioned that the amount of freight delivered by rail ranges from one to seven percent, which leaves a lot for truck movement.
- Plumeau noted that this is the only rail crossing of the Hudson south of Albany (Castleton). Only place for railcars to get across the Hudson. It does not provide a significant amount of capacity there, which shows a need for potential tunnels over the Hudson.
- There are not a lot of warehouse facilities on the NY side, most are in NJ because of the different in employee costs. For example, the cost is \$20/NJ person versus \$27/NY.
- Hunts Point accepts trucks at a giant terminal entrance. Trucks are generally accepted at night to avoid congestion. They go into the facility and offload at warehouse locations. Businesses are able to lease spaces at Hunts Point. Produce like fruits and vegetables are displayed for purchase. Different chefs will send staff from throughout the area to review the food displays, negotiate prices, and arrange for the delivery of at the broad end. Armed guards led the route and did not allow for any pictures to be taken. They did not discuss security measures. It was noted that when produce sits at the terminal for lengthy amounts of time, it goes bad and impacts business. Many businesses plan for additional fruits to come in because they expect a certain percentage to go bad. This has caused many businesses to shift to using trucks, which is more expensive but more reliable. Some private companies – we can influence them but we cannot force their hand at trying to get these freight shipments to come out.
- Additional questions on the freight facility tours can be directed towards Peter Plumeau.

6. Updates on NYSDOT Freight Plan and MPO Freight Plans

- Mann: NYMTC is in the first phase of the regional freight plan update. Right now they are in the stages of consultant approval, scope negotiation, and contract approval. An update should be available within the next few Working Group meetings. The agency is putting finishing touches on the newest version of the Basis of Freight Transportation brochure. By the next call, new copies should be available.
- Rosenberg: NYSDOT selected RSG as its consultant for the statewide freight plan. They are in contract negotiations, and there will be more to come. As mentioned earlier, NYSDOT is looking to purchase TRANSEARCH data and plan to share the information with planning partners at the MPOs. More to come on that as well.

- Bauer: CDTC –released an RFP in June for the update to regional freight and goods movement study. The agency has selected a consultant and will finalize contracting this fall. CDTC also kicked off the SHRP2 C20 local freight data grant in partnership with RPI.

7. Topics/Focus for Next Call

- Maria will reach out to Peter Bang, the head of FAF at FHWA, to prepare a presentation for an upcoming group meeting.
- Howie will reach out to the NJTPA to provide a presentation on what they did in lieu of TRANSEARCH data on a future call.
- All agencies should provide information regional freight improvements or industry development news prior to the next meeting to maintain a big picture of statewide freight programming.

8. Set Next Call Date/Time

- The next call will be held December 10 at 10AM.

9. Adjourn

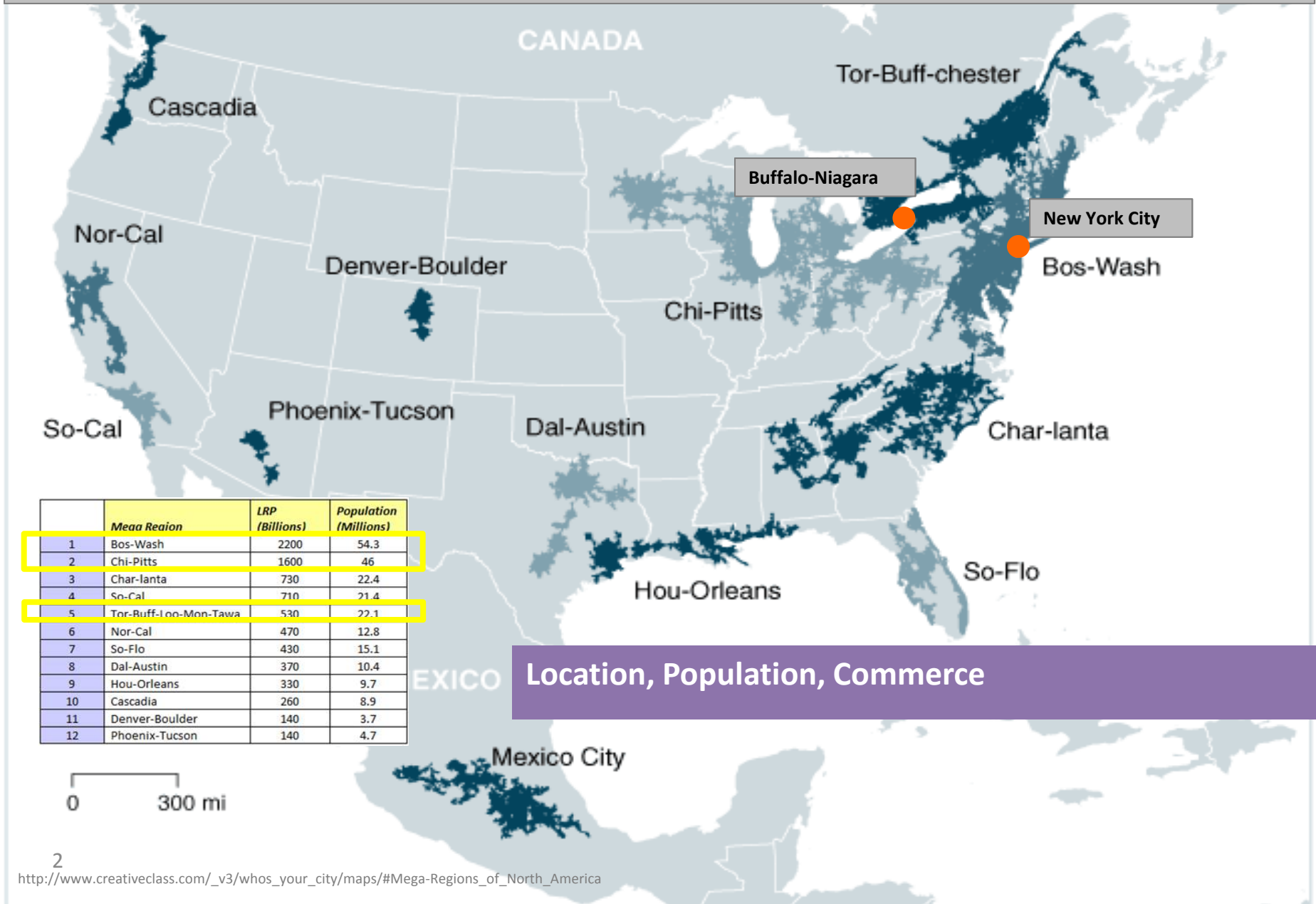
ATTACHMENT #1

NY Freight Facts - Freight in Infrastructure Work Flow.pptx



New York State Freight Improvements

Map of North American Mega Regions



Freight Infrastructure Work Flow

Planning: Identify truck routes, Intermodal connectors, last mile, public outreach to private sector stakeholders. Development of Freight Plans for future scenarios, identify projects.

PLANNING

SCOPING

Scoping: Define/refine feasible foot print of project with largest vehicle travel in mind

NEPA

NEPA: Define/refine Environmental considerations including mitigation for EJ, Invasive Species

ROW

ROW: Business Impacts

DESIGN

Design: Design for context of project with consideration for largest vehicle travel in mind

CONSTRUCTION

Construction: Truck route detour, impact on businesses and deliveries, inform public and businesses of project schedule and potential delays

CONSTRUCTION INSPECTION

Construction Inspection: Project is operational for intended vehicular traffic which general include trucks.

PROGRAMS

Bridge:
Weight limits,
Bridge Hits

Safety: FMCSA

Pavement: Preservation,
Asset Management, Tire
wear

ITS: WIM Sites, Enforcement,
tie in w/VS&W

Operations: Geometric design to
accommodate trucks, OW Permits

Planning: Truck routes, Intermodal
connectors, last mile, public outreach
to private sector stakeholders

Environment: limit spread of invasive
species, Environmental Justice

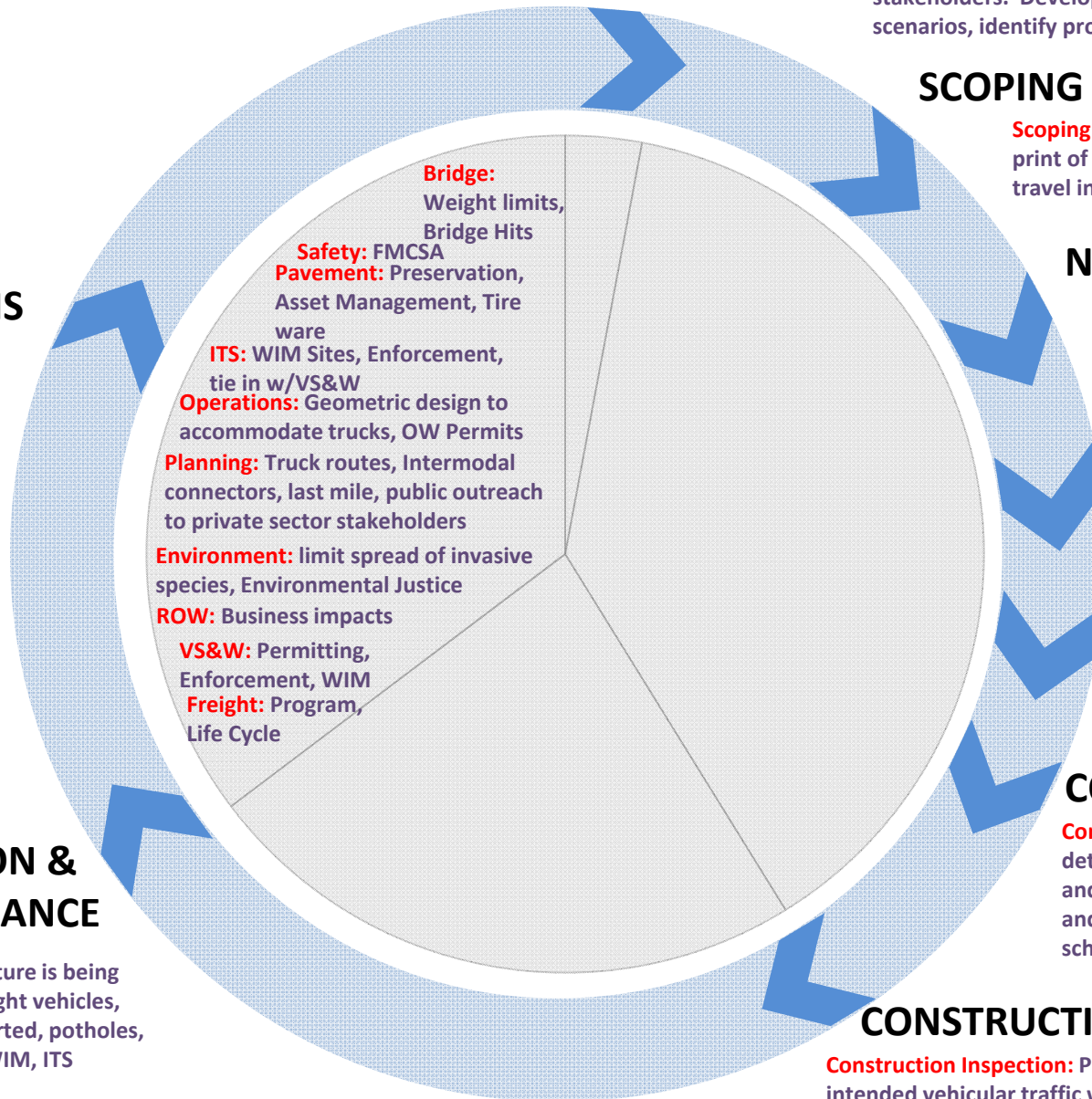
ROW: Business impacts

VS&W: Permitting,
Enforcement, WIM

Freight: Program,
Life Cycle

OPERATION & MAINTENANCE

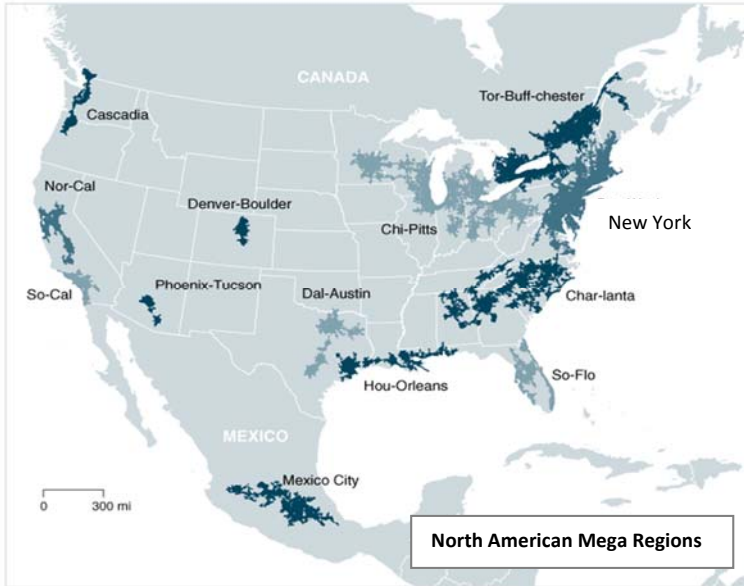
Ops & Main: Infrastructure is being monitored for overweight vehicles, OWOS is properly escorted, potholes, curb wear identified, WIM, ITS integrated



ATTACHMENT #2

New York State Freight & Facts.docx

New York State Freight Fact Sheet



- Port of New York and New Jersey is the most centrally located port to reach the largest population in all of North America
- Greater New York Metropolitan Area Population: 23,362,099
- Canada is the United States' number one trading partner
- New York State's northern and western border is the shortest distance to three of Canada's largest cities from the United States (Toronto, Ottawa, and Montreal) and reaches over half the population of Canada in Ontario and Quebec. pop. 20,932,821

- Greater Toronto, Buffalo, Rochester, Syracuse forms the 'Golden Horseshoe' third largest metropolitan region in all of North America - Population: 8,462,135
- Greater Buffalo-Niagara Gateway is the second busiest international border crossing in and out of Canada
- Fifteen percent of all trucks crossing Canada and the United States go through the Greater Buffalo-Niagara Crossing
- Buffalo-Niagara border crossing is one of two locations in the country selected to pilot 'truck pre-inspection' under the Obama-Harper accord of 2011



Buffalo-Niagara US - Canadian Crossing



Today

Bayonne Bridge

Future

- Raising the Bayonne Bridge 151 ft. to 215 ft. to accommodate *New Panamax Container Ships* carrying 11,000-14,500 TEU into the Port of New York and New Jersey
- According to Jones Lange LaSalle New York-New Jersey Ranked Top Port for Industrial Real Estate 2013

- Port of Albany has received Federal Funding through ARRA for wharf improvements and is expanding the capacity of Port of Rensselaer
- Central New York Inland Depot was awarded \$420,000 from NYS Empire State Development for property acquisition in Town of Manlius across from the Dewitt Rail yard (Syracuse)
- Portage Bridge which carries rail freight over Letchworth State Park is being advanced for replacement (Rochester)



Port of Albany - Port of Rensselaer

ATTACHMENT #3

NYSMPO_FreightWG_Tours_Summer2014.pdf

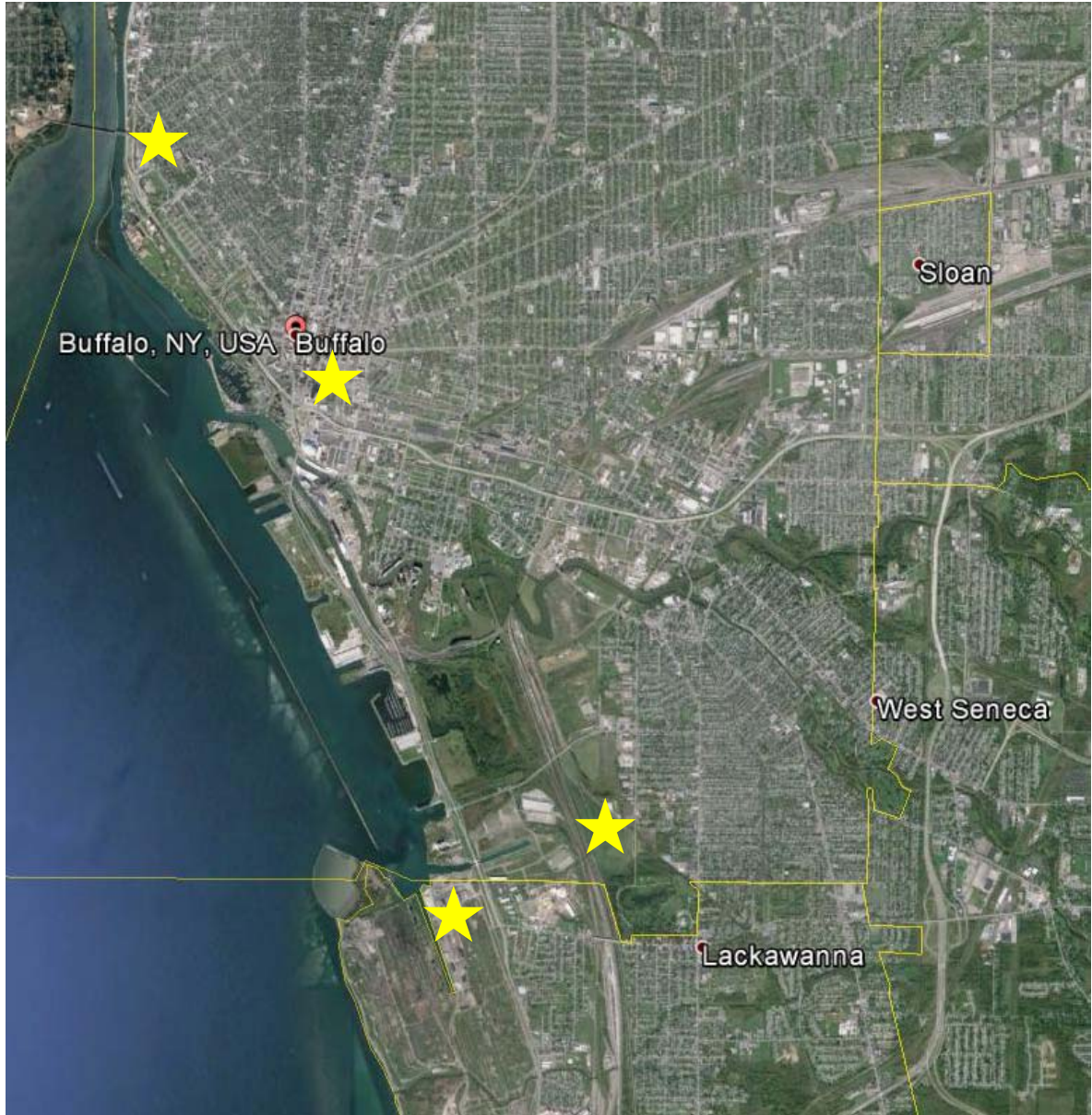


Freight Facility Field Visits, July & August 2014

Hosted by GBNRTC, NYMTC, and FHWA for the
NYSAMPO Freight Working Group



Buffalo



Port of Buffalo



CSX Seneca Intermodal Yard

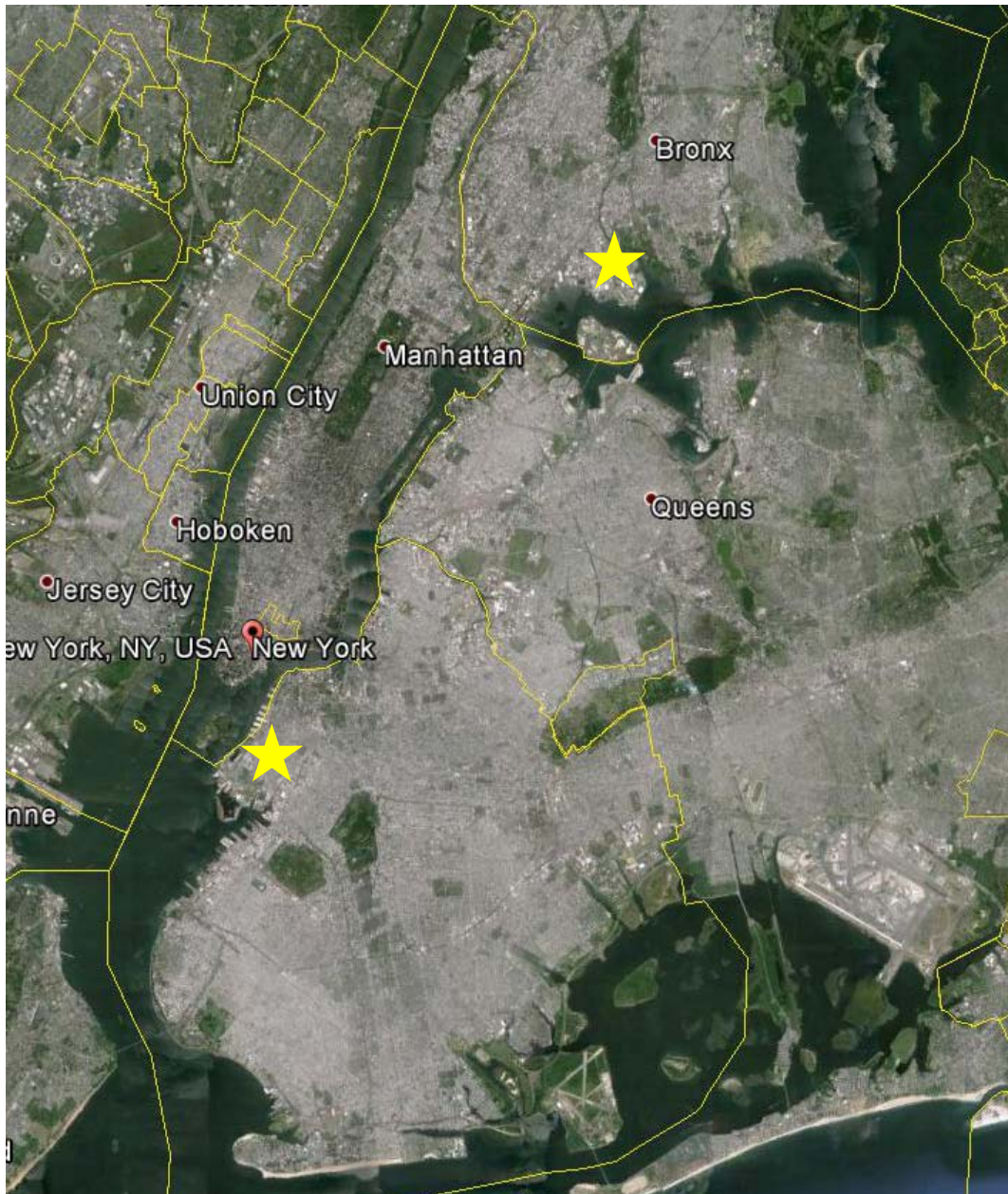


NITTEC





New York City



Brooklyn Port Facilities



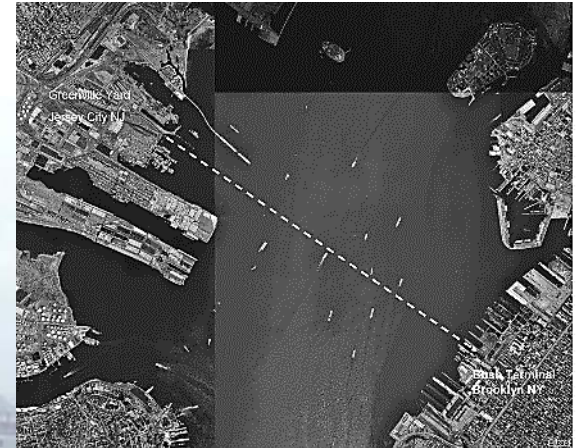
Brooklyn Port Facilities



Brooklyn Army Terminal



NY Harbor Car Float Facility



Hunts Point Market (Bronx)

