



Niagara Frontier Urban Area Freight Transportation Study

Stakeholder Forum



GREATER BUFFALO-NIAGARA

REGIONAL TRANSPORTATION COUNCIL

Buffalo-Niagara Falls Metropolitan Planning Organization (MPO)

Prepared for:
Greater Buffalo-Niagara
Regional Transportation Council



Agenda

- Introduction and Welcome
- Urban Area Freight Study
Overview and Purpose
- Overview of Preliminary Findings
- Work Group Breakout Sessions
- Report out and Wrap-up



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Study Background

<u>Deliverable</u>	<u>Content</u>	<u>Status</u>
Tech Memo 1	•Economic overview of the region	Final
Tech Memo 2	•Air, highway, rail, marine profiles •Cross-border freight system profile •Preliminary identification of opportunities	Final
Tech Memo 3	•Rail, truck, marine, cross-border traffic flow profile •Forecasted freight volumes	Final
Tech Memo 4	•Needs assessment •Proposed projects	Draft
Tech Memo 5	•Economic analysis •Cost-benefit	Some work, needs clarification from needs Tech Memo 4
Final Report		Need to finish TM 4, 5



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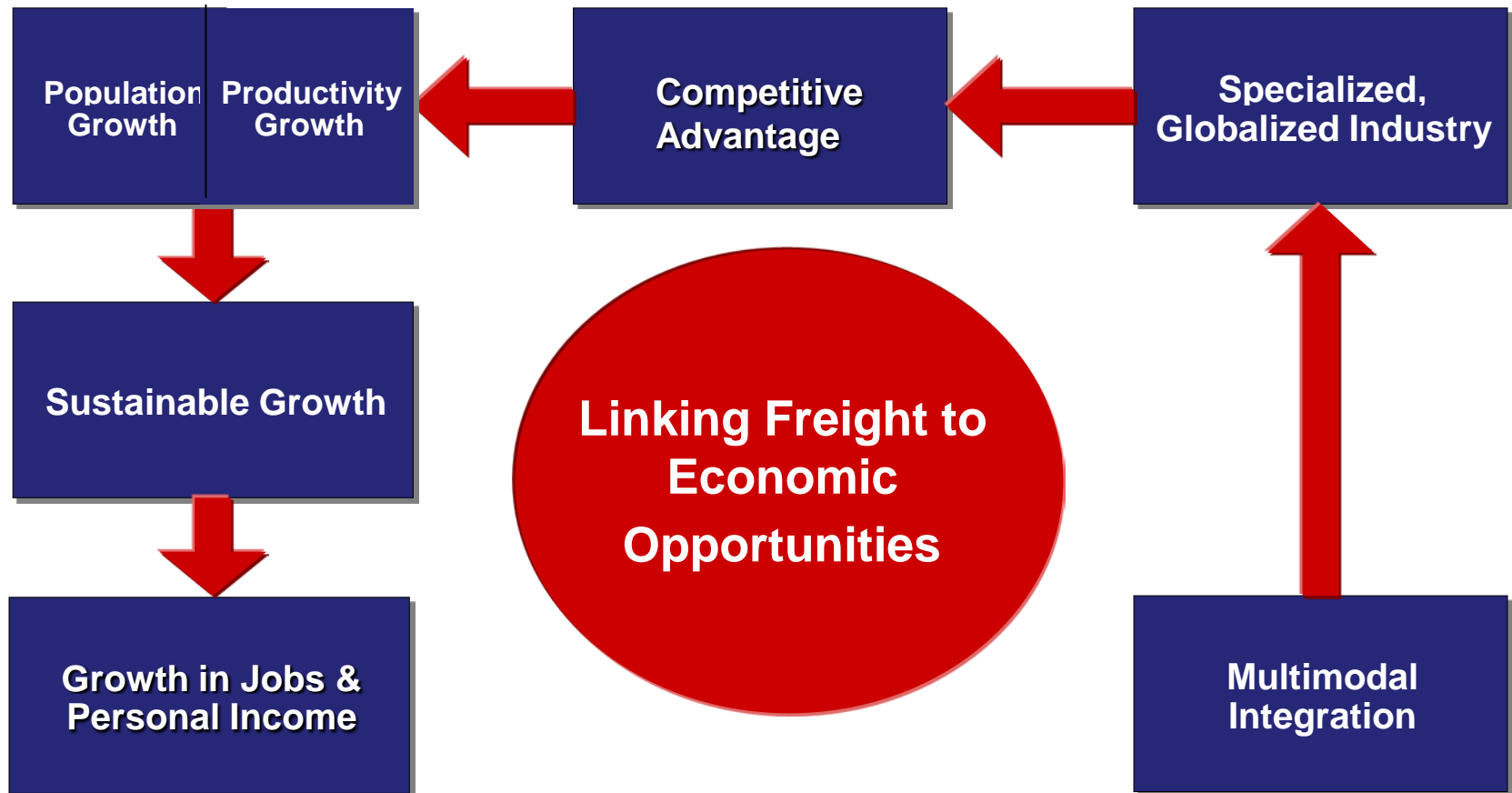
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Overview and Purpose



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Previous Findings

Economic Sector Relative Performance

Erie County		Niagara County	
Under performing	Above average performance	Under performing	Above average performance
Agricultural services	Rubber and plastics	Stone, clay, and glass	Lumber and wood
Oil and gas extraction	Stone, clay, and glass	Fabricated metal products	Rubber and plastics
Forestry	Fabricated metal products	Metal mining	Transportation equipment
Metal mining	Transportation equipment	Oil and gas extraction	Wholesale - durables
Nonmetallic minerals	Water transportation	Nonmetallic minerals	Hotels, other lodging
General contractors	Transportation by air	Trucking & warehousing	Personal services
Heavy construction	Transportation services	Water transportation	Business services
Special trade contractor	Commodity brokers	Transportation by air	Amusement & recreation
Passenger transit	Holding and investments	Transportation services	Misc. manufacturing
Trucking & warehousing	Motion pictures	Nondep. institutions	
Food products	Electronic/electric equipment	Commodity brokers	
Furniture and fixtures	Services, other	Food products	
Printing and publishing		Paper products	
Petroleum and coal		Printing and publishing	
Industrial machinery		Chemical products	
		Petroleum and coal	
		Industrial machinery	
		Electronic/electric equipment	
		Instruments	



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Key Findings From Previous Study Tasks

Freight Flow Analysis

Highway	Rail	Maritime	Cross-Border
<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 (92% intermodal, 63% of carload) •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"> •Decrease in cross-border truck traffic since 1999 •Metals, transportation equipment, largest commodities •Greater Toronto, GGH biggest trading partner •MI, OH biggest marine trading •18% ON rail exports, 10% ON imports through Buffalo



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Key Findings From Previous Study Tasks

Infrastructure Assessment

Highway	Rail	Maritime	Aviation
<p><u>Strengths:</u></p> <ul style="list-style-type: none"> •Fluid truck movements to economic centers <p><u>Weaknesses:</u></p> <ul style="list-style-type: none"> •Buffalo Ave •No identified truck route system 	<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 •Inadequate competition 	<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>Strengths:</u></p> <ul style="list-style-type: none"> •Proximity to major Interstates •Room for expansion •Proximity to border crossings and Canadian markets •Foreign Trade Zones - FTZ 23 (BUF) and FTZ 34 (IAG) <p><u>Weaknesses:</u></p> <ul style="list-style-type: none"> •Limited belly space capacity for freight forwarders. •No direct international lift – backhaul remains an issue •Competition - Proximity to major international gateways



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Freight Improvement Framework

- Land Use / Zoning
- Freight Mobility
- Infrastructure Preservation and Maintenance
- Safety
- Connectivity and Access
- Energy and Environment
- Economic Development: Cost Saving
- Economic Development: New Business Attraction



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Preliminary Findings – Highway

Freight Issue	Stakeholder Identified Issues and Opportunities	Proposed Solutions
Land Use / Zoning		
Freight Mobility	<ul style="list-style-type: none"> Poor communication of delays at border crossings 	<ul style="list-style-type: none"> ITS signage or AM radio station to provide information on delays
Infrastructure preservation & maintenance	<ul style="list-style-type: none"> Local truck routes 	
Safety		
Connectivity & Access	<ul style="list-style-type: none"> Whirlpool Bridge conversion to be used by trucks, dedicated access to Thruway (opportunity) Peace Bridge Need new bridge border crossing 	<ul style="list-style-type: none"> Whirlpool Bridge upper deck conversion Peace Bridge (already in planning stage)
Energy & Environment		
Economic Development: Cost Saving	<ul style="list-style-type: none"> High tolls Empty backhauls 	
Economic Development: New Business Attraction	<ul style="list-style-type: none"> Empty backhauls 	



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Example Highway System Challenge

- Buffalo Avenue Improvement
 - The roadway in poor condition
 - Inadequate clearance of the railroad bridge
- Designated Truck Route system



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Potential Solutions - Highway

Operational

- Signage
- ITS
- Truck Route Management
- Signal Timing



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Preliminary Findings - Aviation

Air Cargo Issues and Proposed Solutions		
Freight Issue	Stakeholder Identified Issues and Opportunities	Proposed Solutions
Land Use / Zoning		
Freight Mobility	New terminal at Niagara Falls International Airport could handle additional cargo, passengers	Improvements at NFIA
Infrastructure preservation & maintenance		
Safety		
Connectivity & Access	Congestion on I-90 and SR 33	Genesee Street rehabilitation
Energy & Environment		
Economic Development: Cost Saving		
Economic Development: New Business Attraction		Efforts to retain UPS, FedEx, DHL Airport marketing efforts Auto and medical equipment to develop market



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Potential Solutions – Air Cargo

Operations / Policy

- Marketing regional aviation services
- Wide-body service
- Direct air cargo service



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Preliminary Findings - Rail

Freight Issue	Stakeholder Identified Issues and Opportunities	Proposed Solutions
Land Use / Zoning		
Freight Mobility	<ul style="list-style-type: none"> Delays at Selkirk Yard Lack of extra capacity in Buffalo Rail congestion CP Draw Inadequate intermodal facilities for large volumes Increase capacity of Portage Bridge 	<ul style="list-style-type: none"> CP Draw bridge replacement G&W Buffalo Line Connection Portage Bridge replacement
Infrastructure preservation & maintenance	<ul style="list-style-type: none"> Improve antiquated rail system 	<ul style="list-style-type: none"> Falls Road Bridge over Erie Canal Rehabilitation
Safety		
Connectivity & Access	<ul style="list-style-type: none"> Slow pre-clearance from Canada Ensure access to Whirlpool Bridge 	<ul style="list-style-type: none"> CN Northern Connection CN Southern Connection
Energy & Environment		
Economic Development: Cost Saving	<ul style="list-style-type: none"> Lack of rail competition (rail rates), particularly interchange fees Virtual container yards could help to make Buffalo a success Better information technology could make Buffalo an international trade processing center for cargoes entering through U.S. coastal seaports 	<ul style="list-style-type: none"> Create virtual container yards Provide information technology tools to facilitate inland processing of seaport trade Provide transload facilities, eventually secondary container terminal, area for distribution facilities
Economic Development: New Business Attraction	<ul style="list-style-type: none"> Lack of distribution facilities Development of Lehigh Valley Yard and adjacent land Buffalo can be secondary distribution center for Toronto market, using IPDN Buffalo can serve as food distribution hub for both U.S. local and Canadian produce. 	<ul style="list-style-type: none"> Lehigh Valley Yard Intermodal Expansion Promote Buffalo logistics hub



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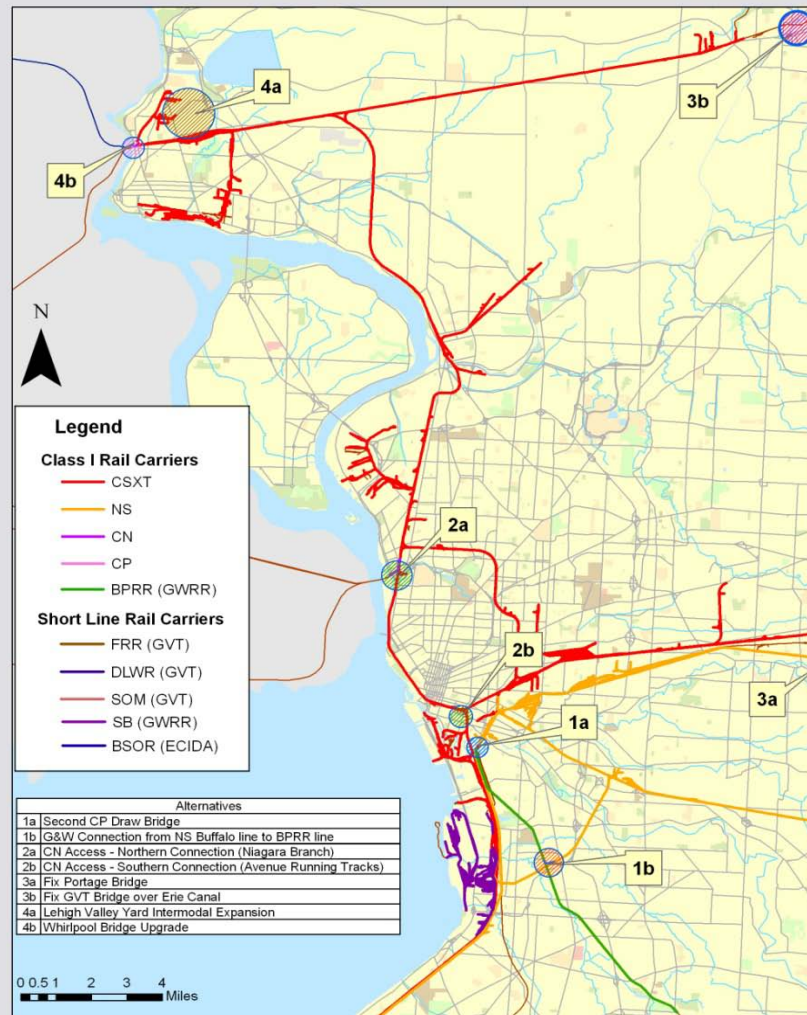
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- 1a - CP Draw Bridge Replacement
- 1b - G&W Buffalo Line Connection
- 2a - CN Northern Connection
- 2b - CN Southern Connection
- 3a - Portage Bridge Replacement
- 3b - Falls Road Bridge over Erie Canal Rehabilitation
- 4a - Lehigh Valley Intermodal Expansion



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Preliminary Findings – Rail

CP Draw Bridge Replacement



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Preliminary Findings – Rail

G&W Buffalo Line Connection



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Preliminary Findings – Rail

Portage Bridge Replacement



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Preliminary Findings – Rail

Falls Road Bridge over Erie Canal Rehabilitation



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Preliminary Findings – Rail

CN Northern Connection



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Preliminary Findings – Rail

CN Southern Connection



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Preliminary Findings – Rail

Lehigh Valley Yard Intermodal Expansion



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Short Line/Regional Rail Projects

Projects in NY State Rail Plan

- Low emission locomotives
- Track upgrade and rehabilitation
- Bridge upgrade and rehabilitation
- Expand yard
- Extend track
- New connections
- New engine house
- Railcar loading equipment
- Rail/highway grade crossing improvements

Typical Priorities of Short Line Projects

- Continued availability of rail service
- Ability accommodate 286K cars
- Safety of rail line service, i.e. excepted track
- Ability to serve new customers



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Logistics Center

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

- Railroad Intermodal Terminals
- Satellite Marine Terminals
- Multimodal Logistics Parks
- Trade Processing Centers
- Multi-site Economic Development Initiatives



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Potential Solutions - Rail

Infrastructure

- Local road access routes
- Improve carrier connections
- Crossing improvements
- Bridge replacement
- Siding improvements
- Inland port / logistics hub



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Potential Solutions - Rail

Policy

- Inland customs clearance
- Eliminate paper barriers
- Improve carrier connections



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Preliminary Findings - Maritime

Freight Issue	Stakeholder Identified Issues and Opportunities	Proposed Solutions
Land Use / Zoning		
Freight Mobility	<ul style="list-style-type: none"> Black Rock Channel lock cannot handle largest ships 	<ul style="list-style-type: none"> Improvements to AES pier, conveyor system
Infrastructure preservation & maintenance	<ul style="list-style-type: none"> Dredging of the Buffalo ship channel As Great Lakes water level declines, depth will be an issue 	
Safety		
Connectivity & Access	<ul style="list-style-type: none"> At the Port of Buffalo will need efficient conveyors to unload ships, more efficient port/rail transfer 	
Energy & Environment		
Economic Development: Cost Saving	<ul style="list-style-type: none"> Short sea shipping to Halifax (opportunity) Will need to implement improvement to establish cross-Lakes ferry service 	<ul style="list-style-type: none"> Waterborne container service Erie Canal dredging, revitalization
Economic Development: New Business Attraction	<ul style="list-style-type: none"> Improvement of AES Somerset pier (opportunity) Buffalo port facilities have ample available capacity (opportunity) 	<ul style="list-style-type: none"> Potential for other shippers to use AES facilities Build transport hub for NYS agriculture sector



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Potential Solutions - Ports

Operational

- Port promotion
- Partnering agreements with other ports
- Professional marketing association
- Information technology enhancements



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Potential Solutions - Port

Infrastructure

- Eliminate Height/Weight Restrictions (project cargo)
- Loading improvements (RORO Ramps, LOLO cranes, etc.)
- Dredging / channel improvements
- Inland port / logistics hub



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Potential Solutions - Port

Policy

- Marine highway designation



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Work Group Breakout Sessions

- Highway, Aviation and Maritime issues and projects
- Rail issues and projects



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Work Group Report Out and Wrap-up Changes to Highway Issues and Solutions

Issues

Solutions



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Work Group Report Out and Wrap-up Changes to Rail Issues and Solutions

Issues

Solutions



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Work Group Report Out and Wrap-up Changes to Maritime Issues and Solutions

Issues

Solutions



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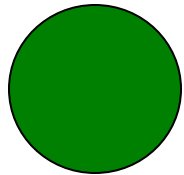
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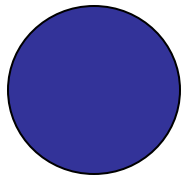
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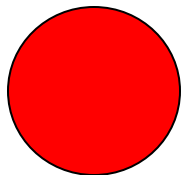
Final Group Screening



Your highest priority in each established category = 3



Your second priority in each established category = 2



Third Priority issue/need = 1



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