

Central New York Intermodal Rail Freight and Inland Port

Feasibility Study

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Prepared for:

**Central New York Regional Planning
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Central New York Intermodal Rail Freight and Inland Port Feasibility Report

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Central New York Intermodal Rail Freight and Inland Port Feasibility Report

I. Introduction

The Central New York Regional Planning and Development Board (CNY RPDB) initiated this feasibility study for constructing a modern rail freight and Inland port facility serviced by rail that could be located on a 200 acre site located directly north of CSX DeWitt Rail Yard. This facility would be referred to as the CNY Inland Port. If determined feasible, this facility will:

- Address congestion at existing marine ports thus, providing for improved throughput of import and export of goods within the regional economy.
- Provide efficiencies through reduced transportation costs.
- Improve the Region's connection to the competitiveness in the global economy.
- Create regional transportation jobs and ancillary supporting businesses, and retain existing warehousing businesses.
- Increase in opportunities for transporting local manufactured goods and agricultural products from the region to major population centers.

The creation of an Inland port could allow the DeWitt Yard to take full advantage of the expansion of the Panama Canal (The Third Set of Locks Project) that will double its capacity by June 2015 allowing more and larger ships to pass through the additional and deeper channels. These larger ships are effectively twice the size of the current ships passing through the Panama Canal. Given the capacity increase, shipping patterns will significantly change as a result of the expansion, creating new opportunities for import and export businesses. Much of the import cargo that now unloads on the West Coast that is moved by train or truck to the East Coast can now be rerouted directly to the East Coast.

Ports up and down the East Coast are preparing for an influx of shipping opportunities by carrying out renovations including dredging, blasting, and bridge-raising to accommodate the increased volume and larger ship sizes. The Port Authority of New York & New Jersey (PANYNJ) Strategic Plan is forecasting a 100% increase in volume of port cargo by 2020.



Figure 1 - Panama Canal

As such, the PANYNJ is preparing for this expansion by carrying out several projects in the greater New York/New Jersey area to retrofit their existing terminals to accommodate larger ships. The PANYNJ is also constructing an entirely new Intermodal Container Facility (ICF) in Jersey City, New Jersey which will allow container ships to be offloaded onto rail cars. This new facility will be an express rail facility that only ships containers via rail cars to Inland intermodal facilities.

The ICF is located near an existing rail yard known as Oak Island which is a Conrail shared asset between two Class 1 railroads, CSX Transportation (CSX) and Norfolk Southern (NS). This ideal location will allow both Class 1 railroads to compete for the influx of container cargo. The short and long-term outlook for growing congestion in existing ports and Inland intermodal facilities is imminent and needs to be addressed. Both rail carriers have identified this as an issue and have been making significant investments into their existing Inland intermodal facilities to prepare for the future.

In addition, the PANYNJ has initiated a Port Inland Distribution network that will allow the PANYNJ to maximize its ability to handle the additional the additional market share through its network of several container terminals, all of which have access to CSX rail yards. Syracuse is located on the Port Inland Distribution Network.



Figure 2 –PANYNJ Shipping Routes

CSX’s Dewitt Rail Yard in Syracuse is the closest rail intermodal terminal on the CSX network to the PANYNJ north of the greater New York/New Jersey area, (Figure 2). Within CSX’s Dewitt Yard is a rail/truck intermodal terminal which is operated by a CSX subsidiary, CSX Intermodal. Dewitt’s location provides a significant opportunity for Central New York to provide additional import and export services throughout the northeast.

The CNY Inland Port is also located within close proximity to the North American Super Corridor Collation’s (NASCO) Super Corridor. NASCO is a transportation network linking numerous existing Inland Ports within the United States, Canada and Mexico. The location of the CNY Inland Port will allow and the Super Corridor will allow for even greater opportunities for import and export of goods in the central New York Region.

In addition to the abundant modes of transportation and available shipping network there is also a manufacturer of shipping containers looking to move to the CNY area. The proposed container manufacturing site would be ideally located less than 2 miles away from the proposed CNY Inland Port and has direct rail access to the Dewitt Yard.

All of these factors provide a significant opportunity to position the CNY Inland Port to take advantage of the freight opportunities.

II. What is an Inland Port?

An Inland port is designed to move international shipments more efficiently and effectively from maritime ports inland for distribution. An Inland Port is a “physical site located away from traditional land, waterway, air and coastal borders with the vision to facilitate and process international trade through strategic investment in multi-modal transportation assets and by promoting value-added services as goods move through the supply chain”. — Center for Transportation Research, University of Texas.

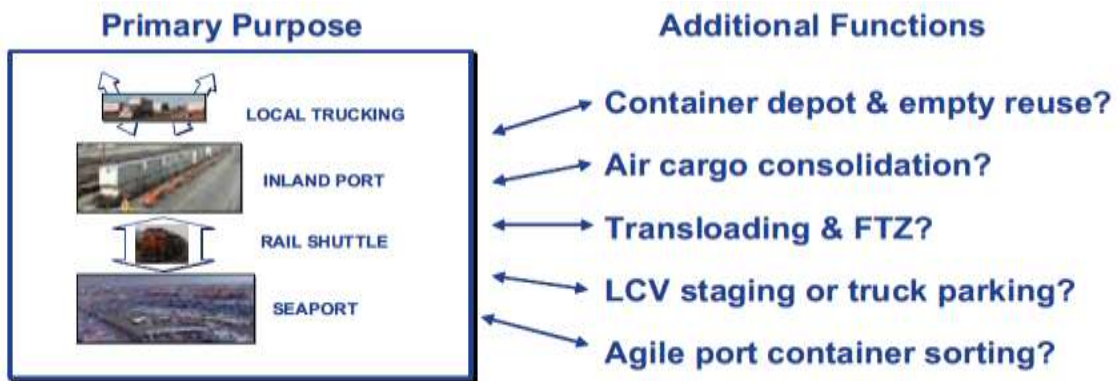
III. Why an Inland Port?

The goal of an Inland port is to achieve maximum efficiency in the movement of freight cargo through an area to avoid or bypass congestion associated with traditional seaports. Containerized cargo (20-foot and 40-foot shipping containers) is the typical mode of transport as it is easily transferrable from truck to rail to ship and vice versa but some Inland ports also have the ability to process specialized commodities or bulk goods. Thus an Inland port can:

- Expand existing seaport *capacity*
- Increase freight system *reliability*
- Improve intermodal *connectivity*
- Improve *congestion management* activities
- Improve local and *regional distribution* patterns
- Create *new market* opportunities
- Support regional *economic development*

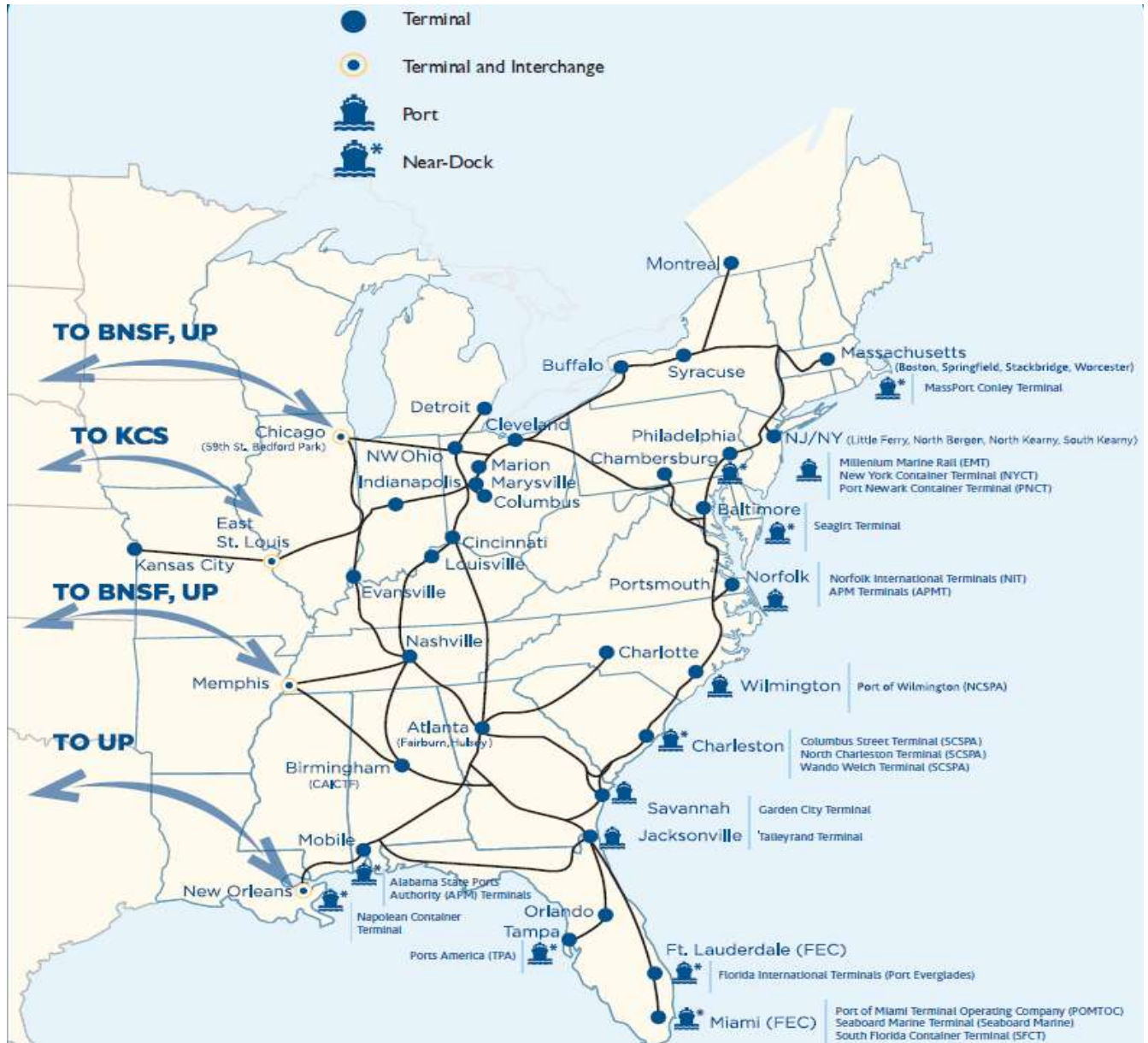


Figure 3 – NASCO Super Corridor Map



In short, The Inland Port concept is to move the time-consuming sorting and processing of containers inland away from congested seaports, and to speed the flow of cargo between ships and **major** land transportation networks, which would carry goods to the rest of the country.

Figure 4 - CSX Intermodal Network Map



IV. The Potential of Inland Ports

Ports are more than locations where ships are loaded and unloaded. Seaports attract a wide variety of commerce such as warehousing facilities, processing facilities and ancillary services. The Inland port concept provides an opportunity to duplicate or complement the services traditionally offered at a sea port at Inland location, promoting economic development and logistics based integration inland, reducing congestion and the demands on limited space at a seaport. Thus reducing the space needs at a seaport while reducing overall shipping costs.

To understand the national interest around Inland ports, we quote Jones Lang LaSalle (JLL) Executive Vice President, Supply Chain & Logistics Solutions Richard Thompson:

“Inland ports are clearly increasing in importance and visibility. The reason for that is efficiency and effectiveness. Supply chain professionals are all about costs and service, and transportation costs are going up significantly and expected to continue to increase over the next several years, regardless of what happens with oil prices.”

Indeed, our discussions with major water ports noted that “a transport cost difference of just pennies per container can make the difference to the port a shipper uses.”

Another distinguishing feature of an Inland port is the use of transportation assets as an “anchor tenant” for logistics-based economic development such as 3GI’s partner, Mohawk Logistics.

Recognizing the potential, various public and private interests have realized that Inland ports are a burgeoning trend in the international, national and regional freight logistics industry. These trends have been magnified as traditional infrastructure is either constrained or experiencing unprecedented levels of congestion, and financial resources are strained due to economic conditions, fuel costs, and materials costs. As previously stated, demands on East Coast ports are expected to significantly increase with the increased capacity of the Panama Canal. In some cases, there are additional challenges to expanding seaports such as opposition from local citizens and municipalities adjacent to such facilities.

Inland ports are being developed or sought as another option within the existing network of railroads, highways and seaports where there is emerging and unprecedented congestion combined with a limited pool of resources for expansion.

As U.S. exports grow, manufacturers and shippers are faced with new challenges. These include: finding empty intermodal containers at Inland locations, whereas containers typically return to sea ports empty for shipment back to overseas locations; identifying shipping lanes that can guarantee delivery for time-sensitive commodities; and seeking efficiencies in the existing transportation network where logistics models are based on fossil fuel prices that were less than half of today’s rates when the models were developed.

V. Types of Inland Ports

Inland ports can vary greatly from the basic concept of a satellite terminal that compliments a traditional seaport. Inland ports can typically be classified into one of the following categories:

- Satellite Marine Terminals
- All-Cargo Logistics Airports
- Multi-Modal Logistics Parks
- Rail Intermodal Parks

A broader view of Inland port project types includes a variety of features, including physical facilities to handle shipping containers, air cargo, and value-adding activities such as light manufacturing. Although the types of Inland port projects may vary greatly, they all share the common goal of promoting economic development within the area adjacent to Inland points. The concept of proposed CNY Inland Port would take advantage of the existing adjacent CSX Intermodal facility and conventional transportation network, classifying the facility as a typical Rail Intermodal Park.

Rail intermodal parks typically are industrial parks built around a rail intermodal terminal. This concept is the most desirable type of Inland port project with most economic development agencies and their vision of what an Inland port represents. Rail intermodal terminals typically have strong economies of scale which require large concentrated volumes of business to be economically viable. Railroads, therefore, are highly selective about the markets in which they locate terminals and provide intermodal train service. CSX has already identified the Syracuse area as a viable market by building an intermodal terminal. The proposed CNY Inland Port would take advantage of this by being strategically located adjacent to the existing facility.

Typically rail intermodal terminals are built and owned by the host railroad(s), as is the case with the DeWitt Yard. In very few cases public public/private agencies have created intermodal terminals in the hopes of encouraging development.



Figure 5 - BNSF Intermodal Terminal, Chicago, Illinois

The high profile example of a successful rail intermodal park is the CenterPoint Properties development at the former Joliet Arsenal in Chicago. Logistics Park is a 2,500-acre, master planned development project that includes a 750-acre BNSF Railroad intermodal terminal serving the largest distribution market in the United States. CenterPoint has developed approximately eight million square feet of industrial property with plans to expand to 12.5 million square feet. This level of development and success can be seen as a very fortuitous convergence of circumstances.

Most rail intermodal terminals have attracted some industrial development. In the past, terminals were developed independently with no integrated industrial park. Rail carriers have now realized the industrial development value of their intermodal terminals. As new or replacement terminals are developed additional land is generally acquired to incorporate industrial development.

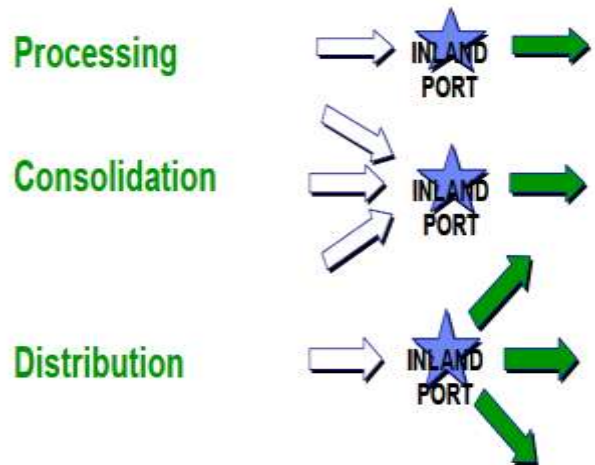
VI. Inland Port Functions

Just as there are a variety of Inland port concepts, the function of an Inland port also varies. These functions are typically in alignment with the economic objectives of the region.

A. Value-Added Functions

For a facility along a trade or goods movement corridor to add value, it must ordinarily do one or more of three things: process the goods, consolidate the goods and/or distribute the goods, including:

- **Processing.** Processing typically could include refining, sorting, packaging, testing, assembling, or any other operation that increases the value of the goods to the customer. Examples would typically include agricultural products, light manufacturing, or packaging bulk goods for retail sale.
- **Consolidation.** Consolidation is a second means of adding value. Consolidation can include the consolidation of multiple small shipments into a single, more efficient large shipment or consolidation of multiple items into a single delivered product.
- **Distribution.** Distribution in its simplest sense is the act of splitting large shipments into smaller shipments for local delivery. This simple sort of distribution is also called “deconsolidation.”



Most Inland port facilities host a combination of these basic value-added functions as building blocks. Most Inland ports combine modal transfer (including consolidation/deconsolidation of train load or plane loads) with providing facilities for processing/consolidation/deconsolidation by tenants.

The modal transfer and consolidation/deconsolidation of shipments is analogous to a seaport handling vessels with multiple shipments, hence the “Inland port” nomenclature. The business of providing land or facilities for processing/consolidation/deconsolidation by tenants is basically the same as industrial park development, with an emphasis on logistics rather than manufacturing.

B. Commercial Customs Functions

U.S. Customs and Border Protection has encouraged the concept of International Trade Processing Centers (ITPC’s) to shift some of the trade-related activity away from congested ports and border crossings. A number of proposed projects include initiatives to relocate various “trade processing” activities from congested and costly border gateways to Inland points. A key issue for these

initiatives is the definition of “trade processing” and their ability to define and market a value proposition.

Given a broad commercial goal of moving imports and exports as quickly and economically as possible, “trade processing” functions would generally be regarded as sources of cost and delay to be avoided or minimized. For some commodities there is a strong preference to not process goods due to the required time and administrative requirements. Below are some examples of the various services that could be handled at an Inland location if designated as such:

Foreign Trade Zones. A Foreign Trade Zone (FTZ), also known as a Free Trade Zone, is a federally sanctioned site where foreign and domestic goods are considered to be outside of the U.S. customs territory. Foreign Trade Zones operate at the intersection of regulatory and commercial interests. Cargo received into a Foreign Trade Zone has not technically entered the United States in a regulatory sense and is therefore not yet subject to duties, quotas or other regulations. Importers can leave inventory in an FTZ (at some cost) until it is advantageous to actually receive it. Under carefully described conditions, cargo can be packaged, combined, or otherwise processed in an FTZ and re-exported without U.S. duties or limits. Merchandise can be brought into an FTZ to be stored, exhibited, repackaged, assembled, or used for manufacturing free of customs duty, quota, and other import restrictions until the decision is made for the goods to enter into the U.S. market. Foreign Trade Zones are used for a variety of purposes and commodity movements within global supply chains. The advantages of a Foreign Trade Zone are, highly specific to the import flows and company circumstances involved. Most of all, an FTZ offers flexibility and potential savings to creative shippers and receivers who can take advantage of these opportunities. Virtually all existing Inland Port have FTZ status. Therefore, it would be of great benefit to the proposed CNY Inland Port obtain FTZ status.

Customs Inspections. Only a small percentage of all import containers are opened or otherwise physically inspected by Customs and Border Protection (CBP). Containers are inspected for contraband (e.g. drugs), undeclared or incorrectly declared cargo (e.g. commodities banned, governed by quotas, or subject to higher duties than the declared contents), or stowaways. CBP relies primarily on the Automated Targeting System (ATS), which identifies shipments to be physically inspected based on origin, destination, commodity, shipper/consignee, and other factors. Containers declared to contain handicrafts from Columbia, for example, are much more likely targeted than auto parts from Japan.

Containerized cargo may be inspected via remote sensors, X-rays, cursory examination, or complete unloading for an item-by-item examination. Cargo is cleared for delivery or transport inland only after necessary CBP inspections are completed. Other inspections may be required as well, such as USDA inspection of imported meat.

Imported goods must be “cleared” by Customs before the consignee can take possession. To be “cleared,” the consignee or his agent (e.g. a Customs Broker) must complete electronic or paper forms, pay any applicable duties, and make the cargo available for inspection if required. Import shipments can be “bonded” and move “in bond” if a Customs Broker has posted a bond sufficient to

cover any applicable duties. Once “bonded” a shipment can be moved inland or to a Customs Bonded Warehouse to await final clearance.

Centralized Examination Stations. Shipments requiring detailed examination are frequently directed to a Centralized Examination Station (CES), essentially a warehouse or transloading facility where CBP agents can have access to the goods in question. The importer or exporter bears the cost of this examination and any transportation to and from the CES.

In-bond transport. If the only issue involving the cargo is payment of applicable duties, cargo owners or their agents (e.g. a Customs House Broker) may post a bond and transport the container in-bond to an Inland location pending Customs clearance. A large portion of West Coast import containers moving Inland by rail moves in-bond, with Customs clearance completed before the container is released from the Inland rail terminal. In this case, the cargo “enters” the United States in the Inland Customs District where it was released. The “processing” function is minimal, and is usually completed without CBP personnel on site.

VII. Characteristics of Successful Inland Ports

Inland ports focus on logistics based economic development by focusing on the freight transportation and logistics advantages of a candidate site, logistics-based developers bring additional tools and leverage to bear on location decisions. A critical distinction is that logistics-based advantages complement and strengthen the basic attractions of a city, region or site, but cannot override poor location. Logistics-based development is much more likely to succeed with the involvement of a specialized master developer such as CenterPoint Properties development Logistics Park in Chicago. Another key factor in successful logistics development is willing long-term commitments from the railroad or other carriers.

Inland ports take the concept of logistics-based development one step further to complete the economic development. By conceptualizing an Inland location as a “port,” with all the ancillary port facilities and services that can be translated Inland, this approach focuses on trade-based businesses for which conventional economic development and logistics-based development may not be enough. An Inland port will not thrive in a poor economic location or with poor logistics. The presence of Customs and Foreign Trade Zone services can be regarded as thresholds for a fully developed example of an Inland port. Below are several examples of the characteristics required for a successful Inland port:

- Transportation infrastructure such as rail links with intermodal terminals, air cargo capacity, and an accessible Interstate or similar highway system.
- Demographic advantage in the form of proximity to large population centers or advantage to a significant base of manufacturing activity.
- Geographic advantage in the form of accessibility to coastal ports and a lack of barriers to efficient transportation to the port.
- Presence of large shippers seeking to leverage the benefits of an Inland port development.

- Access to and support of leading-edge information technologies required to facilitate the efficient movement of goods into and out of the area.
- Cooperation among public and private entities focused on the improvement of transportation and logistics services, for the benefit of the whole community.
- The formation of councils or authorities to expand public and private involvement through groups of related participants that address common concerns of logistics based constituents;
- The willingness and organizational capability to aggressively market the Inland port concept locally, nationally, and internationally, to gain community support and attract potential relocation prospects.
- Capable program development and program management, which is essential in bringing together multiple entities from both the public and private sectors.

Figure 6 – CSX Intermodal Facility North Baltimore Ohio



Figure 6 is a photo of the CSX Intermodal Terminal located in North Baltimore Ohio which was opened in 2011. This new facility has already generated some buzz about the potential to build an Inland Port in surrounding areas because of the favorable existing site characteristics and location to the interstate system. CSX Intermodal is also looking to expand this facility already and have dedicated \$80 million dollars of their own money to do so.

VIII. Review of Similar Inland Port Facilities

For this study, in addition to the CNY Inland Port/Distribution facility site layout, a high-level analysis of Inland port characteristics was completed. In doing so, 20+ Inland port studies and presentations

from around the U.S. and Canada were reviewed (see References). The studies and information noted typical Inland ports, distribution facilities, logistics parks, rail intermodal facilities, distribution centers and trade-processing centers.

These characteristics serve as a major benefit for big box retailers that function as some of the country's largest importers whom are focused on Inland ports and intermodal facilities and are building facilities close to Inland ports for various reasons. While there are currently a limited number of U.S.-based Inland ports, there is a significant potential for more Inland ports to enter the market as the Panama Canal expansion nears its 2015 completion date. This opinion was supported by all of the studies we reviewed.

Figure 7 below depicts various existing Inland Port locations in relation to CSX's operating network of intermodal facilities within the north eastern U.S. Table VIII-1 below compares the desirable characteristics of those Inland ports and the features available for the proposed CNY Inland Port.

Figure 7 - Inland Port Locations Comparison

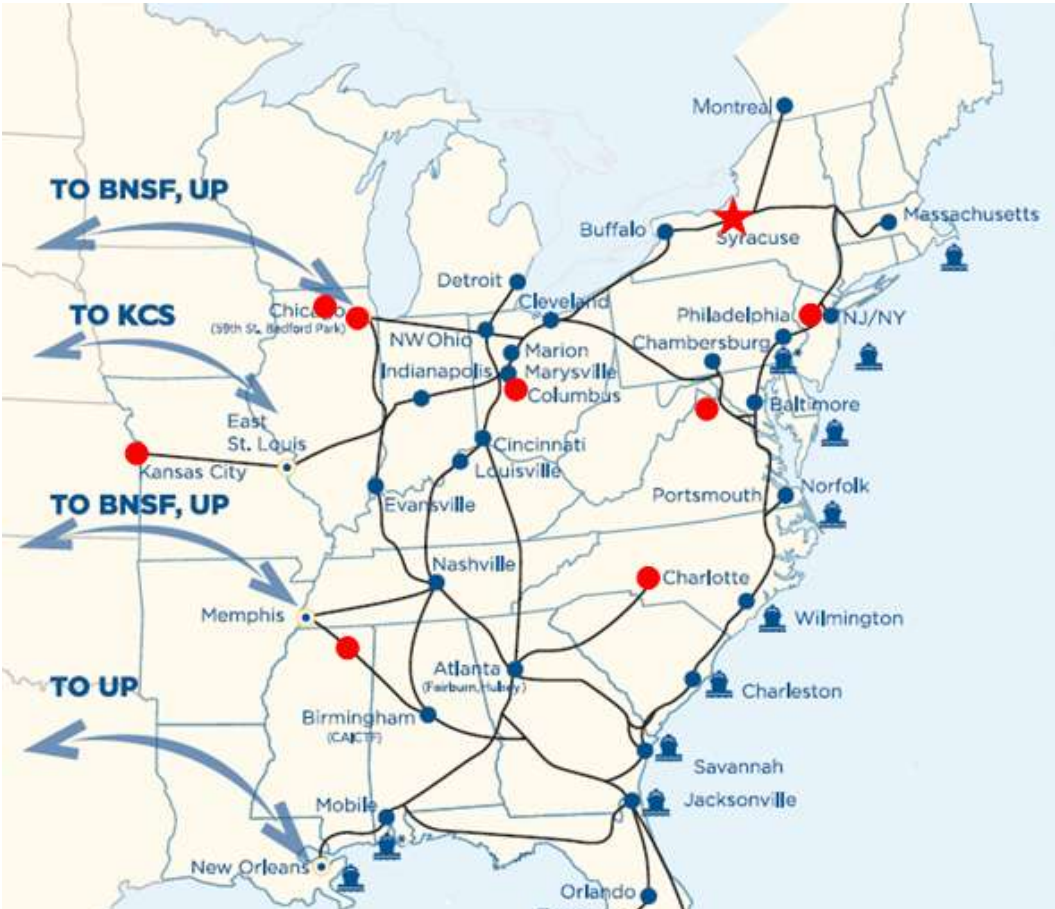


Table VIII-1

Inland Port Comparisons

Inland Port Desirable Characteristics	CNY Facility	Virginia Inland Port	Port of Illinois Joliet, IL	Alliance Texas Dallas, TX	CenterPoint Kansas City, KS	Raritan Center, NJ	Rickenbacker Inland Port Columbus, OH	Charlotte Inland Terminal, NC	NC Global III Rochelle, IL	Port of Huntsville, AL
Have high freight density, typically the Market proximity to at least 3 million people within 200 miles. (Ogdensburg, NY-130; NY/NJ - 250-260; Toronto - 255; Rochester 105; Oswego-45; Kingston-135; Montreal-260; Boston-310)	X	X	X	X	X	X	X	X	X	X
Major connection to a North American seaport via a Class I railroad	CSX	X	X	X	X	X	X	X	X	X
Foreign Trade Zone status and privileges		X	X	X	X	X	X	X	X	XX
Abundance of reasonably priced commercial real estate for warehousing and distribution, relative to the East and West coasts, among others	X	X	X	X	X	X	X	X	X	X
Provide potential for hub and spoke networks with highways; railroads; water ports; airport(s); foreign trade zones; and end users	X	X	X	X	X	X	X	X	X	X
Potential for increased freight supply chain efficiency - Maximize Transportation Assets	X	X	X	X	X	X	X	X	X	X
Potential for Primary Job Creation	X	X	X	X	X	X	X	X	X	X
Environmental Benefits: Air Quality;	X	X	X	X	X	X	X	X	X	

Below are two specific inland port case studies, one small and one larger one to help illustrate the key characteristics of a successful inland port and how they have made these facilities successful.

Virginia Inland Port:

The Virginia Inland Port concept was first explored in the early 1980s with the main purpose being to capture a larger market share for the Port of Virginia. At that time, cargo from the Ohio Valley was primarily being sent through the Port of Baltimore. The market expansion was intended to be a powerful sales tool in convincing additional ship lines to add Norfolk to their schedules to increase business in Virginia. Initial examination of this Ohio Valley market revealed a potential for 100,000 annual containers. The Virginia Port Authority determined that one way to attract this business was to build an intermodal facility close to these areas that could be linked by rail to the port area. This site has easy access to I-66, I-81 and ADHS Corridor H, and has 1,400 feet of common boundary with Norfolk Southern. These features promoted the development of several distribution/processing type facilities to be located adjacent to the Virginia Inland Port. The Virginia Inland Port started operations in 1989 with initial annual volumes of 8,000–9,000 containers. Since that time the annual throughput volume approached the targeted level of 20,000 international containers annually in 1999.



Figure 8 – Virginia Inland Port

Rickenbacker Inland Port Columbus, OH:

Columbus is a city of 1.6 million people located in central Ohio, 300 miles east of Chicago and 500 miles west of New York City. The city is located at the intersection of I-70 and I-71, is served by CSX and Norfolk Southern (NS) railroads, and has two major airports. Local transportation planning is centered in the Mid-Ohio Planning Commission.

Rickenbacker Inland Port is actually defined by several facilities which include:

- Port Columbus International Airport which handles freight shipments such as small package cargo and mail. The airport is surrounded by warehouses and distribution centers including a soft drink warehousing/distribution center. This location has access to I-670 and I-270.
- Rickenbacker International Airport is a multi-modal cargo airport, with U.S. Foreign-Trade Zone Status.

- NS Discovery Park Intermodal Terminal is located just north of the Rickenbacker Airport with good access to I-270, I-70 and I-71.
- CSX Buckeye Yard Intermodal Terminal located northwest of the I-270 and I-70 intersection.

Only Rickenbacker International Airport is classified as an “inland port” with Customs facilities, and FTZ status. The other facilities are considered conventional rail facilities. Rickenbacker is a 5,000 acre all-cargo airport. It was the first public use all-cargo airport in the United States and is currently the largest public all-cargo airfield in the world. Rickenbacker did not become an economic success until after 1990 when the Greater Columbus Inland Port Concept was developed. Area business and political leaders believed that it would be successful if a container could arrive at port in the New York/New Jersey area, be loaded onto a rail car, shipped to Columbus, clear Customs, and be broken down into smaller units for delivery to East Coast locations faster than if entirely processed in the port of entry. Today, more than 60 companies now do business at Rickenbacker. The two existing intermodal facilities have exceeded their designed capacity of approximately 300,000 containers a year and the intermodal operators are exploring possibilities for future facilities for continued expansion in the area.

The proposed CNY Inland Port has the same key characteristics available as those of other successful Inland ports. It is just outside the preferred 200 mile radius from the major population centers of New York City, NY and Boston, MA. There also appears to be sufficient commercial real estate at or near the proposed facility making it an ideal location.

The proposed CNY Inland Port will connect with the CSX Transportation, a major Class 1 carrier, with interconnections with every Class 1 Railroad across the United States and Canada. CSX Intermodal operates over 40 intermodal facilities within the United States.

CSX Intermodal currently operates two intermodal facilities within New York, one in Buffalo and the one in Syracuse. The Proposed CNY Inland Port would take full advantage of the Syracuse location and be the only true Inland Port in New York. The CSX intermodal yard in Buffalo is significantly restricted by its location to provide the services typically offered by an Inland port as it is constrained by the surrounding area. To create an Inland port in the Buffalo area significant resources would have to be spent to relocate and/or build a new rail intermodal facility in area that has available land to develop capable of providing Inland port type services.

The proposed CNY Inland Port is also ideally located near the interstate highway system. The site has access to I-481 less than a mile away. I-481 is a bypass route around the east side of Syracuse and provides direct access to I-90 (east – west route) and I-81 (north – south route). This access provides significant opportunities for the trucking of goods in and around the northeast.

While our work scope did not include an economic or full environmental analysis, the Inland port appears to bring the ability to add shipping efficiencies to CSX and shippers. There are 22 manufacturers and 5 major distribution centers noted in the Syracuse area. Also, the proposed

facility will be located near other major rail and waterway facilities in and around Buffalo, Rochester, Albany, and Binghamton.

Given these factors, the proposed CNY Inland port facility appears to have the ability to operate efficiently and become fully integrated with the existing CSX hub and spoke system. Additional research and study will be required to determine the economic and environmental benefits, but at a minimum the proposed facility certainly appears to provide logistic efficiencies that can benefit both job creation and help reduce long haul truck traffic.

Additional longer term benefits will be created if the proposed facility can also create a tie-in with the Finger Lakes Railway which will provide access to the Norfolk Southern Corporation through the Empire Link marketing program. By using rail shipments to and from facilities on any of these lines, shippers are able to route traffic via the Southern Tier. Also a tie-in with the New York, Susquehanna and Western Railway, would provide additional competitive access to the Ports of New York and New Jersey, as well as with NS, Canadian Pacific, and other Class 1 railroads.

Table VIII-2 provides a comparison of the proposed CNY Inland Ports physical characteristics and those of other Inland ports already operational in the United States. Inland ports vary greatly in size, operations, and services provided. In some instances, commissions have been established between multiple Inland ports, intermodal sites, and logistics centers that span numerous counties and even states to provide greater economic development opportunities. These commissions typically develop well thought out master plans to achieve success. Planning agencies, major class 1 rail carriers and developers are continually expanding existing facilities and planning new ones due to increased demand in containerized shipping and changes in shipping patterns.

**Table VIII-2
Comparison of Intermodal Facilities and Inland Port Features**

Location	Rail Facility				Inland Port Facilities			Comments
	Number of Rail Carriers	Size	Intermodal Facility		Size	Distribution Facilities	Processing / Distribution/ Consolidation Operations	
			Number of Transload Tracks	Working Track Car Capacity				
Syracuse, NY	1	400 acres (Includes Dewitt Yard)	2	80	200 acres	X	1,178,500 sq. ft. of potential floor space available for development	Dewitt Rail yard offers additional services to the area
Port of Huntsville, AL	1	6,000 acres						Ties together both air and freight operations
Global III, Rochelle, IL	1	1,200 acres	4	N/A	843 acres	X	Classification and intermodal terminal only	
Port of Illinois, Joliet, IL	2	6,000 acres	8 (2 facilities)	720	6,500 acres	X	30 million sq. ft. warehouse and distribution space	Tied with BNSF and UPRR intermodal terminals and barge terminal
CenterPoint Kansas City, KS	4	Over 1,340 acres over 4 facilities		N/A	2,200 acres	X	Millions of square feet of distribution and warehousing facilities	Tied in with the KC Smart Port initiative which connects 5 intermodal parks spanning 18 counties, Includes KC International Airport
Raritan Center, NJ	1	2,350 acres	5	N/A	400 acres est.	X	14 million sq. ft. warehouse and distribution space	Raritan is tied to the PANYNJ
MORPC Inland Ports Columbus, OH	3	4,200 acres	4	N/A	125 acres	X	134 million	The MORPC ties together 6 intermodal-Inland port facilities, two airports serving both small and large freight
Charlotte Inland Charlotte, NC	2	200 acres	6		16 acres	X	Container facility only	City, NC and NS are teamed together to build additional intermodal facility at Charlotte Airport
Virginia Inland Port	1	161 acres	5	125	161 acres	X	8.5 million sq. ft. of commercial and distribution facilities	One of the oldest of Inland ports in US
Alliance Texas Logistics Park Dallas, TX	2	9,600 acres	2	N/A	1,780 acres	X	31 million sq. ft.	Tied in with 8 additional sub-developments representing 9,600 acres; tied with air cargo; and major commercial and residential development

IX. Project History

In 2000, the Brang Co., Inc. proposed to the Town of Manlius to develop the portion of the project area east of Girden Road (Figure 3) as the Kirkwood Business Park. The intent of the business park was for light industrial uses, commercial offices, and warehousing and distribution uses in particular those that required rail access for shipping and receiving goods. A Generic Draft Environmental Impact Statement (GDEIS) was prepared as part of the approval process for the park. This document serves as a valuable resource regarding the existing conditions of the study area, although the Kirkwood Business Park was never built.

In 2002, Container Intermodal Distribution, LLC proposed to the Onondaga County Industrial Development Agency (OCIDA) that the property studied under the Kirkwood Business Park be developed for use as a regional distribution hub adjacent to the CSX rail yard. Further analysis of the site was conducted, but the project did not move forward.

In 2012, 3Gi Terminals LLC, an international infrastructure company, approached the Central New York Planning and Development Board (CNY RPDB) with the concept of building the CNY Inland Port in the same location proposed as the 90 acre Kirkwood Business Park. In addition to the property east of Girden Road, the CNY RPDB requested a review of an adjacent property located west of Girden Road. Both properties comprise the CNY Inland Port Study Area and are the subject of this report.

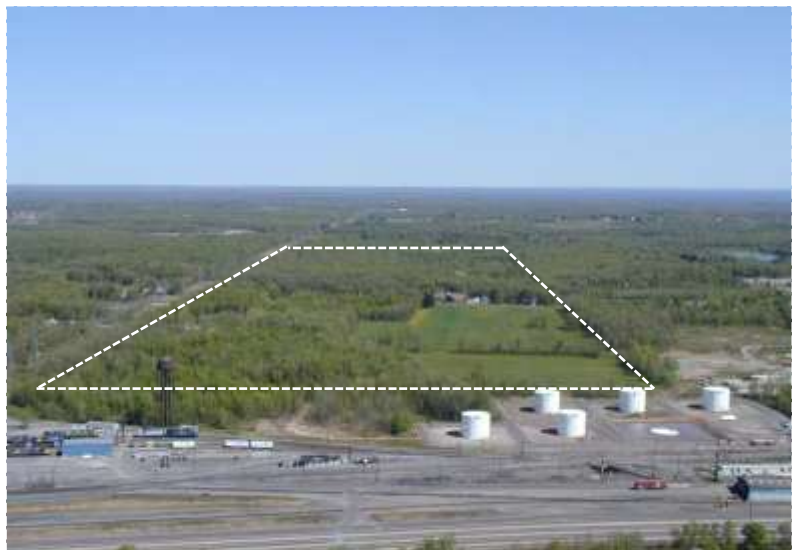


Figure 9 - Project Site Area: Former Kirkwood Business Park

X. Existing Conditions of CNY Inland Port Study Area

The CNY Inland Port **Project Study Area** is an approximate 200-acre site located in the Towns of Dewitt and Manlius, New York and includes the **Project Site Area** identified above as the 90 acre parcel.

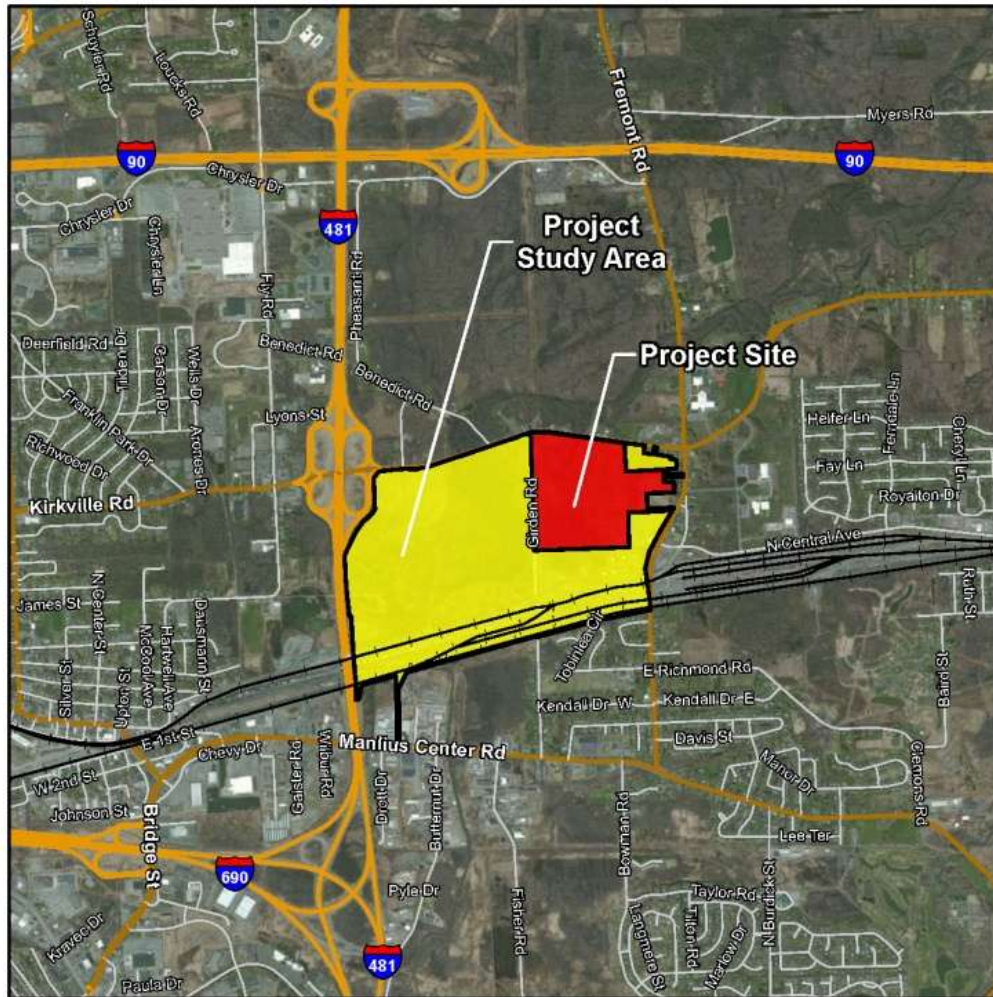


Figure 10 - Project Area and Site Boundaries

The Project Study Area as shown in Figure 10 is bounded by Old Fremont Road on the east, Kirkville Road on the north, Interstate 481 on the west, and the CSX Dewitt Rail Yard on the south. Girden Road bisects the study area. The Project Site located west of Girden Road is within the Town of Dewitt and the portion east of Girden Road is in the Town of Manlius.

A. Vegetation

The project site area consists of deciduous woodlands, wooded wetlands, and open fields which appear to be mowed. Vegetation is similar in the western portion of the study area and includes deciduous woodlands, wooded wetlands, as well as a large open area located adjacent to the I-481 interchange. That area was more than likely farmed previously; however, it appears to have been used as a staging area for the construction of the interchange. Since that time shrubby regrowth has occurred in portions of the site. Much of that area remains vegetated and crisscrossed by a series of ATV trails.

B. Soils

According to the USDA NRCS Custom Soil Resource Report for Onondaga County, New York, the study area consists of loamy soils including fine and very fine sandy loam, silty clay loam, gravelly loam and silt loam. Two small areas of the area bounded by I-481 and the CSX Dewitt Rail Yard include soils identified as saprists and fluvaquents ponded; and cut and fill land (see Figure in Appendix A). The site is flat; the majority of the site exhibits slopes of less than 5%. A number of soil types in the project study area identified as prime farmland or soils of statewide importance.

C. Topography

The entire project study area as well as the surrounding study area exhibits slopes of 10% or less. Slopes within the study are generally less than 5%. Elevations vary from 405' to 425' across the site. At the northwest corner of the site the elevation is 410 sloping gently from west to east to a low point of approximately 405. East of Girde Road elevations gently rise in an east to southeasterly direction from elevation 405 to approximately 425' at the sites eastern boundary with Fremont Road.

D. Water Resources

Water resources including waterways, floodplains, and wetlands are illustrated on Appendix A: Figure 12 and described below.

Butternut Creek extends from Apulia Station in Jamesville, NY through the study area west of Girde Road before combining with Chittenango Creek in Minoa. All waters of the state are provided a class and standard designation by the New York State Department of Conservation based on existing or expected best usage of each waterway segment. These classifications include "A," "B," "C," or "D," with special classifications for water supply sources. A "T" used with the classification indicates the stream supports, or may support, a trout population. Water quality standards are also provided. All surface waters with a Classification and/or a Standard of C (T) or better are regulated by the State. The NYSDEC has classified Butternut Creek as Class C/ Standard C.

According to the State Flood Insurance Compliance Program, the Federal Emergency Management Agency (FEMA) floodplain map was reviewed for the project study area. The area west of Girde Road has been identified where floodplain impacts may occur if development takes place. If this is the case, mitigation of these floodplains will be required in accordance with NYSDEC Floodplain Management Criteria.

Based on a review of National Wetlands Inventory maps prepared by the Fish and Wildlife Service and the NYSDEC Freshwater Wetlands map, there are both National Wetlands and NYSDEC regulated freshwater wetlands with a 100 foot buffer located within the whole study area. The exact boundaries of these wetlands would need to be delineated by a qualified ecologist.

E. Threatened and Endangered Species

The site was screened utilizing the U.S. Fish and Wildlife Service on-line review tool at <http://www.fws.gov/northeast/nyfo/es/section7.htm>. The initial screening indicated a total of four threatened, endangered or candidate species that may be affected by development in the Project Study Area and include the American Hart's Tongue fern (*Asplenium scolopendrium* var. *americanum*), Indiana bat (*Myotis sodalis*), Bog turtle (*Clemmys muhlenbergii*), and eastern Massasauga (*Sistrurus catenatus*). A habitat assessment will be necessary to determine if any part of the Project Study Area is capable of supporting the above listed species. Formal coordination with the U.S. Fish & Wildlife Service and the New York State Department of Environmental Conservation should be conducted during any project design and permitting phase and prior to any construction activities.

F. Archeological Sensitive Areas

A preliminary screening for the site was conducted using the online tool at NY State Historic Preservation Office (SHPO) GIS-Public Access site. This screening indicated that there are no known archeological or historical resources in the project vicinity. It should be noted that viewing this material does not constitute "consultation" with the SHPO under section 106 of the National Historic Preservation Act of 1966 or Section 14.09 of the New York State Historic Preservation Act. Consultation as necessary should occur early in the planning and design process.

G. Land Use and Zoning

Land within the project study area is almost exclusively vacant with the exception of two commercial areas: one located adjacent to the CSX Dewitt Rail Yard to the south and Girden Road to the east (Appendix A: Figure 13) and the other located west of Old Fremont Road. The original Kirkwood Business Park site is completely vacant. The area surrounding the project site includes vacant, agricultural and rural residential north of Kirkville Road. South of the Project Study Area (and south of the CSX Dewitt Rail Yard) land use varies from vacant, commercial and single family residential. To the east, single family residential land use interspersed with vacant land dominates the area adjacent Fremont Road. The western edge of the study area is bounded by I-481; land uses to the east of I-481 include rural residential, residential, and vacant.

The portion of the study area located in the Town of DeWitt is zoned Hi-tech (H-T). There are a wide variety of allowable uses ranging from bed & breakfasts, religious and educational facilities to manufacturing, publishing, scientific and technical services, and warehousing. Lands east of Girden Road, located in the Town of Manlius are zoned Industrial (ID), Restricted Agriculture (RA) and Residential (R-3). Most of the frontage on Kirkville Road in the town of Manlius is zoned RA. Allowable uses are centered on farming, the sale of farm products and large lot (1 acre) residential. In the northeast corner of the site along Fremont Road is a small area zoned R-3 which allows lots of 16,000 square feet. The remainder of the site is zoned ID. Allowable uses in the ID zone include all allowable uses listed in the Commercial District B zone. Examples of the types of allowable uses

include retail uses, hotels, banks, warehouses or wholesale establishments, lumberyards. Within the ID zone, residential uses are not allowed and require a special permit.

H. Community Development Issues that Could Impact the Inland Port

The Town of Manlius Town Engineer was interviewed about future and/or existing development opportunities that could impact the proposed Inland Port. He stated that the Town is in full support of development of this site as a port/distribution facility. They do not foresee any negative impacts to nearby residential or business properties. In addition, there are no development proposals before the Town at this time that would negatively impact the development of the site. Also, the lack of sewer infrastructure within this portion of the town constricts future development.

The Town of DeWitt Director of Planning and Zoning was also interviewed about pending projects occurring within this portion of DeWitt. The only project he noted that should be considered is the proposed redevelopment of the vacant New Venture Gear Site located approximately two miles north of the Project Area. American Intermodal Container Manufacturing Inc. is proposing to open a plant at this location that would produce high-tensile steel intermodal containers which can be loaded with freight and placed on ships, railroad cars and tractor-trailer trucks. According to DeWitt's Planning and Zoning Director, American Intermodal Container Manufacturing Inc. is requesting CSX Transportation to re-open an existing railroad spur that extends directly into the former New Venture Gear site. This spur leads directly to the northern end of the Dewitt Yard. Doing so, would cut down on truck traffic traveling to and from the CSX Dewitt Yard.

The proposed development of the New Venture Gear site for the manufacturing of intermodal containers could be a significant benefit to the proposed CNY Inland Port. The opportunity exists for a direct relationship to be created with the manufacturer to provide empty containers for the export and shipment of goods from the Central New York region.

I. Public Utilities

All public utilities are available at or near the study area and can be extended to provide service for the Inland Port facilities, see EX-3 in the Appendix for map of Existing Utilities.

1. Sanitary Sewers

An 8-inch gravity sanitary sewer maintained by the Town of Manlius is available on the south side of the CSX tracks at Fremont Road. The existing service area for this sewer consists of the nearby East Syracuse-Minoa Schools and approximately 100 houses. The capacity of the 8-inch system is currently limited and will need to be reviewed when a specific program for the site is determined. The Town of Manlius engineer stated that there are no plans for future upgrades to the sewer infrastructure in this part of the town.

Based upon the overall use of the site and the anticipated sanitary sewer demands, there may be the potential to investigate the use of an on-site sewage disposal system. Further

investigations would be required to determine the site soil conditions and the suitability of a septic system to service the development.

2. Water

There are 12" diameter water mains located near the intersection of Fremont Road and Kirkville Road. Along Kirkville Road, OCWA has a 12" diameter water main which is located on the south side of the road and extends to Girden Road. The Town of Dewitt owns and operates water service west of Girden Road and it appears that there are no facilities west of Girden Road. There is also an 8" diameter OCWA water main on Fremont Road south of Kirkville Road. There are no known capacity or pressure restrictions on the existing system and water service can be extended to the site.

3. Natural Gas and Electric

Niagara Mohawk electric and gas facilities are available on Fremont and Kirkville Roads. Existing electric 3 phase facilities are on Fremont Road from North Central Avenue to Kirkville Road, and continue west along Kirkville Road to Girden Road. There is single phase electric distribution facilities on Girden Road for approximately 1100 feet. The gas main is on Fremont Road from North Central Avenue to Kirkville Road. From the intersection of Kirkville Road and Fremont Road to the west, gas service is limited to the first few hundred feet along Kirkville Road. There are no gas mains on the remainder of Kirkville Road towards Girden Road or on Girden Road. All utilities are available for extension by Niagara Mohawk as needed.

J. Vehicular Circulation

The study area for the transportation assessment includes Interstate 481, Kirkville Road, Fremont Road and Girden Road. (Appendix A: Figure 14) Interstate 481 is owned and maintained by the New York State Department of Transportation (NYSDOT). It is classified as an interstate highway with two lanes in each direction and a median separating the opposing directions of travel. The speed limit is 65 mph and carries approximately 40,000 vehicles per day (vpd) north of Kirkville Road and 47,000 vpd south of Kirkville Road (NYSDOT 2008 traffic counts). Interstate 481 is also on the National Highway System. In the 2012-2013 Bridge and Pavement Condition Management System (BPCMS) Report published by the Syracuse Metropolitan Transportation Council (SMTTC) the Interstate 481 bridges over Kirkville Road and the Dewitt Rail Yards are considered deficient. In this same report, the pavement condition of Interstate 481 is rated as good from the Dewitt Rail Yards to the NYS Thruway Exit.

Kirkville Road is a 40 foot wide, two-lane roadway that is owned and maintained by the Onondaga County Department of Transportation (OCDOT). It is a direct connection with Interstate 481 through a fully directional cloverleaf interchange. Kirkville Road is classified as an urban minor arterial west of Fremont Road and an urban major collector east of Fremont Road. Kirkville Road is also on the National Highway System as an Intermodal Connector from Interstate 481 to Fremont Road. The speed limit on Kirkville Road is 45 mph and carries approximately 15,000 vpd west of Fremont Road

and 5,000 vpd east of Fremont Road (NYSDOT 2008/2009 traffic counts). The intersection of Kirkville Road and Fremont Road currently operate at level of service (LOS) D during the weekday AM peak hour and LOS C during the weekday PM peak hour. The 2012-2013 BPCMS rates the pavement on Kirkville Road as fair from Interstate 481 to Fremont Road and good west of Fremont Road.

Fremont Road is a 42 foot wide, three lane roadway that is owned and maintained by the OCDOT. Fremont Road is classified as an urban minor arterial south of Kirkville Road and an urban major collector north of Kirkville Road. Fremont Road is also on the National Highway System as an Intermodal Connector from Kirkville Road to North Central Avenue. Fremont Road also serves as major access point for the East Syracuse Minoa School District as their transportation facility is located off of North Central Avenue and the majority of its bus traffic uses Fremont Road to transport students to and from school. The speed limit on Fremont Road is 35 mph and carries approximately 13,000 vpd south of Kirkville Road and 3,000 vpd north of Kirkville Road (NYSDOT 2009 traffic counts). The 2012-2103 BPCMS Report states that the Fremont Road Bridge over the Dewitt Rail Yards is considered deficient and the pavement is rated as good.

Girden Road is a 22 foot wide two-lane roadway that is classified as a local roadway but is part of the National Highway System as an Intermodal Connector. Girden Road connects Kirkville Road to the CSX Intermodal facility but is not used extensively by CSX as their main access is off of Fremont Road. The speed limit on Girden Road is 30 mph and carries approximately 200 vehicles per day (NYSDOT 2007 traffic count).

K. Rail Access

The CNY Inland Port Project Area has excellent access to existing rail facilities as it is located along the northern edge of the CSX Transportation Dewitt Rail Yard. The Dewitt Rail yard is located and accessed from the adjacent CSX Transportation owned Chicago Line which is a two track main line running east – west through the Syracuse area. The mainline tracks primarily carry freight trains through the area but Amtrak does have rights to travel within the corridor. There are approximately 60 freight trains moving through the area each day and 8 Amtrak passenger trains.

Within CSX Transportation's Dewitt Rail Yard is an existing Intermodal yard run by CSX Intermodal currently has rail to truck operations for the movement of freight in and around Central NY and Canada. The existing CSX Intermodal yard has one entrance that services intermodal freight operations off of Fremont Road. The location of the CNY Inland Port Project Area in regards to CSX's facilities could allow the project area to have direct access from CSX's facilities by either rail or by truck. The alternatives presented in Section V of this report focus on the potential of re-rerouting trucks to provide better access between the proposed CNY Inland Port and Dewitt yard. This study does not examine the potential for providing direct rail access from DeWitt in to the CNY Inland Port.

L. CSX Intermodal Facility

The existing intermodal facility located in the Dewitt Yard is operated by CSX Intermodal, a subsidiary of CSX Transportation. CSX Intermodal leases the land from CSX Transportation. The working area of the intermodal facility is securely fenced and surrounded by CSX Transportation's operating tracks. It is accessible only by way of Fremont Road through CSX Intermodal's gate house which checks all inbound and outbound loads brought in several motor carriers. Due to the location of the gate house and existing CSX operating tracks, outbound motor carrier intermodal traffic experiences numerous delays due to trains occupying the tracks and blocking the exit route. These delays can sometimes be upwards of 45 minutes. CSX has recently provided an additional access to the site for empty containers/chassis' to reduce congestion for inbound traffic. The alternative route utilizes East Ellis Street along the north side of the property to an entrance on the west end of the yard to minimize delays for inbound motor carrier traffic.

The intermodal facility consists of a primary secure unloading area north of I-481 where all in-bound intermodal containers are loaded on to truck chassis and organized for individual motor carriers to pick up. The secure site consists of 3350 ft. of track space spanning over two tracks which are processed by rubber tired gantry cranes. The site also has access to two adjacent storage tracks of similar length for storing/staging rail cars. An area west of I-481 is currently used for storing empty containers and/or chassis'. Currently, CSX Intermodal has an overabundance of empty chassis to be stored on site with limited space available. The area west of I-481 has been identified by CSX Intermodal as a potential area for future expansion of its operations. The expansion would consist of approximately 3100 ft. of additional track space for processing and a similar amount for storage. The amount of storage planned would not meet CSX's current and anticipated needs.

The CSX Intermodal facility operates Monday thru Friday 5:00 am to 8:30 pm, Saturday 5:00 am to 1:30 pm, and Sundays 12:00 pm to 4:00 pm

See Drawing EX-1 and EX-2 in Appendix A for a plan depicting the Existing Conditions.

XI. Alternatives Considered

A. Alternative 1 – CNY Inland Port Site Development

The Inland Port can be constructed in phases to meet the projected demands of the proposed facility. Alternative 1 is considered the base alternative in which the CNY Inland Port will be developed without a direct connection to CSX's Intermodal operation. Access will be provided to the site from an access point off of an improved Girden Road. Traffic will be routed to and from the Dewitt Yard using the existing access points from Fremont Road/N. Central Avenue and an improved Kirkville Road. Alternative 1 will provide two initial buildings totaling 297,600 square feet, along with asphalt paved areas for internal circulation and parking areas. The main entrance road to the site would be off of Girden Road along the southern edge of the property. The location of the entrance road would allow for the potential to develop the site to include additional buildings and

minimize the disturbance of the internal traffic circulation patterns. In addition, a two acre pad for container pooling operations is proposed for the site along the southern internal road network.

Finally, a second parcel immediately north of CSX and west of Girden Road will be acquired for the proposed future development of an empty container and truck chassis “pooling”/storage area that would have approximately 15 acres of paved surface. Figure 10 is an example of an existing pooling area located in Chicago. The pooling area will provide an opportunity for the project to relieve the already congested CSX Intermodal facility. Direct coordination with CSX Intermodal will be required before, during, and after the site has been developed to ensure CSX Intermodal is provided reliable service to maintain intermodal operations.



Figure 10 - APL Terminal, Chicago, Illinois

Within Alternative 1, the improvements to the roadway infrastructure that are needed to support the proposed CNY Intermodal Rail Freight and Inland Port Initiative include improvements to the intersection of Kirkville Road and Girden Road, and full reconstruction of Girden Road. All roadway design and construction work would be performed to New York State Department of Transportation and Onondaga County Department of Transportation standards.

The improvements to the Kirkville Road/Girden Road intersection include widening of Kirkville Road to allow for an exclusive right turn lane at least 200 feet in length on the eastbound approach and an exclusive left turn lane of at least 300 feet in length on the westbound approach. Included in the widening of Kirkville Road would be the appropriate taper lengths to safely shift traffic. The road is likely to be widened symmetrically along its centerline to minimize any property that may need to be taken to accommodate the widening. Also included in the intersection improvements would be a new fully actuated traffic signal with vehicle detection on all approaches. No sidewalks would be constructed as there are no sidewalks in the area. Existing shoulder widths would be maintained to accommodate bicyclists. It is assumed that the open drainage system that currently exists on Kirkville Road would be maintained through the redesign of the intersection.

The improvements to Girden Road would extend from the Kirkville Road intersection south for approximately 3,200 linear feet. Girden Road, which is approximately 20 feet wide with no usable

shoulder, would be widened to 32 feet to accommodate 1 - 12 foot travel lane and a 4 foot shoulder in each direction. Girden Road would be completely reconstructed with a new sub-base, base, binder, and top coat and underdrains. The reconstructed Girden Road will be designed with a heavy duty pavement to accommodate the anticipated volume of trucks. The design of the pavement section will be done in accordance with the New York State Department of Transportation's Pavement Thickness Design Manual traffic volumes and volume of truck traffic. The existing open drainage system will be maintained and it is anticipated that areas adjacent to the widened Girden Road will need to be re-graded to accommodate the new drainage system.

See Drawing P-1 in Appendix B for a plan depicting Alternative 1.

B. Alternative 2 - CNY Inland Port Site Development with Direct Truck Access

Alternative 2 will include all of the aspects of Alternative 1 but will provide a direct access point from the site to the existing CSX Intermodal facility and include four buildings, totaling 621,500 square feet. The proposed primary access to the site will be provided by constructing a road between the existing CSX Intermodal Facility access road and the proposed CNY Inland Port in the vicinity of the old tank farm owned by CSX, east of the existing gate house. The proposed access road will provide a direct link to the CSX Intermodal facility without requiring significant resources from CSX and CSX Intermodal. This internal access road will allow truck traffic from the CNY Inland Port to access CSX without traveling on the N. Central and Fremont Road route, as currently exists for vehicles to enter and exit the CSX Intermodal facility. Based upon the final location and designation of the internal access road, this alternative could also decrease the amount of existing truck traffic that uses the N. Central and Fremont Road traffic pattern from the existing CSX Intermodal facility. Alternative 2 will only require coordination with CSX as there are no direct impacts associated with the CSX Intermodal facility. There will also be added connectivity with the auxiliary storage area (15 acre empty container and truck chassis "pooling"/storage area) that will allow an improved ability to provide CSX Intermodal with an alternative for empty containers and truck chassis'.

See Drawing P-2 in Appendix B for a plan depicting Alternative 2.

C. Alternative 3 - CNY Inland Port Site Development with Reconfigured CSX Facilities and Girden Road Truck Access

Alternative 3 would also include all of the aspects of Alternative 1 but would require reconfiguring the existing CSX Intermodal facility along with realignment and replacement of several tracks. Alternative 3 would include the full build out of the proposed CNY Inland Port with seven buildings totaling 998,500 square feet and direct access into the site from the existing CSX Intermodal facility would be contained on Girden Road. In addition, there is the opportunity to construct 3 additional buildings totaling 180,000 square feet on property owned by CSX in the vicinity of the old tank farm which could be accessed from the site's internal road network.

The existing CSX Intermodal facility would be modified in its current configuration and the truck loading/unloading operation would be moved to the north, adjacent to East Ellis Street. The existing tracks loading/unloading tracks would become storage tracks and the existing storage tracks would be shifted as necessary to accommodate the overhead gantry cranes for the loading/unloading operations change. A new North Lead track would be constructed south of the proposed storage tracks. The existing North Lead would be reclassified and shifted further north to accommodate both a one way truck access lane for the intermodal operations and to allow continued access to the existing locomotive maintenance shop and other industrial tracks north of Dewitt Yard. This configuration would allow for direct access to the proposed CNY Inland Port and auxiliary storage area via Girden Road. CSX Intermodal’s access gate and building along with their chassis maintenance facility would be relocated to the south end of Girden Road. A significant reduction in railroad at-grade crossings would be provided under this alternative, minimizing rail – truck conflicts and significantly reducing delays associated with trains blocking the access road to the intermodal facility. The traffic pattern for vehicles entering and exiting the CSX Intermodal facility would all be shifted to Girden Road and very limited traffic from the facility would be seen along the N. Central/Fremont Road corridor. The proposed intermodal facility would operate more efficiently providing CSX Intermodal with an opportunity to expand their operations sooner to the west side of I-481.

This alternative will require significant coordination with both CSX Intermodal and CSX. The existing lease agreement for the intermodal facility footprint will need to be completely reworked. Construction will need to be staged in such a manner that existing operations will continue to function without any disruption to the existing CSX customers.

See Drawing P-3 and P-4 in Appendix B for a plan depicting Alternative 3.

**Table XI-1
Comparison of Alternatives**

Alt.	Inland Port	Storage Yard	Truck Access	Improved Girden Road	Improved Kirkville Road/Girden Road Int.	Relocated CSX Tracks	Warehouse Square Footage	Pooling/ Storage Area
1	X	X	Girden Road	X	X		297,600	2 acres
2	X	X	Girden Road & CSX	X	X		621,500	15 acres
3	X	X	Girden Road & CSX	X	X	X	1,178,500	15 acres

XII. Project Costs

**Table XII-1
Alternative Cost Analysis**

	Alternative 1	Alternative 2	Alternative 3
CNY Inland Port Development	\$23,808,000	\$49,720,000	\$94,280,000
CNY Pooling Area	\$475,000	\$3,500,000	\$3,500,000
Kirkville Road Improvements	\$1,200,000	\$1,200,000	\$1,200,000
Girden Road Improvements	\$2,800,000	\$2,800,000	\$2,800,000
East Ellis Road Improvements	-	-	\$1,500,000
CSX Truck Access Road	-	\$285,000	-
CSX Rail & Intermodal Facility Modifications	-	-	\$10,000,000
Subtotal Construction Costs	\$28,283,000	\$57,505,000	\$113,280,000
Contingency (20%)	\$5,656,600	\$11,501,000	\$22,656,000
CSX Force Account (5%)	-	-	\$575,000
Engineering (5%)	\$1,414,150	\$2,875,250	\$5,664,000
Construction Support (5%)	\$1,414,150	\$2,875,250	\$5,664,000
Administration (5%)	\$1,414,150	\$2,875,250	\$5,664,000
Total Cost	\$38,182,050	\$77,631,750	\$153,503,000

XIII. Required Permits and Approvals

The following permits, approvals, and consistency reviews will potentially be required for the development of the project site.

A. Local Permits

- *NYS Environmental Quality Review* for environmental review; Lead agency to be determined
- *Highway Work Permits* for work within Towns of Manlius or DeWitt Right-of-Way
- *Site Plan Approval* – Town of Manlius
- *Zone Change* – Town of Manlius
- *Water Improvement Permits* for tie-in to public water supply – Onondaga County Water Authority, Town of Dewitt and NYS Department of Health

- *Sewer Improvement Permits* for tie-in to public sanitary sewer – Town of Manlius, NYS Department of Environmental Conservation, Onondaga County Department of Water Environment Protection
- *Floodplain Permit* for approval of constructing within a floodplain – Town of Manlius and NYS Department of Environmental Conservation

B. State Permits

- *Freshwater Wetlands* (6 NYCRR Part 663) for construction activities within State-designated wetlands or buffer - NYS Department of Environmental Conservation
- *Section 401 of the Clean Water Act* for water quality certification - NYS Department of Environmental Conservation
- *State Pollutant Discharge Elimination System* (GP-93-06) for stormwater discharges from construction phase activities - NYS Department of Environmental Conservation
- *Highway Work Permits* for work within State highway Right-of-way – NYS Department of Transportation
- *State Sanitary Code* (10 NYCRR Part 5) for approval of plans – NYS Department of Health and Onondaga County Department of Health

C. Federal Permits

- *Section 404 of the Clean Water Act* for the potential need for filling some of the US wetlands located on the site – US Army Corps of Engineers

XIV. Summary

Moving forward with establishing an Inland Port can firmly establish the Syracuse region strategically within the nation’s freight distribution network in the years to come. To ignore this possibility, one needs only to look at past history and those communities that simply were diminished because of missed opportunities to connect to the global transportation system. Communities that did not take advantage of these opportunities were not connected to the rail network, were bypassed by the interstate system, and/or did not position themselves as part of the major airport passenger network.

Same is true today, as previously stated, numerous communities throughout the United States over the past ten years have already prepared for this shift in shipping by allowing for new Inland Ports to be constructed. The major Class 1 railroads have also significantly increased their spending in building new and/or expanding existing Inland intermodal terminals. Several other communities are exploring the potential to build new Inland ports and the railroad companies continue to develop other intermodal sites.

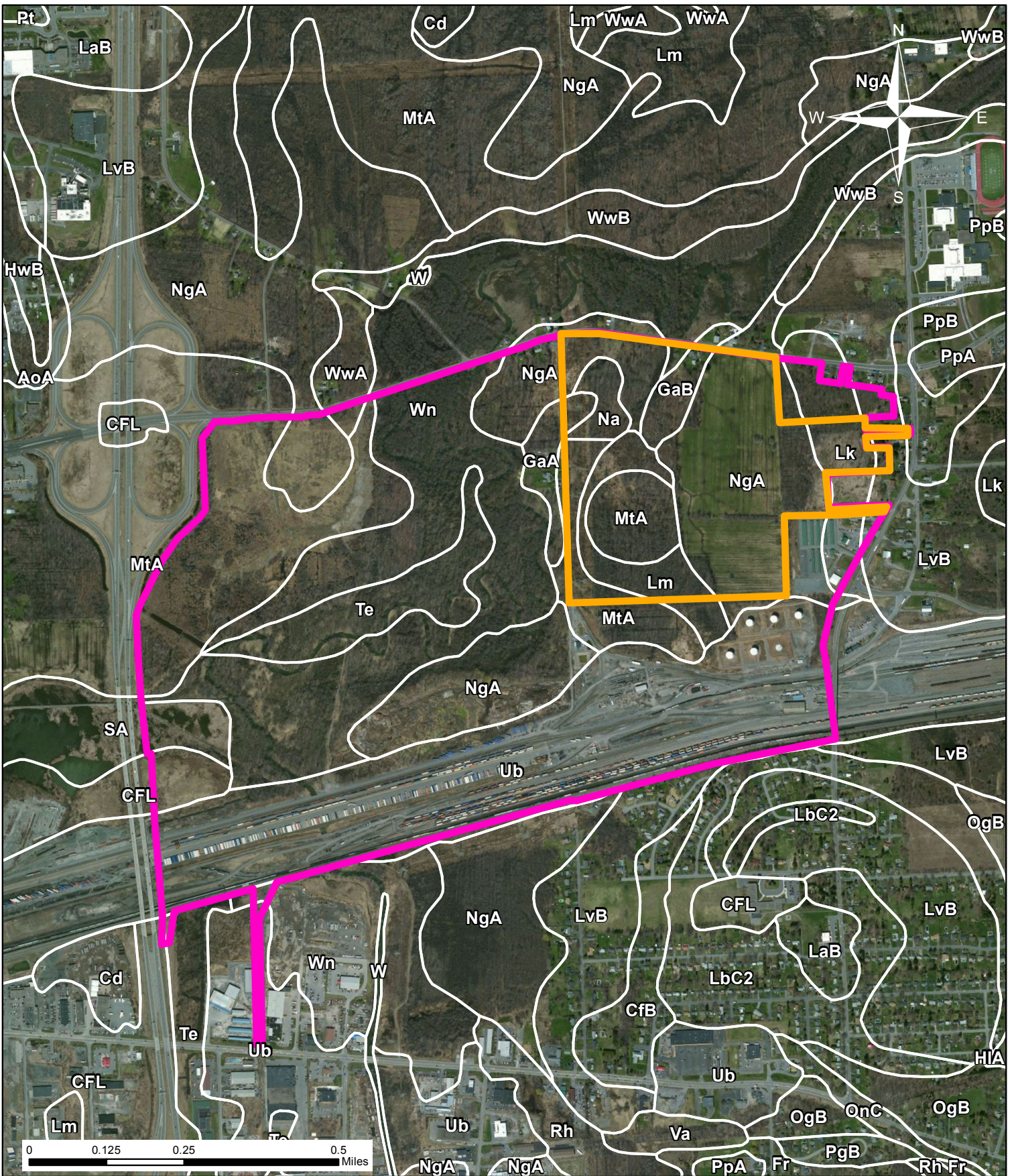
Based upon our analysis, we believe there are significant advantages to the CNY Inland Port including:

- Ideally located within the NASCO corridor to service the northern U.S. and southern Canada freight distribution network;
- Located with easy access to Route 481, New York State Route 690 and the New York State Thruway eliminating travel on neighborhood streets;
- The Site meets physical operations and land use requirements;
- The Site meets Inland Port Characteristics, except for FTZ status which we recommend be obtained;
- A proposed shipping container manufacturer less than two miles from the proposed CNY Inland Port;
- There is significant job and economic opportunities with establishing the CNY Inland Port;
- Improves and maximizes a significant transportation assets, both rail and highway;
- Strategically places Syracuse region as part of the nation's freight distribution infrastructure.

The Syracuse area has a tremendous opportunity by moving forward with the proposed CNY Inland Port. They have an ideal location situated between a willing class 1 railroad and an interstate system. Based upon the analysis, now appears to be the time to move forward with the development of the CNY Inland Port.

References:

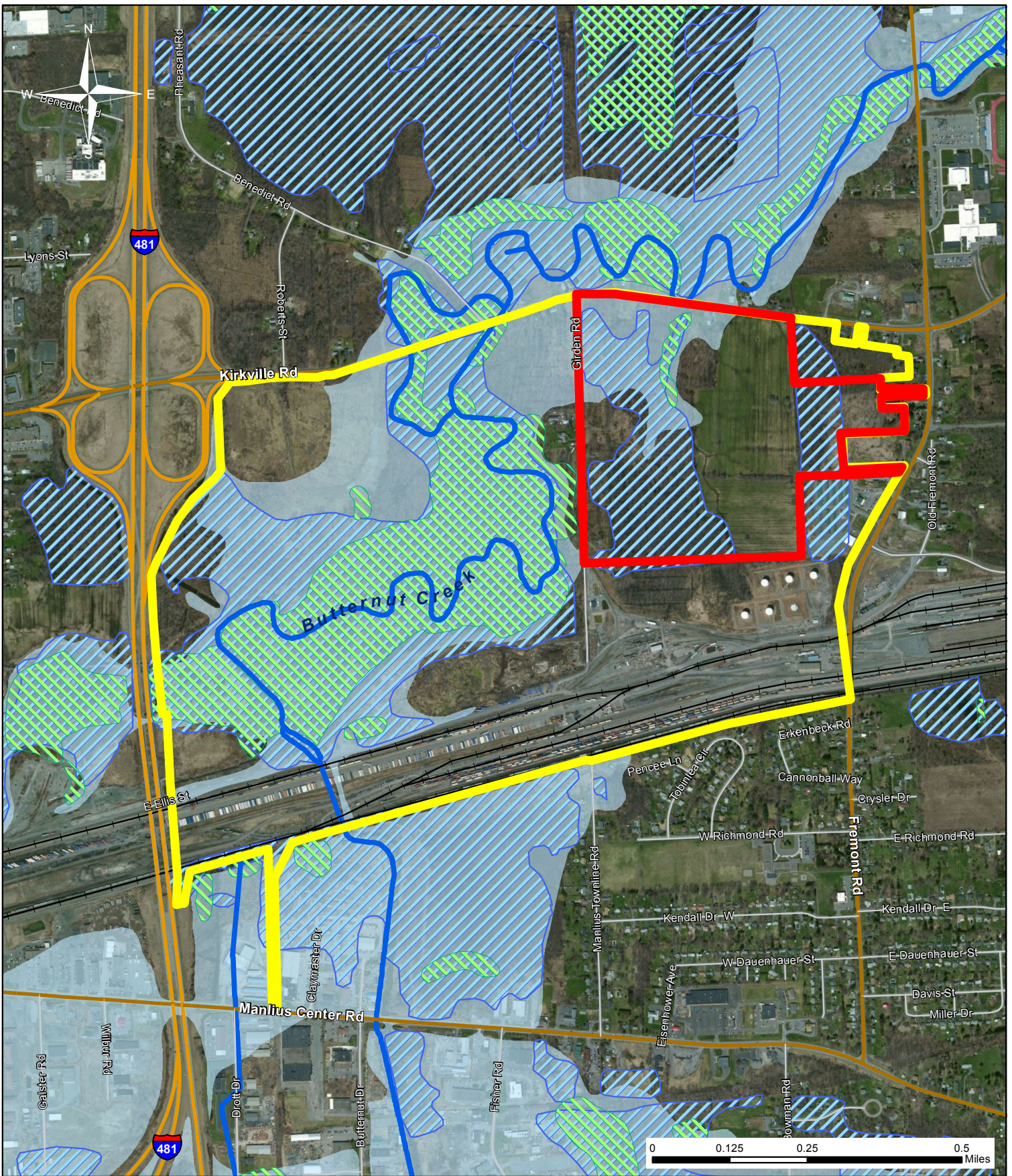
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- Project Site Boundary
- Study Area Boundary

SOIL TYPES
Existing Conditions Summary
Central New York Inland Port

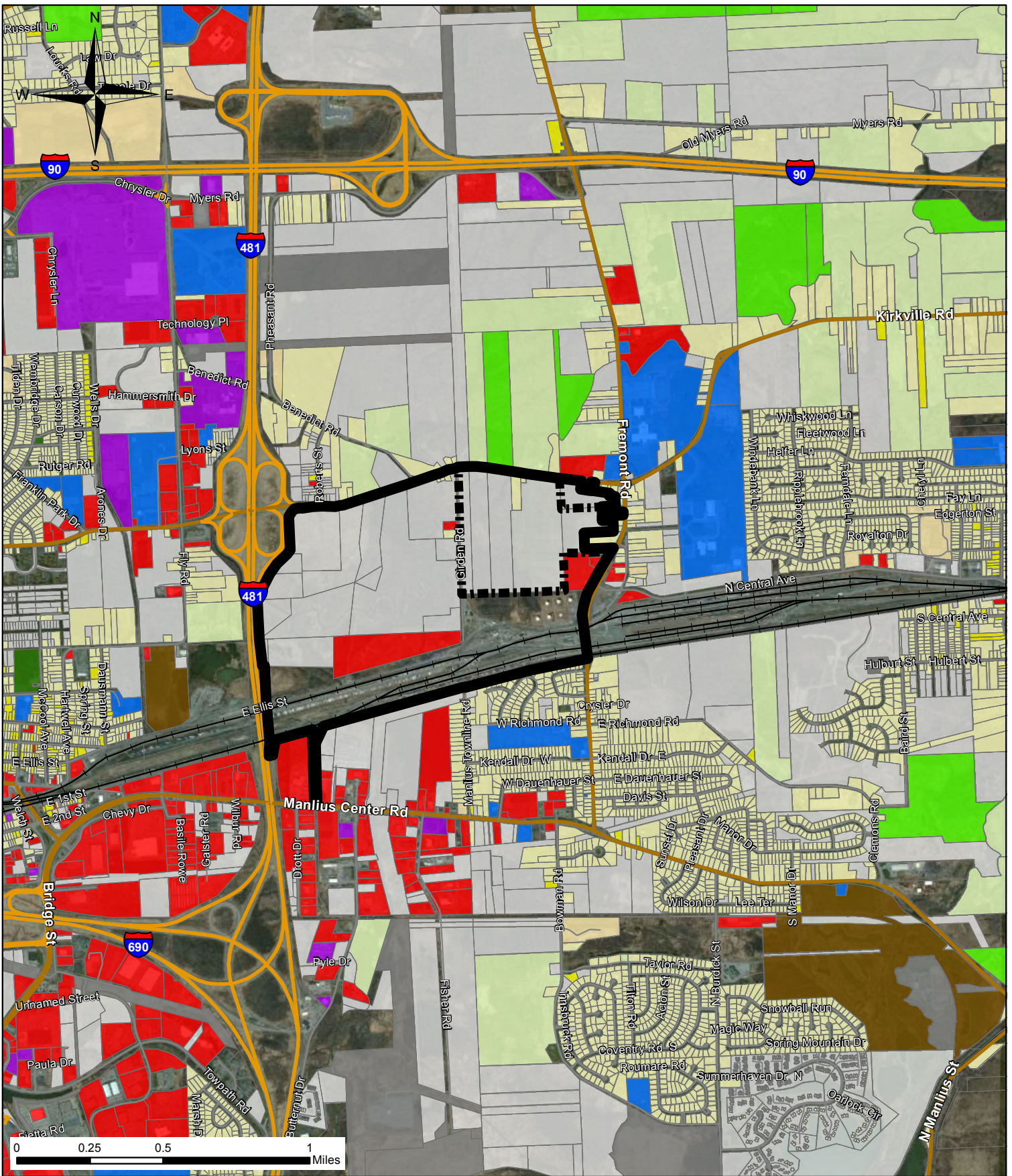
Figure 11



- Project Site Boundary
- Study Area Boundary
- Butternut Creek
- NWI Wetlands
- DEC Wetlands
- FEMA Floodplain (100 Year)

WATER RESOURCES
Existing Conditions Summary
Central New York Inland Port

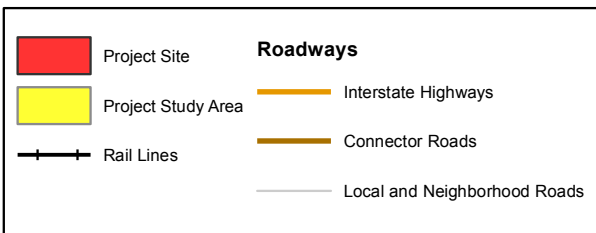
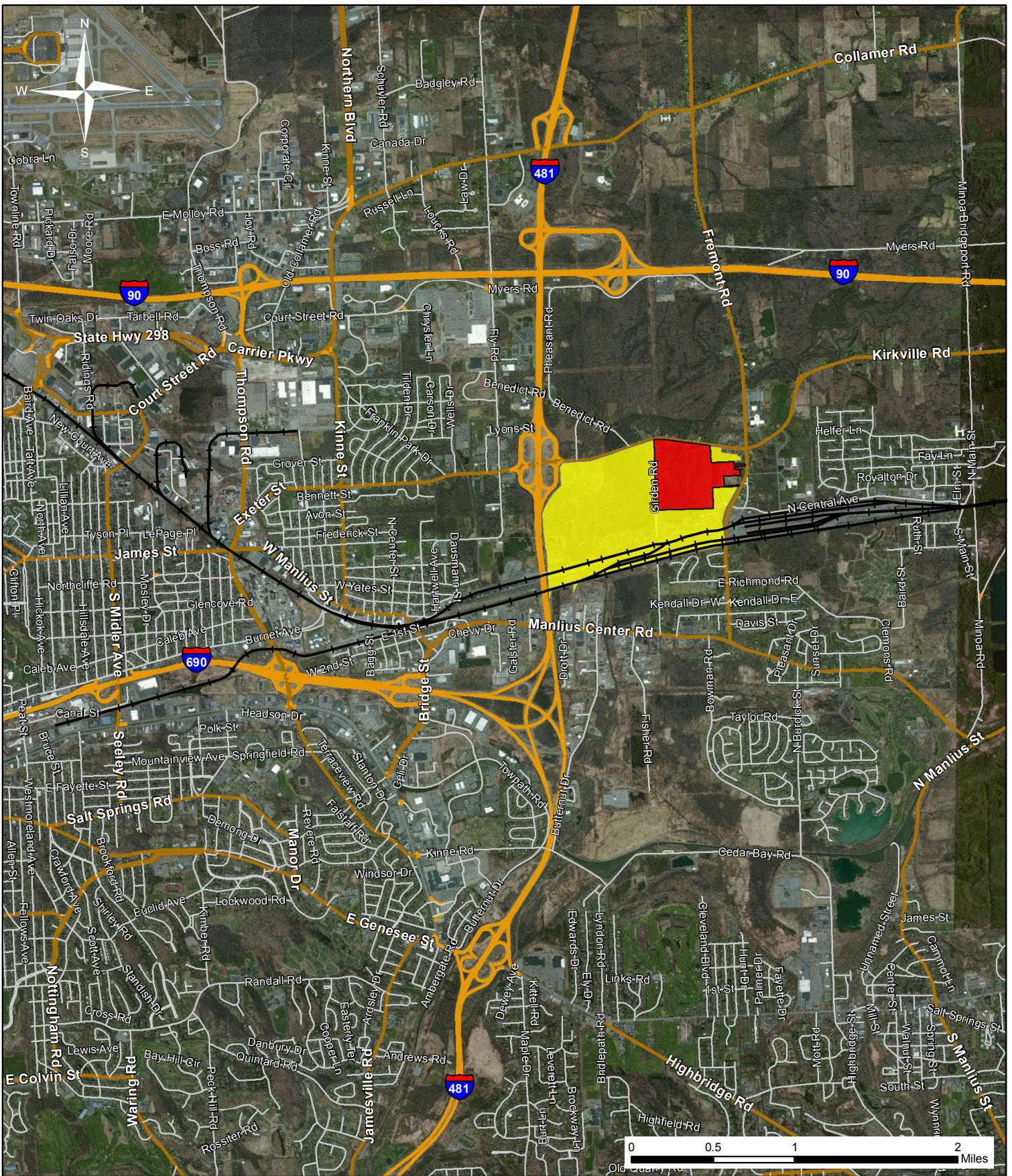
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Land Use

Single-Family Residential	Industrial
Two-Family Residential	Institutional
Multi-Family Residential	Recreational
Rural Residential	Parks/Conservation
Agricultural	Vacant
Commercial	Utilities/Infrastructure

EXISTING LAND USE
Existing Conditions Summary
Central New York Inland Port
Figure 13

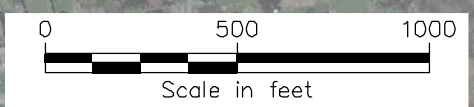
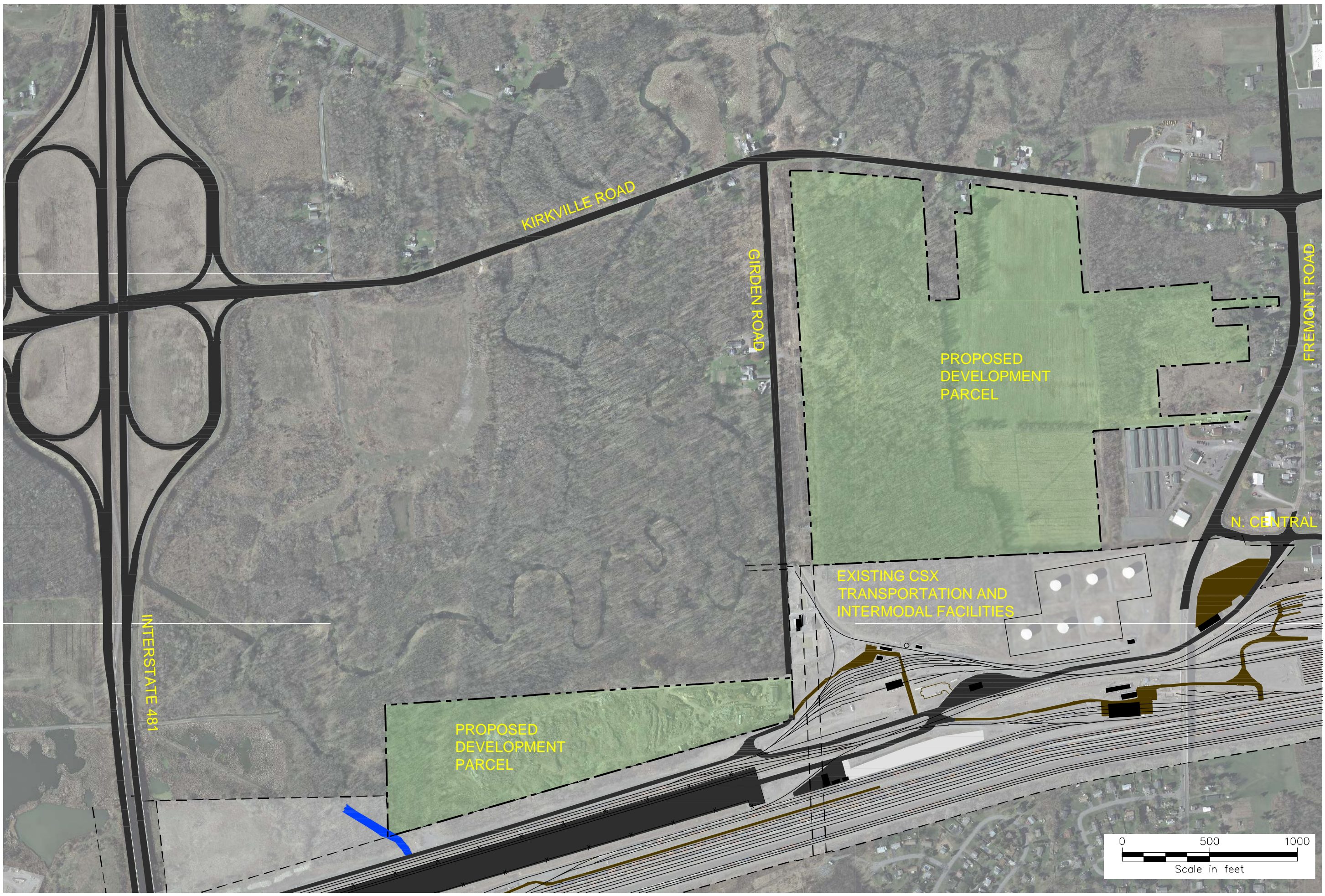


TRANSPORTATION NETWORK
 Existing Conditions Summary
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Figure 14

APPENDIX A

Existing Conditions Maps




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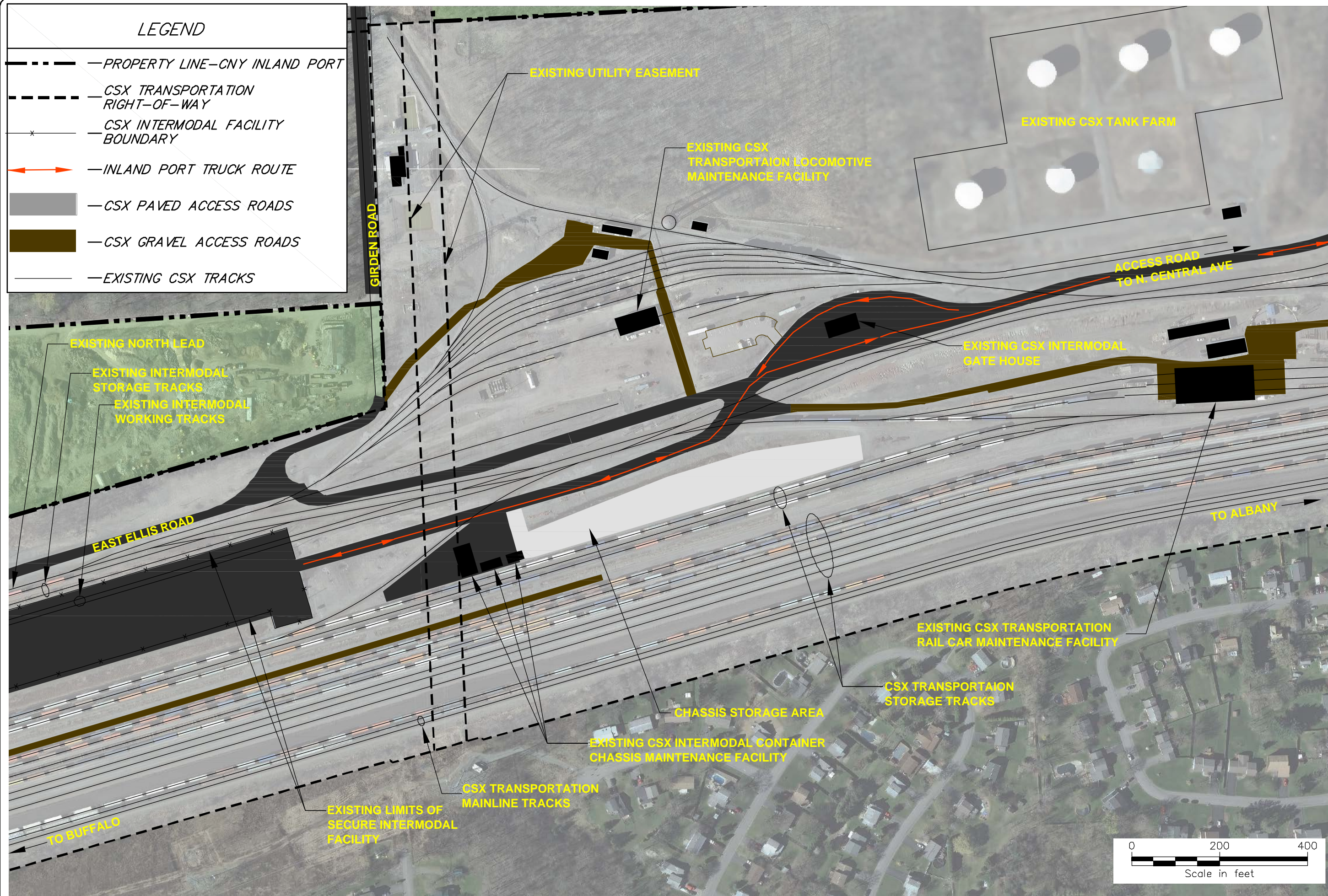
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CNY Intermodal Rail Freight and Inland Port Initiative
 EXISTING CONDITIONS - 500 SCALE
 Issue Date: May 2013 | Project No.: 25771 | Scale: As Shown

EX-1

LEGEND

-  PROPERTY LINE—CNY INLAND PORT
-  CSX TRANSPORTATION RIGHT-OF-WAY
-  CSX INTERMODAL FACILITY BOUNDARY
-  INLAND PORT TRUCK ROUTE
-  CSX PAVED ACCESS ROADS
-  CSX GRAVEL ACCESS ROADS
-  EXISTING CSX TRACKS



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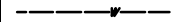



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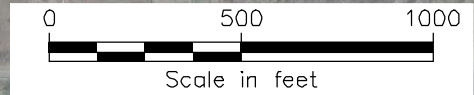
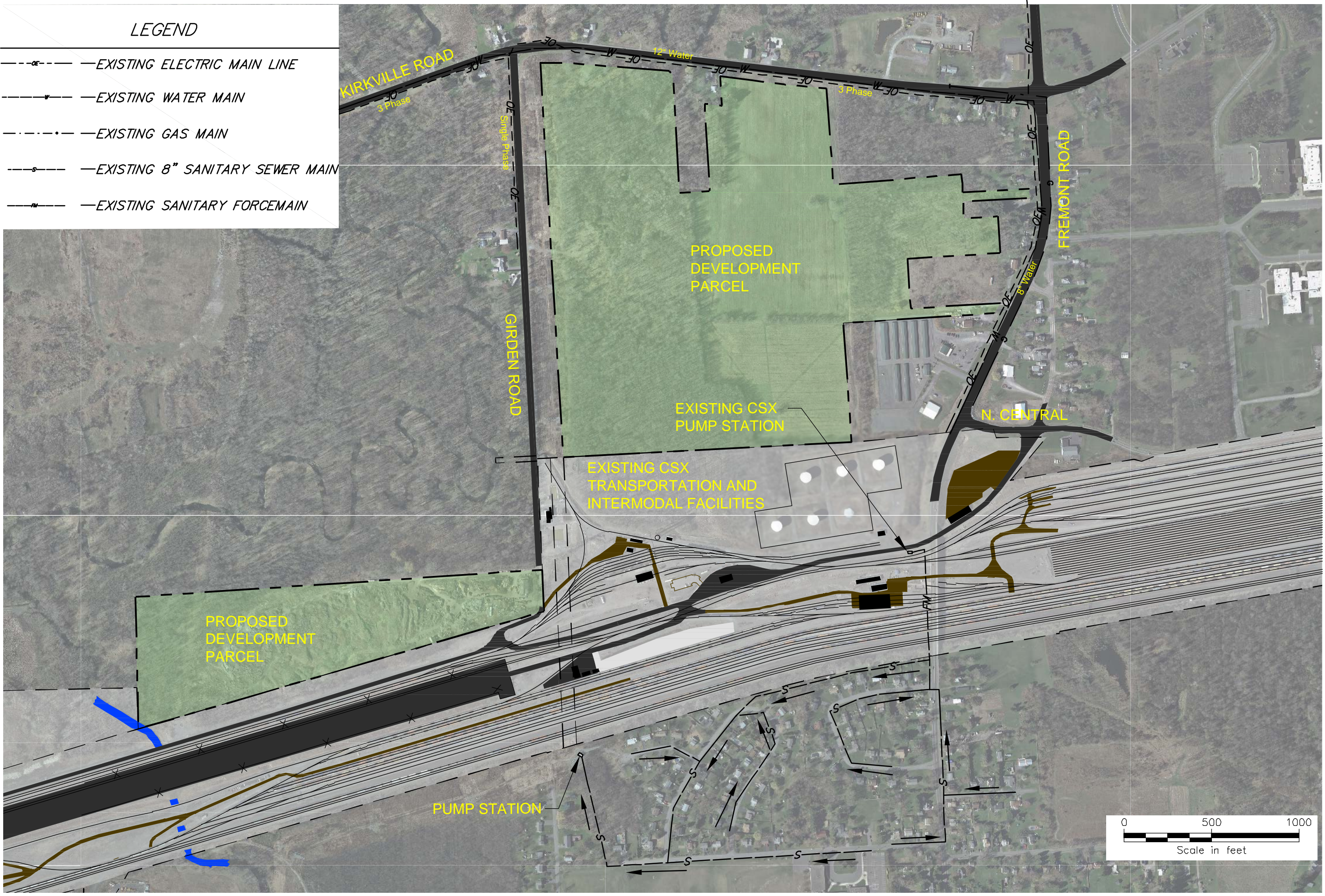
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EXISTING CONDITIONS - 200 SCALE

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LEGEND

-  — EXISTING ELECTRIC MAIN LINE
-  — EXISTING WATER MAIN
-  — EXISTING GAS MAIN
-  — EXISTING 8" SANITARY SEWER MAIN
-  — EXISTING SANITARY FORCEMAIN




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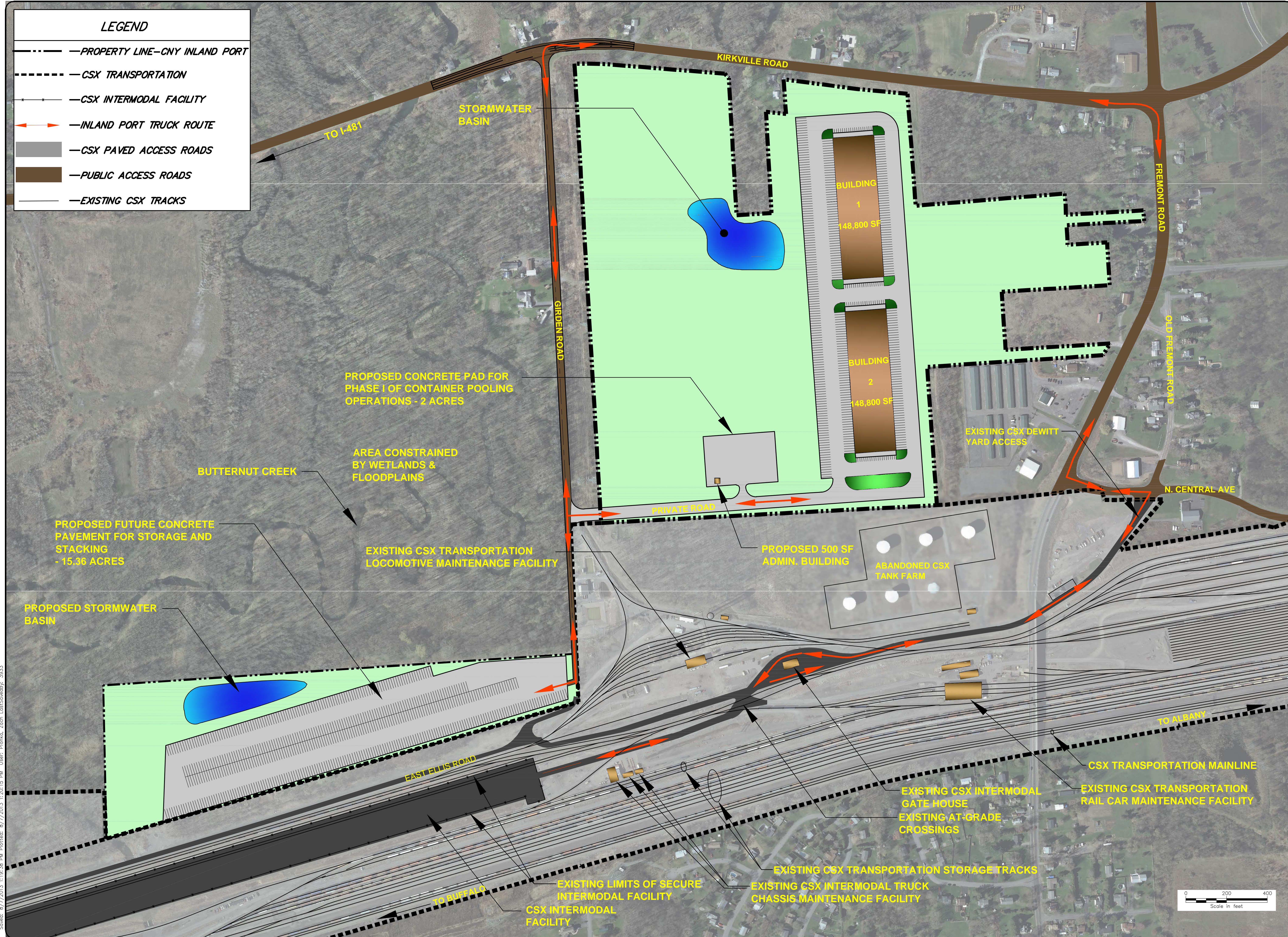
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 EXISTING UTILITIES
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APPENDIX B

Alternatives

LEGEND

-  —PROPERTY LINE—CNY INLAND PORT
-  —CSX TRANSPORTATION
-  —CSX INTERMODAL FACILITY
-  —INLAND PORT TRUCK ROUTE
-  —CSX PAVED ACCESS ROADS
-  —PUBLIC ACCESS ROADS
-  —EXISTING CSX TRACKS




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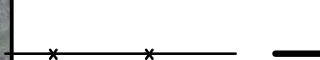




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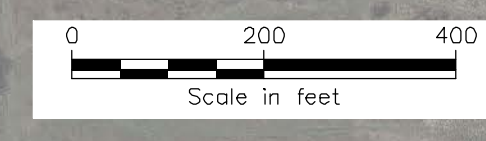
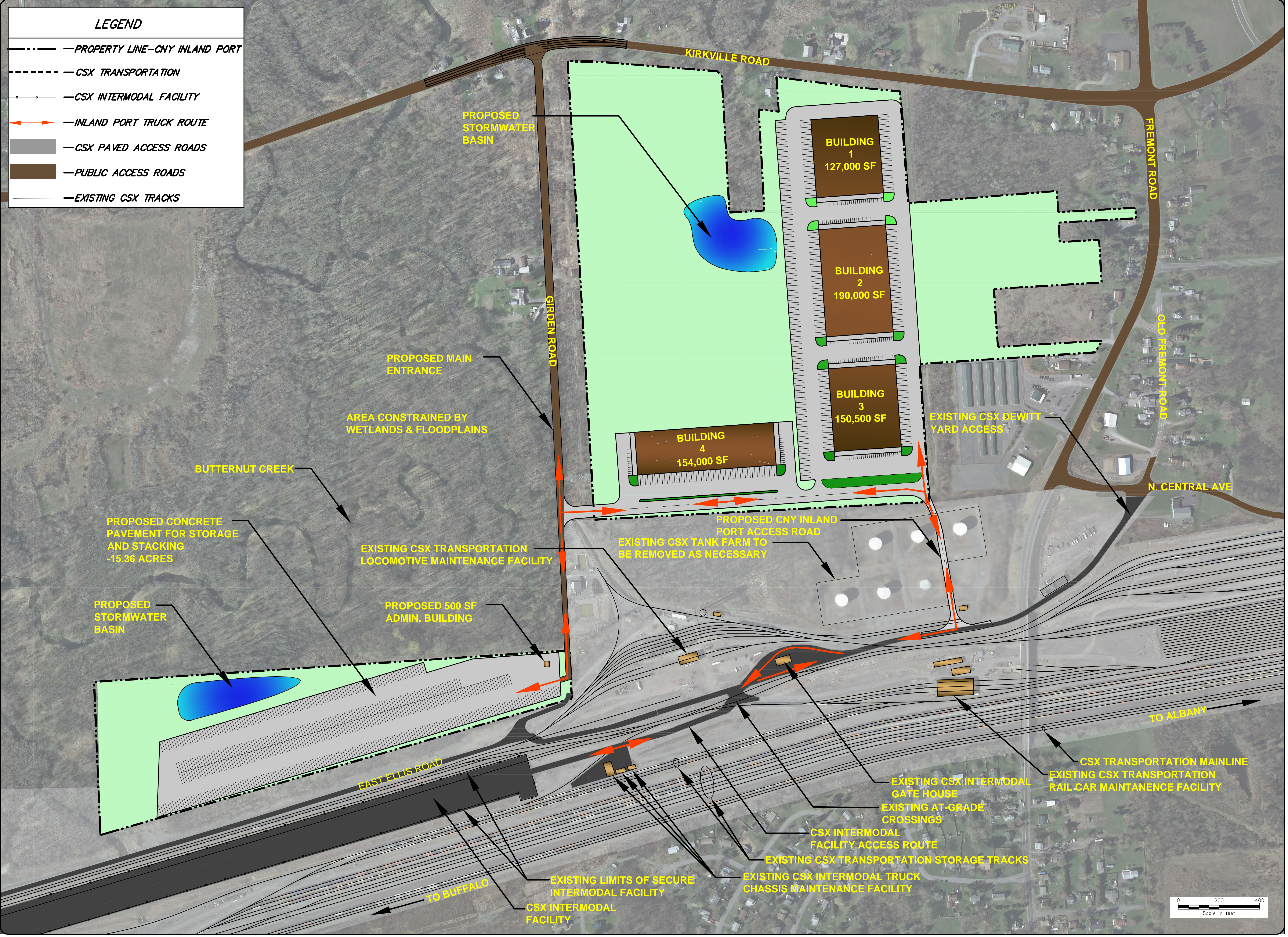

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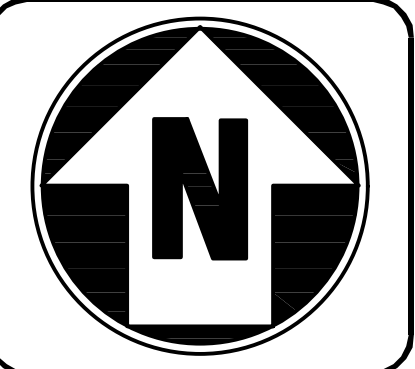
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-  —CSX TRANSPORTATION
-  —CSX INTERMODAL FACILITY
-  —INLAND PORT TRUCK ROUTE
-  —CSX PAVED ACCESS ROADS
-  —PUBLIC ACCESS ROADS
-  —EXISTING CSX TRACKS

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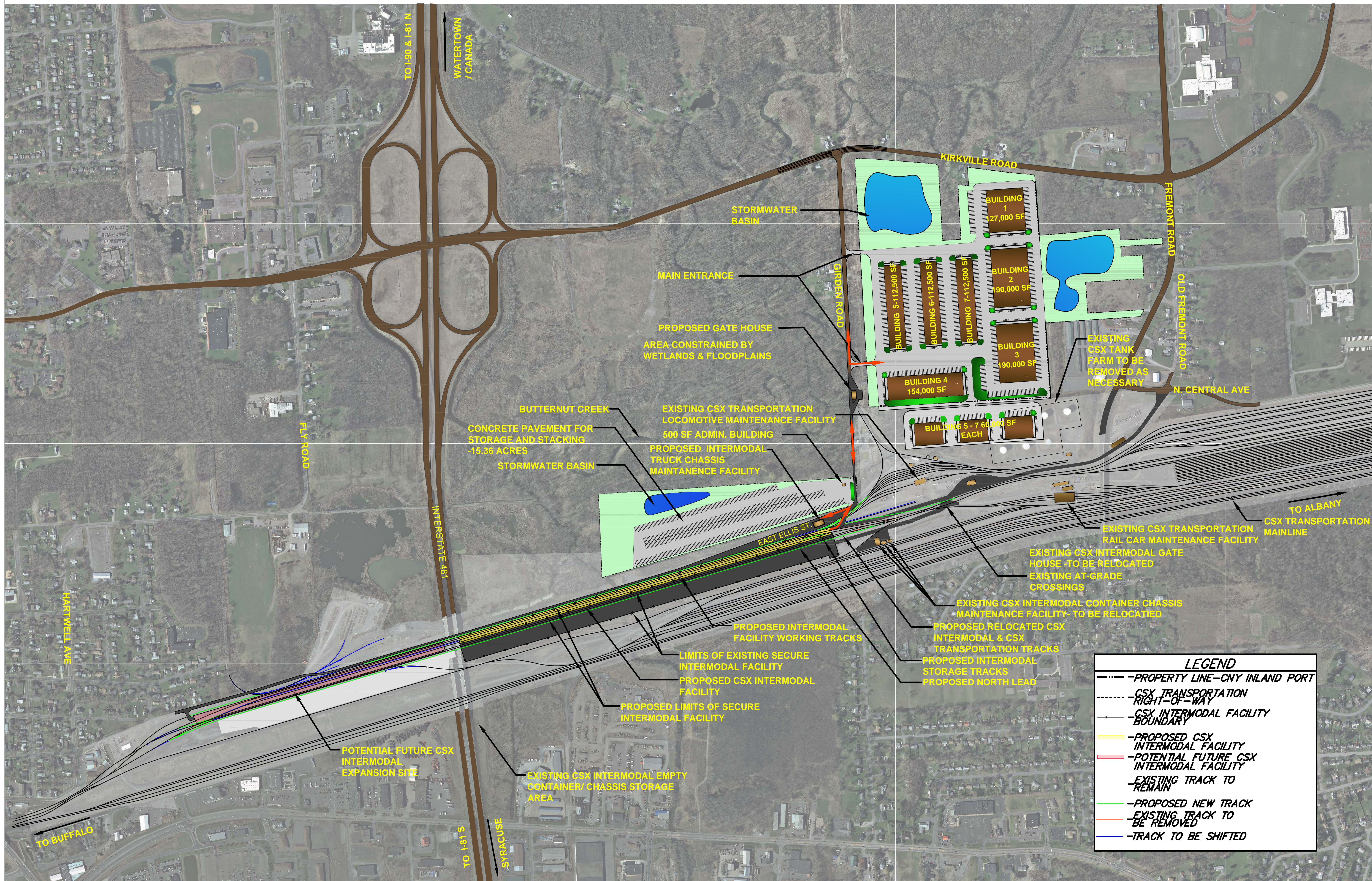


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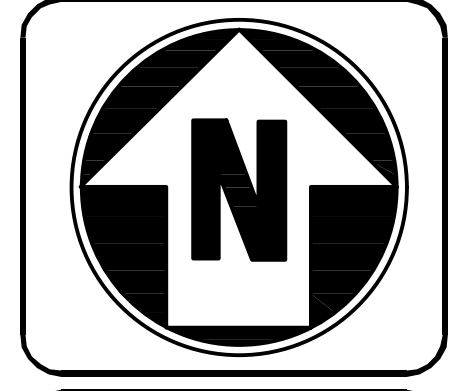
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LEGEND	
	PROPERTY LINE - CNY INLAND PORT
	CSX TRANSPORTATION RIGHT-OF-WAY
	CSX INTERMODAL FACILITY BOUNDARY
	PROPOSED CSX INTERMODAL FACILITY
	POTENTIAL FUTURE CSX INTERMODAL FACILITY
	EXISTING TRACK TO REMAIN
	PROPOSED NEW TRACK
	EXISTING TRACK TO BE REMOVED
	TRACK TO BE SHIFTED



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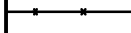




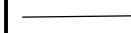
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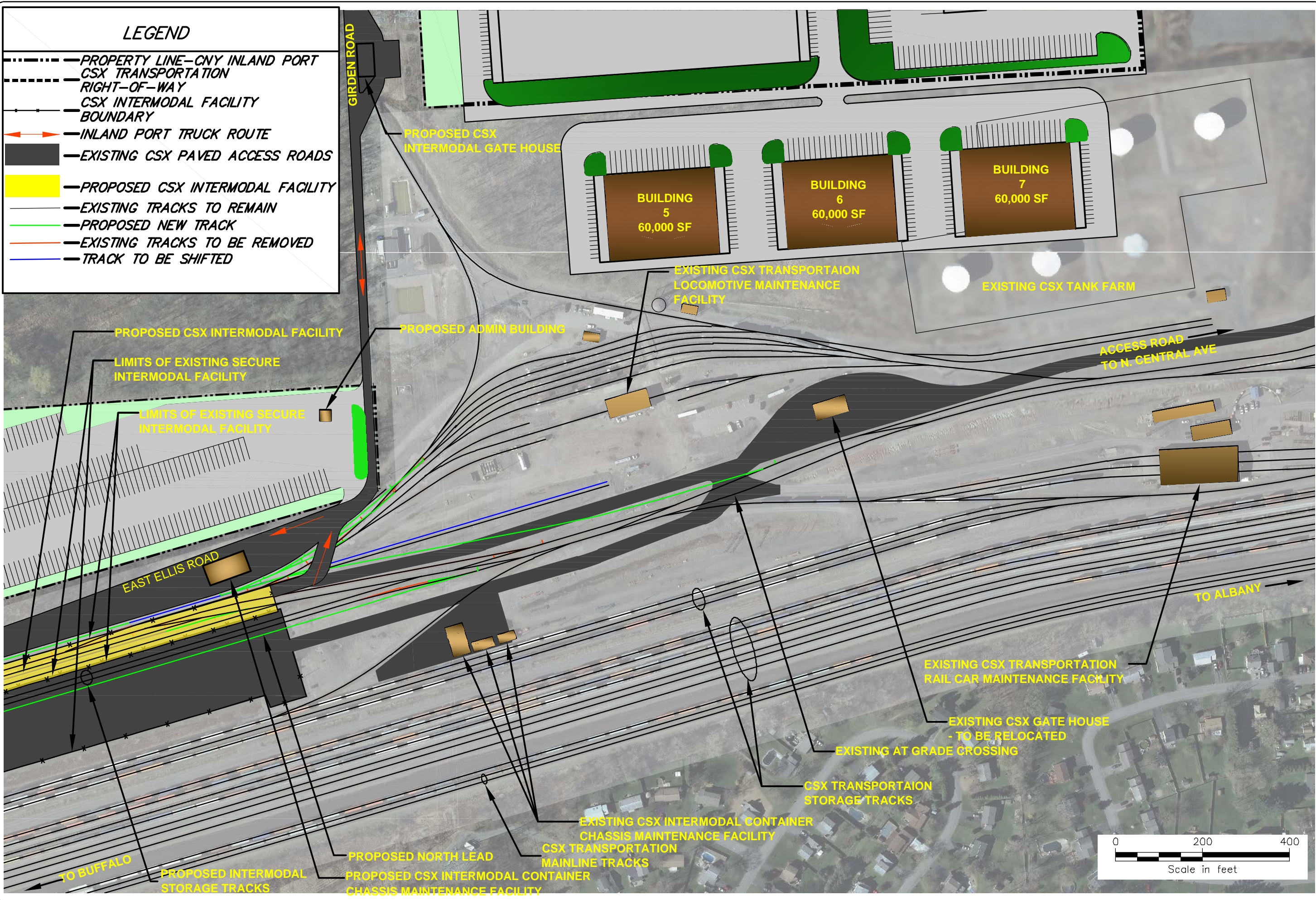
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ALTERNATIVE 3

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LEGEND

-  PROPERTY LINE—CNY INLAND PORT CSX TRANSPORTATION RIGHT-OF-WAY
-  CSX INTERMODAL FACILITY BOUNDARY
-  INLAND PORT TRUCK ROUTE
-  EXISTING CSX PAVED ACCESS ROADS
-  PROPOSED CSX INTERMODAL FACILITY
-  EXISTING TRACKS TO REMAIN
-  PROPOSED NEW TRACK
-  EXISTING TRACKS TO BE REMOVED
-  TRACK TO BE SHIFTED




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