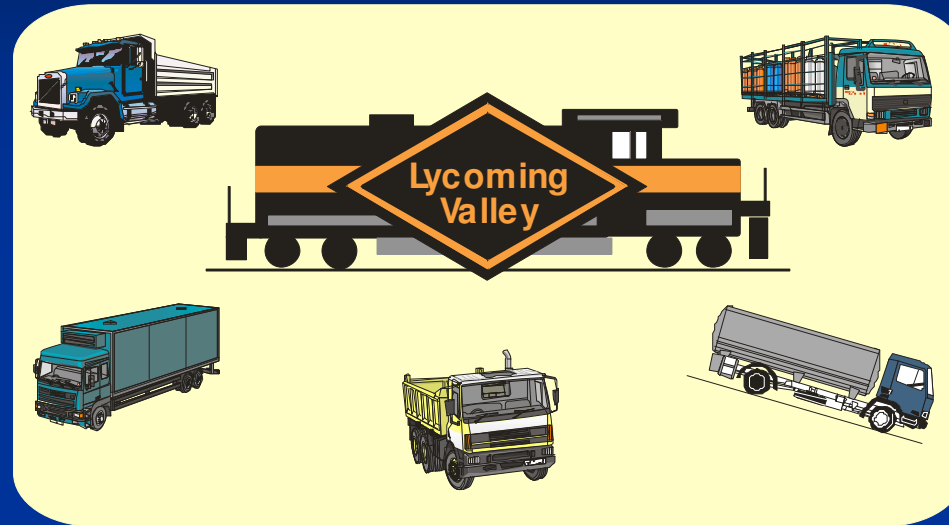


# MULTI-MODAL FREIGHT TRANSFER CENTER FEASIBILITY STUDY



For

**LYCOMING COUNTY PLANNING COMMISSION**

By

***LINARE CONSULTING***

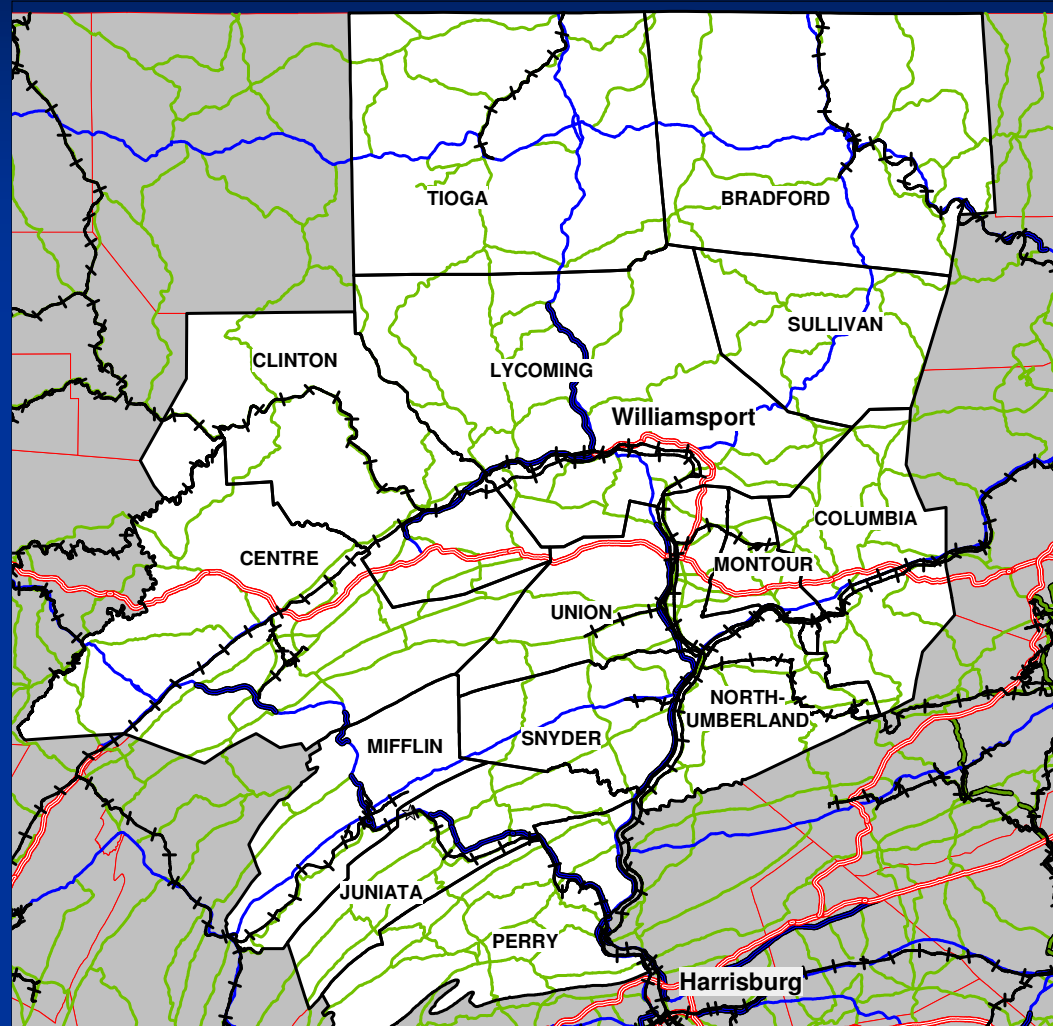
**LARSON DESIGN GROUP**

**R. L. BANKS ASSOCIATES**

# Steering Committee

- Centre RPC
- Federal Highway Administration
- Growth Resources of Wellsboro
- Lycoming Cnty. Planning Commission
- Lycoming Valley Railroad
- Moran Industries
- Montoursville Area C of C
- Northern Tier RPC
- Pennsylvania DOT
- SEDA – COG Joint RR Authority
- SEDA – COG
- Williamsport-Lycoming C of C
- Williamsport Regional Airport

# Study Area – Market Analysis



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# Study Objectives & Scope

- Feasibility of developing a facility where traffic moving to / from companies in the area can be transferred between railroad cars and trucks.
- Increase traffic for SEDA-COG railroads.
- Lower cost to shippers / receivers in the area.
- More efficient / lower fuel consumption / emissions.

# Study Process

- **Market analysis.**
  - Survey of shippers / receivers.
  - Compile & analyze survey data.
  - Estimate divertible traffic volumes.
    - *Box* Intermodal
    - *Bulk* Intermodal
- **Consider existing railroad service.**
- **Operating plan for transfer operation.**
- **Assess traffic diversion.**
- **Assess feasibility.**

# Survey of Shippers / Receivers

- Companies in manufacturing & wholesale trade
- Lists from commercial sources
  - Supplemented locally
- Phone contacts
  - Find the right person(s)
  - Letter of introduction
  - Fact sheet
  - Schedule interview

# Survey of Shippers / Receivers

- **Telephone interviews**
  - Ship in truckload quantities?
  - Collect general information on the company
  - Compile specific data on divertible traffic
    - Focus on distant traffic
    - Consider commodity types
    - Consider equipment types
    - Outbound & inbound separately
  - Solicit interest in using intermodal

# Survey of Shippers / Receivers

- Completed surveys for 111 companies
- Data for 566 traffic movements
  - 80,000 annual truckloads
  - 2,400 annual container-loads
- 36 of 111 currently use railroad service
- 64 of 111 have interest and would benefit
- 7,400 units currently by intermodal



# Survey of Shippers / Receivers

- Rigorous screening of traffic data
- Potential traffic
  - Yes 18,300 TL & 1,000 CL
  - Possible 32,300 TL & 300 CL
  - Port Diversion 400 TL & 900 CL

# Potential Traffic

## ■ Commodities

- OB building components (8,300)
- OB paper products (7,800)
- OB consumer products (6,900)
- OB building materials (3,700)
- OB food products (3,600)
- IB food products (3,000)

# Potential Traffic

## ■ Destinations

- South (12,000)
- Midwest (10,000)
- Texas (4,200)
- California (4,200)
- West Coast (3,300)
- Florida (2,300)

## ■ Origins

- Midwest (5,200)
- South (4,100)
- Great Plains (1,100)
- Texas (1,100)

# Most Likely Traffic

- **19,100 units per year**
  - **84% outbound**
  - **50% to/from the Far West**
  - **26% paper products**
  - **25% building components**
  - **18% food products**
  
- **There is need & interest**

# Alternative Modes / Paths

- ***Box Intermodal (TOFC / COFC)***
  - **Truck Direct**
  - **Existing intermodal**
  - **Intermodal via transfer center**

# ***Box Intermodal -- Consider Operations***

- **Harrisburg is a major hub**
- **Only 85 miles (<2 hours) away**
- **Intermodal trains -- closed system**
  - **Traffic is *driven* thru the gates**
- **Shuttle train not competitive**
  - **Time or cost**
- ***Box* intermodal – not feasible!**

# *Bulk Intermodal*

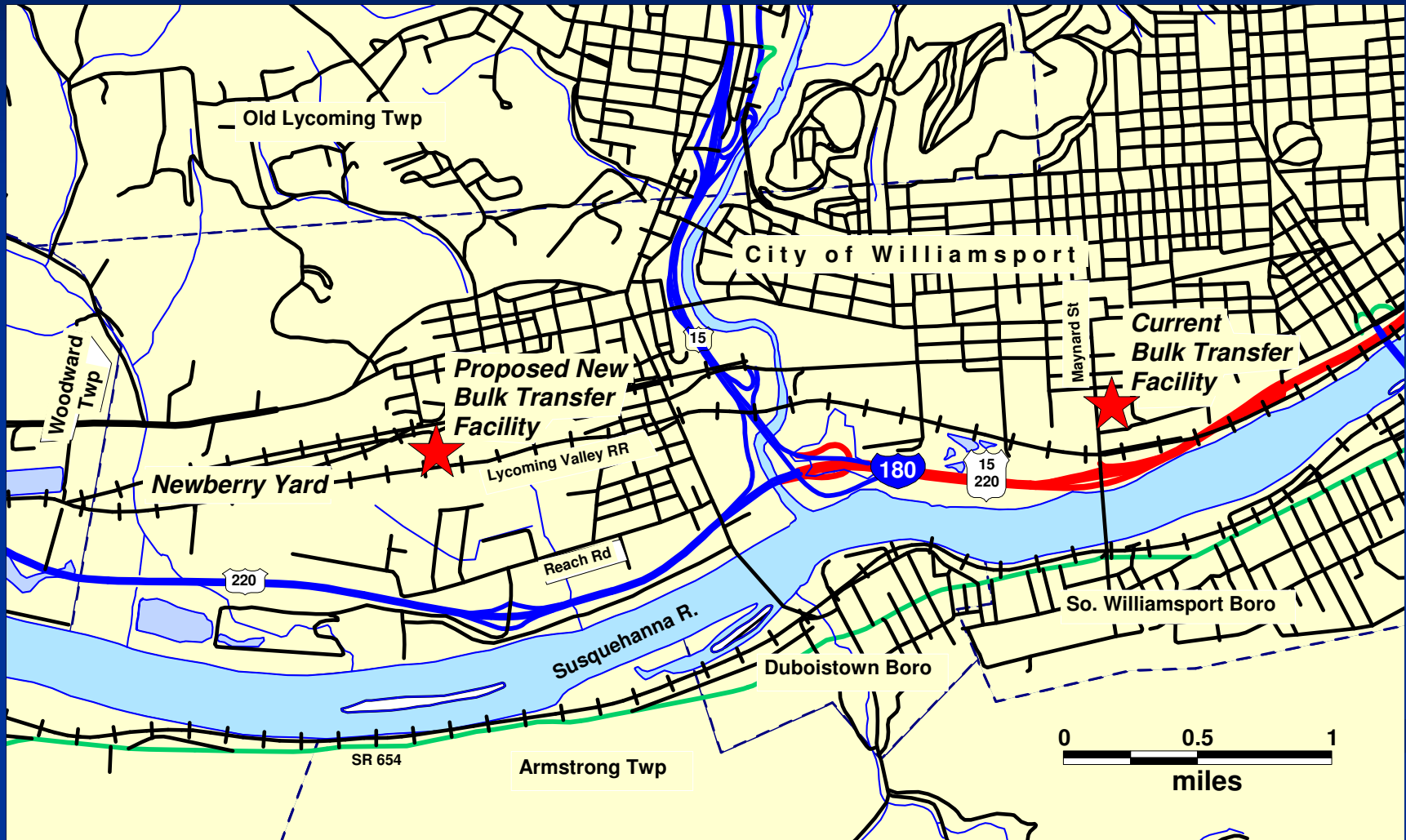
- **Already active in Williamsport**
- **Potential for more traffic**
  - **2,000 TL +/-**
- **Problems with current location**
  - **Insufficient capacity**
  - **Inefficient railroad operations to serve**
  - **Incompatibility with land use**
    - **Current**
    - **Emerging**

# Prospectus – New Bulk IM Terminal

- **Location at Newberry Yard**
  - Industrial land available
  - Serve with yard crew
- **Capacity – 40 car spots**
  - 20 fitted with steam lines
  - Space for expansion
- **Separate railroad & truck access**
- **Designed for efficiency**
  - Space for trucks to pass
  - Forward movement by trucks

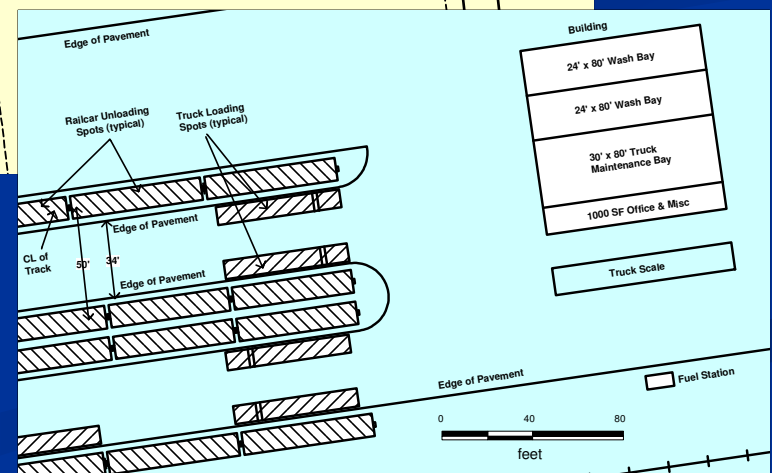
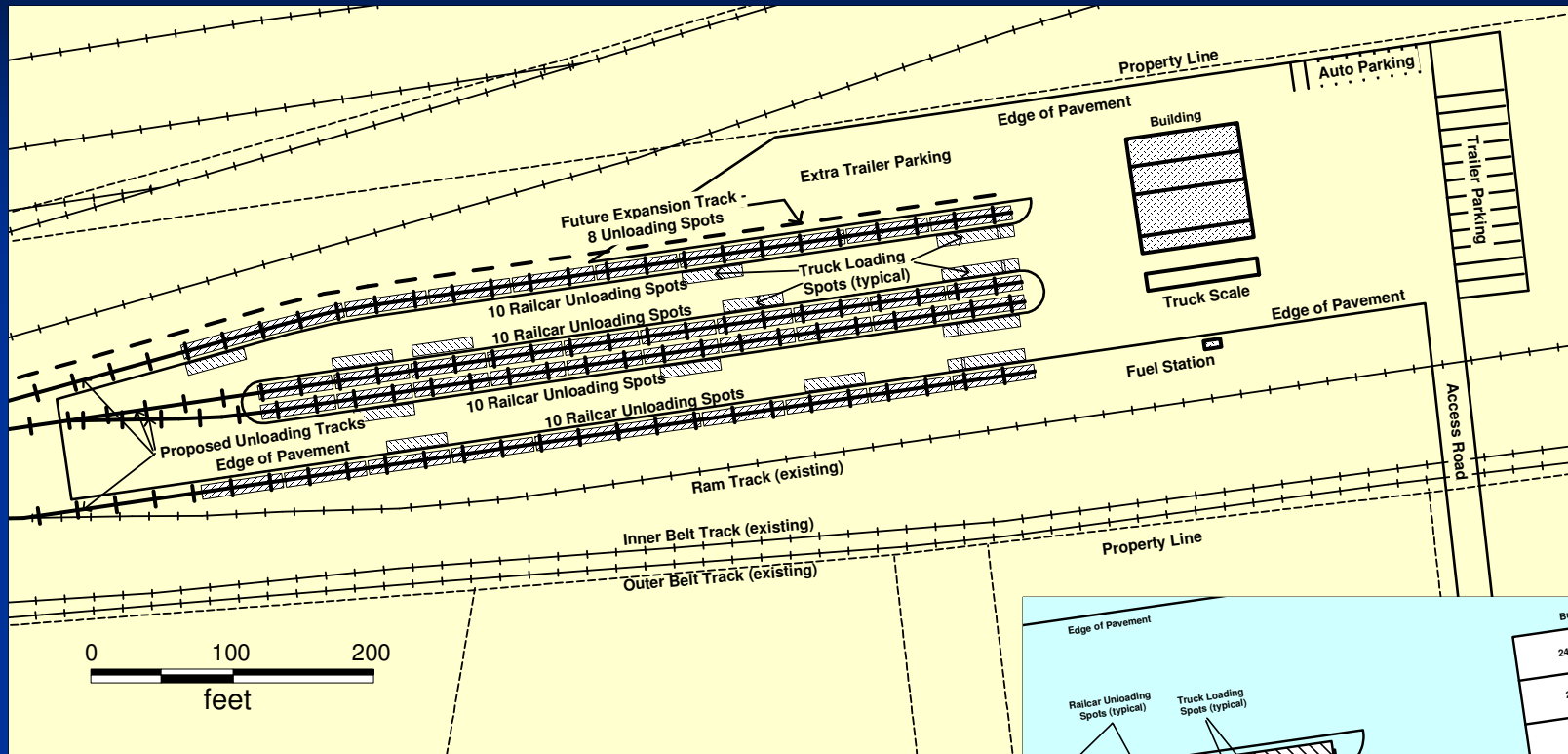


# Prospectus – New Bulk Terminal



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# Prospectus – New Bulk Terminal



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# Prospectus – New Bulk IM Terminal

- **Truck access**
  - **Industrial area**
- **Support facilities**

**Tractor & trailer storage**

**Trailer cleaning**

**Vehicle maintenance**

**Office / break / restrooms**

**Auto parking**

**Public utilities**

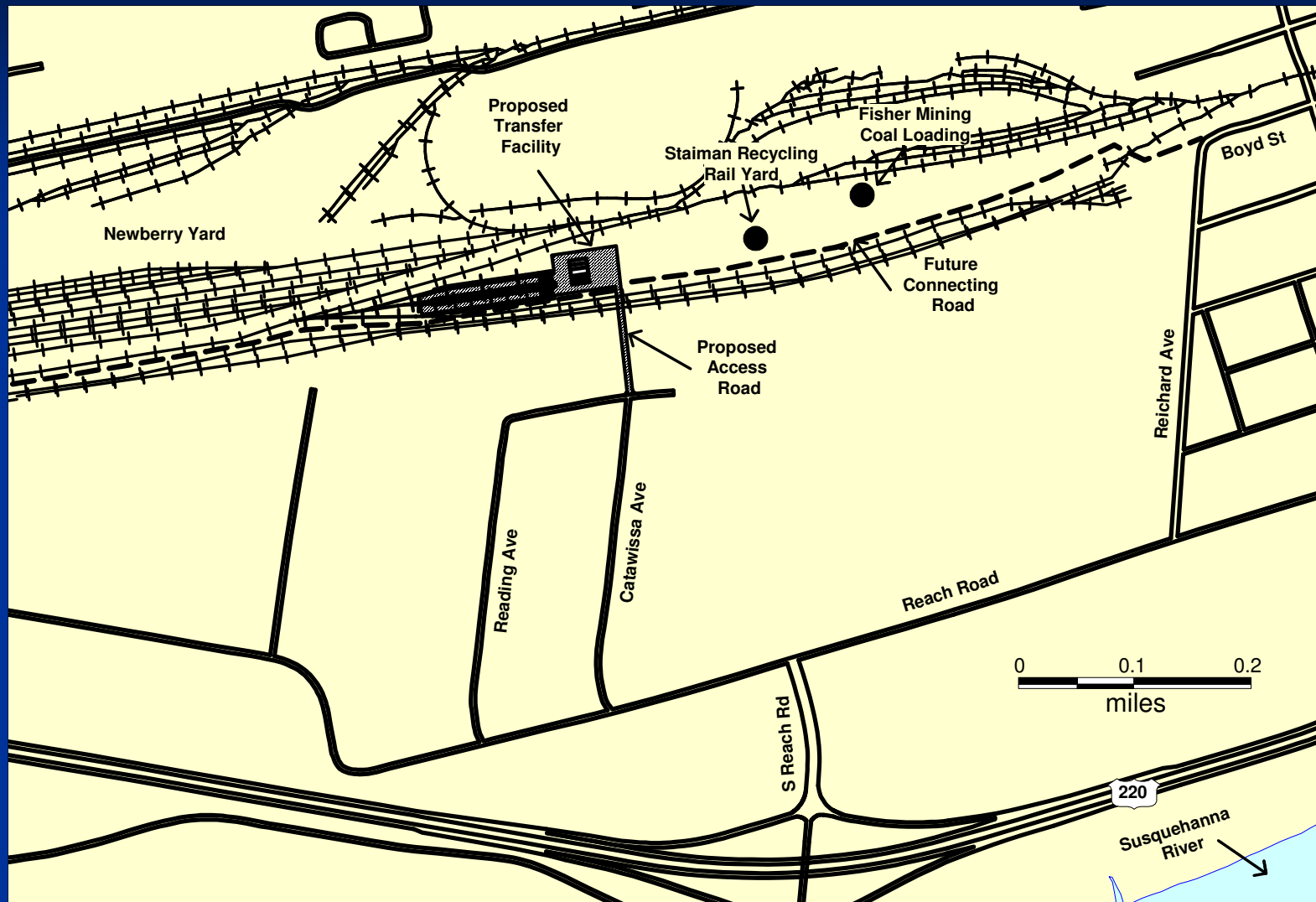
**Steam boiler / lines**

**Truck scale**

**Fueling**

**Security**

# Prospectus – New Bulk Terminal



# Transportation, Community & Economic Development Benefits

- **Current traffic**
  - **Railroad haul = 1,150 miles**
  - **Truck haul = 33 miles**
  - **Reduction of 3.3 million TMT / year**
    - **700,000 TMT in Pennsylvania**
  - **Savings in fuel of 690,000 gal / year**
  - **Air emissions 20 tons / year lower**
  - **Savings in highway maintenance**
    - **\$1.2 million; \$200,000 in Pennsylvania**

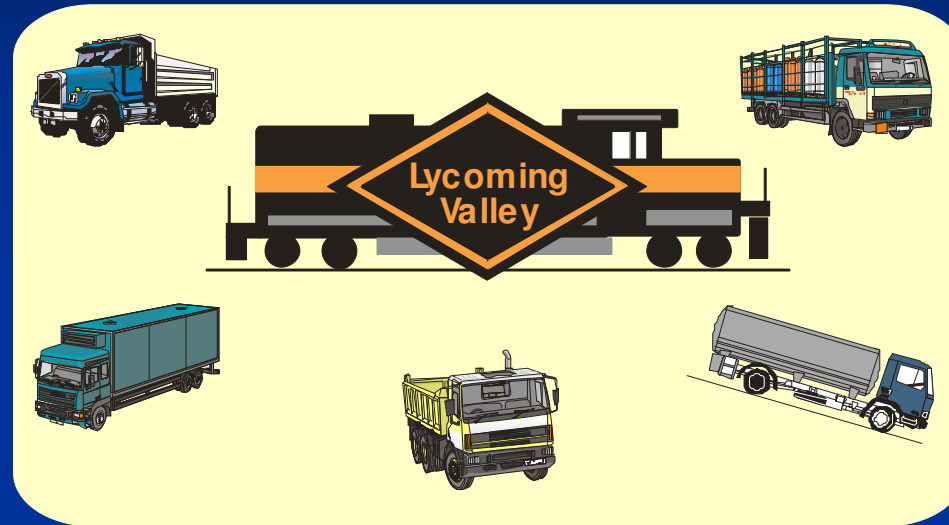
# Transportation, Community & Economic Development Benefits

- **Future traffic**
  - 2,000 TL / year now moving by truck
  - Upside potential for added traffic
  - Ethanol
- **Improved railroad operations**
- **Less traffic at grade crossings**
- **Community development**

# Transportation, Community & Economic Development Benefits

- **Community development**
  - Land available for redevelopment
  - Higher / better use
  - Eliminate trucks from local streets
  - Reduce noise & air emissions
    - Nighttime operations
- **Economic development**
  - Job retention
  - Potential job growth

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