

Zone Change Application

For:

**CENTRAL NEW YORK INLAND PORT
TOWN OF MANLIUS, NY**

Prepared for:

3Gi
360 ERIE BOULEVARD EAST
SYRACUSE, NY 13202

Prepared by:



110 FAYETTE STREET
MANLIUS, NEW YORK 13104

Telephone: (315) 682-5580
Fax: (315) 682-5544

December 2019



EXECUTIVE SUMMARY

A. INTRODUCTION

3Gi CNYIP Inc. (3Gi) is the leading private entity responsible for the development of the Central New York Inland Port (CNYIP), which will offer increased opportunities for importing and exporting by providing infrastructure for dedicated international intermodal service to and from the Port Authority of New York and New Jersey (PANYNJ). By increasing the amount of materials that are transported via rail relative to the amount transported by truck, the project will contribute to more efficient use of energy and reduction in greenhouse gas emissions while enhancing the import/export markets in NYS. 3Gi's CNYIP will be integrated into the existing Dewitt Rail Yard located south of Kirkville Road between Girden Road and Fremont Road in the Town of Manlius. The Dewitt Rail Yard has been operated by CSX since 1857 and is located along a route that extends from Boston to Cleveland. The rail yard and subject site is on a Class 1 railroad, is a part of the NYS Transportation Master Plan, and is also within the Federal Intermodal Corridor, making the project eligible for federal funding. In 2018, New York State funded \$19 million to CSX to make improvements to the DeWitt Rail Yard in order to allow for international container service, which will commence in September of 2019. By developing a functional CNYIP, 3Gi plans to take advantage of the economic opportunity presented by international container service and therefore provide numerous socioeconomic and environmental benefits to the Central New York region.

B. ECONOMIC INCENTIVES

3Gi, in business with Intransit Container, Inc., (ICI), will provide logistic services that match international import containers with exporters who need empty containers. Coordinating importers and exporters to take full advantage of round trip empty international containers is the primary business opportunity filled by 3Gi CNYIP and ICI Port of Worcester. Together, 3Gi and ICI fill a need for regional importers and exporters to send and receive a greater volume of goods from international markets in a more cost-effective and fuel-efficient manner. This business relationship will provide a streamlined alternative to shipping via truck, which is far more time and cost intensive.

C. FACILITY OPERATIONS

The CNYIP will be set up to provide management of incoming and outgoing cargo for the Dewitt Rail Yard, where there is none today. CSX is in the business of transporting cargo; they do not manage cargo once it reaches its destination. The inland port will store, organize, coordinate, distribute, and manage the cargo from the transporter to and from the manufacturer and the buyer. The establishment of an effective inland port will start with the development of an international container yard for CSX containers. The container yard will take in off-loaded international containers, store them in a yard, and mitigate the truck transport of the containers to their final destination. The container yard will also take in empty containers and coordinate their distribution to Central New York exporters for filling. Once they are loaded with product, the containers will be returned to the CNYIP for export via rail back to the PANYNJ for international distribution on container ships.

Future expansion of CNYIP is unknown at this time but could potentially include the development of on-site warehousing for the short-term aggregation of products and the infrastructure required to coordinate the exporting of those products. It could also include the laying of track inside the CNYIP owned property, enabling CSX to switch the rail cars into the 3Gi operated container yard and thereby allow for the control of export loading and the ability to aggregate large numbers of containers to be shipped on the same train.

D. ENVIRONMENTAL IMPACT

The implementation of a Central New York Inland Port will have a positive impact on the environment. Currently, CNY exporters have to transport their goods via truck (tractor trailer) down and through New York City to the PANYNJ. Not only is truck transport more expensive (greater than 5 times the cost of rail transport), but it is harmful to the environment due to excessive carbon emission from the trucks. Rail transport has significantly lower carbon emissions and therefore a smaller environmental impact.

Adjacent to the proposed site there are several NYSDEC freshwater wetlands and a FEMA 100-year floodplain area. The proposed project will avoid much of the jurisdictional wetland areas and only require a small impact for the



road extension from the container yard to Kirkville Road. The project will include properly sized stormwater mitigation basins to mitigate any effects to storm water runoff conditions resulting from the proposed development. A wetland delineation and determination report has been compiled and is included in Appendix C of this report.

E. TRAFFIC IMPACT

As it exists today, the main route for international truck traffic that is entering or exiting the CSX operated DeWitt Rail Yard is via North Central Avenue and Fremont Road. Beginning in September of 2019, CSX will use this existing route for all international cargo transportation by truck. The long-term plan for the CNYIP is to reroute this truck traffic through the 3Gi site onto Girden Road before accessing Kirkville Road. This will alleviate the potential traffic burden from the prospective increase in international container service, thus avoiding the two schools and residential neighborhood located along Fremont Road. The traffic improvement proposed by 3Gi is a great enhancement to the existing condition. The temporary access road (Temp Road 1) proposed in Phase 1 will access the international container yard from Fremont Road. The first permanent option for site access from Girden Road (Perm Road 1) will be via an existing easement directly west of the site. The second permanent option for site access from Girden Road (Perm Road 2) will be to the northwest across the northern part of the wetland area. Perm Road 2 will require coordination with NYS in order to obtain funding, but will have a much smaller impact on the adjacent wetlands.

The intersection of Girden Road and Kirkville Road is only a three quarter-mile drive to Interstate 481. The connection to the NYS Thruway (Interstate 90) is only two miles north of this point and is only another 6 miles from Interstate 81. Therefore, from the future road improvement on Girden Road, international cargo will have a direct connection from the CSX railroad to the entirety of New York State, the northeastern United States, and eastern Canada. To assess the potential impact that the trip generation from the full build-out of the project will have on Girden Road and Kirkville Road, a traffic impact study has been prepared for this project and is included in Appendix D of this report.

F. PROJECT BENEFITS

The CNYIP has many potential socio-economic and environmental benefits to the Central New York Region. The greatest positive outcome is the prospective economic growth that would accompany a reduction in shipping costs associated with a shift from importing and exporting by truck to rail. Many businesses within the CNY region have indicated that transportation costs are a significant cost of sales and consideration in their growth potential as well as retaining their business in NYS. Additionally, the long-term shift to importing and exporting by rail will result in a reduction in emissions of greenhouse gases through a decrease in tractor trailers on NYS roadways.