

G-MAP

A COMPREHENSIVE GOODS MOVEMENT ACTION PROGRAM FOR THE NEW YORK-NEW JERSEY METROPOLITAN REGION



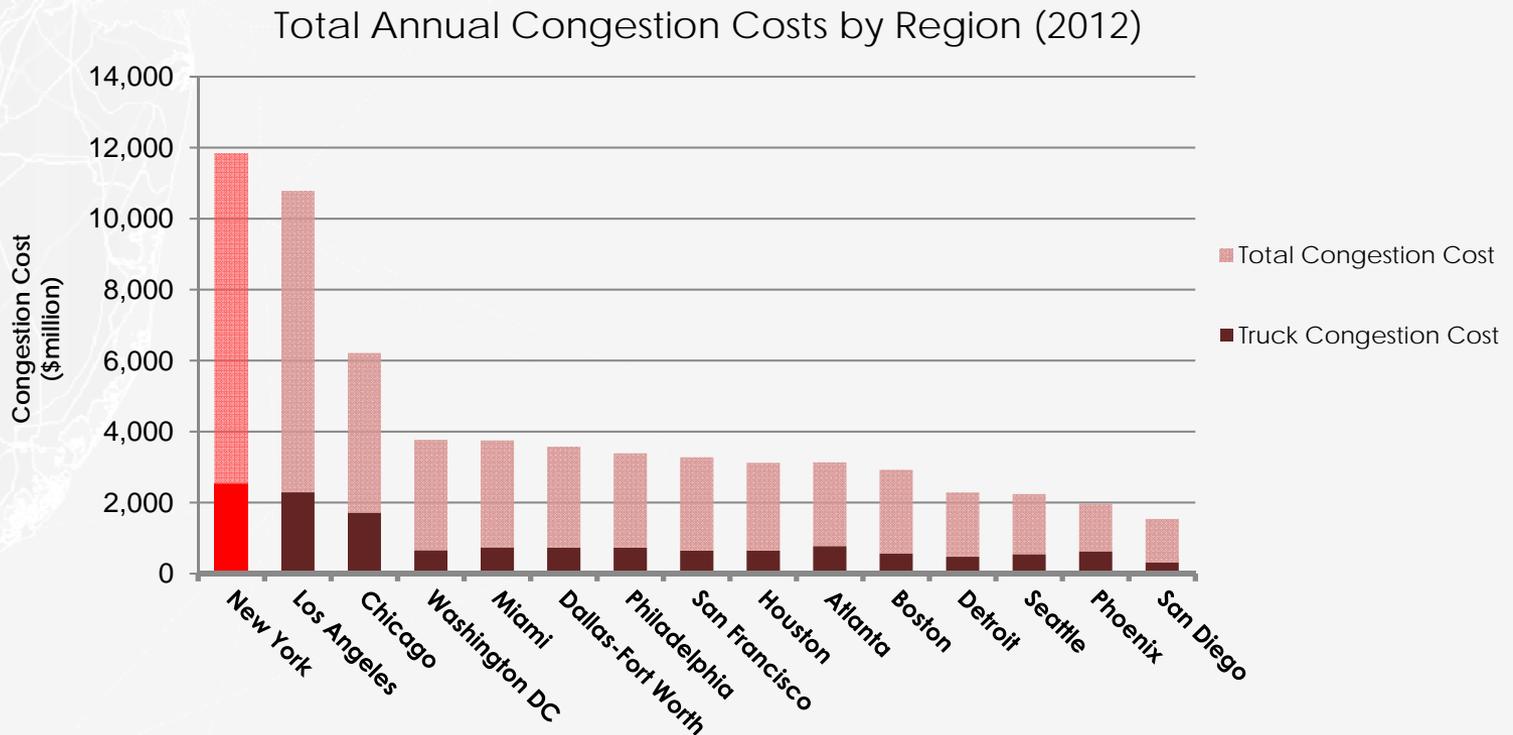
A Joint Initiative of:
The Port Authority of New York and New Jersey
The New Jersey Department of Transportation
The New York State Department of Transportation

G-MAP: Goods Movement Action Program

- A multi-jurisdictional, multi-modal regional platform
 - Partnership with PANYNJ, NJDOT, and NYSDOT
 - Engages regional agencies
- Builds-off existing plans, projects, and data from the partner agencies and MPOs
- Establishes goals and strategies to improve the region's goods movement system

Why G-MAP?

- High cost of regional congestion
- Aging infrastructure
- Fragmented, multi-jurisdictional freight management
- Regional transportation network lacks reliability, connectivity, and capacity



Federal Direction to Coordinate Freight Projects



- ❑ Alameda Corridor
 - ❑ 20-mile-long rail cargo expressway linking LA/LB to the rail network (\$2.5B)

- ❑ Chicago CREATE
 - ❑ 70 Projects, including 25 road and 6 pax/ freight rail grade separations (\$3B)

- ❑ TIGER Grants
 - ❑ Crescent Corridor Intermodal Freight Rail Project—TN, AL (\$105m)
 - ❑ National Gateway Freight Rail Corridor— OH, PA, WV, MD (\$98m)
 - ❑ Southern New Jersey Regional Intermodal Rail/Port Improvement Program (\$18m)

- ❑ MAP-21
 - ❑ Regional, multi-modal coordination

About G-MAP: Process and Structure

Developed in 3 Phases

- 1) Current Conditions Assessment
- 2) Goals, Vision, and Strategies
- 3) Regional Goods Movement Action Plan – Freight Portfolio



Freight Portfolio Identifies:

- ❑ Core Freight Network
- ❑ Action Packages
- ❑ Early Actions

A large black container ship is docked at a pier. The ship's hull is black with a red bottom section. The deck is filled with stacks of colorful shipping containers in yellow, orange, and blue. In the background, there are industrial structures and a clear blue sky. The text "Action Packages" is overlaid on the left side of the image.

Action Packages

- ❑ Strategically combines discrete actions to strengthen their individual effect
- ❑ Prioritizes community and environmental benefits
- ❑ Improves all dimensions of how goods move across the region
 - ❑ Provides policy and management tools for long-term, continuous improvement
 - ❑ Provides discrete, geographic-specific projects for physical enhancements to the network
- ❑ Allows for a new definition of "project"

Action Packages

Management and Policy

- ❑ Deploying Freight Technology for Smarter Operations
- ❑ Capital Resources for Financial Capital
- ❑ Off Peak: Capturing Available Capacity
- ❑ Regulatory Harmonization: Seamless Service Provision
- ❑ Freight Preservation: Preserving Access and Facilities for Essential Freight Services

Modal and Geographic

- ❑ Inside I-287: The First and Last Miles
- ❑ Airport Access: Delivering Priority Transportation
- ❑ Multimodal Rail: Realizing the Rail Renaissance
- ❑ GATES: Promoting the Region's Global Gateway
- ❑ I-95 Corridor: Serving the Mega-region

Action Package – Example

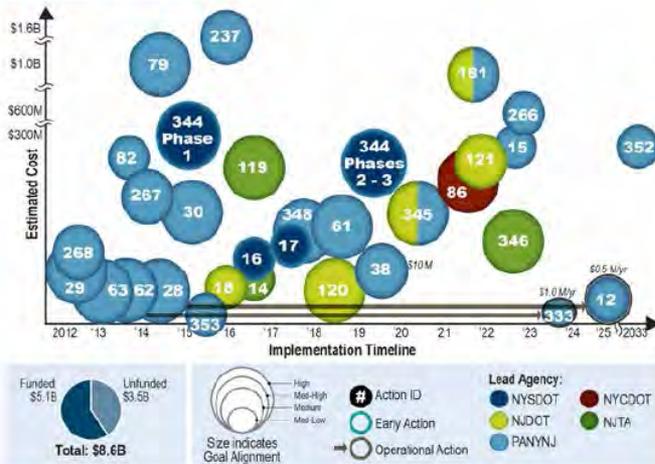


GATES: PROMOTING THE REGION'S GLOBAL GATEWAY

GATES is a decade-long, \$8.6 billion Action Package that emphasizes improvements to the regional shipping network to increase the demand for global trade. Spearheaded by the Port Authority, and in partnership with many of the region's transportation agencies, the Action Package is nearly two-thirds funded with major projects already, or soon to be, underway. Over two dozen separate actions create a joint advance in the performance of the region's system, backed by operational methods to make them greener, wired, and more productive.

GATES has 2 broad implementation phases. The first, which is largely funded, begins with \$5 billion of major projects to invest in the Bayonne, Goethals, and Kosciuszko bridges, harbor deepening, and the expansion of terminals and rail connections. The second phase, targeted toward the mid- to late-2020s, includes \$3.1 billion in projects that largely improve port access. This phase coincides with the new era of Post-Panamax ships—larger ships that will be accommodated by the expansion of the Panama Canal—which will bring larger volumes of cargo to the region, necessitating an efficient port system so as to not cause delays and backups on the region's roadways. NJDOT and NYSDOT, accompanied by other agencies, will move to the fore of this second phase. Projects programmed in state freight plans, and a number of the large infrastructure projects, may attract partnerships for private funding or opportunities for increased federal funding.

Implementation Snapshot



Package Performance

	Freight Demand	System Efficiency	System Condition	Safety/Security	Investment	Environment				
Metric	Freight volume by mode	Travel time in representative freight corridors	Travel time reliability in representative freight corridors	Freight carrier average operating costs	Pavement condition index along representative freight corridors	Structurally deficient bridges along representative freight corridors	Truck-involved fatalities and serious injuries	System redundancy and ready access	Capital investment in regional freight corridors and facilities	GHG emissions
Trend	↑	↓	↓	↓	↑	↑	↑	↑	↑	↓
Goal	↑	↓	↓	↓	↑	↑	↑	↑	↑	↓

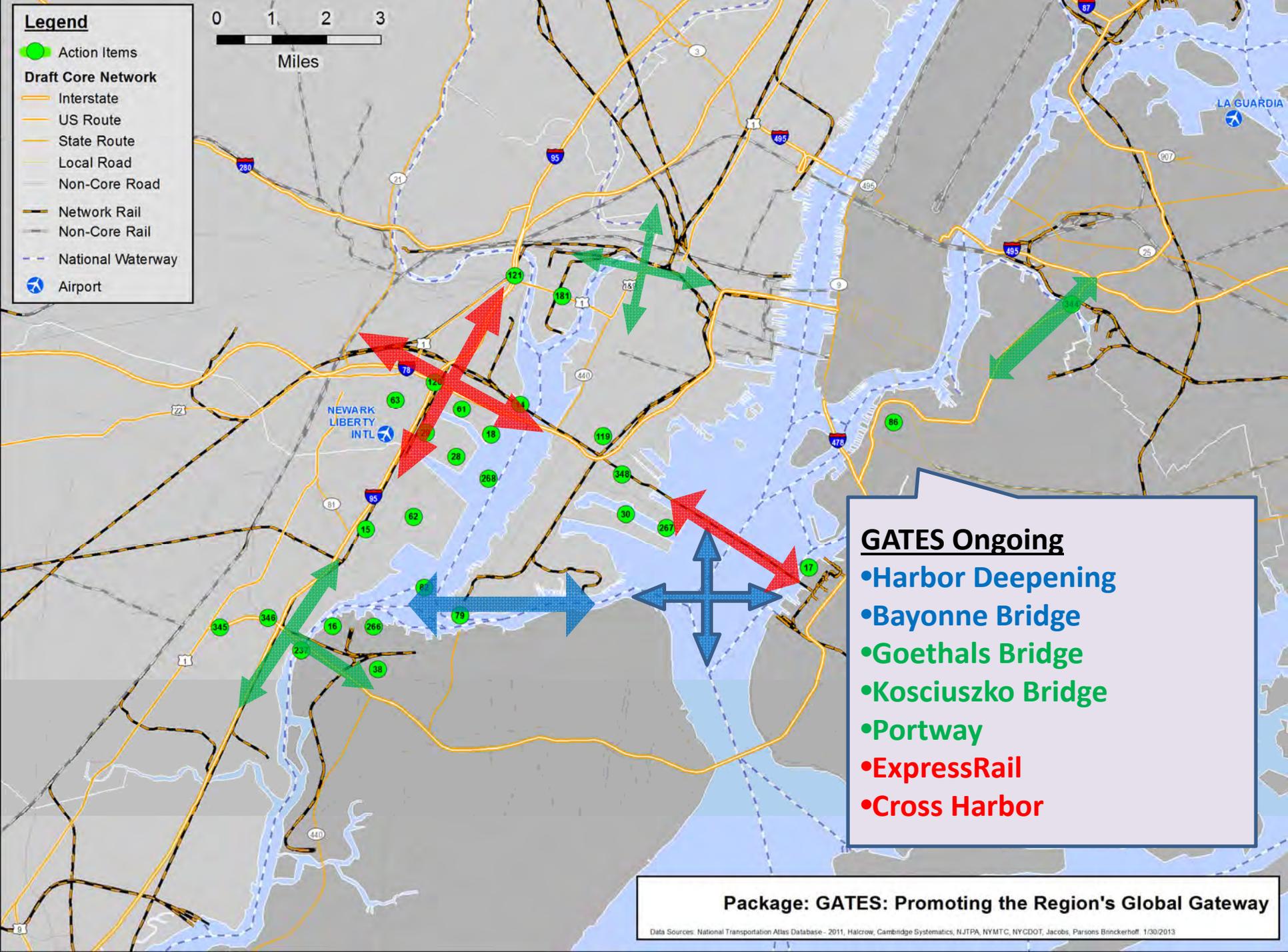
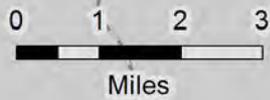
Component Actions

Notes:
 *Operational Action with cost shown in the Implementation Snapshot
 †Denotes an Action that is common to multiple Action Packages
 ‡This is a program of multiple related projects
 §Grouped Actions share a common agency lead and common budget/funding pool
 Bold text represents an Early Action

ID	Action	Goals						
		Overall	Supply Chain	Governance	Infrastructure	Finance	Land Use	Environment
Operational Actions								
12 ^{1,2}	Ensure access to the region's marine cargo facilities	●	●	●	●	●	●	●
19	Ensure sufficient handling capacity at the region's marine cargo facilities	●	●	●	●	●	●	●
27 [†]	Implement rail and intermodal improvements at Port Authority facilities	●	●	●	●	●	●	●
37 [†]	Use rail connections to enhance access to key distribution points	●	●	●	●	●	●	●
60 [†]	Improve the road network inside marine ports	●	●	●	●	●	●	●
154 [‡]	Develop an off-peak deliveries guidebook that outlines safe, secure, and community-sensitive operations, including shipper/receiver credentialing and requisite equipment and facilities	●	●	●	●	●	●	●
158 [‡]	Expand container staging areas outside marine port terminals to facilitate off-peak deliveries/pick ups to end users	●	●	●	●	●	●	●
168 [‡]	Utilize FRATIS (a federal open-source program) applications to support improved truck operations and exception procedures	●	●	●	●	●	●	●
333 [‡]	Continue implementation of the Port Authority Clean Air Strategy, including support to natural gas-fueled freight vehicles	●	●	●	●	●	●	●
331	Increase Truck Idle Reduction Programs and the availability of idle-free technology	●	●	●	●	●	●	●
332	Continue the Port Authority's Green Ports Program	●	●	●	●	●	●	●
265	Advance freight terminal redevelopment	●	●	●	●	●	●	●
353 [‡]	Establish a master plan for land-side supply chain gateway improvements that prescribe routes from port gates to fast-mile highway and rail networks that can match available terminal-handling capacity	●	●	●	●	●	●	●
355 [‡]	Preserve waterfront properties for future marine highway operations	●	●	●	●	●	●	●
Infrastructure Actions								
14 [†]	Access to ports: NJ Turnpike Extension (Int 14 to 14-A)	●	●	●	●	●	●	●
15 [†]	Access to ports: North Avenue Improvements	●	●	●	●	●	●	●
16 [†]	Access to ports: SI Expressway and Goethals Bridge direct access to NYCT	●	●	●	●	●	●	●
17 [†]	Access to ports: Complete the exit-only BQE 39th Street interchange	●	●	●	●	●	●	●
18 [†]	Access to ports: Truck-only interchange between NJ Turnpike and Port Newark	●	●	●	●	●	●	●
28 [†]	Implement rail and intermodal improvements at the Corbin Street yard	●	●	●	●	●	●	●
29 [†]	Implement rail and intermodal improvements at ExpressRail Newark	●	●	●	●	●	●	●
30 [†]	Implement rail and intermodal improvements at ExpressRail Port Jersey	●	●	●	●	●	●	●
38 [†]	Implement Staten Island Railroad improvements including Arlington Yard and a tail track extension eastward from NYCT	●	●	●	●	●	●	●
61 [†]	Port Street Improvement Project	●	●	●	●	●	●	●
62 [†]	Complete McLester Street widening at Port Newark/Elizabeth	●	●	●	●	●	●	●
63 [†]	Complete Brewster Road project	●	●	●	●	●	●	●
79	Raise the deck of the Bayonne Bridge	●	●	●	●	●	●	●
82	Complete the New York and New Jersey Harbor Deepening program	●	●	●	●	●	●	●
86 [†]	Rehabilitate the Triple-Cantilevered Section of the BQE/I-278	●	●	●	●	●	●	●
119 [†]	NJTPK Interchange 14A improvements	●	●	●	●	●	●	●
120 [†]	NJTPK Interchange 14 improvements	●	●	●	●	●	●	●
121 ^{1,2}	Passaic new crossing and NJTPK Exit 15E Interchange Improvements	●	●	●	●	●	●	●
181 ^{1,2}	Complete Portway project	●	●	●	●	●	●	●
237 [†]	Replace Goethals Bridge utilizing an innovative financing model	●	●	●	●	●	●	●
266 [†]	Advance marine terminal redevelopment at Howland Hook	●	●	●	●	●	●	●
267 [†]	Advance marine terminal redevelopment at Port Jersey	●	●	●	●	●	●	●
268 [†]	Advance marine terminal redevelopment at Port Newark	●	●	●	●	●	●	●
344 [†]	Kosciuszko Bridge Replacement	●	●	●	●	●	●	●
345	Route 183 NB to I-278 "Missing Link" Direct Connection	●	●	●	●	●	●	●
346 [†]	NJTPK Interchange 13	●	●	●	●	●	●	●
348	Access Improvements - Port Jersey Road Network	●	●	●	●	●	●	●
352	Implement a New York and New Jersey Harbor Channel Routine Maintenance Program	●	●	●	●	●	●	●
358	Access to ports: NJ Turnpike Enhancements	●	●	●	●	●	●	●

Legend

- Action Items
- Draft Core Network**
 - Interstate
 - US Route
 - State Route
 - Local Road
 - Non-Core Road
 - Network Rail
 - Non-Core Rail
 - - - National Waterway
 - ✈ Airport



GATES Ongoing

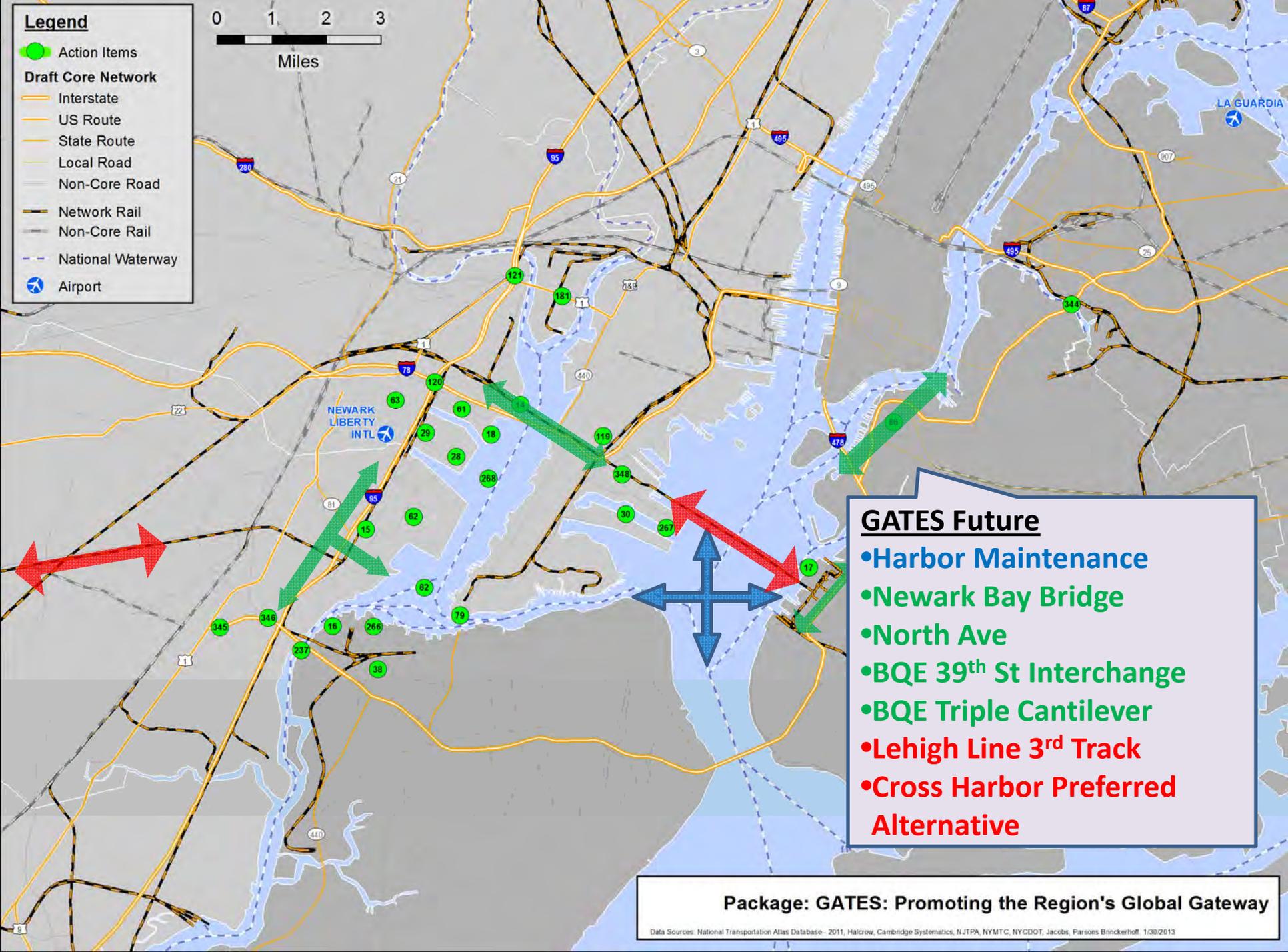
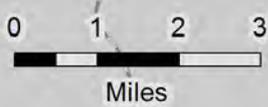
- Harbor Deepening
- Bayonne Bridge
- Goethals Bridge
- Kosciuszko Bridge
- Portway
- ExpressRail
- Cross Harbor

Package: GATES: Promoting the Region's Global Gateway

Data Sources: National Transportation Atlas Database - 2011, Halcrow, Cambridge Systematics, NJTPA, NYMTC, NYCDOT, Jacobs, Parsons Brinckerhoff 1/30/2013

Legend

- Action Items
- Draft Core Network
 - Interstate
 - US Route
 - State Route
 - Local Road
 - Non-Core Road
- Network Rail
 - Non-Core Rail
- National Waterway
- Airport



GATES Future

- Harbor Maintenance
- Newark Bay Bridge
- North Ave
- BQE 39th St Interchange
- BQE Triple Cantilever
- Lehigh Line 3rd Track
- Cross Harbor Preferred Alternative

Package: GATES: Promoting the Region's Global Gateway



Early Actions

- The Partner Agencies identified Early Actions to move the Plan from planning stages to implementation
 - Commence within currently available resources
 - Establishes accountability and oversight to advance progress
- The Early Actions lay the groundwork from which the packages in G-MAP may be implemented
- The Actions aim to build momentum and demonstrate successes to gain public and industry support

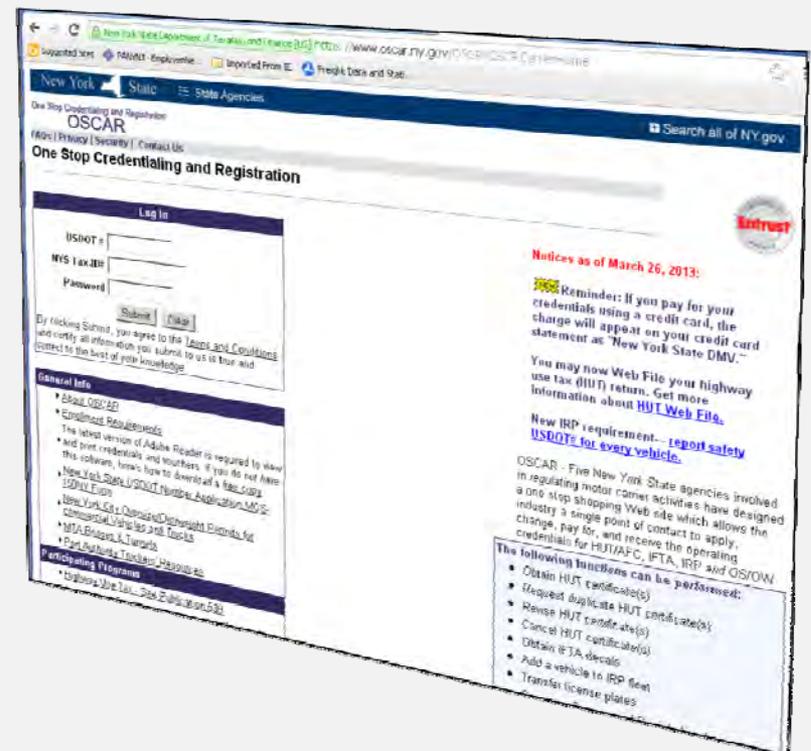
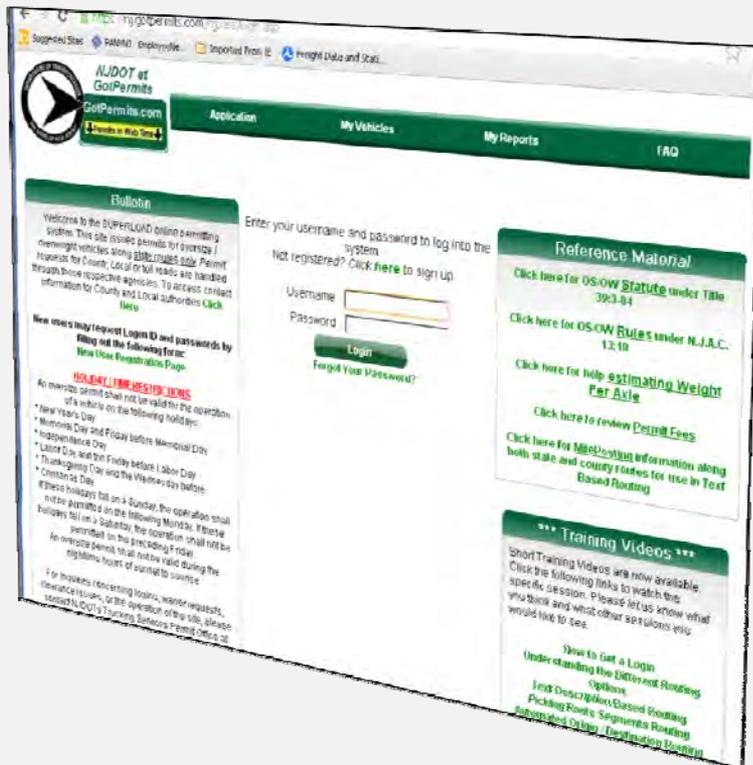
Early Action: Commercial Vehicle Enforcement

- Develop a Regional Strategic Plan for Commercial Vehicle Enforcement Operations
 - Identify and map Commercial Vehicle screening locations
 - Gap analysis
 - Screening Technologies
 - Enforcement data integration and Data sharing opportunities



Early Action: Streamlining Permitting Processes

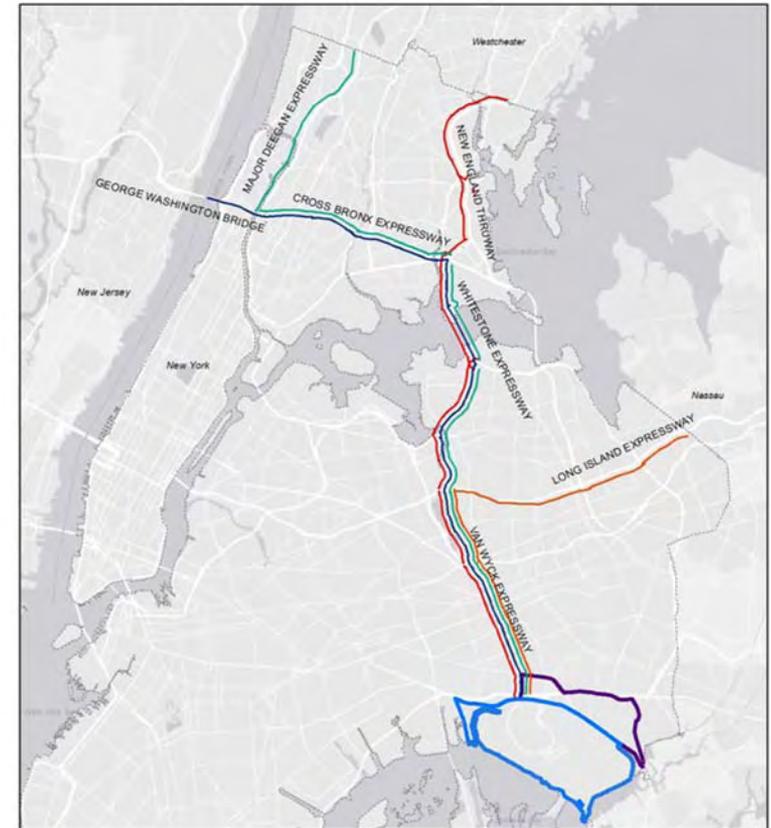
- Streamline permitting for oversize/overweight vehicles
 - Detail design and interface of single customer application and response.



Early Action: 53-foot Trailer Restrictions

- Connect JFK to the existing NYC 53-foot trailer through-route and the overall highway network
 - Sustain competitiveness of air cargo industry
 - Identify current impediments and recommend remediation strategies
 - Minimize community impact

Major Routes



ROUTES

- Van Wyck, Whitestone, Cross Bronx, GW Bridge
- Van Wyck, Whitestone, Cross Bronx, Major Deegan
- Van Wyck, Whitestone, New England
- Van Wyck, L.I.E

- JFK Airport Study Area
- Springfield Gardens Study Area



Early Actions



- 1) Develop a Regional Strategic Plan for **Commercial Vehicle Enforcement Operations**
- 2) Streamline **Permitting** for Oversize/Overweight Vehicles
- 3) Connect JFK to the Existing NYC **53-foot Trailer Through-Route** & the Overall Network
- 4) **Consolidate & Standardize Operational Definitions & Regulations** for Oversize/Overweight Vehicles
- 5) Create Air Cargo Drop-Off & **Consolidated Trucking Service** To JFK And EWR From SWF
- 6) Develop Specialization in **P3 & Innovative Financing** Freight Applications
- 7) Expand the NYC **Off-Peak Delivery Program** Regionally
- 8) Designate an **"I-95 Virtual Freight Corridor,"** Integrating ITS Components & Shared Enforcement Information
- 9) Commit to Implementing the **GATES Package** Of Infrastructure & Operational Actions for Port Access
- 10) Achieve Regional Consistency with **286k National Rail Standards**

G-MAP: Final Product Overview

- ❑ A multi-jurisdictional, multi-modal regional platform
- ❑ Establishes a broad agenda to tackle macro industry concerns with discrete, achievable measures
 - ❑ Emphasizes operational and regulatory reforms
- ❑ Maximizes the impact of each Agency's limited resources
- ❑ Aligns with MAP-21 and federal funding



G-MAP: Next Steps

- ❑ Transition to full implementation
 - ❑ Advance Early Actions
 - ❑ Further engage industry and public stakeholder participation
 - ❑ Further develop performance metrics
 - ❑ Develop an interagency staffing and governance structure
 - ❑ Assume responsibility for long-term execution