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
- Fragmented, multi-jurisdictional freight management
- Aging infrastructure
- Regional transportation network lacks reliability, connectivity, and capacity

Total Annual Congestion Costs by Region (2012)
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
Core Regional Freight Network
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
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, 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 greater, wider, and more productive.

GATES has 2 broad implementation phases. The first, which is largely funded, begins with $5.6 billion of major projects to invest in the Raymondi, Goethals, and Kosciuszko bridges, harbor deepening, and the expansion of terminals and rail connections. The second phase, targeted toward the mid- to late-2030s, includes $3.1 billion in projects that largely improve port access. This phase coincides with the new era of Post Panama 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. NDDOT and NYSDOT, accompanied by other agencies, will move to the head 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 Timeline

Component Actions

Package Performance
GATES Ongoing

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

Package: GATES: Promoting the Region’s Global Gateway

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

Data Sources: National Transportation Atlas Database. 2011, Mapcom, Cambridge Systematics; NJ/PA, NY/MC; NYCDOT; Jacobs, Parsons Brinckerhoff 1/09/2013
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
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
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