

NYMTC's *New* Regional Freight Plan *Report on Progress, and Next Steps*



presented to

NYMTC's Freight Transportation Working Group

presented by

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Topics to be Covered

- ◆ **Discuss preliminary list of improvements and solutions**
- ◆ **Discuss evaluation of improvements and solutions**
- ◆ **Next Steps**

Plan 2045 Timeline

- ◆ **End of February 2017:**
 - » **Drafts of all components of Plan 2045 to be completed including the Freight Plan Summary Report**
- ◆ **June 2017**
 - » **PFAC Recommendation and Council Adoption**
- ◆ **September 30, 2017**
 - » **Plan 2045 Effective**

Improvements and Solutions: Approach

- ◆ **Identify “actions” (strategies or policies) that could meet identified needs**
- ◆ **Identify planned, programmed, or proposed capital projects that promote/support the actions. Sources include:**
 - » **Current NYMTC TIP**
 - » **PANYNJ Capital Program and GMAP**
 - » **Research findings**
 - » **Suggestions from PFAC Freight Subcommittee, FTWG, public and industry outreach**

NYMTC Region Freight Needs

	Short-Term Needs	Mid-Term Needs	Long-Term Needs	
Economy		Develop more refrigerated warehousing/distribution	Preserve waterfront terminals and neighboring parcels for industrial use	
	Identify opportunities to develop local recycling capacity		Develop freight villages with FTZs	
	Expand education/workforce training in logistics/freight, address factors contributing to truck driver shortage	Identify innovative finance schemes		
Logistics	Reduce maritime vessel fuel consumption, GHG, and particulate emissions			
	Improve safety of energy product moves by rail (through moves)			
	Improve security against theft.			
	Truck drivers need safe and secure locations to park and obtain mandated amount of rest. Truck parking supply is not sufficient to meet current demand and projected need.			
Promote shift from truck to rail and water				
Transportation	Improve rail and highway links to Hunts Point	Fortify freight network against flood/inundation risks		
	Improve cross-Hudson rail links			
	Maintain State of Good Repair			
	Maintain reliable travel time on key routes.	Need to expand 286K rail network	More redundancy in routes/modes	
	Continue to improve truck access to/from IFK		Fortify waterfront terminals and storage facilities from floods and rising seas	
	Reduce locomotive emissions via equipment upgrades and more efficient operation			
	Augment freight rail capacity (weight limits, operating windows, etc.) to accommodate more construction material by rail			
	Reduce institutional barriers to seamless rail operations			
Regulation	Manage curb parking/loading in urban areas	Harmonize truck size/weight regulations		
	Increase Interagency Knowledge and Cooperation	Manage demand by time-of-day through off-peak delivery or congestion pricing schemes		
	Reduce community impacts	Revise OSOW fees/fines and truck tolls to capture cost		
	Adopt transportation policies that contribute to reduced fossil fuel consumption			
	Maintain and enforce motor carrier safety regs, especially for hazardous & flammable materials			

Projects, Policies, and Programs

◆ Capital Projects

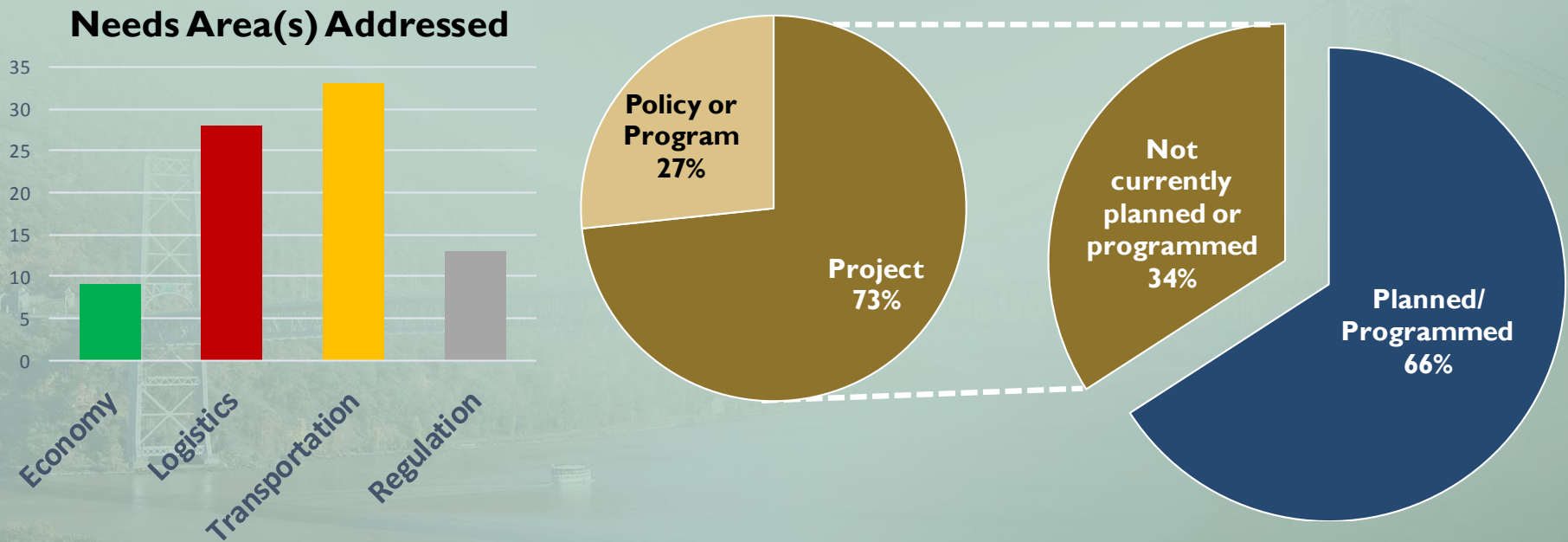
- » Capacity Projects
- » SOGR Projects
- » Reconstruction
- » Resiliency Projects

◆ Policies or programs

- » Promoting sustainability
- » Promoting modal balance
- » Land use policies
- » Workforce development
- » Truck management
- » Interagency cooperation and stakeholder engagement

Drafting the “Long List” of Improvements and Solutions

- ◆ Approximately 130 projects, policies, or programs



- ◆ PFAC Freight Subcommittee to vet the Draft Long List, which is subject to change

Discussion

- ◆ Questions or comments on the development of the “long list” of improvements and solutions
- ◆ Suggested improvements or solutions

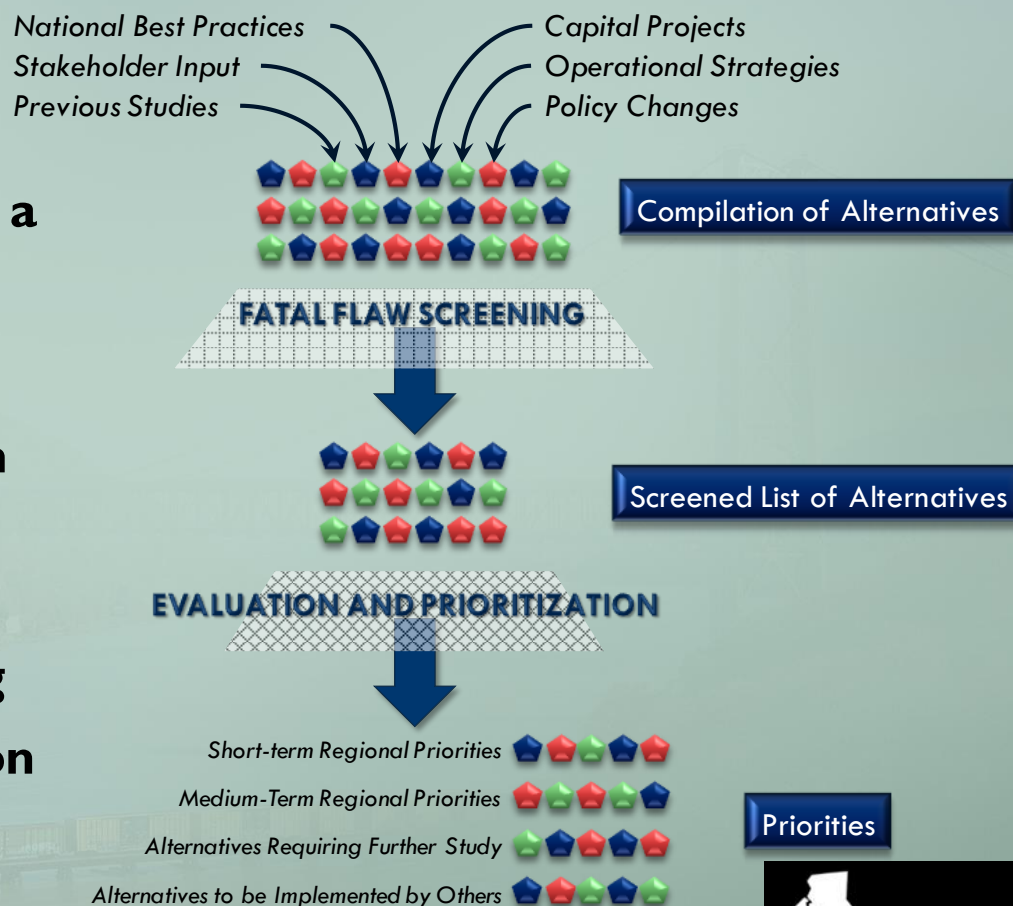
Evaluation Objective and Steps

◆ Objectives:

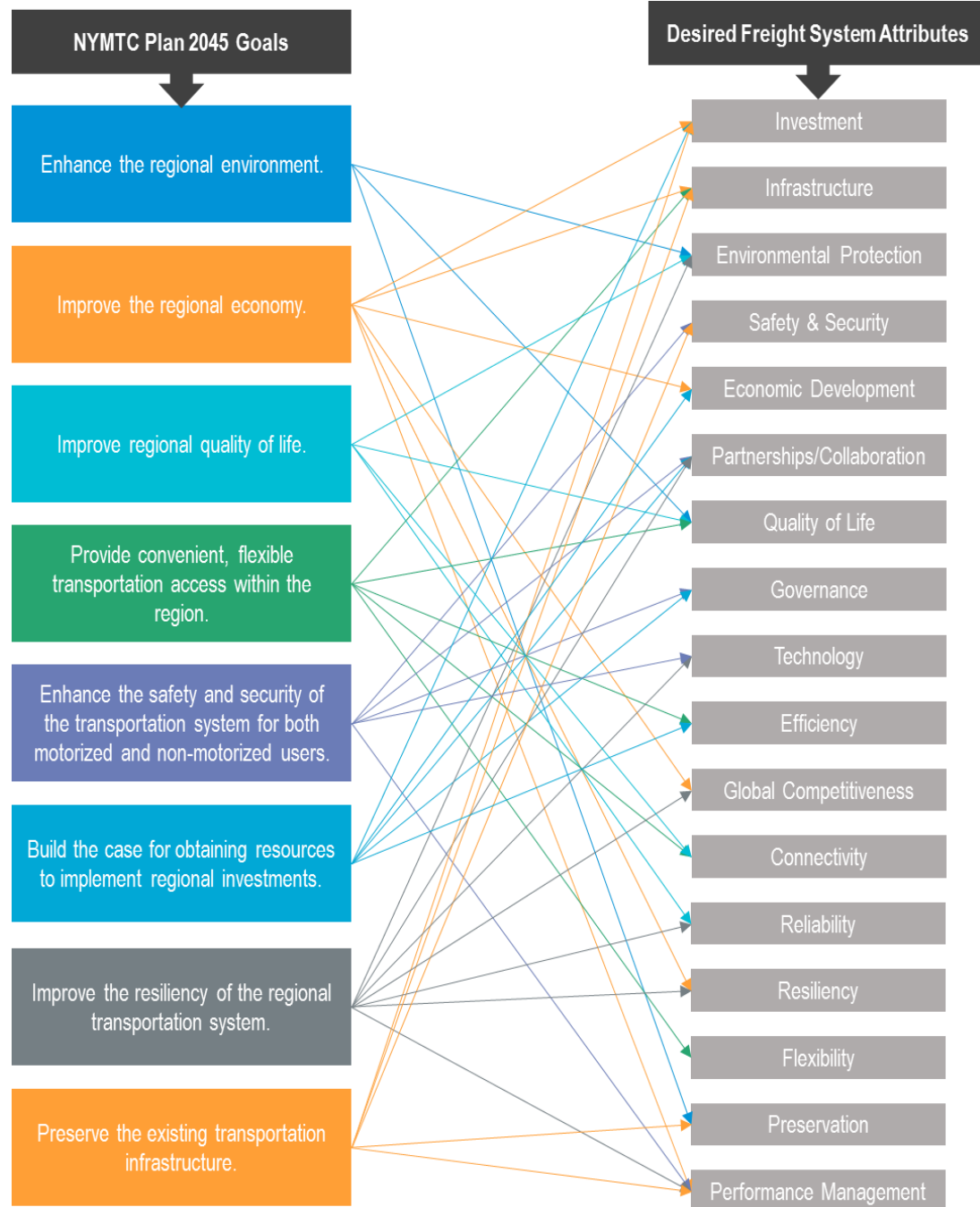
- » Reduce “unprogrammed” portion of the “long list” to a list of regional priorities
- » Incorporate freight considerations in overall project evaluation/selection

◆ Steps include:

- » Initial “fatal flaw” screening
- » Evaluation and prioritization based on alternatives’ relationship to *Plan 2045* goals and desired freight outcomes



Plan 2045 Goals & Freight Needs



Plan 2045 Goals and Desired Freight Outcomes

Plan 2045 Goals	Desired Freight Outcomes
Enhance the regional environment.	Reduce freight's contribution to traffic congestion and pollutants that affect air quality; and Reduced greenhouse gas emissions from commercial and service vehicles.
Improve the regional economy.	A strengthened position of the region as a global and national gateway for goods; Goods movement integrated in region's strategic growth; Improved efficiency of goods movement in the region; and Skilled workforce prepared to meet the needs of freight and logistics industries.
Improve regional quality of life	Increased inter- and intra-regional mobility and accessibility for goods movement; Mitigation of negative externalities of freight transportation in the design, construction, and operation of the system; Coexistence of pedestrians, bicyclists, motorists, and commercial and service vehicles on roadways; and Goods movement supports vibrant communities.
Build the case for obtaining resources to implement regional investments.	An array of available and competitively-priced modal options and seamless intermodal transfer of goods; Efficient, safe, and reliable "last-mile" connections for freight deliveries; and Increased reliability for freight trips.
Enhance the safety and security of the transportation system for both motorized and non-motorized users	Reduced rate of annual injuries and fatalities resulting from truck-involved crashes and rail safety incidents; Increased safety and cargo security measures for freight transportation throughout the region; Enhanced coordination, data, and information sharing among members and other freight stakeholders; and Promotion of safety and security improvements in all aspects of freight transportation planning and implementation.
Build the case for obtaining resources to implement regional investments.	Coordinated long-term planning for the multimodal freight network, facilities, and terminals; A fiscally-constrained list of priority freight projects supporting the region's shared vision; An increase in the use of alternative methods of financing transportation investments to supplement existing Federal and State funding sources; Obtain a fair share of Federal funds available for freight, proportional to its needs and economic share relative to the nation; and Elimination of unfunded mandates
Improve the resiliency of the regional transportation system.	Member-defined adaptation measures for critical components of the freight transportation system to accommodate variable and unexpected conditions without catastrophic failure Freight transportation assets and freight-generating facilities are fortified from long-term climate change and sea level rise Greater resiliency of the regional supply chain by identifying options for goods movement during and after events; and Cooperative partnerships with federal, state, local agencies, and other freight stakeholders to adapt the freight transportation system and improve recovery from disruptions.
Preserve the existing transportation infrastructure.	Making the investments necessary to maximize the useful life of existing freight assets and manage these assets in the most cost-effective manner through preventive maintenance; Preserve and protect lands zoned for industrial use, to meet present and future needs of the region's economy and quality of life Protecting the existing freight network

Discussion

- ◆ **Questions or comments regarding the proposed evaluation approach**
- ◆ **Suggestions for evaluation criteria**

Next Steps

- ◆ **Work with PFAC Freight Subcommittee to finalize evaluation methodology**
- ◆ **Proceed with evaluation process**
- ◆ **Next FTWG Meeting: Date TBD (February?)**

Comments and Questions

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