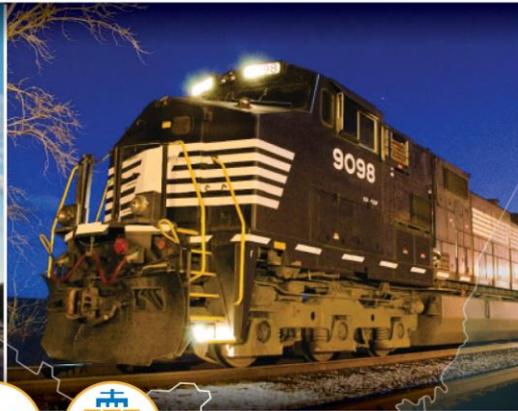


NYSAMPO Meeting

NYSAMPO Meeting June 21, 2017



Why a Statewide Freight Plan?

- **To understand statewide freight movement dynamics and relationship to economic vitality.**
- **To provide a long-term freight investment and policy framework for the State.**
- **To leverage existing plans, goals, freight priorities and operational actions from across the State.**
- **To help position the State for federal funds for freight infrastructure improvements.**

What will the Plan achieve?

- **Provide opportunities to reduce commodity costs for consumers; transportation costs for businesses; and enhance the State's economic competitiveness**
- **Formalize a process for interaction between freight stakeholders and NYSDOT**
- **Provide a framework for developing/implementing freight-supportive projects/ programs**
- **Identify and prioritize near and long-term investment opportunities in freight infrastructure and operations**

How will the Plan be used?

- **To facilitate the alignment and coordination of local and regional plans and operations policies within the State**
- **To support the development and harmonization of investment policies by federal, State and local agencies**
- **To provide a foundation for improved freight data collection and analysis.**
- **To provide data tools/metrics for monitoring/improving performance and making more informed decisions.**

Who is involved in the Plan?

NYSDOT

Operators:
Truck, Rail, Air,
Water, Pipeline

Shippers and
Receivers

Other State
Agencies

Warehousing
and Distribution
Firms

USDOT

Industry
Associations

Academic
Institutions

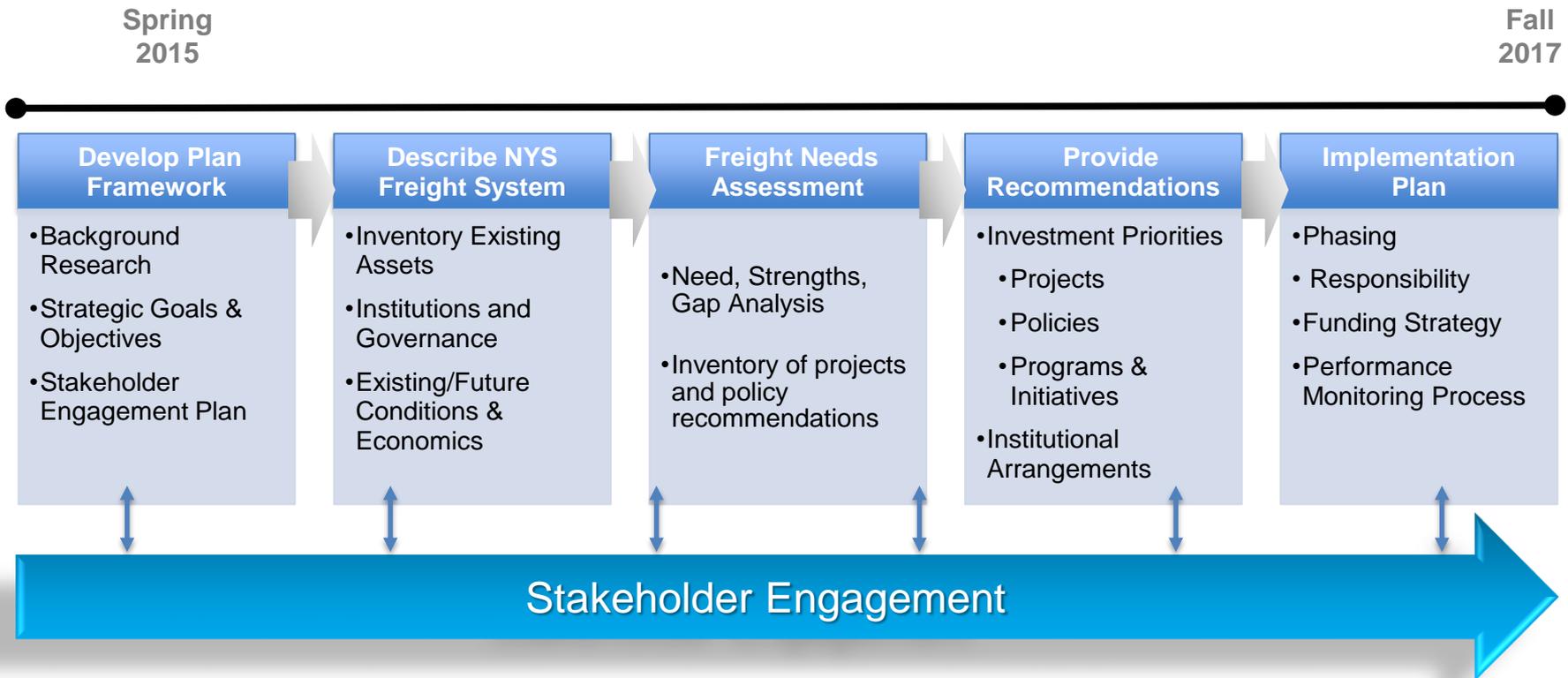
Metropolitan
Planning
Organizations
(MPO)

County and
Local
Governments

Transportation
and Operating
Authorities

Industry Groups

What is the scope and schedule for the Plan?



Background Research

- **Built upon and incorporated previous Regional Freight Planning efforts.**
- **Includes MPO plans, Modal Plans and studies by the Port Authority of NY/NJ.**
- **A summary of each plan is included in the Background Research document.**

Strategic Goals and Objectives

- **Goals and objectives have been developed.**
- **To develop the goals and objectives -**
Regional freight plans were reviewed as well as goals from other State freight plans and national goals with input from stakeholders.

Statewide Freight Goals



Invest for the Future

New York State's freight transportation system should anticipate future freight growth, and ensure the most efficient movement of goods in all modes, through removal of key freight bottlenecks and investment in strategic enhancements that will support existing and emerging freight markets.

Build Partnerships

Engage regional partners, government agencies, economic development councils, the private sector and international trade partners to develop a strategic framework to advance high priority freight transportation projects and strategies.

Ensure Safety & Security

The freight transportation system must be safe, secure and be designed to be resilient to the impacts of extreme weather and climate change.

Provide Sound and Efficient Infrastructure

Identify infrastructure and innovative technology investments and operational strategies that will ensure that the infrastructure is in a state of good repair and efficient for multi-modal freight movement.

Foster Economic Competitiveness

Strengthen national and global competitiveness for existing and emerging freight-centered business and activity in New York State by selecting strategies and projects that support emerging markets and ensure reliable, efficient multimodal supply chains.

Respect the Environment

Provide efficient goods movement through a connected multimodal infrastructure that supports the most fuel efficient, economical and sustainable freight movement and delivery



Stakeholder Engagement Plan

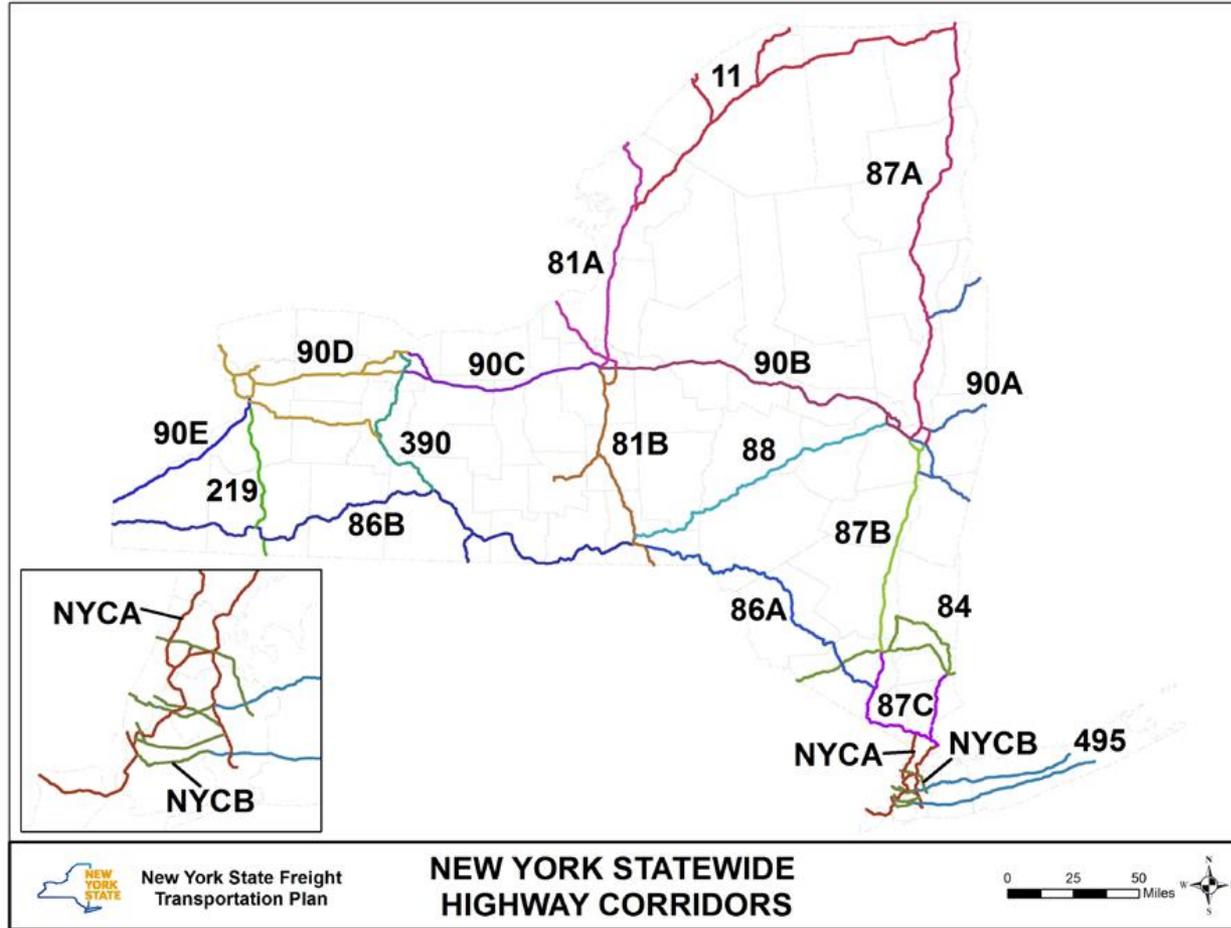
- **Stakeholder Working Group was developed for input early in the process.**
- **Meetings, Webinars and interviews were held for input.**
- **Developed a website that includes an Interactive Web Atlas early in the freight plan process.**

Describe NYS Freight System

- State-wide assessment of freight system.
- State Freight Multi-modal Core Network developed
- Refined to display the primary system for the transportation of goods in New York State
- Analysis includes an assessment of current and future demand.
- Includes Ports, Airports, Int'l Border Crossings and Intermodal Terminals.



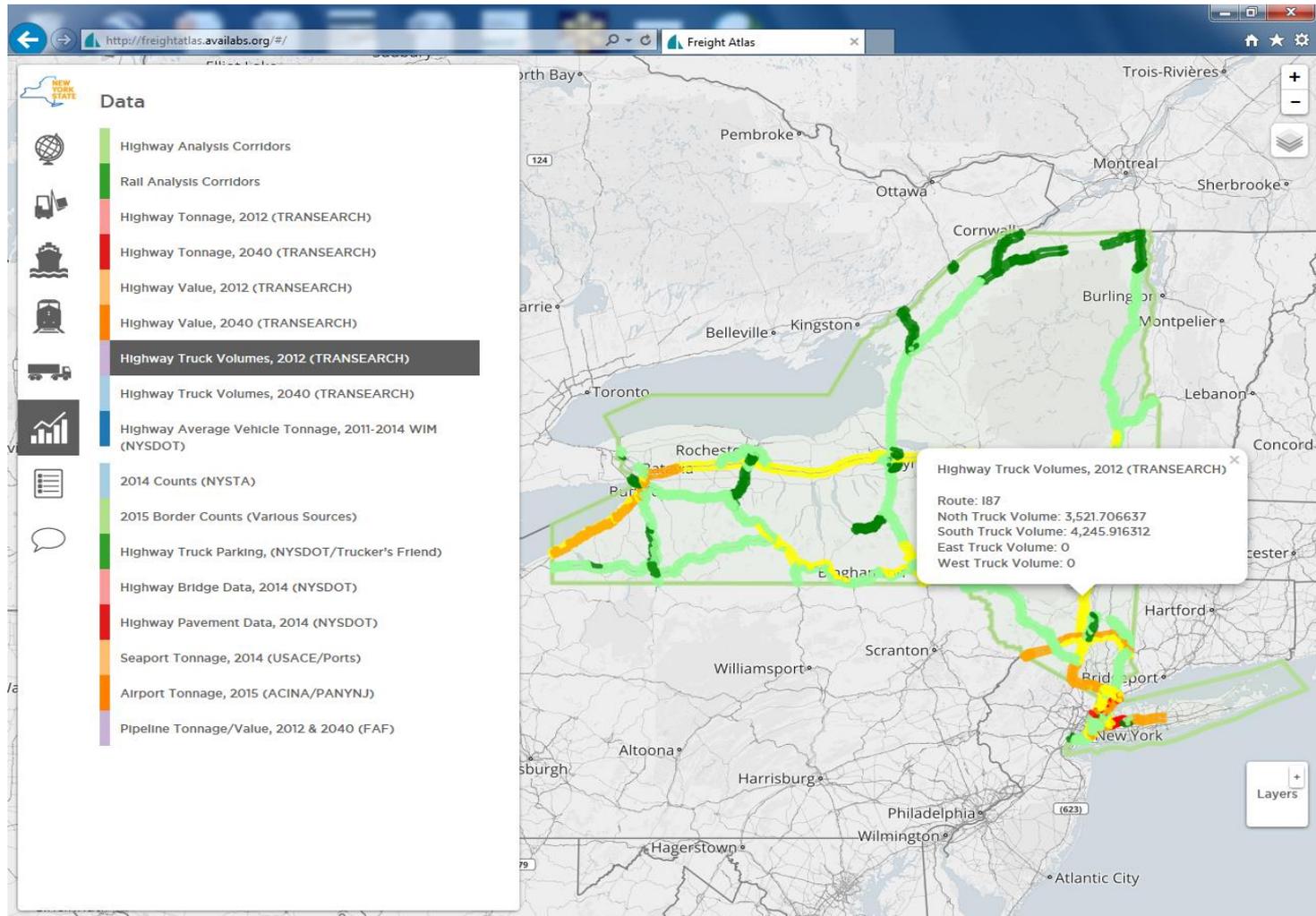
Corridor Segments



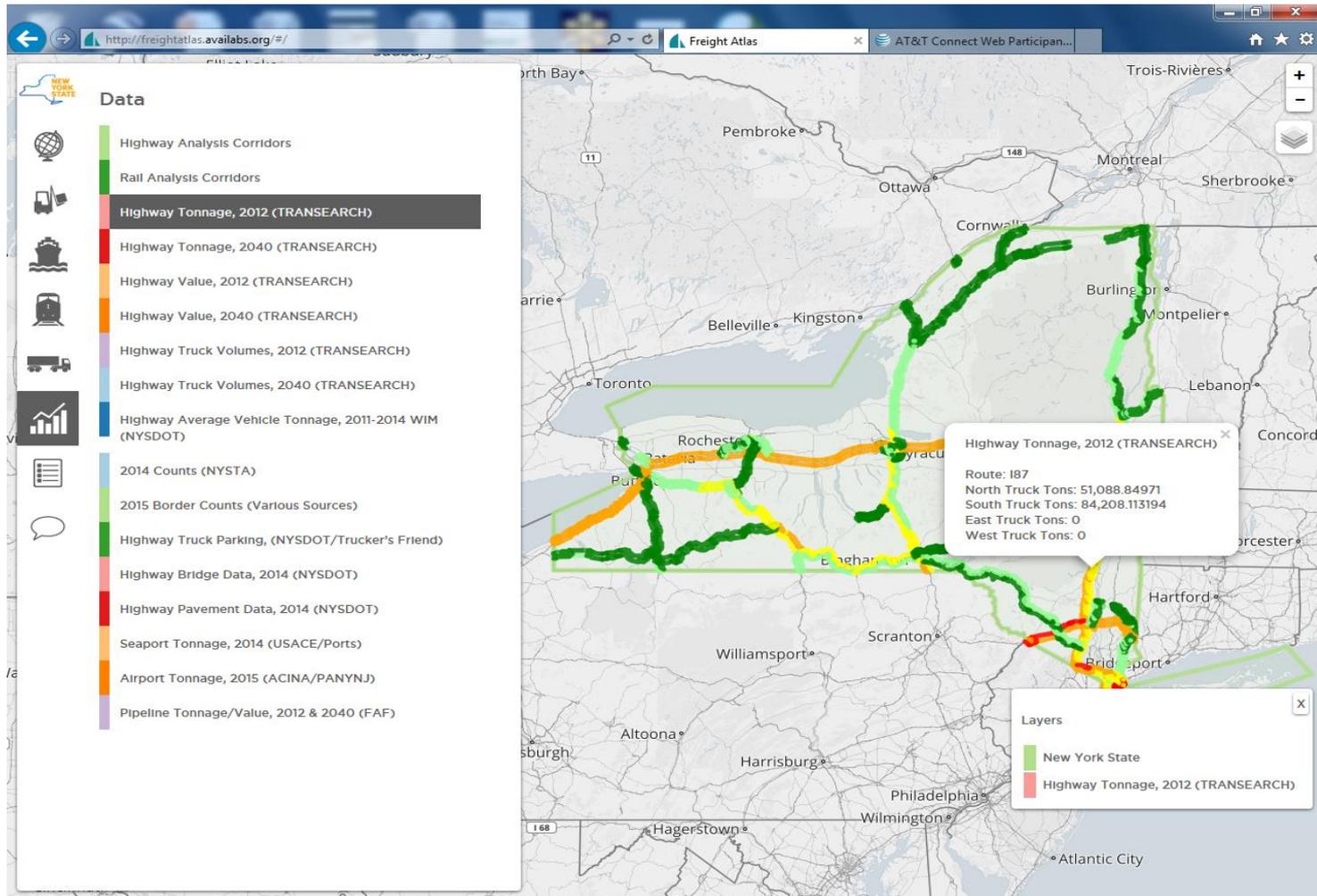
Fast Facts from Freight System Tech memo

- **New York moves significantly more freight and more pass through freight than neighboring States. (NJ, PA, MA and Vermont)**
- **The majority of New York freight movements are through the State – 65 percent.**
- **Surrounding States (NJ, PA, MA and Vermont) have 25 – 46 percent through freight.**
- **New York has more truck tonnage passing through the State than total Pennsylvania truck tonnage.**
- **88 percent of the goods moved (tonnage) in New York State is by truck.**

Freight Web Atlas



Freight Web Atlas



The supply chain evolves and changes

- PA of NY/NJ has completed the Navigational Clearance of the Bayonne Bridge for larger vessels.
- First larger vessel is scheduled in September and capable of handling 14,000 twenty foot equivalent Units (TEU's).

Freight Improvement Strategy

- **Develop a process that assesses, evaluates and scores projects.**
- **Matrix recommending projects and early actions is being developed.**
- **Freight system needs will be displayed in 4 categories: Infrastructure, Operational, Policy and Regulatory.**
- **This process will provide a strategic framework for advancing high priority freight strategies and projects.**

Recommendations

- **Incorporate all the previous work to make recommendations.**
- **Input from key stakeholders will also provide input to the projects, strategies and policies evaluated and recommended.**
- **The recommended projects, strategies, programs, and actions will be separated by category, funding and time frames (short/medium/long).**
- **In addition to infrastructure projects the plan will identify operational, regulatory and policy actions.**

Final Plan

- **The Freight plan will comply with the FAST act to position New York State for Federal funding. One of the FAST act requirements is a fiscally constrained program of projects.**
- **High Priority recommendations for capital projects and programs.**
- **Recommendations will include a lead agency and supporting partners for implementation of actions and strategies.**
- **Developed in packages such as Corridor package, Modal package or Operations package.**

Next Steps

- Project investment strategy(ies) webinar.
- **High level look at process and inventory of candidate projects and policy recommendations**
- Project investment comments webinar.
 - Present responses to stakeholder comments from previous webinar.
 - Draft list of projects sorted by categories (fiscally constrained, others)
- Draft final freight plan Fall 2017
 - Stakeholder webinar for review/feedback
- Final freight plan submitted for FHWA review (FAST act compliant) November 2017. FHWA requests 90 day review time.

Contact Information

The New York State Freight plan website:

<https://www.dot.ny.gov/freight-plan>

The website contains all materials to date such as background research, goals document, Tech memo on Institutions and Governance and Tech memo on the Transportation system including top commodities and the Web Atlas.

David Rosenberg

david.rosenberg@dot.ny.gov