

Port Authority of New York and New Jersey

Strengthening Regional Freight Movement

Eastern Border Transportation Coalition
2011 Fall Workshop
September 13, 2011

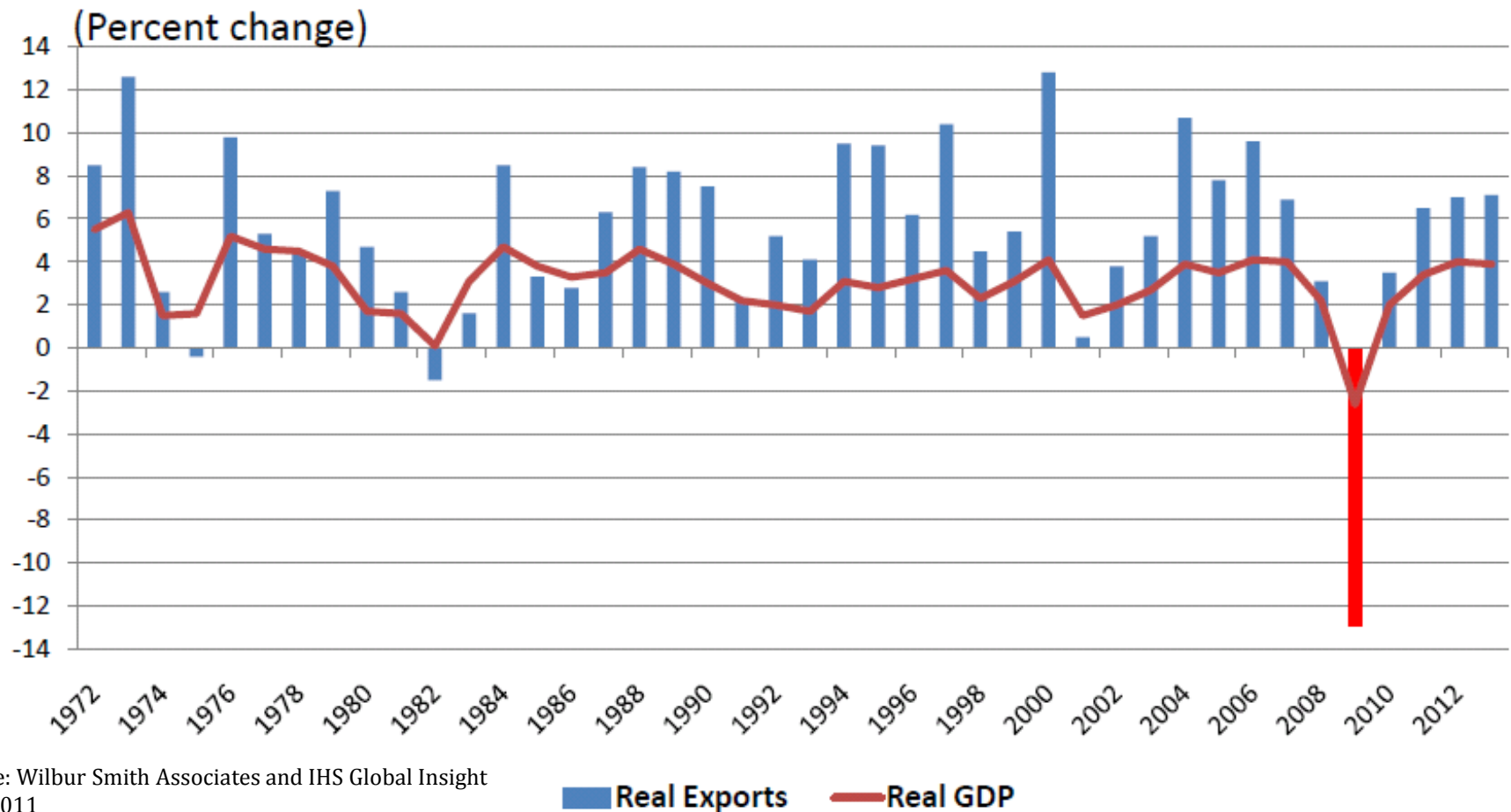
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Vincent Mantero, AICP
Transportation Project Manager
Planning & Regional
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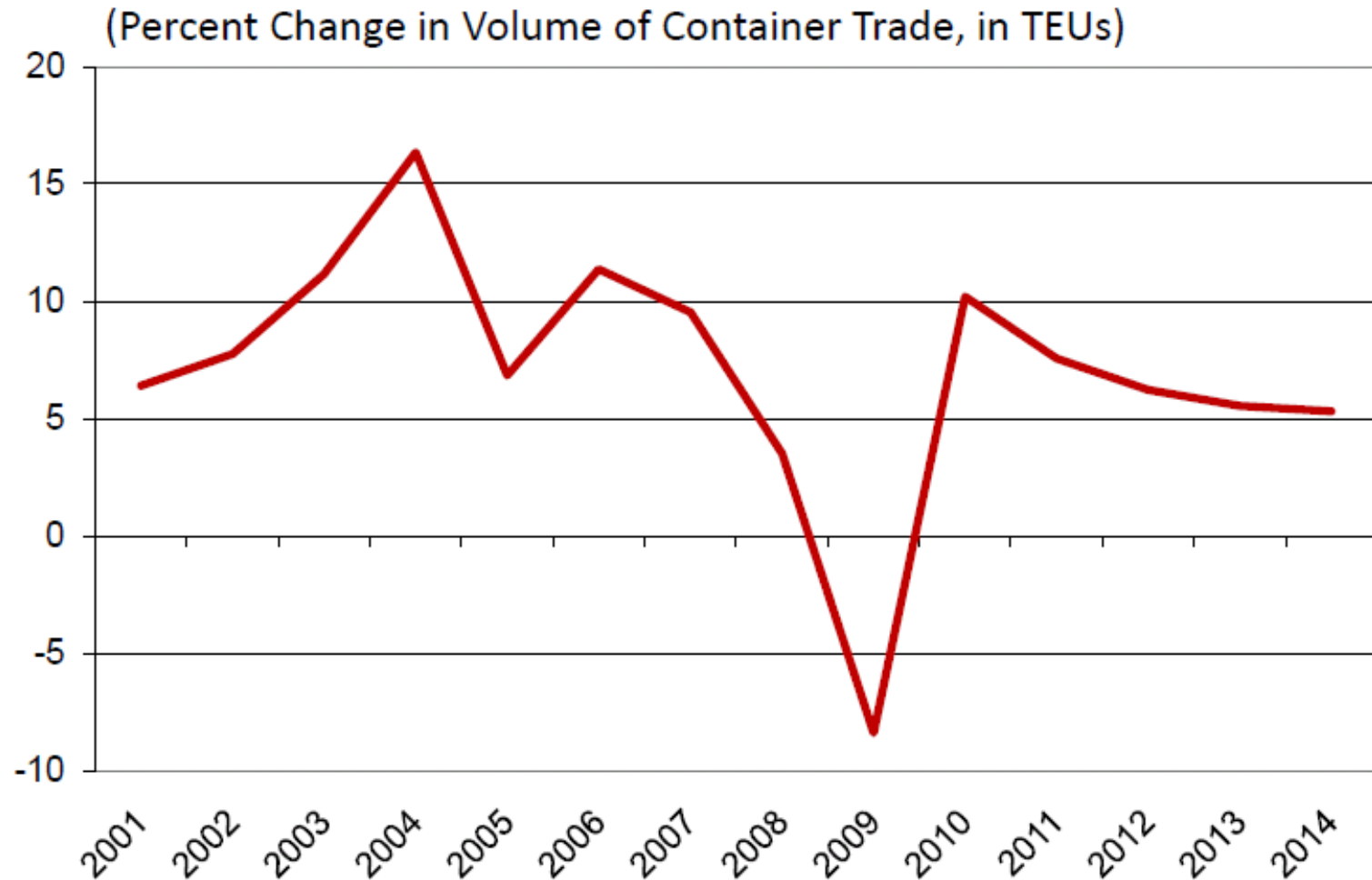
- ❑ Trends in Global Trade
- ❑ About the Port Authority
- ❑ Regional Goods Movement Plan
- ❑ Regional Markets and Transportation
- ❑ Current Initiatives and Partnerships
- ❑ Future Opportunities



□ Relatively slow but steady growth in GDP and export trade



□ World container trade volume growth



The Port Authority of New York & New Jersey

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- ❑ Founded in 1921
- ❑ Created by the States of New York and New Jersey
- ❑ Focused on a Bi-State Port District
- ❑ Funded through pooled revenues – self supporting



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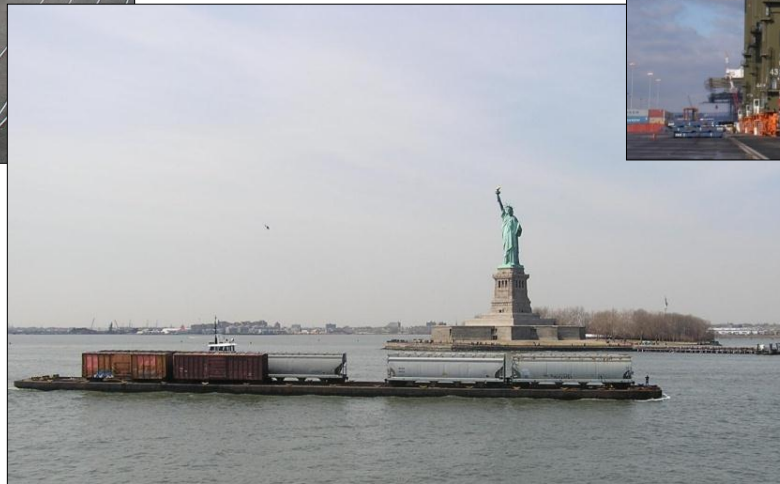
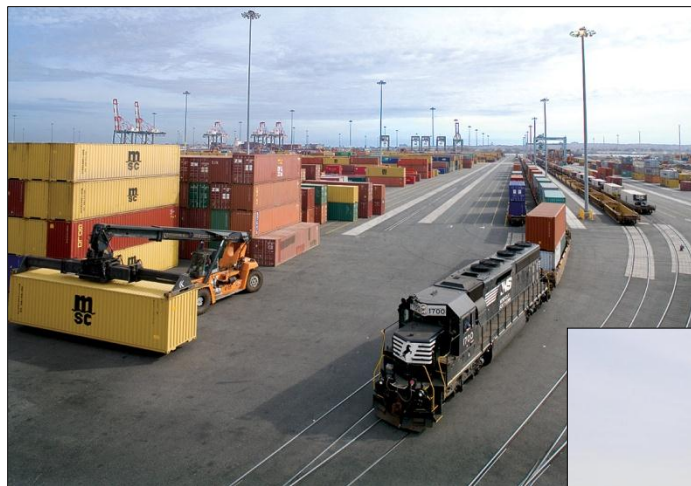
(direct and indirect)

-
- The map illustrates the New York City metropolitan area, showing the Hudson River, Harlem River, East River, and Long Island Sound. The five boroughs of New York City are highlighted: Manhattan, Bronx, Queens, Richmond, and Brooklyn. The map also shows parts of New Jersey and Connecticut. Key locations include New York City, New Jersey, and various airports like LAX, SFO, and JFK. The map also shows major highways, bridges, and tunnels. A scale bar indicates distances in miles and kilometers.

Regional Freight Leadership

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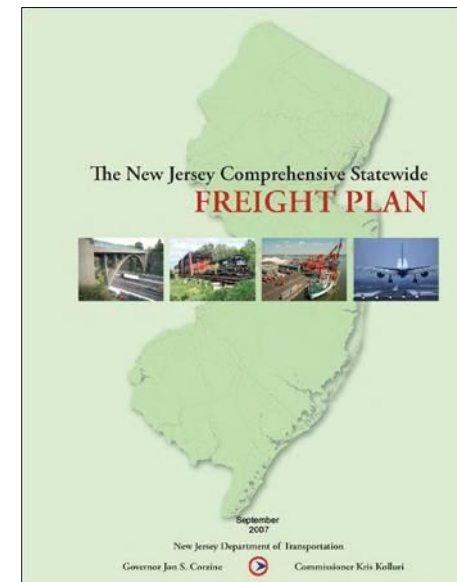
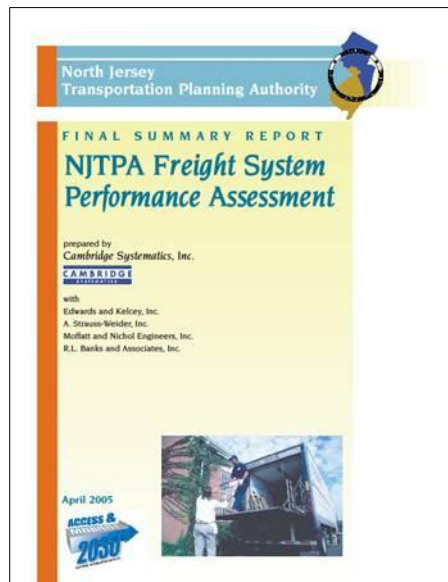
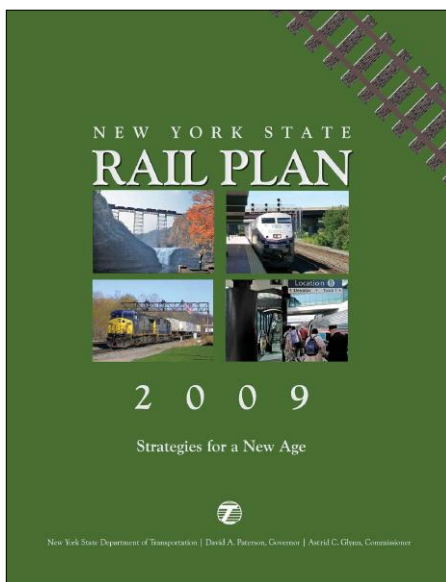
- ❑ Rail and Marine Terminal Investments
- ❑ Cross Harbor Freight Movement Project
- ❑ Regional Goods Movement Plan

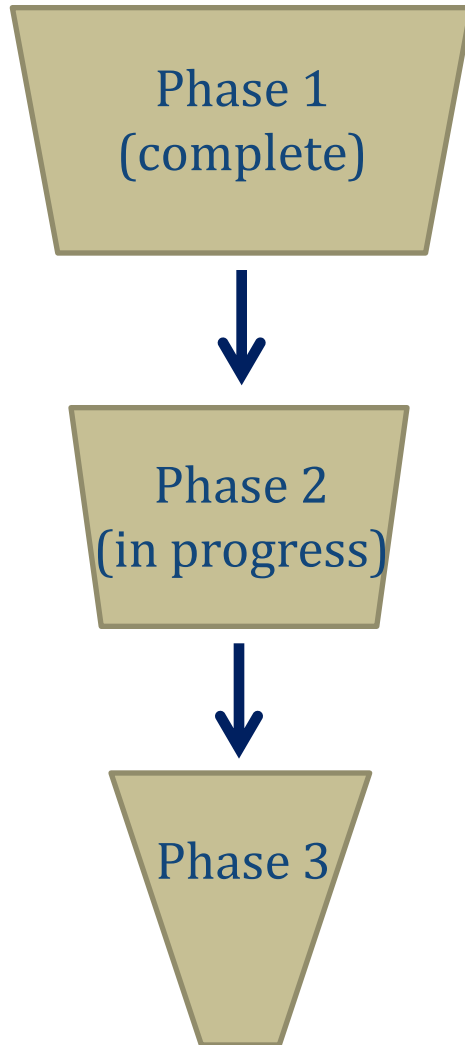


Regional Goods Movement Plan (GMP)

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- ❑ Steering Committee: PANYNJ, NJDOT, and NYSDOT
- ❑ Region-wide, long-term focus
- ❑ Addresses some of the region's most difficult challenges
- ❑ Builds upon NY and NJ initiatives





❑ Current Conditions

- Regional Goods Movement Environmental Scan
- Innovative Practices Scan
- Workshops and Focus Groups
- Regional Goods Movement Factors and Trends

❑ Goods Movement Vision, Goals, and Strategies

❑ Action & Implementation Plan

- Recommend short-term projects and policies
- Identify mid- & long-term initiatives
- Identify lead agency responsibilities
- Create timeline and accountability measures
- Periodically update Action Plan

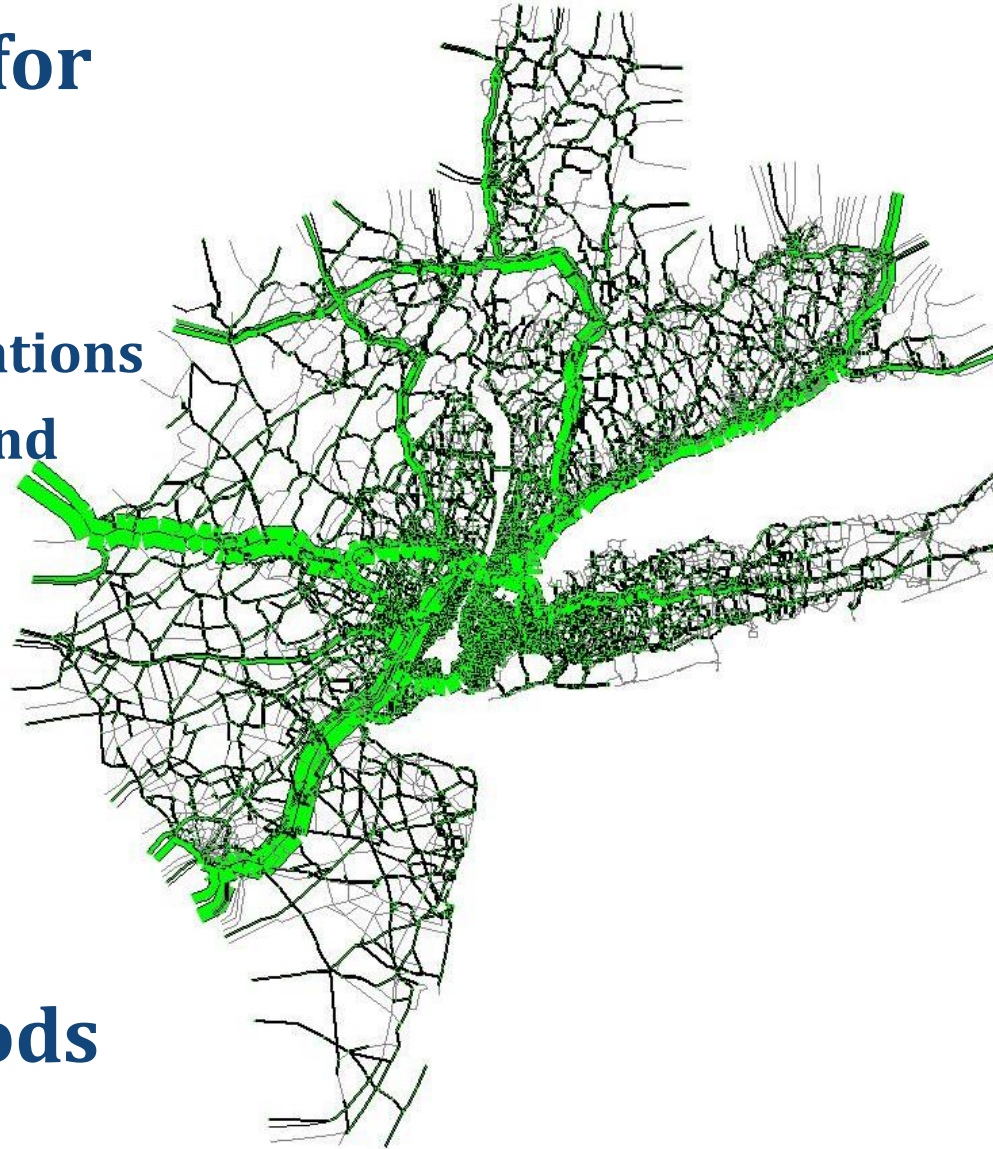
GMP: ***Action and Implementation Plan***

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□ Institutional platform for regional freight management:

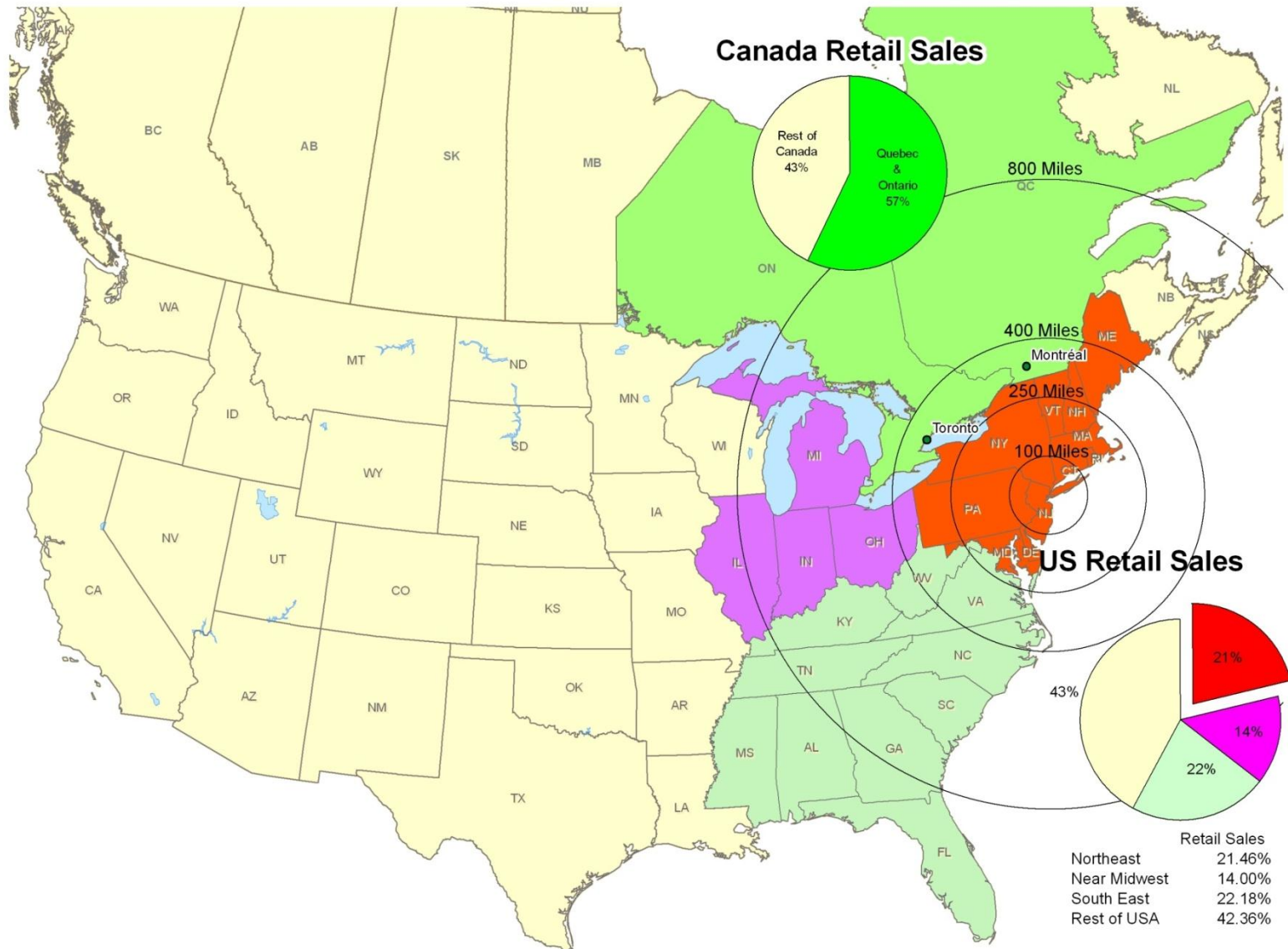
- Harmonized policies & regulations
- Strategies to attract federal and private funding
- Federal policy influence
- Selection criteria
- Short and long-term projects/policies

□ Support for a shared agenda on regional goods movement



PANYNJ: *Proximity to Retail Markets*

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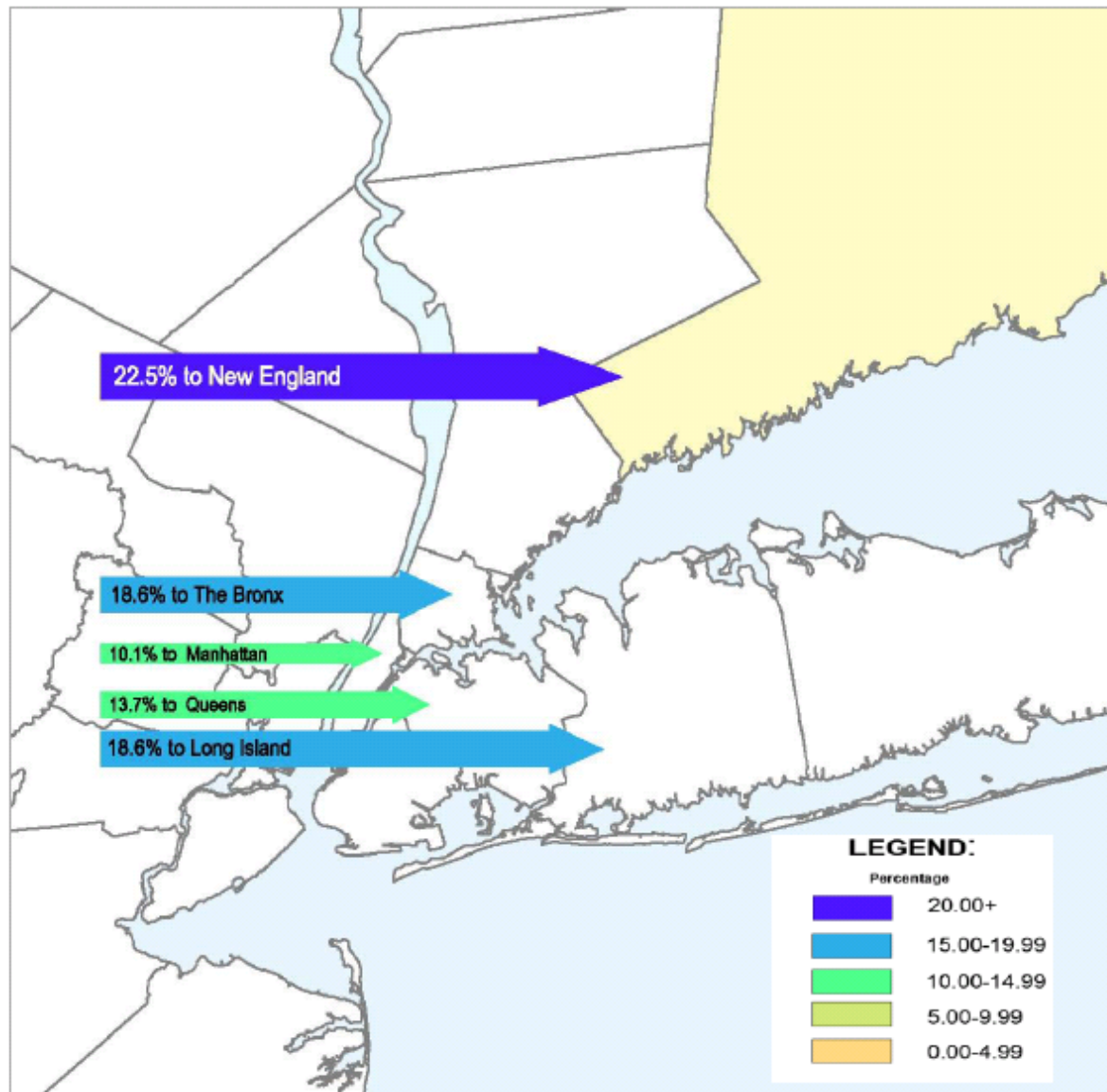


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George Washington Bridge/ I-95

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Over 49% of the trucks are destined for locations within the five New York City Boroughs.

New England	22.5%
BRONX	18.6%
Long Island	18.6%
QUEENS	13.7%
MANHATTAN	10.1%
WESTCHESTER	4.9%
KINGS	4.5%
New York City (General)	1.6%
RICHMOND	0.3%
All Other Destinations	0.3%
Driver Does Not Know	4.9%
Grand Total	100.0%

NY – NJ Crossings

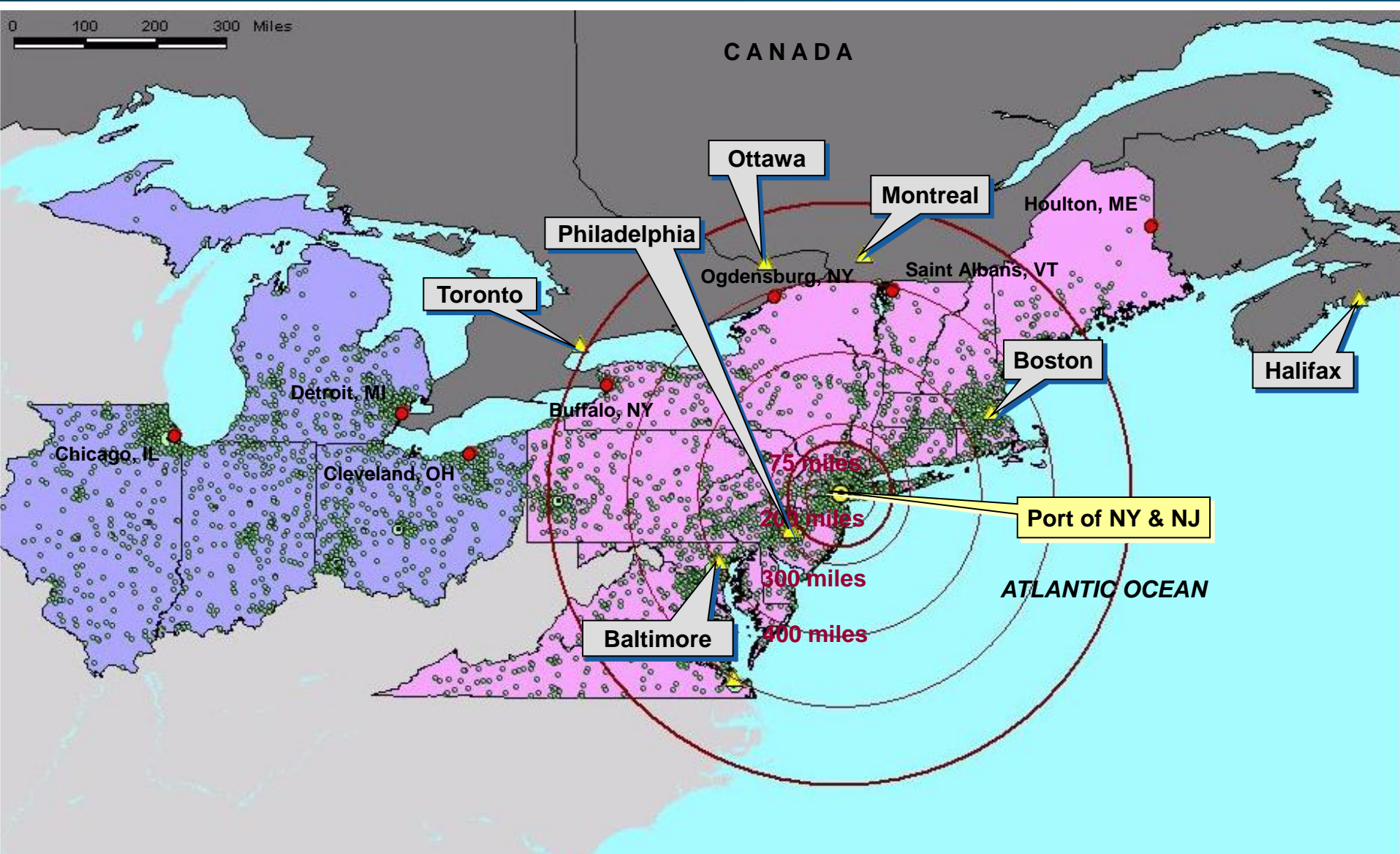
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1. George Washington Bridge
2. Goethals Bridge
3. Bayonne Bridge



Oceanborne Cargo

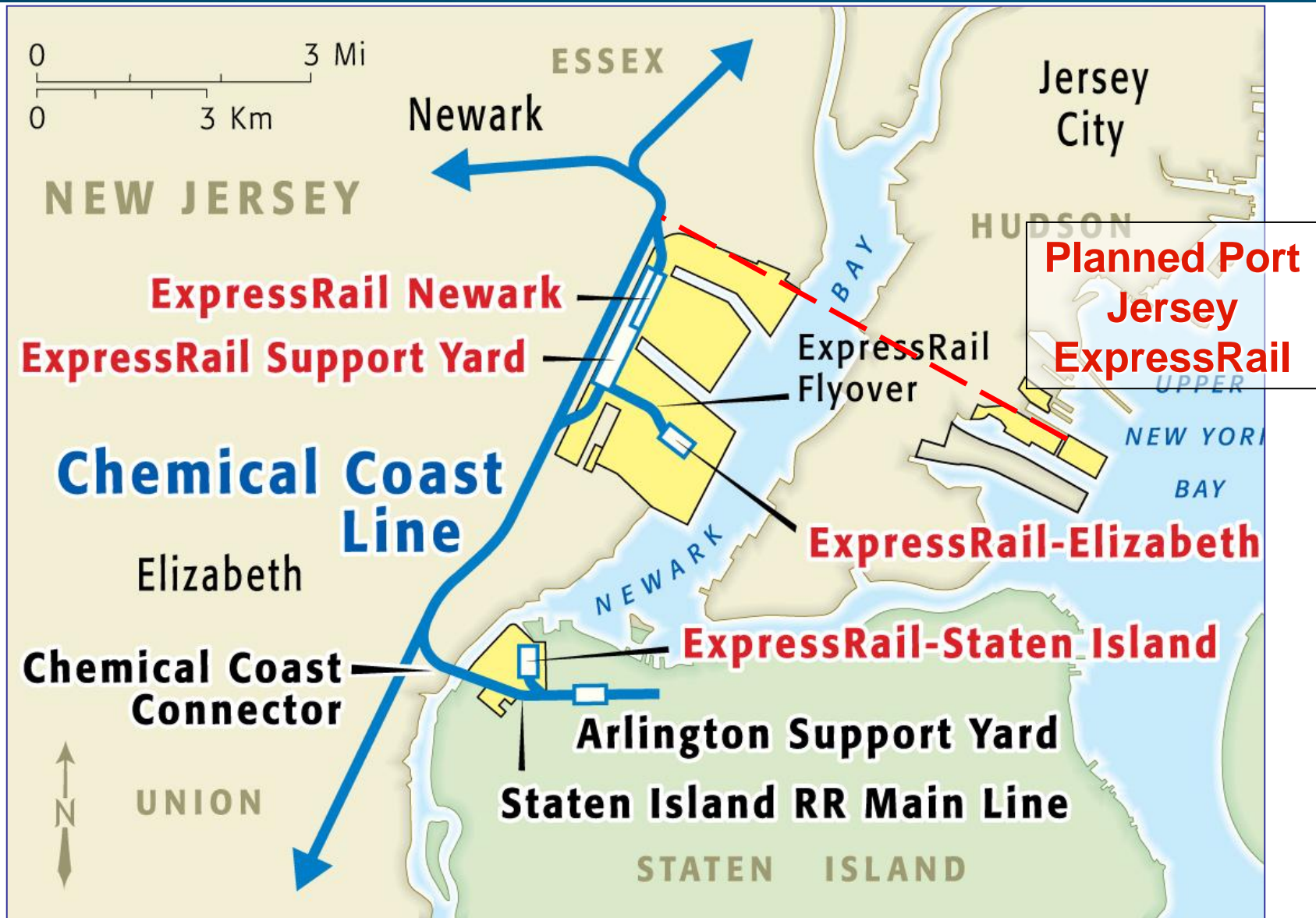
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Intermodal Connections from PANYNJ

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Regional Rail System

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Harlem River Yard Upgrades

Oak Point Yard Upgrades

Hellgate Bridge Fremont Branch

Phase I Rehabilitation

Bushwick Branch & Fresh Pond Yard Rehabilitation

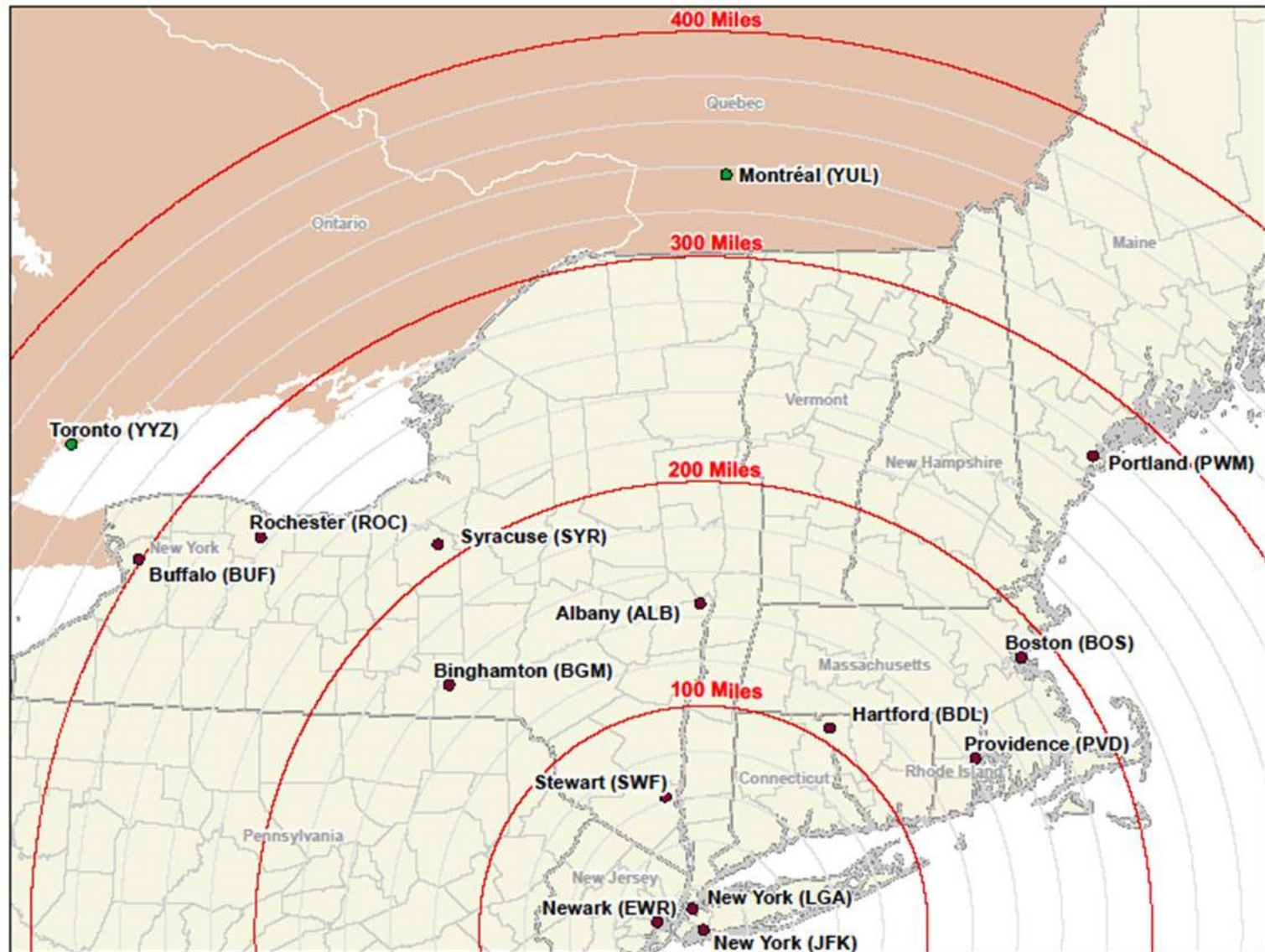
Bay Ridge Branch Phase I Rehabilitation

Cross Harbor Freight Program

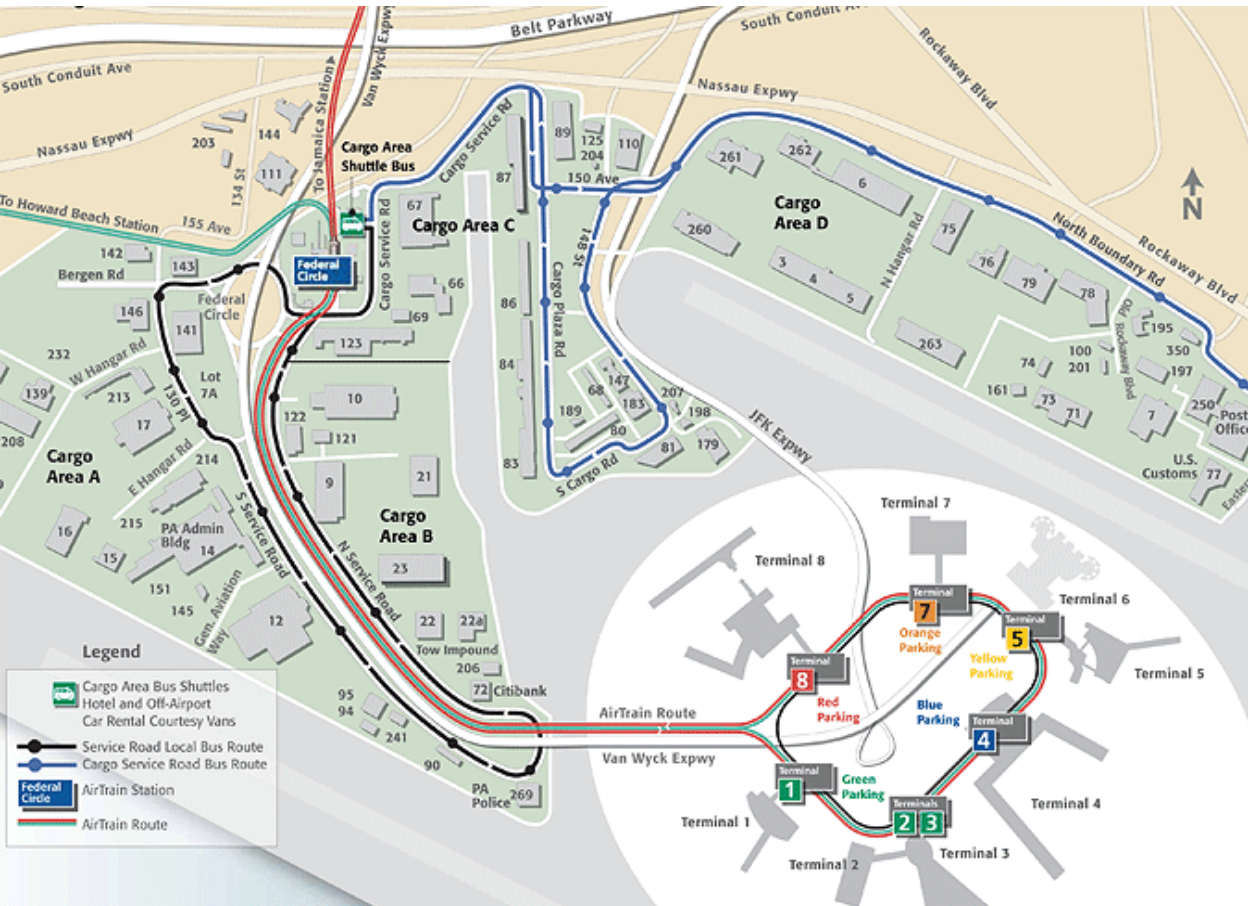
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- ❑ **Trans Hudson Connectivity (Northern Route)**
 - CSXT or CPR via Selkirk/ Albany
 - Circuitous for traffic from the Southeast and West
- ❑ **260 Mile Short Cut Made Viable by improving the rail float connection at Greenville**





JFK Airport

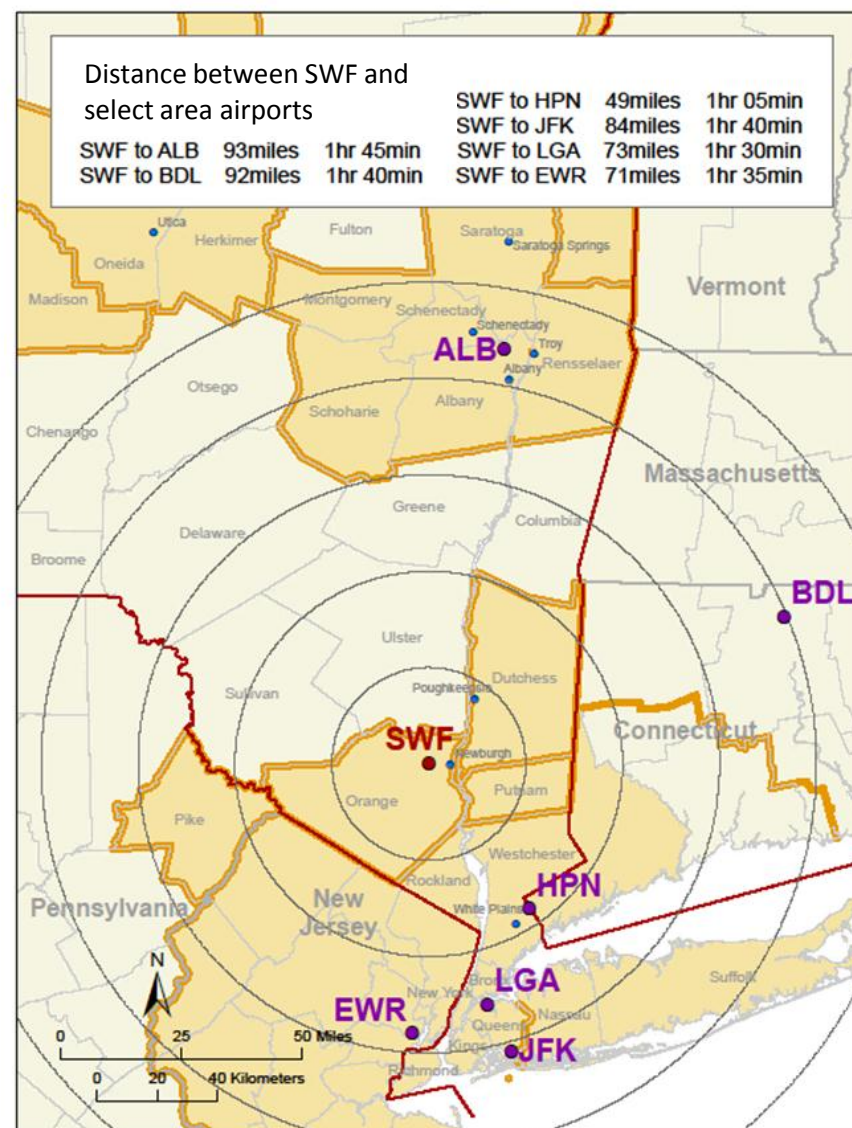


Truck Stop and Staging

Runway Improvements

□ Stewart Airport

- Potential for increased air cargo
- Distribution and consolidation facilities
- Access to Canadian and Northeast markets
- Potential for drop-off center for JFK and Newark air cargo



- ❑ **PANYNJ facilities are critical parts of the supply chain.**
- ❑ **Continued growth in our port, as well as many New England and Canadian ports.**
 - Competitive, collaborative, and complementary relationship.
 - Increased opportunities for economic growth, and agency coordination.
 - Agency coordination is critical to creating efficient and reliable freight transportation network.
- ❑ **Increased supply chain reliability and freight transportation network efficiency is critical to sustained economic growth.**



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For more
information visit:
www.PANYNJ.gov

