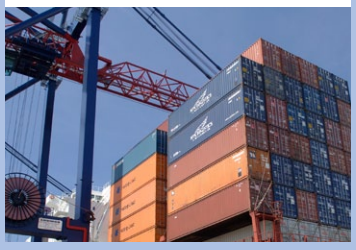
G-MAP

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



FALL 2014

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

GOODS MOVEMENT IN THE NEW YORK-NEW JERSEY REGION

18.1 million people
1 billion tons of goods moved
2.5 billion dollars of trucking congestion costs

The New York-New Jersey metropolitan region supports a population of 18.1 million individuals, all of whom rely on the region's goods movement system to fulfill their needs. From food to furniture and fuel to phones, more than 1 billion tons of goods are moved each year throughout the region. As these goods are shipped to the consumer, congestion adds $2.5 billion annually to the cost of delivering these goods to consumers and businesses.

G-MAP -- signifying a comprehensive Goods Movement Action Program for the New York-New Jersey Metropolitan Region -- is a collaborative program that builds on the region's national importance as a freight hub to develop a 21st-century goods movement network. G-MAP is a joint initiative of the Port Authority of New York and New Jersey (the Port Authority), the New Jersey Department of Transportation (NJDOT), and the New York State Department of Transportation (NYSDOT). Collectively, these three agencies and their partners share the greatest accountability for managing freight mobility in the region.

FREIGHT AND THE METROPOLITAN MARKET: LIFE IN THE NEW YORK-NEW JERSEY REGION DEPENDS ON DELIVERY

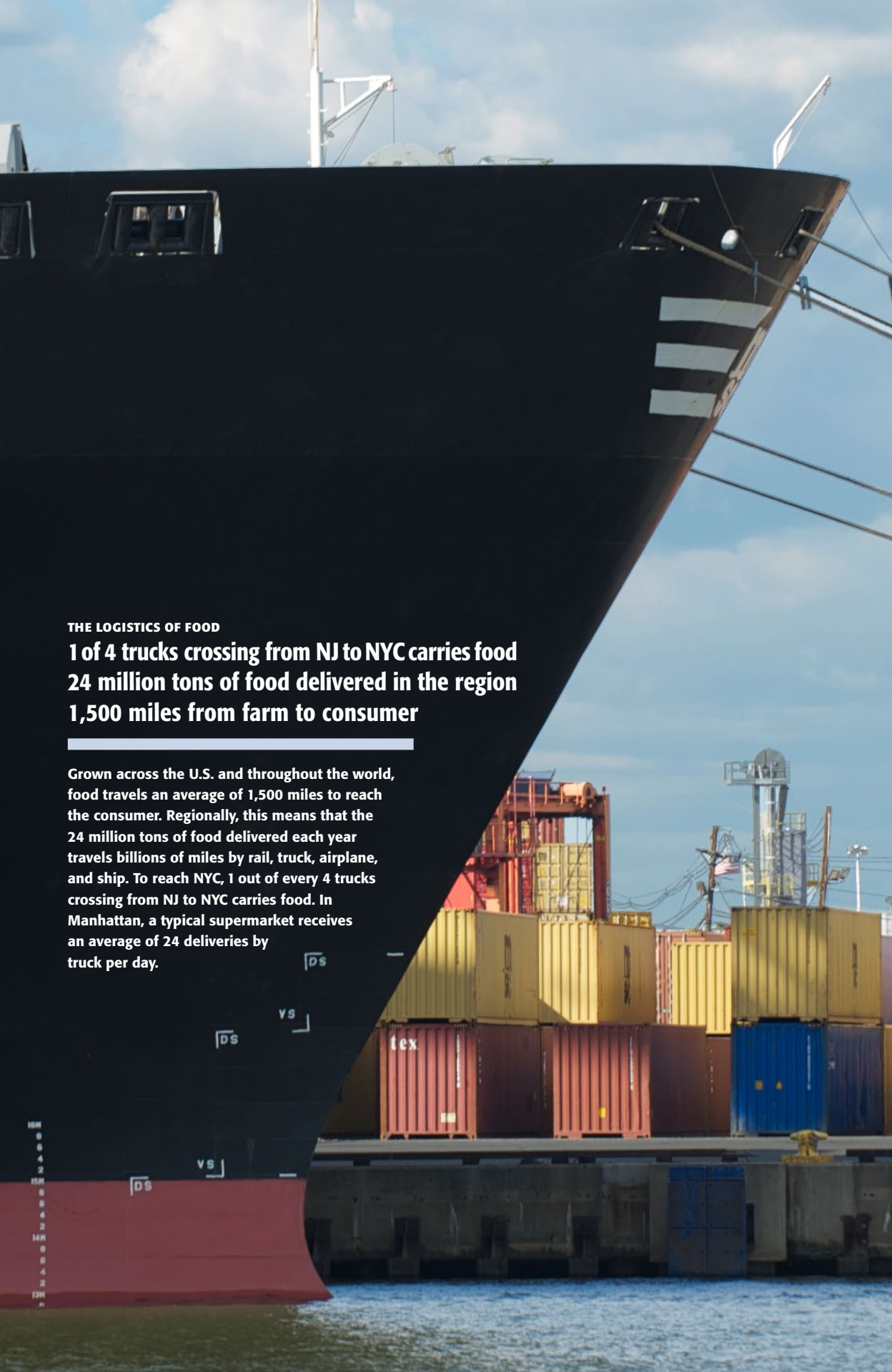
Commerce and communities in the New York-New Jersey metropolitan region depend on the daily delivery of millions of tons of goods. From basic necessities, such as food and fuel, to the full spectrum of specialized goods, every product consumed is shipped through the region's highway networks, airports, railways, and ports.

Moving these goods quickly, reliably, and economically involves sophisticated processes. This requires shippers to navigate a supply chain that contains many dimensions, including demanding delivery windows, rapidly changing technologies, stringent safety and security regulations, and unpredictable travel conditions.

The region's complexities create additional challenges. Most notably, the New York-New Jersey metropolitan region suffers from the highest congestion costs in the nation–$12 billion annually. Of this, the trucking industry experiences more than $2.5 billion of losses associated with time, fuel, and operating inefficiencies. Thus, while trucks account for only 8 percent of the miles traveled on the region's roadways, they incur 20 percent of the congestion costs.

Several factors contribute to these challenges. Daily, more than 8 million commuters consume most of the metro area's road and railway capacity. Furthermore, much of the region's transportation infrastructure predates current design standards. Dense development patterns also complicate freight planning and delivery systems.

Consumers and businesses pay the price for these inefficiencies in the goods movement system. Ultimately, this undercuts the region's economic competitiveness and degrades quality of life.



THE LOGISTICS OF FOOD

1 of 4 trucks crossing from NJ to NYC carries food
24 million tons of food delivered in the region
1,500 miles from farm to consumer

Grown across the U.S. and throughout the world, food travels an average of 1,500 miles to reach the consumer. Regionally, this means that the 24 million tons of food delivered each year travels billions of miles by rail, truck, airplane, and ship. To reach NYC, 1 out of every 4 trucks crossing from NJ to NYC carries food. In Manhattan, a typical supermarket receives an average of 24 deliveries by truck per day.

The G-MAP vision is to support and to enhance the New York-New Jersey metropolitan region's position as a global center – a hub of commerce, culture, finance, and trade -- through strategic goods movement initiatives. Guided by the leadership of NJDOT, NYSDOT, and the Port Authority, and in cooperation with their government and industry partners, the region will develop a sustainable, integrated, and efficient multimodal goods movement system through 2035. This system is needed to maintain the region's global competitiveness and economic strength, providing access to affordable goods for the region's people.

G-MAP: A BISTATE RESPONSE TO THE REGION'S GOODS MOVEMENT CHALLENGES

G-MAP recognizes that a safe and efficient multimodal goods movement system is necessary to support commerce and communities in the New York-New Jersey metropolitan region. To realize this vision, G-MAP outlines a unique bistate solution that comprehensively addresses the region's complex and multijurisdictional goods movement challenges.

Led by the Port Authority, NJDOT, and NYSDOT (the Partner Agencies), and supported by government, public agency, and industry partners, G-MAP provides a shared framework from which public and private partners can cooperatively address local, regional, and national goods movement challenges in the metropolitan region.

G-MAP:

- Supports collaboration on freight issues best addressed from a regional perspective
- Outlines a roadmap for short-term and long-term improvements to the regional freight network
- Attracts the innovations and investments needed to develop a modern goods movement system that delivers freight safely, reliably, and affordably
- Accounts for limited financial capacity by maximizing investments and fostering regional innovation
- Aligns the region for federal funding opportunities.

A MODERN GOODS MOVEMENT SYSTEM TO SERVE LOCAL, REGIONAL, AND NATIONAL NEEDS

G-MAP addresses all the dimensions that affect how goods move — the modes of transportation, the parts of the supply chain, the geographic scale, and the complex levels of governance — to create a modern goods movement system that serves local, regional, and national needs.

To accomplish this, G-MAP offers a comprehensive strategy to improve the region's goods movement system through regulatory, policy, and infrastructure initiatives.

The cornerstones of G-MAP include:

- Identification of a multimodal Regional Core Freight Network to target goods movement improvement initiatives along major freight gateways and corridors.
- Partnership to advance 10 comprehensive Action Packages of regional initiatives to create a safe and efficient multimodal regional goods movement system.
- Implementation of Early Action initiatives that deliver tangible improvements to industry and the region's communities within the first 12 to 24 months of the G-MAP effort.

THE ACTION PACKAGES

The Action Packages bring efficiencies and synergies to implementation by compiling individual initiatives in a strategic framework as part of overall metropolitan transportation planning efforts in both states. These packages:

- Provide policy and management tools to improve freight network operations.
- Identify discrete, geographic-specific projects to enhance the Regional Core Freight Network.
- Improve all dimensions of how goods move across the region.
- Strategically leverage the resources of each Partner Agency.

The Action Packages include:

Supporting more efficient freight operations by applying new technologies, notably Intelligent Transportation Systems, to improve freight management and to reduce traffic delays and congestion.

Encouraging off-peak deliveries to alleviate traffic and congestion on the region's busiest highways and commercial centers.

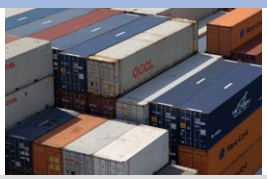
Generating needed capital by leveraging innovative federal funding programs and attracting private sector investment to improve the region's transportation infrastructure.

Shortening freight delivery routes by preserving industrial and warehousing facilities near key roads, rails, piers, and consumer markets.

THE EARLY ACTIONS

To build momentum and rally public and industry support, the Partner Agencies developed a short list of Early Actions that are the first steps in moving G-MAP from the planning stage to the implementation and delivery stages. These Early Actions include:

- Developing a Regional Strategic Plan for commercial vehicle enforcement operations.
- Consolidating and standardizing definitions and regulations regarding operations for oversize/overweight vehicles.
- Streamlining the permitting process for oversize/overweight vehicles, including coordinating existing agency permitting web portals.
- Expanding the national standard 53-foot trailer network to serve John F. Kennedy International Airport (JFK) air cargo operations.
- Creating air cargo drop-off and consolidated trucking service to JFK and Newark International Airport (EWR) from Stewart International Airport (SWF).
- Specializing in public-private partnerships and innovative financing to fund strategic regional freight projects at NJDOT, NYSDOT, and the Port Authority.
- Expanding the NYC off-peak delivery program regionally.
- Integrating ITS components, such as real-time traffic and truck routing information, Weigh-in-Motion, and shared enforcement information, to improve truck operations along I-95.
- Committing to improve port access and operations.
- Achieving regional consistency with 286k national rail standards.



ACTION PACKAGES: ACCOMPLISHING WHAT IS VITAL AND ACHIEVABLE

Improving regional trucking safety and enforcement by harmonizing policies and regulations that govern the use of oversize/overweight vehicles for construction and special loads, and standardizing network signage.

Reducing delays and the local impacts of trucking operations by improving "first and last mile" connections for pick up, delivery, and transfer of goods in the region's most congested areas.

Improving traffic flow and infrastructure on the I-95 corridor, the region's busiest goods-movement route and a critical freight lifeline for the Northeast.

Encouraging rail operations by enhancing and expanding rail connections and yards and investing in initiatives to assure cleaner and quieter rail freight operations.

Improving access to JFK and other regional air-freight facilities to support high-value, job-intensive air cargo services.

Upgrading port access and operations and implementing "clean port" technologies to increase competitiveness with other port gateways and to expand port-related regional employment.

INDUSTRY INVOLVEMENT

G-MAP coordinates regional freight initiatives among government, public agencies, and industry. Ultimately, this approach will help develop a safer and more efficient goods movement system.

To support and advance G-MAP's initiatives, interested industry stakeholders can:

- Learn about and support the regional G-MAP effort
- Participate in pilot projects and public outreach
- Share data that can help shape local improvements and/or demonstrate the benefits of G-MAP's initiatives
- Apply best practices for more efficient operations and deliveries.

PUBLIC PARTICIPATION

G-MAP seeks to build public understanding and involvement, and create partnerships among stakeholders. Through this involvement, the Partner Agencies can accomplish what no one stakeholder can accomplish alone.

To become involved in this partnership, interested public stakeholders can:

- Provide feedback about the Program
- Suggest improvements for how goods and services are delivered
- Support G-MAP initiatives that improve safe and efficient freight movement locally.

For more information, please visit www.regionalgoodsmovement.org or contact info@regionalgoodsmovement.org

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G-MAP:
IMPROVING THE FUTURE OF FREIGHT IN THE REGION

THE PORT AUTHORITY OF NY & NJ