

NYMTC's *New* Regional Freight Plan

Report on Progress, and Next Steps



presented to

NYMTC's Freight Transportation Working Group (FTWG)

presented by

**New York Metropolitan Transportation
Council (NYMTC) and
Cambridge Systematics, Inc.**

with

**Parsons Brinckerhoff, Inc.
Arch Street Communications, Inc.
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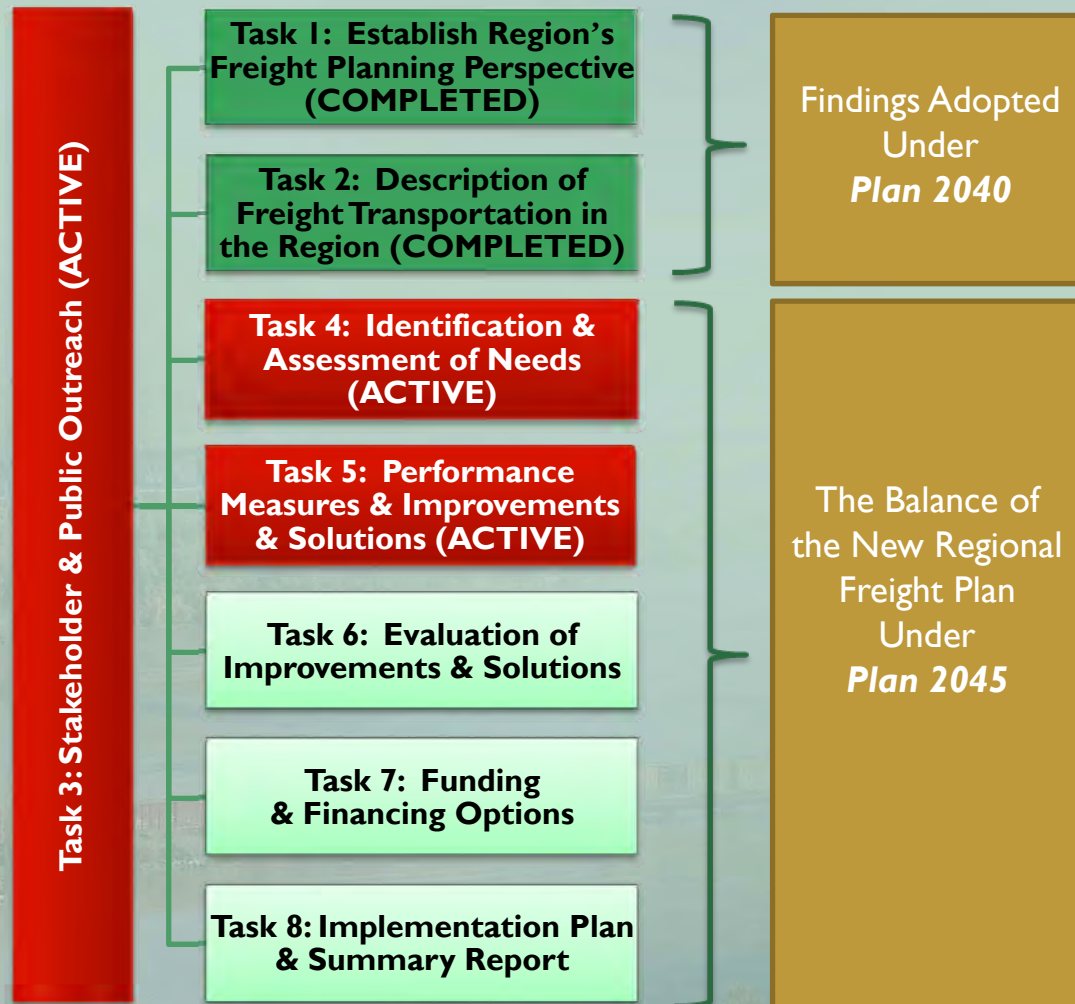
July 14, 2016



Topics to be Covered

- ◆ **Review of Scope**
- ◆ **Update on work underway**
- ◆ **Next Steps**

New Regional Freight Plan - Scope of Work



Task 3 – Outreach

◆ Input from the public:

- » Community and environmental concerns
- » Freight issues and needs
- » Potential solutions

◆ Activities:

- » *Plan 2045* public workshops
- » *Plan 2045* web-based outreach



◆ Input from the private sector:

- » How specific supply chains work
- » Freight issues and needs
- » Potential solutions

◆ Activities:

- » Executive interviews
- » Standing online survey instrument
- » FTWG input

Task 3 – Current Status and Preliminary Findings

- ◆ **Outreach Plan completed**
- ◆ **Freight information gathered at RTP workshops throughout the region in April and May**
- ◆ **Stage One Interviews completed**
 - » **Industry associations**
 - » **Agencies**
- ◆ **Stage Two Interviews underway**
 - » **Shippers**
 - » **Logisticians**
 - » **Carriers**

Task 4 – Identification and Assessment of Needs

- ◆ Profile current and projected structure of NYMTC's freight-generators by sector and in total
- ◆ Profile supply chains and trends
- ◆ Map supply chains to the region's infrastructure
- ◆ Conduct analyses of priority issues
- ◆ Assess and define critical freight needs



Example Table. Freight Transportation Needs for Supplying Food to the Region

	Short-Term Needs	Mid-Term Needs	Long-Term Needs
Economy			
Logistics/Supply Chains			
Freight Infrastructure			
Freight Flows			
Regulations			

Task 4 – Current Status – Work Underway

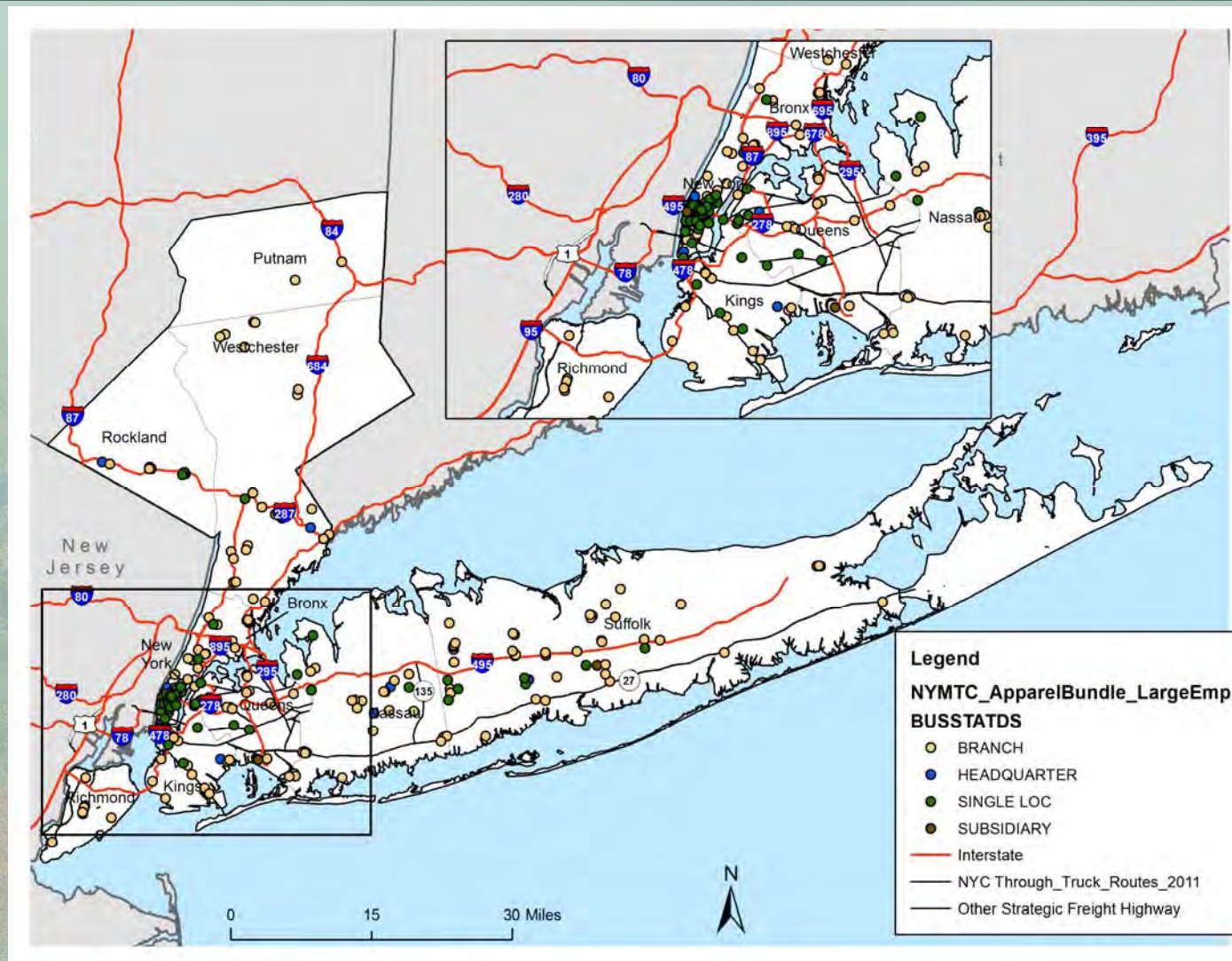
- ◆ **Data gathering and analysis**
 - » **Commodity flows (DELAY!)**
 - » **Industry location**
 - » **GIS**
- ◆ **Profiling of industry sector supply chains**
- ◆ **Needs Assessment**

Industry Sector Analysis Example: Apparel

NAICS 3-Digit	Description	# Establish- ments	% Total	# Employees	% Total	Sales Volume(\$)	% Total
315	Apparel mfg.	491	4.9	18,732	7.4	\$1,804,251	1.4
316	Leather and allied product mfg.	73	0.7	1,959	0.8	\$352,899	0.3
424	Merchant wholesalers, nondur.	2,513	25.0	53,402	21.0	\$97,403,040	75.0
448	Clothing and clothing accessories stores	4,775	47.6	93,635	36.9	\$13,568,600	10.5
451	Sporting goods and hobby stores	1,140	11.4	23,245	9.1	\$3,248,493	2.5
452	General merchandise stores	995	9.9	61,181	24.1	\$13,004,369	10.0
481	Air cargo	56	0.6	1,918	0.8	\$453,376	0.3
Total	Total	10,040	100.0	254,072	100.0	\$129,835,028	100.0

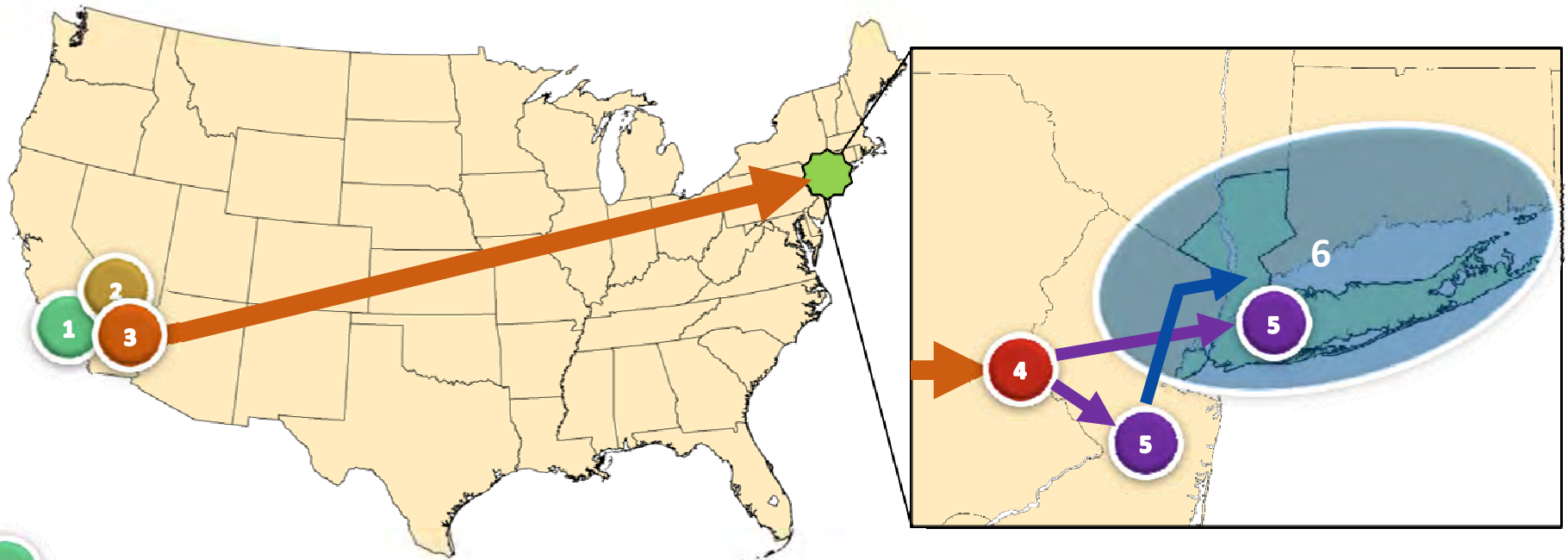
Source: InfoGroup

Industry Sector Analysis Example: Apparel



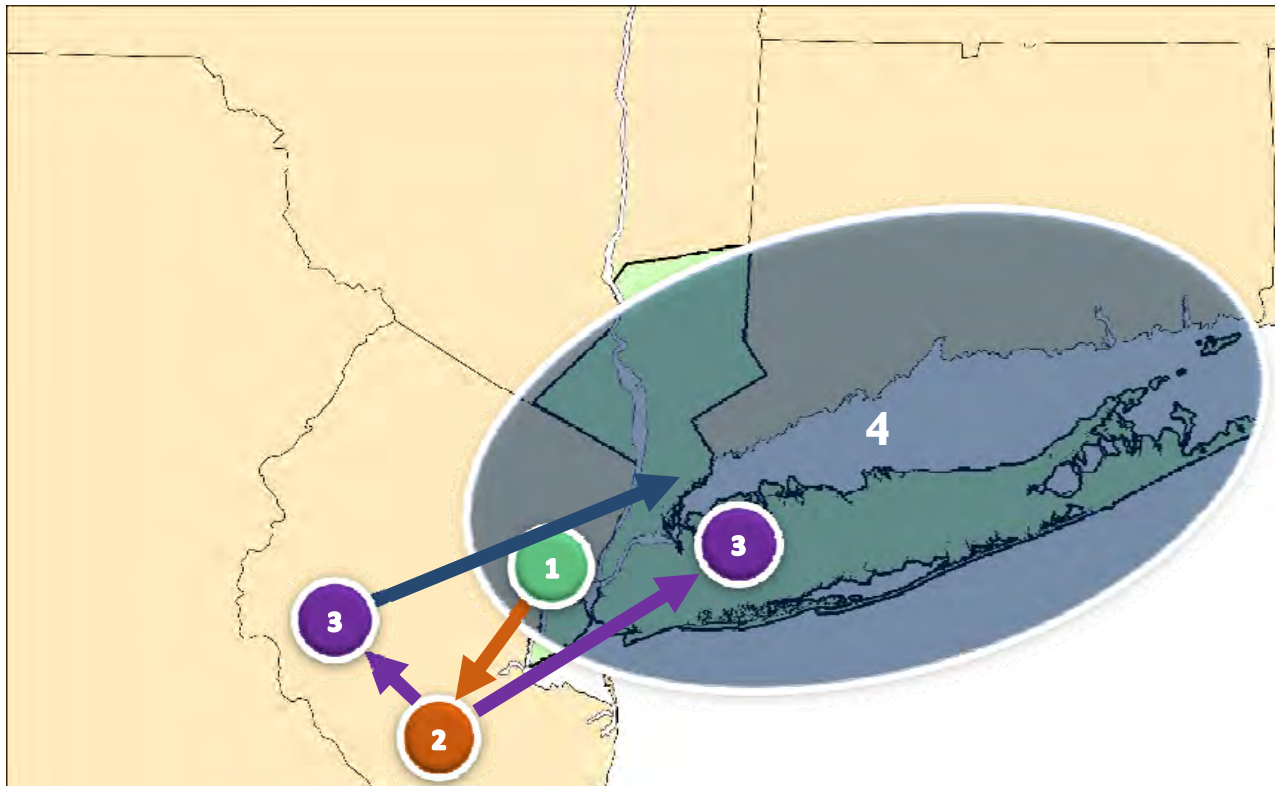
Source: Cambridge Systematics, using InfoGroup

Industry Sector Analysis Example: Apparel: West Coast Port



- 1 International container filled with apparel arrives at US West Coast port.
- 2 Container is drayed (by truck) to consolidation center in CA where goods are transloaded to domestic containers/trailers
- 3 Domestic container is drayed (by truck) to intermodal yard and transported by rail
- 4 Container arrives at intermodal yard in PA or NJ
- 5 Container is drayed (by truck) to a regional distribution center in PA, NJ, or NY
- 6 Goods distributed and delivered (by truck) to retail outlets or direct-to-consumer

Industry Sector Analysis Example: Apparel: East Coast Port



- 1 International container filled with apparel arrives at US East Coast port.
- 2 Container is drayed (by truck) to consolidation center in NJ, where goods are transloaded to domestic containers/trailers
- 3 Container is drayed (by truck) to a regional distribution center in PA, NJ, or NY
- 4 Goods distributed and delivered (by truck) to retail outlets or direct-to-consumer

Needs Assessment

First Mile/Last Mile

Industrial Land Use

Climate Change Vulnerability & Disaster Preparedness

Environmental Justice Assessment

Regulatory Harmonization

Food Supply Chain

Apparel Supply Chain

Construction Supply Chain

Energy Supply Chain

Solid Waste Supply Chain

Apparel Distribution Needs

First Mile/Last Mile

Industrial Land Use

Climate Change Vulnerability & Disaster Preparedness

Environmental Justice Assessment

Regulatory Harmonization

Food Distribution

Apparel Supply Chain

Construction Supply Chain

Energy Supply Chain

Solid Waste Supply Chain



Apparel Supply Chain Needs:

- » **Efficient connex to ports and airports and reduced gate delay**
- » **Reliable and lower-cost urban distribution**
- » **Improved customs process, Foreign Trade Zones**
- » **Safe and available NYC truck routes, commercial loading zns**
- » **Improved emergency preparedness/response**

Task 5 – Performance Measures and Identification of Improvements and Solutions

- ◆ **Review and update NYMTC Regional Freight Plan goals**
- ◆ **Identify preliminary list of improvements and solutions**
- ◆ **Define freight performance metrics**

NYMTC Regional Freight Plan Goals

◆ NYMTC Freight Plan Goals (2004)

- » To improve the transportation of freight by removing burdensome government regulations and restrictions.
- » To improve the physical infrastructure of the transportation system for freight related transport among shipping and receiving points, and major terminals and ports.
- » To improve the reliability and overall movement of freight in the region by encouraging expedient and cooperative multimodal shipment of freight.
- » To improve the reliability and overall movement of freight in the region by expanding alternatives for trucks and other commercial vehicles.
- » To improve the freight system's strategic redundancy.



NYMTC Regional Freight Plan Goals

NYMTC Plan 2045 Goal (DRAFT)	Related National Freight Policy Goal	Related NYSDOT State Freight Plan Goal (DRAFT)	Related 2004 NYMTC Freight Plan Goal
Enhance the regional environment	✓	✓	
Improve the regional economy	✓	✓	✓
Improve the regional quality of life	✓	✓	✓
Provide convenient, flexible transportation access within the region	✓	✓	✓
Enhance the safety and security of the transportation system for both motorized and non-motorized users	✓	✓	
Build the case for obtaining resources to implement regional investments	✓	✓	
Improve the resiliency of the regional transportation system	✓	✓	✓
Preserve the existing transportation infrastructure	✓	✓	✓

Performance Measures/Targets

- ◆ **Consistent with MAP-21 and FAST**
- ◆ **Allow NYMTC to assess progress toward goals**
- ◆ **Manageable, with regard to data needs and analysis requirements**

	Truck Travel Time Reliability	Mileage Uncongested
Measure	% Interstate System Mileage providing for reliable travel times	% of the Interstate System mileage uncongested
Applicability	Interstate System mileage within MPA	Interstate System mileage within MPA
Data sources	NPMRDS	NPMRDS

Source: USDOT

Next Steps

- ◆ **Complete Task 4**
 - » **Commodity Flow Data**
 - » **Wrap-up the Needs Assessment**
- ◆ **Develop performance metrics and “long list” of strategies and projects**
- ◆ **Develop draft methodological approach to Task 6 project evaluation**
- ◆ **Maintain outreach program**

Comments and Questions

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