



Freight: Regional Investments for Global Competitiveness

Session Notes

Panelists:

Robert Gottheim, Brooklyn Director, Office of Congressman Jerrold Nadler

Paul Lipson, Executive Director, THE POINT

Dr. Roberta Weisbord, Founder & Principal, The Partnership for Sustainable Ports

Introduction

(Dr. Roberta Weisbord)

Panel Discussion issues: 1-Benefits of being global players

2-Investments needed to compete

3-Solutions to urban freight dilemma

Robert Gottheim, Office of Congressman Jerrold Nadler

Port Authority is making improvements in freight infrastructure (e.g. rail yards) and TEA-21 Reauthorization is up.

EQUITY ISSUE—comparison to “wheat subsidy” in farming states. It’s a “transportation subsidy” in NYC.

Other issues: Timing/Funding/Program & Policy Changes

Funding levels: \$375 B vs. \$280 B and Allocation levels: 95% returned to donor states

Program & Policy Changes: Congressman Lipinsky (Chicago) = Freight Trust Fund (funded by Diesel Tax) AND National Security Projects (e.g. Cross Harbor Freight Tunnel to provide redundancy for George Washington Bridge).

Bay Ridge Rail Line- “our Alameda Corridor”---Harbor Tunnel could connect to this.

HARBOR TUNNEL: -2:1 Cost Benefit Ratio

- Environmental Benefits, AQ in the Bronx and Region
- Would help handle 70-75% increase in freight movement over next 20 years
- Funding from TEA-21 Reauthorization under new freight trust fund or as National Security Project.

Paul Lipson, Executive Director, THE POINT

Hunts Point is largest food Distribution center in world w/very little rail despite the proximity to the Oak Point Rail Yards.

Truck congestion contributes to increased delivery costs and asthma rates.

Adding the Fish Market (“Fish Port”) would make it worse.

APA New York Metro Chapter
c/o Neighborhood Preservation Center
232 East 11th Street
New York, NY 10003
Phone: 212.228.7875
Fax: 212.471.9987



A M E R I C A N
P L A N N I N G
A S S O C I A T I O N

THE POINT strives to modify “Fish Port” plan to reduce truck dependency using FERRY FREIGHT delivery (“Short Sea Shipping” being done nationally).

Study by NYMTC/Cambridge Systematics (ongoing)

Possibility of combining passenger ferry service with freight.

Dr. Roberta Weisbord, Founder & Principal, The Partnership for Sustainable Ports

Putting distribution centers closer to the city is GOOD practice but is not happening because city real estate is expensive and city roads are congested.

European Global Freight Villages= 40 in total (Paris, Barcelona, Greece, Holland, Toulouse)

Study occasioned by issue of Trebley Point, NJ—NYTPA vs. Harlem River yards

- more aesthetic
- increased values of land
- all supported services located on-site
- closer to airport, roads, rail and water.

QUESTIONS & ANSWERS:

1- *Before Freight deregulation (Staggers Act) freight could be moved differently. Is there a non-structural solution similar to pre de-regulation times?*

2- *Global Freight Villages in Europe—who took the lead?*

Governments and banks. In Paris—developed by BP gas and government took over w/private sector participation.

3- *LGA as alternative to JFK for freight delivery because of proximity to Hunt's Point?*

LGA has a curfew and a distance limit (under 1500 mile flights).

4- Diesel Tax-not just on vehicular diesel but rail diesel too. This would minimize the reduction in diesel-based funding due to elimination of truck trips by Cross-harbor tunnel.

5- Tappenzee could service freight to provide redundancy for GW Bridge. Problem of combining freight and passenger traffic on same facility.

6- Importance of demonstrating effect of transportation delays on prices of products.

7- Construction of “off-shore island” to facilitate handling of goods because there's not enough room on the waterfront.

APA New York Metro Chapter
c/o Neighborhood Preservation Center
232 East 11th Street
New York, NY 10003
Phone: 212.228.7875
Fax: 212.471.9987