

Faster Freight/Cleaner Air

-Moving it Faster

-Moving it Cleaner

.....Moving it *Better*



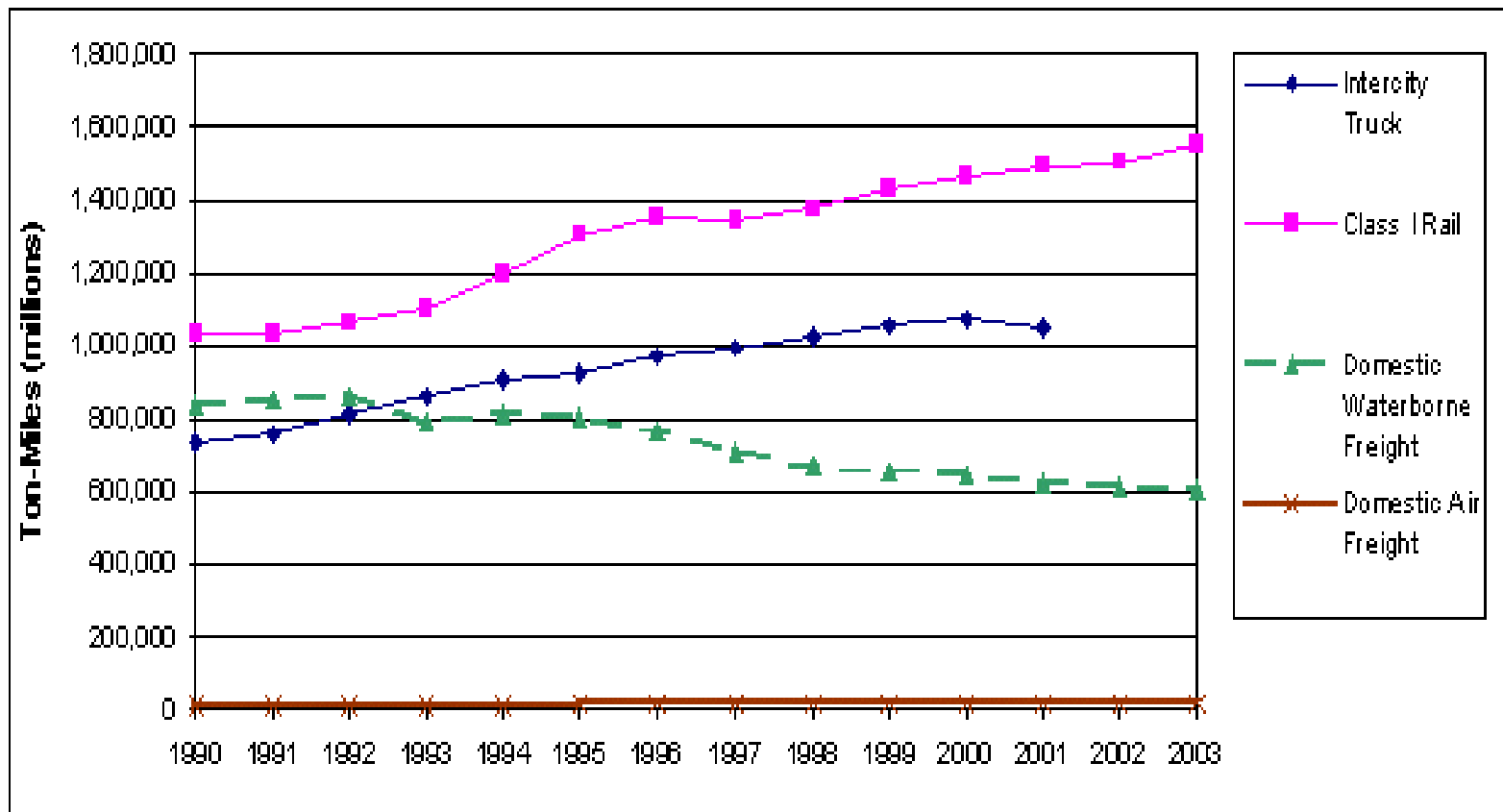
FHWA-National Freight Transportation Trends and Emissions

FHWA/~2005

Although the U.S. economy is becoming more service-oriented, demand for freight transportation has been rising steadily, and forecasts show continued growth at least over the next several decades. In 2001, the Bureau of Transportation Statistics reports that more than 3.18 trillion ton-miles of freight were moved over the nation's domestic transportation system, up almost 22 percent from the 2.61 trillion ton-miles of freight moved in 1990, an annual growth rate of 2.0 percent.

Growth in Domestic Freight Among Modes

Domestic Freight Ton-Miles, 1990 - 2003



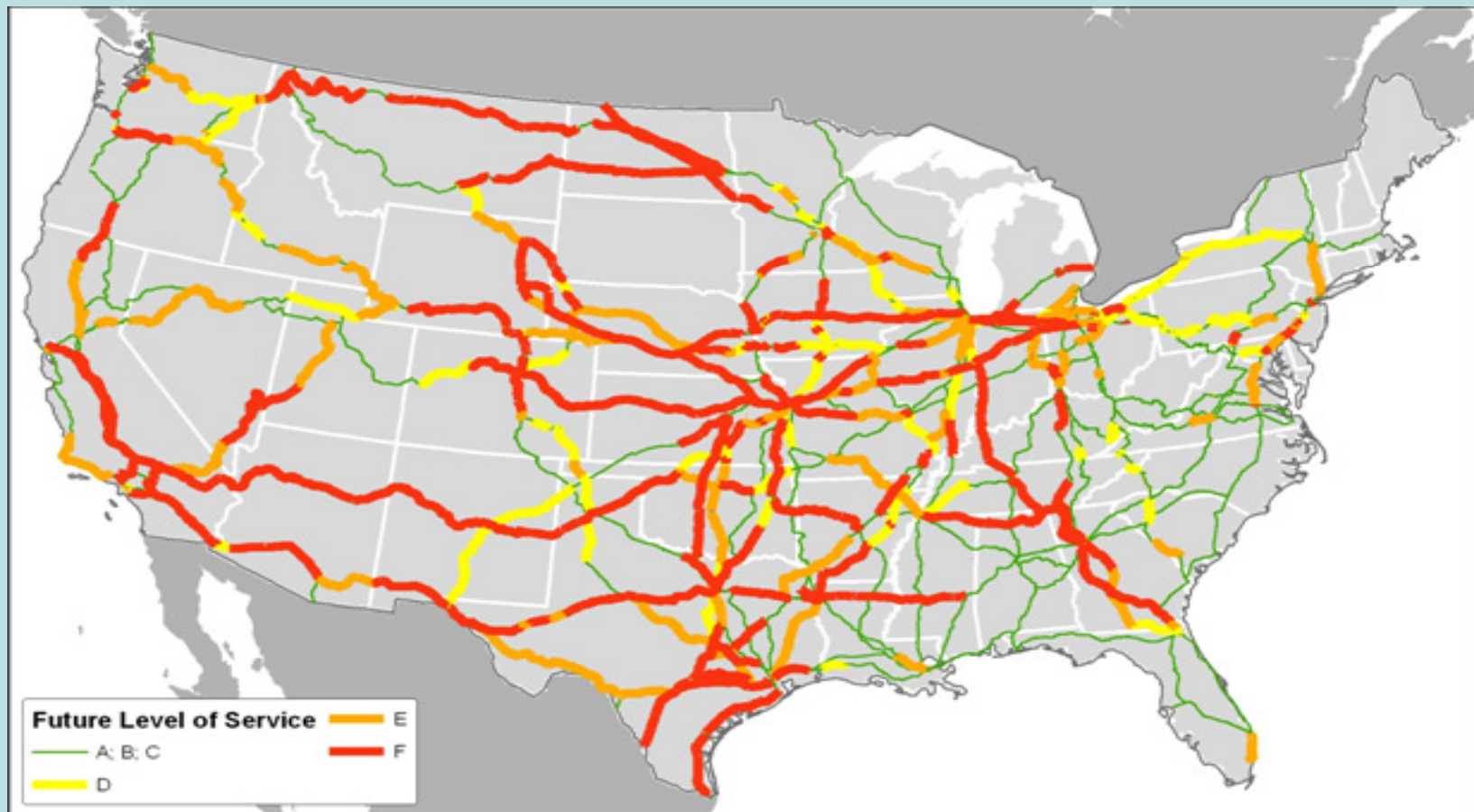
Bureau of Transportation Statistics, *National Transportation Statistics 2004*

Comparison of Domestic Freight Growth Forecasts Nation-wide

	Historic Data	Forecasts (compound annual growth rate)			
	(ann. growth)	BTS	AASHTO	ATA	ICF
	(ton-miles)	(ton-miles)	(ton-miles)	(tons)	(ton-miles)
	1990-2000	2000-2025	2000-2020	2002-2014	2000-2020
Truck	3.9% ^a	2.6% ^a	2.3%	2.2%	2.5%
Rail	3.6%	0.2%	1.9%	1.7%	2.0%
Water	-2.5%		0.7%	1.6%	0.7%
Air	5.2%	3.1%	5.7%	4.4%	4.0%

Congestion is a National Problem Impacting All Modes

(2035 levels of rail congestion wo/major system investment)

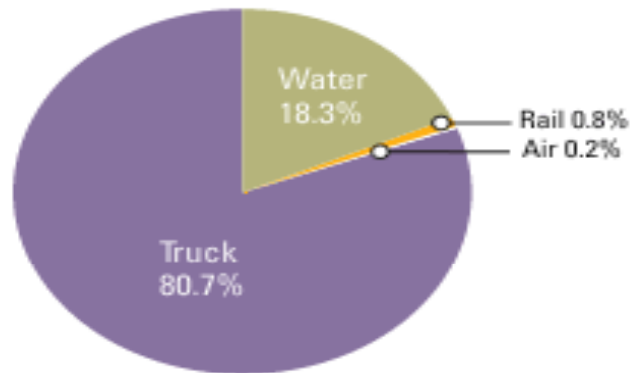


Moving Freight in the New York City Region/The Dominance of Trucks

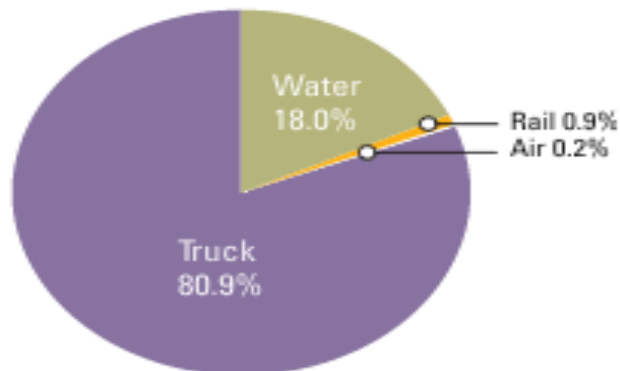
New York City Region

1998/2025

1998 Mode Split for the NYMTC Region

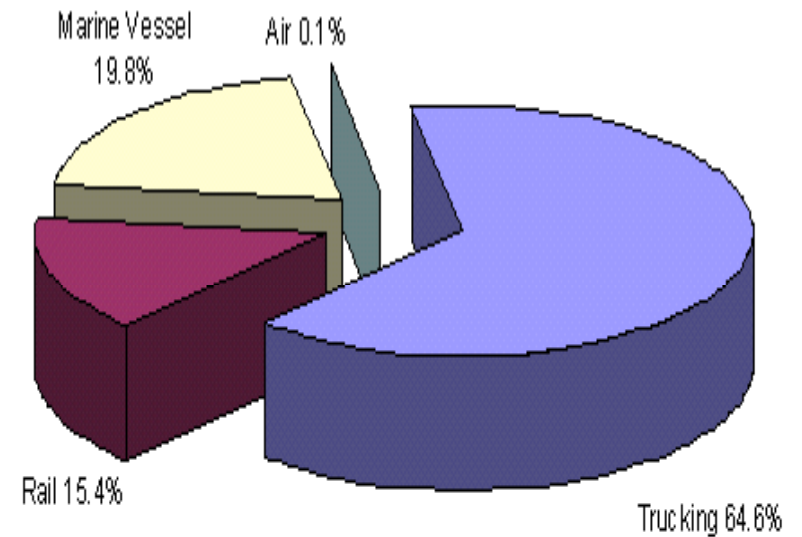


Forecasted Mode Split for the NYMTC Region

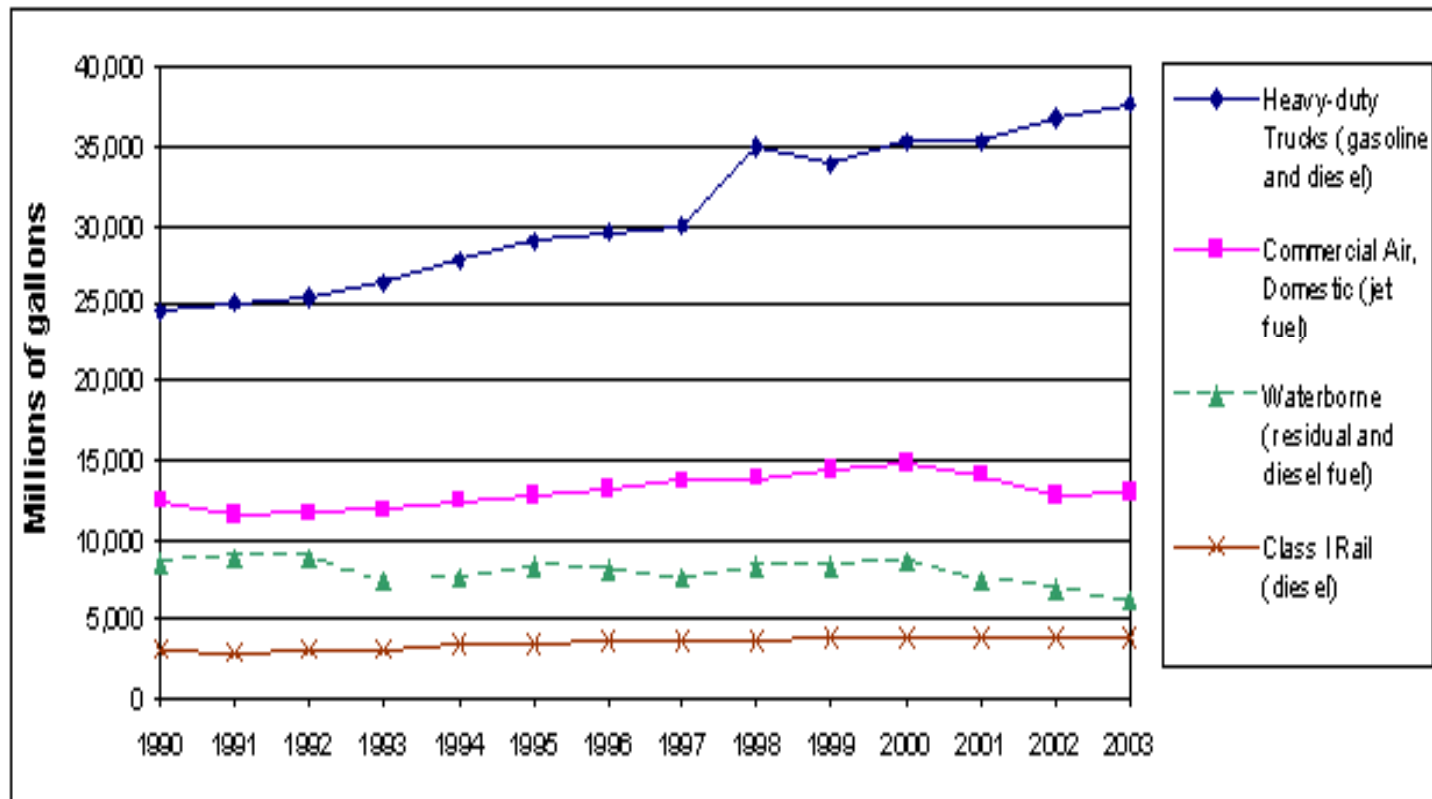


Nation-wide

2002



Fuel Consumption by Domestic Freight Mode, 1990-2003



Bureau of Transportation Statistics, *National Transportation Statistics 2004*

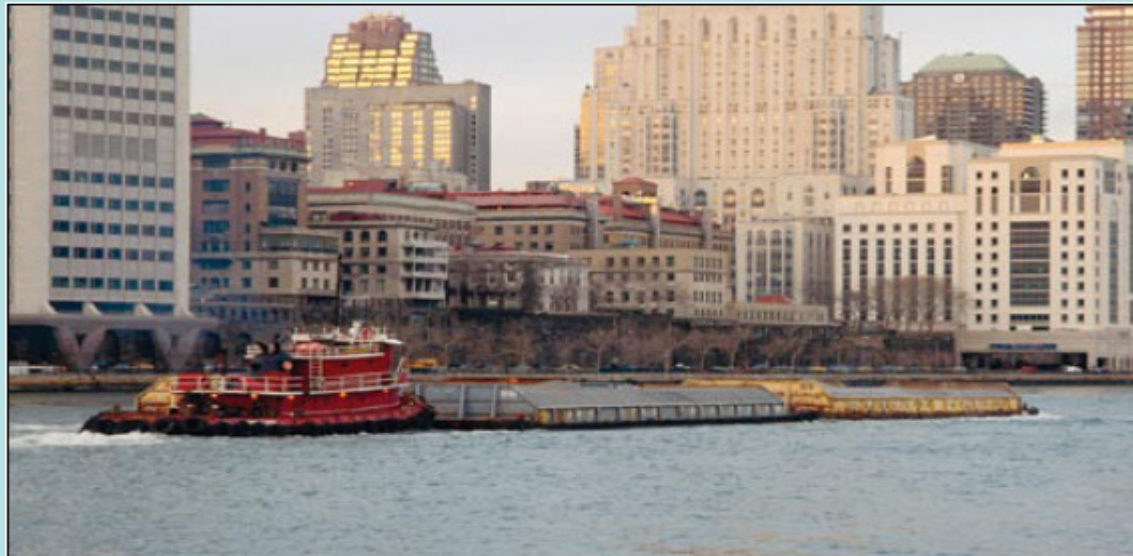
U.S. Freight Transportation NOx and PM-10 Emissions by Mode, 2002

Mode	Pollutant			
	Oxides of Nitrogen		Particulate Matter	
	% Contribution	% Overall	% Contribution	% Overall
Truck	67	18	65	1
Rail	15	4	12	0
Marine	18	5	24	0
Air	0	0	0	0
Total	100	27	100	1

Source: U.S. EPA, National Emission Inventory

The Problems and the Challenge

1. Lack of coordination between modes and competition for modal space and transportation resources
2. Antiquated and/or deficient infrastructure and the limitations it imposes (e.g. the School Milk Delivery Problem in NYC)
3. Overdependence on the Highway System (lack of modal options)
4. The anticipated increase in freight demand will continue
5. The contribution of freight transportation to degraded air quality
6. Impacts of higher fuel costs and potential uncertainty of supply
7. Impacts of severe cost escalation on Freight Capital Programs



New York State Freight Program Initiatives

- Continue a comprehensive rail upgrade program Statewide (~26 projects @ ~\$130 million to address clearances, weight restrictions, etc.)
- Develop and implement a Statewide Rail Plan (first in 22 years)
- Develop a series of Goals out to 2020:
 - Increase Market Share for rail freight
 - Full Freight Access Program for NYC and Long Island (eliminate 300K annual truck trips)
 - Develop new intermodal and inland port facilities Statewide
 - Develop a fleet of low emission locomotives(six GenSet low emission locomotives recently purchased)
 - Increase State investment in 'last mile' connections (Major bridge/Intermodal initiative)
- Major highway/bridge infrastructure program to maintain a state of good repair (\$1.36 billion/5years for major projects in NYC)
- Continue to work for expansion and modification of the NYC 53' truck Network

Conference Goals and Objectives

- **Develop the elements of a Comprehensive Freight Transportation Policy that reflects industry needs and priorities in such areas as:**
 - **Bringing the shipper, carrier, and receiver together through better partnering**
 - **Encouraging special partnerships (public-private, state to state, state to Federal, etc.)**
 - **Broadening Federal support for local projects with regional/inter-regional benefits.**
 - **Increasing investments in ‘green’ operations, hardware, etc.**
- **Learn from each other regarding:**
 - **Improving compatibility of freight transportation and land use**
 - **Developing and sustaining a viable freight transportation program**
 - **Making freight transportation ‘greener’**

Conference Goals and Objectives

(Continued)

- Deal with the threat to our Capital Program Purchasing power as heavy construction inflation erodes our resources.
- Develop strategies to increase support for maintenance and upgrade of our freight infrastructure
- Communicate the issues and challenges facing freight movement, to the general public so they support quality public and private freight initiatives and that they understand the key role played by freight transportation in the nation's overall quality of life.
- Work with our elected officials and decision-makers as they craft a new Transportation Act to convey our priorities and needs.....our voice needs to be heard
-Once we leave the Conference/defining the next steps

**Once Again.....Welcome to
New York and to the**

**Faster Freight/Cleaner Air
Conference**