

## LITP 2000 CARGO MOVEMENT SUBCOMMITTEE

## RESULTS OF SUBCOMMITTEE RANKING OF PROJECTS/STRATEGIES

	Number of Responses				
	Most Important	Important	Somewhat Important	Not Important	Total
<b>Objective: Improve Highway System</b>					
A. Policy/Non-Construction/Communication					
1. Institute a fee – sticker program to allow off-peak truck access to HOV lanes. Height, weight and number of axles, as well as performance characteristics of the vehicles should be considered.	1	5	5	10	21
2. Institute a fee – sticker program to allow off-peak commercial vehicle access to parkway system with height weight and # of axles restrictions, i.e., vans, pick-ups, landscaping, service vehicles.	3	6	3	7	19
3. Improve communications with truck operators at points of entry to reduce incident-related congestion and to provide information on delays due to construction.  Suggested techniques:  <ul style="list-style-type: none"> <li>- Highway Advisory Radio</li> <li>- Website specific to CVO's</li> <li>- Pre-routing service via internet for real-time truck routes</li> <li>- Add info from existing 1-800-ROADWORK system to LITP 2000 website</li> <li>- Add new message sets to INFORM specific to CVO's (routing, delays, etc.)</li> </ul>	<b>6</b>	<b>8</b>	5	0	19
4. Examine signing policies on roadway. System to reduce confusion to out-of-town truckers regarding highway facility restrictions. Provide information on	<b>10</b>	<b>9</b>	1	1	21

CARGO MOVEMENT

1

*Note: Bold Italics denote suggestions rated "Fatally Flawed"*

**LITP2000**

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weight, height and grades.					
5. Continue to examine and improve scheduling of maintenance and construction activities by NYSDOT.  - Night/day activity - Concurrent activities on parallel facilities in close proximity	<b>9</b>	<b>10</b>	2	0	21
6. Devise and implement overheight warning system to reduce congestion due to incidents involving bridge clearance.	<b>9</b>	<b>8</b>	2	0	19
<b>B. Construction</b>					
1. Provide more focus on truck operations when designing for maintenance and protection of traffic during construction.	4	<b>9</b>	6	0	19
2. Investigate additional opportunities for shoulder lanes on LIE and other major facilities.	5	6	8	1	20
3. Improve operations in graded sections of highway to reduce congestion due to performance characteristics. Add hill climbing lanes where possible.  - Cross-Island Parkway/LIE - Route 110/LIE - Roundswamp Road/LIE - LIE Exit 50 – 51 - LIE Exit 59 –60	5	4	11	0	20
4. Construct new cross-sound bridge to mainland which incorporates rail service.	6	<b>15</b>	2	7	20
<b>Objective: Increase Intermodal Freight</b>					
<b>A. Policy/Non-Construction</b>					
1. Revise design standards so that bridges constructed in the future have sufficient clearance to accommodate rail freight operations.	<b>11</b>	<b>8</b>	1	0	20
2. Support construction of rail freight tunnel from NYC to NJ/Staten Island.	<b>11</b>	6	1	2	20

**CARGO MOVEMENT**

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LITP2000

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3. Allow limited freight operations at Penn Station, e.g., Road Railers.	7	6	6	1	20
<b>4. <i>Convert obsolete passenger stock to freight cars.</i></b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>7</b>	<b>20</b>
5. Establish policy which provides funding for rail and highway construction.	8	5	4	3	20
6. Support expansion of float bridge operations between N.J. and NYC/LI.	9	5	2	3	19
7. Revise Industrial Access Program to allow funding for rail/intermodal projects.	9	3	4	2	18
8. Modify service roads to eliminate signals at major cross streets.	3	3	9	3	18
9. Provide services to match freight customers to providers, to help reduce empty return trips.	6	10	3	1	20
10. Provide subsidies to encourage shift from truck to rail/water.	7	6	2	5	20
11. Locate transfer stations for waste transport adjacent to rail and/or water transportation.	8	10	2	0	20
12. Provide incentives to encourage development near existing rail spurs and infrastructures.	7	10	1	1	19
13. Endorse expansion/reconstruction of 65 <sup>th</sup> St. yard float bridge and intermodal freight facility.	9	6	2	2	19
14. Evaluate railroad bridge clearance to accommodate rail freight operations.	10	6	2	0	18
<b>B. Construction</b>					
1. Study and construction a new intermodal freight facility on Long Island.	10	3	1	1	15
Locations to consider:					
- Former Grumman site at Calverton	5	4	5	0	14
- Former Grumman site at Bethpage	4	5	5	1	15
- Pilgrim State Hospital site	5	5	6	0	15
- Gabreski Airport	3	4	6	2	15
- MacArthur Airport	2	5	4	3	14
- Lilco Shoreham site (marine	5	4	1	4	14

CARGO MOVEMENT

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LITP2000

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also)					
- Heartland Industrial Park	2	7	4	1	14
- Mitchell Field	1	2	8	3	14
- JFK Airport	4	4	3	4	15
- Belmont Park	1	6	4	3	14
- Roosevelt Field for retail	2	7	1	3	13
2. Continue at grade rail crossing elimination.	<b>10</b>	6	2	1	19
3. Extend LIRR Elevated Tracks eastward from Babylon on the South Shore line through Great River to reduce at-grade crossings (approximately 10 crossings).	5	5	6	2	18
4. Add rail spur to Grumman site, and create Intermodal facility to serve South Shore of Long Island.	6	5	4	2	17
5. Continue railroad elevation eastward toward Sayville but where the rail nears the Sunrise Hwy. In Oakdale provide a new rail to extend a new cargo/commuter line north into MacArthur Airport.	5	6	5	2	18
<b>6. Continued support for the California Standards on zero-emission vehicles by 2003 (10% ZPG vehicles by 2003).</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>7</b>	<b>19</b>
<b>7. Increased lobbying on the Big Three auto makers to increase real gas mileage on trucks, vans, and sports vehicles from 12-15 mpg to 27.5.</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>18</b>
<b>8. Adopt a pilot-program on LI by the year 2001 for at least two LIRR railroad stations (maybe Massapequa and Babylon) where thin film solar photo-voltaic arrays would be located to serve commuters who drive electric cars and will need to "plug in" to the solar arrays to recharge batteries.</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>19</b>
9. New York State should fund the lease of a fleet (10) of COFC Container on Flatcar) rail cars for	<b>8</b>	4	1	4	17

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transferring containers from Cross Harbor float bridge cars to rail at 65 <sup>th</sup> Street for service to Queens and Long Island via the BayRidge Branch of LIRR. This would be operated by the NY & Atlantic RR.					

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