

As presented to the BQE Expert Panel for informational/background purposes only  
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# BQE REHABILITATION PROJECT

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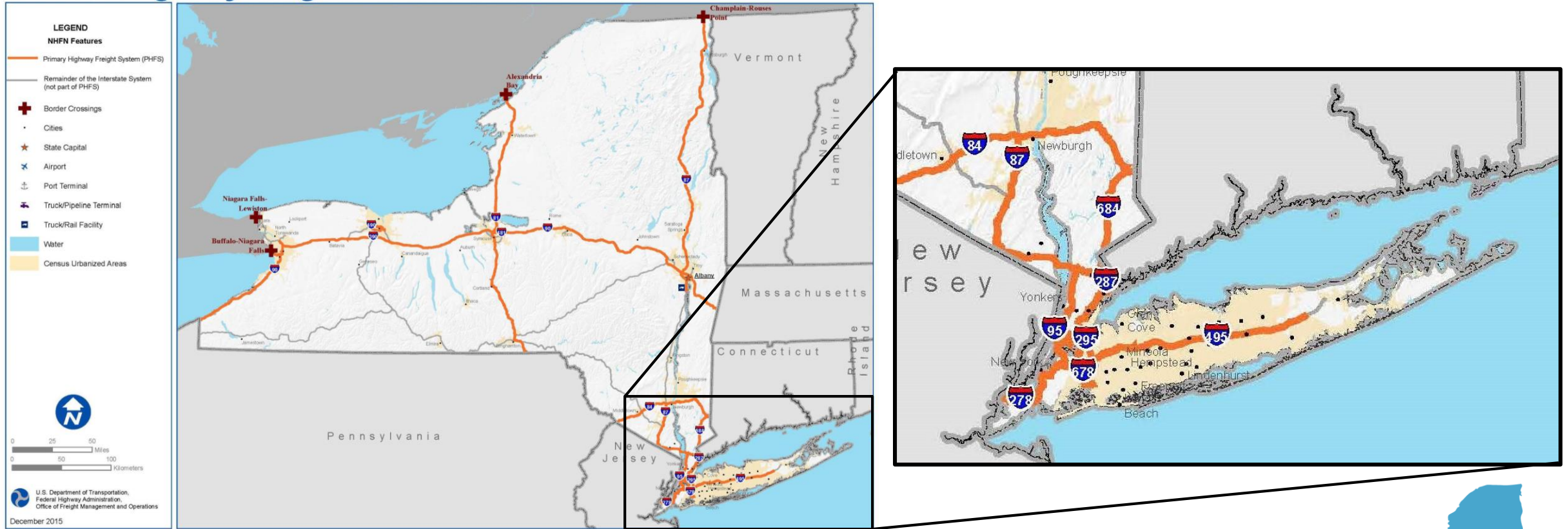
May 9, 2019

Presentation to BQE Expert Panel



# I-278 Critical Freight Route

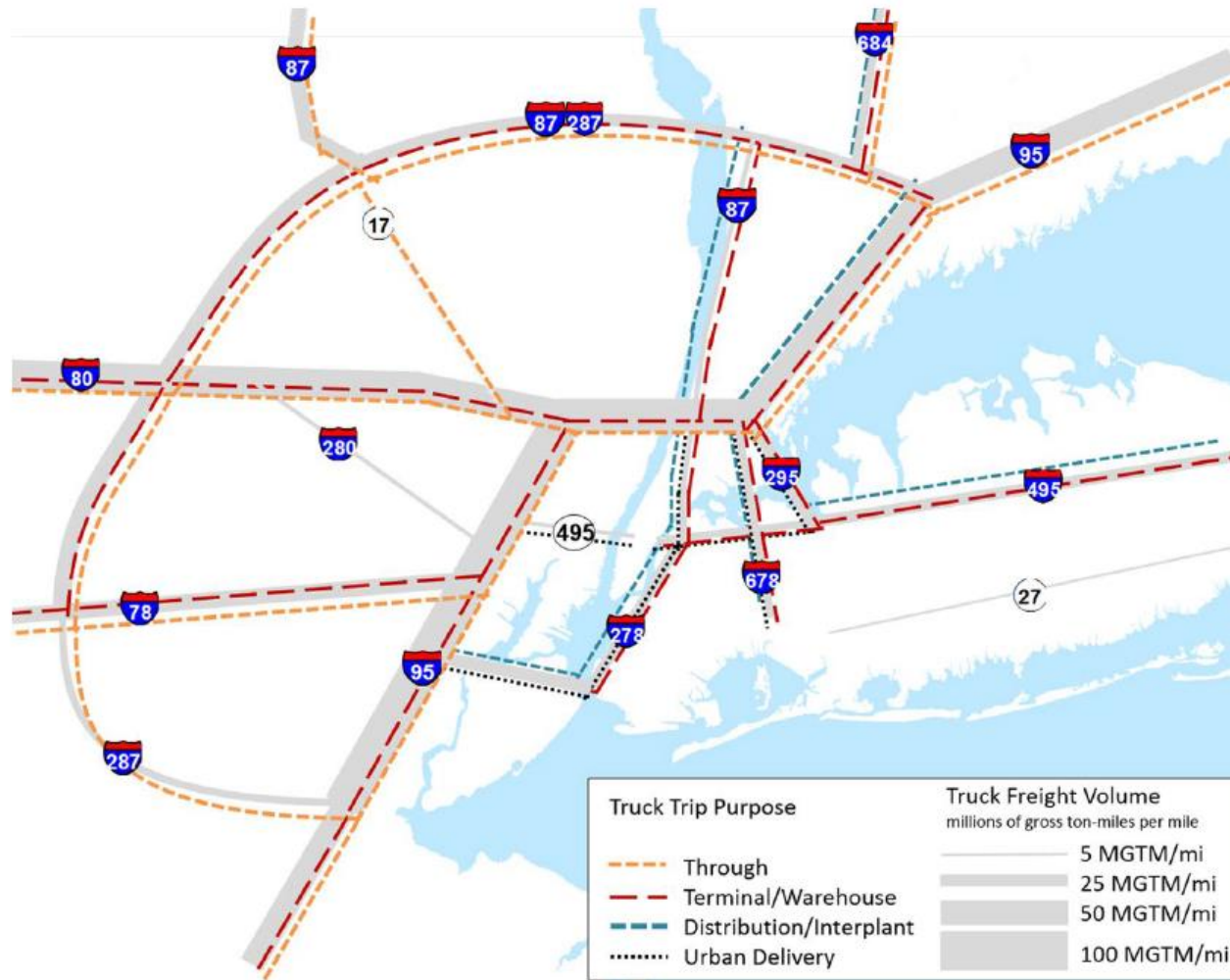
## National Highway Freight Network: New York



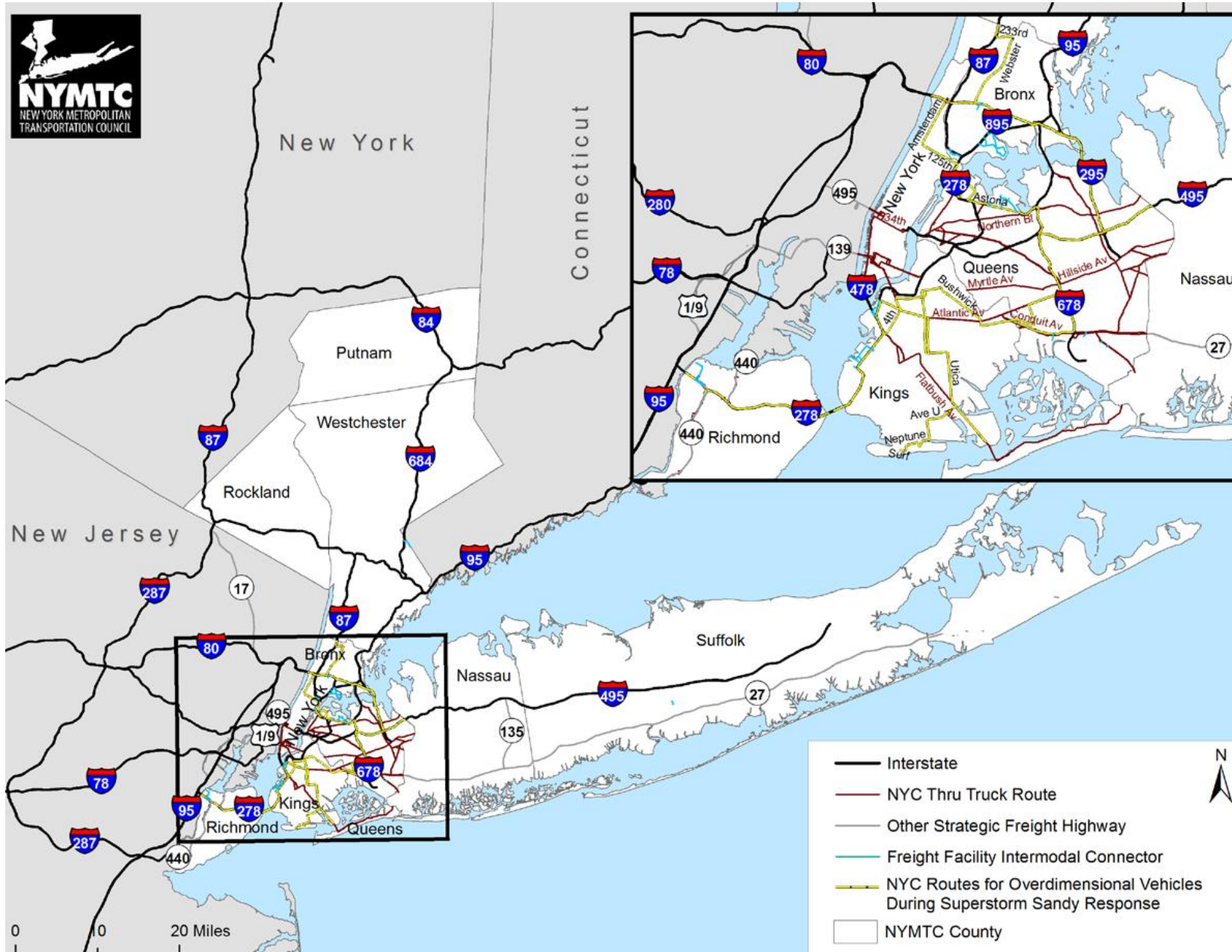
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# Truck Trip Purpose on Highway Network by Corridor



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# Regional Freight Picture

- The freight system in the NYC region includes roadways, rail lines and yards, marine terminals and waterways, air cargo facilities and intermodal facilities.
- Currently the system handles approximately 365 million tons of freight.
- Commodity flow forecasts suggest a 67% increase in tonnage in the region by 2045 = 610 million tons.

Direction of Movement	2012		2045		Total Growth (2012-2045)
	Tons (in millions)	% of Total	Tons (in millions)	% of Total	
Rail	24.3	6.6%	41.7	6.8%	71.7%
Truck	321.8	88.1%	536.9	88.1%	66.8%
Air	0.2	0.1%	0.3	0.1%	66.2%
Water	19.1	5.2%	30.8	5.1%	61.8%
Other	<0.1	<0.1%	<0.1	<0.1%	445.6%
<b>TOTAL</b>	<b>365.3</b>	<b>100.0%</b>	<b>609.7</b>	<b>100.0%</b>	<b>66.9%</b>

\*Source: NYMTC Regional Freight Plan 2018 – 2045



# Challenges/Opportunities

- BQE – 6 lanes, 3 each direction
  - No shoulders
  - No break-down lanes on most of the corridor
  - Lack of adequate acceleration/deceleration lanes
- Addressing these deficiencies during rehabilitation can help to ease congestion along this segment of 278.
- Significant concern with any plan that would reduce capacity.
  - Even if move toward a truck only segment of 278, must have more than 1 lane in each direction.
  - Choke points of 3 lanes merging into one from other segments of the highway.
- The grade and curve of any connectors must be adequate to accommodate commercial vehicles – during & post construction



# During Construction

- As an industry, we would prefer to see the construction of a temporary highway to allow for the continued efficient movement of freight during the rehabilitation project.
  - Diversion of traffic – where will the trucks go?
    - Quality of life concerns.
  - Extensive congestion/delays associated with diversion will have a significant impact on the supply chain.

# Regulatory Constraints

- Hours of Service Restrictions:
  - 11-hours of driving
  - 14-hours on-duty
  - 10 hour rest break requirement
  - ½ hour rest break following 8 hours on-duty
- Electronic Logging Devices
  - Tracks drivers to the second, there is no wiggle room
- Hazardous Materials



# Conclusion

- Trucks are a Necessity, Not a Nuisance!
- By working together we can improve the efficient movement of necessary freight to support the NYC economy, but also mitigate the impact on communities and quality of life.

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