

## **APPENDIX B – OUTREACH MEETING SUMMARIES**

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# **I. LOCAL GOVERNMENT AND INDUSTRY GROUPS**

# Portway Extensions Concept Development Study Stakeholder Outreach Meeting

## Meeting with CSX

**Date:** 10/17/2002

**Participants:**

Mike Brimmer

**Consultant Team:**

Alan Meyers  
Anne Strauss-Weider

**Industry Group Meetings**

The purpose of the meeting was to discuss issues, industry conditions and trends that should be considered by the Portway Team in developing the container forecasts and potential concepts.

Discussion points included:

- The original Little Ferry to Croxton connector did not make sense; did not address the railroads' needs. There would have been a loss of rail right-of-way and no net gain.
- Little Ferry is used for domestic distribution; North Bergen is 80% UPS business; Resources is mixed use; Croxton is intermodal for Norfolk Southern; Kearny is CSX's largest international intermodal yard. West Coast traffic travels via Chicago and the River Line. 80% of the traffic is from the West Coast. CSX is also now managing APL's Pacer Facility, thereby unifying management of the two adjacent yards.
- Oak Island is not used for intermodal traffic. Oak Island is used for carload and automotive traffic, as well as local distribution.
- Erail is run by Norfolk Southern and is mostly domestic intermodal. JB Hunt operates out of this yard.
- Eport (Trumbell Street) is for transflow and transload, along with local distribution. Transflow is growing at the yard.
- ExpressRail is going great guns. A second yard is being developing for PNCT in the former Portside/Triple Crown yards in Port Newark.

- CSX needs direct doublestack route from the Port plus a double track out of ExpressRail.
- Kearny is handling the Boston intake – containers arriving in the Port of New York/New Jersey that are ultimately going to the Boston area. These containers are drayed from the Port to Kearny and then railed to Massachusetts.
- The question was raised as to how to get into and out of MOTBY by rail as an issue that the Portway Team will need to review.
- Rail traffic from the Howland Hook Marine Terminal (HHMT) is currently drayed from the terminal on Staten Island to ExpressRail to be consolidated with other rail traffic. The Chemical Coast Connection shifts the dray cost to the railroads – the railroads already get the traffic.
- CSX indicated that the Goethals should be twinned or replaced. Until unit trains can be developed at HHMT, additional truck capacity for draying is needed.
- Exit 12 (Tremley/Carteret) contains a small rail yard, which is not adequate for current types of traffic. The location needs an adequate rail yard. Also, the current rail right-of-way cannot be used for the roadway access into Tremley Point.
- The study area should include Perth Amboy/Jamesburg/Freehold – local traffic is growing in the area. Better rail access to and from the Port is needed to these locations.
- Raritan Center has a new terminal railroad and has the potential to become a new global freight village.
- Bulk of railroad traffic is domestic business; not international. International competes for slots in the rail freight system. Must consider domestic rail use in rail systems planning.

# Portway Extensions Concept Development Study Stakeholder Outreach Meeting

## Meeting with Union County and City of Linden

**Date:** 10/29/2002

**Place:** Union County Planning Office, Elizabeth, N.J.

**Participants:**

Jim Daley  
Mary K. Murphy  
Fred McCauley

**Consultant Team:**

Scott Parker, Edwards and Kelcey  
Anne Strauss-Weider, ASW, Inc.

The purpose of the meeting was to discuss issues, industry conditions and trends that should be considered by the Portway Team in developing the container forecasts and potential concepts.

Discussion points included:

- The work that will be undertaken during the Portway Concepts study. The study is focused on planning; the study will not dictate where and what growth should occur. Instead, the project will identify and forecast container trends (including warehousing and distribution center trends); assess trip generation and trip distribution; and identify potential concepts and priorities. The study will be completed in July, 2003.
- In addition to Port Elizabeth being located in Union County (the location of the two largest container terminals in the Port of New York and New Jersey), three major developments in Union County that the Portway study should consider are:
  - The Kapkowski Road Area Transportation Planning Study – The County and its consultant team are finalizing a set of transportation improvements in the area bounded by the Elizabeth border on the north, Routes 1/9 on the West, the waterfront on the east, and East Grand/Trumbell Street on the South. As part of the Kapkowski Road Study, the County is developing a series of improvements to the North Avenue corridor, which is used extensively for container movements. The improvements would separate port and non-port traffic, provide direct access to the New Jersey Turnpike and improved access between Routes 1/9 and the Port area. The Kap-

kowski Road project will be completed at the end of June, 2003. The County will provide the Portway team with a copy of the engineering drawings for the North Avenue improvements.

- Tremley Point – The County and the City of Linden have been working closely with the New Jersey Turnpike to create direct access to the Tremley Point area from the New Jersey Turnpike. The current plans call for extensive improvements to Interchange 12 with a new connector road into Tremley Point. The area is being developed primarily for warehousing and distribution activities. The Tremley Point work is being undertaken by Edwards and Kelcey, and the material can be obtained from them. Within Tremley Point, the properties include 150 acres in the ISP property; 100 acres in the Dupont; and 30-to-40 acres on the former Cytec property. The Port Authority has not marketed the Tremley Point area for port-related tenants. The Portway team will have to make an assumption regarding how much of the warehousing space will be port/container related.
- Howland Hook Marine Terminal/Goethals Bridge – It is the County's understanding that the Goethals replacement project is again moving forward.
- The City of Linden noted that 25 acres of the Linden Airport property are being developed for non-residential uses, including potentially distribution facilities. Two developers are bidding for the property.

Scott Parker, Anne Strauss-Wieder, Mary K. Murphy, Jim Daley, and Fred McCauley participated in the discussion.

# Portway Extensions Concept Development Study Stakeholder Outreach Meeting

## Meeting with Norfolk Southern

**Date:** 11/18/2002

**Place:** Norfolk Southern Offices – Philadelphia, PA

### **Participants:**

Jim Crawford, Norfolk Southern.  
Jim Klaiber, Norfolk Southern  
Robert C. Silk, Norfolk Southern  
Mark W. Sawyer, Norfolk Southern

### **Consultant Team:**

Anne Strauss-Wieder, ASW, Inc.  
Scott Parker, Edwards and Kelcey  
Ronald S. Weening, ASW, Inc.  
Alan Meyers, Cambridge Systematics  
John Duesing, Edwards and Kelcey

### **Industry Group Meetings**

Scott Parker, Project Manager, gave a brief overview of the Portway Phase II Study. Scott differentiated between Parkway Phase Phase II and I and explained the overall goals of the study. He was particularly careful to explain that this was a study on container flows into and from the Part Area to the First destination. These containers could arrive by ship, land bridge from the West Coast or by truck from other parts outside the region.

Scott explained that the goal of the Phase II Study is to reduce truck movements and improve container flows from the maritime and rail intermodal terminals in response to the projected growth in port related activities. The purpose of the outreach meeting is to identify growth issues as they relate to rail movement of containers to and from key intermodal terminals.

The Norfolk Southern staff focused first on Croxton Yard. This is the railroad's major intermodal terminal in Northern New Jersey. It is the end point of a land bridge. Currently, the at grade crossing of County Line Road has become problematic as long, slow moving trains block this roadway several times a day. Current plans call for grade separation.

A lengthy discussion of the economics of rail haulage vs. truck drayage was held relative to the issue of replacing truck moves by short haul rail moves. Low margins on intermodal traffic, it was noted, favored truck haulage/drayage in short haul markets.

Relative to Croxton Yard, truck access improvements were more economical than rail haulage to Final Destinations. Croxton Yard will see growth in volume and will be expanded to meet capacity needs.

Norfolk Southern staff next discussed their E-Rail Facility at Elizabethport. K-Line leased this facility from Norfolk Southern. The facility serves vessel-sharing clients. J.B. Hunt also uses this facility for domestic containers. This facility at E-Rail is planned for expansion.

The Port In Land Distribution Network concept was discussed. Norfolk Southern staff noted that Pittsburgh serves this function on their system. ExpressRail originating blocks terminate there and are repacked for truck drayage. Norfolk Southern saw overweight containers as a growth area for rail intermodal traffic; also, over dimensional high and wide maritime loads are growth areas.

Norfolk Southern staff discussed the need for public investments in infrastructure improvements that serve a public need. Private Sector participation will depend on return on investment.

Rail Service to Howland Hook was discussed at length. Currently, truckers are subsidized to dray to rail yards in order to equalize Howland Hook's opportunity for rail options. The subsidy would be phased out if there is direct rail service, but volumes would have to justify direct rail service.

In short, Norfolk Southern did not foresee the need to contract any additional facilities. Expansion of Croxton Yard (additional 40 acres) is the largest project in the near term. No new rail lines are anticipated in the future; only additional capacity improvements as identified in the joint CSX/Norfolk Southern Plan for New Jersey.

Norfolk Southern is supportive of infrastructure improvements on Route 1 & 9 at Tonnelle and St. Pauls Avenues and at the Charlotte Circle. This would improve access to Croxton Yard. Congestion would have to be so significant in order to cause a differential in short haul rail and truck improvement of containers. That point has not been reached.

With respect to rail capacity problems, Norfolk Southern noted that a 24/7 port operation might be effective in dealing with rail capacity by spreading out arrivals and departures.



In summary, Norfolk Southern Staff felt that, for now, the major issue that Portway Extensions can resolve is accommodating the greater magnitude of truck traffic in and out of terminals.

# Portway Extensions Concept Development Study Stakeholder Outreach Meeting

## Meeting with Hudson County and Jersey City

**Date:** 12/18/2002

**Place:** NJTPA Offices, Newark, NJ

**Participants:**

John Lane, Hudson County  
Rachel Kennedy, Jersey City

**Consultant Team:**

Scott Parker, Edwards and Kelcey  
Anne Strauss-Weider, ASW, Inc.  
Ron Weening, ASW, Inc.

Scott Parker and Anne Strauss-Wieder presented an overview of the project. Parameters of the study will be limited to the improvement of container flows coming into the New York/New Jersey area by rail from the West Coast or by ship at Port Newark/Port Elizabeth. The movement from shipside or railhead to First Landing is the basic commodity flow data that the study will analyze.

Scott Parker explained that the study would look at two different horizon years: 2010 and 2025. These two years will have high and low projections on container flows into the Region.

Scott explained the difference between Portway Phase I and Portway Phase II Study. He emphasized that Portway Phase II is not just a roadway extension of the Phase I Project. Partway II could include a series of integrated intermodal improvements, including application of ITS Technologies, operational adjustments (i.e. 24/7 port and gate operations), use of short haul rail options or barge services. Increasing waiting times at port side and railheads and congestions to and from these egress points need to be addressed by this study.

He noted that the purpose of the outreach meeting is to explore issues that may impact on the movement of containers with the anticipated growth in port activities and to identify the current port related development is concentrated and future sights for such activity.

John Lane described conditions on the Bayonne Peninsula. He noted that the Global Marine Terminal is virtually shut down. Not enough freight exists to keep the terminal going. The operators appear to have shifted their interest into their other terminals at Howland Hook.

John Lane noted that the redevelopment of Marine Ocean Terminal in Bayonne (MOTBY) may be proceeding and is not going to wait for future growth of the Port. This redevelopment is for commercial, retail and housing projects and little, if any, industrial site redevelopment. Mass Transit is being considered to access this proposed development, perhaps an extension of The Hudson Bergen Light Rail Line.

Anne noted that hubbing of container delivery is already occurring on the east coast and that the MOTBY Peninsula could be well suited for this activity. She noted that industrial and retail activity in close proximity is not mutually exclusive and that Oregon is experimenting with industrial sanctuaries to preserve from encroaching retail development.

John also noted that Secaucus might be changing in the near future. Offices may be replacing retail and warehousing operations. He noted that Tonnelles Avenue is a key area of congestion. Peak congestion is in the afternoon with trucks returning from New York City. Tonnelles Circle and St. Pauls Avenue need more capacity.

The discussion returned to the MOTBY Peninsula and the need for rail freight access. Access from the West could be via the Conrail Shared Assets Organization Newark Bay Bridge. However, a capacity problem might exist because this rail line serves congested Oak Island Rail Yard. A plan is needed for combining rail freight access to both Global Marine Terminal and MOTBY.

Scott asked if plans were available for these facilities. John Lane referred him to the Master Plans for Hudson County and Jersey City.

John Lane discussed the potential for redevelopment in South Kearny. Western Electric and federal sites would be suitable for port related industrial activity; however, the City of Kearny appears to want retail on these sites.

Rachael Kennedy from Jersey City noted that litigation is pending between the City and The New York Cross Harbor Railroad at the Greenville Yard.

John Lane mentioned The New York Economic Development Corporation Cross Harbor Tunnel Study. He noted that the study made many assumptions about rail freight capacity on the New Jersey side.

John Lane noted that a significant number of truck terminals in Northern New Jersey no longer exist. Truck traffic congestion continues to grow. These trucks

are not using the Holland and Lincoln Tunnels. The toll structure at the New Jersey Turnpike encourages use of local roads by truckers.

John Lane did not see any additional intermodal terminals (i.e. rail to truck) being constructed at this time in Hudson County. He noted that access to Croton Yard needs improvement and that traffic problems at County Line Road exist. Roadway ramps to Croton Yard from the South using the Northern Branch of CSAO have been proposed. However, he questioned whether rail rights of way would be available for roadways if rail capacity were needed.

The team thanked John and Rachel for their participation. Scott noted that a follow up meeting would be set up in about six weeks. At that time preliminary container flow data will be available for review. He noted the tight time frame for the study, with completion scheduled for June 2003.

# Portway Extensions Concept Development Study Stakeholder Outreach Meeting

## Meeting with Bergen County, NJMC and City of Newark

**Date:** 12/20/2002

**Place:** NJTPA Offices, Newark, NJ

**Participants:**

Terry Dunn Egan, Bergen County Economic Development Corporation  
Donna Orbach, Bergen County  
Kamal Saleh, New Jersey Meadowlands Commission  
Fernando Rubio, City of Newark

**Consultant Team:**

Scott Parker, Edwards and Kelcey  
Anne Strauss-Weider, ASW, Inc.  
Ron Weening, ASW, Inc.

Scott Parker and Anne Strauss-Wieder discussed the parameters of the Portway Phase II extensions study and detailed the differences between Phase I and Phase II of the study. She noted how Phase I was a series of road improvements centered on the reconstruction of the Doremus Avenue Bridge. The purpose of Phase II is to determine potential for improving the flow of containers to and from their origins to their first destination.

Scott explained that the goal of the Phase II Study is to reduce truck movements and improve truck flow to and from the maritime and rail intermodal terminals in response to projected growth in container traffic. He noted that the purpose of the outreach meeting to explore issues that may impact on the movement of containers in the future and to identify locations and sites where port related development activity is now taking place and the potential future locations for such activity.

Terry Dunn Egan asked if Phase I was designed to accommodate the next phases. Scott noted that Phase I projects are underway and funding is mostly available for completion. Phase II has independent utility.

Donna Orbach asked if the projected doubling of container traffic meant that more rail yards had to be built. Scott noted that the study will be considering the impact of currently proposed new facilities, such as MOTBY, on overall need for new facilities. He also explained that the purpose of outreach was to determine

how areas would respond or be able to accommodate new facilities, such as new rail intermodal terminals.

In response to a question from Kamal regarding the need to create a new computer model to project container flows, Scott noted that only current models need modification. A database already exists and projected flows would have to be assigned accordingly.

Anne Strauss-Wieder asked that the participants provide locations of key warehouse/distribution sites, constraints accessing those locations and what areas would respond negatively to freight related facilities.

Terry Dunn Egan noted that Bergen County residents would need to understand economic impact of freight facilities so that it would be less onerous. Kamal noted the need to look at options particularly in Southern Bergen County. Terry emphasized the need to understand return on investment for the community.

Anne and Terry discussed the rate differentials between office and newer warehouses. Anne noted that air cargo warehouse might rent for \$4.75 to \$ 6.75 per square foot; Terry stated that industrial /commercial property was in the range of \$8.00-\$10.00 to \$15.00 per square foot. However, Anne noted that warehousing/distribution can be very job intensive.

Donna Orbach stated that Bergen County is 97% developed and that it was a re-development economy.

Kamal stated that the Meadowlands Commission is looking at areas for intermodal facilities and is interested in fostering those already in place. Providing rail access is being encouraged. He felt that you couldn't build enough roadway improvements to alleviate congestion.

Anne noted an example of how the Home Depot's change to night delivery schedules had negative impact on neighborhoods. Deliveries outside congested time periods have drawbacks.

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Fernando Rubio spoke about Newark's interest in setting up a seaport zone that is part of Newark's updated master plan. He also related how Canadian Pacific Railway needed to improve access to its intermodal transfer facility on Wilson Avenue in Oak Island Yard. He noted the need to deal with overweight containers.

Terry Dunn Egan felt that locating warehousing facilities would likely be confined to Southern Bergen County, South of Route 4. She noted that the area along Paterson Plank Road, off Route 17, in back areas would have potential for warehouse/distribution development.

It was noted that property in the Meadowlands was selling at \$  $\frac{3}{4}$  of a million per acre; and land in Hackensack, \$1 million per acre. Terry Dunn Egan noted that Norfolk Southern was removing switches to unused sidings. Concern has been raised by Bergen County on this policy.

Industrial areas abound in Ridgefield, Ridgefield Park and Englewood. These areas are being sought for office, retail and hotels.

Kamal noted that the Meadowlands would have a master plan in early 2003. The New York, Susquehanna and Western Railroad was looking for land to expand its operations.

Terry Dunn Egan noted that a significant amount of freight related activities and warehouses are located at Teterboro and South Hackensack.

Donna Orbach stated that a new county administration is forthcoming and a new master plan would likely be developed. Bergen County has 70 municipalities. Congestion is a major issue. Transportation planners are looking to rail lines to move people around the county.

Donna Orbach raised the issue of putting more freight on rail. In Bergen County, additional rail capacity is being sought for passenger trains. The New York Susquehanna and Western Railroad is a key link since it runs East-West across the county, crossing all of the North-South rail lines. Establishing rail passenger service is a priority in Bergen County.

Most recently, a decision was made to extend The Hudson-Bergen Light Rail Line up the Northern Branch of the Norfolk Southern.

Scott and Anne thanked Terry, Kamal, Donna and Fernando for setting aside time to meet. Scott noted that a follow-up meeting would be scheduled in five or six weeks. At that time a preliminary container flow data will be available for review. Scott noted that that the study was on a constrained time frame and is to be completed in June 2003.

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# Portway Extensions Concept Development Study Stakeholder Outreach Meeting

## Meeting with Middlesex County

**Date:** 01/30/2003

**Place:** Middlesex County Planning Board Office, New Brunswick, N.J.

**Participants:**

George Ververides, Director of Planning  
Anthony Gamblioghni, Supervising Planner

**Consultant Team:**

Scott Parker, Edwards and Kelcey  
Ronald S. Weening, ASW, Inc.

Scott Parker, Project Manager, gave a brief overview of the Portway Phase II Study. Scott differentiated between Parkway Phase Phase II and I. and explained the overall goals of the study. He was particularly careful to explain that this was a study on **container** flows into and from the Part Area to the First destination. These containers could arrive by ship, land bridge from the West Coast or by truck from other parts outside the region.

Scott explained that the goal of the Phase II Study is to reduce truck movements and to improve truck flow to and from the maritime and rail intermodal terminals in response to projected growth in container traffic.

He noted the purpose of the outreach meeting is to explore issues that may impact container flows and to identify locations of concentrations of port related activity and areas where future port related redevelopment could occur.

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George Ververides noted that there are three major areas in the county that are very closely related to Port Activities. They are as follows:

- Interchange 8A on the New Jersey Turnpike. This may be considered as an inland port. Several million square feet of warehouse and distribution facilities are located there, with more planned. Currently the county is working with the Turnpike authority to modify roadway lanes approaching the interchange.



- Proposed carport at Port Reading- the plan to locate a major car port and preparation center at the former rail yards in the port reading section of Woodbridge Township will require access improvements.
- Interchange 12A upgrade - The Brownfield area in and around this interchange have been target for redevelopment. The reconfiguration of the interchange, Currently under study by the NJ Turnpike, will address access and congestion issues at this location. The project would also include a new access road into Tremley Point.

Tony Gamblioghni noted that in connection with the development in the port Reading and interchange 12 areas, the county is behind the extension of Industrial Road South and West from Carteret into The Port Reading Section of Woodbridge.

George discussed the potential at Raritan Center for considerable expansion. He noted that there is interest in dredging the Raritan River to accommodate ships at the former location of the Raritan Arsenal. which is now part of Raritan Center.. The Middlesex County Improvement authority and the Center are coordinating this effort. One constraint may be the NJ Transit Railroad Bridge across the river. This swing bridge would have to be opened to allow passage of ships, which may conflict with the heavy commuter rail traffic on the North Jersey Coast Line.

Another area undergoing industrial redevelopment is the Main Street Extension in Sayreville. Warehouse and distribution facilities have located at here and the National Lead (NL) property is undergoing clean up.

George and Tony referenced the High Street Connector, which would improve access from route 440 to the Perth Amboy waterfront. This is being considered as a high priority project for inclusion into TEA-3 reauthorization. The connector and interchange improvements at State Street and 440 would primarily be to accommodate access to the waterfront for recreational purposes.

George noted the problem of trucks avoiding the New Jersey Turnpike and using local and secondary roads. Many Garbage hauling tractor-trailers attempting to reach Route 1 use local roads. Rt. 130 and Dey Road to Route 1 is one example. While not Port related, there is a growing concern of trucks using alternative routes.

Scott noted that while Port traffic represented a small percentage of overall truck traffic, reducing overall congestion on key roadways provide space for the anticipated growth in port related traffic.

In addition, George highlighted that warehouse and distribution sites, such as Barnes and Noble and Lennox at interchange are open to the public periodically creating additional traffic on the local roadways.

Interchange 9 on the NJ Turnpike is congested area due in part to the flow of trucks to the Edgeboro Landfill. When asked about the potential for increased distribution activity in Carteret between Route 1 and 9 and the NJ Turnpike, George noted the need to improve Blair Road to accommodate increased traffic.

With regard to the proposed construction of Route 92 between Route 1 and the NJ Turnpike, it was noted that if it were not built, at very least the local roadway system at Interchange 8A would have to be upgraded to Route 130.

Rail usage was discussed. Currently Middlesex County and several municipalities are opposed to the proposed Middlesex-Ocean-Monmouth commuter rail line. The route proposed in Middlesex County would utilize freight lines currently operated by Conrail. The level of service on these lines is low and according to George that is what the communities prefer. He referenced a case where a new industry was opposed in an area because it would have increased rail freight traffic. He did note that there was an interest in the interchange 8A area for rail sidings.

With regard to the Route 1 corridor, it was noted that it would continue to be a high growth area primarily of high tech industries and research facilities. The Route 130 corridor would likely support some warehousing and distribution but only around Interchange 8A.

Scott thanked Tony and George for setting aside time to meet with the team. He explained the next steps of the project and the need for a follow up meeting to examine collected data. He noted that a task force was going to be established at the NJTPA and that they would be invited to participate.

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# Portway Extensions Concept Development Study Stakeholder Outreach Meeting

## Meeting with City of Newark

**Date:** 02/03/2003

**Place:** City of Newark, Department of Engineering, and 255 Central Avenue

**Participants:**

Fernando L Rubio, City of Newark

David Antonio, city of Newark

Joel Freiser, City of Newark

**Consultant Team:**

Scott Parker, Edwards and Kelcey

Ron Weening, ASW, Inc.

Scott discussed the parameters of the Portway Phase II extensions study and detailed the differences between Phase I and Phase II of the study. She noted how Phase I was a series of road improvements centered on the reconstruction of the Doremus Avenue Bridge. The purpose of Phase II is to determine potential for improving the flow of containers to and from their origins to their first destination.

Scott explained that the goal of the Phase II Study is to reduce truck movements and improve truck flow to and from the maritime and rail intermodal terminals in response to projected growth in container traffic.

He explained the purpose of the outreach task is to obtain local perspectives on where there is a significant concentration of warehouse and distribution sites, proposed sites and unlikely areas for such port related activity centers. In addition, current and future infrastructure projects that are designed to improve freight flows are also to be discussed. This information will be used to validate commodity flow data and provide direction for future portway projects.

Joel Freiser began the discussion by identifying two potential new developments to be located within the port area of the city: ½ million square feet of space for a house wares and crystal distribution center and a ½ million square feet of space needed for a food processor of chocolates.

He also noted and identified the City's Seaport Support Zone. This area would be framed to encourage value added distribution centers and related activity on

Brownfields and other sites. This area is bounded by Route 1 and 9 on the West, Port Street on the south, Newark Bay and the Passaic River on the East and North.

Additional areas that could support port related include the industrial area between the Amtrak Main line and Frelinghuysen Avenues and the South Ward Industrial Avenue.

Fernando and Joel identified current infrastructure improvement plans within the Seaport support Zone. Wilson Avenue will be extended to the waters edge on Newark Bay. Delanacy Street would be improved to alleviate the Wilson Avenue corridor.

Fernando noted that Canadian Pacific Rail has approached the City to Improve Avenue I, which is the access road into their interposol facility. This would compliment the east-west improvements on Wilson and Delancy.

David Antonio asked if federal funds would be used to fund Portway Extensions. Scott explained that the Portway Extensions Study was a broad, but comprehensive analysis of container flows and that the potential improvements emerging from the study would be funded from a variety of sources and not limited to federal funds.

Joel Fraiser discussed at length the proliferation of container storage sites on brownfields throughout the city, particularly on sites that could be redeveloped in the Seaport Support Zone. He is looking into drafting legislation to limit this activity. Use of the land for that purpose was undercutting the City's effort to create jobs.

Fernando asked for the horizon years for the study. Scott indicated that the two forecast years were 2010 and 2025. Each year will have three different scenarios baseline forecast, a conservative forecast and an optimistic forecast.

Fernando asked if costs would be assigned to each project. Scott noted that project costs will be generalized and will also be measured against other factors such as community response and environmental issues.

The discussion refocused on the Seaport Support Zone improvements. Fernando noted that the raising of the railroad bridge over Avenue P is to be undertaken by NJDOT. There is a need to reconfigure the ramps from Route 78 to Elizabeth Avenue. Traffic empties unto residential streets.

Fernando asked if consideration is being given to construct another Turnpike interchange to access Port Newark/Elizabeth. He noted the need to improve ramps from Route 1 and 9 to Delancy Street.

Scott apprised Fernando that 2006 is the target year for completion of Doremus Avenue and related improvements.

Scott summed up by noting that a task force is being established at the NJTPA and that the City of Newark will be asked to participate on that committee.

Scott thanked Fernando, Joel and David for meeting with the consultant team. He noted that there would be a follow up meeting to review container flow data. The study is on a very constrained schedule with a June 2003 completion date.

# Portway Extensions Concept Development Study Stakeholder Outreach Meeting

## Meeting with Bayonne Local Redevelopment Authority

**Date:** 03/06/2003

**Place:** Bayonne Local Redevelopment Authority Office

**Participants:**

Nancy Kist, Bayonne Local Redevelopment Authority  
Ken Chmielewski, Hudson County TMA  
Scaro Cadole, Hudson County TMA

**Consultant Team:**

Ronald S. Weening, ASW, Inc  
Anne Strauss-Wieder, ASW, Inc  
Alan Meyers, Cambridge Systematics  
Scott Parker, Edwards and Kelcey

The team discussed the parameters of the Portway Extensions study and detailed the differences between Phase I and Phase II of the reconstruction of the Doremus Avenue Bridge. The purpose of Phase II is to determine potential for improving the flow of containers to and from their origins to their *first destination*.

Scott explained that the goal of the Phase II Study is to reduce truck movements and improve truck flow to and from the maritime and rail intermodal terminals in response to projected growth in container traffic.

The purpose of the outreach meeting is to explore issues that may impact the movement of containers in the future and to identify the locations and sites for port related development activity in the future.

Nancy Kist began by giving an overview of redevelopment plans for the Military Ocean Terminal. She noted that the City of Bayonne has approved a redevelopment plan that includes 160 acres for a maritime/industrial district.

The Redevelopment Authority is soliciting for proposals for an operator of the marine terminal. The proposals would be for a stand-alone port facility, basically for a through put facility of 160 acres. 180 and 200-acre options may be considered by the proposer.

In addition a transportation/land use study is to be undertaken to generate various traffic scenarios and roadway configurations. Potential conflicts exist at the current at grade rail crossing of Route 440. This study is due the fourth quarter of 2003.

A third study effort is underway for the study of a connector roadway to the Peninsula. This study is due at the end of June 2003.

Nancy noted that the previous redevelopment plan as adopted by the city contained a recommendation to tie the Motby peninsula with the Global Terminal Peninsula to the North. This would be achieved by infill of the basin area between the two peninsulas over which a rail and road connection could be built.

Alan and Anne raised the issues of what assumptions could be made about the modal split between rail and Truck at the proposed maritime facility. It was decided that a 25-30% rail share would not be unreasonable assumption.

Another issue raised by Scott was when the port facility would be anticipated coming on line. It was decided that it would be prior to the forecast year 2010.

Several relocation issues were identified and discussed. The current firehouse would be relocated. The Coast Guard facility will be relocated. The Dry Dock still remains. It is the only dry dock on the east coast that can handle large vessels.

There are two substations on the peninsula. One services the military terminal and one is a general service facility that will be available for redevelopment. Consideration is being given to locating a proposed television broadcast tower at the tip of the peninsula

The redevelopment of the peninsula requires significant pile driving, down to a depth of 75 feet. The Dredging of the harbor is a critical issue to the potential of a port facility. If it is to handle post Panamax ships the harbor needs to be dredged to 50 feet.

The consultant team was given a tour of the complete Peninsula (approximately 1/3 of a mile by 2 miles in length. Many buildings have been demolished with only pads remaining. The rail infrastructure remains in place, including a multi track yard on the southern side of the peninsula. Significant erosion has taken place on the south side endangering the integrity of several remaining buildings.

The team thanked Nancy for setting aside time to meet. Scott noted that a follow up meeting in about five or six weeks would be in order. At that time preliminary container flow data will be available for review.



# Portway Extensions Concept Development Study Stakeholder Outreach Meeting

## Meeting with Bergen County

**Date:** 05/21/2003

**Place:** NJTPA Offices, Newark, NJ

**Participants:**

John Hummer, NJTPA

Donna Orbach

Fanouk Ahmad

Christopher Helms.

**Consultant Team:**

Scott Parker, Edwards and Kelcey

Anne Strauss-Weider, ASW, Inc.

Ron Weening, ASW, Inc.

The purpose of the meeting was to discuss the preliminary Portway concepts, including potential issues, modifications and new ideas that should be considered.

**Discussion points included:**

- Existing warehouses are being redeveloped. Trend is to have more office space and use as regional headquarters in addition to distribution.
- Bergen County is already built up and the land prices reflect the situation.
- Little Ferry rail yard is very congested and constrained.
- Significant issues with trucks on Routes 3 and 17. Trucks headed for the New York Thruway and Canadian destinations use the Routes.
- Route 17 is the core of Bergen's transportation system. It is the County's main roadway and its top priority. Route 17 is also important because it is used for East-West connections.

# Portway Extensions Concept Development Study Stakeholder Outreach Meeting

## Meeting with Union County

**Date:** 05/21/2003

**Place:** NJTPA Offices, Newark, NJ

**Participants:**

Jim Daley  
Mary K. Murphy

**Consultant Team:**

Scott Parker, Edwards and Kelcey  
Anne Strauss-Weider, ASW, Inc.

The purpose of the meeting was to discuss the preliminary Portway concepts, including potential issues, modifications and new ideas that should be considered.

Discussion points included:

- The Sound Shore rail branch to Tremley Point in Linden, NJ can be used potentially for “back door” truck and/or rail access to the site.
- Potential issues on Front Street for increased rail.
- Could the Sound Shore connect with the old Staten Island Railroad?
- Portway should work towards allowing any rail customer to be served by a shortline if they can't get the service they need from a Class I.
- There are potential problems with the Chemical Coast in Elizabeth – houses near the right of way and the New Jersey Turnpike knocked out right-of-way. A bottleneck exists now.
- The “dotted” line concept presented in April runs through the Jersey Gardens Mall. It was agreed that the concept will be removed. As an alternative, enhanced Bayonne Bridge/Goethals Bridge access will be considered.
- Replacement of the Goethals Bridge is an acceptable assumption if it includes revamped access/road work for connections with the New Jersey Turnpike, Routes 1/9 and 278.

- Portway assumes that the NJ Turnpike will improve Interchange 13 in conjunction with Union County's Kapkowski Road project.
- East-West roadway connectivity in the region is as important as North-South.
- Toll policies should be considered as one set of non-infrastructure improvements. Union County suggested that the current toll structures for Interchanges 14, 13A and 12 be reviewed.
- Union County recommended that the Portway team also consider enhancements to NJ Turnpike 14.
- If time permits, the Portway team should send the revised concepts to Union County for review prior to the June 10 meeting.

# Portway Extensions Concept Development Study Stakeholder Outreach Meeting

## Meeting with Middlesex County

**Date:** 05/23/2003

**Place:** NJTPA Offices, Newark, NJ

**Participants:**

George Ververides, Director – Middlesex County Planning

**Consultant Team:**

Scott Parker, Edwards and Kelcey  
Anne Strauss-Weider, ASW, Inc.  
Ron Weening, ASW, Inc.

The purpose of the meeting was to discuss the preliminary Portway concepts, including potential issues, modifications and new ideas that should be considered.

Discussion points included:

- In considering increased use of the rail lines, the Portway team should consider that there are people who have moved within 50 feet of the rail rights-of-way.
- The team should assume that Route 92 will happen, connecting Interchange 8A with Routes 1/9. Middlesex County suggested that the new rail yard for a short-haul container train could be located proximate to the new road. The team should also assume that Route 92 will be a toll road. Middlesex County anticipates that the Route 92 decision will be made by the end of the year. The environmental impact statement is anticipated to be released in June by the Army Corps of Engineers, with a public hearing occurring by the end of the summer.
- Improved signage for trucking should also be considered by the team as part of the improvements.

# Portway Extensions Concept Development Study Stakeholder Outreach Meeting

## Meeting with Shortline Rail Association

**Date:** 05/23/2003

**Place:** NJTPA Offices, Newark, NJ

### **Participants:**

Gordon Fuller  
Jeff Sutch  
John McCreavy  
J.R. Wilson  
Joseph Iadanza  
John Hummer, NJTPA  
Dave Dawson, NJTPA

### **Consultant Team:**

Scott Parker, Edwards and Kelcey  
Anne Strauss-Weider, ASW, Inc.  
Ron Weening, ASW, Inc.

The purpose of the meeting was to discuss the preliminary Portway concepts, including potential issues, modifications and new ideas that should be considered.

### Discussion points included:

- The shorthaul rail corridor concept proposed by the Portway team is very similar to the concept proposed for the Pureland Industrial Park in South Jersey.
- Short haul train could consist of a set of doublestack platforms with an engine at both ends. The train would operate as a scheduled service dropping off full and picking up empty containers along the route. The yards would be long and narrow, with perhaps three tracks. Imports would be cleared through US Customs prior to loading on the train.
- The Portway team indicated that they will note the potential institutional issues involved in running the service, obtaining trackage rights and Class I reluctance to be involved in such operations. The team did note that the goal was minimally a revenue neutral service, meaning that Conrail or one or more short lines may run the operation if that produces the best financials.

- The issue of overweight containers was discussed. In line with that issue, it was agreed that the Portway team would recognize the need to move to either a 286 or 315 standard on rail lines involved in container movements.
- Clearance issues were also discussed and noted with regard to determining a shorthaul rail corridor. It was also noted that some rail freight infrastructure may have to be replaced or reconnected along the proposed route.

# Portway Extensions Concept Development Study Stakeholder Outreach Meeting

## Meeting with Port Authority of NY/NJ

**Date:** 06/02/2003

**Place:** 225 Park Avenue South, 11<sup>th</sup> Floor

**Participants:**

See Attendance List

**Consultant Team:**

Scott Parker, Edwards and Kelcey  
Michael Murno, Edwards and Kelcey

The meeting began with introductions from all present. Scott Parker then discussed the status of the Portway Project to date. The discussions focussed on what the project team has been studying, what alternatives have merit, and what is most likely to be presented in the final report. The schedule was briefly discussed, including such key dates as June 10 (presentation to The New Jersey Transportation Planning Authority, NJTPA), June 25 (Draft Report), and September 30 (Final Report).

The following are highlights of the meeting:

- The Port Authority (PA) advised that there may be similarities between the Bergen Arches Study and Portway, and relationships between the two should be reviewed.
- PA raised the following questions and observations:
  - Environmental groups are concerned that new and improved routes will bring unwanted development to the region. Scott Parker of Edwards and Kelcey (EK) stated that highway growth scenarios are currently part EK's philosophy.
    - Has there been a decision whether MOTBY will actually be developed as a Marine Terminal? (EK) Not yet.
    - PA does not see Port Reading being developed as an auto terminal. Instead, warehousing appears to be more likely. EK agreed.
- EK presented the design concepts as follows:
  - Starting to the north, the extension of West Side Avenue south of its terminus with Paterson Plank Road to meet-up with the terminus of the Portway Phase I Improvements was discussed. In addition, a potential connection to the

north, via Paterson Plank Road and/or Route 3 could be accomplished with new ramp connections at their intersections with new roadway extension.

- At the end of the Portway Phase I project (Doremus Avenue), the inclusion of an additional bridge across the Hackensack River, south of the existing bridge carrying Routes 1&9T, was also discussed. This would provide a much-favored redundancy in the roadway infrastructure from Port Newark/Port Elizabeth to Route 440 and Route 1&9T. Together with the extension noted above, the new bridge across the Hackensack, would connect the Little Ferry Yard with a virtually seamless roadway system from Port Newark/Port Elizabeth and the Kearny Rail Yard via Phase I roadway improvements.
- The use of under-utilized railroad rights-of-way in the vicinity of New Jersey Turnpike Interchanges 15W and 15E was also discussed. Dubbed the Phraner Wishbone, this potential roadway improvement would make use of the end of the Boonton and XXXXX rights-of-way, and provides a connection from the Kearny Rail Yard and the Croxton Rail Yard to Interchange 15W via new ramps and Interchange 15E via Harrison Avenue.
- The existing New Jersey Turnpike bridge which is presently striped for four lanes, but is wide enough to carry six lanes, could be striped for five lanes. This modification would allow for a reversible third lane to accommodate the increased volume resulting from the directional peak. This would be done by introducing a movable median barrier, similar to what is currently being used on the Tappan Zee bridge. The remaining 12 +/- feet of pavement width could be evenly distributed for each direction as shoulder. By incorporating this relatively minor modification, it anticipated that the current capacity restriction of the bridge would be addressed, thus increasing its serviceability.
- Warehouse clusters between New Jersey Turnpike Exits 12 and 13A appear to make it economically feasible to incorporate of a new railroad spine servicing this area. Currently the Chemical Coastline is over capacity through this area. The Port Authority reserved their comments about this proposal, until Mr. Donald Lotz of the PA has had a chance to review and evaluate its benefits.

In general, the PA appeared to be on board with all of the proposals suggested by EK. Additionally, they offered an enhancement. The PA would like EK to include in our report, a scheme that allows connection to the New Jersey Turnpike (NJTP) in the north, specifically from the Little Ferry Terminal. This enhancement seems to make good sense, since the existing routes to the NJTP are circuitous and time consuming from Little Ferry Yard. EK will investigate direct a connection feasibility to the NJTP from Little Ferry.



# Portway Extensions Concept Development Study Stakeholder Outreach Meeting

## Meeting with Norfolk Southern

**Date:** 06/03/2003

**Place:** Norfolk Southern Offices – Philadelphia, PA

**Participants:**

James Klaiber  
Rick Crawford  
Tom Washbon

**Consultant Team:**

Alan Meyers

### **Industry Group Meetings**

#### Norfolk Southern

The Portway Extensions team met with representatives of Norfolk Southern (NS) to review the project data collection, forecasting, and alternatives development tasks. The key points were as follows:

1. Rail traffic forecasts. NS reviewed the Portway Extensions rail forecasts and underlying assumptions, and did not indicate any recommended adjustments.
2. Rail system capacity. NS believes that its intermodal rail facilities and trackage will provide sufficient capacity to accommodate forecasted traffic levels, subject to the implementation of regional rail freight system improvements that have been planned as part of other studies.
3. Rail system service to the North Jersey region. NS believes the best way to serve North Jersey rail customers is through North Jersey rail facilities. North Jersey rail facilities are also serving Central and South Jersey, and opportunities to serve those regions from Central and South Jersey and southeastern Pennsylvania should be explored, as a means of relieving pressure and “finding” capacity at North Jersey facilities. NS emphasized that the customer ultimately decides where to drop off and pick up traffic.
4. Operational improvement strategies. NS runs their facilities at off-hours and supports the concept of extended hours of operation for freight pickup and delivery throughout the larger intermodal freight system. NS also

supports strategies that would reduce the amount of “empty” truck trips, although this would not affect their rail traffic patterns.

5. Short-haul rail service strategies. NS understands that the study identifies the potential to develop a “short haul spine” to supplement highway access to developing warehouse and distribution clusters. NS identified a number of issues that would need to be addressed to successfully provide such a service, including: lift costs; frequency of service and duration of trip compared to truck; upgrading existing trackage and bridges and restoring missing connections; and institutional/operating relationships among the railroads.
6. Highway access to NS Croxton and CSX Kearny. One of the Portway Extensions proposals would use the NS Boonton line to develop a truck haul road between the Turnpike and Croxton and Kearny yards. NS is willing to discuss options to accomplish this, but wants to maintain service for an existing rail customer along this line.

# Portway Extensions Concept Development Study Stakeholder Outreach Meeting

## Meeting with Hudson County

**Date:** 06/05/2003

**Place:** NJTPA Offices, Newark, NJ

**Participants:**

John Lane, Hudson County  
Steve Marks, Hudson County  
John Lane, NJTPA

**Consultant Team:**

Scott Parker, Edwards and Kelcey  
Ron Weening, ASW, Inc.

The purpose of the meeting was to discuss the preliminary Portway concepts, including potential issues, modifications and new ideas that should be considered.

Discussion points included:

- Use of the Northern Branch of CSX for portions of the portway. It was noted that both FRA and FTA rules may apply regarding separation of light rail from heavy rail operations and certain distances may have to be observed for roadways running parallel to heavy rail lines. Is there going to be enough room for all three transportation infrastructure uses?
- Progress on the construction of the grade separation of Secaucus Road was noted; Project was needed because switching movements in Croxton Rail Yard block roadway.
- Paterson Plank Road improvements were noted; needed for overall improvement of movement in rte. 17 and rte. 3 corridors.

## **II. NJTPA FREIGHT INITIATIVES COMMITTEE TASK FORCE**

# *Portway Extensions Concept Development Study*



March 11, 2003



**Edwards  
AND Kelcey**



# *Project Team Organization*



## **Study Sponsor:**

New Jersey Department of Transportation

## **Consultant Team:**

Edwards and Kelcey, Inc.

Cambridge Systematics, Inc.

A. Strauss-Wieder, Inc.

Reebie Associates

Louis Berger Group

HNTB Corp.

Malick & Scherer, Inc.

Howard/Stein-Hudson





# *Today's Agenda*



- Goals, Study Area and Milestones
- Outreach
- Model Development
- Forecasts
- Next Steps
- Study Team and Contacts





# *Goals of Portway Extensions*



- Enhance distribution of containers through physical and operational improvements.
- Enhance connections between key container origins/destinations.
- Focus on northern New Jersey with consideration of outside corridors.
- Recommend phased program of improvements.







# *Study Milestones*



- Task Force Mtg. 1:
  - Model Development and Forecasting
- Task Force Mtg. 2:
  - Technical Review and Discussion
  - Preliminary Concept Development
- Task Force Mtg. 3:
  - Concept Development, Recommendation and Discussion





# *Regional Planning Context*



- **Coordination With Other Efforts**
  - Portway Phase I
  - Port Inland Distribution Network (PIDN)
  - NJTPA Brownfields
  - North Jersey Strategy Evaluation
  - NJDOT STIP
  - MOTBY Redevelopment Plan
  - CIP Planning and EIS
  - Kapkowski Road Area Transportation Planning Study





# *Outreach*



- Counties of Bergen, Essex, Hudson, Middlesex and Union
- City of Newark
- City of Linden
- Jersey City
- New Jersey Meadowlands Commission
- Bayonne Local Redevelopment Authority





## *Outreach (continued)*



- North Jersey Transportation Planning Authority
- Port Authority of New York and New Jersey (PANYNJ)
- CPIP Consortium
- CSX
- Norfolk Southern
- Bi-State Harbor Carriers



# *Planning Process*



- Develop Baseline Data
  - Container flows and background conditions
  - Future growth – port, railroad, truck, warehouse/distribution
  - Origin/destination data
- Develop Concept Alternatives
  - Transportation modeling tools
  - Stakeholder input
  - Benefit assessment
  - Prioritization of improvements



# *Model/Analysis Tool Development*



- Framework for Data and Analysis
  - NJRTM
  - NJDOT Truck Model
  - TranPlan Software Platform
  - 2002 existing condition with high and low growth projections to 2010 and 2025
  - Calibrated for peak and off-peak periods
  - Local enhancements to infrastructure network



# *Model Trip Table Development*



- **Vehicle Flow Types**
  - Container Trucks
    - International Port
    - International Rail (landbridge)
    - Domestic moves
  - Background Traffic
    - Other trucks (medium, heavy)
    - Automobiles



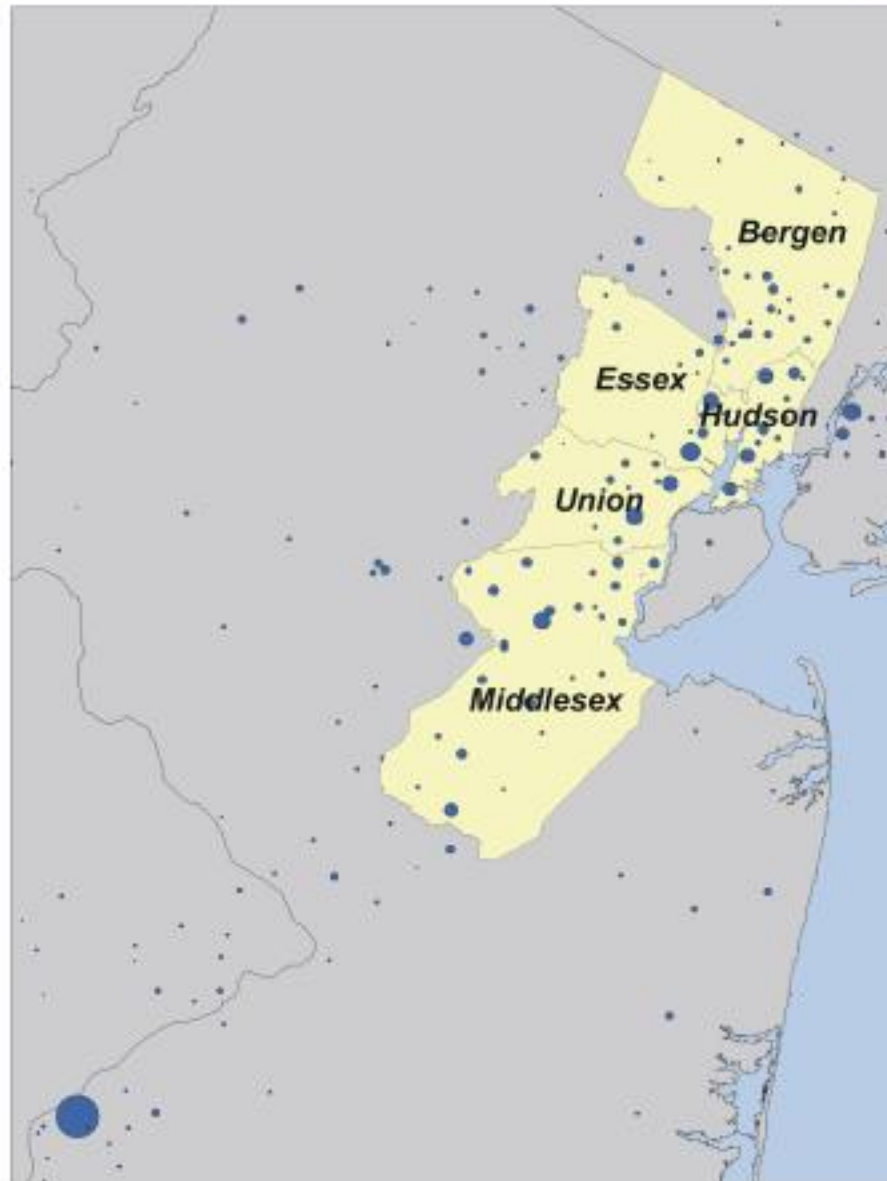
# *Data Sets / Model Inputs*



- **We Have Obtained/Developed:**
  - TRANSEARCH database
  - PIDN / PIERS database
  - Warehouse/Industrial Trends and Forecasts
  - Port Authority ground counts
  - NJTPK toll plaza and mainline counts
  - Study-specific ground counts
  - Regional maritime forecasts
  - Freight system investments and anticipated mode splits







# EXISTING CONTAINER TRUCK ROUTES



# *Container Growth Forecasts*

## *Volumes, Modes, Distribution*



- **Develop Low and High Forecasts for 2010 and 2025**
  - By market segment
    - International Waterborne
    - International Landbridge
    - Domestic
  - By mode/facility
    - Seaports
    - Rail Terminals
    - Highway Links
    - Warehouse/Distribution Clusters



# Container Growth Forecasts

## Volumes, Modes, Distribution



Generators (facilities)	Attractors (market clusters)
<p>Port Newark/Elizabeth Bayonne Peninsula Howland Hook Red Hook (through NJ)</p> <p>ExpressRail Other on-dock NS Croxton and E-Rail CSX Kearny and N. Bergen</p> <p>Shippers, receivers, intermediaries</p>	<p><u>In Region:</u></p> <p>Exit 12 Tremley/Carteret Exit 12 Carteret/Port Reading Secaucus Area Resources Terminal/Hudson Co. Exit 10 Raritan/Woodbridge Exit 8A Cranbury Exit 7A Turnpike South I-80/287 Corridor I-78/287 Corridor</p> <p><u>Out of Region:</u></p> <p>PIDN "Dense Trade Clusters"</p>





## *Next Steps*



- Complete Forecasts and Future No-Build Model Runs
- Identify Infrastructure Deficiencies
- Formulate, Refine and Evaluate Conceptual Solutions
- Continued Outreach and Coordination
- Development of Draft Report





# *Study Team Contacts*



- New Jersey Department of Transportation  
Mr. Jody Barankin  
(609) 530-3520  
[jody.barankin@dot.state.nj.us](mailto:jody.barankin@dot.state.nj.us)
  
- Edwards and Kelcey, Inc.  
Mr. Scott Parker  
(973) 267-0555  
[sparker@ekmail.com](mailto:sparker@ekmail.com)



# *Portway Extensions Concept Development Study*



April 22, 2003



***Edwards  
AND Kelcey***

In Association With:

Cambridge Systematics  
A Strauss-Weider  
Reebie Associates  
Louis Berger Group  
HNTB Corporation  
Malick & Scherer  
Howard/Stein-Hudson

# *Recap of Study Milestones*



- Task Force Mtg. 1 (Mar 11, 2003):
  - Study Scope and Purpose
  - Model Development and Forecasting Methodology
- Task Force Mtg. 2 (Apr 22, 2003):
  - Technical Review and Discussion
  - Preliminary Concept Development
- Task Force Mtg. 3:
  - Concept Development, Recommendations and Discussion





# Today's Agenda



- Container Flows – Existing and Future
- Warehouse / Distribution Center Growth Projections
- Regional Model Assignments – Existing and Future
- Preliminary Infrastructure Improvement Concepts



# *Container Flow Projections*

## *Data Incorporated*

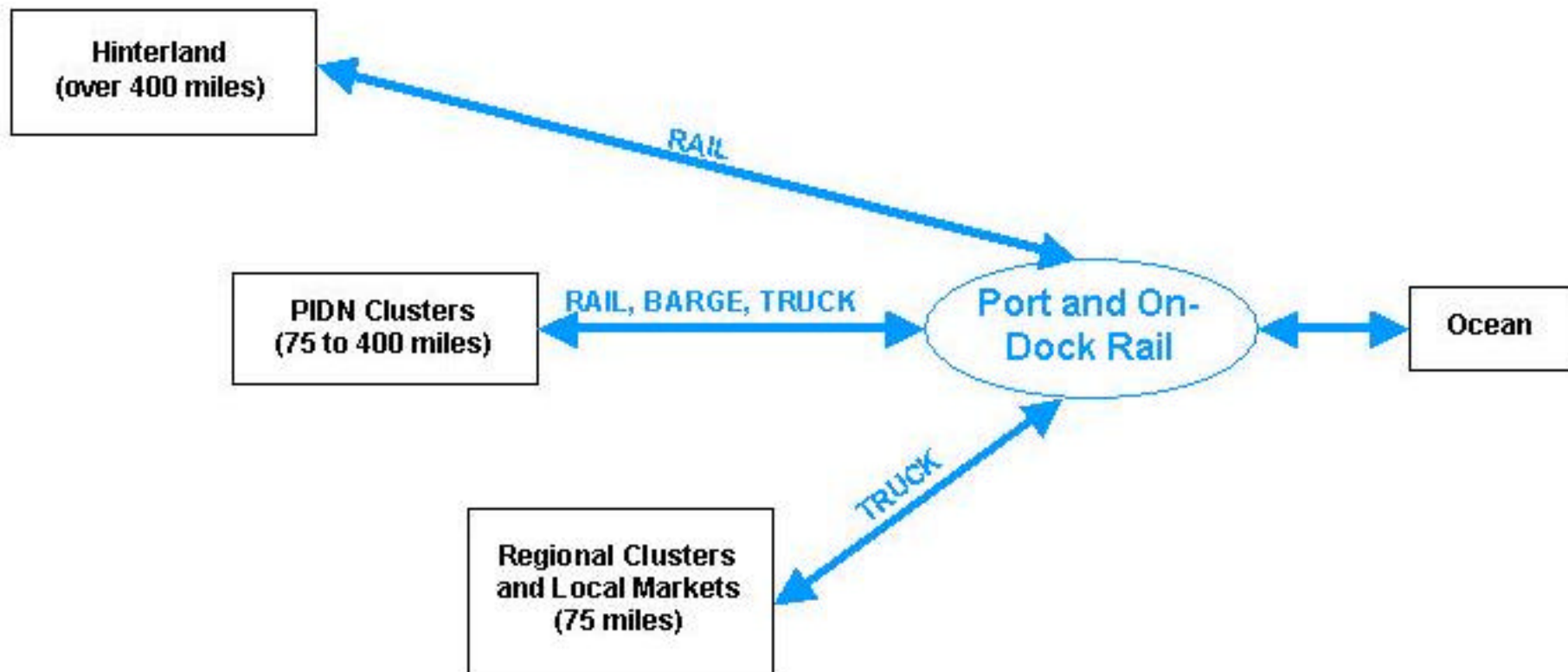


- We Have Obtained/Developed:
  - Reebie / TRANSEARCH database
  - PIDN / PIERS database
  - Warehouse/Industrial Trends and Forecasts
  - Port Authority ground counts
  - NJTPK toll plaza and mainline counts
  - Study-specific ground counts
  - Regional maritime forecasts
  - Freight system investments and anticipated mode splits
  - Feedback from Outreach Meetings



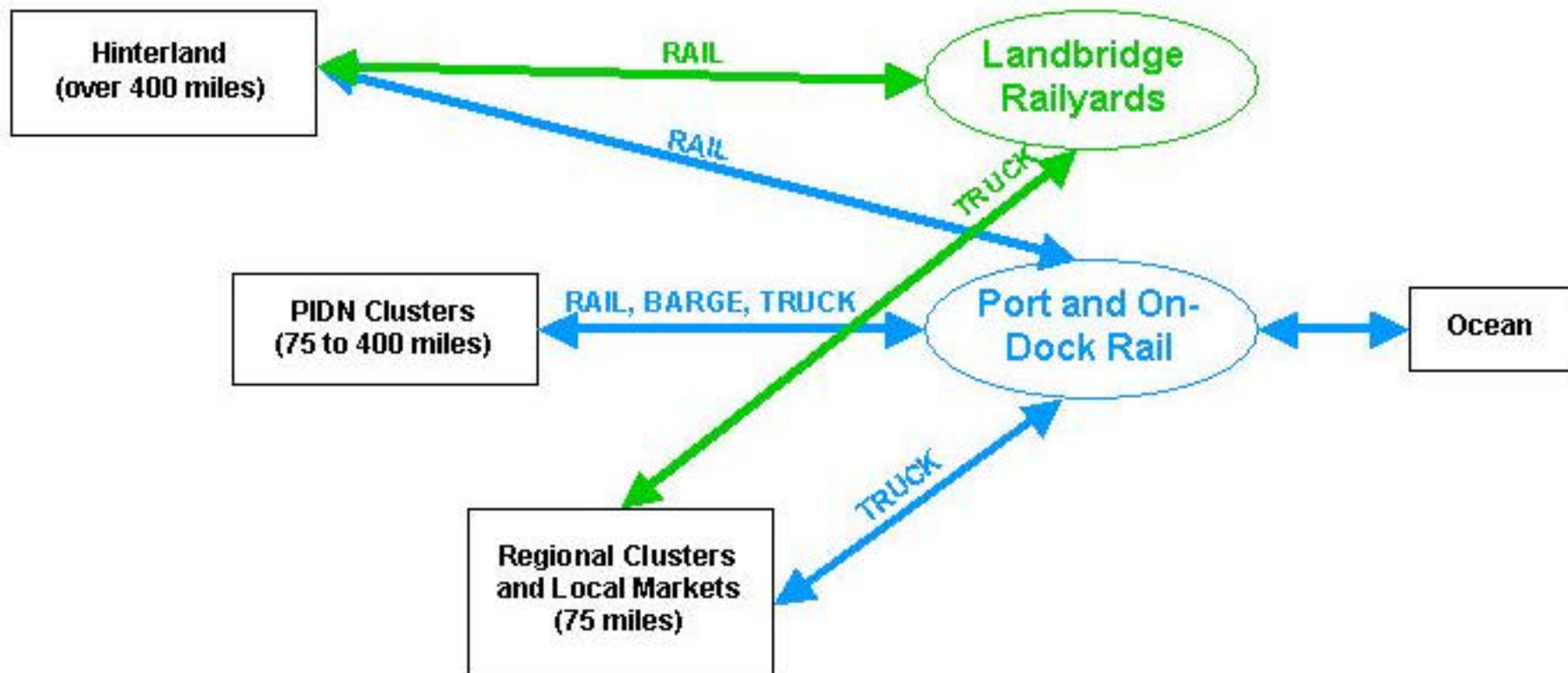


# Container Flows – Four Levels Port International and Domestic ...



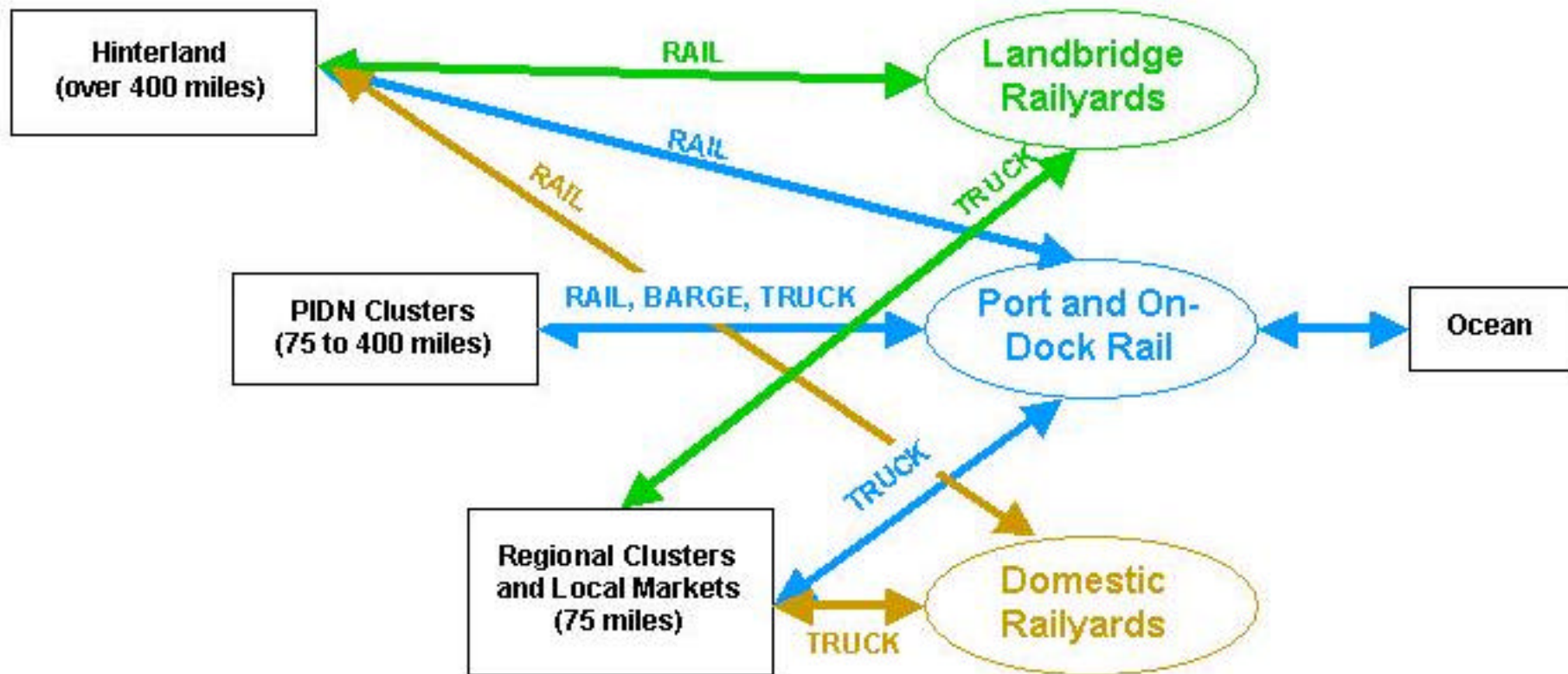


# Container Flows – Four Levels International “Mini-Landbridge” ...





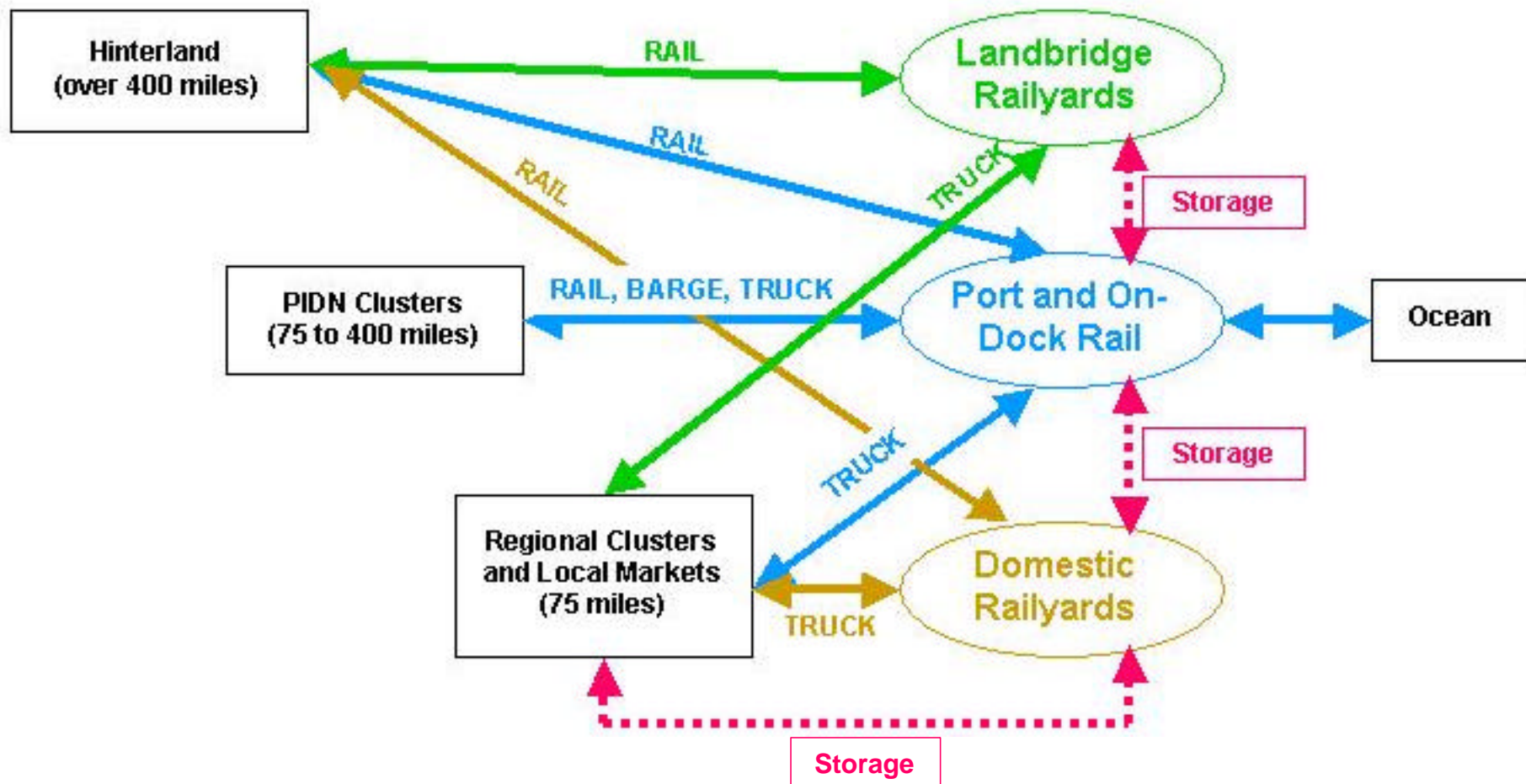
# Container Flows – Four Levels Domestic ...





# Container Flows – Four Levels

## Non-Freight (repositioning, empty storage)



# *Container Flows – Four Levels*

## *Implications for Forecasting*



- Need to look separately at different markets (marine terminal, landbridge, domestic, non-freight)
- Need to look separately at modes (rail, truck)
- Need to look separately at corridors serving hinterland, PIDN cluster, regional cluster, and non-freight container moves
  - Portway Phase I alignment is basic non-freight connector
  - Portway Extensions provide enhanced non-freight connectors, plus improved freight corridors to/from regional clusters, PIDN clusters and hinterland origins and destinations



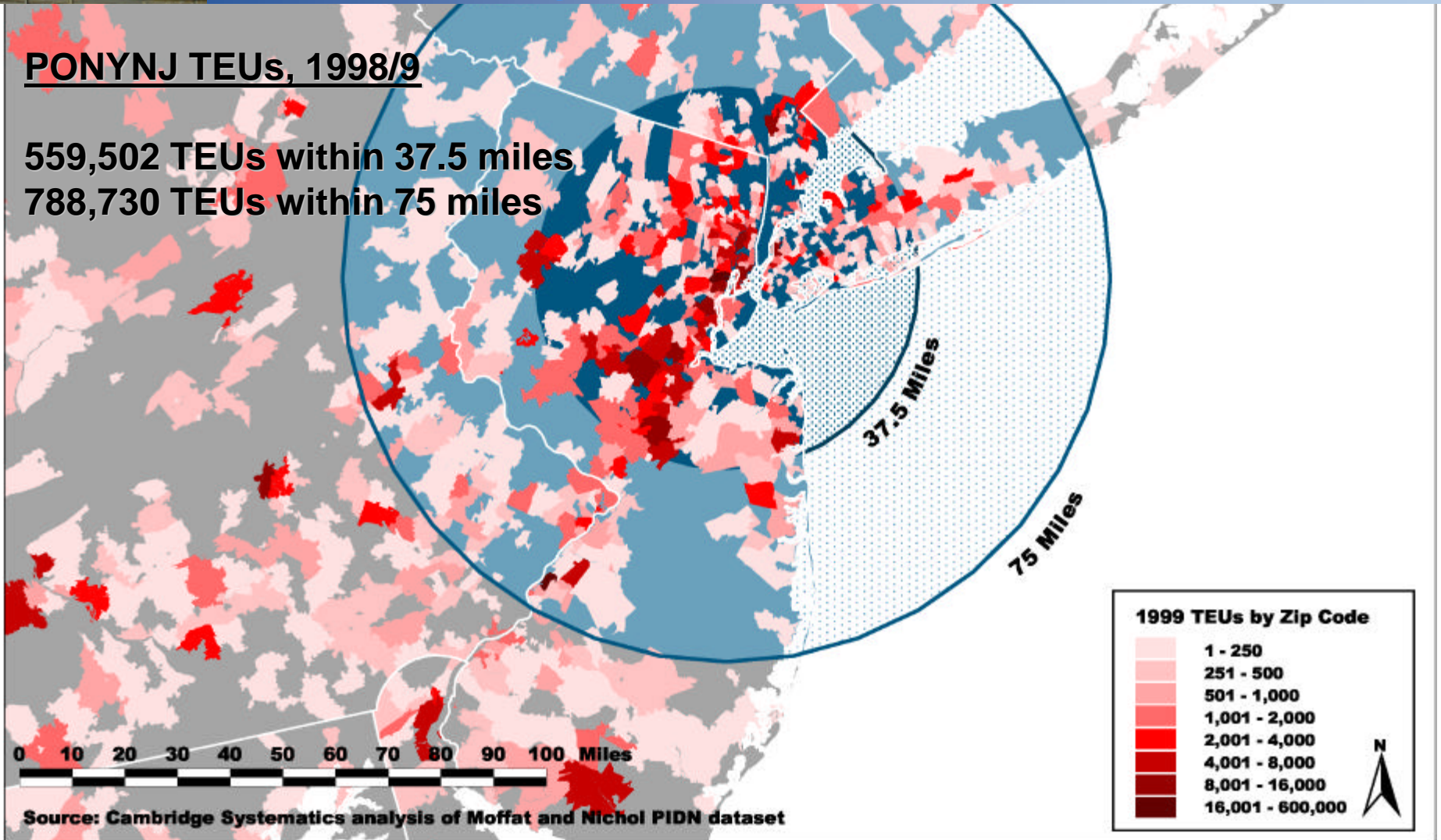


# *Intermodal Container Flows To/From Region via PONYNJ*



## PONYNJ TEUs, 1998/9

559,502 TEUs within 37.5 miles  
788,730 TEUs within 75 miles







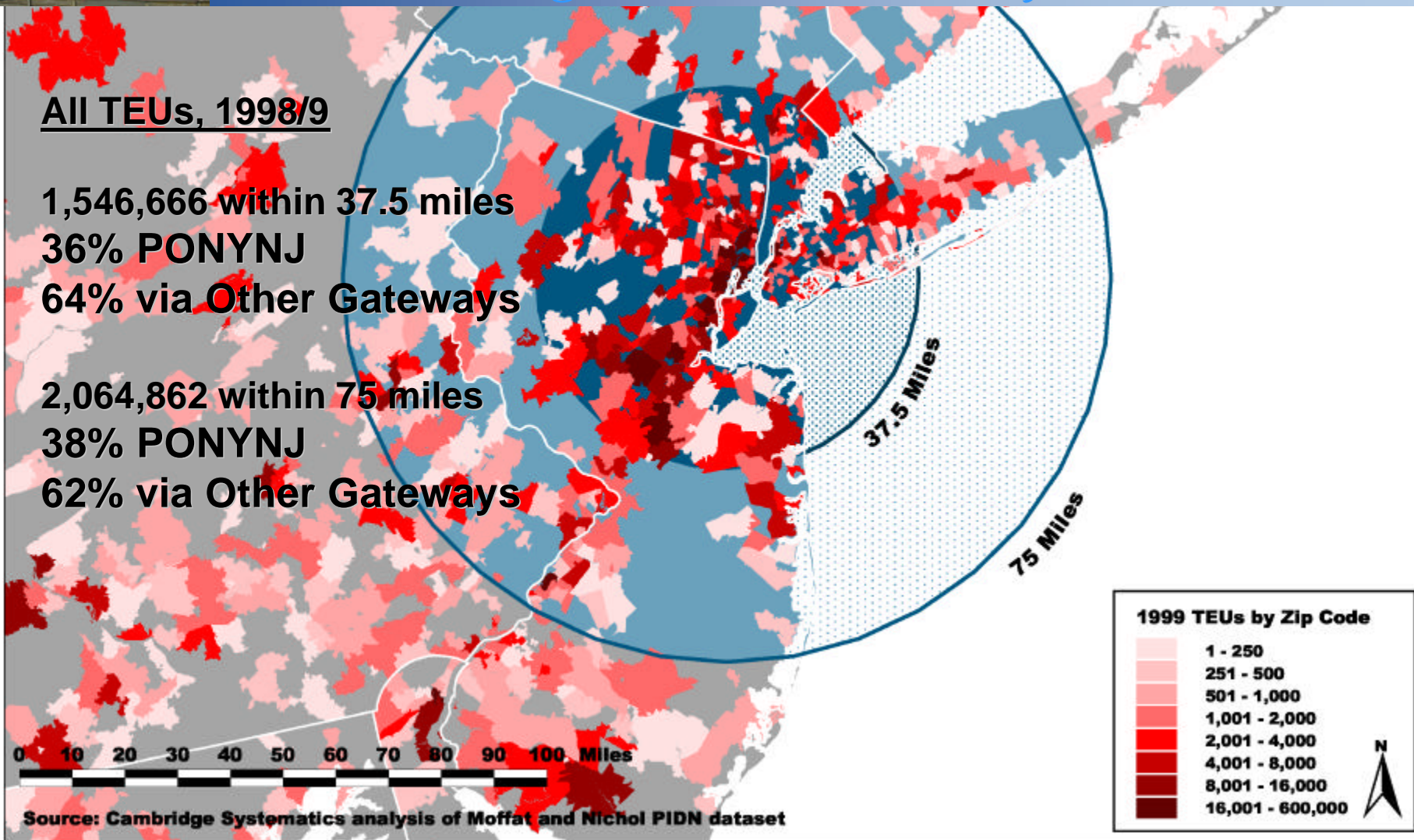
# *Intermodal Container Flows To/From Region via All Gateways*



## All TEUs, 1998/9

1,546,666 within 37.5 miles  
36% PONYNJ  
64% via Other Gateways

2,064,862 within 75 miles  
38% PONYNJ  
62% via Other Gateways





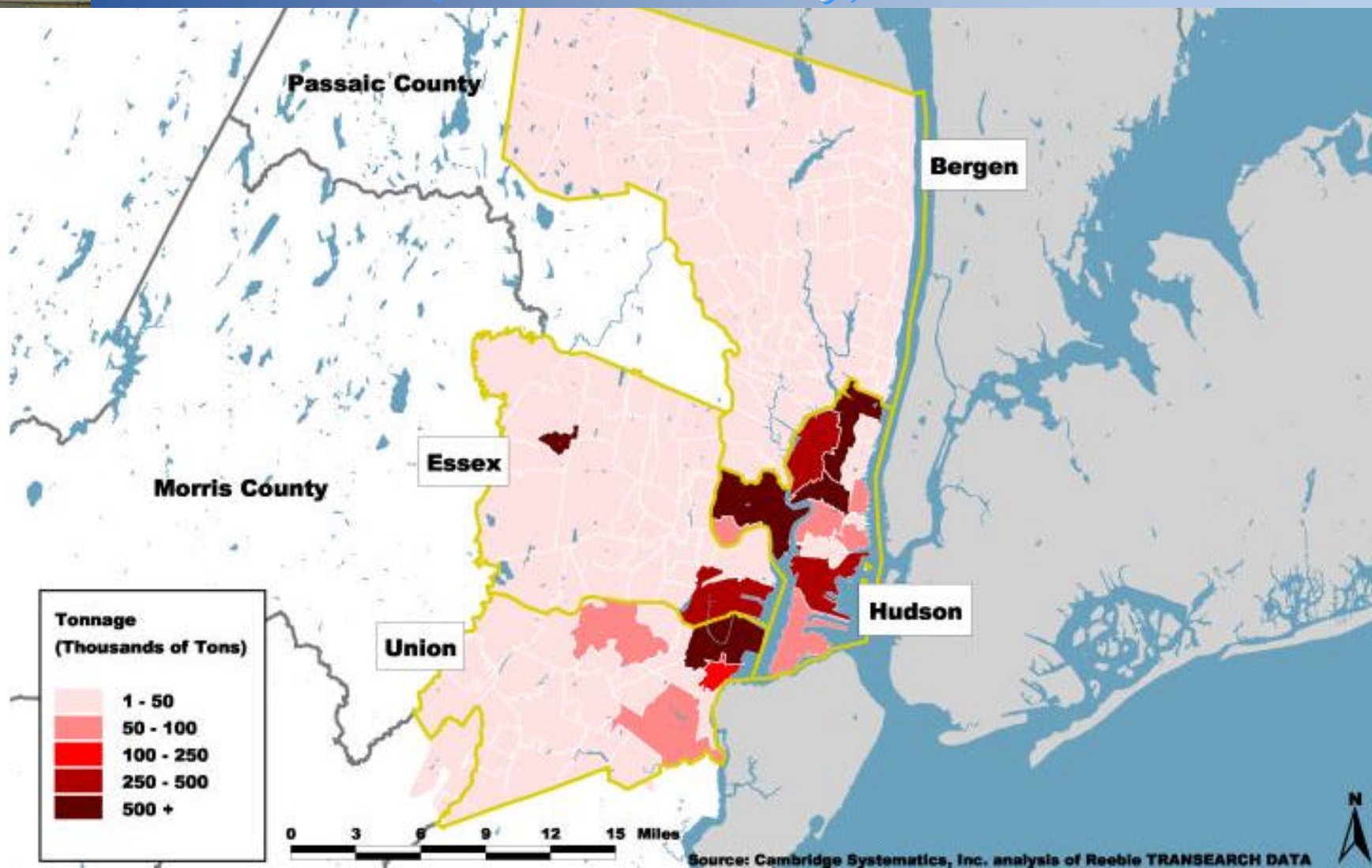
# *Intermodal Rail Flows*

## *Year 2001 Transearch Data*





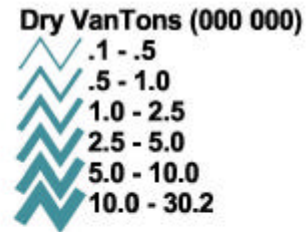
# *Intermodal Rail Drayage Trucks Tons In/Out, Truckload Only, Year 2001*





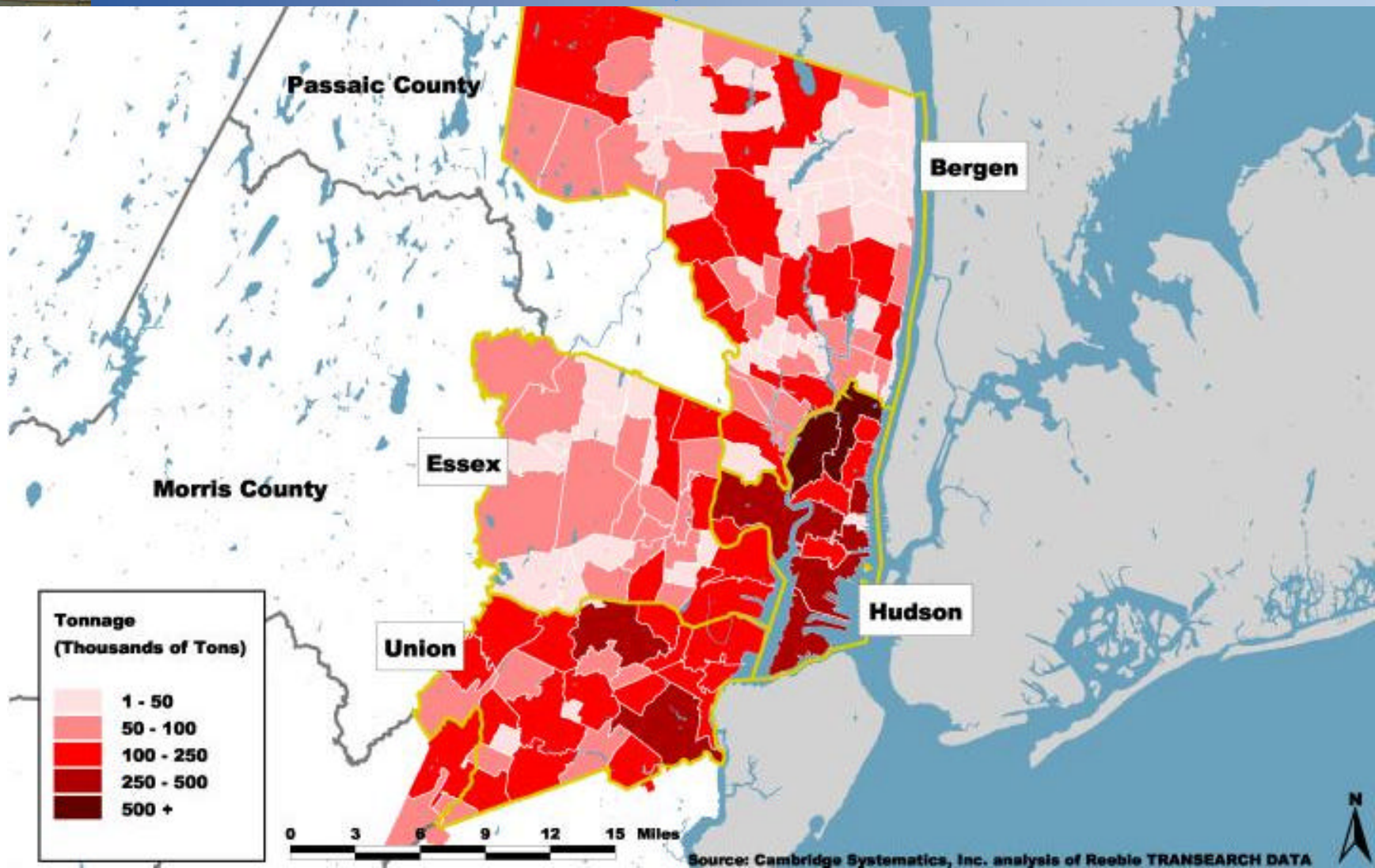
# *Container and Trailer Flows*

## *Year 2001 Transearch Data*



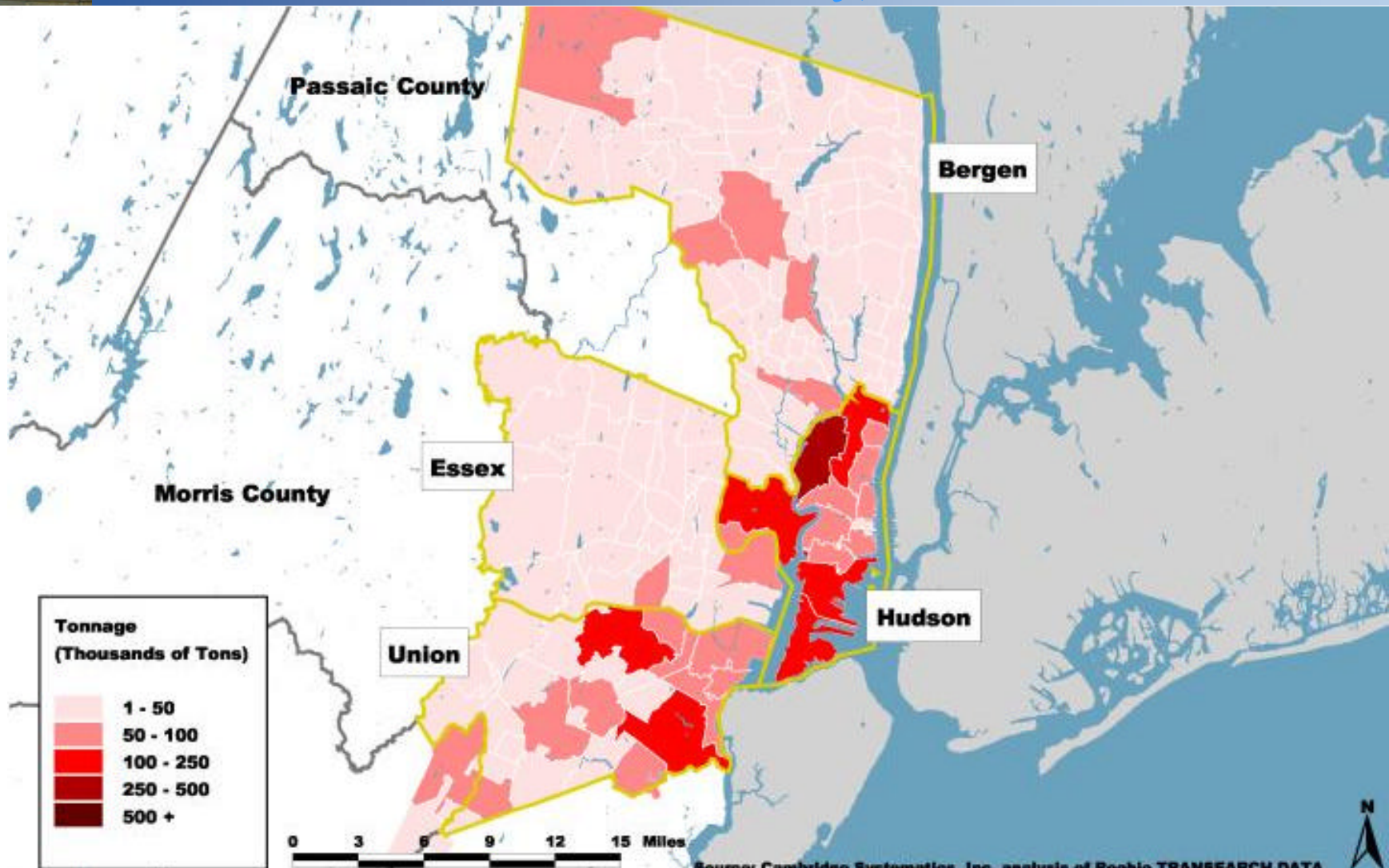


# *Warehouse and Distribution Trucks Tons In/Out, All Sizes, Year 2001*





# *Warehouse and Distribution Trucks Tons In/Out, Truckload Only, Year 2001*



# 2010 Truck Flow Forecasts



## International Container Flow Projections Container-Related Truck Moves Per Day

	Existing	2010 Forecasts			
		Low	Factor	High	Factor
International via PONYNJ Marine Terminals					
Low Rail (no PIDN, 89% Truck)	12,885	17,756	1.38	20,477	1.59
High Rail (with PIDN, 57% Truck)	12,885	11,325	0.88	13,092	1.02
International via Landbridge Rail	6,163	10,475	1.70	12,236	1.99

Includes Port Newark/Elizabeth, Global, MOTBY, Howland Hook, Red Hook  
Includes NS Croxton and CSX Kearny



# 2025 Truck Flow Forecasts



## International Container Flow Projections Container-Related Truck Moves Per Day

	Existing	2025 Forecasts			
		Low	Factor	High	Factor
International via PONYNJ Marine Terminals					
Low Rail (no PIDN, 89% Truck)	12,885	22,686	1.76	28,430	2.21
High Rail (with PIDN, 57% Truck)	12,885	14,504	1.13	18,176	1.41
International via Landbridge Rail	6,163	16,942	2.75	21,344	3.46

Includes Port Newark/Elizabeth, Global, MOTBY, Howland Hook, Red Hook  
Includes NS Croxton and CSX Kearny





# Warehouse / Industrial Space Trends



## Industrial Space Development by County

County	Existing Space		% Change
	3Q98	4Q02	
Bergen	115,631,718	120,322,432	4%
Essex	84,626,772	86,546,652	2%
Hudson	101,552,624	104,647,867	3%
Morris	37,138,230	40,720,537	10%
Passaic	55,013,403	57,060,888	4%
Hunterdon	2,423,105	2,621,145	8%
Mercer	19,230,677	19,699,887	2%
Middlesex	148,559,841	183,091,651	23%
Monmouth	22,603,108	22,965,267	2%
Somerset	36,175,788	37,916,939	5%
Union	85,585,275	88,869,788	4%
<b>Total</b>	<b>708,540,541</b>	<b>764,463,053</b>	<b>8%</b>

Source: CB Richard Ellis



# Warehouse / Industrial Space Trends



## Industrial Space Net Lease Rate Trends by County

County	Asking Lease Rate		% Change
	3Q98	4Q02 Asking	
Bergen	\$5.56	\$6.96	25%
Essex	\$5.16	\$5.88	14%
Hudson	\$4.61	\$5.90	28%
Morris	\$5.76	\$6.82	18%
Passaic	\$5.07	\$5.95	17%
Hunterdon	Not Available	\$3.31	
Mercer	\$3.30	\$4.98	51%
Middlesex	\$4.36	\$4.66	7%
Monmouth	\$5.23	\$5.98	14%
Somerset	\$4.35	\$4.83	11%
Union	\$4.51	\$4.86	8%

Source: CB Richard Ellis



# Warehouse / Industrial Space Trends vs. Baseline Forecasts



## Warehouse/Industrial Space Projections

Cluster	New Jersey County	Anticipated Growth	
		2010	2025
TPK Int 12 -- Tremley/Carteret	Union/Middlesex	High	High
TPK Int 12 -- Port Reading/Carteret	Middlesex	Low	Low
Secaucus / Allied Junction	Bergen	Low	Low
Resources Terminal	Hudson	Low	Low
TPK Int 10 -- Raritan Center/Woodbridge	Middlesex	High	Average
TPK Int 8A -- Cranbury	Middlesex	High	Average
TPK Int 7A -- Turnpike South	Mercer	High	High
I-80 NJ Corridor	Morris	Average	Average
I-78 NJ Corridor	Morris/Somerset	Average	Average
City of Newark by Port	Essex	High	Average
Other Local/Regional	Total	Average	Average

*Based on industrial space and lease rate trends, assessment of industry and regional conditions, and meetings with County and Municipal officials and private sector stakeholders*



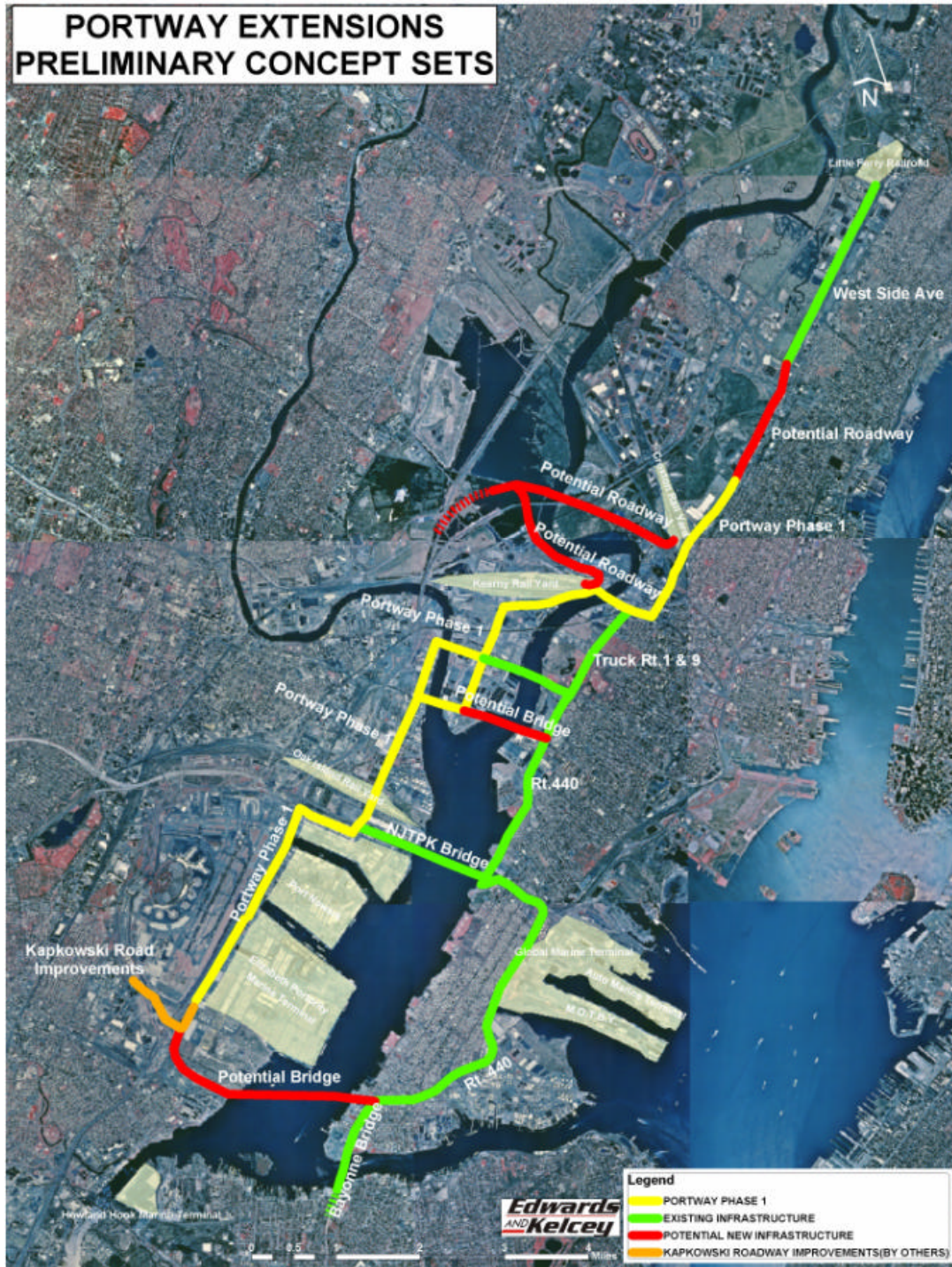
# *Model Tool Development*



- **Baseline Model**
  - NJRTM
  - NJDOT Truck Model
  - TranPlan Software Platform
  - 2002 existing condition
- **Future Scenarios**
  - high and low growth projections to 2010 and 2025
  - Local enhancements to infrastructure network



# PORTWAY EXTENSIONS PRELIMINARY CONCEPT SETS



# PORTWAY EXTENSIONS PRELIMINARY CONCEPT SETS



**Legend**

- PORTWAY PHASE 1
- EXISTING INFRASTRUCTURE
- POTENTIAL NEW INFRASTRUCTURE
- KAPKOWSKI ROADWAY IMPROVEMENTS (BY OTHERS)

**Edwards AND Kelcey**

# PORTWAY EXTENSIONS PRELIMINARY CONCEPT SETS



# *Sample Corridor Concepts – Operational Improvements*



- Mode Shift - Rail and Barge
- Extended Hour Operations
- Container Logistics
  - Information Systems
  - “Empty” Management
  - Security





# *Next Steps*



- Validation of Future Condition Network Model Runs
- Quantify Infrastructure Deficiencies
- Refine and Evaluate Conceptual Solutions
- Continued Outreach and Coordination
- Development of Draft Report
- Recommendations and Prioritizations





# *Study Team Contacts*



- New Jersey Department of Transportation  
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(609) 530-3520  
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# *Portway Extensions Concept Development Study*



June 10, 2003



**Edwards  
AND Kelcey**

**In Association With:**

**Cambridge Systematics  
A. Strauss-Weider  
Reebie Associates  
Louis Berger Group  
HNTB Corporation  
Malick & Scherer  
Howard/Stein-Hudson**



# *Project Team Organization*



## **Study Sponsor:**

New Jersey Department of Transportation

## **Consultant Team:**

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Howard/Stein-Hudson





# *Study Milestones*



- Task Force Mtg. 1 (March 10, 2003):
  - Model Development and Forecasting
- Task Force Mtg. 2 (April 22, 2003):
  - Technical Review and Discussion
  - Preliminary Concept Development
- Task Force Mtg. 3 (June 10, 2003):
  - Concept Development, Recommendation and Discussion





# Today's Agenda



- Overview of Study Status
- Future Growth Scenarios - Recap
- Regional Model Assignments
- Improvement Concepts – Categories and Evaluation Criteria
- Improvement Concept Packages
- Recommendations and Prioritization
- Open Discussion



# Portway Extensions - Context



Facilitate distribution of containers through multi-modal physical and operational improvements.

- Improve connections between key container origins/destinations.
- Focus on northern New Jersey with consideration of major freight corridors.
- Recommend prioritized program of improvements.



# *Overview of Study Status*



- Forecasts Complete
- Model Assignments Complete
- Concept Sets Developed
- Concept Evaluation and Ranking
- On-Going Outreach





# *Future Growth Scenarios - Recap*



- 2010 and 2025
- High vs. Low Growth
- High vs. Low Truck Share



# *Future Growth Scenarios*



Today's Discussion to Focus on Two Key Scenarios:

- 2025 High Growth without PIDN (high truck share)
- 2025 High Growth with PIDN (high rail/barge share)



# 2025 Truck Flow Forecasts

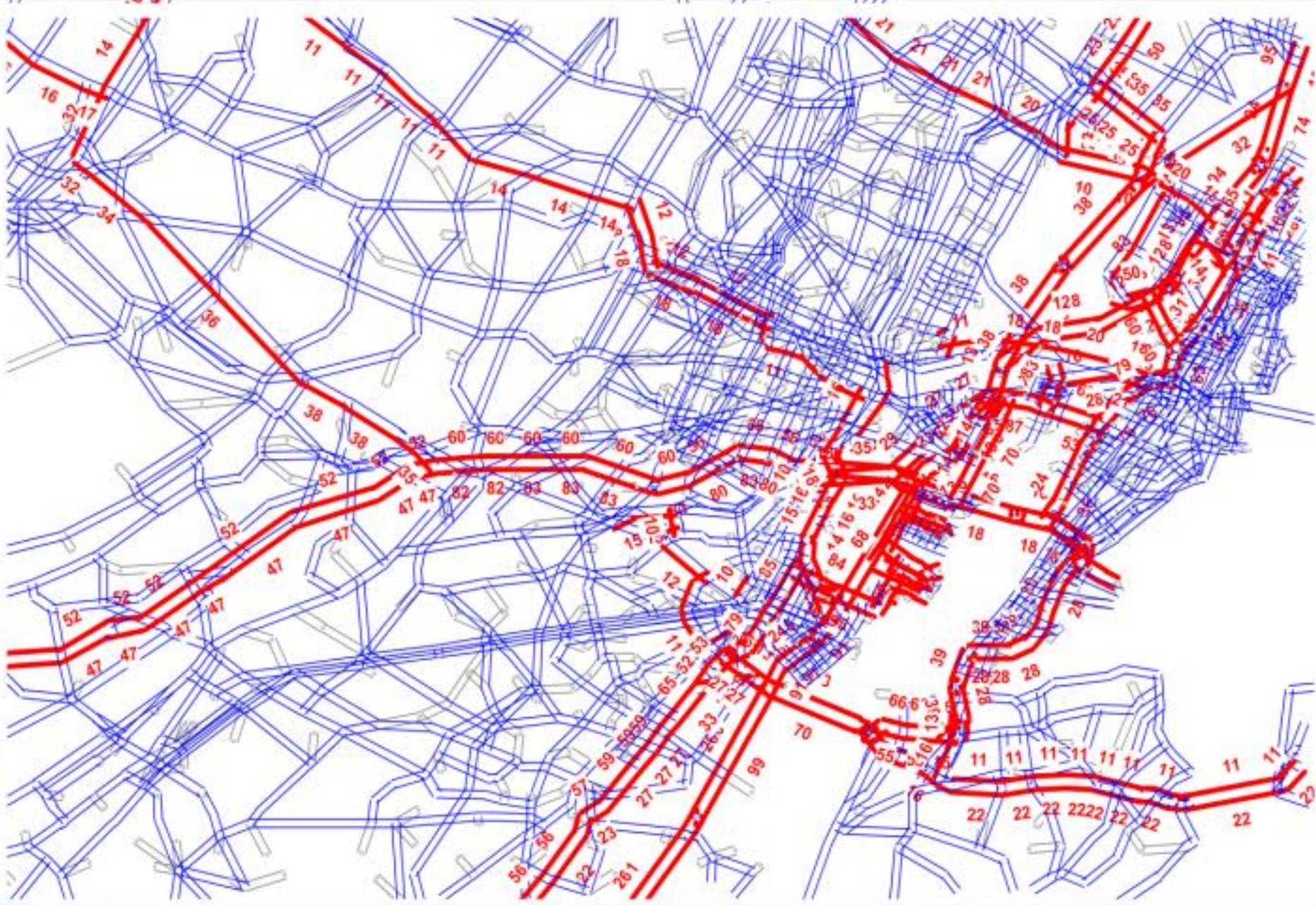


## International Container Flow Projections Container-Related Truck Moves Per Day

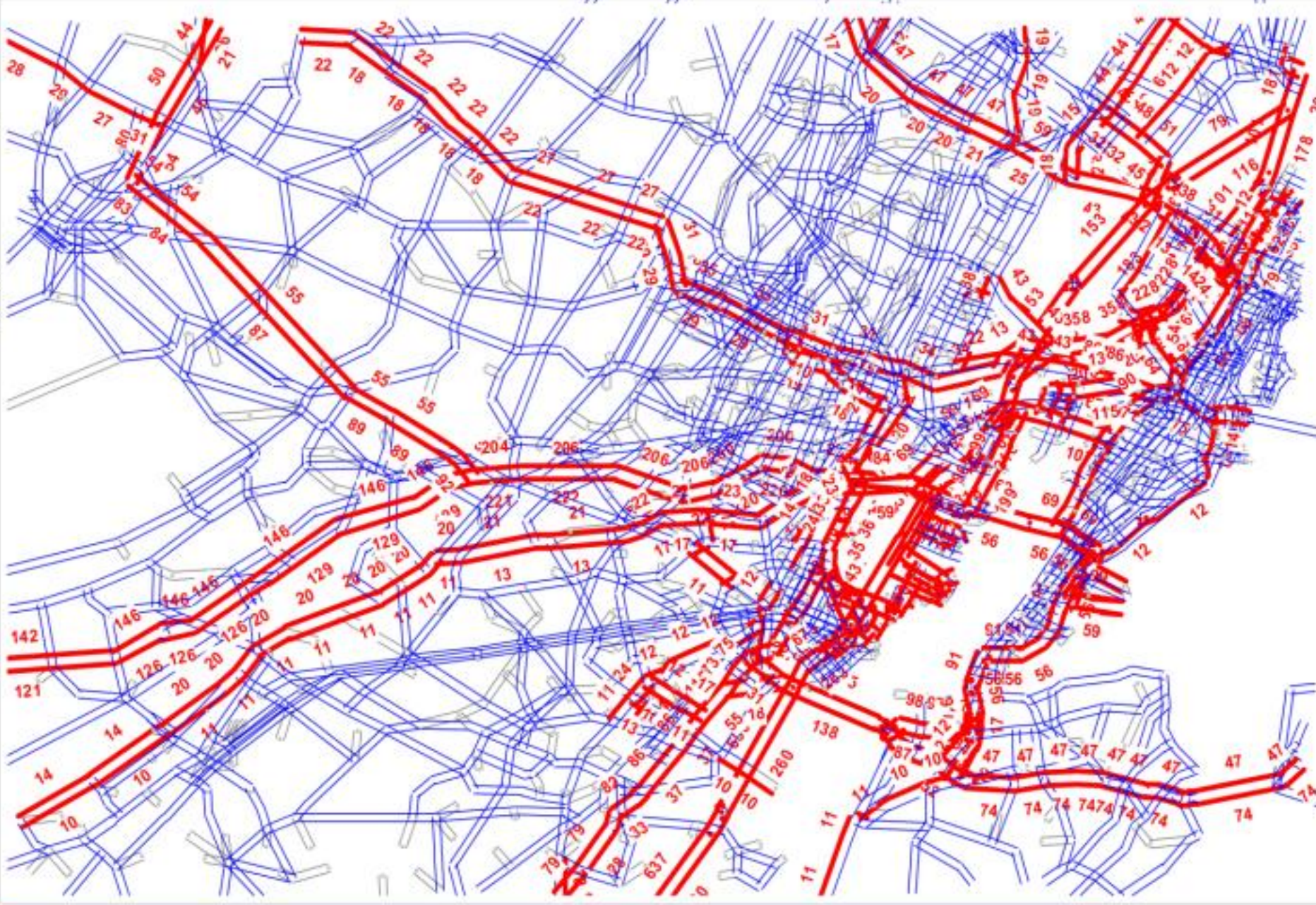
	Existing	2025 Forecasts			
		Low	Factor	High	Factor
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Low Rail (no PIDN, 89% Truck)	12,885	22,686	1.76	28,430	2.21
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International via Landbridge Rail	6,163	16,942	2.75	21,344	3.46

Includes Port Newark/Elizabeth, Global, MOTBY, Howland Hook, Red Hook  
Includes NS Croxton and CSX Kearny





**AM PEAK HOUR CONTAINER TRAFFIC - EXISTING CONDITIONS**

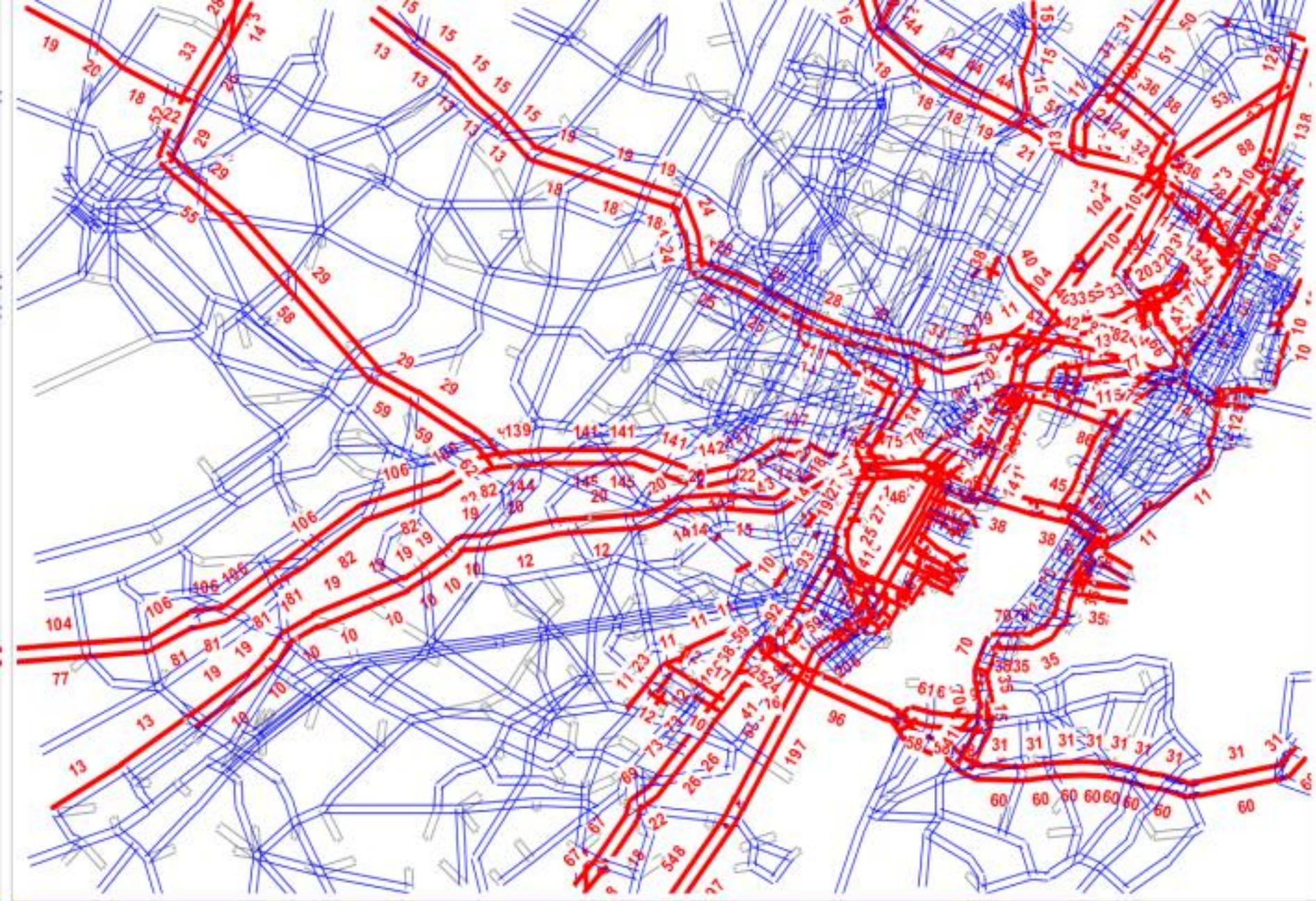


**AM PEAK HOUR CONTAINER TRAFFIC - 2025 HIGH GROWTH WITHOUT PIDN**

Portway Extensions Concept Development Study



**Edwards  
and  
Kelcey**



**AM PEAK HOUR CONTAINER TRAFFIC - 2025 HIGH GROWTH WITH PIDN**

Partway Extensions Concept Development Study



# *Improvement Concepts – Guiding Principles*



- Enhance Multi-Modal Access and Connectivity
- Utilize Existing Infrastructure Where Possible
- Create System Redundancy
- Minimize Impacts



# Improvement Concepts – Categories



- **Systems / Operational**
  - ITS System Architecture
  - Expanded Operation Hours
  - Container Storage Areas / Handling of Empties
  - Truck Stop/Layover Areas
- **Non-Roadway Infrastructure (Rail, Barge, etc)**
  - Elimination of height, weight, other capacity constraints
  - Short Line/Short Haul Corridors
  - Intermodal Yard Connectivity
  - PIDN Rail/Barge
- **Roadway**
  - NJTPK Interchange Enhancements
  - Last-Mile and Major Facility Connectors
  - Bridges (new or improved)







# *Improvement Concepts – Evaluation Criteria*



- MOBILITY
- FREIGHT LOGISTICS
- ENVIRONMENTAL
- SECURITY
- TECHNOLOGY/OPERATIONS



# *Improvement Concepts – Systems / Operational*



- Extended Hour Operations
- Improved Container Management
- Statewide Rail Strategies



# *Corridor Concepts – Operational Improvements*



## **#1 -- Extended Hour Operations**

- Rail already available 24 hours; Ports going to extended operations
- Growing number of warehouse and distribution centers open for early/late pickup and delivery
- Need to reduce barriers (route/time restrictions), provide incentives and tools (such as internet-based truck scheduling)
- Could be supported by congestion pricing strategies if implemented in future
- Would not reduce number of trucks, but would shift them from peak to off peak



# *Corridor Concepts – Operational Improvements*



## #2 -- Improved Container Management

- Internet-based and ITS systems for:
  - exchanging empties and equipment outside of major terminals
  - scheduling and coordinating truck pickup and delivery to reduce empty backhauls
  - cargo security, tracking and routing
- Availability of local rail (or other non-truck conveyance) for moving empty containers to/from "blackfield" storage depots and/or overweights to/from transload centers
- Would reduce number of truck trips and VMT associated with container handling



# *Corridor Concepts – Operational Improvements*



## **#3 – Statewide Rail Strategies**

- Customers (not railroads) decide where the railroads take traffic – generally prefer to be served from closest available facilities
- North Jersey railyards provide excellent access to North Jersey markets; they also serve Central and South Jersey markets
- Improvements in rail facilities and services closer to Central and South Jersey could help reduce pressure on North Jersey railyards and increase the attractiveness of rail shipping for Central and South Jersey customers



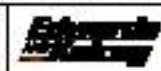
# ITS System Architecture

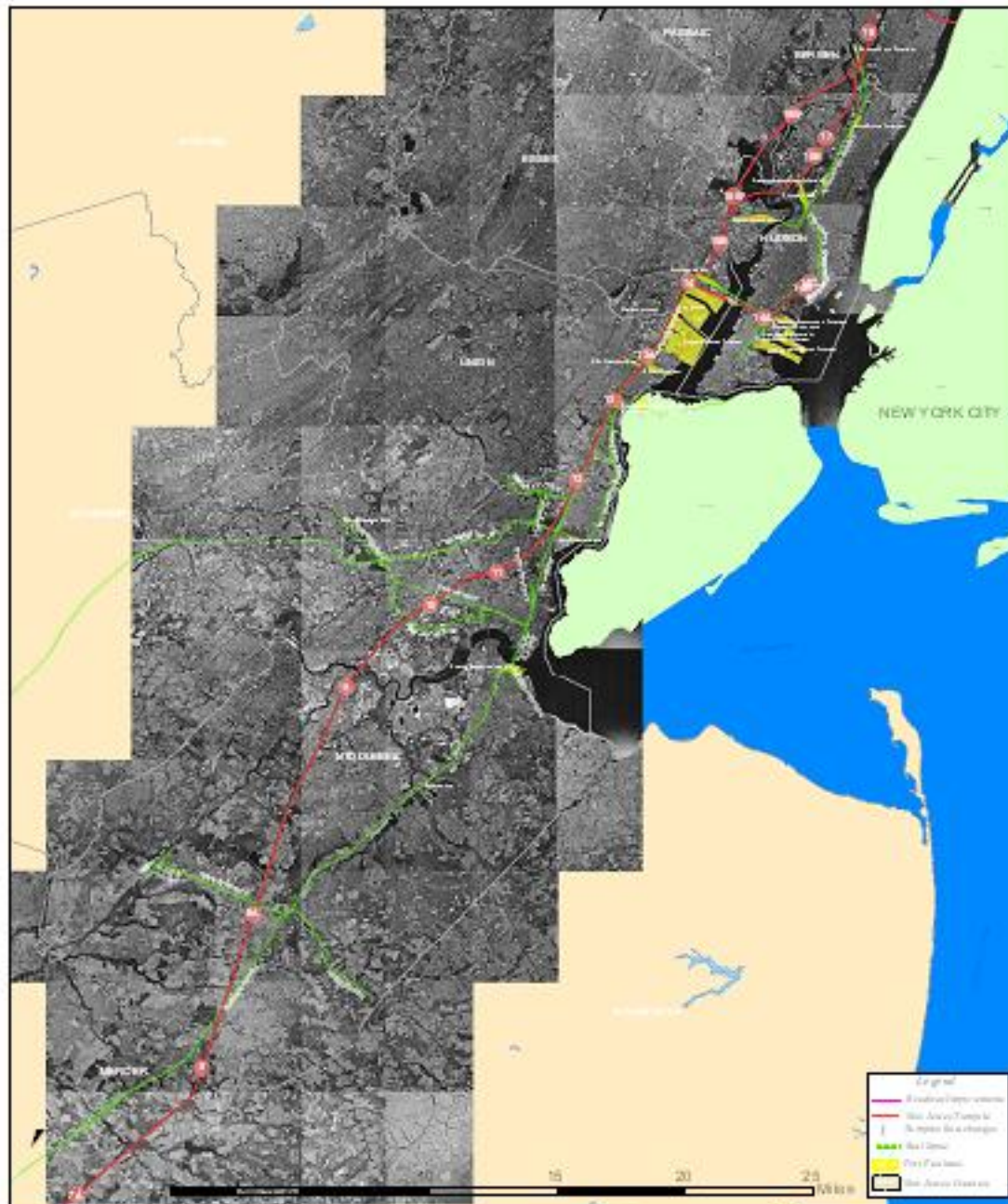
		Pre-Trip Travel Information	En-Route Driver Information	Route Guidance	Traffic Control	Incident Management	Travel Demand Management	Electronic Payment Services
Advanced Traveler Information Systems (ATIS)	Broadcast Traveler Information	✓	✓					
	Interactive Traveler Information	✓	✓					✓
	Autonomous Route Guidance		✓	✓				
	Dynamic Route Guidance		✓	✓		✓		
	ISP Based Route Guidance	✓	✓	✓				✓
	Integrated Transportation (flight)/Route Guidance		✓	✓				✓
	Yellow Pages and Reservation	✓	✓					✓
	Dynamic Ridesharing	✓	✓	✓			✓	✓
	In-Vehicle Signing		✓		✓			
Advanced Traveler Monitoring Systems (ATMS)	Network Surveillance				✓			
	Probe Surveillance				✓			
	Surface Street Control				✓	✓		
	Freeway Control				✓	✓	✓	
	HOV Lane Management				✓		✓	
	Traffic Information Dissemination				✓			
	Regional Traffic Control				✓			
	Incident Management System					✓		
	Traffic Forecast and Demand Management				✓		✓	
	Electronic Toll Collection						✓	✓
	Emissions Monitoring and Management							
	Virtual TMC and Smart Probe Data		✓		✓	✓		
	Standard Railroad Grade Crossing							
	Advanced Railroad Grade Crossing							
	Railroad Operations Coordination							
	Parking Facility Management						✓	✓
	Regional Parking Management						✓	✓
Reversible Lane Management				✓	✓			
Speed Monitoring				✓				
Drawbridge Management				✓	✓			



## Shorthaul Rail Corridor

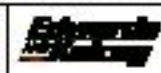
Metra Station Group (Developed)



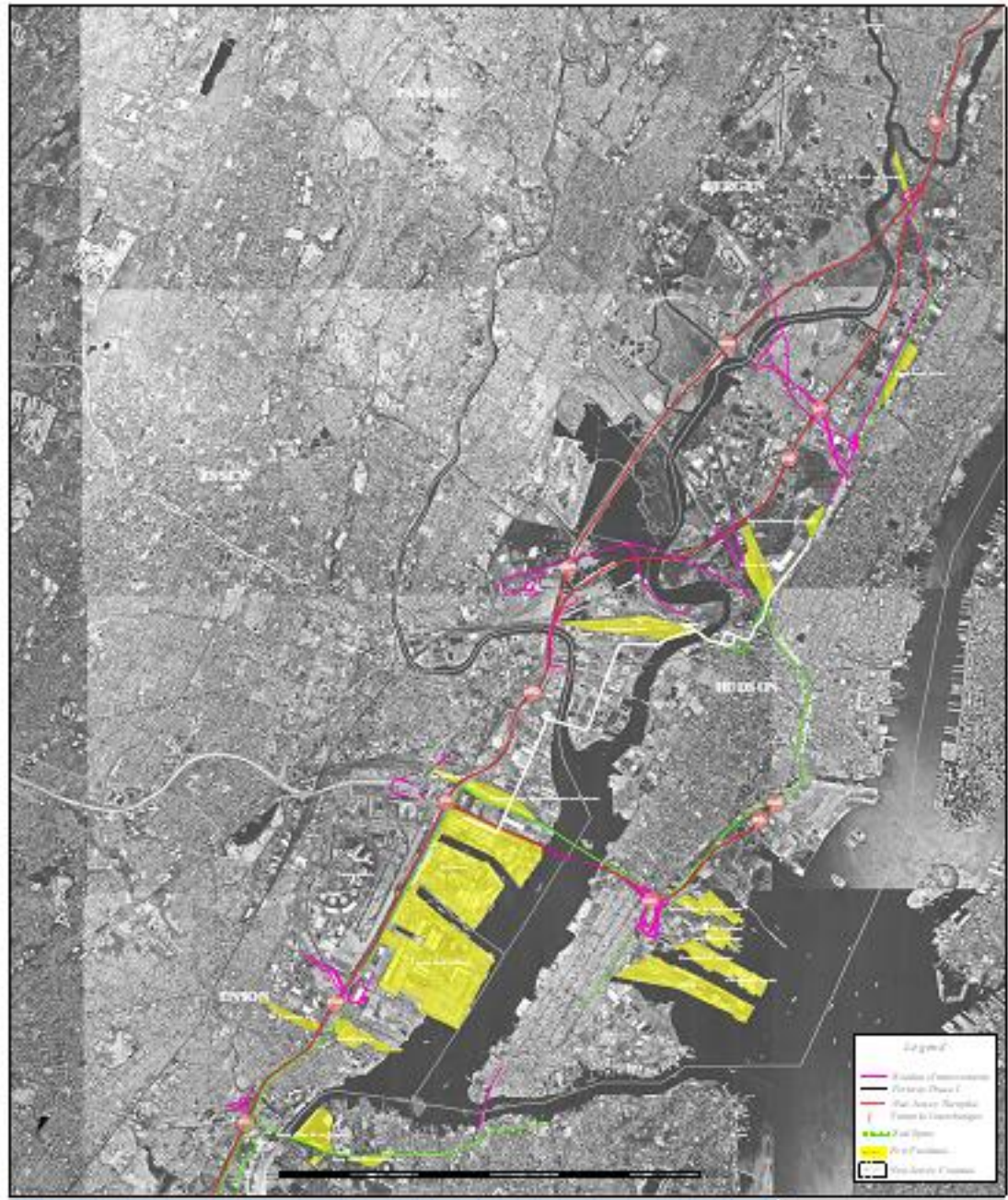


## Study Area Overview

Metropolitan Transportation Authority (MTA)

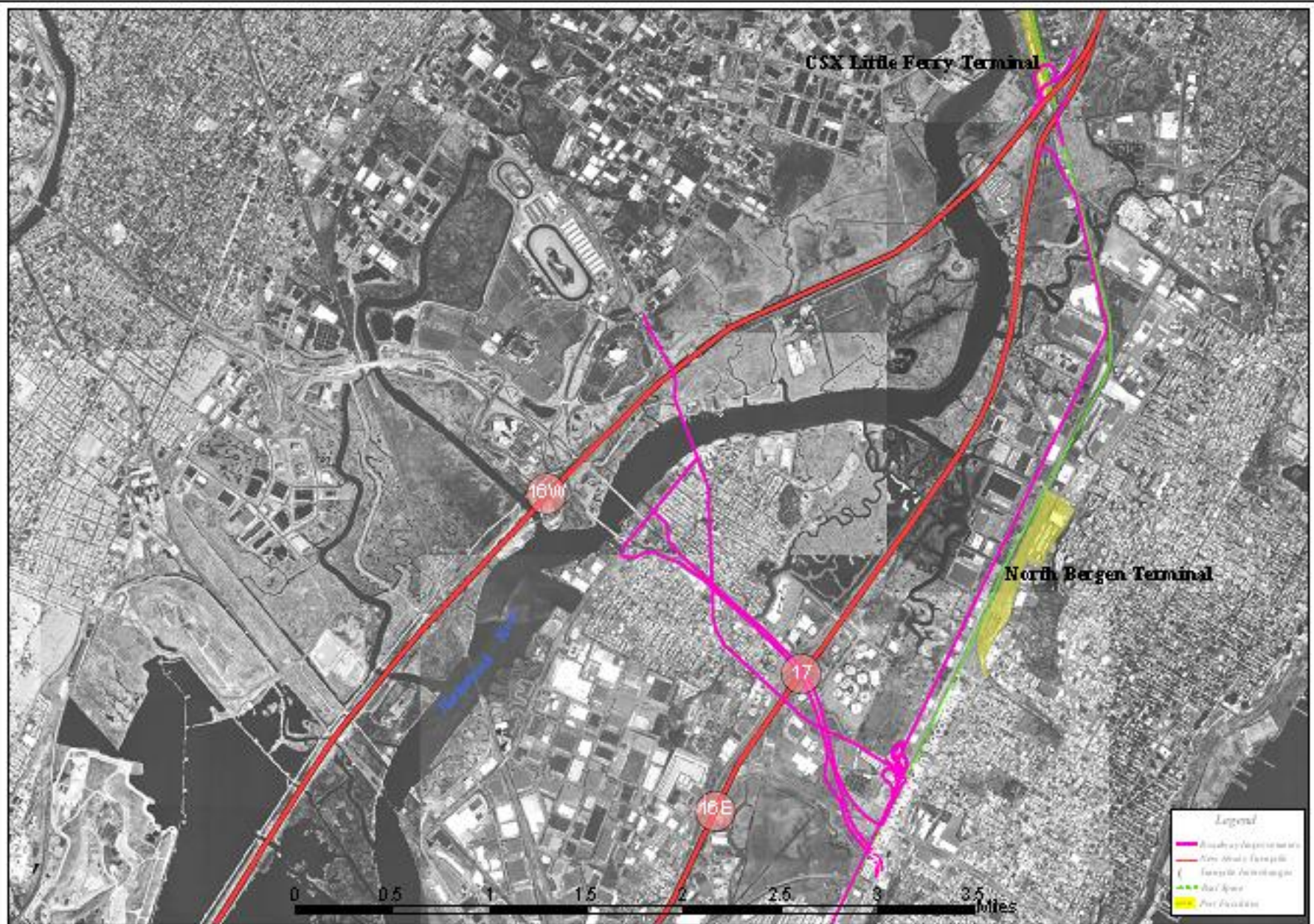


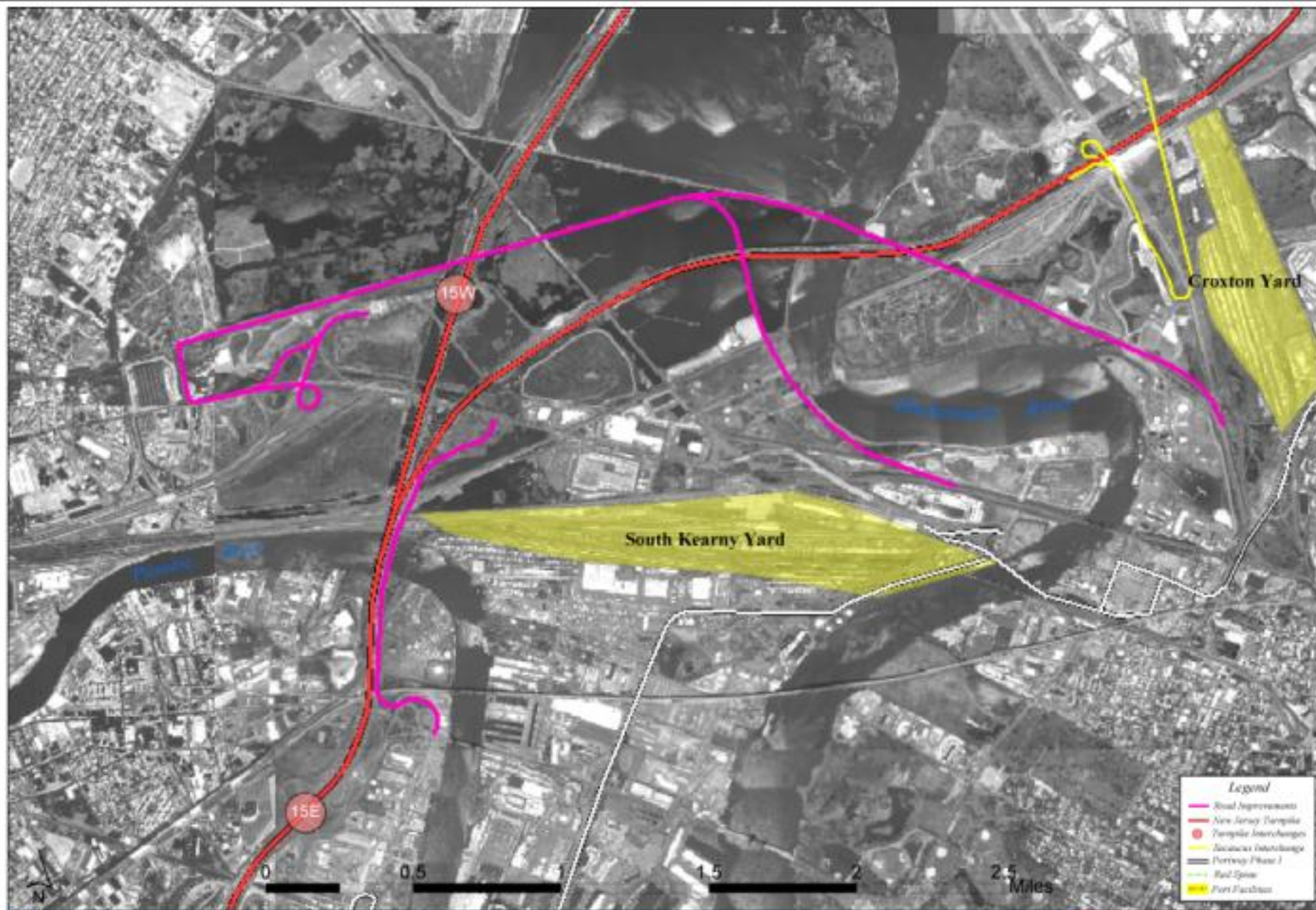




# Ladder Area Overview



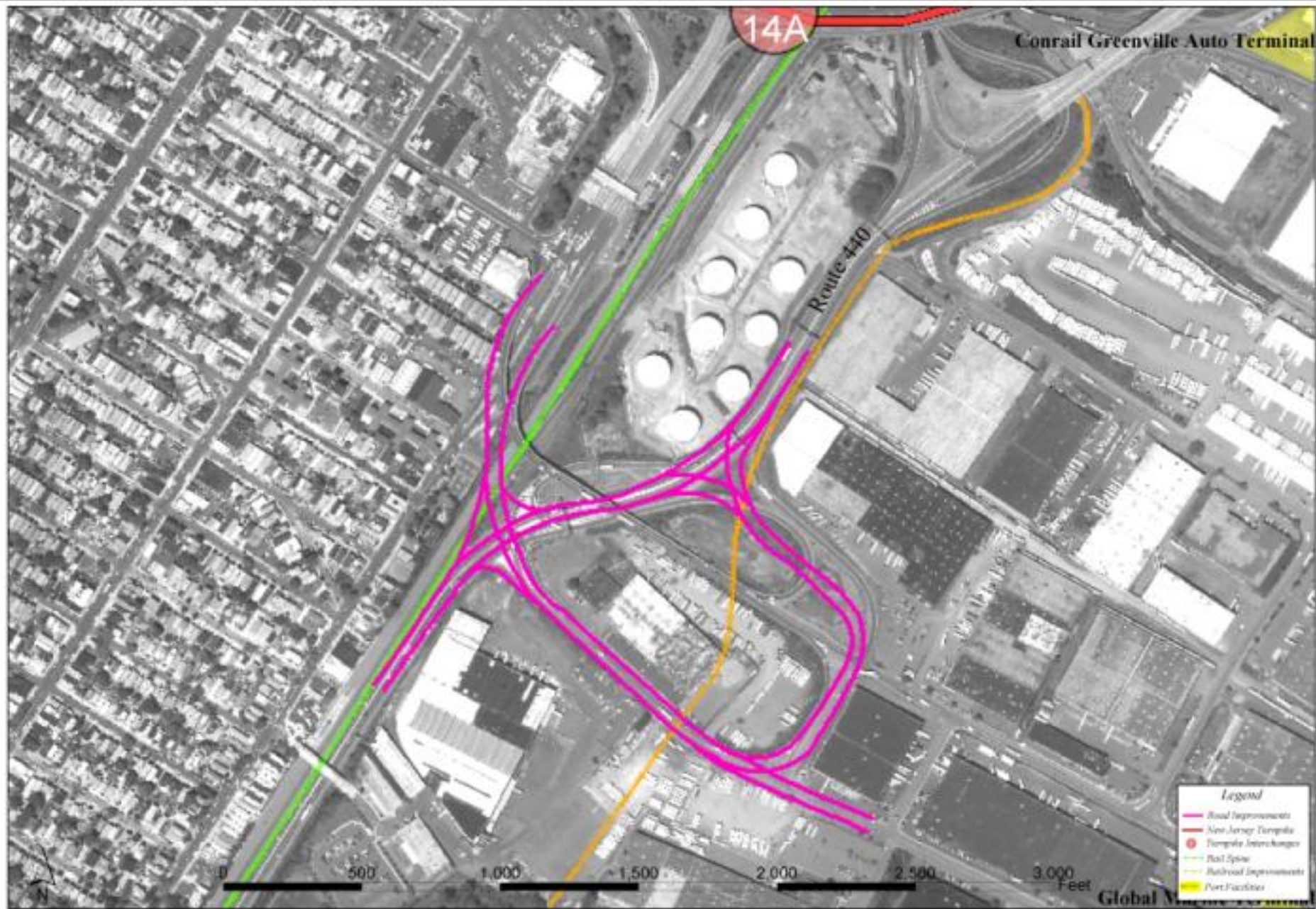


# NJ Turnpike Interchange 15W

Portway Extensions Concept Development Study



**Edwards  
AND  
Kelcey**



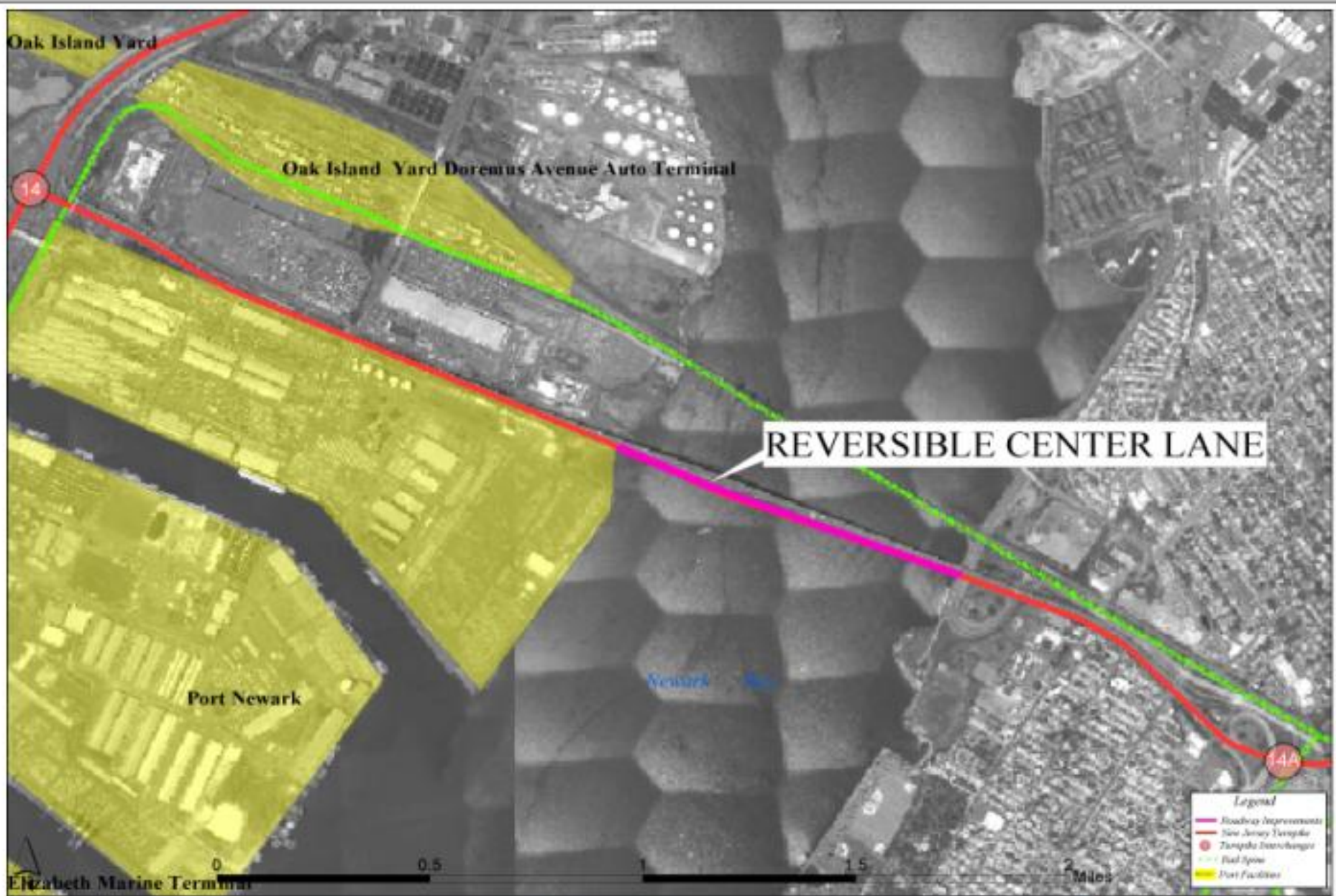
# NJ Turnpike Interchange 14A - Scheme 1



# NJ Turnpike Interchange 14A - Scheme 2

Portway Interchange Concept Development Study





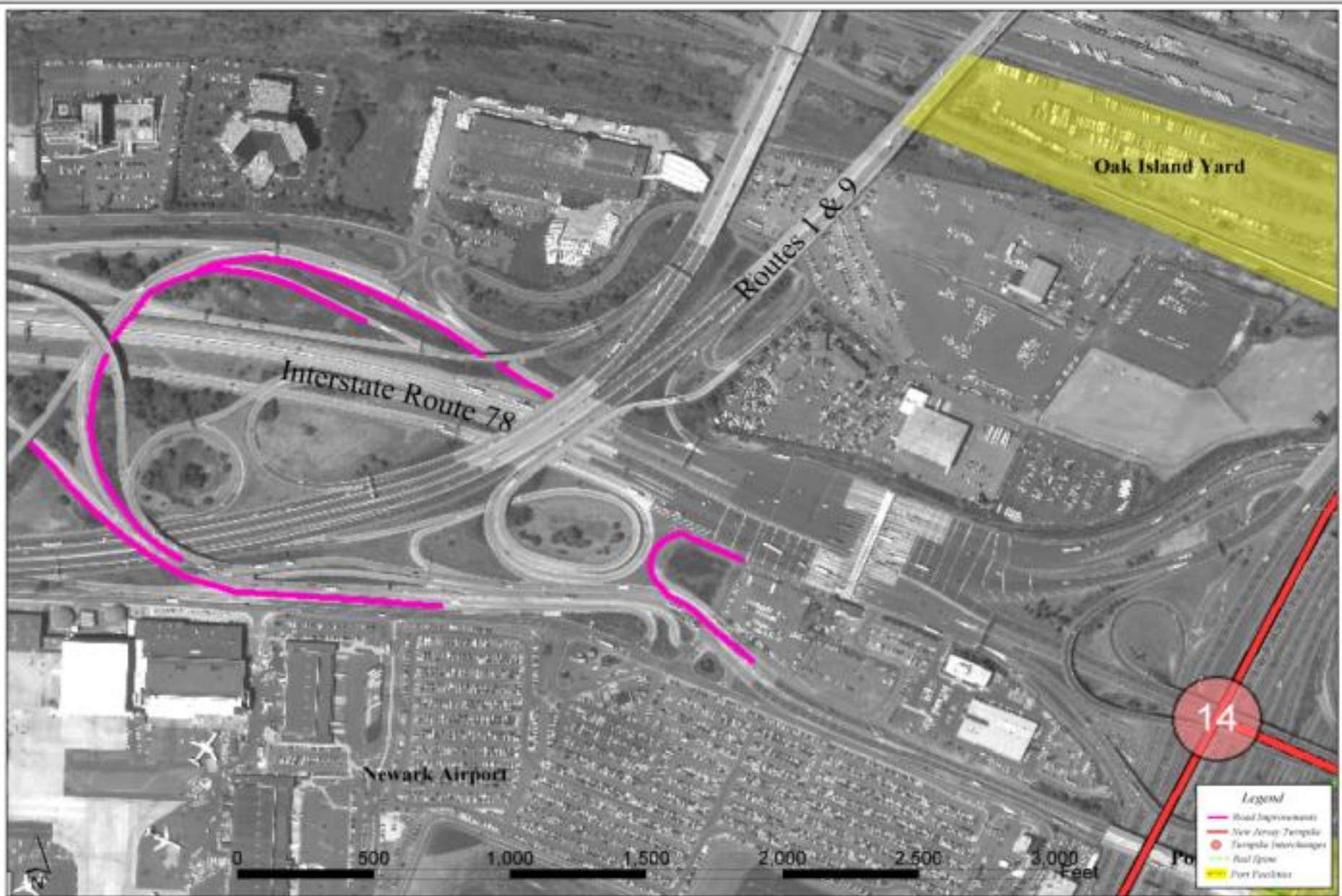
# Newark Bay Bridge

Portway Extension Concept Development Study





# Bayonne Bridge



# NJ Turnpike Interchange 14

Turnpike Extensions Concept Development Study



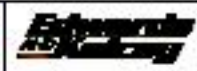
**Edwards  
AND  
Kelcey**

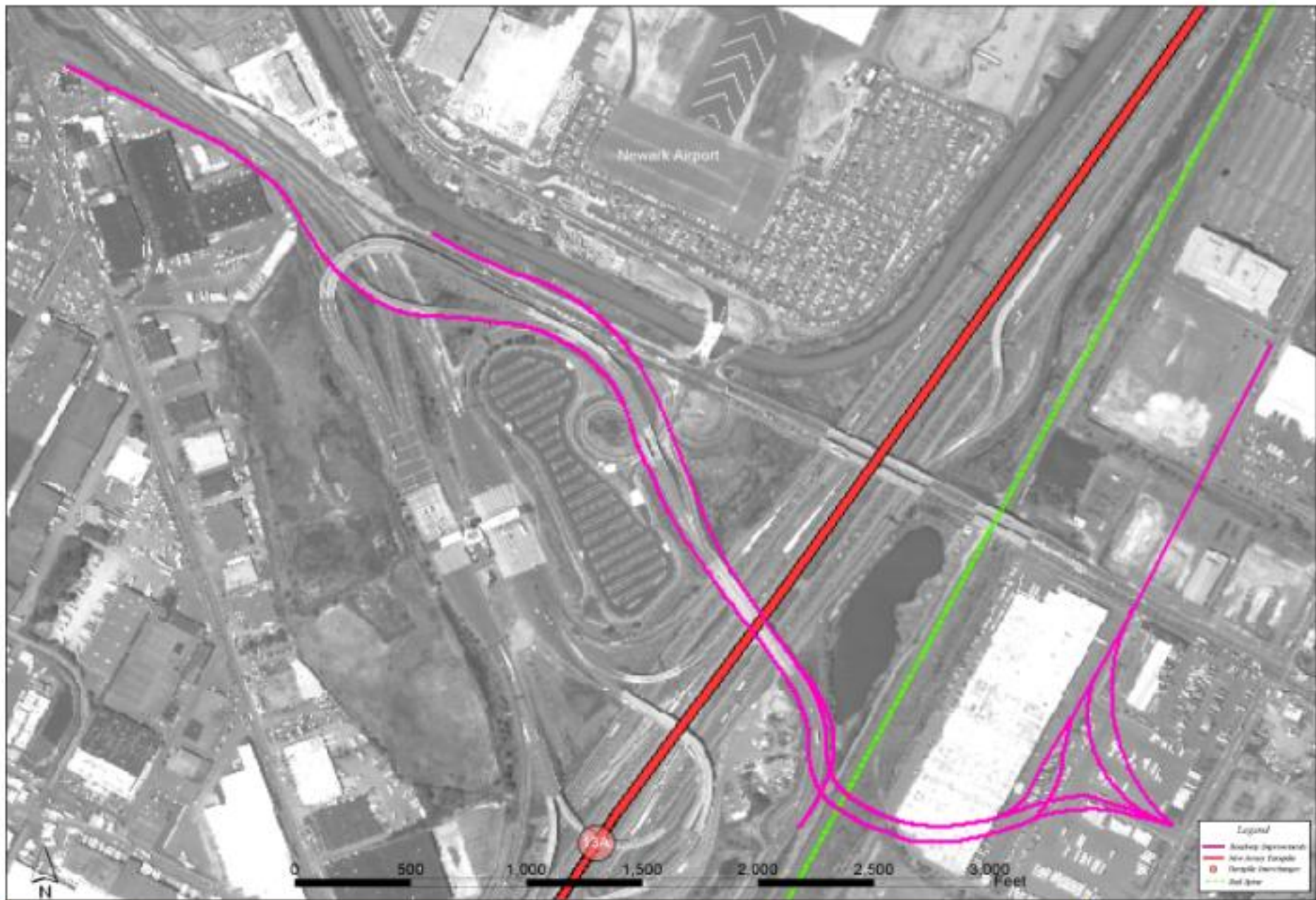




# Routes 1/9 & Delancy Street

Future Expressway Concept Development Study





# New Jersey Turnpike Interchange 13A



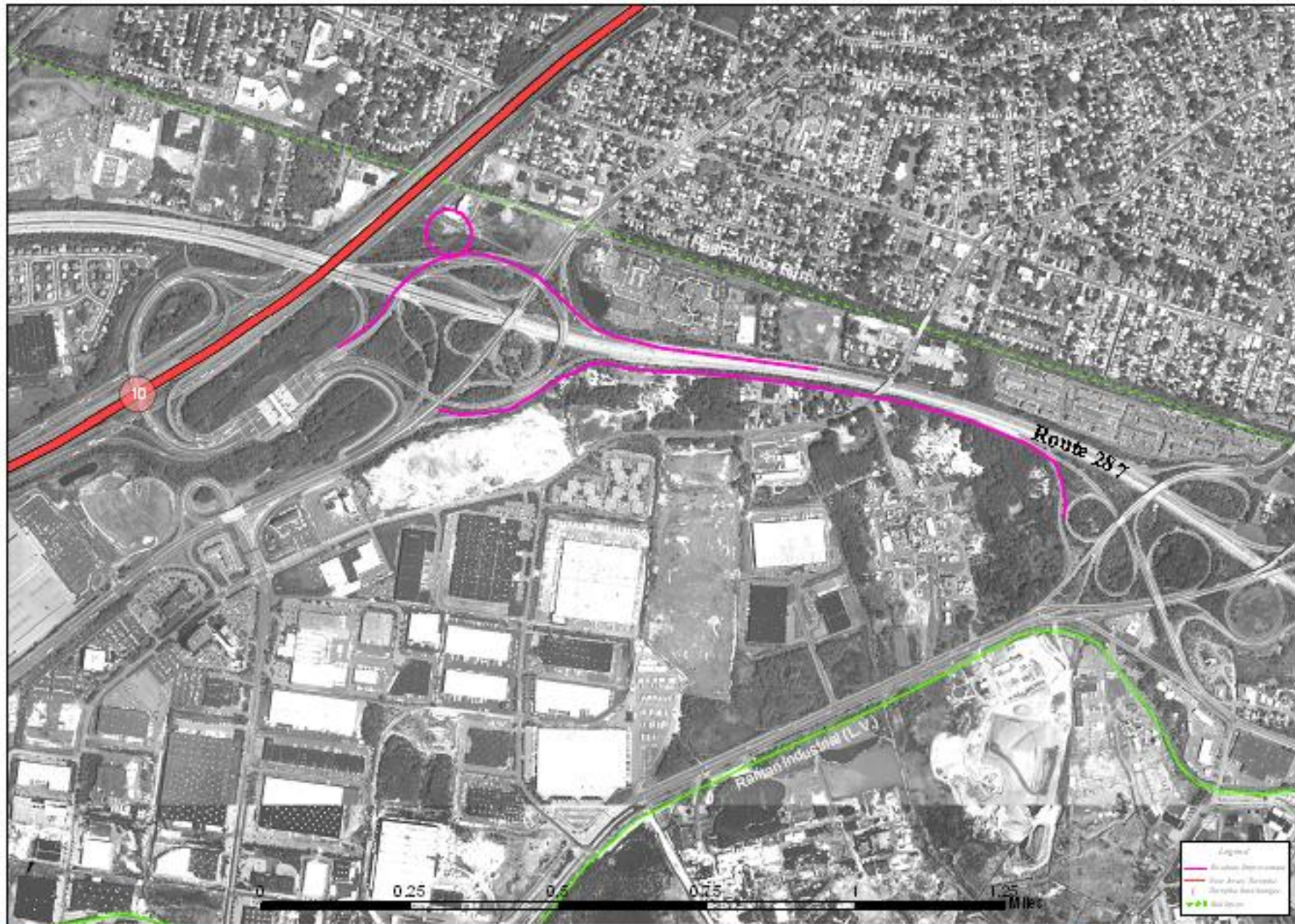
# New Jersey Turnpike Interchange 13



# NJ Turnpike Interchange 12

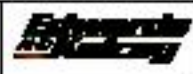
Terraviva Transportation Corridor Development Study

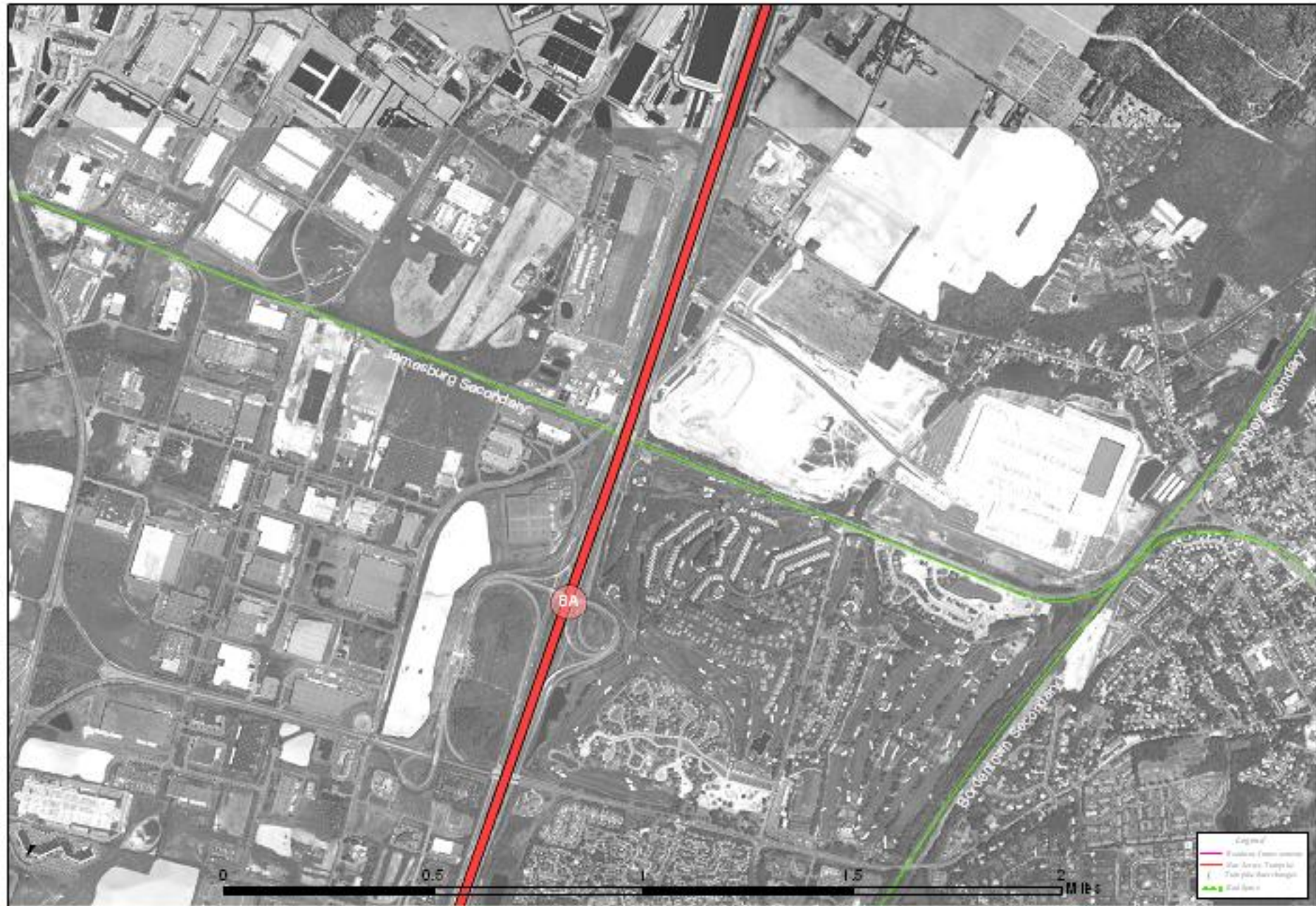




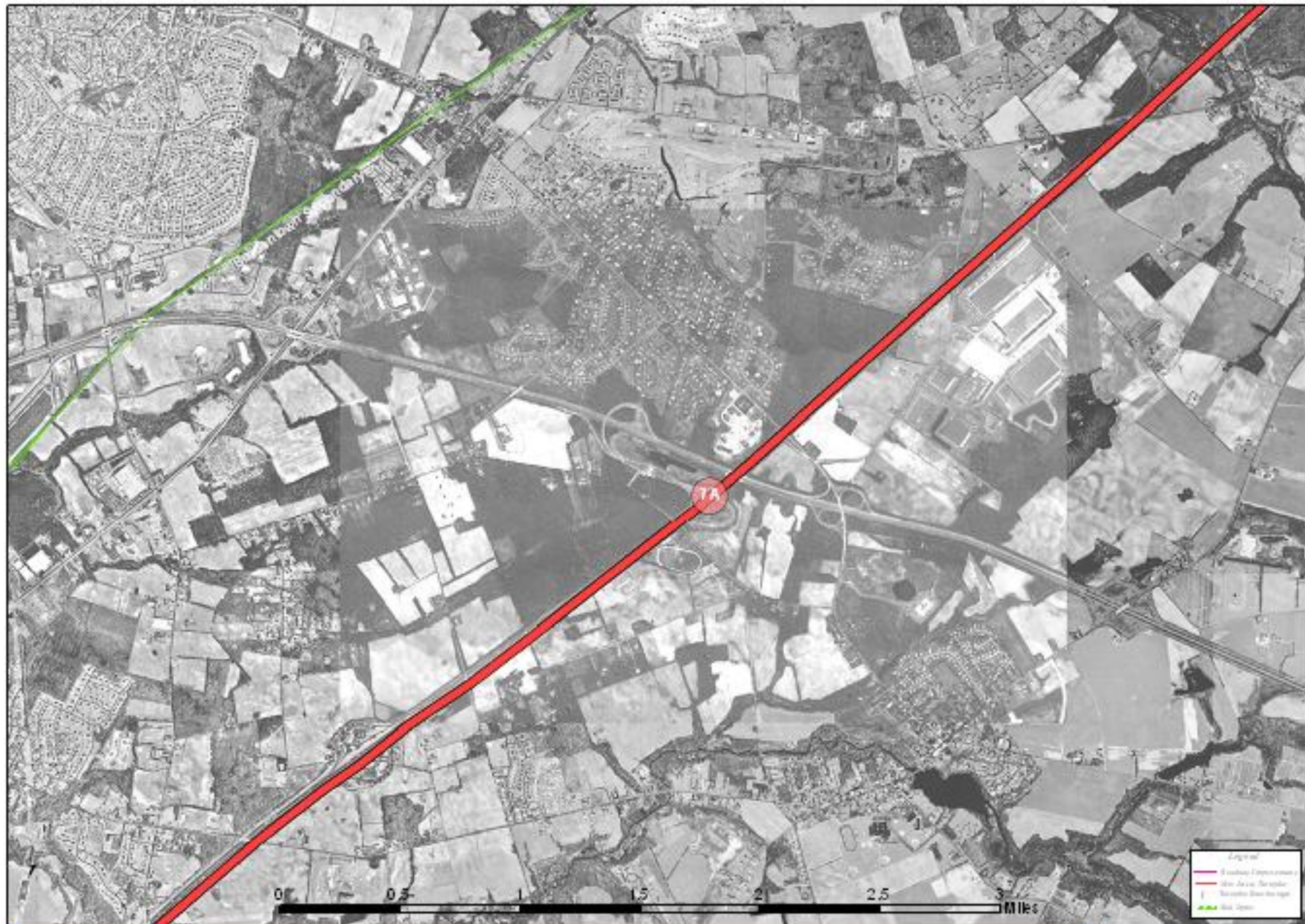
# New Jersey Turnpike Interchange 10

Eastern Executive Concept Development Inc.



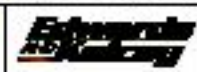


# New Jersey Turnpike Interchange 8A



# New Jersey Turnpike Interchange 7A

Terrace Development Company Development Study





# Prioritization



- Near Term (3 to 5 years)  
Other Planned Improvements  
Systems/Operations Improvements  
Short Haul Rail Corridors
- Mid-Term (5 to 12 years)  
Eastern Extensions – Roadway/Rail
- Long Term (12 to 20 years)  
Northern Extensions - Roadway  
Southern Extensions - Roadway








## *Next Steps*



- Draft Summary Report to be Completed by June 25, 2003
  - 45-day Comment Period – Written Comments Accepted Through Aug 8, 2003
  - Final Report to be Completed by Late September, 2003
- 



## *Study Team Contacts*



- New Jersey Department of Transportation  
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***THANK YOU!!!***



## **A SINCERE THANK YOU**

**TO ALL WHO HAVE PARTICIPATED  
IN THE STUDY PROCESS, LENDING  
YOUR EXPERTISE AND IDEAS, AND  
PROVIDING VALUABLE INPUT TO  
THE CONCEPT DEVELOPMENT  
PROCESS.**



# *Portway Extensions Concept Development Study*



May 14, 2003



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Malick & Scherer  
Howard/Stein-Hudson

New York Metropolitan Transportation Council

Freight Transportation Working Group

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# *Goals of Portway Extensions*



- Enhance distribution of containers through physical and operational improvements.
- Enhance connections between key container origins/destinations.
- Focus on northern New Jersey with consideration of outside corridors.
- Recommend phased program of improvements.

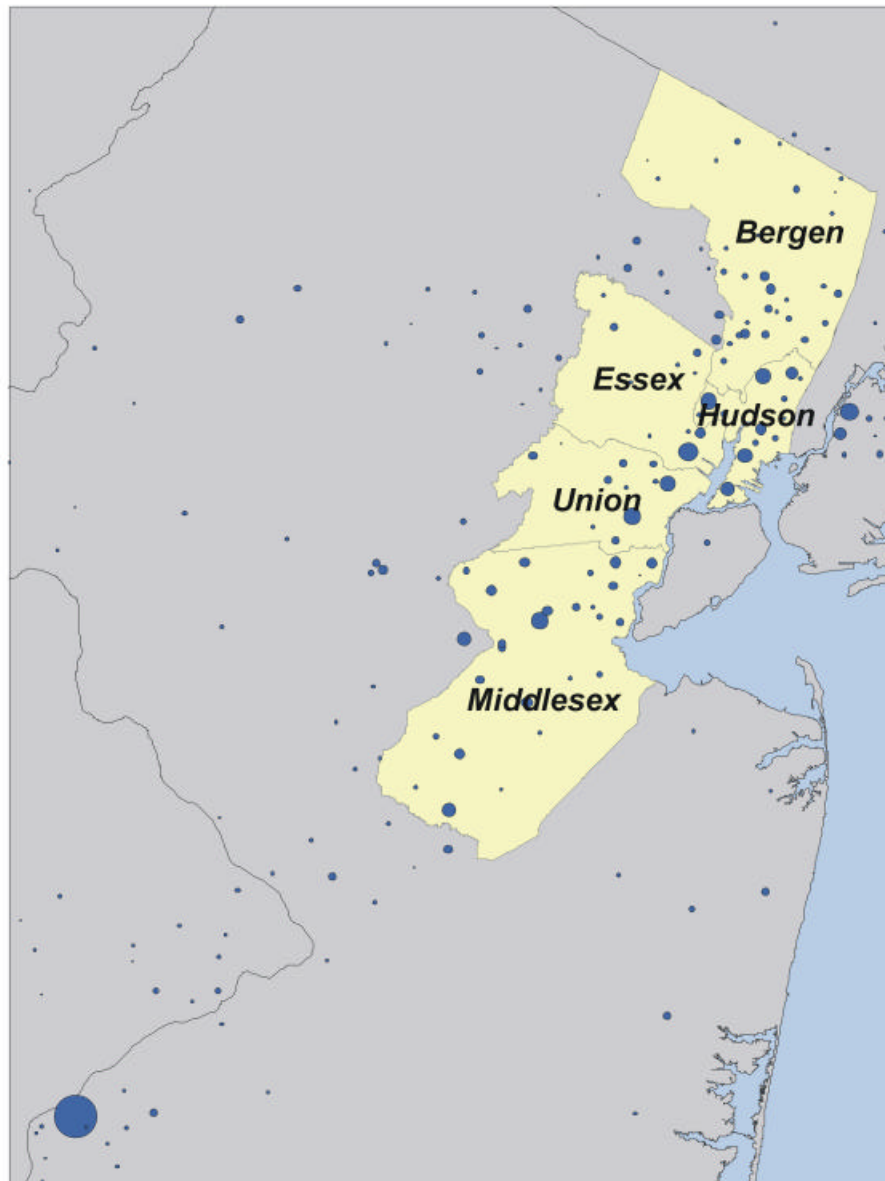


# *Goals of Portway Extensions*



- Container Flows – Existing and Future
- Warehouse / Distribution Center Growth Projections
- Regional Model Assignments – Existing and Future
- Preliminary Infrastructure Improvement Concepts







# *Regional Planning Context*



- **Coordination With Other Efforts**
  - Portway Phase I
  - Port Inland Distribution Network (PIDN)
  - NJTPA Brownfields
  - North Jersey Strategy Evaluation
  - NJDOT STIP
  - MOTBY Redevelopment Plan
  - CPIP Planning and EIS
  - Kapkowski Road Area Transportation Planning Study



# *Container Flow Projections*

## *Data Incorporated*

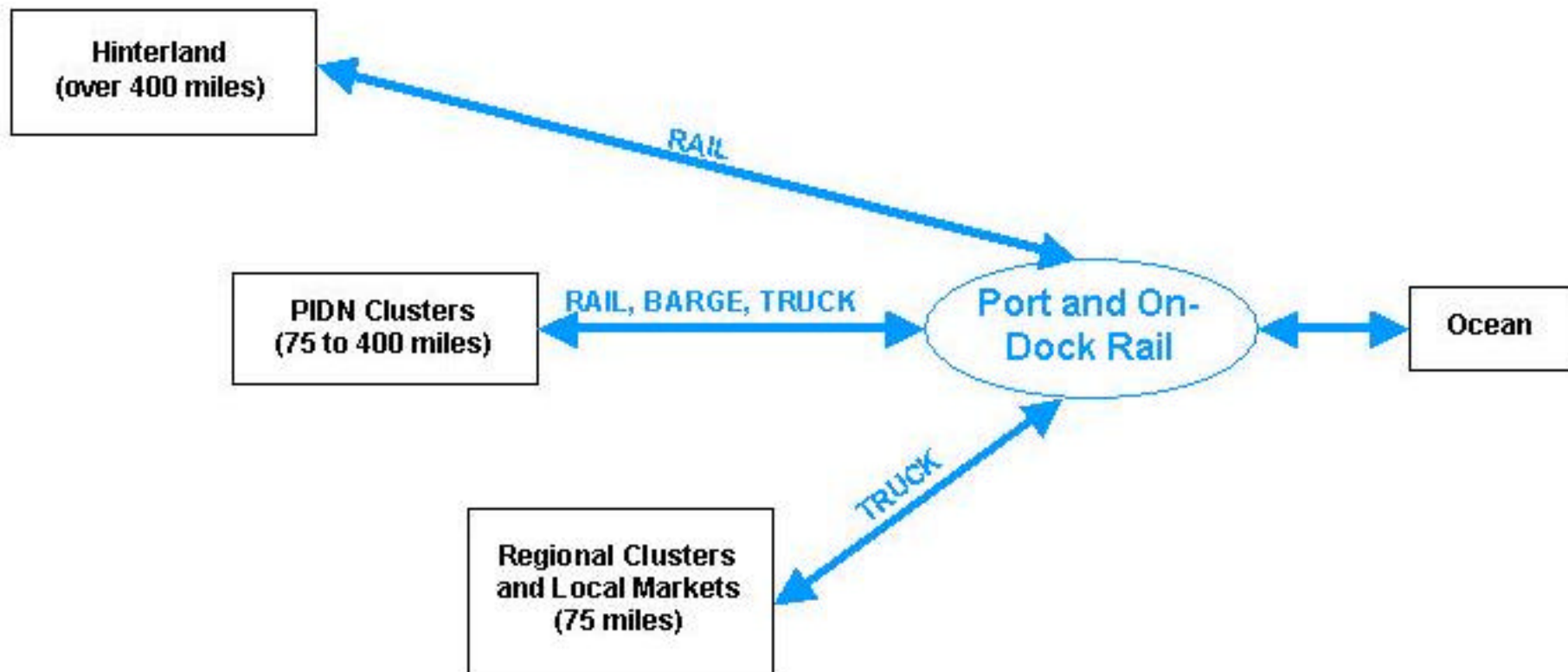


- We Have Obtained/Developed:
  - Reebie / TRANSEARCH database
  - PIDN / PIERS database
  - Warehouse/Industrial Trends and Forecasts
  - Port Authority ground counts
  - NJTPK toll plaza and mainline counts
  - Study-specific ground counts
  - Regional maritime forecasts
  - Freight system investments and anticipated mode splits
  - Feedback from Outreach Meetings



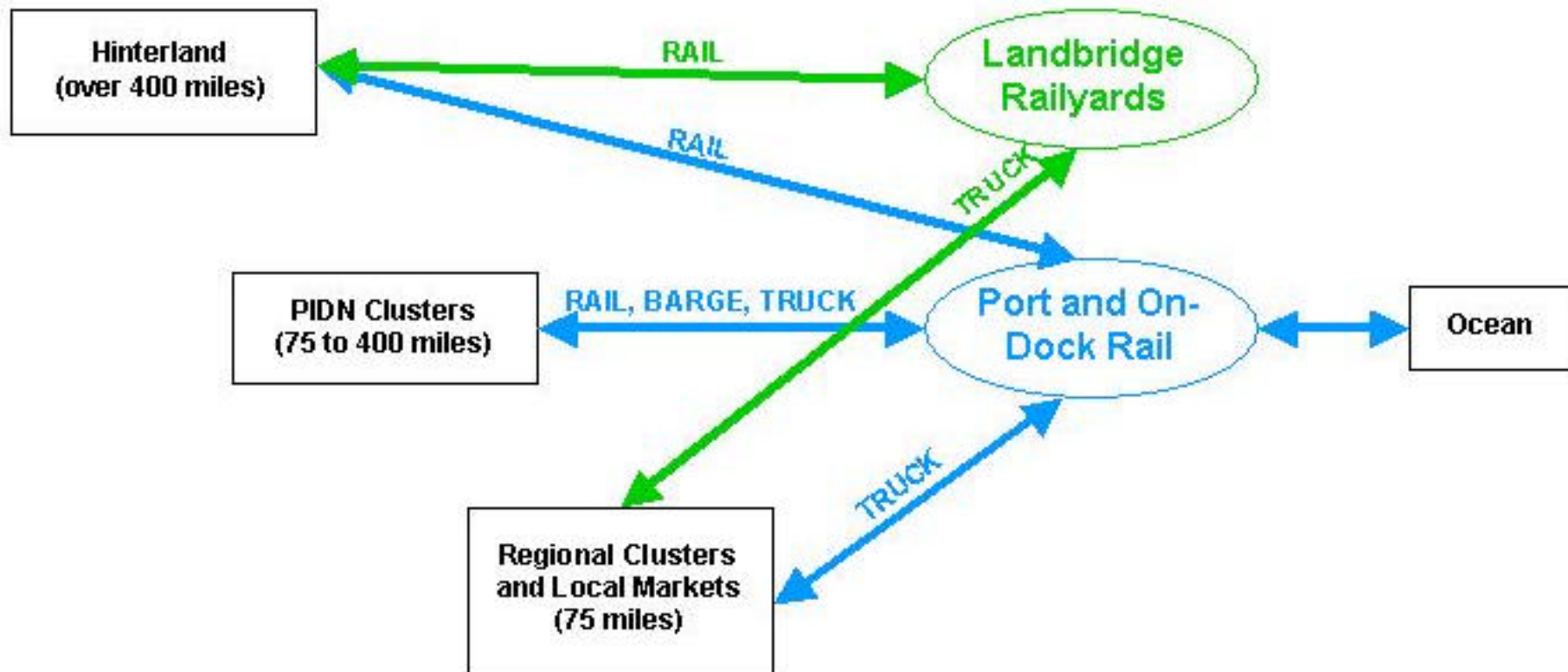


# Container Flows – Four Levels Port International and Domestic ...



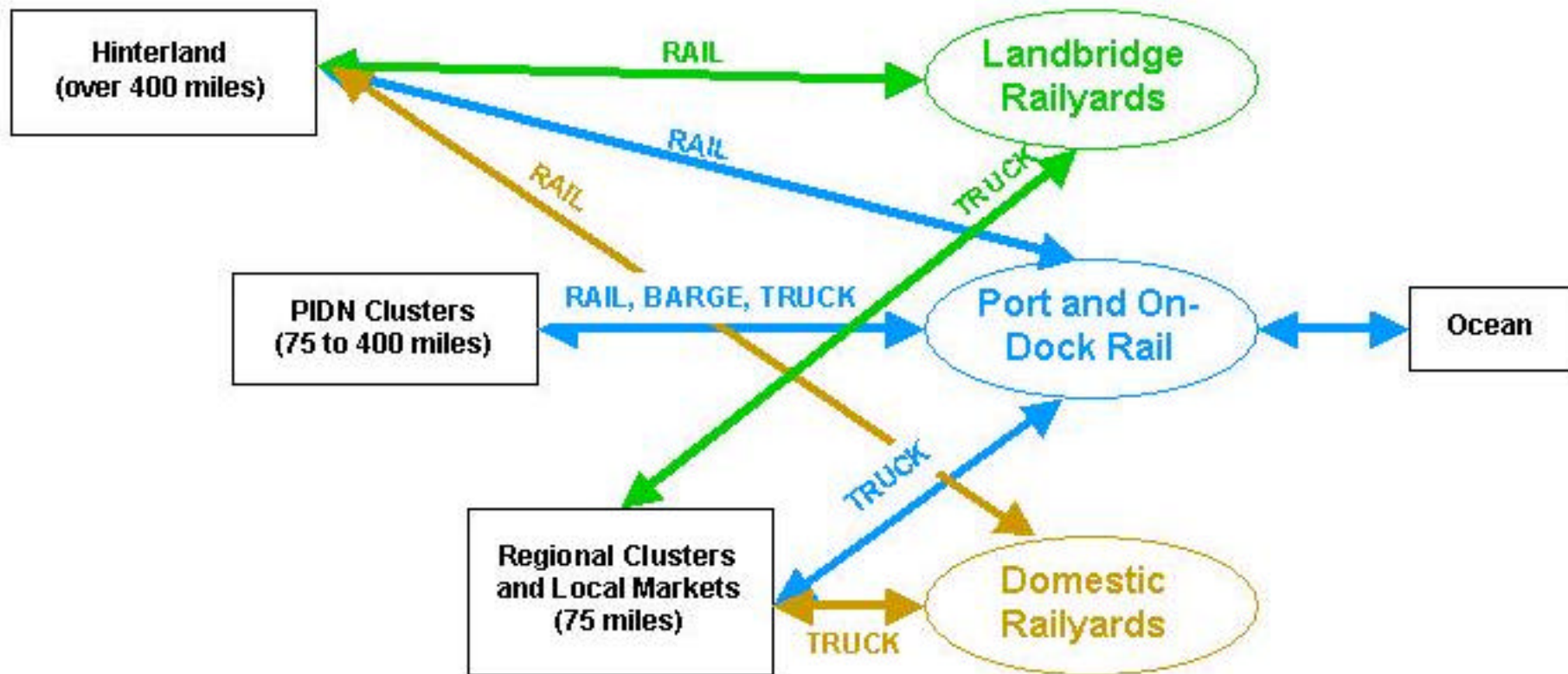


# Container Flows – Four Levels International “Mini-Landbridge” ...





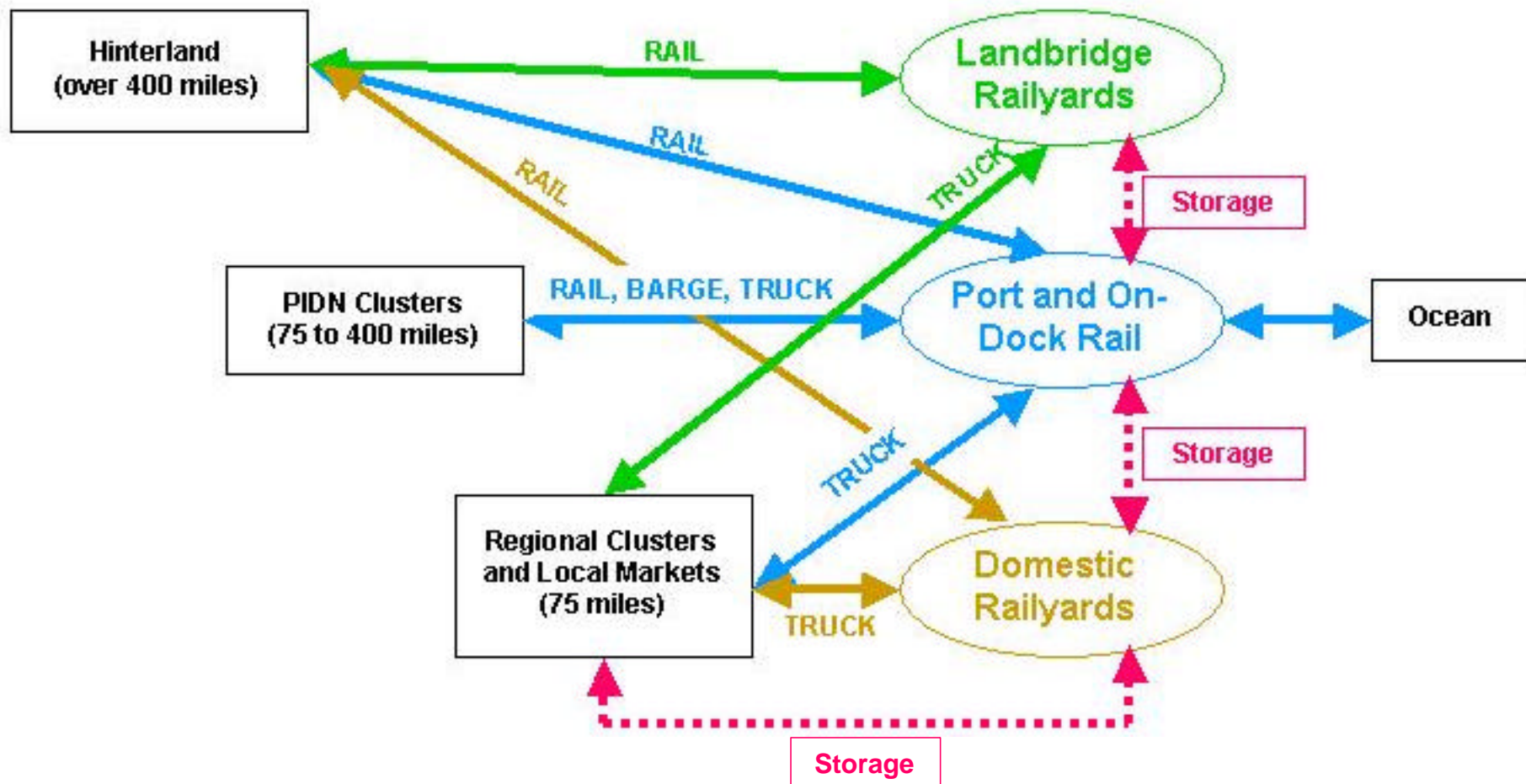
# Container Flows – Four Levels Domestic ...





# Container Flows – Four Levels

## Non-Freight (repositioning, empty storage)



# *Container Flows – Four Levels*

## *Implications for Forecasting*



- Need to look separately at different markets (marine terminal, landbridge, domestic, non-freight)
- Need to look separately at modes (rail, truck)
- Need to look separately at corridors serving hinterland, PIDN cluster, regional cluster, and non-freight container moves
  - Portway Phase I alignment is basic non-freight connector
  - Portway Extensions provide enhanced non-freight connectors, plus improved freight corridors to/from regional clusters, PIDN clusters and hinterland origins and destinations



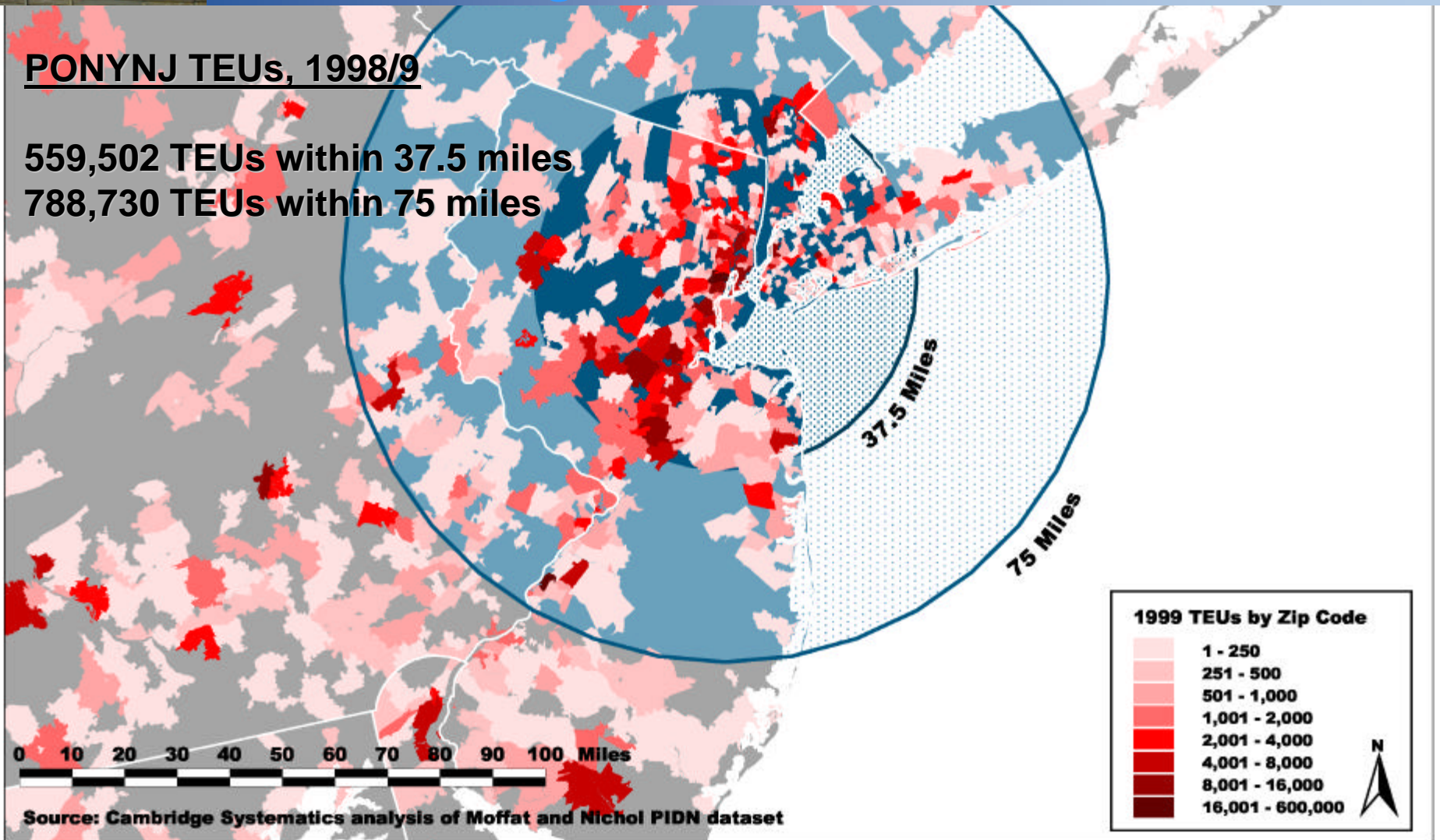


# Intermodal Container Flows To/From Region via PONYNJ



## PONYNJ TEUs, 1998/9

559,502 TEUs within 37.5 miles  
788,730 TEUs within 75 miles







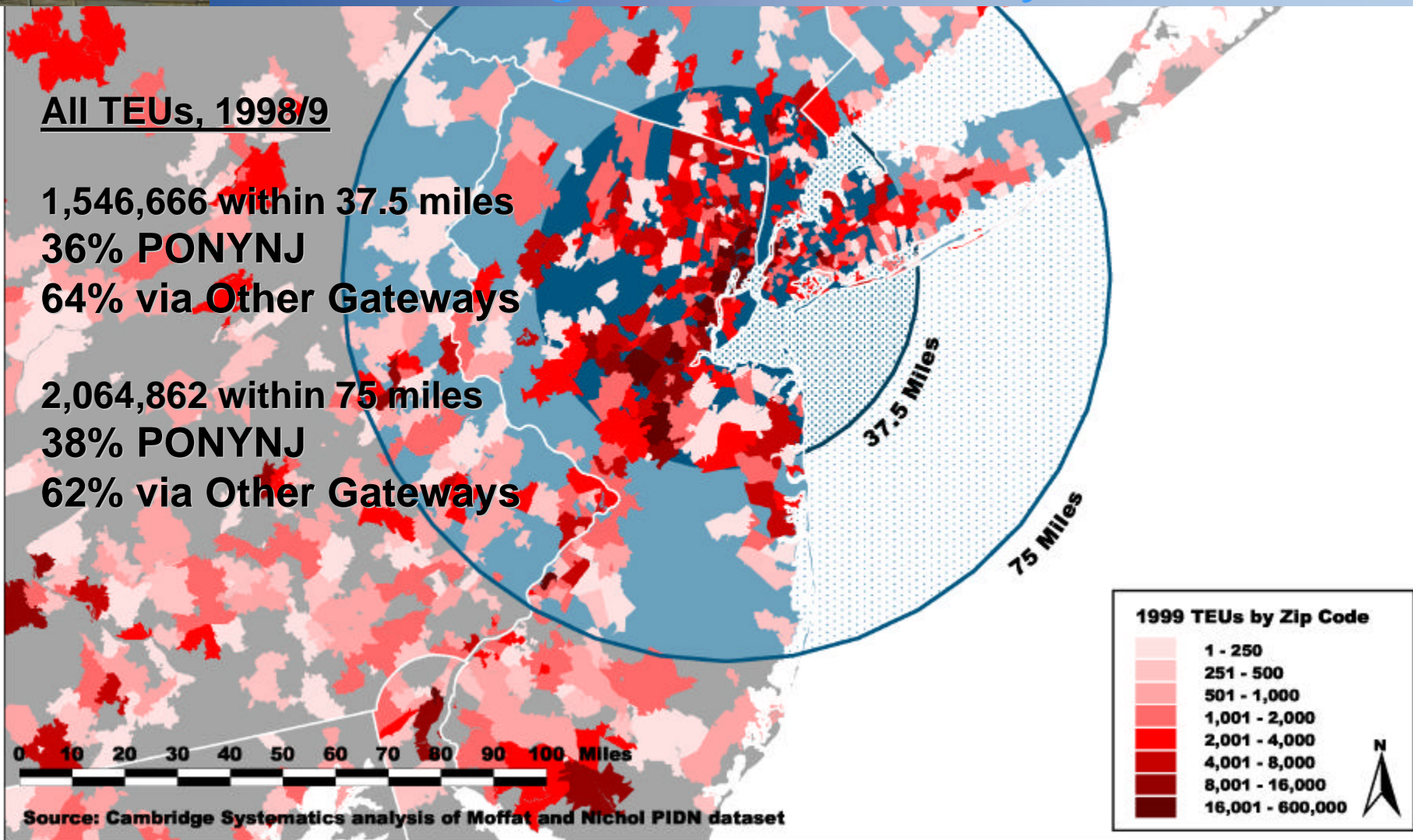
# *Intermodal Container Flows To/From Region via All Gateways*



## All TEUs, 1998/9

1,546,666 within 37.5 miles  
36% PONYNJ  
64% via Other Gateways

2,064,862 within 75 miles  
38% PONYNJ  
62% via Other Gateways



Source: Cambridge Systematics analysis of Moffat and Nichol PIDN dataset



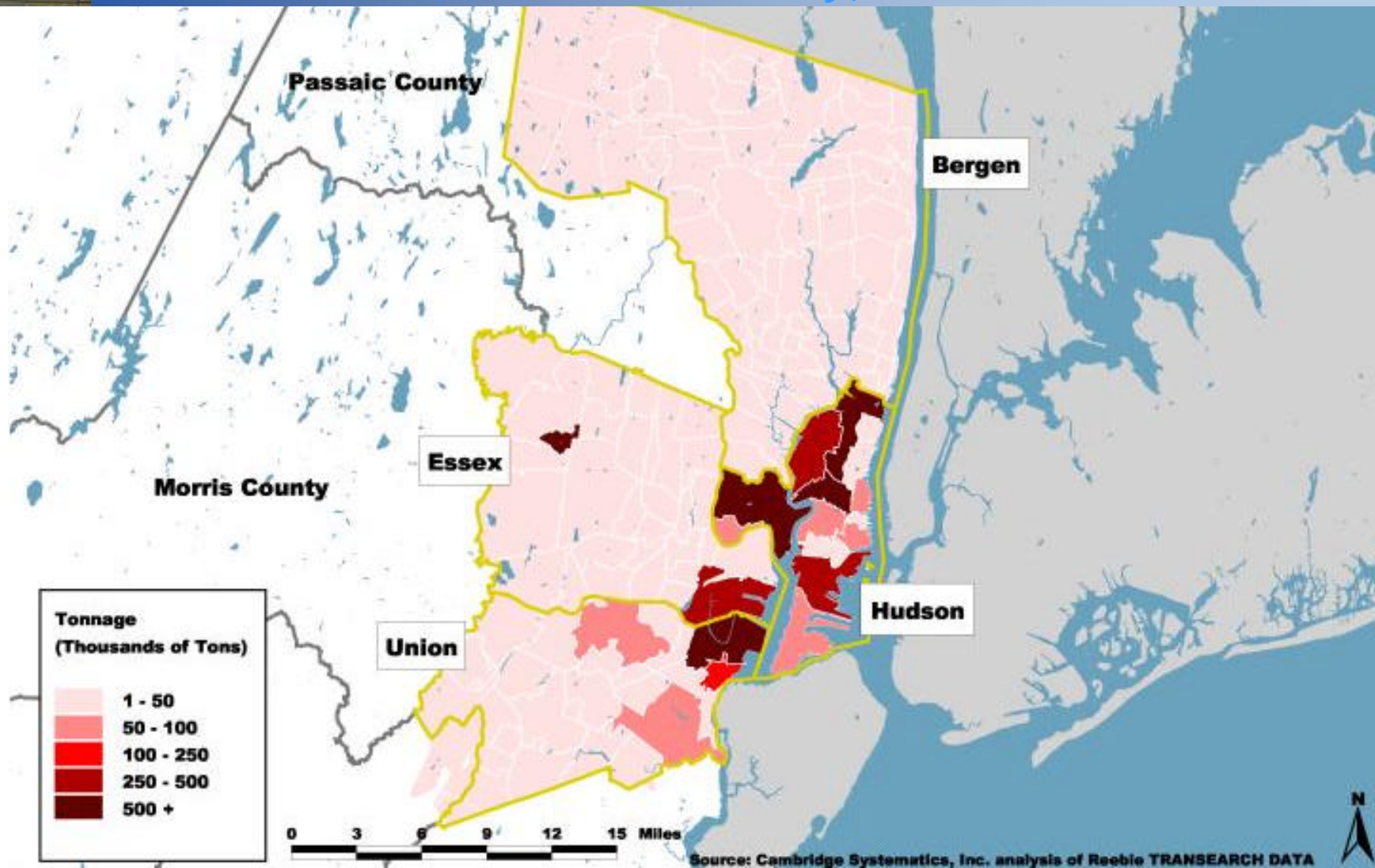
# *Intermodal Rail Flows*

## *Year 2001 Transearch Data*





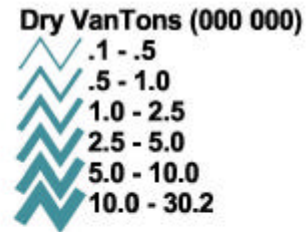
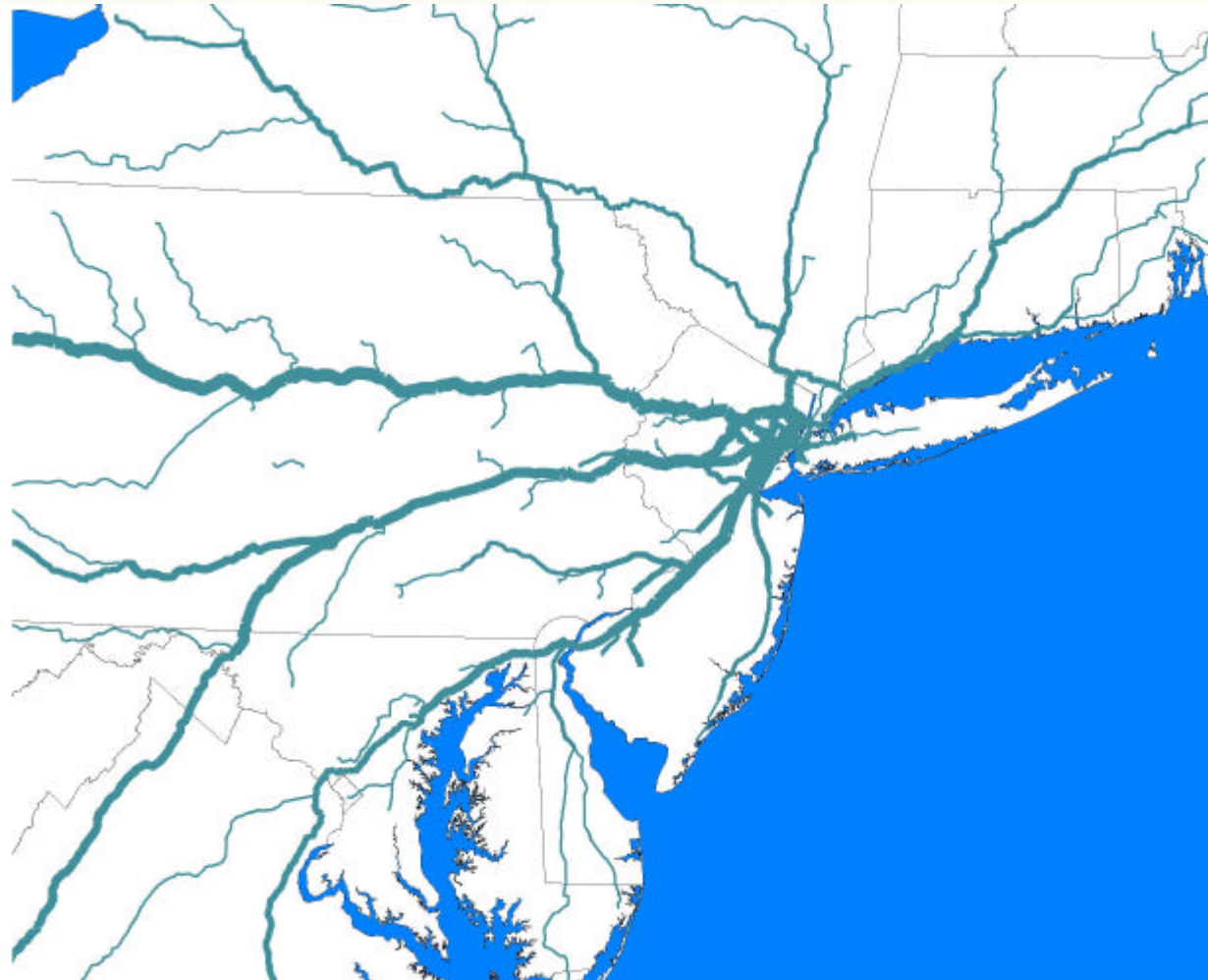
# *Intermodal Rail Drayage Trucks Tons In/Out, Truckload Only, Year 2001*





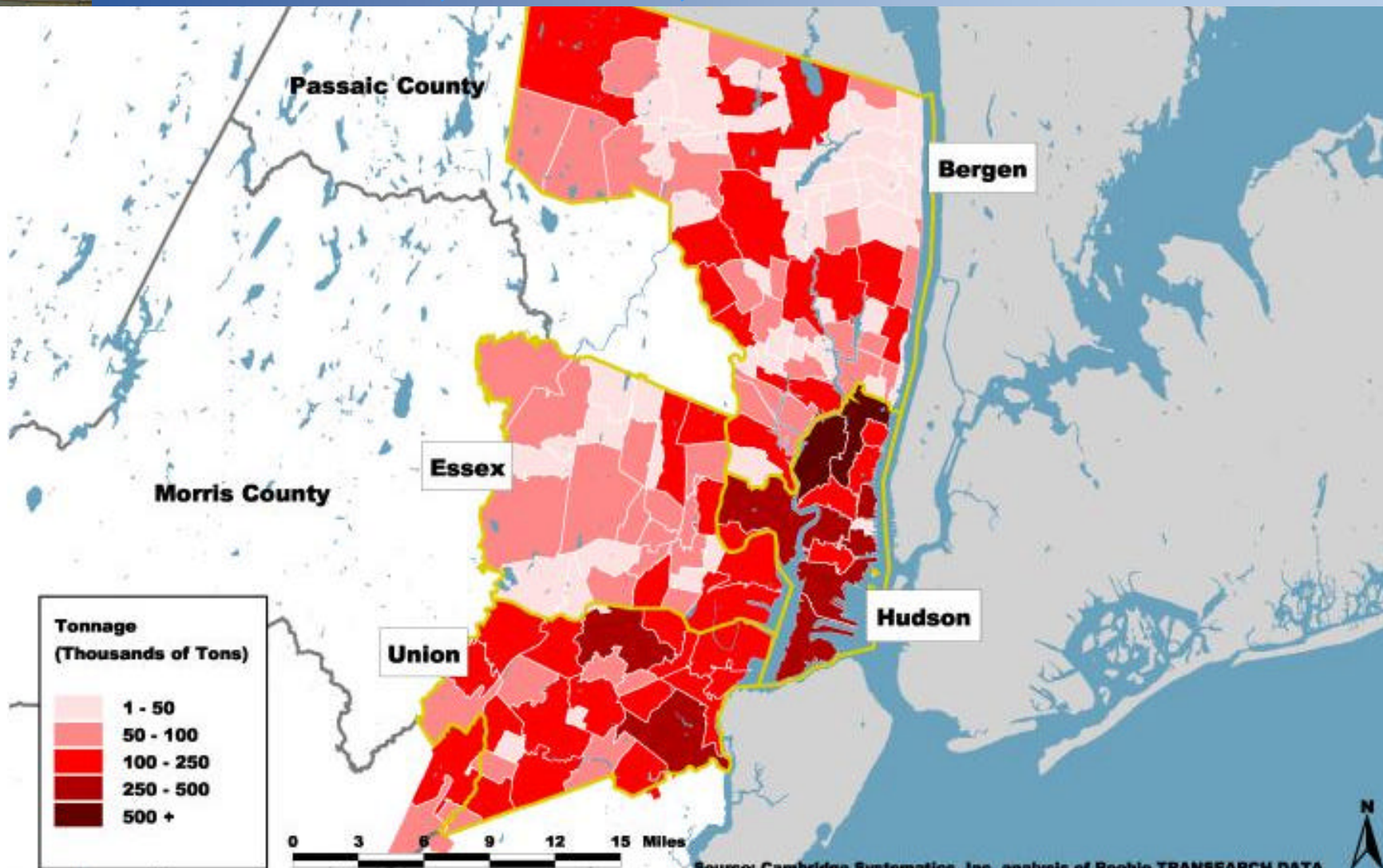
# *Container and Trailer Flows*

## *Year 2001 Transearch Data*



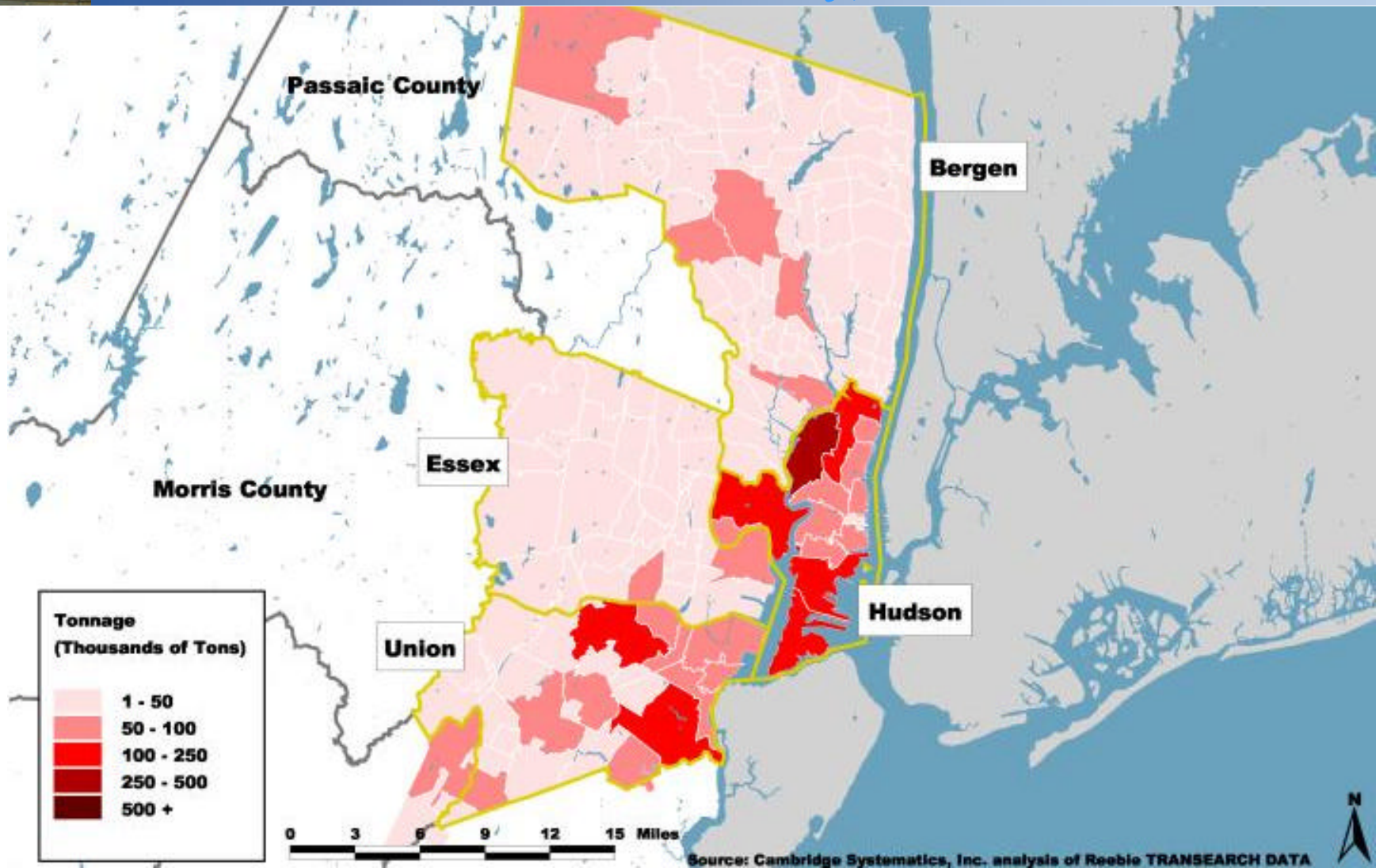


# *Warehouse and Distribution Trucks Tons In/Out, All Sizes, Year 2001*





# *Warehouse and Distribution Trucks Tons In/Out, Truckload Only, Year 2001*



# 2010 Truck Flow Forecasts



## International Container Flow Projections Container-Related Truck Moves Per Day

	Existing	2010 Forecasts			
		Low	Factor	High	Factor
International via PONYNJ Marine Terminals					
Low Rail (no PIDN, 89% Truck)	12,885	17,756	1.38	20,477	1.59
High Rail (with PIDN, 57% Truck)	12,885	11,325	0.88	13,092	1.02
International via Landbridge Rail	6,163	10,475	1.70	12,236	1.99

Includes Port Newark/Elizabeth, Global, MOTBY, Howland Hook, Red Hook

Includes NS Croxton and CSX Kearny



# 2025 Truck Flow Forecasts



## International Container Flow Projections Container-Related Truck Moves Per Day

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Low Rail (no PIDN, 89% Truck)	12,885	22,686	1.76	28,430	2.21
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International via Landbridge Rail	6,163	16,942	2.75	21,344	3.46

Includes Port Newark/Elizabeth, Global, MOTBY, Howland Hook, Red Hook  
Includes NS Croxton and CSX Kearny





# Warehouse / Industrial Space Trends



## Industrial Space Development by County

County	Existing Space		% Change
	3Q98	4Q02	
Bergen	115,631,718	120,322,432	4%
Essex	84,626,772	86,546,652	2%
Hudson	101,552,624	104,647,867	3%
Morris	37,138,230	40,720,537	10%
Passaic	55,013,403	57,060,888	4%
Hunterdon	2,423,105	2,621,145	8%
Mercer	19,230,677	19,699,887	2%
Middlesex	148,559,841	183,091,651	23%
Monmouth	22,603,108	22,965,267	2%
Somerset	36,175,788	37,916,939	5%
Union	85,585,275	88,869,788	4%
<b>Total</b>	<b>708,540,541</b>	<b>764,463,053</b>	<b>8%</b>

Source: CB Richard Ellis



# Warehouse / Industrial Space Trends



## Industrial Space Net Lease Rate Trends by County

County	Asking Lease Rate		% Change
	3Q98	4Q02 Asking	
Bergen	\$5.56	\$6.96	25%
Essex	\$5.16	\$5.88	14%
Hudson	\$4.61	\$5.90	28%
Morris	\$5.76	\$6.82	18%
Passaic	\$5.07	\$5.95	17%
Hunterdon	Not Available	\$3.31	
Mercer	\$3.30	\$4.98	51%
Middlesex	\$4.36	\$4.66	7%
Monmouth	\$5.23	\$5.98	14%
Somerset	\$4.35	\$4.83	11%
Union	\$4.51	\$4.86	8%

Source: CB Richard Ellis



# Warehouse / Industrial Space Trends vs. Baseline Forecasts



## Warehouse/Industrial Space Projections

Cluster	New Jersey County	Anticipated Growth	
		2010	2025
TPK Int 12 -- Tremley/Carteret	Union/Middlesex	High	High
TPK Int 12 -- Port Reading/Carteret	Middlesex	Low	Low
Secaucus / Allied Junction	Bergen	Low	Low
Resources Terminal	Hudson	Low	Low
TPK Int 10 -- Raritan Center/Woodbridge	Middlesex	High	Average
TPK Int 8A -- Cranbury	Middlesex	High	Average
TPK Int 7A -- Turnpike South	Mercer	High	High
I-80 NJ Corridor	Morris	Average	Average
I-78 NJ Corridor	Morris/Somerset	Average	Average
City of Newark by Port	Essex	High	Average
Other Local/Regional	Total	Average	Average

*Based on industrial space and lease rate trends, assessment of industry and regional conditions, and meetings with County and Municipal officials and private sector stakeholders*



# *Model Tool Development*



- **Baseline Model**
  - NJRTM
  - NJDOT Truck Model
  - TranPlan Software Platform
  - 2002 existing condition
- **Future Scenarios**
  - high and low growth projections to 2010 and 2025
  - Local enhancements to infrastructure network



# EXISTING CONTAINER TRUCK ROUTES



**PORTWAY EXTENSIONS** CONCEPT DEVELOPMENT



# PORTWAY EXTENSIONS PRELIMINARY CONCEPT SETS



# PORTWAY EXTENSIONS PRELIMINARY CONCEPT SETS



# PORTWAY EXTENSIONS PRELIMINARY CONCEPT SETS





# *Sample Corridor Concepts – Operational Improvements*



- Mode Shift - Rail and Barge
- Extended Hour Operations
- Container Logistics
  - Information Systems
  - “Empty” Management
  - Security



# *Next Steps*



- Validation of Future Condition Network Model Runs
- Quantify Infrastructure Deficiencies
- Refine and Evaluate Conceptual Solutions
- Continued Outreach and Coordination
- Development of Draft Report
- Recommendations and Prioritizations





# *Study Team Contacts*



- New Jersey Department of Transportation  
Mr. Jody Barankin  
(609) 530-3520  
[jody.barankin@dot.state.nj.us](mailto:jody.barankin@dot.state.nj.us)
- Edwards and Kelcey, Inc.  
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[sparker@ekmail.com](mailto:sparker@ekmail.com)





# Portway Extensions Concept Development

## About the Project

In July 2002, the New Jersey Department of Transportation (NJDOT) in cooperation with the North Jersey Transportation Planning Authority (NJTPA) embarked on a one-year study to identify container/goods movement issues in the New York/New Jersey port district and to determine the most efficient way of transporting goods within and around the region.

Objectives of this study include:

- Identifying issues that could impede the efficient movement of containers
- Developing projections of future container activities
- Developing concepts to facilitate container movements.



## Outreach Efforts

A well-conceived and coordinated outreach program facilitates an open exchange of information and ideas between the project team and key stakeholders. In this study, such an exchange is critical to developing solutions/concepts to facilitate container movements. Techniques used to obtain input from stakeholders include:

- Meetings and interviews with:
  - Fleet Operators
  - Municipalities
  - Port Operators
  - Shippers
  - Warehouse Operators
  - Others

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## *open exchange of information and ideas...*

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- Task Force  
Comprised of representatives from public agencies, private companies and industry trade groups, the Task Force has been organized to serve as a conduit for information between NJDOT/NJTPA and key stakeholders. The primary functions of the Task Force include:
  - Serve as a Technical Advisory Committee (TAC) for the study
  - Provide input regarding the study process
  - Aid in the identification of key impediments to the movement of containers
  - Assist in the development of meaningful solutions
  - Develop consensus in the recommendation and prioritization of alternative improvement concepts

## What We've Been Doing

- Examined existing conditions of container flows
- Developed assumptions and derived future container movement
- Held meetings/interviews with several jurisdictions
- Identified representatives to serve on the Task Force

## Steps Taken to Predict Future Container Activities

Several critical steps precede the forecasting of future container movements. They include:

- Collecting current container movement data, calibrating and integrating the data into the model
- Determining major market segments for container trip generators – international waterborne, international landbridge, domestic – and identifying major modes and facilities
- Defining primary generators and secondary attractors
- Developing forecast methodology which will enable the development of future low and high forecast and trip tables under base case conditions
- Running future scenarios and identifying deficiencies, then modifying trip tables to reflect alternative case conditions
- Identifying physical and operational improvements needed under base and alternative cases, and updating model networks

# Portway Extensions Concept Development

## *Where Do We Go From Here?*

Task Force Meetings: Three meetings have been tentatively scheduled for:

- **March 11, 2003** – This meeting will focus on forecasting of the volume and distribution of containers through the port district, and solicitation of input pertaining to issues and potential solutions
- **April 2003** – This meeting will focus on preliminary evaluation of conceptual strategies and improvements designed to facilitate container movement
- **June 2003** – This meeting will focus on preliminary final set of recommended alternatives and prioritization of improvements



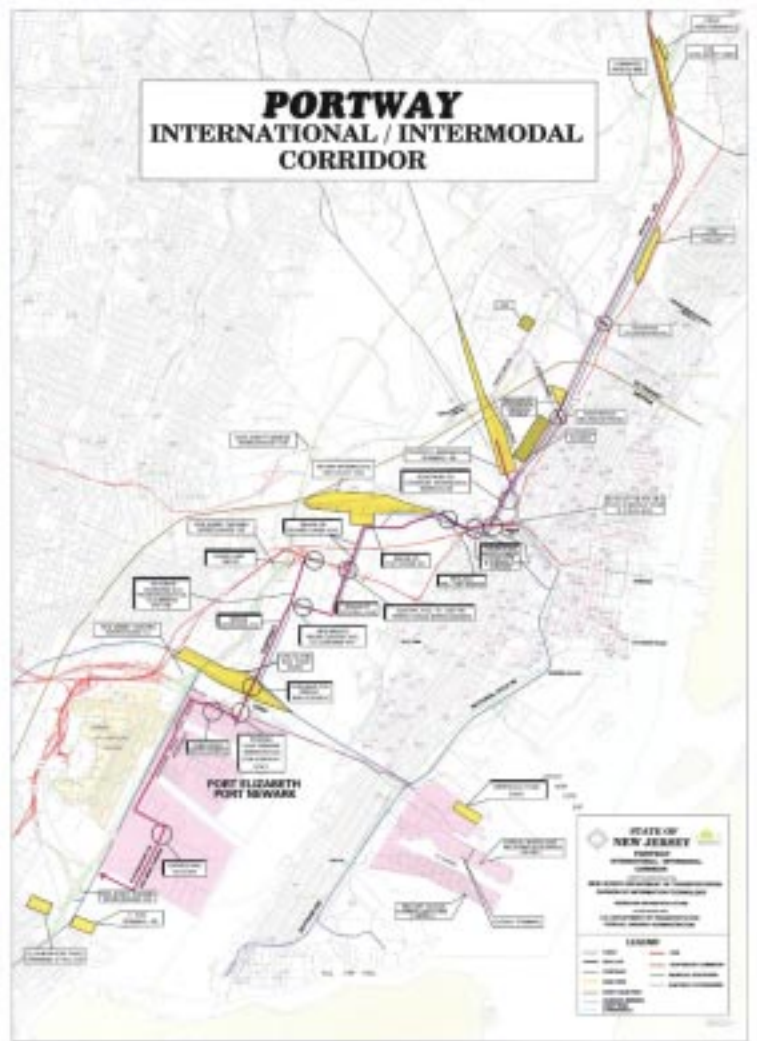
## *Who's Who in the Study?*

NJDOT  
Jody Barankin, Project Manager

NJTPA  
David Dawson, Project Manager

Prime Consultant  
Edwards and Kelcey, Inc.  
Scott Parker, P.E., Project Manager

Subconsultants  
A. Strauss-Wieder, Inc.  
Reebie Associates  
Cambridge Systematics, Inc.  
HNTB Corporation  
Howard/Stein-Hudson Associates, Inc.  
Louis Berger Group  
Malick & Scherrer, Inc.



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# Portway Extensions Concept Development

## About the Project

In July 2002, the New Jersey Department of Transportation (NJDOT) in cooperation with the North Jersey Transportation Planning Authority (NJTPA) commenced a study to identify container/goods movement issues in the New York/New Jersey port district and to determine the most efficient way of transporting goods within and around the region. The projected completion date of the project is June 2003. Stakeholder outreach and coordination is a significant element of this study.

## Where Are We Today?

We've ...

- Collected a wide variety of data
- Conducted meetings and interviews with numerous county officials, municipal planners, facility operators and public agencies
- Met with the Stakeholder Task Force
  - On March 11, 2003, the first Task Force meeting was held at the NJTPA headquarters in Newark, NJ. It focused on the study goals and objectives, the study process, outreach efforts, anticipated work products and target dates.
  - Another meeting has been scheduled for April 22, 2003, which will focus upon the data developed for use in the forecasting of future container flow activity, refinement of the modeling tools being developed as part of this study, identification of future impediments to the flow of containers, and development of preliminary sets of improvement concepts.

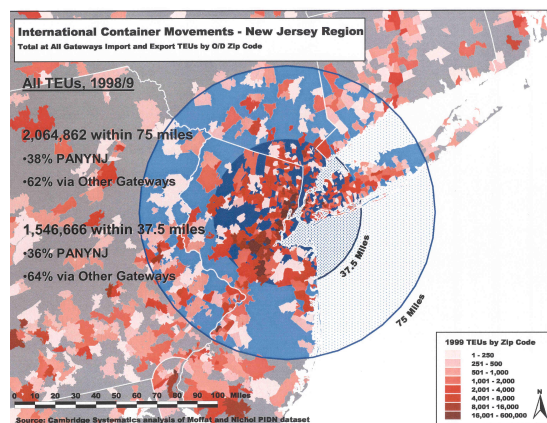
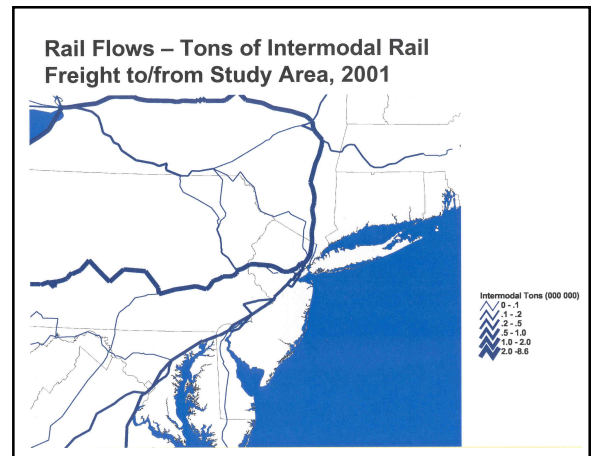
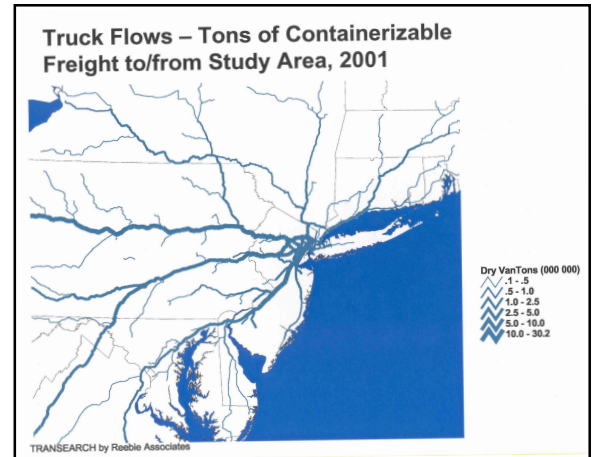
## What Data Have We Collected?

- Container flows and background conditions
- Future growth
- Origin/Destination data
- Warehouse/Industrial trends and forecasts

## What Have We Learned?

Upon examination of the existing international container flows, three primary container markets defining means of entry into the New Jersey region were identified. Container movement activities at these entry points were analyzed. The points of entry for international containers identified are:

- Over the Wharf (Marine Terminals)
- International Landbridge Rail (Intermodal Rail Yards)
- Other Gateways (Truck and Rail from Points North and South)



- Today, approximately 2.1 million container movements are made to and from points within a 75 mile radius of the Port District.
  - 38% Over the Wharf
  - 62% via Other Gateways
- Approximately 1.6 million container movements are made to and from points within a 37.5 mile radius of the Port District.
  - 36% over the Wharf
  - 64% via Other Gateways

***What Is the Expected Growth in Container Flows?***

Analysis of these data revealed that extensive growth in the volume of containers moving to, from and through the region is expected. While there are numerous unknowns that will affect the rate and growth, high and low growth scenarios have been developed for incorporation into the study models. The table below illustrates these scenarios.

***International Container Flow Projections  
Container-Related Truck Moves Per Day***

International via PONYNJ Marine Terminals	Existing	2010		2025	
		Low	High	Low	High
Low Rail (no *PIDN, 89% Truck)	12,885	17,756	20,477	22,686	28,430
High Rail (with *PIDN, 57% Truck)	12,885	11,325	13,092	14,504	18,176
International via Landbridge Rail	6,163	10,475	12,236	16,942	21,344

Includes Port Newark/Elizabeth, Global, MOTBY, Howland Hook, Red Hook

Includes NS Croxton and CSX Kearny

\*Port Inland Distribution Network

***Where Are These Containers Going?***

- Identifying existing and future impediments to container movements on the transportation infrastructure requires an understanding of the destinations of the containers. These destinations have been defined as the containers "Place of First Rest."
- Based upon trends in the development of warehouse and distribution space and consultation with county and local planning officials, concentrations of warehouse/distribution space have been identified, with the potential for growth in these trade clusters identified.

These patterns are noted below.

***Warehouse Growth Patterns***

Trade Cluster	New Jersey County	Anticipated Growth	
		2010	2025
NJTPK Int 12 - Tremley/Carteret	Union/Middlesex	High	High
NJTPK Int 12 - Port Reading/Carteret	Middlesex	Low	Low
Secaucus / Allied Junction	Bergen	Low	Low
Resources Terminal	Hudson	Low	Low
NJTPK Int 10 - Raritan Center/Woodbridge	Middlesex	High	Average
NJTPK Int 8A - Cranbury	Middlesex	High	Average
NJTPK Int 7A - Turnpike South	Mercer	High	High
I-80 NJ Corridor	Morris	Average	Average
I-78 NJ Corridor	Morris/Somerset	Average	Average
City of Newark - Port Region	Essex	High	Average
Other Local/Regional	Total	Average	Average



***Where Do We Go From Here?***

- Complete a transportation model for quantified evaluation of the travel paths to be utilized under various future growth scenarios
- Identify infrastructure deficiencies
- Formulate, refine and evaluate conceptual solutions
- Conduct final Task Force meeting to discuss the preliminary final set of recommended alternatives and prioritization of improvements
- Produce the final report

***Who's Who in the Study?***

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Subconsultants

A. Strauss-Wieder, Inc.

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HNTB Corporation

Howard/Stein-Hudson Associates, Inc.

Louis Berger Group

Malick & Schener, Inc.

Reebie Associates





# Portway Extensions

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# Concept Development

June 2003

Fact Sheet 3

## *About the Project*

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In July 2002, the New Jersey Department of Transportation (NJDOT) in cooperation with the North Jersey Transportation Planning Authority (NJTPA) commenced a study to identify issues and constraints related to the movement of containers to, from and through the New Jersey Port District, and to develop a series of conceptual improvements focused on increasing the efficient movement of containers. The projected completion date of the project is June 2003, when a draft final report will be produced. In addition to a detailed forecasting and travel assignment modeling analysis, stakeholder outreach and coordination is a significant element of this study. Extensive outreach efforts have been conducted throughout the study process. These included interviews with numerous public and private sector stakeholders, as well as meeting with a diverse stakeholder Task Force sponsored by the NJTPA.

## *Where Are We Today?*

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We've ...

- Developed the preliminary improvement concept sets based on findings of the modeling and analysis process, and input from stakeholders
- Conducted coordination meetings and interviews with numerous municipalities, operators and agencies
- Met with the Stakeholder Task Force
  - On April 22, 2003, the second Task Force meeting was held at the NJTPA headquarters in Newark, NJ. The presentation focused on the container growth projections and general improvement concept themes.



- The third and final Task Force meeting has been scheduled for June 10, 2003. The meeting will focus upon the findings of the container flow modeling process and identification of impediments to the flow of containers. ***In addition, a series of physical infrastructure, systems and operational improvement concept sets designed to provide enhanced mobility for the movement of containers will be presented.***

## *What Were The Guiding Principles In Developing the Improvement Concepts?*

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- Multi-modal access and connectivity
- Utilization of existing infrastructure
- Enhanced route redundancy
- Minimize residential and other sensitive land use impacts

## *Who's Who in the Study?*

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### **NJTPA**

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# Portway Extensions Concept Development

## What Are the Categories of Improvement Concepts?

Throughout the study process, the project team conducted several presentations and coordination meetings with various public agencies, county officials, port operators, and members of the Task Force to review the study goals, reaffirm and refine the data collected, and develop concepts to facilitate container movement. At the conclusion of these outreach sessions, three categories of improvement concepts were identified:

### **System/Operational**

- Extended hours of operation
- Improved container management handling of empty containers
- Statewide rail strategies

### **Non-Roadway Infrastructure**

- Intermodal yard connectivity
- Shoreline/short-haul corridors
- Elimination of clearance and weight restrictions

### **Roadway Infrastructure**

- "Last-mile" and major facility connectors
- NJ Turnpike interchange improvements
- Bridges and local spot improvements



## Infrastructure and Capacity Management - Intelligent Transportation Systems Architecture

- Pre-trip travel information
- En-route driver information
- Route guidance
- Traffic control
- Incident management
- Travel demand management
- Electronic payment services
- Maintenance and construction operations

## How Are the Improvement Evaluated?

The criteria used for evaluating the concepts fall under these categories:

- Mobility
- Freight logistics
- Environmental
- Security
- Technology/operations

## What Key Future Growth Scenarios Have We Incorporated into the Concept Development Process?

- Year 2025 High Growth without PIDN - high truck share
- Year 2025 High Growth with PIDN - high rail/barge share
- Other scenarios evaluated for the purpose of prioritizing necessary improvements into short, moderate and long term, included year 2010 growth with and without PIDN as well as low/constrained growth for both 2010 and 2025.

Visit the Web site at  
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**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY,  
INC.**

**THE FREIGHT INITIATIVES COMMITTEE**

FREEHOLDER PETER PALMER, CHAIRMAN  
COUNTY EXECUTIVE BERNARD HARTNETT, VICE CHAIRMAN

**MINUTES**

October 28, 2002  
2:00 P.M.

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Chairman Peter Palmer opened the meeting at 2:00 P.M.

**I. I. Opening Remarks**

Chairman Palmer began the meeting by noting that it marked a new phase in the committee's work since the NJTPA Board of Trustees approved a new Regional Freight Plan. Chairman Palmer stated that the updated 2025 Regional Transportation Plan calls for the NJTPA to become more active on issues of concern to the goods movement community of our region. The Plan recognizes links between enhanced transportation infrastructure and economic development, and it understands that on brownfield issues, improved transportation access can unlock economic assets.

Chairman Palmer went on to introduce the meeting's presenters for the Portway Program, Messrs. Scott Parker of Edwards an Kelcey, Inc. and Jody Barankin of NJDOT, Program Manager for Portway. The Chairman expressed his hope that the presentation hoped to draw heavily on stakeholder participation in the form of ideas and information that could be used for the Portway Extensions Project Study, a part of the Portway Phase I process.

**II. Roll Call of Members**

There were seven voting members of the Freight Initiatives Committee present.

**III. Approval of Minutes**

A motion to approve the minutes of the September 10, 2002 meeting of the Freight Initiatives Committee was unanimously approved.

**IV. Action Item**

For the benefit of the stakeholders present, George Ververides, Middlesex County, gave a brief on the new NJTPA Strategic Business Plan, a copy of which was made available to the committee members last week. Chairman Palmer asked for acceptance of the Plan amongst members present. It was unanimously accepted and having cleared all committees on this date, it will go before the full Board of Trustees for ratification on November 12, 2002.

**IV. IV. Key Presentation**

Jody Barankin, NJDOT, led the presentation by introducing a Portway Extensions Concept Development study to identify routes and operational issues as the state looks for a conduit for trucks and containers to move from the port terminals to outlets and other terminals in the port district and beyond. He was specific in cautioning that this meeting would serve as an outreach effort for this new study. Its focus would be the movement of containers generated by terminal activity, with a container serving as a unit of measurement as it moves from the terminal (Point A) to the next destination (Point B), That location may be a nearby railyard just 3 miles away from the pier or a destination in St Louis, hundreds of miles away.

Mr. Barankin said that the study would be looking to answer the following questions:

- 1) 1) The potential growth in the port area over time.
- 2) How many more containers could be handled on regional roads and beyond.
- 3) The destination of the containers.
- 4) Mode: How will they be going? Rail, truck, barge, combo.
- 5) What are the proposed route alternatives?
- 6) Will we need a 24-hour port?

Mr. Barankin concluded by stating that the study will investigate a number of other questions and its success will depend on the openness and cooperation that is received from all stakeholders and industries in the area. For example, a typical question would be "does a 24/7 port make sense?" What will it entail, in terms of truck, port, and waterfront labor availability and cost?

Scott Parker, technical manager for the project study followed. Mr. Parker advised that Portway would not be viewed as just a roadway, but rather as any strategy or element of infrastructure that will facilitate movement from point A to Point B. He stated that one of the purposes of the study was to look at extending Portway and to see how containers could best be moved between facilities. It would look at what capacity existed now and how much would be required in the future. He concluded by saying that the study group would be meeting with as many of the local communities and industries as possible to get 2010 and 2025 estimates and ideas.

Question and Answer (Q and A) session:

(Q) John Hummer: It looks like Military Ocean Terminal Bayonne (MOTBY) will be handling container traffic in the future. Has Portway taken this into consideration?

(A) Yes. It is a central element of the study due to the traffic that would be handled on its acreage (currently 160 acres).

(Q) (Q) John Hummer. How will you move out of MOTBY as warehouses in the vicinity have replaced a lot of track?

(A) By shortlines. New track configurations will have to be investigated.

(Q) Chairman Palmer: After Phase I is completed, can you give any idea as to when connections to the south and north may take place.

(A) As we are just starting this study we cannot give you a timeline yet.

(Q) George Ververides: Will there be studies on how Portway impacts on peripheral areas and how people affected will get to work?

(A) We are not closing our minds to anything. We will be reaching out to the western part of the state and will rely heavily on community and MPO input for demographics and trip generation.

(Q) Peter Palmer: Is Portway and IITC [International Intermodal Transportation Corridor] the same thing?

(A) They are kind of the same thing. The study will reach out to NJIT (IITC) as the study progresses for useful information.

(Q) Tom Heimgartner-BEST Trucking: How far along is your look at port hours of operation? There are 12,000 truck movements per day in and out of the port. Have you studied where the trucks will sleep at night? All trucks must start and finish somewhere. Where will they stay?

(A) We will be investigating all of this. This meeting is the first stop. We will be asking people many questions. We will be looking for instance to see if a 2<sup>nd</sup> or 3<sup>rd</sup> shift makes sense. Is it needed?

Observation –Tom Heimgartner: You mentioned movements A to B. Believe me, its not that simple. Think A to B to C to D back to A or B.

Observation-John Hummer: there is, for instance, a need for transloading terminals to handle overloaded containers. These containers are loaded into street-legal containers. There is also a need to provide for modern logistics services related to port and airport traffic. This should take place on sites that are located between points A and B.

A) Observation-Jody Barankin: in working with this study, I tend to remember certain numbers:

There are 166,000 port related jobs.

Mega ships coming in will carry 7,000 containers.

There are 12,000 people per square mile in Hudson County.

70% of containers stay local.

To double this output this study promises a lot more questions and will require sensible solutions to them.

(Q) From Floor: Does the scope of this study take into account bulk movements (petroleum) and other non-container movements?

(A) No. It is not a freight study. It is a movement study with unit of measurement being the container.

Observation. Mike Brimmer-CSX: When you mention containers you have to be careful. You have to differentiate between International containers and Domestic

containers. Of the “international” containers coming in by sea, 70% are moved out by truck. You must also remember the large number of “international” containers coming here from the West Coast. (transcontinental rail “land bridge”).

(Q) Laura Shabe-CPIP Consortium: CPIP can be a big aid to what you are doing. We can provide forecasting help to you. NJDOT is a part of the CPIP Consortium. Do CPIP studies have to be fused with the Portway study?

(A) Talvin Davis NJDOT. CPIP is a much larger study and there will be a difference in detail but NJDOT will not be out there with 2 different sets of numbers.

(Q) Mark Solof -How soon will Phase I be completed?

(A) Phase I consists of 11 projects. It is not known how long these projects will take, given current state budget scenarios. We are currently moving with engineering and construction along on Doremus Avenue, the southern leg of Portway.

(Q) George Ververides- Will the air cargo industry be involved in the study?

(A) They will be.

(Q) From the floor: Will there be an EIS study accompanying this study?

(A) No.

JH re: Portway is intended to be an infrastructure linkage between major terminals. The Concept Development study needs a cogent geographical focus and a freight movement orientation. For instance, it was mentioned that the study will be looking at PIDNs in locations such as Camden and perhaps at or beyond the Pennsylvania-New Jersey border, does that mean that the study will recommend building new blacktop to Camden or the Pennsylvania border along I 78?

Observation –Talvin Davis: This is a different kind of study. We are looking for a lot of help from you professionals. We need to know how freight moves and where.

Observation: Mike Brimmer: You have to be very careful on your approach on where your capacity issues occur. For instance a change in clearances i.e. allowing more double stack, can have a large effect on system capacity.

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Observation- Melanie Rivellese- Morris County: You may want to consider getting out to the stakeholders a comprehensive list of questions that you want answered. It would most likely speed up the process and cover more ground in less time.

Observation- James Greller NJIT: You should make sure that you include redundancy issues in your analysis in view of security issues raised in the aftermath of 9/11.

## V. V. Adjournment

Chairman Palmer adjourned the meeting at 3:30 PM and noted that the date of the next meeting date would be conveyed to all as soon as possible. The topic will be the findings of the NJTPA/NJIT Brownfield Economic Redevelopment Study and its recommendations.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.  
NEW JERSEY DEPARTMENT OF TRANSPORTATION  
**PORTWAY EXTENSIONS CONCEPT DEVELOPMENT STUDY  
TASK FORCE**

MINUTES

Tuesday, March 11, 2003

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NJTPA Freight Initiatives Committee Chairman Peter Palmer called the meeting to order at 11:00 A.M., and asked all meeting participants to introduce themselves.

**A. Introduction of the Portway Extensions Concept Development Study Task Force and Stakeholders**

Arnold Bloch of Howard/Stein Hudson – one of the sub-consultants on the Portway Extensions Concept Development Study – welcomed Task Force members with some brief opening remarks, then introduced NJDOT Project Manager Jody Barankin.

Mr. Barankin noted that the actual Study got underway after its initial introduction in October 2002. He said the Study has been a challenging endeavor, requiring three stages of outreach. Mr. Barankin explained that the first stage involved extensive data collection; the second stage involved refining and reaffirming the data, and included one-on-one and small group meetings; and the third stage – beginning now – involves widening the process to explain the status of the Study and how it is proceeding toward its anticipated completion at the end of June.

Mr. Barankin said the primary focus of today's meeting is to determine "what we've missed" or what has not been considered as the Study team prepares to develop concept alternatives. He encouraged Task Force members to contact him at the NJDOT or the consultant team's Project Manger, Scott Parker, of Edwards and Kelcey, with any ideas, comments, or feedback to be incorporated into the Study as it progressed toward a final report.

Mr. Barankin said today's Task Force meeting is the first in a series of three meetings. He said the second meeting, to be held sometime in April, will concentrate heavily on a vast amount of technical data assembled as the Study's foundation. Mr. Barankin added that the second meeting also will include the initial cut of concept alternatives for extensions to the Portway project's Phase I.

Mr. Barankin said the third meeting, to be held in early June, will feature the Study Team's presentation of envisioned concepts, the basis for these concepts, and the recommended prioritizations. Mr. Barankin then turned the meeting over to Mr. Parker.

**B. Goals and Objectives of the Study**

Mr. Parker began his presentation by emphasizing that the Portway Extensions Concept Development Study is not a reinvention of other work being done by other agencies and consortiums. Mr. Parker said that the Study Team has a very specific set of goals and objectives.

Mr. Parker noted that the Port district has experienced a growth rate of about 20 percent in container and cargo volume during the past two years. If this rate were to continue for the next 20 years and beyond, he said, the Port district's current infrastructure is expected to handle the movement of all the expected good and commodities.

Mr. Parker explained that the Study Team's goal is not to define how the individual ports should operate and develop to be able to handle future goods movement, nor to define how the intermodal rail yards are to be developed. Rather, he stated, the Study Team's goal is to connect the two, as well as connect the points of embarkation of containers to their "place of first rest," such as global freight villages, Port Inland Distribution Networks (PIDNs), or warehouse and distribution centers that currently exist or those that are anticipated to exist.

Mr. Parker emphasized that today's Task Force meeting is not intended to provide members with the Study's final conclusions. He said the focus is on making sure that all Task Force members clearly understand the Study's goals, the Study areas and milestones, the elements and results of the outreach components that have already been conducted, development of the analysis and modeling tools, the assumptions going into the forecast, and a definition of the next steps.

Mr. Parker outlined the Study's goals as follows: to enhance distribution of containers through physical (new infrastructure and enhancing existing infrastructure) and operational improvements (a systems-wide approach), such as expanded Port operational hours and ITS improvements; to enhance connections between key container origins and destinations; to focus on northern New Jersey (Bergen, Hudson, Essex, Middlesex, and Union counties), with consideration of outside corridors; and to recommend a phased program of Port improvements in two phases at 2010 and 2025.

### **C. Regional Planning Context**

Mr. Parker emphasized that the Portway Extensions Concept Development Study is not being conducted in a vacuum. He said there has been a tremendous amount of effort put forth to ensure that the Study is coordinated and compliant with other ongoing Port-related initiatives (including Portway Phase I, MOTBY, Kapkowski Road, Brownfields, North Jersey Strategy Evaluation, CPIP Planning and EIS, STIP) by NJDOT, the Port Authority, and the NJTPA.

Mr. Parker added that it is also important that the Study Team has the proper tools for analysis and considers every possible solution to remain consistent with the mandates of the NJTPA and NJDOT. Mr. Parker also said that, although there are a number of parallels, the Portway Extensions Concept Development Study is not an exact duplication



of the Comprehensive Port Improvement Plan (CPIP). He said CPIP focuses on a much longer time frame, out to the year 2060, and looks at several elements that are not within the scope of the Portway Extensions Study, which is a shorter term, infrastructure-oriented solution. Still, he said, the Portway Extensions Study likely will extract a significant amount of information from the efforts of the CPIP Consortium, which hopefully, will then benefit from the completed Study.

Mr. Parker pointed out that the Portway Extensions Study's wide-ranging outreach effort included one-on-one and small group meetings with the counties of Bergen, Essex, Hudson, Middlesex, and Union; the cities of Newark, Elizabeth, and Jersey City; the New Jersey Meadowlands Commission; the Bayonne Local Redevelopment Authority; the NJTPA; the Port Authority; the CPIP Consortium; CSX and Norfolk Southern railroads; and the Bi-State Harbor Carriers.

#### **D. Planning Process**

Mr. Parker said the Portway Extensions Study Team to date has developed a number of baseline data sets from various sources, regarding such issues as container flows and background conditions; future growth with respect to the Port, railroad and truck activity, and warehouse/distribution; and origin/destination.

Mr. Parker said the Study's next focus is on developing concept alternatives. To that end, he explained that once the Study Team knows where containers are coming into the region and where they are destined to go – through the use of modeling tools – the goal will be to find ways to get containers to their destinations as efficiently as possible. Mr. Parker noted that stakeholder input will be a significant element of the Study's conclusions, as will a cost benefits assessment to help prioritize the investment of scarce funds (and to prioritize improvements) in order to “get the most bang for the buck” in the shortest term possible.

#### **E. Framework for Data and Analysis**

Mr. Parker explained that since there is an extensive amount of data involved in the Portway Extensions Study, there has to be a framework and a system to keep track of the data itself and to analyze it in a quantitative fashion.

Mr. Parker said the tools that have been developed so far in the Study are the result of combining and enhancing a number of existing tools. Examples include the New Jersey Regional Transportation Model (NJRTM) and the NJDOT Truck Model, which were merged and calibrated through the TranPlan Software Platform. He said 2002 data on existing conditions with high and low growth projections to 2010 and 2025 are also being used. Mr. Parker noted that all models have been calibrated for peak and off-peak periods, which is important given typical changes in background traffic and availability of capacity.

Also of importance, Mr. Parker said, is making sure that the local enhancements to the infrastructure network that are being advanced by the Port Authority are taken into account in this Study. He said this will help ensure that the model is reflective of all the ongoing infrastructure improvements being made, while providing a picture of “what is left to do.”

Mr. Parker said vehicle flow types are a primary concern in the Portway Extensions Study, specifically with regard to container truck traffic (international port, international rail, and domestic moves) and background traffic (other medium and heavy trucks, plus automobiles). He said data from the Port Authority and the New Jersey Turnpike Authority were especially useful in developing the required model trip tables for this Study. Also in terms of data sets and model inputs, Mr. Parker said the Study Team has obtained or developed databases, study-specific ground counts, and regional maritime forecasts, plus information on freight system investments and anticipated mode splits.

#### **F. Container Growth Forecasts**

Mr. Parker said that low and high Port container growth forecasts are being developed for 2010 and 2025, and he indicated that this endeavor is a challenging one. Mr. Parker explained that forecasts are being developed by market segment, in terms of international waterborne, international land bridge, and domestic movements. He also said forecasts are broken out by travel mode or facility, with respect to seaports, rail terminals, highway links, and warehouse/distribution clusters that exist in the Port region today or that will exist in the near future. Mr. Parker said data will be broken down further as appropriate to the Study.

Mr. Parker said key container volume generators include: Port Newark/Elizabeth; Bayonne Peninsula; Howland Hook; and Red Hook, as well as ExpressRail and other on-dock facilities; Norfolk Southern, Croxton, and E-Rail; plus CSX, Kearny, and North Bergen. Shippers, receivers, and intermediaries are also classified as key generator facilities.

He said key container volume attractors (or market clusters) in the Port region include: Exit 12 Tremley/Carteret; Exit 12 Carteret/Port Reading; Secaucus Area; Resources Terminal/Hudson County; Exit 10 Raritan/Woodbridge; Exit 8A Cranbury; Exit 7A Turnpike South; I-80/287 Corridor; and I-78/287 Corridor. PIDN “dense trade clusters” out of the immediate Port region are also categorized as container volume attractors because they do have an impact on the region.

#### **F. Next Steps**

Mr. Parker said the Portway Extensions Study’s next steps involve completing 2010 and 2025 forecasts and future no-build model runs (to determine what would happen if there is no infrastructure improvement beyond what is already planned). He said this will help determine where attention needs to be placed immediately. Mr. Parker said it is important to identify infrastructure deficiencies will allow the Study Team to start

formulating, refining, and evaluating conceptual solutions. Mr. Parker noted that outreach efforts will continue and the Study Team is eager to work with any stakeholders who want to get involved in the project and make it more meaningful.

Mr. Parker said the Study's ultimate culmination will be the drafting of the technical reports and recommendations, which are expected to be turned over to the NJDOT toward the end of June. He acknowledged the Study's aggressive timetable, but said the anticipated growth in the port and the industry requires a timely response.

Mr. Parker urged members of the Task Force to contact him or Mr. Barankin at NJDOT as any thoughts, ideas, or suggestions come to mind during the coming weeks. He then opened the meeting up to questions from Task Force members.

### **G. Open Discussion**

John Hummer, NJTPA Central Staff, questioned whether the Portway Extensions project is too broad in its scope, thereby diluting the importance of the Port region itself, where the most container volume is handled. Alan Myers, Cambridge Systematics, responded that it is important to know where containers are coming from and going to and to identify key corridors or zones of influence, even though the system will not be designed as far out as New York State or southern New Jersey.

Mark Solof, NJTPA Central Staff, asked what kinds of infrastructure improvements are being considered as part of the Portway Extensions Study. Mr. Parker responded that the Study team is not restricting itself to a purely roadway-oriented solution. He said rail components and all other viable infrastructure, system, or operational management options remain on the table.

David McCarthy, McCarthy Trucking & NJMTA, asked whether real-time testing would be part of the Study, given the dramatic Port volume growth expected. Mr. Parker responded that it would not be feasible to incorporate detailed visual simulations into this Concept Development Study, given the time constraints and resources available. But he said those types of things will likely be done in subsequent steps of this project, since the Study's conclusions is really the starting point for implementation work.

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In response to a question from Kamal Saleh, NJMC, Mr. Parker said the Portway Extensions Study Team has not specifically dealt with individual short line railroad operators in terms of what the Team would like to see happen with respect to short lines. However, Mr. Parker said, that is anticipated once frameworks are put together and concepts begin to develop.

Bob Bailey, Port Jersey Railroad, questioned why the "440 Corridor" between Route-78 and Routes 1&9 is not included on the maps displayed earlier by the Study Team. He indicated that this is a major corridor for container traffic coming out of the Port Jersey area and out of Staten Island. Mr. Parker responded that map displayed earlier was not intended to be illustrative, not a comprehensive representation of all corridors to be

considered in the Portway Extensions Study. He added that all maps will be continually retooled.

Responding to a question from George Fallat, NJIT, Mr. Parker indicated that once the networks and the trip tables are calibrated and defined, the Study Team will look quantitatively performance measures on specific pieces of the Port region's infrastructure. He said the same will be done for future trip tables and future infrastructure improvements. Mr. Parker said the focus is on establishing priorities for the limited resources available.

Freeholder Peter Palmer commented that certain Port region improvements could possibly advance sooner if a self-financing revenue source such as bridge tolls was established. Mr. Parker indicated that such considerations are not currently part of the Portway Extensions Study, but he acknowledged the overall importance of economic considerations.

Al Zack, City of Newark, questioned whether the Portway Extensions Study addresses the impact of, what should happen to, the extensive so-called container graveyards that are visible in Newark and in other sections of the Port region. Mr. Parker responded that the storage of containers would only be looked at in terms of the truck trips required to transport the empty and unloaded containers to the places they are being stored. He said discussion of the appropriate storage places or the final disposition of the empty containers is not a primary Study issue, since it focuses more on the infrastructure for moving the containers themselves.

Mike Brimmer, CSX, commented that if empty container storage and disposition is not part of the Portway Extensions Study, then another special program ought to be considered for how to specifically address this issue in the region. He said this issue has public policy and land use implications for the region. Freeholder Palmer indicated the container issue is one of the major topics of concern to the NJTPA's Freight Initiatives Committee.

Mr. Brimmer also suggested that the concept of double stacking freight on rail cars should also be considered as a way to enable the rail industry to move more freight throughout the Port region's infrastructure. He indicated that the current infrastructure is not designed to support double stacking.

John Lane, Hudson County, emphasized the need for the Portway Extensions Study to related at least some way back to the New Jersey Turnpike, given the related traffic backups between interchanges 14 and 14A. Mr. Parker responded that the Study is looking at Turnpike options, where appropriate, related to potential Portway Extensions.

In response to a question about Portway elements from Rich Wisneski, NJ Transit, Mr. Parker said Portway Phase I is essentially a series of 11, independent roadway-oriented projects along a connected corridor, but advanced separately through the NJDOT's

pipeline. He explained that the Portway Extensions Study is a wrapping together of what, at one time, was envisioned at Portway Phases II, III, and IV.

After some additional general discussion, Freeholder Palmer adjourned the meeting at 12:40 PM.

**PORTWAY EXTENSIONS CONCEPT DEVELOPMENT STUDY  
TASK FORCE: MEETING 1 ATTENDANCE**

Freeholder Peter Palmer	Somerset County
County Executive Tom DeGise	Hudson County
John Lane	Hudson County
Ken Wedeen	Somerset County
Steve Marks	Hudson County
Geneva Graham	PANYNJ
Jerry Mooney	NJDOT
Rich Wisneski	NJ Transit
Farouk Ahmad	Bergen County
Bob Bailey	New Jersey Short Line Assn.
Jody Barankin	NJDOT-Planning
Eric Powers	NJDOT
Steve Decker	NJDOT
Jim Snyder	NJDOT
Tony Jen	NJDOT
Dennis Sedaille	Essex County
Alvin Zack	City of Newark
Mary K. Murphy	Union County
Mike Brimmer	CSX
Josh Curley	NJIT
George Fallat	NJIT
Mike McCarthy	McCarthy Trucking/NJMTA
Anne Strauss-Weider	Anne Strauss-Weider, Inc.
Scott Parker	Edwards & Kelcey
Jason Alix	Edwards & Kelcey
Alan Myers	Cambridge Systematics
Arnold Bloch	Howard/Stein-Hudson
Marilyn Gay	Howard/Stein-Hudson
Ronald Weening	Anne Strauss-Weider, Inc.
Laura Shabe	CPIP
Bob James	PANYNJ
George Ververides	Middlesex County Planning
Steve Brown	PANYNJ
Denise Ciok	Port Jersey Transportation
Felice Vasquez	City of Elizabeth
Christopher Campos	Hudson TMA
Kamal Saleh	NJMC
Chris Latham	NJMTA
John Fussa	City of Bayonne
Joel Weiner	Central Staff
Cliff Sobel	Central Staff
David Dawson	Central Staff
John Hummer	Central Staff
Beverly Morris	Central Staff
Ted Ritter	Central Staff
Mark Solof	Central Staff
Chad McCauley	Central Staff

# **MONTCLAIR STATE UNIVERSITY**

## **AT THE CENTENNIAL**

**1908 – 2008**

In close to 100 years of existence, Montclair State University has achieved distinction in a multitude of ways. Montclair State is the second largest university in New Jersey. The faculty is exceptionally talented and dedicated to its joint role of teacher and scholar. The University has developed a comprehensive array of distinctive undergraduate and graduate programs, and has begun development of doctoral programs. Its programs in education are recognized nationally as exemplars in the field, and, within the State, the University has been recognized as a center of excellence in the arts. The University is committed to providing high quality programs for students who have the potential for high achievement and who are broadly reflective of the population of New Jersey. Montclair State has developed a rich array of global initiatives and partnerships in education and research and counts representatives from more than 135 countries among the members of the campus community. Closer to home, the University maintains an active agenda of service to the State that engages students, faculty, and staff in important issues confronting the communities of New Jersey. The University is committed to sharing its rich intellectual, cultural and athletic life with area residents. A broad array of co-curricular programs at the University contributes significantly to the personal growth of students and the development of critical life skills that will serve them throughout their lives. A strong team of professionals and staff members enhances the quality of the learning environment and assures the efficiency and effectiveness of the administrative operations of the University.

As the University plans for the future, it does so within a framework of values and traditions that have evolved over time and that have provided the foundation for the University's achievements. These values and traditions include:

- Unreserved dedication to the highest quality in teaching, scholarship, creativity, and research;
- An understanding that the liberal arts and sciences form the core of the undergraduate program and the foundation of a robust general education program;
- An understanding of the critical role University programs play in fostering logical and quantitative reasoning, critical thinking, effective communication, aesthetic appreciation, and competence in interpersonal relations;
- A commitment to accessibility and affordability;
- A commitment to maintaining a campus community that reflects the diversity of New Jersey;
- A commitment to the creation, application, and sharing of knowledge in a climate characterized by respect for, and openness in, the exploration of ideas;
- A history of embracing institutional change and renewal in anticipation of the changing needs of society;
- An understanding that, as a public institution, the University plays a key role in preparing students to be active citizen-participants in a democracy;

- A commitment to build and maintain an environment conducive to teaching and learning and the development of the full potential of all members of the University community;
- An understanding that the University has an important role to play beyond the campus community, interacting and collaborating at the local, State, national and international levels to extend the horizons of students and to create positive change in society; and
- A commitment to providing a dynamic living-learning community that involves students in a multitude of diverse and enriching experiences.

These values and traditions have served the University well in the past, and they will continue to provide the foundation for future distinction at Montclair State University.

While it is tempting to suggest that the University needs only modest in-course adjustments as it prepares to celebrate its Centennial in 2008, there are several developments that compel consideration of more basic and lasting changes. The most immediate is the need for a significant increase in capacity in New Jersey's historically under-built system of higher education. With its knowledge-driven economy, New Jersey can no longer afford to have the highest net out-migration of baccalaureate-seeking students in the nation. Exacerbating this already significant lack of capacity, the number of New Jersey's high school graduating seniors will increase by 21% over the next six years. Unless capacity is increased, the State risks losing approximately 60% of its talented students, many of whom will never return to the workforce in New Jersey. Given its already existing quality and size, Montclair State University has an important role to play in retaining this intellectual capital for the State and in assisting New Jersey in the development of public higher education opportunities that are aligned with the needs of the State and the region in the 21<sup>st</sup> century. New Jersey is ranked 44<sup>th</sup> nationally in the number of seats per State resident available in public colleges and universities. This ranking has an adverse impact on access to higher education for many residents. It also inhibits the ability of New Jersey's colleges and universities to attract talented students from other states and to meet the need for a workforce that is well educated, productive, and equipped to adapt to new developments and challenges. Lack of capacity is an issue at the post-baccalaureate level as well; particularly at the doctoral level where the number of degrees granted per-capita is consistently lower than in comparable states in spite of the educational demands that New Jersey's knowledge-based economy places on its workforce.

Not only is the pool of potential undergraduate and graduate students in New Jersey getting larger; it is becoming racially, ethnically, and linguistically more diverse, encompassing both the traditional college-age population and the increasing number of older students seeking admission to the University. As the student body becomes more diverse, so, too, do the needs and aspirations of students. Many of these changes are driven, in turn, by the changing needs of the organizations and agencies that employ the University's graduates.

Increasing societal demands for technological expertise, the growing technological literacy of the University's students, and the opportunities that technology offers for enhancement of teaching, learning, research, and outreach require that the University continue the aggressive development of its technological infrastructure. In conjunction with that development, the University must also provide opportunities for its faculty and staff to continue to upgrade their skills in the use of technology, and it must assure that all students have an equal opportunity to succeed in acquiring fluency with information technology.



Finally, the University must recognize the necessity of providing a global perspective to its students. Isolation is not an option in the 21<sup>st</sup> century. In keeping with the University's commitment to a strong liberal arts and science tradition, Montclair State's students must be prepared to be citizens of the world, to recognize and understand cultures and societies different from their own, and to be ready to participate in an economy that knows no boundaries.

While there are many forces shaping the University, these are the key driving issues as it enters the new century and prepares to celebrate its Centennial in 2008. In consequence, the University has identified the following goals.

➤ **The University will be a recognized center for excellence in teaching and learning.**

In all of its educational efforts, Montclair State University will seek to provide students with the means and desire to lead productive and rewarding lives as critical and engaged members of society. Guided by the clear and compelling vision of excellence that has evolved over almost a century, the University will ensure academic rigor in its programs at all levels and ensure that the knowledge and abilities imparted by the liberal arts and sciences will provide the bedrock for the discipline-specific knowledge characteristic of applied programs. Instruction will continue predominantly to be provided by full-time faculty in relatively small class settings, and students will have ample opportunity to engage in active learning and collaborative inquiry. Where respected national program accreditation standards exist, the University's programs will meet those standards. The University, which is currently classified by the Carnegie Foundation as a Master's College and University I, intends to meet the Carnegie criteria for classification as a Doctoral/Research University-Intensive institution.<sup>1</sup>

At the undergraduate level, the University's goals will be:

- The continual renewal and refocusing of existing programs to reflect the evolution of the traditional disciplines and the development of new knowledge;
- The establishment of new programs, particularly those that cross disciplinary boundaries, as new ways of knowing and understanding evolve;
- The infusion of all programs with opportunities to develop logical reasoning, critical thinking, research, and effective communication skills;
- The infusion of all programs with a global perspective;
- The active engagement of students in the learning process;
- The use of technology in all programs as a means of enhancing teaching, learning, and information literacy; and
- The expansion of collaborations with other institutions that will result in:
  - The ability to offer more specialized programs on a regional basis;
  - The provision of seamless pathways from two-year institutions; and
  - The provision of pathways for students to post-baccalaureate professional programs.

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<sup>1</sup> The Carnegie Foundation defines a Doctoral/Research University-Intensive as an institution that typically offers a wide range of baccalaureate programs, and that is committed to graduate education through the doctorate. During a three-year review period the institution must award at least 10 doctoral degrees per year across three or more disciplines, or at least 20 doctoral degrees per year overall. The Doctoral/Research Universities-Intensive in New Jersey at the current time are New Jersey Institute of Technology; Rutgers, the State University of New Jersey, Newark Campus; Seton Hall University; and Stevens Institute of Technology.

At the master's level, the University's goals will be:

- The review of existing programs to ensure that they are current and responsive to the needs of the students served and the larger community;
- The development of new programs that address the changing needs of students and the State and region, with emphasis on the development of professional master's programs that combine work in several disciplines to meet the unique needs of working professionals and address newly developing fields of knowledge;
- The assurance of flexibility and applicability as key characteristics in all programs; and
- The provision of academically rigorous programs that will prepare students as professionals or for further study at the doctoral level.

At the doctoral level, the University's goals will be:

- The development of doctoral programs that:
  - Emphasize knowledge areas that are of importance to the State of New Jersey and for which there is a regional need;
  - Build on existing strengths at the University;
  - Have an applied or professional focus; and
  - Are designed to serve working professionals as well as more traditional graduate students.
- The development of a scholarly environment and a research support network that are consistent with those at doctoral/research intensive universities.

In addition to degree programs, the University offers a broad selection of credit-bearing certificate programs for which the goal will be:

- The development of short-term and highly focused programs that meet the changing needs of business, government, public schools, and communities for specialized training.

While all of Montclair State's programs exhibit unique strengths and provide the foundation for its comprehensive instructional program, several areas provide exceptional opportunities for growth and investment over the next several years because of their alignment with the needs and interests of the region we serve or the potential for external funding. Among the areas is teacher education, where the University's programs at both the undergraduate and graduate levels are well known and highly respected nationally as well as within the State. These programs, which form a link to the earliest years of the institution, will continue to be a hallmark of the University. The University's existing strength in the basic sciences and mathematics positions it well to serve the State's growing reliance on basic and applied research and the need for highly trained professionals, especially in the pharmaceutical, biotechnology, and environmental fields. Building on its designation as a center of excellence in the arts, thoughtful identification of new faculty specializations and investment in new facilities as well as close proximity to the unexcelled professional talent and arts activities found in New York City have ensured that Montclair State will remain a center of distinction in the arts in the State. The opportunities to build excellence are available throughout the performing and visual arts. Reflecting the need to understand and to respond more creatively and effectively to the increasingly complex social issues facing the State, the applied social sciences – particularly psychology and cross-disciplinary areas such as justice studies and child advocacy – are especially well positioned for

growth. Recent events have highlighted the need to move beyond language familiarity to language proficiency, and, concurrently, to a deeper understanding of cultures other than our own. The need to develop new approaches to language acquisition and cross-cultural understandings and to establish programs in global area studies provides opportunities for programs in world languages and linguistics and other programs in the humanities and social sciences. Finally, given our location adjacent to a major center of international economic activity, our experience in sponsoring highly regarded conferences focusing on issues related to international business, and the breadth of international expertise represented on our faculty, the University is well positioned to become a major resource supporting the international business community in the region we serve. With a mix of vision, initiative, external resources, and University support, these and similar programs, as well as new programs that evolve over time, can yield programs that make a discernable difference both in the region we serve and beyond.

➤ **The University will be a source of new knowledge and the application of knowledge.**

While instruction will remain a key commitment of members of the Montclair State faculty, the University recognizes that the generation of new knowledge and understanding through the scholarly, research, and artistic activities of the faculty serves two important functions. Such activities keep members of the faculty current and connected to their colleagues in their disciplines, thereby ensuring the vitality of the University's instructional programs and the exposure of students to contemporary ideas within the disciplines for its students. Secondly, such activities, especially those that focus on the application of knowledge, make important contributions to knowledge, to the vitality of society and the economy, and to addressing problems and issues of importance to the region served by the University. These activities will be accomplished within the framework established by the University's revised definition of scholarship and the Faculty Scholarship Incentive Program designed to encourage the development of a faculty of teacher/scholars. In achieving this goal the University will:

- Aggressively recruit and retain full-time faculty with the very strongest academic credentials and a deep commitment to the pursuit of their own development as teachers and scholars;
- Seek significant increases in external funding for research and program support and provide enhanced services for faculty who seek and acquire such funding;
- Increase the proportion of undergraduate and graduate students who become actively engaged in scholarship, research, and artistic endeavors with members of the faculty;
- Develop new approaches by which existing facilities and programs and consortial arrangements can be used to extend the research opportunities available for students and faculty members; and
- Based on recommendations from departments and deans, establish "Foci of Excellence" within the colleges and schools of the University to ensure depth of scholarly engagement and excellence within the context of the overall program.

➤ **The University will provide expanded opportunities within a richly diverse setting.**

As a public university, Montclair State is responsible for addressing at least a portion of New Jersey's significant shortfall in higher education capacity, as well as for providing the type of programs and facilities that will encourage an increasing proportion of State residents to remain in New Jersey for their university experience. In meeting this goal the University will:

- Increase the size of the student body to at least 18,000 by 2008. At that time the mix will include approximately 13,500 undergraduates (11,000 full-time and 2,500 part-time) and 4,500 post-baccalaureate students (1,000 full-time and 3,500 part-time);
- Develop a strategic enrollment management plan for undergraduate and graduate students that will integrate the needs of academic departments with the larger enrollment goals of the University;
- Increase opportunities for students to take coursework and pursue majors at times and in venues that are compatible with their individual schedules;
- Attract an undergraduate student population of predominantly recent high school graduates who will attend full-time and have strong potential for high achievement, allowing admission to the University to continue to be moderately difficult (on the Peterson's scale of very difficult, moderately difficult, minimally difficult, non-competitive);
- Attract a highly qualified graduate population that includes both working professionals and full-time students and expand the graduate assistantship program;
- Ensure that the University population, including students, faculty, and staff, are reflective of the richly diverse population in New Jersey;
- Diversify the experiences and perspectives of the student population by increasing recruitment efforts for out-of-state students and international students; and
- Maintain graduate student enrollment at approximately 25% to 30% of the total student enrollment.

➤ **The University will provide the resources to accommodate the planned expansion.**

In order to support the growth in the size, scope, and quality of the University's programs, the University will:

- Selectively increase the size of the tenured/tenure-track faculty by approximately 100 lines by 2008;
- Augment, as necessary, the number of managerial, professional, and support staff and librarians to ensure the successful implementation of the strategic plan;
- Increase library resources to support teaching, learning, and scholarship at all levels;
- Expand and improve its physical facilities by providing additional capital facilities, such as:
  - Two large University parking structures;
  - A new academic building that will serve as the home of the College of Education and Human Services, a major classroom resource for the campus, the University's technology hub, and a campus conference center;
  - New residential life facilities to accommodate at least 40% of the undergraduate student population, as well as to provide opportunities for graduate student housing;
  - A 500-seat performance space;
  - A New Jersey Transit train station and parking garage;
  - A Children's Center to house a significantly enlarged Child Care Center and Psychoeducational Center;
  - A recreation center to serve the campus community;
  - Improved athletic facilities;
  - Major renovations of existing campus buildings; and

- A comprehensive upgrading of the University's utilities infrastructure.
- Embark on a concerted effort to generate enhanced and sustained support for the implementation of this strategic plan from:
  - The State;
  - The Federal government;
  - Foundations;
  - Corporations;
  - Alumni; and
  - A major Centennial capital campaign.

➤ **The University will embrace the pervasive and transforming use of technology.**

With the opening of the new academic building, the University has the opportunity to take full advantage of the ability of technology to transform the learning process. Technology will allow faculty members to become, primarily, learning mentors in a process that will require students to accept more responsibility for learning and to be active partners in the process. The University will engage strategically in distance learning where doing so will expand the accessibility or quality of the University's programs. However, the University will place greater emphasis on combining the best of both face-to-face and virtual learning in blended courses. In order to achieve this goal the University will:

- Provide technical and design support for faculty who incorporate technology into courses with the intent that a majority of the faculty will be at least occasional users and 40% will be regular users of technology in the classroom by the time the new academic building, with its technologically advanced classrooms, opens in 2005;
- Provide incentives for faculty to embrace new pedagogies made possible by technology;
- Identify a small number of large-enrollment lower division courses for course-wide application of technology to provide a uniform enhancement of learning and a more effective utilization of learning resources;
- Implement a requirement that all students possess a computer at the time the new academic building is opened; and
- Ensure that the technological infrastructure will provide robust systems and data to support teaching, learning, research, and administrative activities.

➤ **The University will become a center for global study and understanding.**

The University has made great strides in recent years in introducing a global perspective into its programs. The accelerating pressures of globalization underscore the need for students to gain a fuller understanding of the world from historical, socio-economic, political, and cultural perspectives; to be conversant with current events around the globe and their impact at home and abroad; and to gain additional facility in communicating in languages other than English. In order to achieve this goal the University will:

- Continue to expand opportunities for both faculty and student exchanges;
- Develop partnerships with selected institutions, where partnership would offer significant advantages to Montclair State students, faculty, and staff and where Montclair State has the potential to have a significant impact on the partner institution;

- Utilize technology to expand the number of students, faculty, and staff able to interact directly with their counterparts across the globe, recognizing that many students will not have an opportunity to participate directly in an overseas experience;
- Expand the teaching of languages with a deepened focus on the ability to communicate effectively in a language other than English; and
- Develop a consortial approach to instruction in strategic, but low-demand, languages and area studies.

➤ **The University will foster a vibrant sense of community in which each student will be challenged to attain her or his full potential.**

The student experience at Montclair State extends well beyond the classroom. In particular, the University will provide extensive opportunities for students to develop leadership skills, social responsibility, independence and inter-dependence, and a sense of values that will be as important as the knowledge and skills learned in the classroom in helping them craft a meaningful and satisfying life. In order to achieve this goal the University will:

- Provide significantly more opportunity for students to have a residential experience on campus;
- Extend and enhance services designed to retain students, allowing them to attain their full potential through:
  - Universal enrollment in the Freshman Experience course for undergraduates;
  - Increasing collaboration among curricular and co-curricular departments to provide a solid foundation for the integration of student learning models and activities;
  - Developing of the Student Center and its programs and activities to become the focus of campus life for undergraduate, graduate, commuter, and non-traditional students, as well as faculty and staff;
  - Strengthening the academic advising program for undergraduates;
  - Expanding support services to evening and weekend hours;
  - Enabling undergraduate students to complete required basic skills courses prior to, or during, their first semester at the University; and
  - Providing effective ESL testing, instruction, and continuing support for non-native speakers of English as appropriate and needed.
- Provide co-curricular experiences that help students think critically and make effective and socially responsible decisions and lifestyle choices;
- Implement the Action Plan developed in response to the report of the Presidential Task Force on Student Achievement as part of a concerted effort to increase retention and graduation rates;
- Expand the size and scope of the Honors Program;
- Provide additional opportunities for students to participate in intra-collegiate sports and other recreational activities; and
- Continue the development of the University's inter-collegiate athletic program.

➤ **The University will serve as a resource for the local and regional community.**

The University has regularly sponsored a wide variety of programs for the community and served as a venue for intellectual and cultural activities to which members of the community have been invited. While these activities will continue, the University is in a position to become an even more valuable resource to the urban/suburban community currently served and a new resource throughout the New York/New Jersey metroplex and the region beyond. In order to achieve this goal the University will:

- Set a high priority on enhancing community relations by maintaining high institutional visibility and developing closer relationships with community leaders and elected officials;
- Expand its role as a regional center for artistic, intellectual, and athletic activities;
- Develop public/private partnerships where they will benefit both the University and the community;
- Expand partnership activities with public school districts and other agencies serving children, especially those in urban areas;
- Develop mechanisms by which local, state, and regional governmental agencies, non-profit organizations, the business community and the community at-large can benefit more directly and regularly from the expertise of faculty and the resource represented by students;
- Expand non-credit educational opportunities in the North Jersey area via Professional and Continuing Education; and
- Expand opportunities for community and school-based learning to include service learning, internships/cooperative education, professional field experiences, and applied research projects.

➤ **The University will adopt a plan to measure its progress in meeting its key goals.**

The University exists within a national context of strong models of public universities. While no single institution stands as an exact model for Montclair State University's aspirations, the following institutions have been identified as incorporating a number of the characteristics central to the University's mission and plan:

- Ball State University, Indiana
- Bowling Green State University, Ohio
- East Carolina University, North Carolina
- George Mason University, Virginia
- Miami University, Ohio

The University will consider best practices in these and other national public universities and adopt appropriate measures to assess its progress in meeting the goals established in this strategic plan and its performance in comparison with benchmark institutions.

*Endorsed by the Board of Trustees in Public Session on October 31, 2002*

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.  
NEW JERSEY DEPARTMENT OF TRANSPORTATION  
**PORTWAY EXTENSIONS CONCEPT DEVELOPMENT STUDY  
TASK FORCE**

MINUTES

Tuesday, April 22, 2003

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NJTPA Freight Initiatives Committee Chairman Peter Palmer called the meeting to order at approximately 10:45 A.M., and introduced NJDOT Project Manager Jody Barankin.

**A. Overview of Study Status**

Mr. Barankin noted that this is the second in a series of three task force meetings as part of the Portway Extensions Concept Development Study. Mr. Barankin noted the key emphases for the study: to determine the amount of container traffic (including empty containers), where the container traffic will go in terms of direction, destination, and mode of transport that is expected in the Port region today and in the "horizon years" of 2010 and 2025. Mr. Barankin said another key emphasis of the study is to find out where the container traffic will go, in terms of direction, destination, and mode of transport.

Mr. Barankin then turned the meeting over to Scott Parker, of Edwards and Kelcey, to lead the remainder of the presentation. Mr. Parker explained that the focus of this meeting is to garner feedback on the extensive projections, forecasts, data sets, and other numbers that have been incorporated into the study to date.

Mr. Parker said it is also important to hear from task force members on where pieces of information may be missing, where study elements that have been completed so far may be enhanced or refined, and get their ideas on a couple of the representations of physical infrastructure concepts that are now being evaluated as part of the study.

Mr. Parker noted that today's technical review and discussion of some of the preliminary concepts that have been developed will lead in to the third and final task force meeting, tentatively scheduled for June 10. He said that third meeting will concentrate on a whole series of concepts packages and a quantified evaluation of those packages so that side-by-side comparisons and prioritization of proposed improvements can begin.

**B. Container Flows – Existing and Future Projections**

Mr. Parker explained that a lot of work has been done by numerous parties to identify what containers are out there today, where they are coming in to the Port region, where they are going, and what the volume of containers will be in the future. Mr. Parker said once the point of origin of containers is determined and where they enter the Port region



is charted, their point of first rest and endpoints also must be gauged. Mr. Parker said it is this data that eventually leads to the development of infrastructure concepts.

Mr. Parker said the data sets that have been developed or obtained for this study to quantify actual container flows focus around the Reebie data, the TRANSEARCH Database, and the PIDN/PIERS data sets and other relevant data (including NJ Turnpike data, Port Authority ground counts, maritime forecasts, warehouse/industrial projections, freight system investment plans, and feedback from outreach meetings) much of which has been used in other similar studies.

Mr. Parker said container flows in the region's very complex transportation system can basically be boiled down to four different categories:

- The first is the region's international marine ports, namely Port Newark/Elizabeth. Mr. Parker said, from this facility, there are a number of connections and travel markets: transatlantic (ocean), hinterland (primarily rail, greater than 400 miles away from Port), PIDN clusters (rail, barge, truck, between 75 and 400 miles away), and regional clusters and localized markets (primarily truck, within 75 miles of Port).
- Mr. Parker said the second category consists of the significant volume of containers entering and exiting the Port region via the intermodal land bridge rail yards (namely Croxton and Kearny, plus Little Ferry). Mr. Parker pointed out that there are two connections and travel markets from the land bridge rail yards: the hinterland markets (by rail) and the regional cluster/local markets (by truck).
- Mr. Parker said the third category includes the domestic rail yards, which are connected by rail to the hinterland markets and by truck to the regional clusters and local markets.
- Finally, Mr. Parker explained that the fourth category involves non-freight repositioning and storage of empty containers between the regional clusters/local markets, the Port, and the land bridge and domestic rail yards. He noted that this has been a significant concern of this study since its inception. Mr. Parker said just because a container is empty, that does not classify it as a "non-movement." He said this issue must be addressed in the modeling framework and in the quantification of the movement of containers throughout the region.

Mr. Parker said it is important to look separately, as well as collectively, at the different categories and markets, the different modes of travel, and the corridors serving hinterland, PIDN cluster, regional cluster, and non-freight container moves in the region. He also indicated that the Portway Phase I alignment will serve as the region's basic non-freight connector, plus a connection between the ports and the intermodal rail yards. In the meantime, the Portway Extensions will provide enhanced non-freight connectors, plus improved freight corridors to and from regional clusters, PIDN clusters, and hinterland origins and destinations.

Mr. Parker then introduced Alan Myers, of Cambridge Systematics, to discuss volume flows, markets, and related data sets. Mr. Myers said work is underway to integrate and synthesize a lot of different data sources into a series of trip tables within a model framework that can be used to forecast highway movement, as well as changes in highway activity based on different highway or rail improvements, barge assumptions, or marine container terminal assumptions.

Looking at intermodal container flows to and from the region via the Port district, Mr. Myers explained that, according to data mapped by zip code from 1998-99, about 2.5 million TEUs could be accounted for and, of that number, about 550,000 TEUs landed within 37.5 miles of the Port district. He said within 75 miles of the Port district, a total of nearly 789,000 TEUs wound up.

Continuing his presentation of technical data, Mr. Myers explained that for all TEUs coming into the region – not just via the Port, but through other national gateways – more than 1.5 million TEUs came into and out of the region within 37.5 miles of the Port district (36 % via the Port of New York and New Jersey; 64 % via other gateways), with more than 2 million landing within 75 miles (38 % via the Port; 62% via other gateways). Therefore, Mr. Myers emphasized, there is a strong need to take container traffic coming into the Port via other gateways into account, rather than focusing solely on the Port's own TEUs.

Mr. Myers and Mr. Parker, as well as Anne Strauss-Weider, next presented a series of complex data affecting the Port district including: intermodal rail flows, intermodal rail drayage by trucks, container and trailer flows, warehouse and distribution traffic via trucks, truck flow forecasts through 2025, and warehouse/industrial space trends.

Mr. Parker noted that nearly all the data points to significant rail, container, and truck traffic growth in the Port district between now, 2010, and 2025. He emphasized that all presented data is available for review by Task Force members and he encouraged feedback about anything he presented or anything that may have been missed.

### **C. Warehouse/Distribution Center Growth Projections**

Mr. Parker said now that the Task Force has reviewed data on container flows, it is time to turn attention to where the containers are going once they leave the Port region. He explained that information yielded from this study's outreach program takes growth plans from county planning officials and municipalities into account, making sure that they are on board with brownfields studies and other programs to support Port growth.

Mr. Parker said the consultants at Anne Strauss-Weider have done a historical/statistical analysis of where the warehouse and distribution land uses have grown, as well as an assessment of the level of anticipated future growth to be incorporated into the study models.

Anne Strauss-Weider, during her part of the presentation, emphasized that warehouse and industrial space has increased most dramatically in Middlesex County since 1998, while lease rates are highest in Mercer, Hudson, and Bergen counties.

In terms of forecasts between now and 2025, Ms. Strauss-Weider indicated that warehouse and industrial space projections are highest in the Union/Middlesex region around Turnpike Interchange 12, in addition to Middlesex County between Interchanges 7A and 10. She emphasized that space could increase dramatically in Newark's Port area, if something can be done with the vast amount of containers being stored on vacant industrial land within the city's borders.

#### **D. Regional Model Assignments – Existing and Future**

Mr. Parker the basic framework for how the study data is being “book-kept” and quantified primarily uses the structure of the NJRTM, merged with the NJDOT Truck Model, as well as the TranPlan Software Platform, and 2002 existing conditions.

In terms of future scenarios, Mr. Parker stated that trip tables and projections for the years 2010 and 2025 are being developed, with respect to high and low growth projections. He said this will allow the study team to test the meaningfulness of individual enhancements to the infrastructure network, such as a ramp project to improve connectivity or even a new piece of road, enhanced rail connection, or some type of system-wide improvement. Mr. Parker said this approach will enable the study team to quantify any ideas that are developed through the end of this study.

#### **E. Preliminary Infrastructure Improvement Concepts**

Mr. Parker briefly and generally presented some preliminary Portway Extensions Concept Sets, focusing on potential bridge, rail, and road projects, existing infrastructure, and how they related to Portway Phase I and other improvements being done by others, such as Union County's Kapkowski Road project.

Mr. Parker said some of the potential improvement concepts might turn out to be not good enough and not provide enough mobility to warrant construction. He said this is what will be determined over the course of the next several weeks, as the study nears its completion. Mr. Parker emphasized that the study will be result “mixed bag” of concepts depending on what conclusions are drawn and what all the data sets ultimately indicate.

Mr. Parker explained that the focus now is on looking at looking at available corridors where it is possible to get the “most bang for the buck” and where there will be some quantifiable improvements. He noted that there will be many more concepts – complete with more data – presented and discussed at the Task Force's third and final meeting on June 10. Mr. Parker again encouraged input and any ideas about any related issue from Task Force members.

Finally, Mr. Parker explained that it is important for the study to also consider possible operational improvements in addition to infrastructure projects, such as mode shifts; extended hour operations; and container information, management, and security logistics.

#### **F. Open Discussion/Next Steps**

Mr. Parker pointed out that the study team is still in the process of validating future conditions and various concepts built into the model so that a quantified analysis can be done. He said infrastructure deficiencies are also still being quantified, conceptual solutions are being refined and evaluated, and outreach and coordination continue as part of the overall study. Mr. Parker said once a draft study report is developed, recommendations and prioritizations will be presented in the form of a final report by late June. Mr. Parker then opened the meeting up to discussion and questions.

Freeholder Palmer asked for clarification on what types of Passaic River crossings are being considered in the study. Mr. Parker indicated that a new Passaic River crossing is being investigated, as well as a widening of the existing Routes 1&9 Bridge, although it appears that a new bridge is a strong possibility.

William Wright, NJARP, expressed concern about the loss of rail rights-of-way over the course of time, eliminating potential passenger, freight, or empty container movement uses in the future. He also suggested that rail tunnel improvements to be completed in the Baltimore and Potomac Yards areas will eventually lead to more rail and intermodal freight traffic in the Port district.

Kamal Saleh, NJMC, requested clarification about container flows with respect to a connection between the rail yards and the Port. Mr. Myers responded that the major assumption in this study in the planning of rail traffic and how it would serve the ports is that each of the marine terminals would be served by an on-dock rail yard, without turning to a truck route. Mr. Saleh also suggested that existing rail and road rights-of-way should be preserved and put to use wherever possible to reduce the need for creating new roads or rail lines. Mr. Parker said these points are well taken and that all options remain on the table for consideration.

David McCarthy, NJMTA/McCarthy Trucking, asked if there is any way for this study to further break down, by county or subregion, the projected percentage increases in container traffic that have been presented. Mr. Myers said efforts are being made to do that, although he said it is sometimes difficult to quantify this type of data. Mr. McCarthy also noted that it is difficult to gauge how fully the state and the Port Authority accept the required presence of trucks on the roads in the region.

Mary K. Murphy, Union County, said it is important to consider the full impact of any proposed Portway Extension through the Jersey Gardens Mall in Elizabeth. She also suggested that it is important to consider the possibilities for connecting Port Newark/Elizabeth to the Tremley Point area, including the role the NJ Turnpike might play, what kind of role changing policies on the Turnpike or parallel structures on the

Turnpike might play. Mr. Parker said the Union County area south of Elizabeth is being taken into account in this study. Ms. Murphy also suggested that more information/data be made available on the Internet or via e-mail as different concepts are developed, not just at the end of the study.

Freeholder Peter Palmer asked how the competitive rental rates in northern New Jersey compare to those in eastern Pennsylvania. Ms. Strauss-Weider said she would expect rates to be slightly less in eastern Pennsylvania, but she said firm numbers would have to be checked.

George Fallat, NJIT, said it is important to clarify that the Portway Extensions Study is narrower in scope than the similar work currently being done by NJIT and the NJTPA, which is not limited to just container movement. He also asked whether the infrastructure improvements being considered include overloaded container loads. Mr. Parker responded that the focus of the study is primarily on connectivity, although weight limitation considerations are taken into account where appropriate, such as those applying to certain sections of roads or bridges. Ms. Strauss-Weider acknowledged that the overloaded container issue is a valid one, but may have to be addressed more fully outside the parameters of this study.

Former Congressman Robert Roe pointed to the severe shortage of land in the Port district. He suggested that this fact will largely determine what types of improvements and development can be completed in the area. Congressman Roe noted that a major issue being discussed in Washington at present is substantial funding for projects of national economic significance, with a related provision being considered for the proposed legislation to revise TEA-21. Congressman Roe said the big challenge is to translate all of the study data now being presented into economic impact for the region, and he questioned whether that is being done. Mr. Parker responded that this study is not designed to gauge economic impact, but he said that is not to diminish the importance of this issue. Rather, Mr. Parker said, this study intends to develop the physical infrastructure to allow for economic growth in the future.

Congressman Roe suggested to Freeholder Palmer that an addition to this study should be considered, in order to translate the economic impacts involved. He re-emphasized that this issue will likely be very important in securing the level of federal funding required to complete some of the Portway Extensions being discussed. Freeholder Palmer said this issue is certainly something that requires further consideration and should be discussed at a subsequent meeting with northern New Jersey's congressional delegation, as a follow up to a recent meeting with the delegation in Washington.

Jim Greller, NJIT, emphasized the importance of considering the issue of redundancy regarding Portway Extensions being considered, especially in the wake of September 11, 2001 and in light of the severe economic impact that would result if freight operations were disrupted in the Port region. Mr. Greller also praised the study team for bringing the freight rights-of-way issue into play, citing the enormous possibilities regarding the future use of long-dormant freight lines.

Bob James, PA/NYNJ, cited the importance of considering the issue of the ability of Port district roadways to handle overweights, which was previously mentioned by Mr. Fallat, NJIT.

Mr. Wright noted the need for equal modal support in terms of funding for rail and road improvements.

John Lane, Hudson County, drew attention to the proposed 8<sup>th</sup> Street Bridge being considered to link Bayonne and Elizabeth. Mr. Lane said a key concern is the fact that there is an extremely sharp turn that ships currently have to make in that area. He said the construction of a bridge would make that turn more difficult and create potential problems for the maritime industry. Mr. Parker acknowledged the importance of this type of feedback on improvements being considered.

John Hummer, NJTPA, said it is an interesting idea to consider a dual-purpose bridge to jump the Passaic and Hackensack Rivers. Mr. Hummer also asked, regarding access to MOTBY, whether the local (Bayonne) preference is being considered: to run a truck route to MOTBY across a causeway or some type of fill in the channel, instead of along Route 440. Mr. Parker said the local preference is being considered, but could not be shown on the scale of map presented at this meeting.

After some additional general discussion, Freeholder Palmer adjourned the meeting at 12:10 PM.

**PORTWAY EXTENSIONS CONCEPT DEVELOPMENT STUDY  
TASK FORCE: MEETING 2 ATTENDANCE**

Freeholder Peter Palmer	Somerset County
Jack Beirne	Hudson County
John Lane	Hudson County
Ken Wedeen	Somerset County
Steve Marks	Hudson County
Geneva Graham	PANYNJ
Jody Barankin	NJDOT
Rich Wisneski	NJ Transit
Farouk Ahmad	Bergen County
Congressman Robert Roe	Roe Associates
Don Kuser	Roe Associates
Eric Powers	NJDOT
Dennis Sedaille	Essex County
Alvin Zack	City of Newark
Mary K. Murphy	Union County
E. Wesley Day	Union County
Mike Brimmer	CSX
James Greller	NJIT
George Fallat	NJIT
Howard Mann	NYMTC
Al DeChello	Reebie Assoc.
Jack Usdin	JACJON Associates
William Wright	NJARP
Roger Sager	DRJTBC
David McCarthy	McCarthy Trucking/NJMTA
Anne Strauss-Wieder	Anne Strauss-Weider, Inc.
Scott Parker	Edwards & Kelcey
Jason Alex	Edwards & Kelcey
Neal Toglia	Edwards & Kelcey
Alan Myers	Cambridge Systematics
Arnold Bloch	Howard/Stein-Hudson
Marilyn Gay	Howard/Stein-Hudson
Veronica Bailey-Simmons	Howard/Stein-Hudson
Ronald Weening	Anne Strauss-Weider, Inc.
Bob James	PANYNJ
Steve Brown	PANYNJ
Denise Ciok	Port Jersey Transportation
Felice Vasquez	City of Elizabeth
Kamal Saleh	NJMC
Chris Latham	NJMTA
Bill Wallace	NJ Transit
Josh Schneider	Voorhees Transportation Policy Institute
A. Lambiase	RTD
John Casellini	CSX
Keir Opie	NJIT/IITC
Josh Curley	NJIT
James Souder	U.S. Senator Corzine
Donna Orbach	Bergen County
Tom Drabic	Sussex County
John Szeligowski	Earth Tech

Stephen Kehayes	NJDEP
Lazar Spasovic	NJIT
Eric Strohmeier	Somerset Terminal Railroad
Kathryn Forsyth	The Marcus Group
Jim Pivanah	Gannett Fleming
Bill Phillips	M + E
J.R. Wilson	NY + Greenwich L. Railway
Sam Crane	Maher Terminals
Rachel Kennedy	Jersey City
Caroline Granick	Middlesex County
John Fussa	City of Bayonne
Neeenu Illiyech	Rutgers University
Joel Weiner	Central Staff
Cliff Sobel	Central Staff
David Dawson	Central Staff
John Hummer	Central Staff
Beverly Morris	Central Staff
Ted Ritter	Central Staff
Mark Solof	Central Staff



NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.  
NEW JERSEY DEPARTMENT OF TRANSPORTATION  
**PORTWAY EXTENSIONS CONCEPT DEVELOPMENT STUDY  
TASK FORCE**

MINUTES

**Tuesday, June 10, 2003**

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NJTPA Freight Initiatives Committee Chairman Peter Palmer called the meeting to order at approximately 10:15 A.M. As background, Freeholder Palmer indicated that this is the third in a series of task force meetings related to the Portway Extensions Concept Development Study being conducted by the New Jersey Department of Transportation (NJDOT) and its lead consultant, Edwards & Kelcey.

Freeholder Palmer noted that the task force's two prior meetings; the first apprised stakeholders of the Portway program and its current development plan, while the second meeting produced data and traffic projections for the Port region in the coming years. Freeholder Palmer said today's meeting will unveil possible new alignments for the new Portway infrastructure projects to meet the freight traffic challenges ahead.

On a side note, Freeholder Palmer stated that the NJTPA Freight Initiatives Committee waiting for a final report on the Conrail Shared Assets Area Study being conducted by Rutgers University's Voorhees Transportation Center and the New Jersey Institute of Technology (NJIT). Freeholder Palmer explained that this will be an important report dealing with the present and future rail freight system serving the region and state. He indicated that it is likely the NJTPA Freight Initiatives Committee will hold a special meeting to receive and discuss this report in early July, prior to the regular meeting of the NJTPA Board of Trustees on July 14. Freeholder Palmer said notice of the meeting date and time will be given as soon as possible to Committee members and stakeholders, who he encouraged to attend.

Freeholder Palmer then introduced NJDOT Project Manager Jody Barankin.

**A. Overview of Study Status**

Mr. Barankin began by thanking the Portway Extensions study team for turning "a scope of work into a work of art." He commended the study team for the amount, depth, and quality of the work performed.

Mr. Barankin explained that a four-step process – dealing with containers only – has driven the Portway Extensions study. However, he said the study team is keenly aware of the other freight moves that impact and occur in the region.

Mr. Barankin said the study began with the questions of: “how many containers are coming into New Jersey and where are they going?” He said the task force’s first two meetings answered those questions and produced some conclusions. At this point, Mr. Barankin said, the focus shifts to the questions of: “How do these containers move and by what modes, and what paths do they take to their next place of rest?”

Mr. Barankin emphasized that this study is a concept development study that takes a systems approach, and he noted that parts of it may be broken out for additional study, discussion, or refinement in the future. Therefore, he said, it is important to keep in mind that nothing is written in stone.

Scott Parker, Edwards & Kelcey, indicated that the input, expertise, and knowledge of goods and container movement in the region – on the part of the stakeholders working on the task force – has been invaluable in helping the study team craft the scope of work and defining its conclusions.

Mr. Parker briefly recapped the some of the key points of the study to date. Specifically, he noted that the task force first met in March and focused on the model development process, the general philosophies for forecasting, and the data sets to be used for the study.

Mr. Parker said the task force’s second meeting in April covered, in some detail, the actual findings of data set projections regarding container movement in the region. He noted one of the more interesting findings to come out of that is the fact that there is a much more significant amount of container traffic moving through the region is coming in via the land bridge and other “pseudo-domestic moves,” rather than through the maritime ports, Port Newark/Elizabeth, plus the Global and Howland Hook facilities.

Today, Mr. Parker explained, the focus is on the concept development process and the physical, operational, and systems type of infrastructure improvements that the study team believes are viable; those that will provide the enhanced mobility of containers that the region desperately needs, given the current conditions and forecasts for anticipated growth.

Mr. Parker said it is important to remember the context of this study; that is, *this is a container movement study*. He pointed out that this fact in no way minimizes the congestion locations and other traffic mobility issues that exist in the region.

Mr. Parker emphasized that this study was intended to improve the connections between key container origins and destinations (point of entry, place of first rest, and vice-versa for the export trade) focusing on the northern New Jersey market, with consideration of external freight corridors because North Jersey cannot be dealt with in a vacuum.

To date, Mr. Parker said of the study, the forecasting work has been complete, the model assignments are done, the concepts sets have been developed and evaluated, while outreach effort is ongoing pending the release of the draft report.

## **B. Regional Model Assignments – Future Container Flows and Performance Measures on Key Corridors**

Mr. Parker said that future growth scenarios for the years 2010 and 2025 were developed for this study, as well as high growth versus low growth scenarios depending on external factors, and high versus low truck shares. He indicated that the amount of non-roadway movement of containers that can be accomplished in the region will make a significant difference in the type, location, and extent of the infrastructure investments that will be needed over the course of the next 25 years.

Mr. Parker said today's discussion – for the purpose of concepts development – will focus on two key future growth scenarios; both are for the year 2025, and both represent a high container movement growth scenarios. He said one is a 2025 high growth scenario without the Port Inland Distribution Network (PIDN), resulting in a high truck share; and the other is a 2025 high growth scenario with PIDN, resulting in a high rail/barge share.

Mr. Parker stated that, by the year 2025, the region can expect approximately 28,400 container movements on a truck each day without implementation of PIDN. He said this includes imports, exports, and some repositioning of empty containers within the Port district. On the other hand, Mr. Parker indicated that – with full implementation of PIDN and heavy reliance on other modes of transportation – that number drops dramatically by about 10,000 truck trips a day.

Mr. Parker next presented a series of complex maps depicting morning peak-hour container traffic as conditions exist now, as they are expected in a 2025 high growth scenario without PIDN, and as they are expected in a 2025 high growth scenario with PIDN implementation.

Mr. Parker highlighted the importance of not getting too bogged down in specific numbers at this point, but he said there is an emerging trend and pattern that must be understood clearly. Looking at the year 2025 high growth scenario without PIDN implementation, Mr. Parker said, there is tremendous anticipated growth in container traffic to and from the dense trade clusters located to the south of the Port region near New Jersey Turnpike Interchanges 7A, 8A, 10, and 12. Mr. Parker said the same scenario with PIDN implementation results in a much more manageable increase in the volume of container traffic moving through the region, but he noted that the benefits of full implementation of PIDN are not as significant to the south as they are to the north and west of the Port district.

In response to a request by John Hummer, NJTPA Central Staff, Mr. Parker briefly defined PIDN as a Port Authority initiative focusing on getting non-roadway container movements located closer than the typical Class I railroad threshold of approximately 500 miles or greater. He said PIDN would rely on rail and barge operations to move that circle of viability into the 200-mile radius, developing a bigger and more accessible market.

### **C. Improvement Concepts – Categories and Evaluation Criteria**

Anne Strauss-Wieder, Anne Strauss-Wieder, Inc., stated that, although this study contains a lot of numbers and data, it all boils down to one thing: the region has a lot of container at the present time and there are going to be a lot more coming in the future. Ms. Strauss-Wieder said it is the study's goal to translate all of its data into potential improvement needed in the Port region.

Looking at some of the guiding principles used by the study team, Ms. Strauss-Wieder explained that there are a variety of ways (truck, rail, or barge) that containers can move once they arrive in the region. She said the Port region has access to all three modes and all three modes must be used to their optimum degrees of efficiency. This requires a multi-modal and systems approach that maximizes the use of already existing infrastructure.

Ms. Strauss-Wieder also pointed to the post-9/11 importance of at least some system redundancy, and she indicated that it is also important to minimize the impact of freight improvements to ensure that freight is a "good neighbor" to other activities going on in the region.

Ms. Strauss-Wieder said the study team (relying on input from stakeholders, counties, and many other sources) came up with a varied list of potential ways of enhancing, improving, and optimizing container movement, running the range from non-infrastructure improvements to actual road projects where necessary.

After developing this list, Ms. Strauss-Wieder said, the study team applied a set of criteria to it. She said the criteria were designed to fit together with ISTEPA and TEA-21 legislation, as well as post-9/11 safety legislation, the NJTPA's North Jersey Strategy Evaluation, and with the private sector that ultimately moves the goods and requires an efficient transportation system.

### **D. Improvement Concept Packages**

Alan Myers, Cambridge Systematics, pointed out that the study team tried to develop concepts that call for improvements other than road projects wherever possible. He said this approach was adopted given the fact that the region will have to accommodate container traffic expected to be two or three times the sizeable volume currently experienced.

Mr. Myers noted that the PIDN is one of the key operational (non-highway) improvements considered. In fact, he said, it was such a major factor that the study team made it a basis for the entire study. However, Mr. Myers indicated that a series of other alternatives were also looked at, each having a lesser impact than the PIDN, but still offering the potential for significantly reducing the volume of truck traffic that the transportation system must accommodate.

Mr. Myers said the study team identified three systems/operational improvement strategies. First, he said the extended hour operations strategy is an attempt to encourage and facilitate off-hour operations that are already happening and increasing in the region (other than rail) due to certain logistical and market reasons.

Second, Mr. Myers said the improved container management strategy, which primarily relies on Intelligent Transportation Systems (ITS) approaches for exchanging empty containers and other equipment outside of marine terminals and rail yards with an eye toward reducing the number of vehicle miles traveled. The focus here, he said, is on improved scheduling and coordination truck pick-up and delivery, and also employing some possible local rail or barge options for moving equipment and empty containers.

Third, Mr. Myers said statewide rail strategies involve a concept that is in its infancy. He said a certain central or southern New Jersey (and possibly southeast Pennsylvania) rail yard and services improvements might reduce pressure on capacity at the northern New Jersey rail yards and on its rail system. Mr. Myers said the idea here is to ensure that rail facilities serve their respective sections of the state as efficiently as possible, relying as little as possible on facilities and services located farther away in other sections of the state.

Mr. Parker emphasized the importance of establishing an ITS framework, referenced in Portway Phase I, to manage the infrastructure that is out there today and what is to come.

#### **E. Preliminary Recommendation of Concept Packages for Advancement**

Mr. Parker next presented the actual physical concepts that the study team feels necessary and vital to keep the movement of containers going. Looking at the numbers and seeing how the PIDN does not offer “a lot of bang for the buck” to points south, Mr. Parker said the study team started focusing on how to expand that.

Mr. Parker said the study team looked at the dense market clusters generally located right in line with the NJ Turnpike, predominantly near interchanges 7A, 8A, 10, and 12. In addition, Mr. Parker said the study team examined the rail system and all of its components to determine whether it is possible to make connections and form a corridor offering scheduled service to and from the dense market clusters. Mr. Parker indicated that the study team found such a concept is indeed feasible.

Mr. Parker said this concept of a continuous rail corridor identified by the study team ultimately could connect with the national rail system, plus the Philadelphia and South Jersey markets, offering tremendous non-roadway coverage and reach. Mr. Parker said the concept was presented to members of the Short Line Rail Association and he said that, despite some logistical and institutional issues to sort out, the study team feels that a rail corridor still can be done and, at least, should be tried.

Mr. Parker emphasized that such a concept would result in a tremendous reduction in the amount of trucks destined to and from points south traveling on existing infrastructure.

Mr. Parker also noted that there are a number of existing small rail yard facilities located near some of the dense trade clusters along the Turnpike and these facilities could be a key part of the rail corridor concept, although details would have to be worked out locally, beyond the scope of this study.

In response to a question from the floor, Mr. Parker stated that this study somewhat touched upon, but did not specifically address, the economics of the movement of containers via short-haul rail lines. He pointed out during a brief discussion that the primary focus of this study is on mobility: is there infrastructure and/or physical means of conveyance that make sense.

Next, Mr. Parker presented a series of potential Portway Extension concepts, highlighted by the following discussion points:

- Portway Phase I improvements end at a new right of way that ties into Secaucus Road just west of Routes 1&9/Tonnelle Avenue. This right of way could be continued as a new piece of roadway with West Side Avenue, using existing infrastructure to provide additional connectivity to the North Bergen Terminal and the Little Ferry yards. Additional connections could possibly be created to tie back into the Turnpike and the Portway spine.
- Concepts considered for enhancing mobility and improving connections to the Route 17 corridor (for trucks still destined for the New York State Thruway and the New York State markets) include using Paterson Plank Road and reconstructing the bridge that once existed over the Hackensack River, or utilizing existing portions of Route 3 and reconstructing the interchange with Meadowlands Parkway, then extending a sublink north along the river to tie into a reconstructed Hackensack River bridge.
- Surrounding Turnpike Interchange 15W, reutilization of the end of the Boonton Line and the Newark industrial tracks would provide direct connectivity to and from the Port region's two major rail yards (Kearny and Croxton). Tracks and/or space exist to facilitate this concept, plus roadway that could be expanded to tie back into Harrison Avenue and the 15W ramp system at toll plaza.
- With the Bayonne Peninsula and the MOTBY facility in mind, the toll plaza for Turnpike Interchange 14A is already a problem area today. Schemes include preserving the existing toll plaza, while doing some lengthening and grade-separated loops to provide better mobility, capacity, and access down into the Global and MOTBY areas. Also, relocation of the existing rail line that currently serves MOTBY, including elimination of a potentially dangerous grade crossing.
- An alternative would be to completely rework the entire Interchange 14A area with an extensive series of bridges, fly-overs, and overpasses, providing grade-separated access to and from MOTBY, to and from the Global Peninsula, along with a realigned rail corridor. This would be a much more costly endeavor, with a lot more mobility benefits, but requiring a lot more property takes and presenting other challenges.
- The bridge over the Newark Bay on the Turnpike Extension has been a problem area for some time, but there is viability to operate this span, on an interim basis,

in a way similar to the Tappan Zee Bridge, i.e. with a moveable center barrier and creation of a reversible center lane. Three lanes could be maintained in the peak direction (eastbound in the morning) without a shoulder, and two lanes in the opposite direction with a modest shoulder, reversing that pattern during the midday period. This concept could buy time until a significant expansion, widening, or replacement of the bridge is necessary to serve the entire Bayonne Peninsula.

- The replacement of the Bayonne Bridge to increase height clearance underneath would help facilitate the passage of larger ships, although this bridge is one of the lesser utilized in the Port Authority's system and its replacement is not considered essential for the region's service transportation needs; it is more of a maritime issue, just placed on the table by the study team.
- Once traffic comes off the Newark Bay Bridge on the Turnpike, there is a tremendous interaction between that exchange and the roadways tying into the Port, and Interchange 14 to and from the Turnpike. There is a series of ramp widenings and improvements that would actually add lanes, pushing the roadway to the inside and creating additional capacity through the Interchange, itself, including a truck-only ramp going back into the toll plaza and the Turnpike to ease congestion.
- At Routes 1&9 and Delancy Street, there are continual back-ups and congestion problems that are expected to get even worse in the future. The study team recommends some relatively modest improvements at this location, pushing the ramp out and creating a three-lane section that expands the distance between the two halves of the diamond Interchange and allows dedicated turn lanes. There could also be a secondary ramp for additional turnarounds to provide smoother operations.

Mr. Parker noted that there are a number of additional improvements up and down the Turnpike interchanges that are currently in the works as part of other projects. He briefly described these improvements as follows:

- The North Avenue grade separation and Kapkowski Road, near Interchange 13A, in Union County, is an improvement that is now happening in the project pipeline and it is something on which the study team relied heavily in development of Portway extension concepts. This project ultimately will result in better connectivity to and from all of the industrial activity in the northern portions of Union County and Interchange 13A.
- At Interchange 13, plans have already come out for the replacement of the Goethals Bridge, effectively creating six travel lanes across the span. This led to a discussion of how to make a better connection between the Turnpike and Bayway, including a series of ramp improvements, tie-ins, fly-overs, and similar enhancements to fill in missing connections.
- At Interchange 12, the Turnpike is currently in the process of designing interim and full future improvements to the area around the interchange with Industrial Road that will make tremendous enhancements. In addition, the nearby Tremley Point area is pegged as a significant growth area, where an existing rail spur and

new roadway and bridge crossing the Rahway River and connecting with Interchange 12 will improve connectivity and mobility. Plus, replacement of a rail bridge would allow access to the Carteret and Port Reading facilities. Middlesex County also has been looking into expansion of an industrial roadway that would pretty much parallels the rail spine through this area. Such an extension would provide better connectivity for containers still moved by truck to points south, while tying Interchange 12 into Tremley Point and all the way down to Port Reading.

- In the Interchange 10 area, Raritan Center is the major facility of focus, in a very dense warehouse and distribution region. Currently, there are plans being advanced through Middlesex County for an extension of Industrial Avenue to points farther south, tying into Raritan Center Parkway and, potentially, areas close to the Expo Center. Given the potential for a lot of growth in the southern portion of the Raritan Center area, the key would be to provide better connections between Interchange 10 and Industrial Avenue, without using the main gateway into and out of Raritan Center. Creation of a second lane that would parallel Route 440/287 would allow trucks to hit Industrial Avenue, without impacting incoming Raritan Center traffic. Ramp improvements are recommended for trucks on their way back to Interchange 10.
- Interchange 8A is already an area of dense growth and warehouse/distribution activity. Currently, there are existing rail spines that are part of the short haul corridor and could service the Interchange 8A area. But, a local planning and policy decision would have to be made, determining where a small rail yard should be developed for the immediately surrounding area, as well as what short haul local truck improvements need to be made.
- In a similar fashion at Interchange 7A, a small, localized rail yard could be developed to service the rail spine, in addition to short haul local truck improvements.

Mr. Parker concluded his presentation by emphasizing that projects should be prioritized as follows:

1. On a near-term basis, between 3 and 5 years, including planned improvements now underway, systems/operations improvements, and short haul rail corridors
2. On a mid-term basis, between 5 and 12 years, including roadway and rail extensions to the east.
3. On a long-term basis, between 12 and 20 years, including northern and southern railway extensions.

In terms of next steps, Mr. Parker said this study's draft summary report will be completed by June 25, with a 45-day public comment period (written comments will be accepted through August 8, 2003), and a final report to be completed by late September 2003.



## F. Open Discussion/Next Steps

In response to a question during general discussion, Mr. Myers indicated that this study does rely rather significantly on the concept of using barges to transport containers whenever possible, as defined by the PIDN.

Steve Kehayes, NJDEP, referred to the NJTPA/NJIT recent Brownfields study and asked whether this study addresses the need for access to Brownfields sites and the related use of short haul rail lines. Anne Strauss-Wieder indicated that this study does touch on that concept, but is more focused on facilitating the movement of goods between the Port and the places of first rest, such as value-added warehouse and distribution centers.

Freeholder Palmer raised the concern that the cost of acquiring available land for future short haul rail lines will likely increase dramatically or become more difficult in the future and, therefore, it might be wise to acquire land sooner than later where possible. Ms. Strauss-Wieder responded that it might be worthwhile to pursue something done out in Oregon, where so-called “industrial sanctuaries” were created near the major port of Portland to preserve infrastructure for future industrial use.

Lois Goldman, NJTPA Central Staff, asked how this study measures mobility improvements. Mr. Parker responded that mobility improvements are being extracted from the models being developed, including VC Ratios, VMT, etc., which are being broadly measured for freight, ITS, as well as roadway improvements described earlier.

In response to a question from Sam Crane, Maher Terminals, Mr. Myers indicated that this study did not actively deal with an inland port depot as a distribution center, which is something done in other areas of the country and makes a lot of sense here. He said that this concept will be reflected in the study’s final recommendations.

Following questions from Kamal Saleh, NJMC, Mr. Parker said the study recommends truck haul roads for a direct connection to and from the Turnpike between the two intermodal rail yards. This concept, he said, would give trucks access to the rail yards without the need to utilize Routes 1&9 or other pieces of roadway infrastructure. Mr. Parker also indicated that redundancy regarding freight mobility not only provides a relief valve for the everyday glitches that occur in over-the-road travel, but also helps in the event of something more significant – such as last year’s bridge fire on Route 80 – or even more drastic to keep the flow of goods moving.

In response to questions from Rich Wisneski, NJ Transit, Mr. Parker said that this study’s container traffic map data was collected primarily from the PIERS and TRANSERVE data sets, from which models were developed. Mr. Parker also said that the peak hour concept was based on traffic counts during morning and afternoon peak commuter periods, when less capacity is available for freight purposes. He indicated that all data was validated. Mr. Parker further explained that the study team found that the ability exists, should the demand occur, to provide rail connectivity down to the Camden trade market. Mr. Wisneski said NJ Transit would like to see that a description of this

alternative mentions the time impediment that will exist later this year when the so-called River Line, or South Jersey Light Rail project, will begin operating along tracks in that area, thereby reducing the potential for daytime freight operations. Mr. Parker also responded that the study in no way recommends elimination of the rail line that serves MOTBY, which will be relocated to improve access.

In response to a question from Freeholder Palmer, Mr. Parker said the study did not focus too heavily on barge activity, other than such inclusions in the PIDN plans. Mr. Myers noted that barge trips were factored out of the projections worked up regarding freight activity to present the most accurate picture possible.

George Fallat, NJIT, asked how the study addresses freight movement across the so-called "land bridge." Mr. Myers said land bridge freight movement realities forced the study team to provide enough capacity for what practically amounts to a "second port," so this issue was factored into the study, despite the fact that it was not initially on the radar screen.

John Hummer, NJTPA Central Staff, asked the study team for a wrap-up and summary about what comes next. Mr. Parker urged the task force and other stakeholders to submit any comments, questions, or other feedback either in writing, by phone, by FAX, or by email.

As far as next steps and the prioritization process, Mr. Parker said there will be a numerical prioritization of concepts looking at 2010 and 2025 to see when new problems are expected to trigger or existing problems will worsen, and what improvements will solve these problems. He noted that such improvements will have to advance through the standard project pipeline, requiring coordination with the NJTPA and its Freight Initiatives Committee following the issuance of the draft report.

Freeholder Palmer asked whether a study of non-container freight would be similar to this particular study. Mr. Parker responded that there would be lots of similarities, but that non-container freight issue is a somewhat more complex one, given the different levels of movement involved.

After some additional general discussion, Freeholder Palmer noted that the next Freight Initiatives Committee meeting is planned for the week of July 7. Freeholder Palmer adjourned the meeting at 12:10 PM.

**PORTWAY EXTENSIONS CONCEPT DEVELOPMENT STUDY  
TASK FORCE: MEETING 3 ATTENDANCE**

Freeholder Peter Palmer	Somerset County
Freeholder Chester Holmes	Union County
Jack Beirne	Hudson County
John Lane	Hudson County
Ken Wedeen	Somerset County
Steve Marks	Hudson County
Cruz Russell	PANYNJ
Jody Barankin	NJDOT
Rich Wisneski	NJ Transit
Congressman Robert Roe	Roe Associates
Don Kuser	Roe Associates
John Powers	NJDOT
Dennis Sedaille	Essex County
Alvin Zack	City of Newark
Hilda Lefebre	BEM
James Greller	NJIT
George Fallat	NJIT
Mike Moore	Halcrow
<b>Judith Versenyi ???</b>	Parsons Brinkerhoff
Jack Usdin	JACJON Associates
Roger Sager	DRJTBC
Anne Strauss-Wieder	Anne Strauss-Wieder, Inc.
Scott Parker	Edwards & Kelcey
<b>John Duesing ???</b>	Edwards & Kelcey
Neal Toglia	Edwards & Kelcey
Allison Foxworth	Edwards & Kelcey
<b>Michael Murmo ???</b>	Edwards & Kelcey
Alan Myers	Cambridge Systematics
Shari Fishel	Howard/Stein-Hudson
Veronica Bailey-Simmons	Howard/Stein-Hudson
Bob James	PANYNJ
Steve Brown	PANYNJ
<b>Andy Saracena ???</b>	PANYNJ
Laura Schabe	CPIP
Kamal Saleh	NJMC
Chris Latham	NJMTA
Marianne Stock	NJ Transit
Eric Powers	NJDOT
Daniel Peterson	ARUP
Jim Pivovah	Gannett Fleming
Werner Mueller	LMS Eng.
Keir Opie	NJIT/IITC
Josh Curley	NJIT/IITC
James Souder	U.S. Senator Corzine
<b>??? Gaspar</b>	???
Stephen Kehayes	NJDEP
Lazar Spasovic	NJIT
<b>Leonard Goldsmith ???</b>	<b>First Admiralty LLC ???</b>
John Koster	First Admiralty LLC
<b>W. Hooten ???</b>	First Admiralty LLC

James Stanton	First Admiralty LLC
Gordon Fuller	M + E Railway
J.R. Wilson	NY + Greenwich L. Railway
Sam Crane	Maher Terminals
Rachel Kennedy	Jersey City
George Ververides	Middlesex County
John Fussa	City of Bayonne
Nancy Kist	Bayonne Local Redevelopment Authority
Jack Usdin	JACJON Assoc.
Ella Dodson	Ella Dodson, Esq.
Bill Cronin	PANYNJ
<b>G. Bobhu ???</b>	NJDOT
Joel Weiner	Central Staff
Cliff Sobel	Central Staff
David Dawson	Central Staff
John Hummer	Central Staff
Lois Goldman	Central Staff
Ted Ritter	Central Staff
Mark Solof	Central Staff

**PORTWAY EXTENSIONS CONCEPT DEVELOPMENT STUDY**  
presentation to  
**NEW YORK METROPOLITAN TRANSPORTATION COUNCIL FREIGHT  
TRANSPORTATION WORKING GROUP**

**May 14, 2003**  
**U.S. Customs House**  
**New York, New York**

**SUMMARY**

Prepared by **Howard/Stein-Hudson Associates, Inc.**  
For  
**New Jersey State Department of Transportation**

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**Opening Remarks**

Howie Mann of NYMTC welcomed everyone and thanked them for attending the meeting. He explained the framework of the meeting and then asked the attendees to introduce themselves. Mr. Mann then introduced Mike? of New York State Department of Transportation, Region 10 and Glenn? of Parsons Brinkerhoff, who presented an overview and findings of the Downstate New York Railroad Clearance Study. Following that presentation, Mr. Mann introduced Scott Parker of Edwards & Kelcey, who along with Alan Meyers of Cambridge Systematics, briefed attendees of the Portway Extensions Concept Development Study.

**Presentation**

Scott Parker informed the attendees that the Portway Study was originally conceived as a truck holding drayage road connecting marine ports, airports, and rail yard facilities within New Jersey. After extensive consideration, it was determined that a truck only drayage system was not the most practical solution to transport international containers in and around Northern New Jersey and the New York metropolitan area. The study was therefore expanded to include existing roadway infrastructure and various improvements. He then noted that Portway Phase 1, which is a precursor to the Portway Extensions Concept Development Study, is a series on eleven independent utility roadway improvements.

Mr. Parker highlighted the study team members and then noted the goals of the study – enhancing the distribution of international containers, enhancing the connection between key container origins and destinations, and identifying points of entry into the region to and from warehouse distribution facilities. He stated that the study area focuses on northern New Jersey with some consideration of outside corridors and that there are considerations to provide a recommended phased program of various infrastructure improvements that will encompass roadway solutions, rail solutions, barge systems, operation type improvements. Warehouse distribution growth center projections will be made and regional modeling tools will be developed.

It was noted that an extensive outreach program coordination effort was being conducted to ensure that data sets collected from studies in the area are comparable to those of this study. These studies include: Portway Phase 1, Port Inland Distribution Network (PIDN), NJTPA Brownfields, North Jersey Strategy Evaluation, NJDOT STIP, MOTBY Redevelopment Plan, CPIP Planning and EIS, and Kapkowski Road Area Transportation Planning Study. Mr. Parker informed attendees of the various data sets obtained and developed to quantify container movement in the region, the levels of international container flows that have been identified, and the implications for forecasting container flows.

Mr. Parker introduced Alan Meyers, of Cambridge Systematics, who explained that various data sources are being integrated and synthesized into a series of trip tables within a model framework, which will be used to forecast highway movement, as well as changes in highway activity based on different highway or rail improvements, barge assumptions, or marine container terminal assumptions. Mr. Meyers presented the data collected on intermodal container flows to and from the region via the Port district. He noted that according to data mapped by zip code from 1998-99, about 2.5 million TEUs could be accounted for and, of that number, about 550,000 TEUs had an origin and destination within 37.5 miles of the Port district. He said that nearly 789,000 TEUs were contained within 75 miles of the Port district. He further explained that for all TEUs coming into the region – not just via the Port, but through other national gateways – more than 1.5 million TEUs landing and/or leaving the region within 37.5 miles of the Port district (only 36 % via the Port of New York and New Jersey; 64 % via other gateways), with more than 2 million landing within 75 miles (38 % via the Port; 62% via other gateways).

Mr. Meyers and Mr. Parker next presented data affecting the Port district including: intermodal rail flows, intermodal rail drayage by trucks, container and trailer flows, warehouse and distribution traffic via trucks, truck flow forecasts through 2025, and warehouse/industrial space trends. Mr. Parker explained the model tools that have been developed.

Mr. Parker presented general information regarding preliminary Portway Extensions Concept Sets, focusing on potential bridge, rail, road projects, existing infrastructure, and how they related to Portway Phase I and other improvements being done by others, such as Union County's Kapkowski Road project.

Attendees were informed of the current status of the study. It was noted that the team is in the process of validating future conditions in the model run and testing various alternatives, quantifying various deficiencies, testing concepts to see how well they work to get rid of the deficiencies, continuing outreach programs, continuing the development of the draft, and obtaining feedback from the Task Force.

To conclude his presentation, Mr. Parker provided the attendees contact information for the study team.

### **Questions and Answers**

**Q:** Some of the freight projections taken from the Harbor Navigation study appear different from the CPIP forecasts. How are you dealing with that?

**A:** For a "no channel deepening" scenario, the CPIP forecasts are comparable to that of the Harbor Navigation study, but the CPIP forecasts that have been publicly presented to date are somewhat lower than the Harbor Navigation study forecasts under a "50-foot deepening scenario." To deal with reasonable variation in forecasts, we are taking our low range for year 2025 from CPIP's 2020 forecast and our high range for year 2025 from CPIP's 2030 forecasts.

**Q:** How does the potential bridge in the south relate to the Geothals Bridge? Will it replace the Geothals Bridge or be in some combination?

**A:** Replacement or potential replacement of Geothals Bridge is a factor. Enhancing and improvement of connections are issues being considered in the various sets of concepts being evaluated. The process of constructing an additional bridge is still premature. This was an idea that was thrown on the table and there are a number of issues to be considered – channel navigation, land use development, and clearance issues.

**Q:** In the chart shown in your design, is there any connection to New Jersey Turnpike?

**A:** There are additional connections to the turnpike via the Kapowski Road improvements, which now provides better connectivity. The lines show the NJTPIC bridge crossing the bay from Interchange 14 to 14A, which has capacity and operational problems. There are a lot of functional deficiencies at

Interchange 14A, which would make it very difficult for this level of additional truck traffic to navigate the interchange area. As a result of September 11<sup>th</sup>, more consideration is being given to the idea of having redundant infrastructure in the event of a terrorist attack.

- C:** In response to an inquiry regarding rail facilities, it was noted that any facility that would enhance the rail share would remove trucks and container-carrying trucks from the road, with the possible exception of the empty containers. It was also noted that the MOTBY study is looking at various options to provide enhanced rail connectivity to MOTBY that could also tie better enhanced rail access into Global and other terminals through the entire port area.
- C:** NJTPA is in the midst of forming a statement against the breaking up of Conrail. Norfolk Southern plans to abandon the North Jersey area. The region will be affected by the abandonment of Norfolk Southern. Currently they are deliberately encouraging shippers to offload into trucks in Pennsylvania and truck through New Jersey to New York. The study team should consider factoring in intra-port move by rail into this study and meeting with the Shortline Associations.
- A:** We will receive a tremendous amount of feedback from numerous individuals and the tools are being built for this. The models are being developed and will be used to evaluate additional options and alternatives that come up or brought to our attention. We cannot evaluate every set. However, we are open to continuing this process even after the report has been submitted. This is the starting point, not the end.
- Q:** Much has been said in the last few years about the potential for the PIDN to increase rail and decrease truck traffic. Is there sufficient rail infrastructure to accommodate all these extra train trips? Conceptually, every terminal would like to have on dock rail facilities. On dock terminals will only add more trips to an already fragile infrastructure.
- A:** Rail capacity is an issue that has to be addressed. The rail network needs to be upgraded and addressed continuously to provide more rail capacity. PIDN is an established objective of the PANYNJ and our assumption has to be that they will look to provide infrastructure and operational improvements that may be necessary to ensure it is successful. So we are looking at “with PIDN” as one of our scenarios. However, recognizing the possibility that PIDN may not be successful, we are also looking at a “no PIDN” scenario.
- C:** It is important to start looking to the future, specifically at the ports. Presently the Hackensack drawbridge is in the process of being removed by Norfolk Southern. If they are allowed to remove it, this will only create more problems in the region. The project team should make an attempt to address this issue immediately.
- Q:** I understand that some containers do come in heavily laden. How do their contents affect the distribution of containers?
- A:** There are some containers that do come in overweight. We do anticipate that those in the future will be handled in warehouse distribution type activity, where containers will be broken out and everything repackaged to smaller loads. Alternately, there could be a beefing up facilities on the proximate areas. The immediate Portway area needs to be redesigned to accommodate the oversized container trucks. The first move from marine terminals to warehouse is critical.
- C:** In response to a question regarding roadway physical improvements, it was noted that the physical constraints such as lane restrictions are being examined. Portway Phase 1 improvements did not examine major lane widening or additions. Instead, minor widening, drainage improvements, and increasing strength of pavement box, particularly around areas heavily traveled by trucks were examined.

At the conclusion of this discussion, several NYMTC Freight Transportation Working Group members were invited to provide information regarding new and ongoing freight projects within the region. The date and time of the next meeting was voted – Wednesday July 16<sup>th</sup>, 2003 at 1:30 PM – and the meeting was adjourned.