






February 22 Freight Initiatives Committee Agenda

- Roll Call of Members
- Approval of Minutes
- Update on NJTPA Freight Division Activities
- Annual Rail Freight Update
 - Conrail, Ryan Hill
 - PANYNJ Intermodal Rail, Cory Wyatt
 - NJTPA Freight Rail Grade Crossing Assessment Update, Chris Lamm
 - NJTPA Freight Concept Development Program Studies, Scott Parker
- Two-minute Reports on Freight Activities from Committee Members
- Next Meeting: April 18, 2022 – Annual Port and Maritime Update
- Adjournment









View Who's Talking   1  

Please use the Chat box to ask questions during the presentations and if requesting credits, please post your name, followed with either AICP or PE with your PE license number



Please mute yourself when not speaking.



You are muted.   Mic  Camera  Screen  Leave

Supply Chains Remain in the Headlines

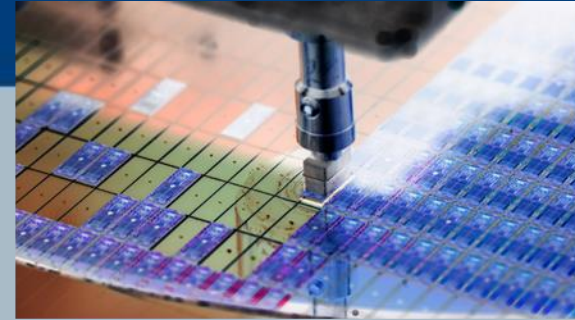
The Next Supply Chain Mess Is Coming for Your Morning Coffee



JACK WHITE ANNOUNCES THE SUPPLY CHAIN ISSUES TOUR

Federal Initiatives

Executive Order on America's Supply Chains



Infrastructure Investment and Jobs Act of 2021

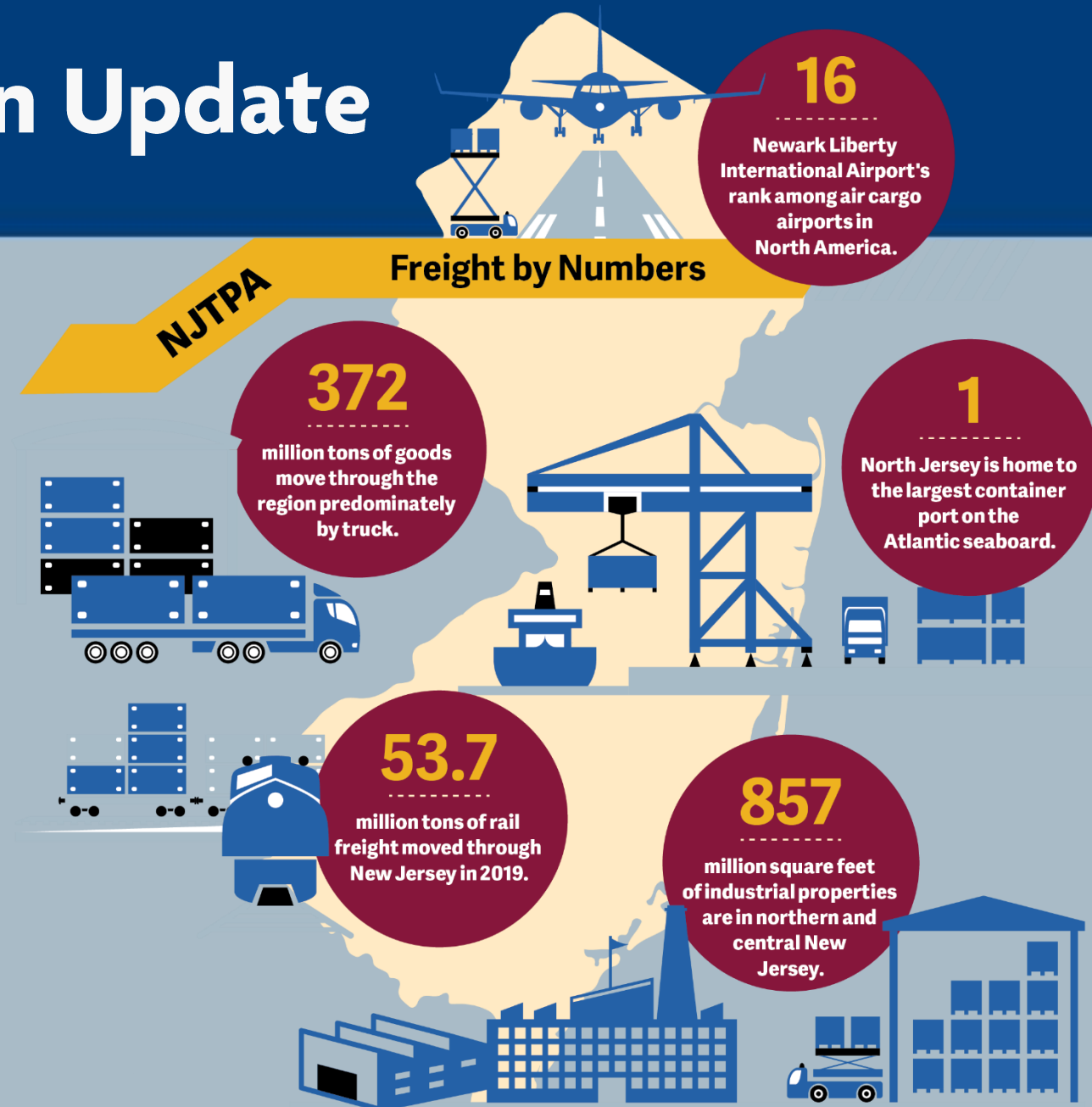
The Biden-Harris Administration Trucking Action Plan to Strengthen America's Trucking Workforce



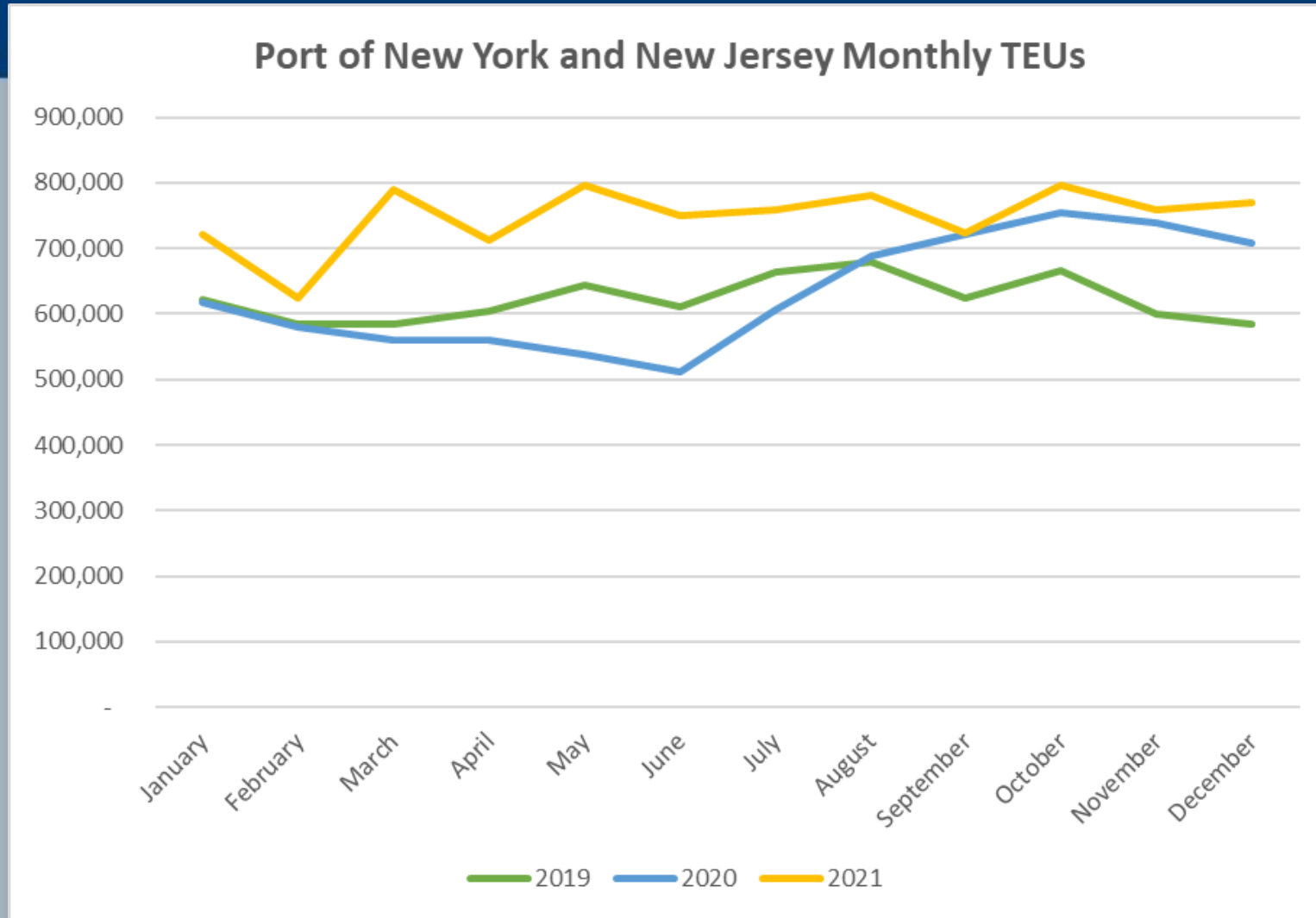
NJTPA Freight Division Update

2021 Industrial Market Update:

- 164 new bldgs since end of 2016.
- Over 13 million new SF currently under construction.
- Leasing dominated by retail, wholesale and 3PLs.
- Leasing activity slowed
- Development increasingly shifting to repurposing existing properties



Container Activity at all-time highs

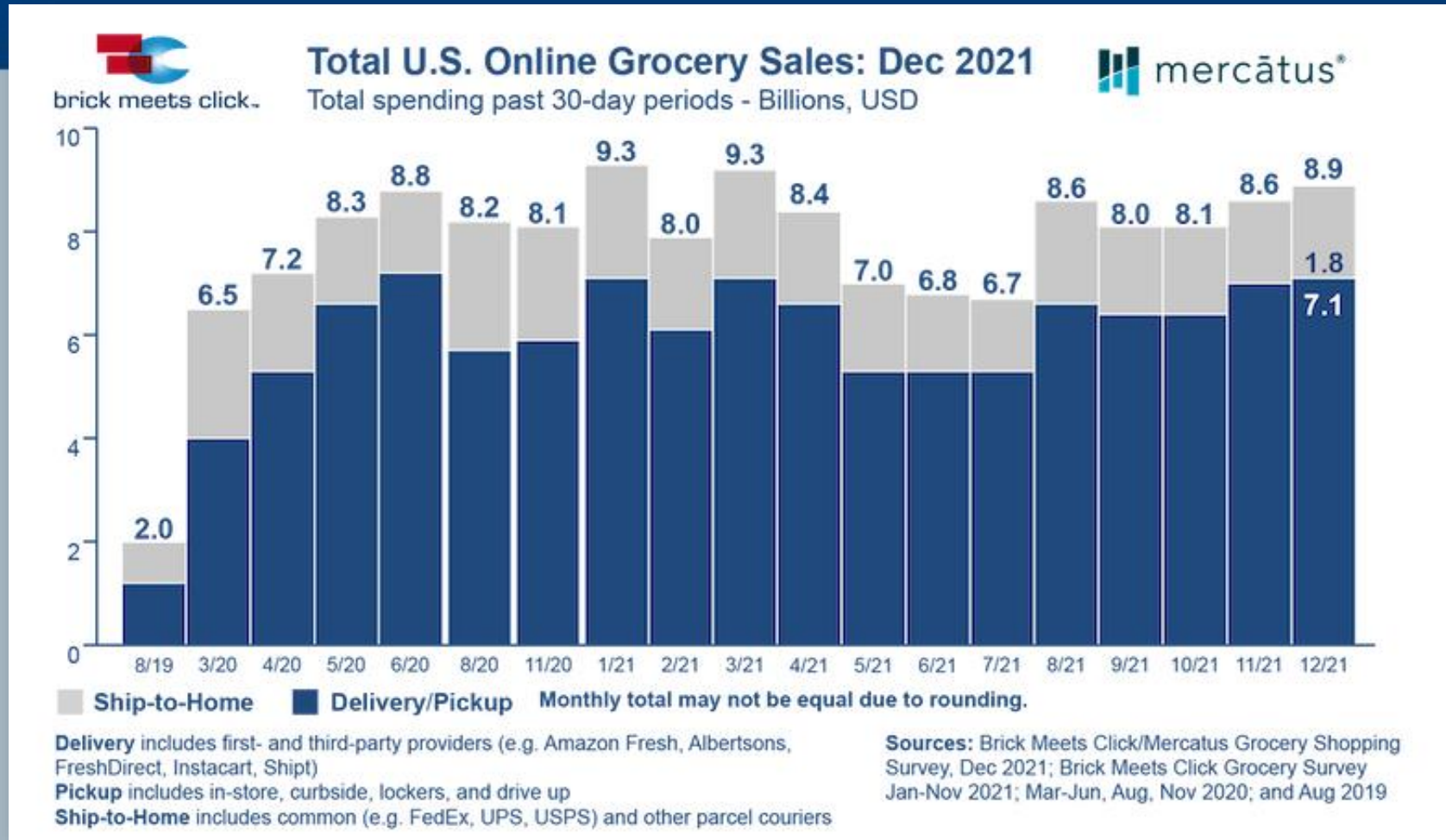


Ecommerce Market Share Continues to Grow



Source: <https://www.digitalcommerce360.com/article/us-ecommerce-sales/> February 10, 2022

We've fundamentally shifted how we purchase groceries

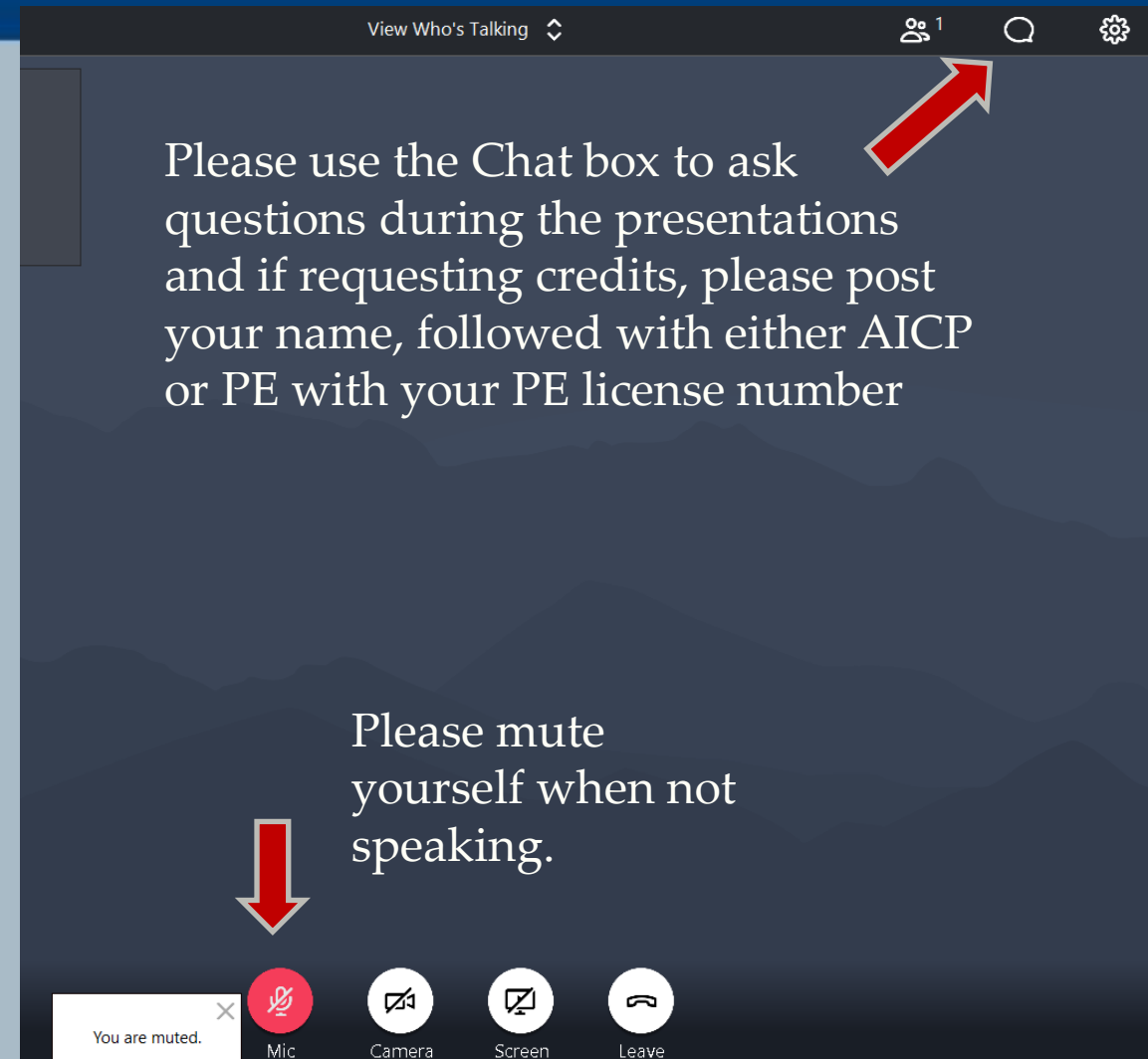


NJTPA Freight Division Update

- Updating and enhancing the Goods Movement Strategies for Communities Webtool
- Advancing the Freight Rail Industrial Opportunities Corridor (FRIO)
- Holding March 24 MAP Forum Clean Freight Workshop
- Advancing FY 2021 Freight Concept Development Program Studies
- Begun the Freight Rail Grade Crossing Assessment Update

Rail Freight Update

- **Conrail, Ryan Hill**
- **PANYNJ Intermodal Rail, Cory Wyatt**
- **NJTPA Freight Rail Grade Crossing Assessment Update, Chris Lamm**
- **NJTPA Freight Concept Development Program Studies, Scott Parker**



A screenshot of a Zoom meeting interface. At the top, it says "View Who's Talking" with a dropdown arrow, a "1" next to a person icon, a chat icon, and a settings gear icon. A red arrow points to the chat icon. The main area contains the text: "Please use the Chat box to ask questions during the presentations and if requesting credits, please post your name, followed with either AICP or PE with your PE license number". Below this, another red arrow points down to the "Mic" button in the bottom toolbar. The toolbar also includes "Camera", "Screen", and "Leave" buttons. A "You are muted." notification box is visible in the bottom left corner of the toolbar area.

View Who's Talking 1

Please use the Chat box to ask questions during the presentations and if requesting credits, please post your name, followed with either AICP or PE with your PE license number

Please mute yourself when not speaking.

You are muted. X Mic Camera Screen Leave

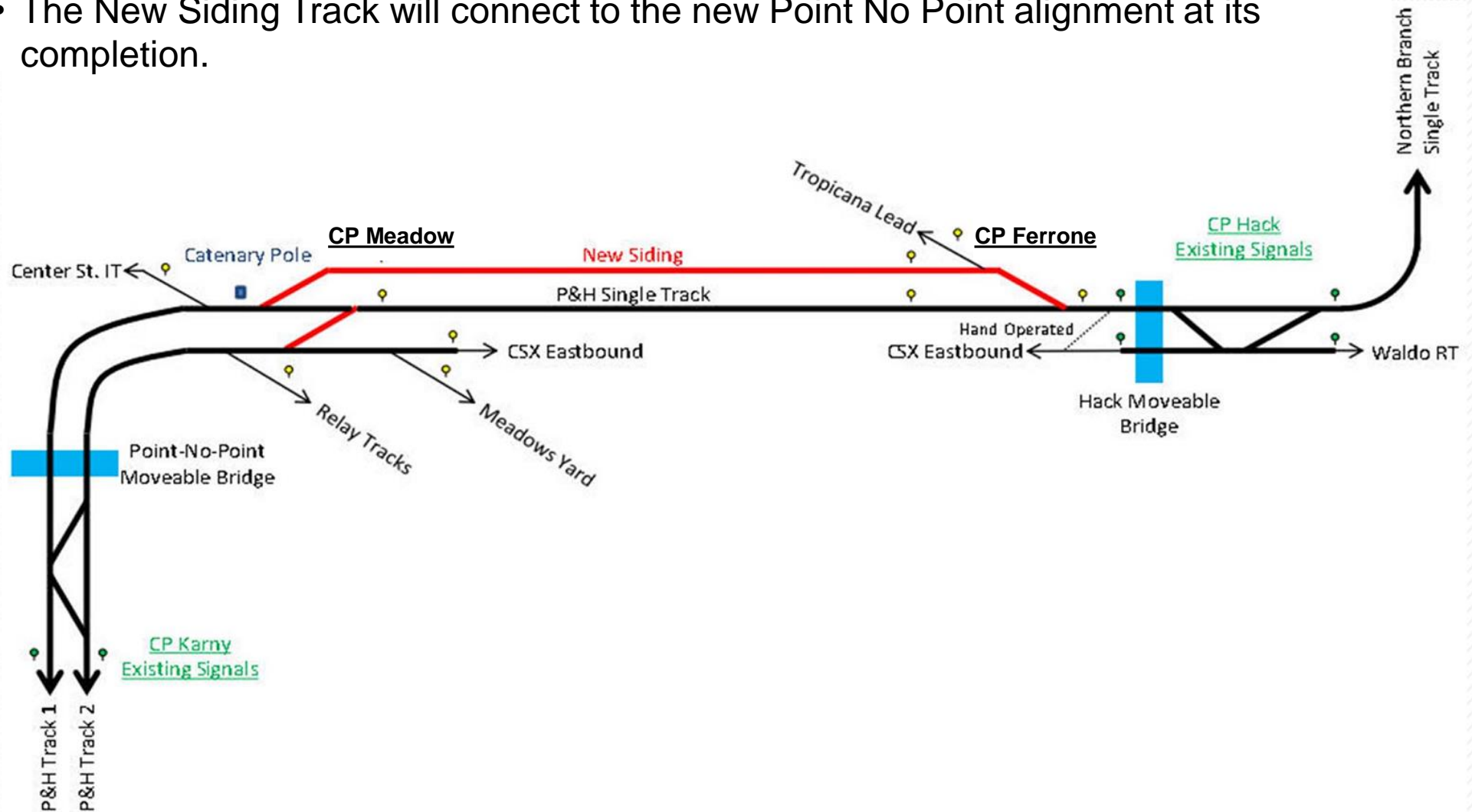
North Jersey Project Update



February 22, 2021

Second Main Track Expansion Hack to Kearny

- Project was completed and placed in service Oct. 2021.
- The New Siding Track will connect to the new Point No Point alignment at its completion.



Waverly Loop



- The Waverly Loop tracks are complete and in service.
- The signal system, including switch machines, signal masts, and back office configuration will be completed in April. Once the signal work is complete, the P&H Line will be under dispatcher control along the Waverly Loop.

Point No Point Bridge Replacement

- The project is out to bid, with bids due at the end of this month.
- Construction is scheduled to take 3 years.
- The existing swing span will be replaced by a single leaf bascule.
- The bridge will be built on a new alignment to avoid delays to train traffic during construction.
- Continued coordination with Amtrak, PATH, NJT, CSX and the USCG will all be essential through construction.

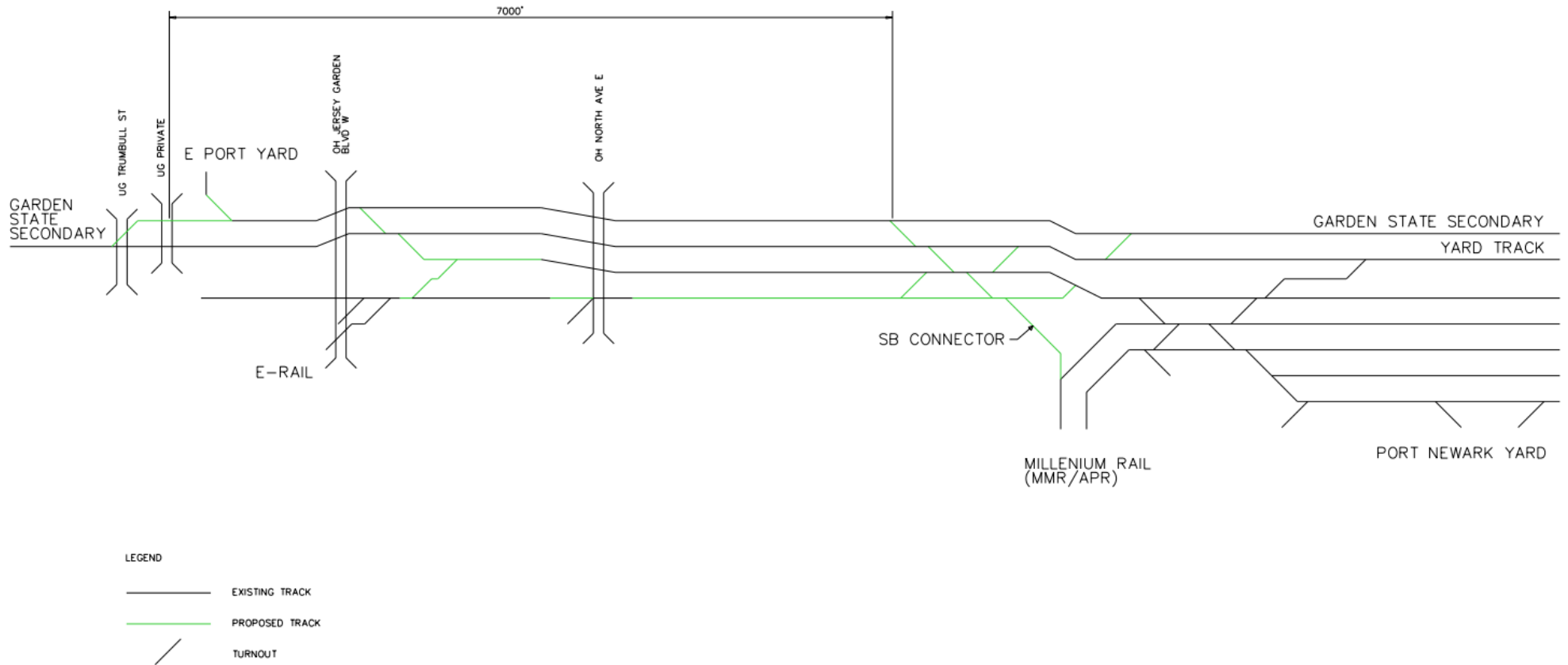
Point No Point Bridge Replacement



Southbound Connector & Garden State Secondary Improvements

- Conrail has been working with PANYNJ on design concepts for a Southbound Connection (SBC) out of Maher Terminals to Conrail's Garden State Secondary Track (GSS)
- Conrail has identified other improvements along its GSS necessary to realize the full benefits of the SBC
- The SBC & GSS improvements will allow more efficient use of Port Newark Yard, increasing capacity for all terminal operators
- SBC allows arrival and departure south on the GSS and out to Port Reading Junction via the Port Reading Secondary
- Project is in preliminary design with potential 2023 construction

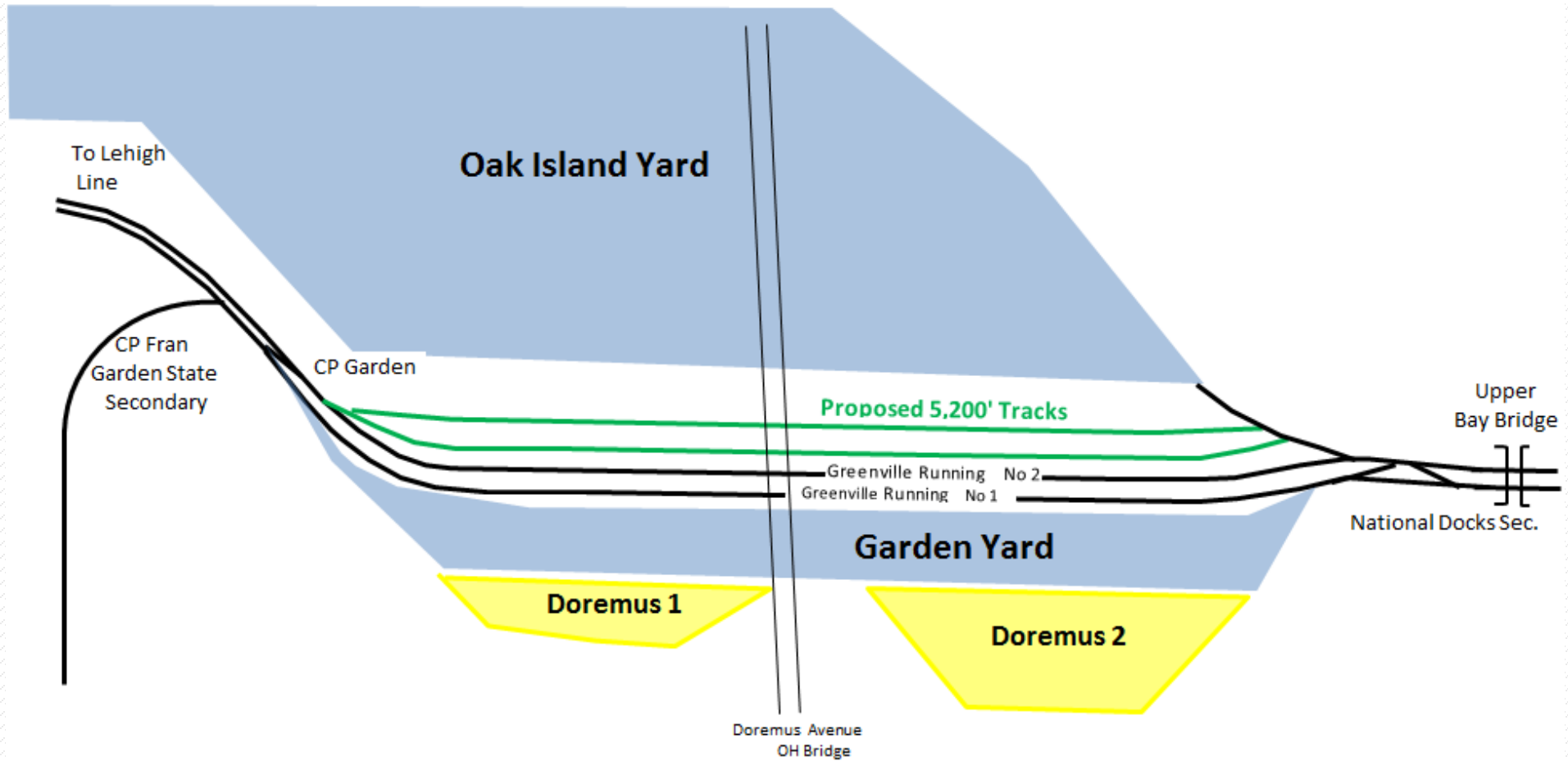
Southbound Connector & Garden State Secondary Improvements



Oak Island Support Tracks 5 & 6

- Conrail constructed two Oak Island Support Tracks in 2019
- Those tracks have been very effective in handling intermodal blocks arriving and departing various terminals within the PANYNJ footprint
- Two more tracks are proposed adjacent the original tracks within Oak Island Yard, more specifically between the Garden Crossing and Upper Bay Bridge
- These yard tracks can be built with steel ties, extending the usable life and reduce eventual cost of disposal
- Project is currently in preliminary design

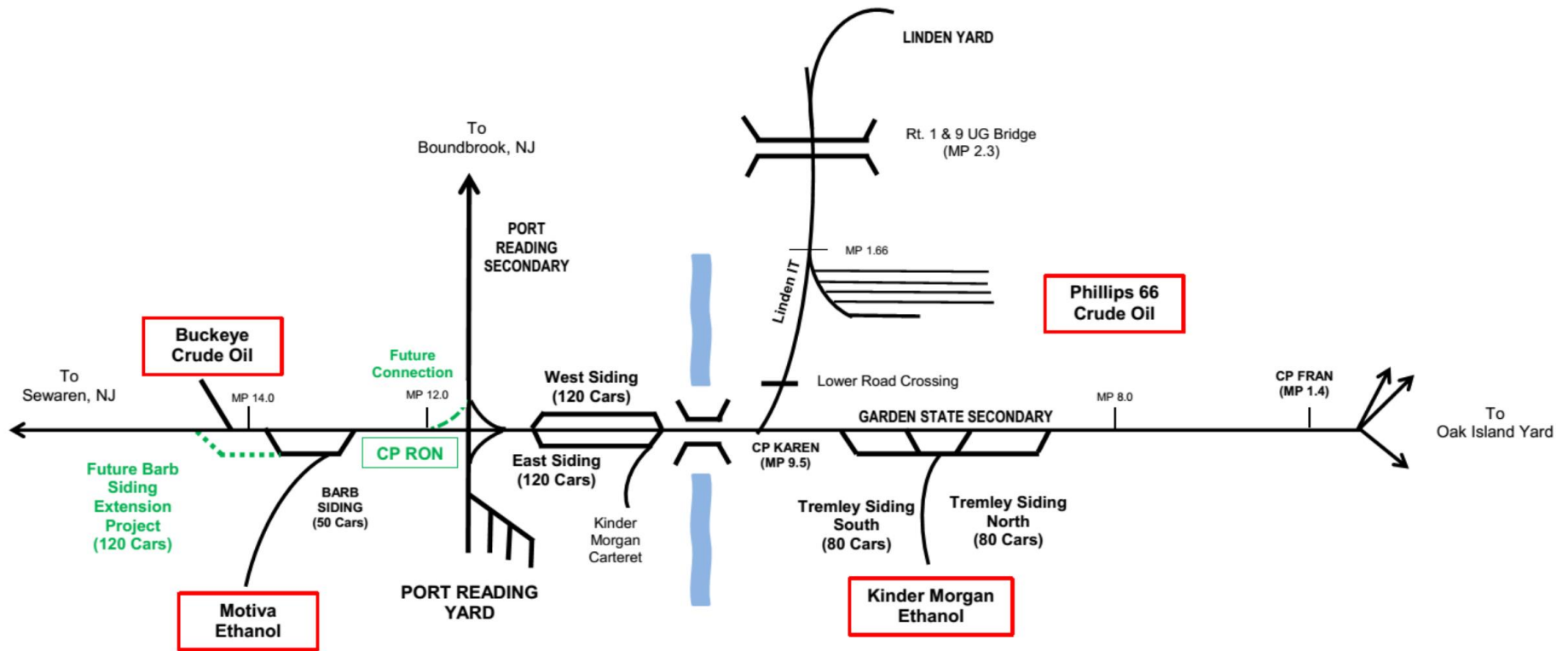
Oak Island Yard Track Expansion Project



Barb Siding and Wye Track at CP Ron

- Extension of the existing Barb Siding provides 7,500' clear capacity while staying clear of NJT CP Wood.
- Presently, Barb Siding holds 40 cars. Extending the siding creates the capacity to handle 120 car unit trains.
- Barb Siding Extension supports increased volumes for crude oil and ethanol customers along the Garden State Secondary.
- A new wye track at Conrail's CP Ron outside Conrail's Port Reading Yard will provide operational flexibility to points south and east.

Barb Siding and Wye Track at CP Ron





Express Rail Update-NJTPA

2/22/2022



Express Rail Overview

Benefits of On Dock Rail

Reduces road congestion

Significant environmental benefits

Efficient movement of goods



The Port is a facility of the Port Authority of NY and NJ

www.portnynj.com

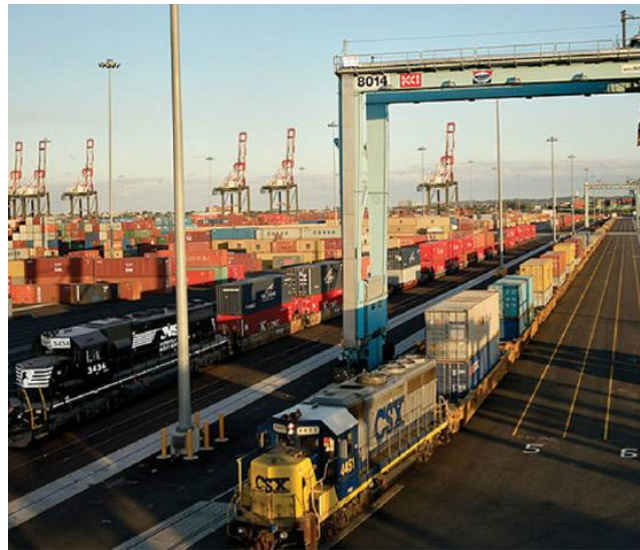
Express Rail Facilities

Express Rail Port Jersey



Operator: **GCT Bayonne**
Formerly Known as Global ICTF
Fully Completed: 2019
Capacity: 250,000 Lifts/Year
Cost: \$149 Million

Express Rail Elizabeth



Operator: **Millennium Marine Rail**
Fully Completed: 2014
Capacity: 800,000 Lifts/Year
Cost: \$195 Million

Express Rail Staten Island



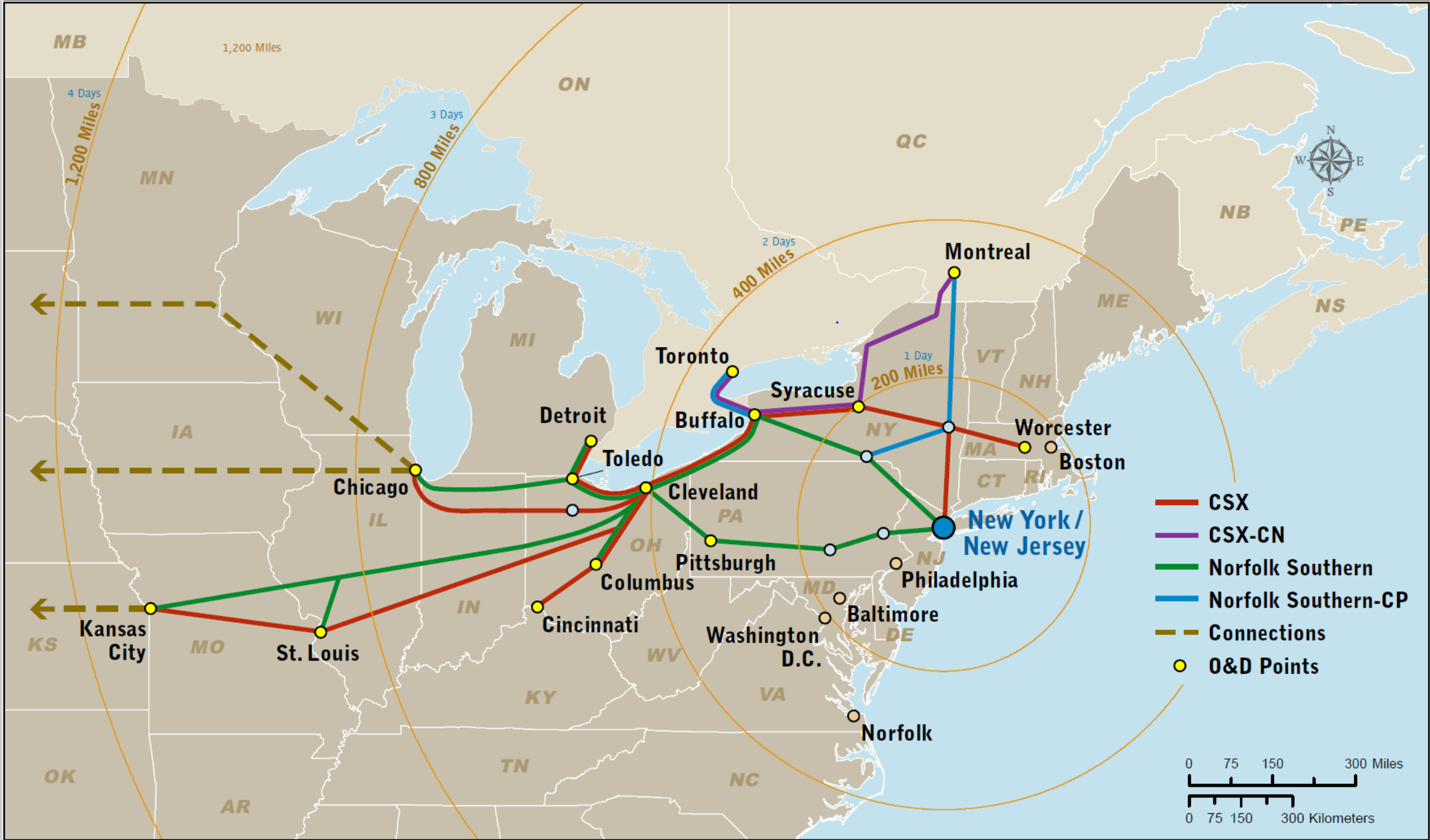
Operator: **GCT-NY***
Fully Completed: 2014
Capacity: 200,000 Lifts/Year
\$73 Million

Express Rail Port Newark



Operator: **Port Newark Container Terminal**
Fully Completed: 2014
Capacity: 250,000 Lifts/Year
Cost: \$145 Million

**Uses its own railroad crew and locomotive to switch facility*



Origins/Destinations served by facility

**Please note additional western US origins/destinations not listed served via interchange*

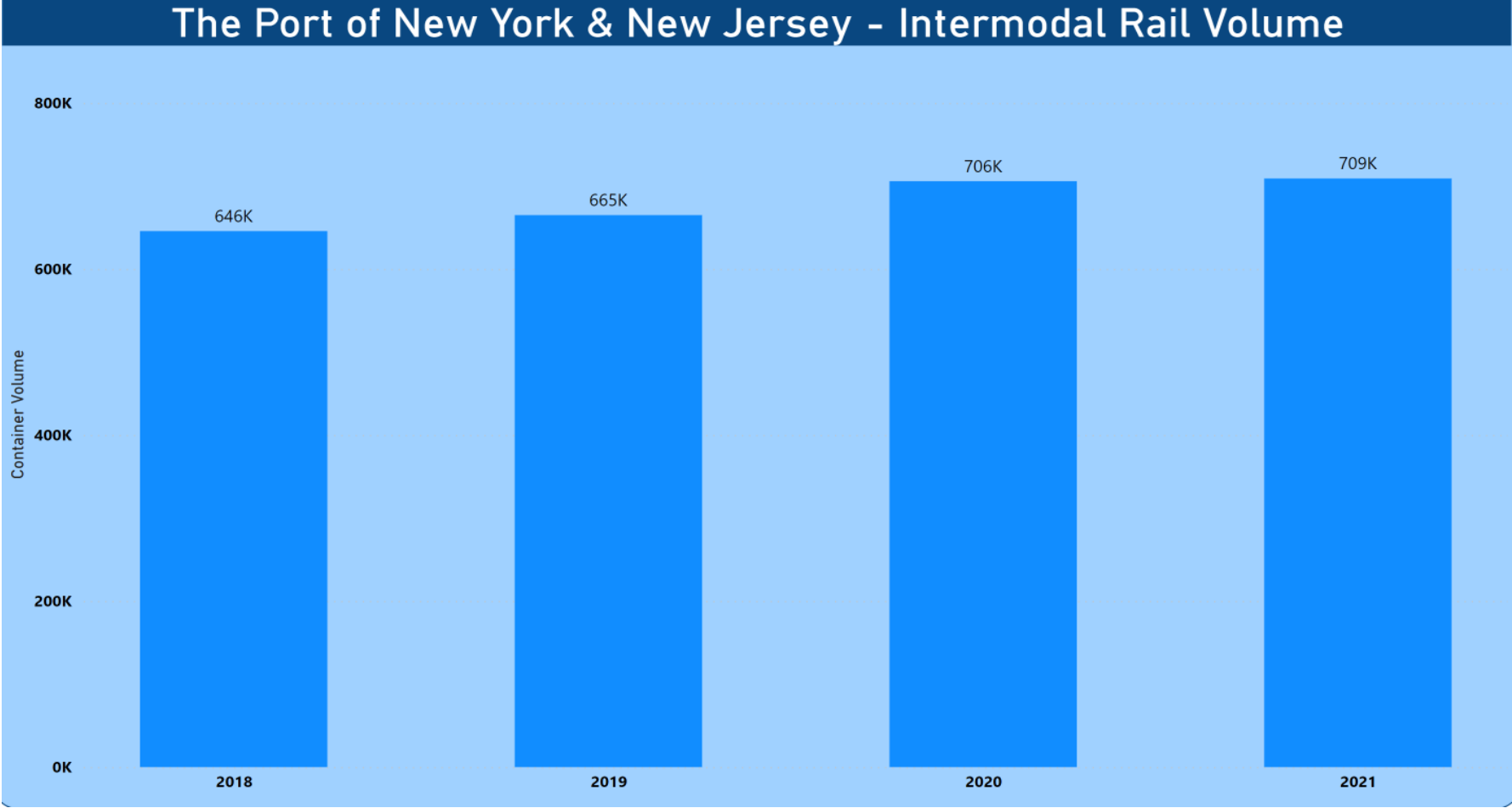
Express Rail Port Jersey	Express Rail Port Newark	Express Rail Elizabeth	Express Rail Staten Island
Chicago NS	Chicago CSX	Chicago CSX/NS	Chicago CSX
Cleveland NS	Cleveland CSX	Buffalo CSX	Cleveland CSX
Columbus NS	Columbus CSX	(Montreal via CSX/CN)	Columbus CSX
Detroit NS	Detroit CSX	(Toronto via CSX/CN)	Detroit CSX
Pittsburgh NS	Kansas City CSX	Pittsburgh NS	Kansas City CSX
Stackbridge/Worcester CSX	St. Louis CSX	Kansas City CSX/NS	St. Louis CSX
	Cincinnati CSX	St Louis CSX/NS	Cincinnati CSX
	Indianapolis CSX	St Paul NS	Indianapolis CSX
	Buffalo CSX	Columbus CSX/NS	Buffalo CSX
	(Montreal via CSX/CN)	Cincinnati CSX/NS	
	(Toronto via CSX/CN)	Detroit CSX/NS	
		Cleveland CSX/NS	
		Indianapolis CSX	
		Syracuse CSX	
		Northwest Ohio yard CSX	
		Louisville CSX	
		Worcester CSX	

YTD Cargo Volume 2020-21

PONYNJ Container Traffic By Month						
	YTD 2020		YTD 2021		% Change	
	Containers	TEUs	Containers	TEUs	Containers	TEUs
Jan	349,196	617,024	400,400	721,284	14.7%	16.9%
Feb	326,370	579,124	347,635	625,120	6.5%	7.9%
March	318,521	560,830	437,479	789,776	37.3%	40.8%
April	318,389	559,929	396,168	712,799	24.4%	27.3%
May	304,132	537,412	442,544	796,693	45.5%	48.2%
June	290,454	511,306	415,813	749,400	43.2%	46.6%
July	342,124	607,463	420,847	758,810	23.0%	24.9%
Aug	383,397	688,365	433,022	780,782	12.9%	13.4%
Sept	399,803	720,969	400,179	724,418	0.1%	0.5%
Oct	419,744	755,437	440,514	796,704	4.9%	5.5%
Nov	408,482	738,885	419,240	759,390	2.6%	2.8%
Dec	394,889	709,075	425,892	770,753	7.9%	8.7%
Total	4,255,501	7,585,819	4,979,733	8,985,929	17.0%	18.5%

Rail Lifts	
2020 YTD	705,895
2021 TYD	709,094
% Change	0.5%

Express Rail Lifts 2018-2021



Phased Rail Network Improvement

PHASE 1 (2004-2008)

\$25 million in Port Authority Funds
\$39.1 million in Conrail Funds

- Strategic double-tracking and interlocking improvements.
- Improved connections to mainline networks.

PHASE 2 (2016-2020)

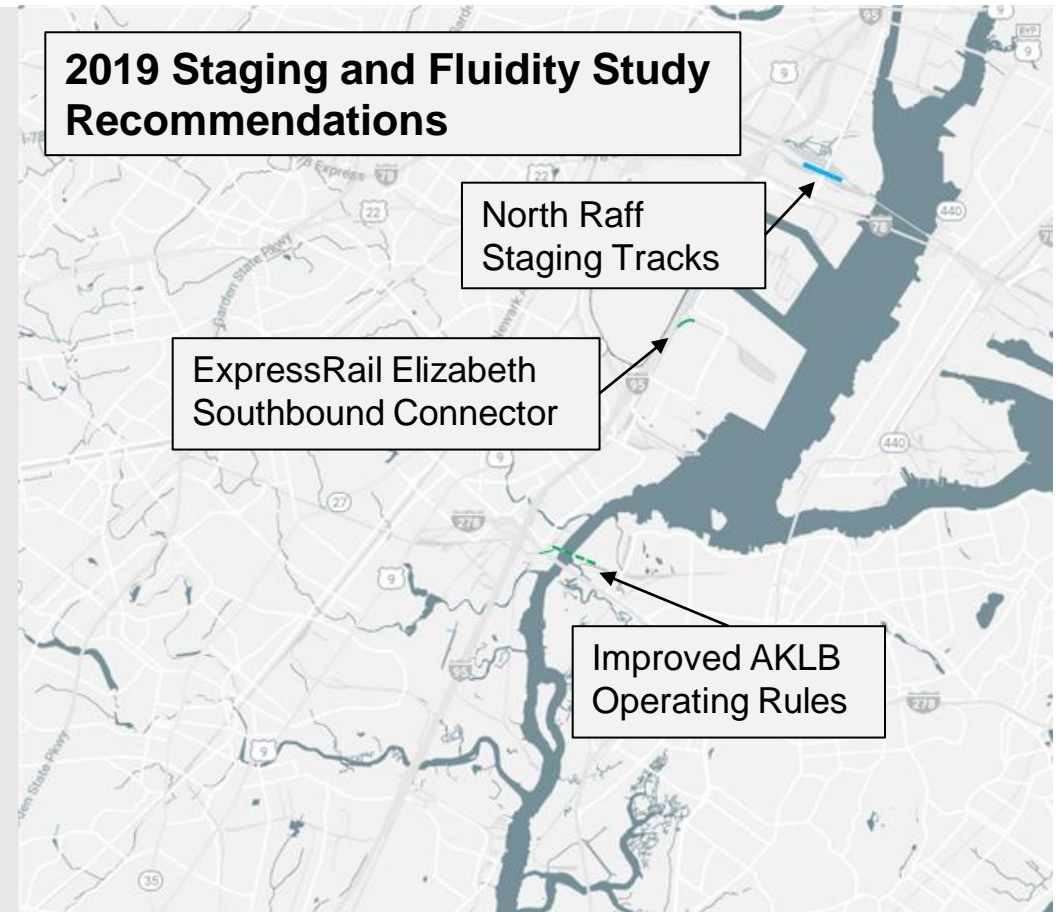
\$38 million in Port Authority Funds
\$21 million in Conrail Funds

- Capacity and staging improvements to support Greenville Yard ICTF.
- Waverly Loop (2) approximately 12,000' track lengths, additional entrance/exit into Port Newark and additional staging, 2021 completion.
- Raff tracks (2) 5,200 feet of staging tracks, Completed 2019.

PHASE 3 (2020-Beyond)

ExpressRail Elizabeth Southbound Connector "Wye."
North staging tracks at Raff Yard.

2019 Staging and Fluidity Study Recommendations





	PORT NEWARK AND ELIZABETH PORT AUTHORITY MARINE TERMINAL	Discipline: CIVIL	Date: August 31, 2021	Drawing Number: SK01
	EP ExpressRail Elizabeth Southbound Conn-Stage 1	Designed by: _____ Drawn by: _____ Checked by: _____	_____ _____ _____	

Questions? Thank You

Cory Wyatt

Manager Intermodal Rail Development PANYNJ and Mid Atlantic Account Manager

cwyatt@panynj.gov

<http://www.panynj.gov>



@panynj



@panynj



@panynj

Freight Rail Grade Crossing Assessment Update

NJTPA Freight Initiatives Committee

February 22, 2022



Chris Lamm, Cambridge Systematics, Inc.

Presentation Outline

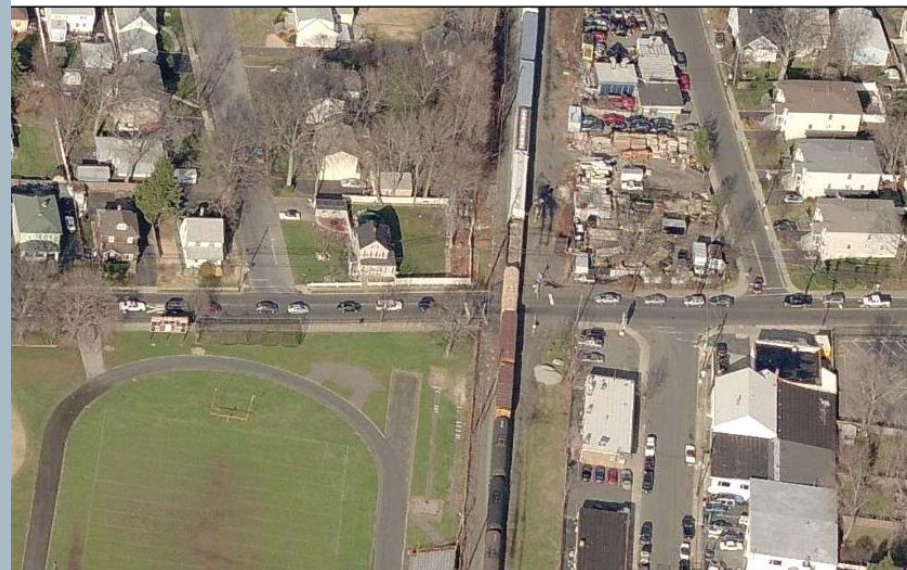
1. Study Background
2. Goals and Objectives
3. Study Team
4. Overview of the Approach
5. Schedule and First Steps

Study Background

NJTPA's 2008-09 Freight Rail Grade Crossing Assessment Study (in 2 phases):

- Catalogued 64 crossings
- Evaluated data and identified “top 5” crossings (10 more were added to the list in Phase 2)
- Developed a strategies “toolbox,” applicable to other crossings

10. River Line - New Milford Avenue, Dumont, Bergen County



Study Background

What's changed (why update the study now?):

- Some crossings have been improved since 2008
- Changes in railroad operations (more and longer freight trains)
- Increase in population in many areas along the study corridors
- More emphasis on equity across transportation planning disciplines
- Potential to tap funding via IIJA and identify candidate projects for NJTPA's Freight Concept Development Program

Study's Goals

Update the 2008 Freight Rail Grade Crossing Assessment Study to:

1. Document the current conditions and operations of at-grade crossings along the major freight rail lines in the NJTPA region;
2. Score and prioritize the grade crossings in terms of need; and
3. Develop recommendations for addressing issues at the top 10 grade crossings.

Corridors in the Study Area

Garden State Secondary*	3 public crossings
Port Reading Secondary	10 public crossings
Trenton Subdivision	5 public crossings
Lehigh Line	24 public crossings
River Subdivision	22 public crossings
Total	64 public Crossings

*formerly Chemical Coast Secondary

Project Team



- Rail grade crossing safety
- Railroad operations
- Freight as a “good neighbor”
- Stakeholder engagement



- Lead data collection
- Contribute to methodology, scoring, recommendations, and outreach



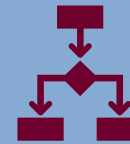
- Lead GIS database development and analysis



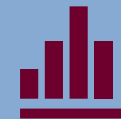
- Lead Miovision deployment and photography

Overview of the Approach

Review and update the methodology



Collect data



Evaluate and prioritize crossings



Develop Issues/Strategies Matrix



Develop recommendations for top 10 crossings



Technical Advisory Committee

- Includes representatives from: Bergen County, Hudson County, Hunterdon County, Somerset County, Warren County, NJDOT, Governor's Authorities Unit and NJTPA.
- Will meet 3 times:
 - Near the conclusion of the Methodological Review task
 - To review data analysis and proposed prioritization methodology
 - Near the conclusion of the study to review preliminary recommendations, crossing profiles, and draft final report.

Stakeholder Engagement

1. Stakeholders

- Partner agencies, railroads and subregions
- Will be engaged to provide technical information, data, and coordinate field visits.

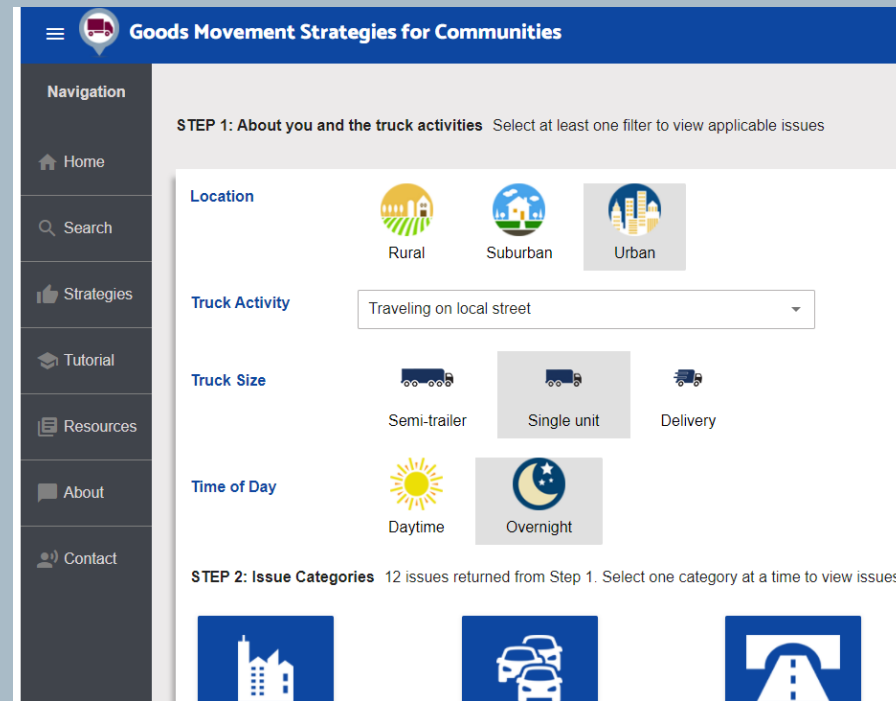
2. Local officials

- Communities where the top 10 grade crossings are located.
- Team will offer briefings, and solicit input on local issues, impacts, and needs.



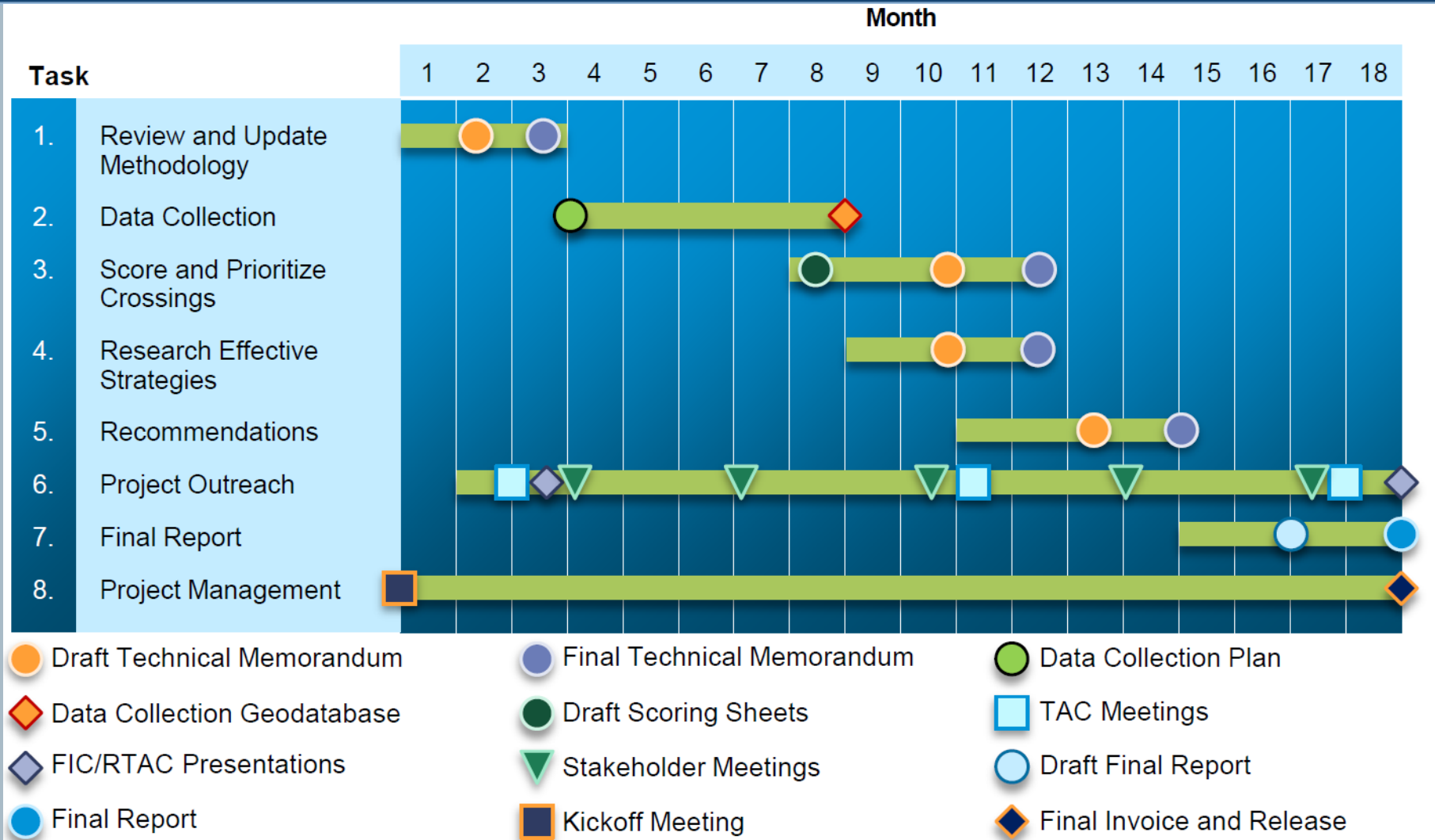
Products of the Study

1. Geodata and photos
2. Crossing evaluations and list of top crossings
3. One-page summaries for each of the Top 10 Crossings
4. One-page summaries for each issue/strategy identified as a potential solution (for inclusion in NJTPA's Goods Movement Strategies for Communities tool)
5. Final Report and Executive Summary



Schedule

18 months,
concluding in
June, 2023



First Steps: Confirm Data Sources

Existing Sources:

- FRA – Crashes, near misses, crossing characteristics
- NJDOT – Existing hazard index, roadway traffic volumes, HazMat placard fees, safety voyager
- US Census – Community profiles
- NJDEP – Environmental constraints
- Freight Rail Operators – Train operations, expectations for growth along corridors

Field Data Collection:

- Photo Inventory - Standard 9-shot portfolio
- NJDOT Grade Crossing Inspection Forms – INSP-07B
- Miovision Cameras – Selected crossing locations:
 - Roadway volumes
 - Closure times/durations



Source: Miovision

Thank You!

Defining the Vision. Shaping the Future.



NJTPA

**NORTH JERSEY
TRANSPORTATION
PLANNING AUTHORITY**

Jakub Rowinski
jrowinski@njtpa.org

Chris Lamm
clamm@camsys.com



Find us on
Facebook!

follow us on

twitter 



Follow us on
Instagram

You
Tube

SUBSCRIBE
TO OUR CHANNEL

NJTPA Freight Concept Development Program

NJTPA Freight Initiatives Committee

February 22, 2022

Scott Parker, Jacobs Engineering



Agenda

- Just What is the Freight Concept Development Program All About?
- Program Cycles
 - Pilot Projects – Completed
 - FY21 Projects
 - ✓ Port Reading Secondary South Main Street Grade Crossing Elimination Project
 - ✓ Berkshire Valley Road Truck Circulation Project



Purpose of the FCD Program

- Numerous planning studies identified freight supporting infrastructure needs
- No clear path to advance design and construction
 - Privately owned infrastructure
 - Regionally beneficial but lacked benefits to the infrastructure owners to justify investment
- FCD Program provides a pathway for projects that aren't eligible for funding under other programs

Program Cycles

- Pilot Projects – Completed 2020
- FY21 Projects – Initiated Jan 2021
- NJTPA Maintains a List of Candidate Projects
- Projects Selected Based on Applications/Requests from NJTPA Subregions
 - ✓ Port Reading Secondary South Main Street Grade Crossing Elimination Project – Somerset County
 - ✓ Berkshire Valley Road Truck Circulation Project – Morris County

Port Reading Secondary South Main Street Grade Crossing Elimination Project

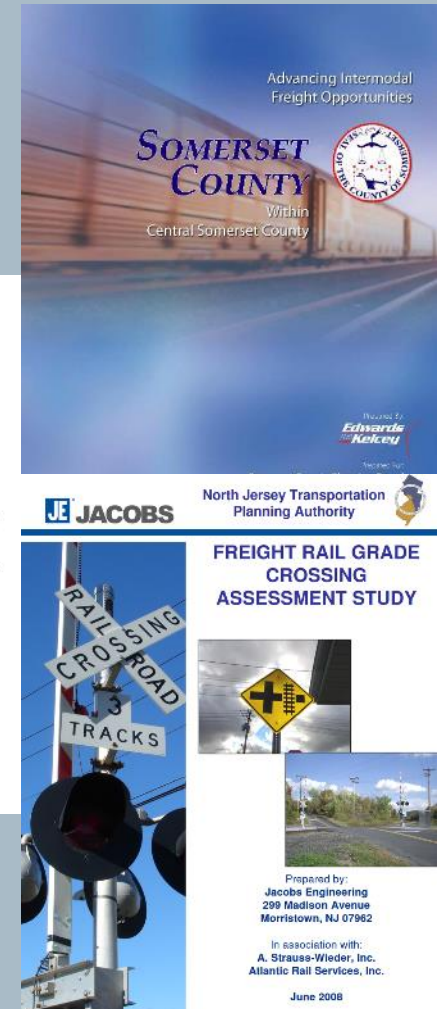
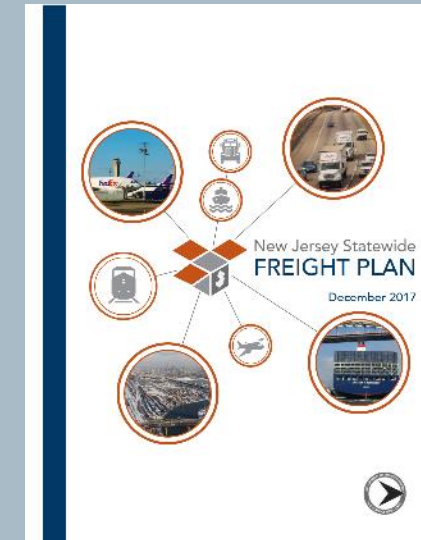
“The purpose of this project is to eliminate the at-grade rail crossing on South Main Street in the Borough of Bound Brook, while maintaining freight rail access to existing and future customers along the Port Reading Secondary line.”



SouthMainStreetGradeCrossing.com

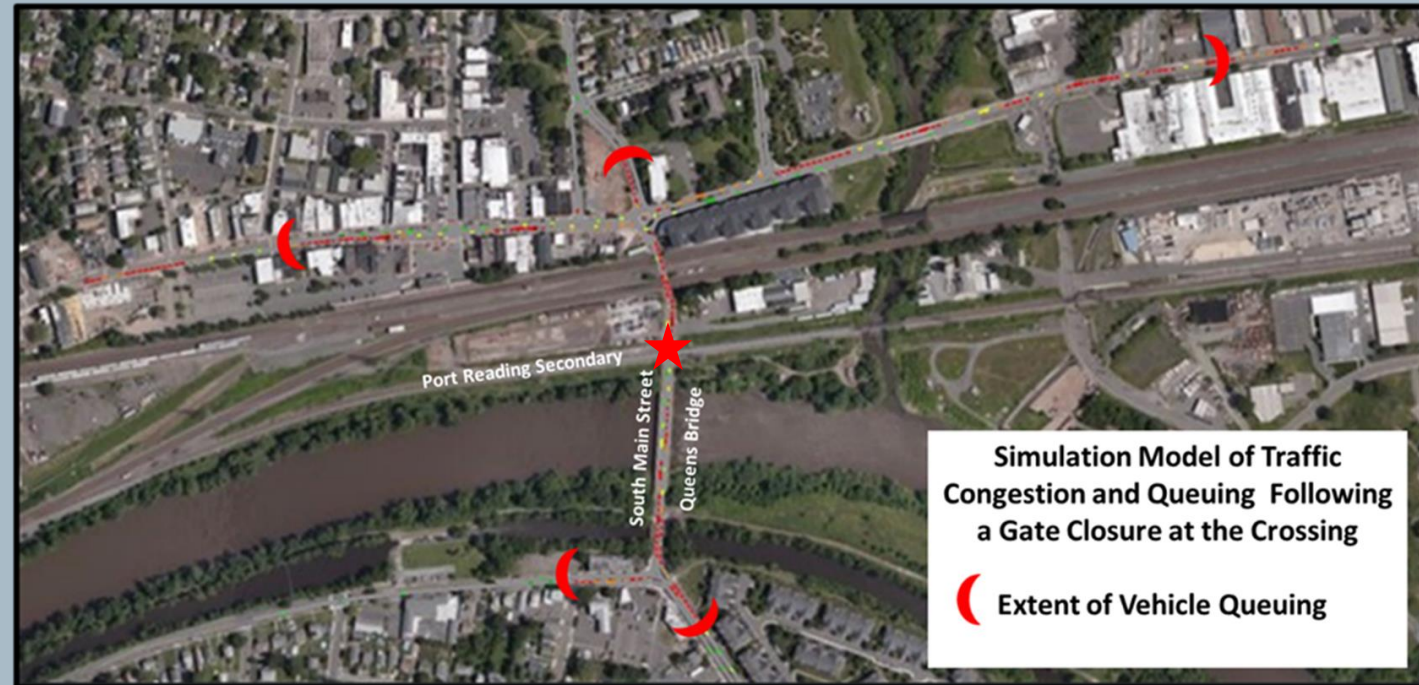
Project Background

- Initially identified in the 2007 *Advancing Intermodal Freight Opportunities within Central Somerset County*
- Eliminating the grade crossing was identified as a project need in:
 - ✓ 2008 NJTPA Freight Rail Grade Crossing Assessment Study
 - ✓ 2017 NJDOT Statewide Freight Plan
- This study is investigating alternatives to eliminate closures at the crossing and improve the flow of vehicular traffic while maintaining freight service to customers on the Port Reading Secondary line



Existing Conditions

- Conrail runs trains of up to 100 cars along the Port Reading Secondary several times daily
- Gate closures last approximately 3 minutes per crossing
- Roadway traffic queues through the Bound Brook Circle, across the Queens Bridge into South Bound Brook and along Lincoln Blvd into Middlesex Borough during each train crossing



Potential Categories of Options

There are three basic categories of alternatives to develop and assess to eliminate the rail crossings

- Go Up – Elevate the rail line over South Main Street
- Go Down – Depress the roadway beneath the rail line
- Go Around – Divert rail traffic to alternate route

Berkshire Valley Road Truck Circulation Project

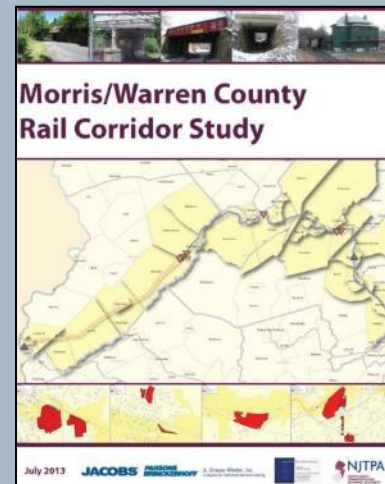
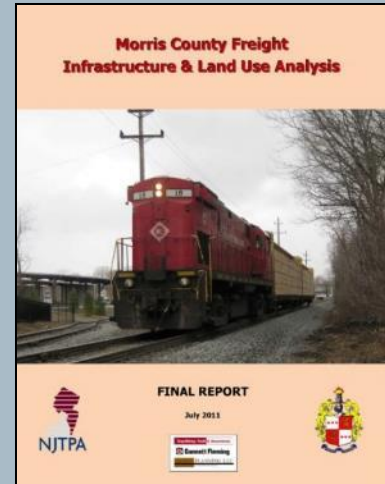
“The purpose of this project is to eliminate the height restriction that the Chester Branch rail bridge creates on Berkshire Valley Road (642), improve safety, and to improve the geometric configuration of the intersection of Berkshire Valley Road with N. Dell Avenue to efficiently accommodate large truck movements”



BerkshireValleyRoadStudy.com


Project Background

- Two previous studies identified a range of issues constraining state-of-the-industry freight rail operations on the Washington Secondary/Morristown Line Corridor and connecting branch lines
- This Freight Concept Development Program Study is investigating potential improvements to eliminate constraints

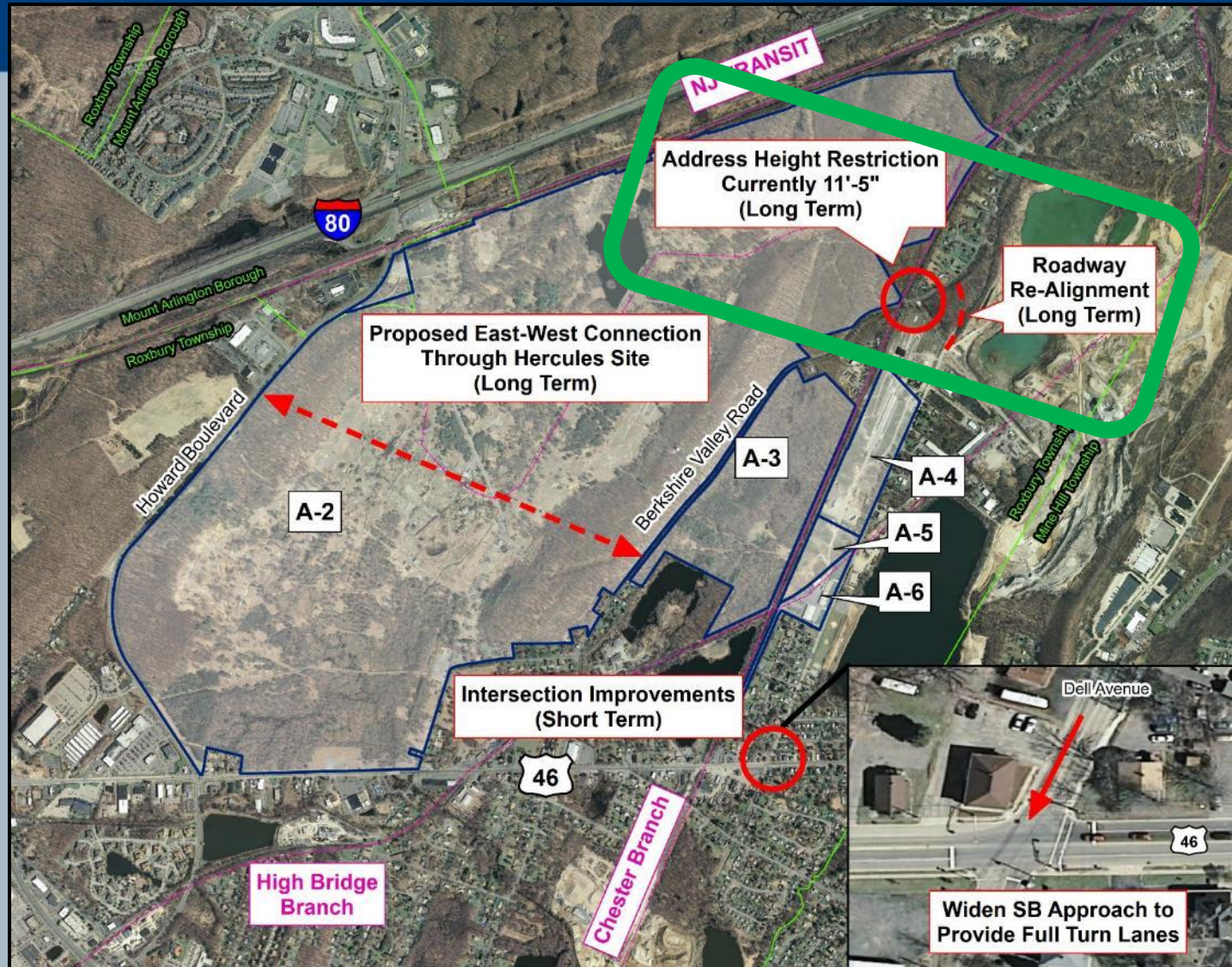





Project Overview

Morris County Freight Infrastructure & Land Use Analysis



FINAL REPORT
July 2011



Project 1 – Eliminate Height Restriction

- Existing Clearance: 11'-5"
- Standard Semi-trailers: 13'-6"
- Target Clearance: 14'
- About 10 crashes in the last three years.



Project 1 – Eliminate Height Restriction

Potential Categories of Options

There are three basic categories of alternatives to develop and assess to provide additional vertical clearance below the structure

- Undercut the existing roadway
- Raise/Replace the existing rail bridge superstructure
- Realign the existing rail or roadway alignment to eliminate the convergence of the two corridors.

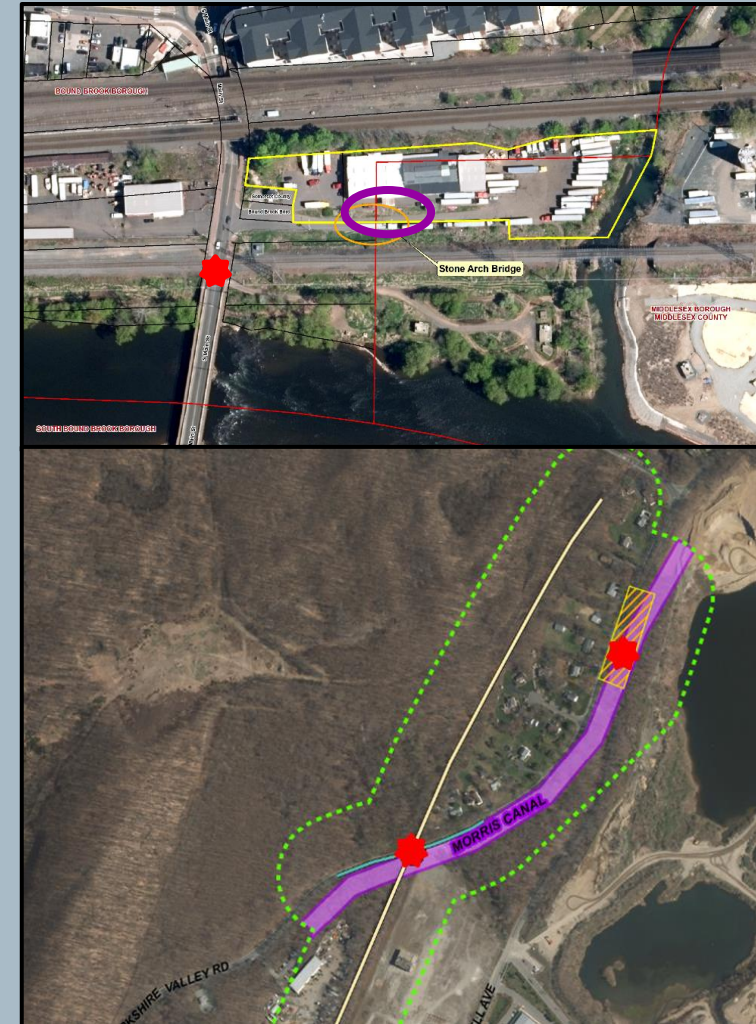
Project 2 – Realign Intersection of N. Dell Avenue with Berkshire Valley Road

Alignment of the intersection of N. Dell Avenue with Berkshire Valley Road is not conducive to truck movements



Potential Issues and Constraints

- Adjacent and Proximate Land Uses
- Historic and Cultural Resources
- Community Profile & Environmental Justice/Title VI
- Section 4(f)
- Wetlands
- Floodplains & Aquifers
- Threatened & Endangered Species
- Stormwater
- Hazardous Materials



Stakeholder Outreach

Stakeholder Involvement is Critical

- Local Officials Briefings
- Municipal Council Presentations
- Board of Transportation Presentations
- Public Information Meetings
- Study Websites

Activities to Date – Both Projects

- Developed Purpose and Need Statement
- Performed Environmental Screening – Foundation for Constraints Mapping
- Developed Community Profiles
- Assembled Available Existing Data from Project Stakeholders and Other Sources
- Developed Preliminary Engineering Alternatives and Assessment Scoring

Future Activities – Both Projects

- Refine / Finalize Engineering Alternatives
- Coordination with Affected Stakeholders and Property Owners
- Alternatives Assessment / Scoring
- Construction Cost Estimates
- Selection of Preliminary Preferred Alternative
- Value Engineering / Constructability Review
- Alternative Analysis Documentation

Thank You/Questions?

Defining the Vision. Shaping the Future.



Jakub Rowinski

jrowinski@njtpa.org

Scott Parker

scott.parker@jacobs.com



Find us on
Facebook!



follow us on

twitter



Find Us On





Instagram



SUBSCRIBE
TO OUR CHANNEL






Rail Freight Update





View Who's Talking   1  

Please use the Chat box to ask questions during the presentations and if requesting credits, please post your name, followed with either AICP or PE with your PE license number

Please mute yourself when not speaking.

You are muted.   Mic  Camera  Screen  Leave



February Freight Initiatives Committee Agenda

- Roll Call of Members
- Approval of Minutes
- Update on NJTPA Freight Division Activities
- Annual Rail Freight Update
- Two-minute Reports on Freight Activities from Committee Members
- Next Meeting: April 18, 2022 – Annual Port and Maritime Update
- Adjournment

Thank you. Stay healthy and safe.

A screenshot of a Zoom meeting interface. At the top, it says 'View Who's Talking' with a dropdown arrow, a user count '1', a chat icon, and a settings gear. The main area contains two text blocks: 'Please use the Chat box to ask questions during the presentations and if requesting credits, please post your name, followed with either AICP or PE with your PE license number' and 'Please mute yourself when not speaking.' A red arrow points from the chat icon to the first text block, and another red arrow points from the microphone icon to the second text block. At the bottom, there is a 'You are muted.' notification box, a microphone icon with a slash through it, and icons for Camera, Screen, and Leave.

View Who's Talking 1

Please use the Chat box to ask questions during the presentations and if requesting credits, please post your name, followed with either AICP or PE with your PE license number

Please mute yourself when not speaking.

You are muted. X Mic Camera Screen Leave