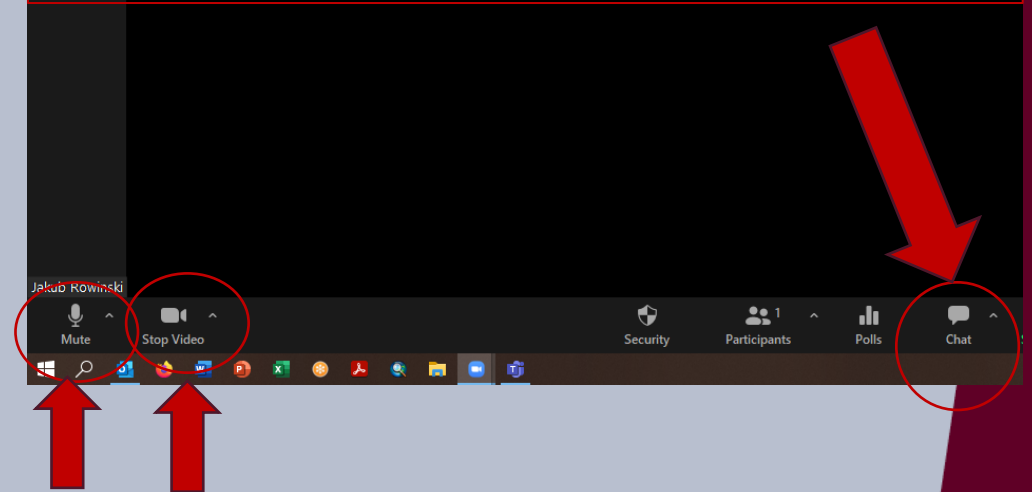


June 15 Freight Initiatives Committee Agenda

- Roll Call
- Approval of Minutes
- Update on NJTPA Freight Division Activities
- Presentation: NJDOT Statewide Freight Plan Update
 - Janice Marino-Doyle, Program Lead, Office of Freight Planning, New Jersey Department of Transportation
 - Steve Chiaramonte, Vice President, Transportation Planning, WSP
- Two-Minute Reports on Freight Activities from Committee Members
- Next Meeting: Monday, August 17, 2026
- Adjournment

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Key Freight Division Activities

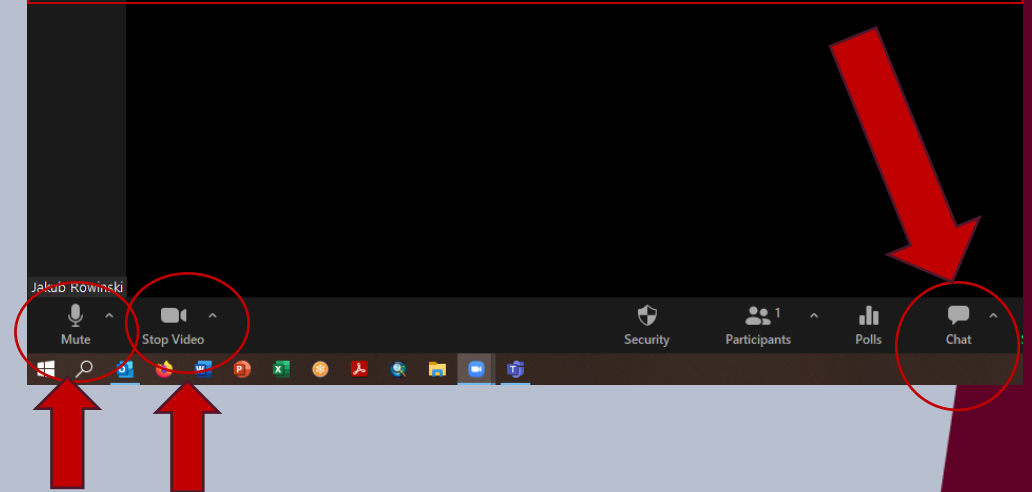
- FY 2025 Freight Concept Development Program Studies
 - Concept Development for Southern Middlesex County North-South Truck Corridor Project
 - Concept Development for East Hanover Avenue Bridge Catenary Rail Clearance Project
 - Preliminary Screening for Plate F Vertical Rail Clearance in Perth Amboy
 - Program Support
- E-Commerce Delivery Mitigation
- Passaic County Urban Core Trucking Study

Presentations

Presentation: NJDOT Statewide Freight Plan Update

- Janice Marino-Doyle, Program Lead, Office of Freight Planning, New Jersey Department of Transportation
- Steve Chiaramonte, Vice President, Transportation Planning, WSP

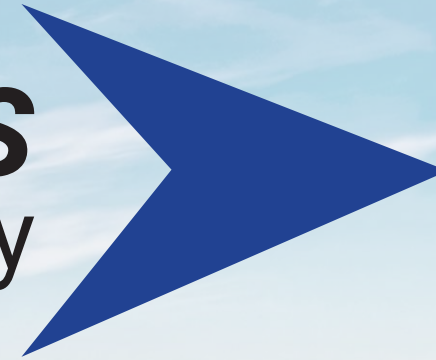
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FREIGHT MOVES

    **New Jersey**



2027 Statewide Freight Plan

NJTPA Freight Initiatives Committee – June 2026

► Agenda

- NJDOT OFP Overview
- Why Do We Need a Statewide Freight Plan?
- 2027 SFP Goals
- 2027 SFP Ongoing Work
 - State of the Freight Economy
 - Highway Analyses
 - Rail/Maritime/Air
- Next Steps

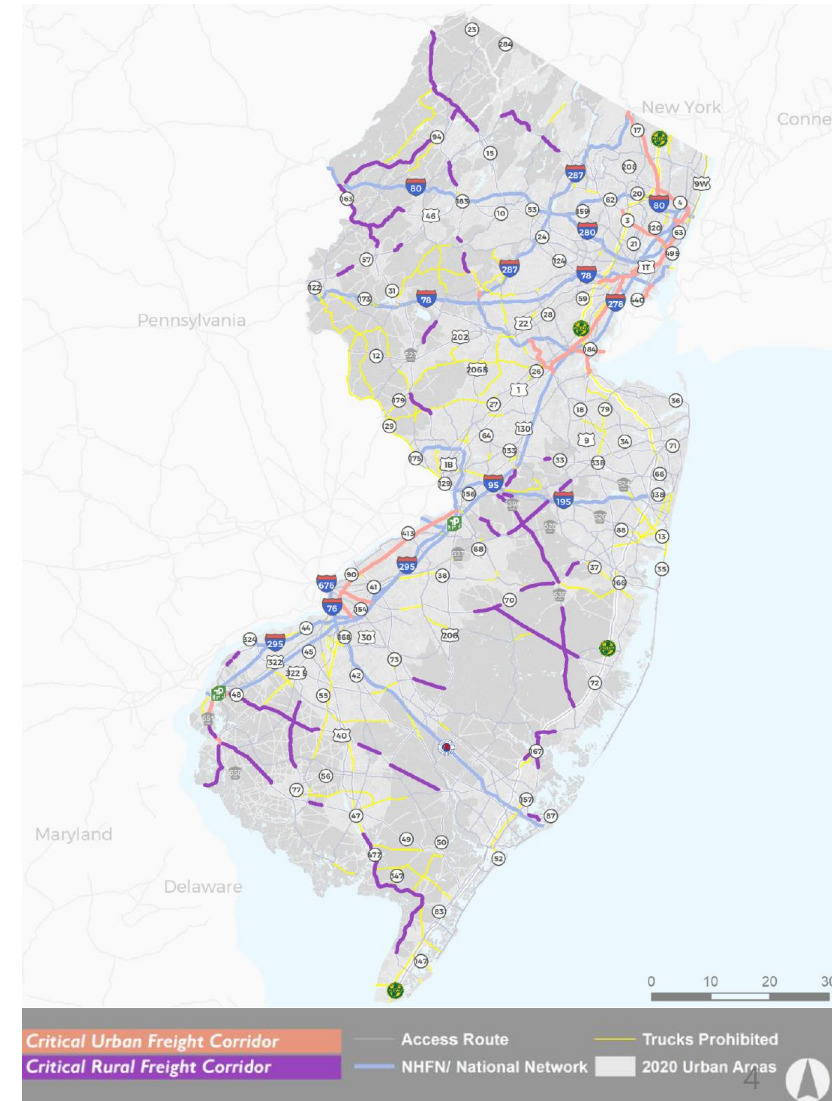
► NJDOT Office of Freight Planning

- Following completion of 2017 SFP, OFP expanded their planning program
 - Initial focus of the freight program was to meet Federal requirements
 - Program has grown organically to build awareness of freight needs and focus on how OFP fits into the institutional framework of NJDOT.
- Actively Implementing SFP actions



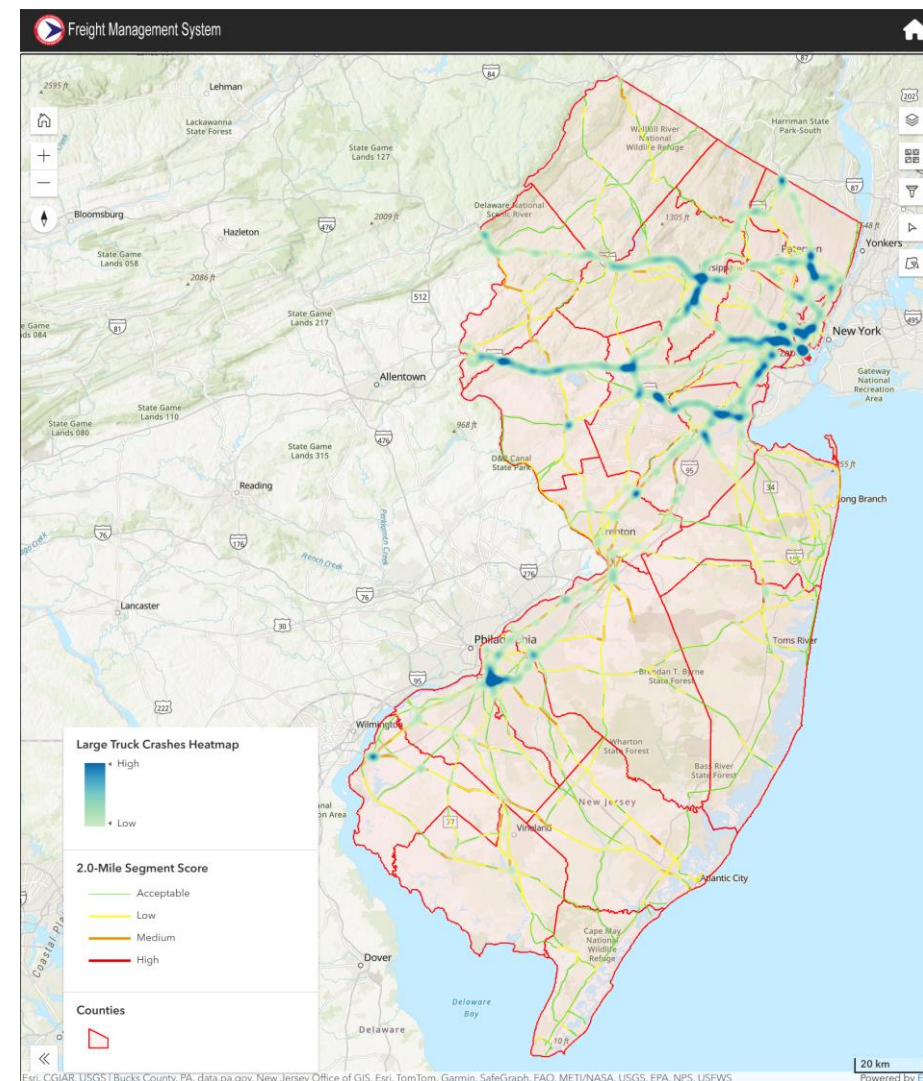
► Support of Federal Requirements

- Federal Statewide Freight Plan
- State Freight Advisory Committee
- National Highway Freight Program
- Federal Rulemaking Responses
 - National Multimodal Freight Network
 - Jason's Law
 - Primary Highway Freight System
 - National Highway System Connectors
 - Performance Measures
- Developed and revised Critical Urban and Critical Rural Freight Connectors
- Active coordination with MPOs



► Integrating Freight into NJDOT Business

- Freight Management System (FMS) updates to guide project selection and prioritization
- Creation of Freight Checklist
- Truck Map
- Discrete Studies
 - NJ Freight Rail Plan
 - Truck Parking
 - Wind Port Transportation Plan
 - Rail and Aviation GIS Dashboards
- Freight SME Support (State/County/Municipal)



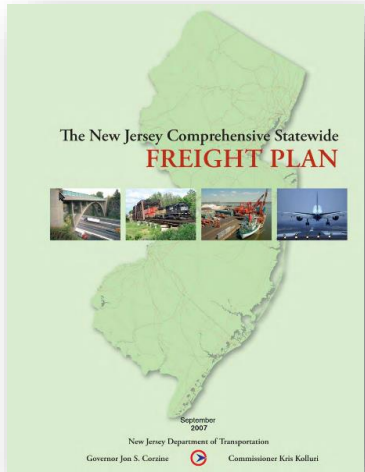
► Why Do We Need a Freight Plan?

- Recognition of the need to understand how, where, and what goods move on a state's multimodal freight network,
- Federal mandate:
 - States must complete a Freight Plan every 4 years
 - Freight Plan requirement tied to NHFP funding



Fort Lee, NJ, #2 Freight Bottleneck in the US

Previously Completed Plans



2007 Statewide Freight Plan

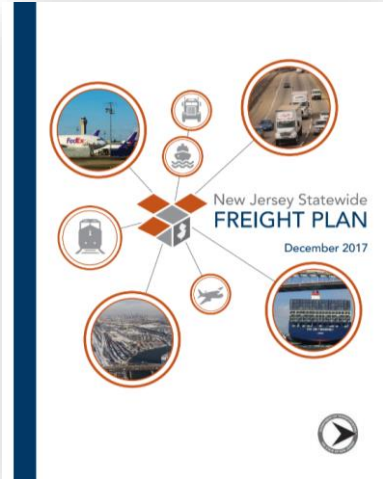
- Among the first statewide Freight Plans completed in the US
- Primer on freight transportation
- Detailed review of available data
- Initial blueprint for investments and actions



2011 Priority Highway Freight Corridors

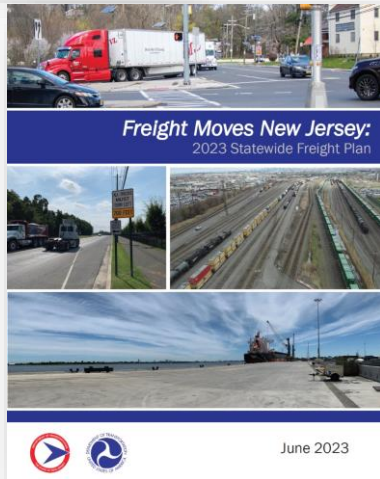
- Focused on six primary corridors: I-78, I-80, I-95/NJTPK, I-287, I-295, NJ 17
- Identification of critical deficiencies: pavement, bridges, safety, congestion

Previously Completed Plans



2017 Statewide Freight Plan

- Required under FAST Act
- Focus on network performance
- Identification of project locations
- Development of actionable planning outcomes



2023 Statewide Freight Plan

- Updated direction from IIJA
- Identification of challenges, actions, and opportunities
- Expanded focus on safety and multimodal connections

► Federal Freight Plan Requirements



Freight System & Performance

- Trends, needs, and issues
- Policies, strategies, and performance measures
- Supply chain cargo flows (by mode)



Infrastructure & Corridors

- Critical rural & urban freight corridors
- Heavy vehicle infrastructure needs
- Commercial ports inventory
- Military freight considerations



Mobility & Congestion

- Freight bottlenecks and reliability issues
- Congestion and delay mitigation strategies
- Commercial vehicle parking assessment



Technology & Operations

- Innovative freight technologies
- Operational strategies for safety & efficiency
- E-commerce impacts on infrastructure



Investment & Governance

- Freight investment plan & priority projects
- National multimodal and highway freight goals
- Freight Advisory Committee consultation



Resilience & Environmental Impacts

- Extreme weather & disaster resilience
- Air quality impacts
- Flooding, stormwater, wildlife habitat

► QUESTION

- In one sentence (or less), describe your biggest concern related to freight transportation (truck traffic, deliveries, trains, ports, or industrial areas) in New Jersey?

► SFP 2027: Goals

Safety, Security
& System Resilience



Infrastructure Condition
& State of Good Repair



Freight Mobility, Reliability
& Operational Efficiency



Multimodal Connectivity
& Accessibility



Technology, Data
& Innovation



Environmental Stewardship,
Sustainability &
Community Impacts



Economic Competitiveness &
Freight System Productivity



Collaboration, Governance,
Funding & Program Delivery



► QUESTION

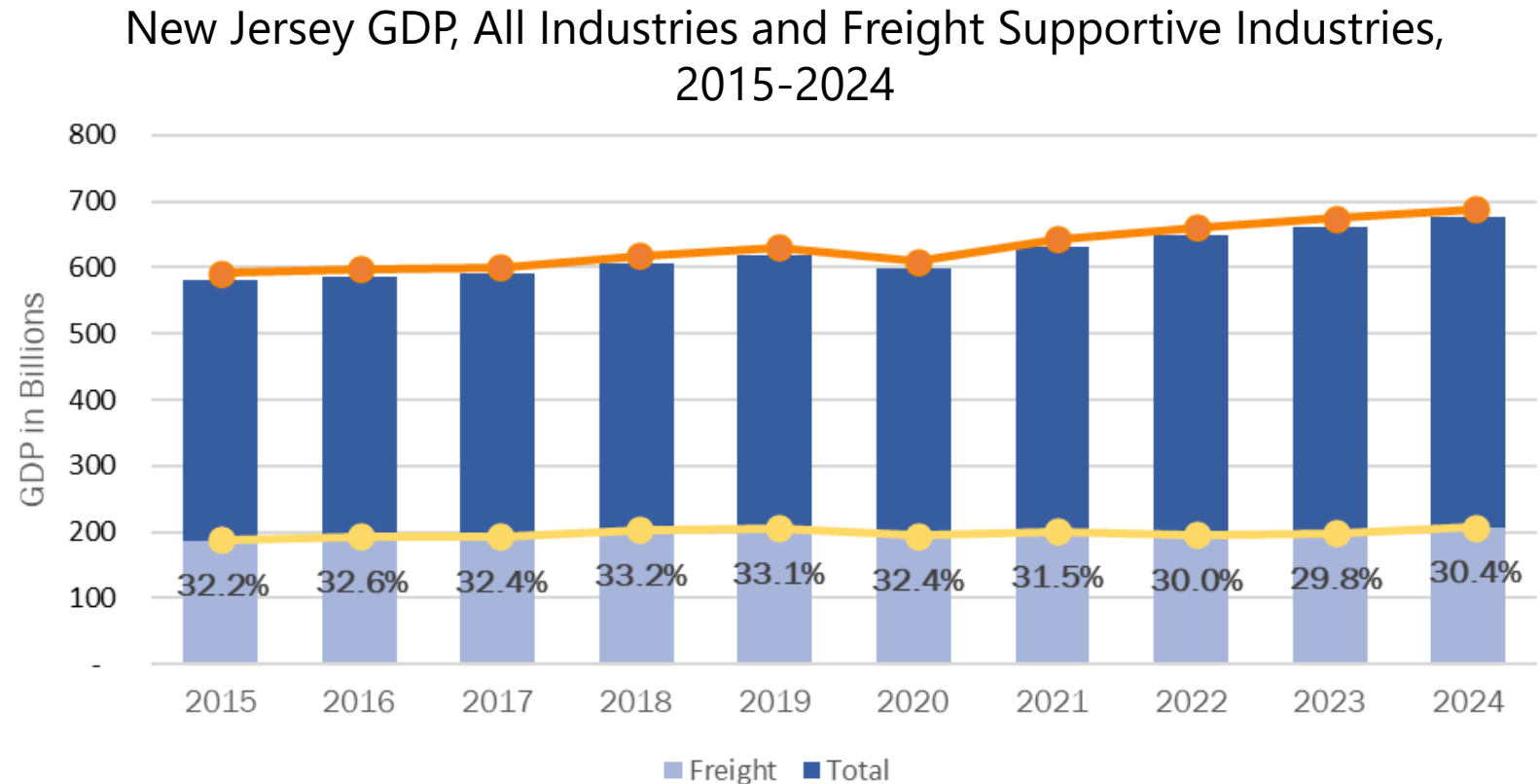
- Considering the SFP Goals, identify your top priorities for freight in New Jersey? **Choose up to three (3)**
 - Safety, Security & System Resilience
 - Infrastructure Condition & State of Good Repair
 - Freight Mobility, Reliability & Operational Efficiency
 - Multimodal Connectivity & Accessibility
 - Technology, Data & Innovation
 - Environmental Stewardship, Sustainability & Community Impacts
 - Economic Competitiveness & Freight System Productivity
 - Collaboration, Governance, Funding & Program Delivery

► State of the Freight Economy

- Freight GDP
 - Bureau of Economic Analysis
 - County Business Patterns
- Freight Employment
 - US Department of Labor - Bureau of Labor Statistics
 - NJ Labor and Workforce Development
- Commodity Flows
 - State Flows - 2022 Commodity Flow Survey
 - Int'l Flows – USA Trade (Census), FAF

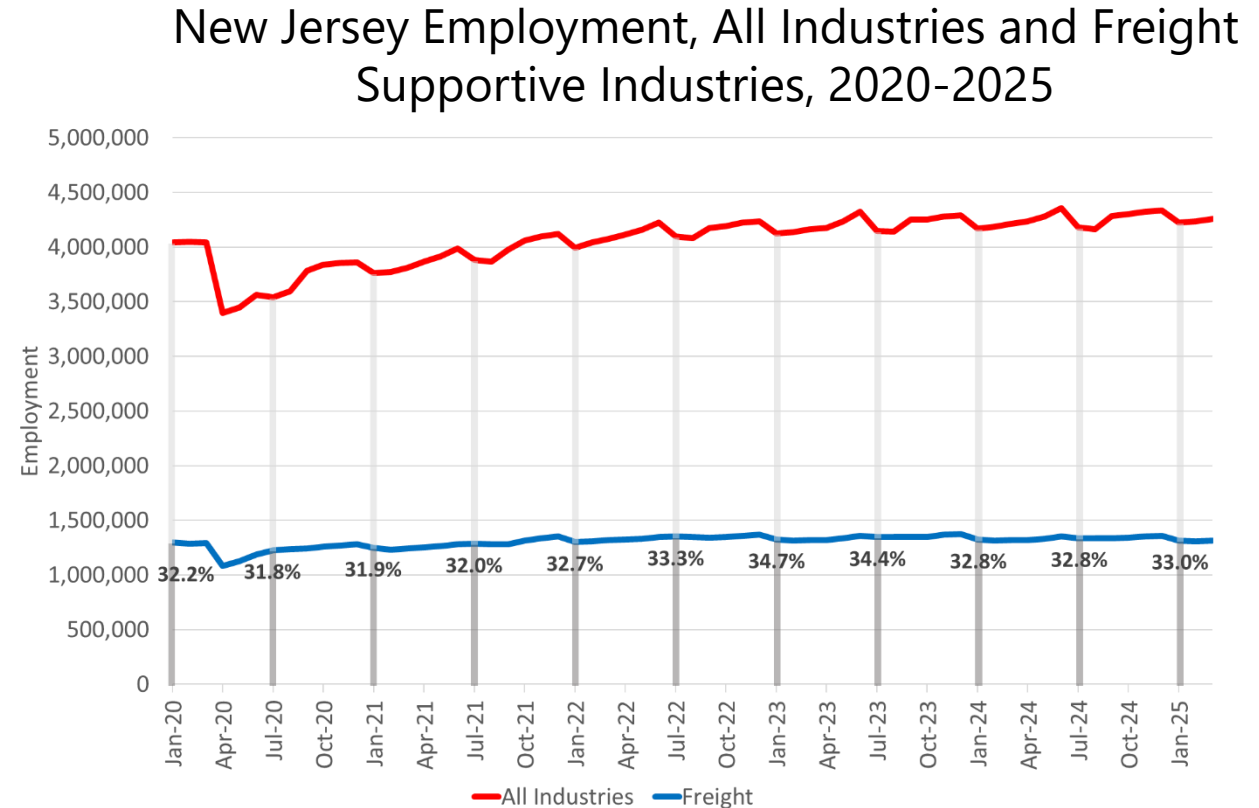
Freight GDP

- Steady growth in State GDP
- Freight accounts for ~\$200B in GDP
- Freight GDP flat - share of overall GDP has dipped

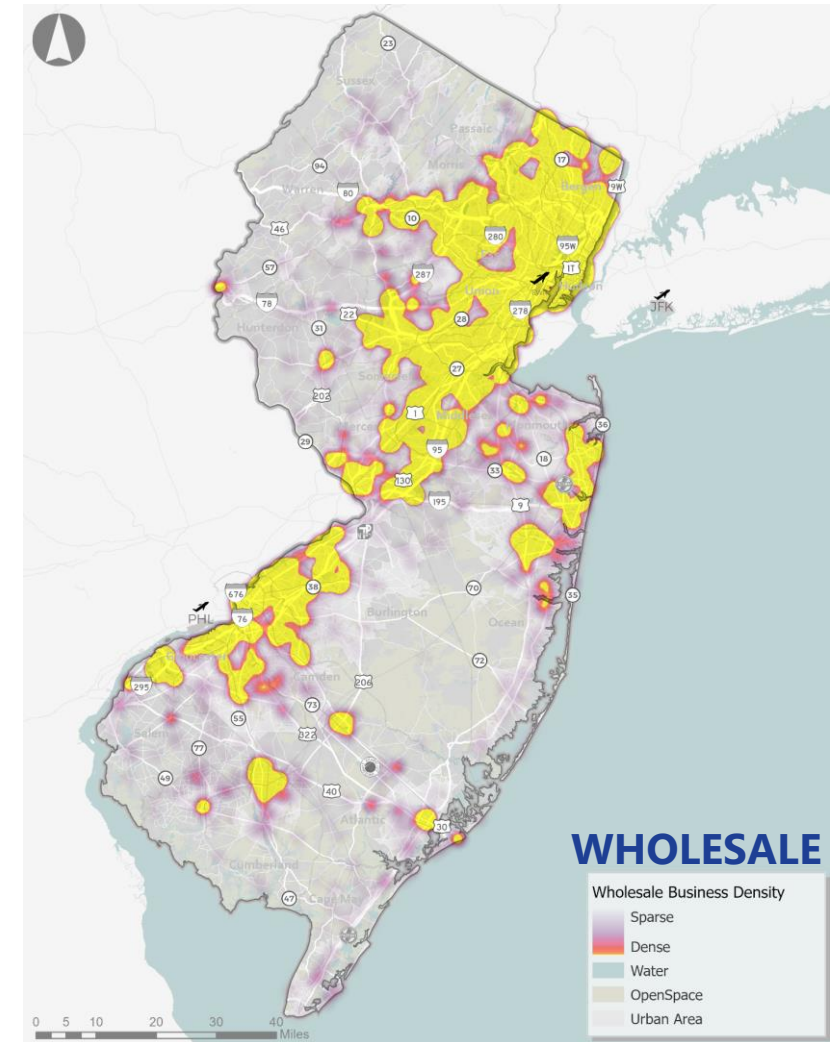
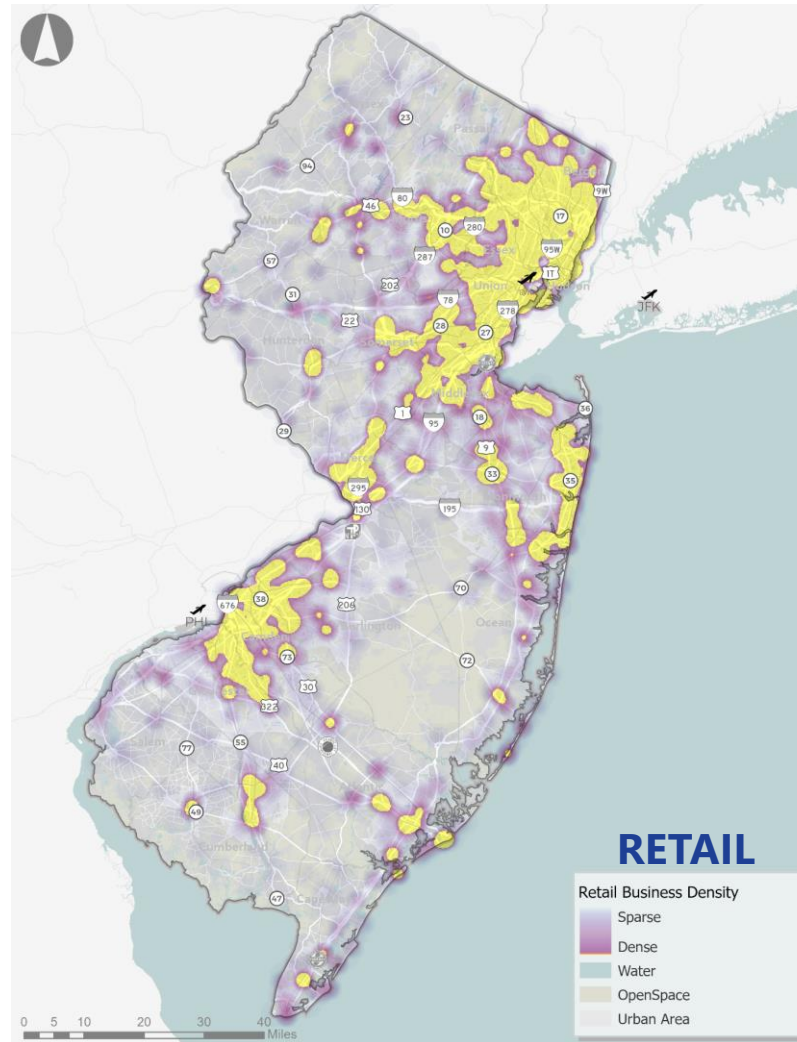
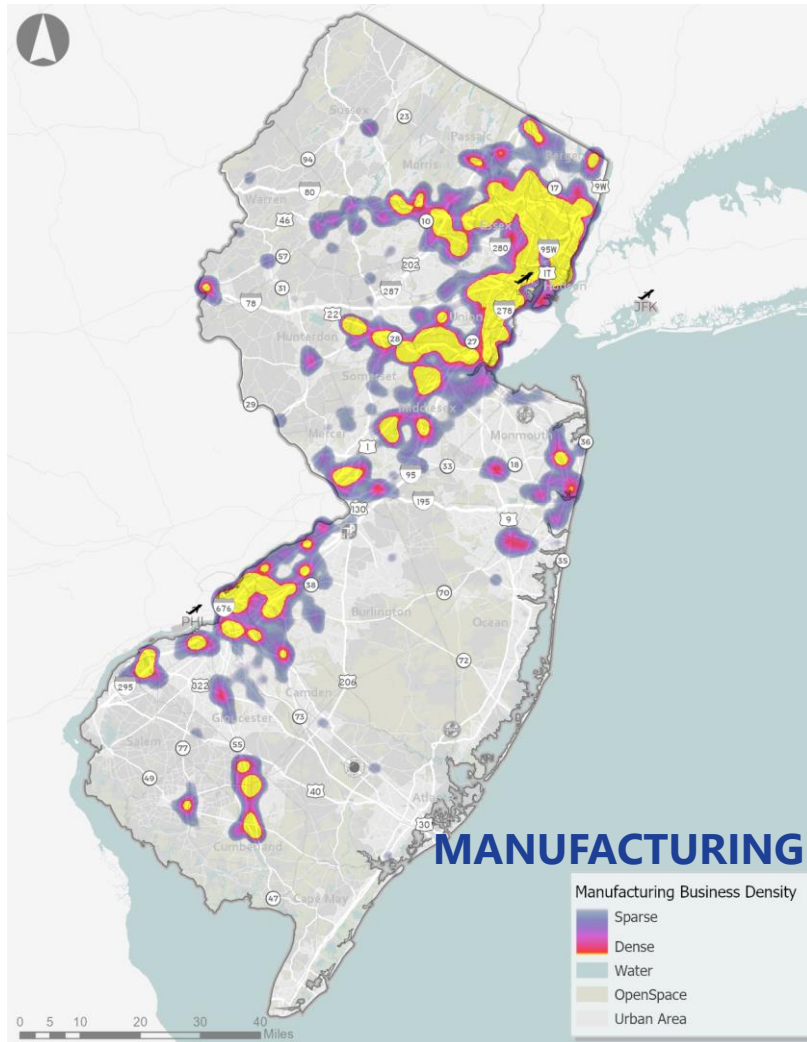


Freight Employment

- Freight-dependent employment accounts for nearly 1 in 3 jobs in NJ
- Freight employment is more stable when compared to all industries but recent declines mirror softening national market



Freight Industry Clusters



Highway Analysis

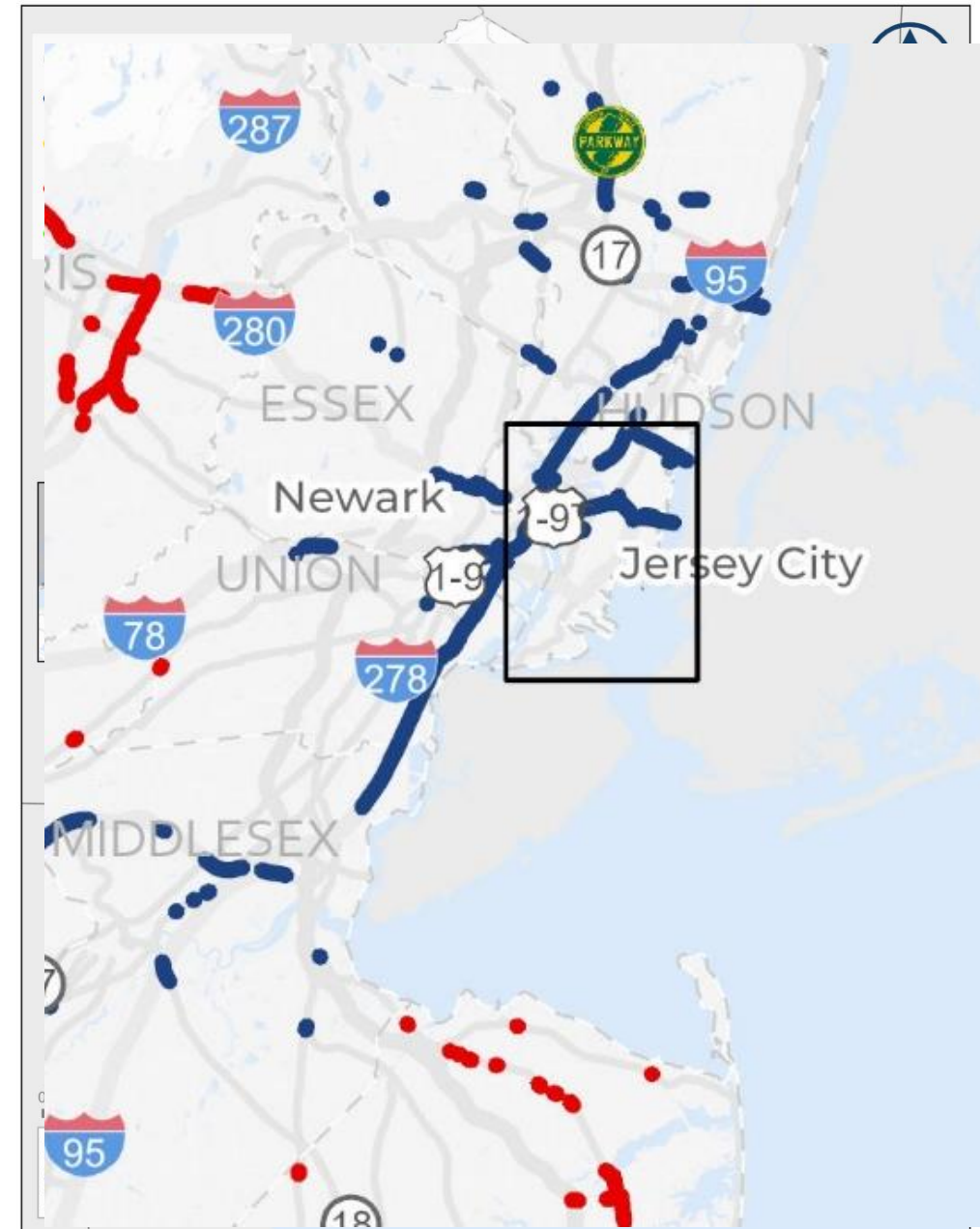
Interim Findings

FREIGHT MOVES
New Jersey

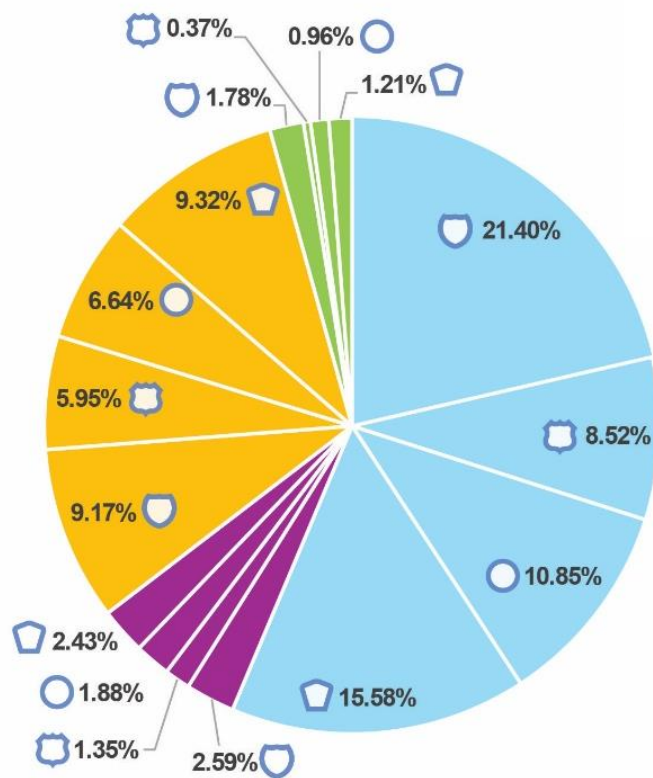


Bottlenecks/ Cost of Congestion

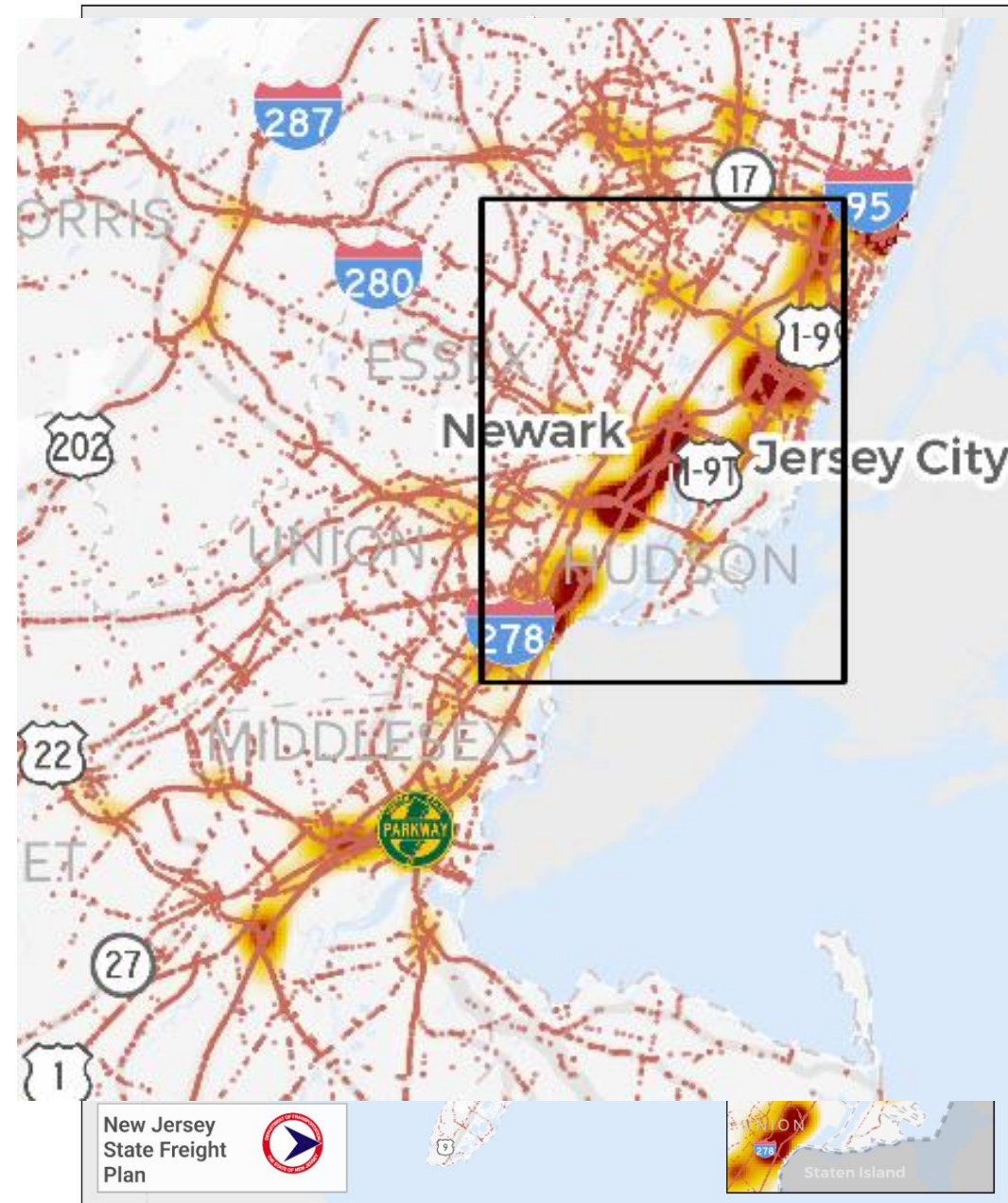
Urban Category	User Cost Threshold (\$/mile-day)	Bottleneck Centerline Roadway Miles	Number of Bottleneck Segments (TMCs)
Urban NY-Gateway	\$23,815	87	227
Urban Philadelphia Region	\$15,608	14	48
Urban Other	\$13,352	57	192
Rural	\$7,610	11	24
Grand Total		168	491

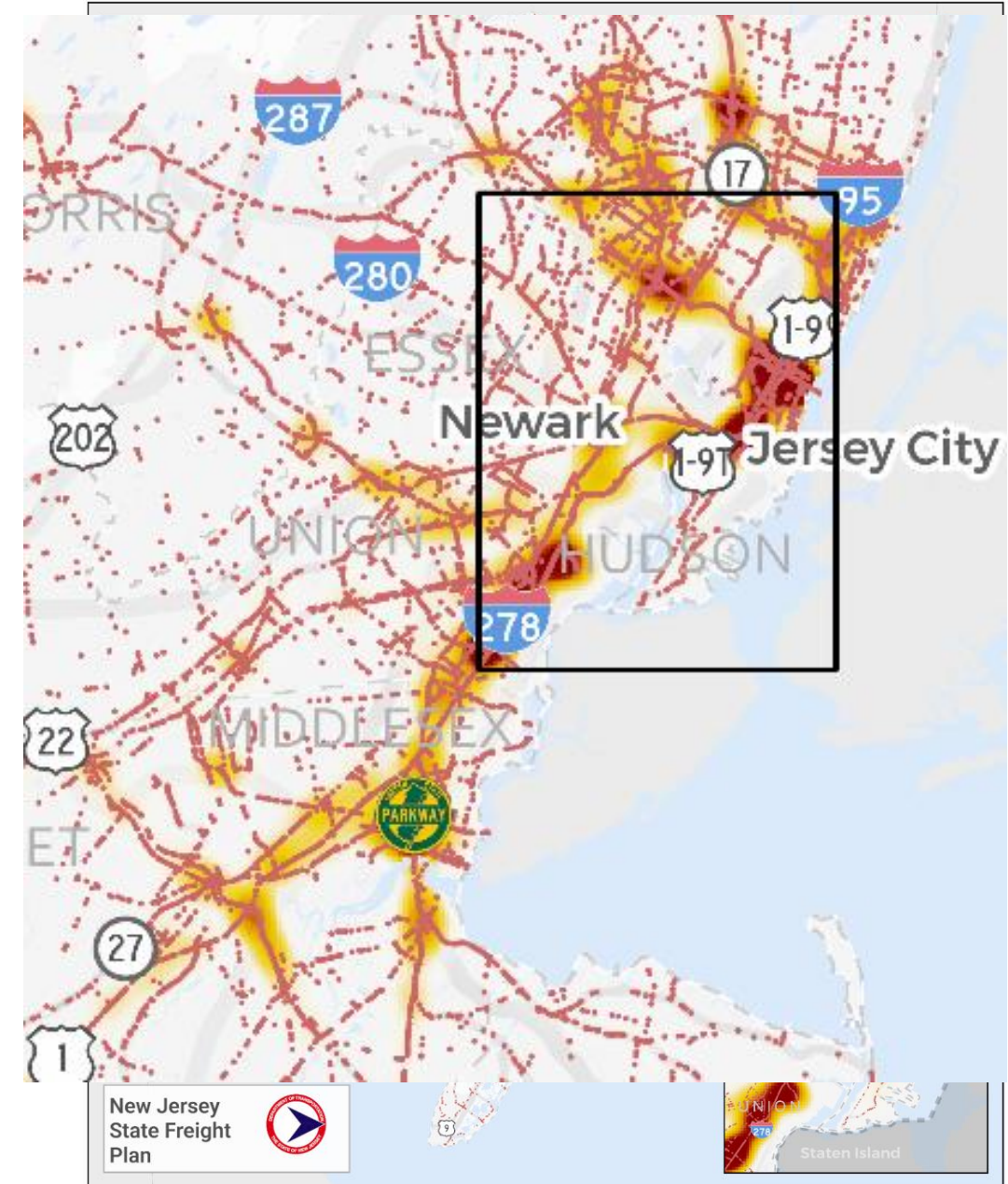
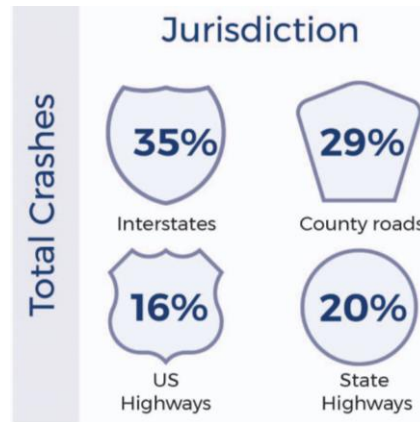


Truck Crashes



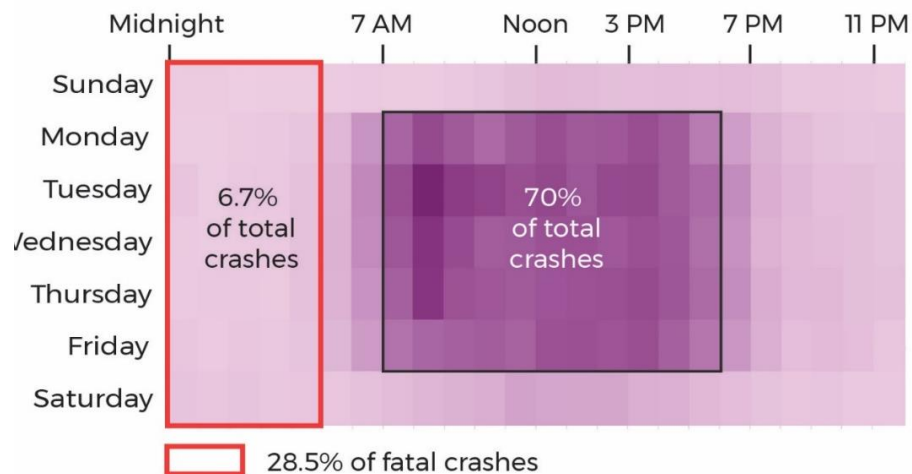
- New York Gateway
- Philadelphia Gateway
- All Other Urban
- All Rural



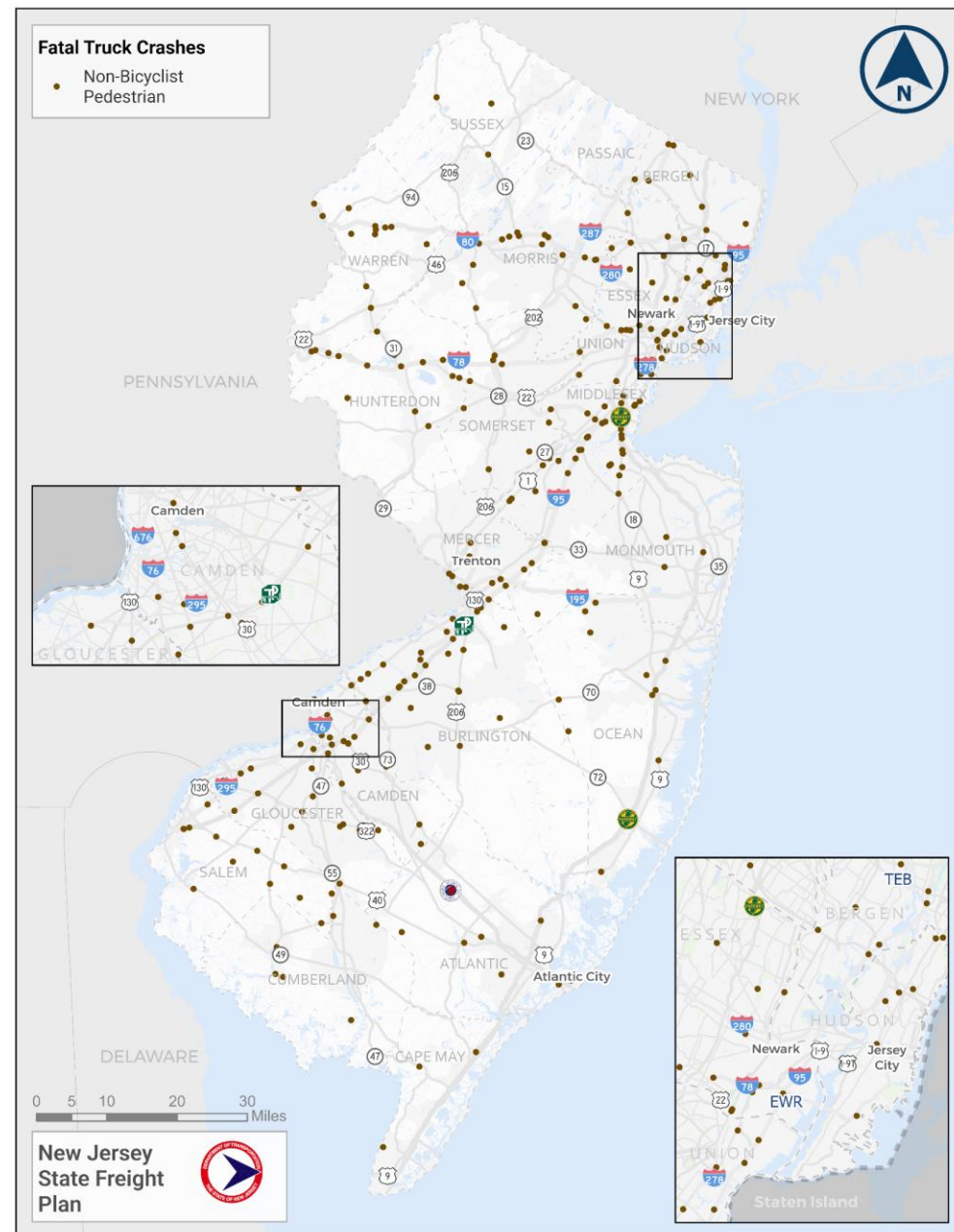
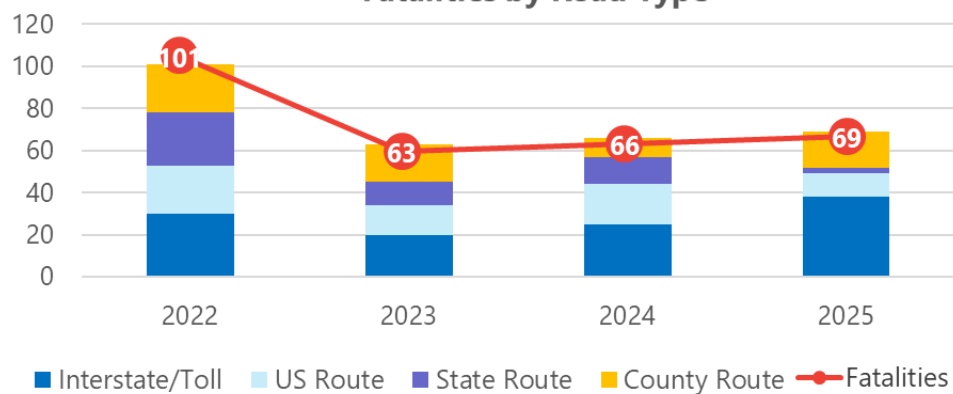


Truck Crashes- Fatal

Day of the Week and Time of Day



Fatalities by Road Type

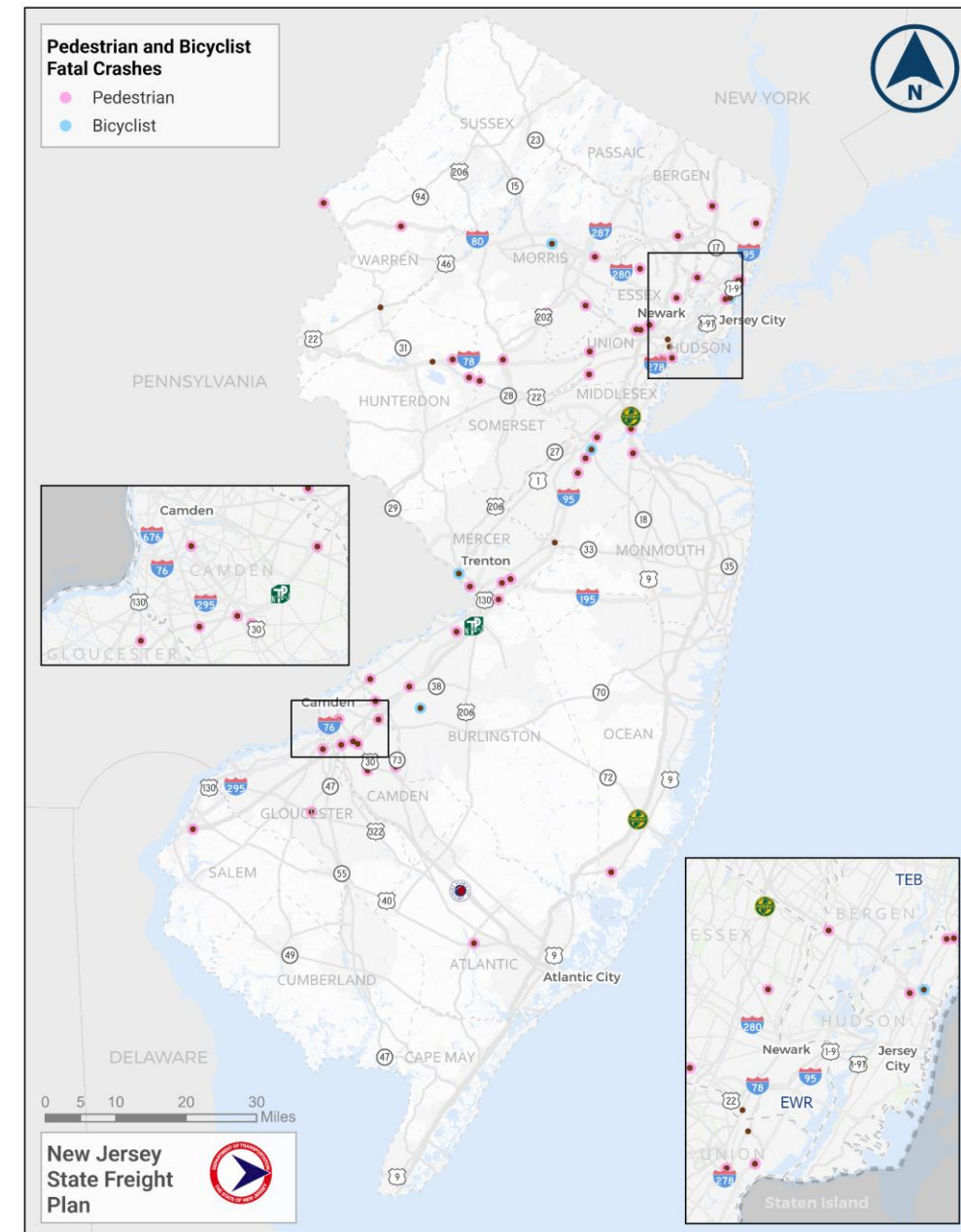


Truck Crashes – Bicycle/Pedestrian

Crash Type	Total Crashes	Fatalities
 Same Direction - Rear End	24.9%	26.7%
 Same Direction - Sideswipe	41.4%	6.5%
 Right Angle	6.1%	13.7%
 Fixed Object	9.7%	9.4%
 Bicyclist - Pedestrian	0.4%	19.9%
 Opposite Direction	0.8%	10.5%

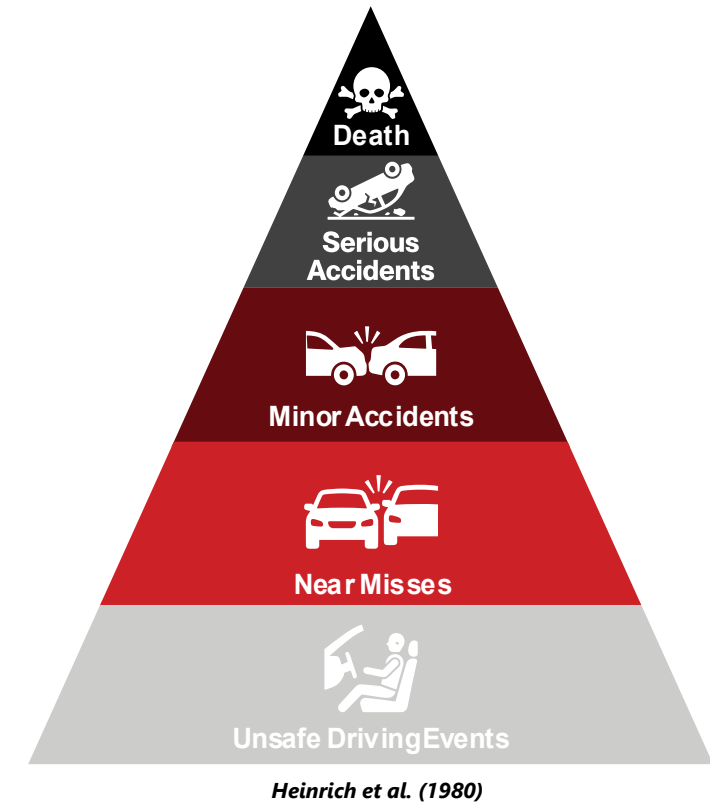
Truck crash types with a higher share of fatalities relative to their total truck crashes.

Truck Crashes
Source: NJDOT 2022-2025



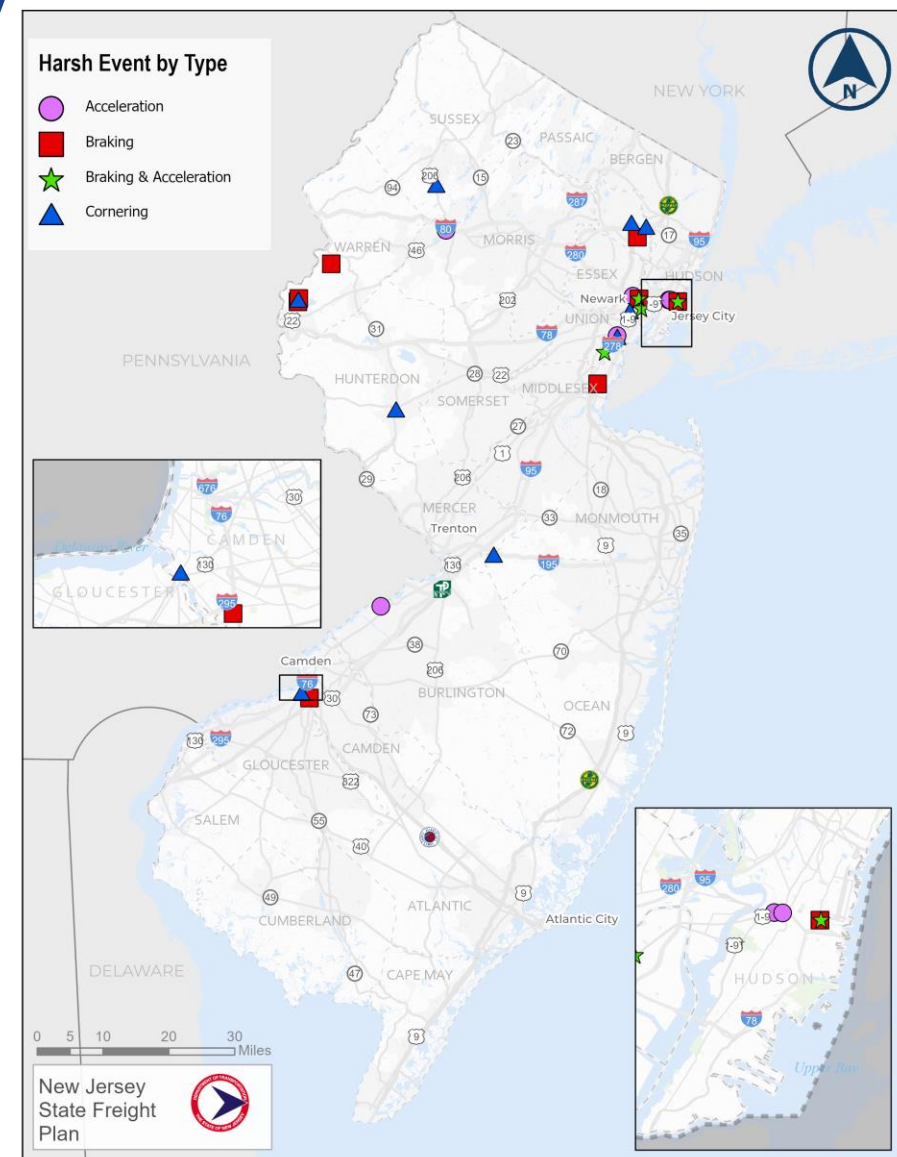
► Harsh Driving Data

- Analysis uses telematics data to show where heavy trucks frequently engage in harsh driving events:
 - Harsh braking
 - Harsh acceleration
 - Harsh cornering
- Data originally developed to help fleet managers evaluate drivers. Emphasis on accuracy and reducing false positives.
- Geotab/Altitude developed different thresholds for identifying harsh events by vehicle weight, based on industry standards, research on safe driving, and analysis of their data.

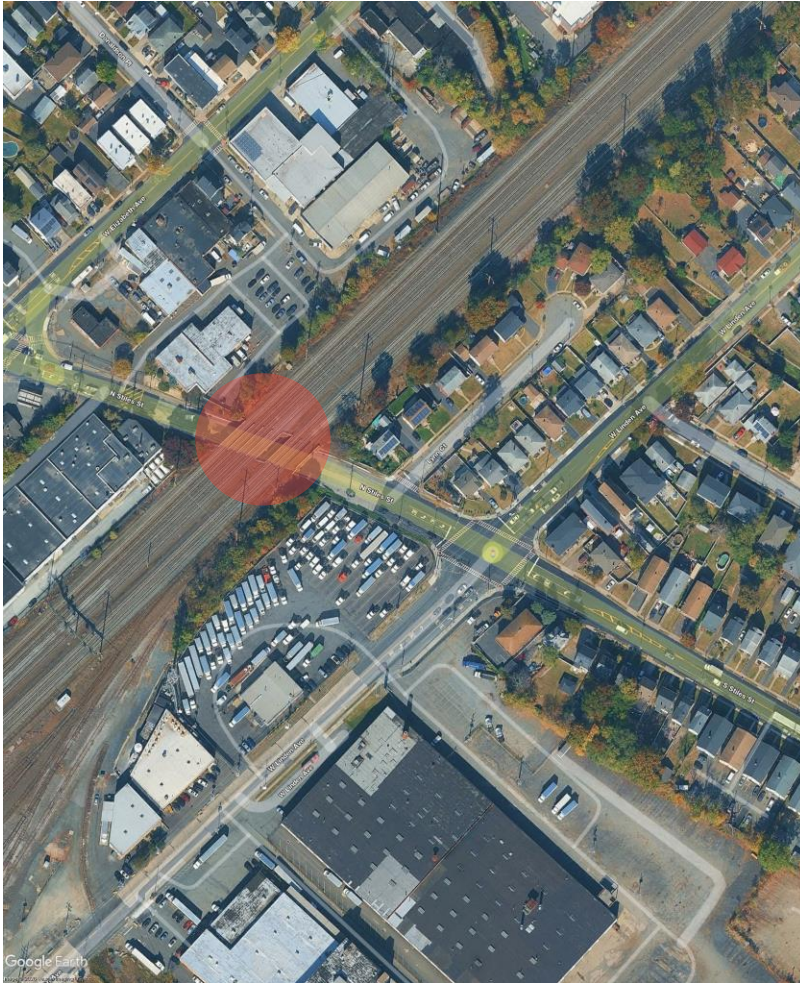


Top 10 Harsh Events Summary

- **Tight curves and turns exhibit higher rates of harsh cornering.** These locations require increased lateral maneuvering due to curvature and constrained geometry.
- **Underpasses and stop-controlled intersections are associated with harsh acceleration and harsh braking.** These sites often require rapid speed changes due to limited sight distance, vertical constraints, or stop-and-go operations.
- **Five of the top ten locations with the highest harsh acceleration rates also appear in the top ten for harsh braking.** This overlap indicates that the same geometric or operational characteristics are contributing to both types of events.



► **Example: Stiles Street at NEC, Linden, NJ**



**Ranked #1 for Harsh Braking and
#9 for Harsh Acceleration**

► QUESTION - HIGHWAY

- Provide us with **one** location where you experience a freight-related transportation concern. (i.e. Road/Intersection/Interchange/Bridge)

Multimodal Inventory

Interim Findings & Participant Priorities

FREIGHT MOVES
New Jersey



► Rail Freight - Underway

- Actions Since 2023 Statewide Freight Plan
 - RFAP Grants
 - Projects / Studies Being Advanced by other agencies
 - Review of previously identified priorities
- Existing Conditions and Forecasts
 - Waybill Analysis
 - Projection of Future Rail Activity
- Next Steps and Outreach
 - One-on-one meetings with rail operators
 - Prioritized List of projects for inclusion on 2027 Freight Plan

► QUESTION – Rail Freight

- What do you see as the main priority to support rail freight in NJ?
 - 286K Capacity (Bridges)
 - Plate F Clearance
 - Route redundancy / capacity
 - Grade Crossing Improvements
 - ROW preservation
 - Yards / Capacity
 - Other

► Maritime Freight – Underway

- Container growth at PANYNJ continues, with ~8.9M TEUs in 2025
 - Imports: ~4.51 million TEUs (+1.7% vs. 2024)
 - Exports: ~1.44 million TEUs (+6.5% vs. 2024)
- Northern & Central NJ industrial inventory: ~875 million sq. ft.
- Truck-dominant distribution (~85%) with strong intermodal rail
- Diverse cargo base: consumer goods, machinery, vehicles, bulk commodities
- Major economic driver: ~580K jobs, \$18B tax revenue
- Marine Highway Network Development: NJ and NY

► QUESTION – Maritime Freight

- What do you see as the main priority to support maritime freight in NJ?
 - Port infrastructure & capacity
 - Landside connectivity
 - Workforce development
 - Sustainability & decarbonization
 - Resilience & security
 - Funding & public-private partnerships
 - Other

► Air Cargo - Underway

- Review of T-100 Data
 - Markets served (domestic/international)
 - Carrier data
 - Review of freighter/belly cargo flows
- Identification of facility priorities
 - EWR
 - ACY
 - Secondary airports
- Land-side needs

► QUESTION – Air Cargo

- What do you see as the main priority to support air cargo in NJ?
 - Airport facility updates at EWR
 - Expansion of air cargo at secondary airports
 - Intermodal connections
 - Security enhancements
 - Workforce development
 - Other

► Survey

- Coming in Summer 2026
- Public-facing element of the SFP to understand current perspectives/perceptions of freight in New Jersey
- Opportunities to:
 - Rank goals/issues
 - Highlight concern areas (map-based)
 - Prioritize improvements
- **We need your help!**

► QUESTION - Outcomes

- How can the SFP best assist New Jersey's public and private sector transportation stakeholders? (choose as many)
 - Transportation Improvements
 - Studies
 - Funding
 - Policy
 - Outreach
 - Subject Matter Expertise
 - Other

Next Steps

FREIGHT MOVES
New Jersey



► Next Steps

- Advance modal analyses – identify focus areas
- Deploy survey
- Develop actions/performance measures
- Investment Plan
- Draft Report in late Fall 2026

► Contact Info

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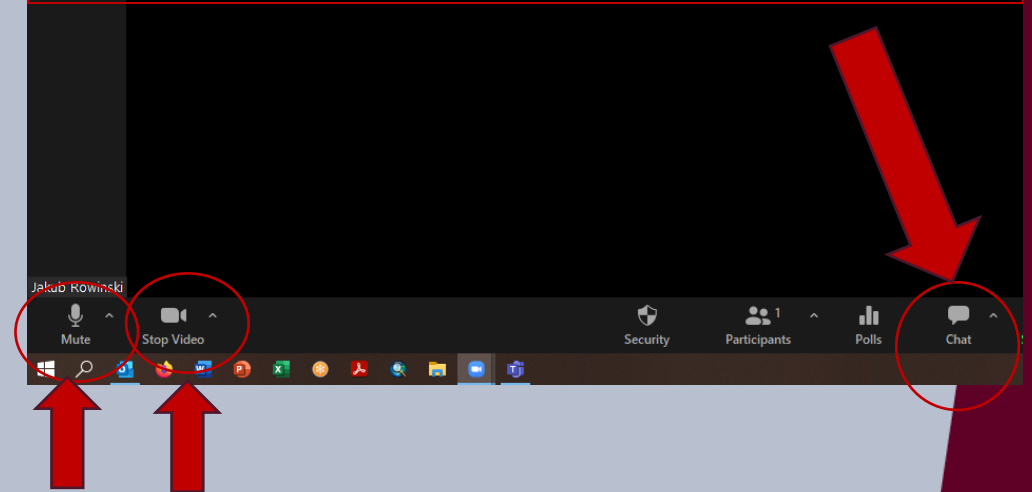
Stephanie Finch

stephanie.finch@wsp.com
860-815-9440

June Freight Initiatives Committee



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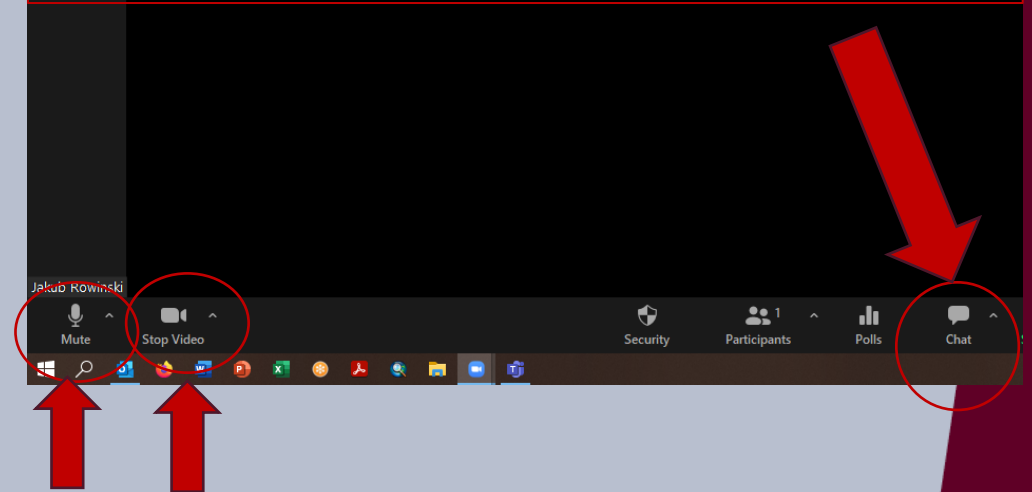


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