

April 18 Freight Initiatives Committee Agenda

- Roll Call of Members
- Approval of Minutes
- Update on NJTPA Freight Division Activities
- Annual Port and Maritime Update
 - Update on Port Activity, Trends and Investments, Sam Ruda, Port Authority of New York and New Jersey
 - Update on Council on Port Performance and Terminal Activities, John Nardi, New York Shipping Association
 - Forward-Bound Doremus, Christopher A. Watson, City of Newark
- Two-minute Reports on Freight Activities from Committee Members
- Next Meeting: Tuesday, June 21, 2022 – Annual Trucking Industry Update
- Adjournment



View Who's Talking ↕

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

A screenshot of a Zoom meeting interface. At the top, there's a header bar with "View Who's Talking" and a dropdown arrow, a "1" next to a person icon, a search icon, and a settings gear icon. A red arrow points from the text "Please use the Chat box..." to the search icon. The main area has a dark background with white text. At the bottom, there's a toolbar with icons for "You are muted.", "Mic", "Camera", "Screen", and "Leave". A red arrow points from the text "Please mute yourself when not speaking." to the "Mic" icon.

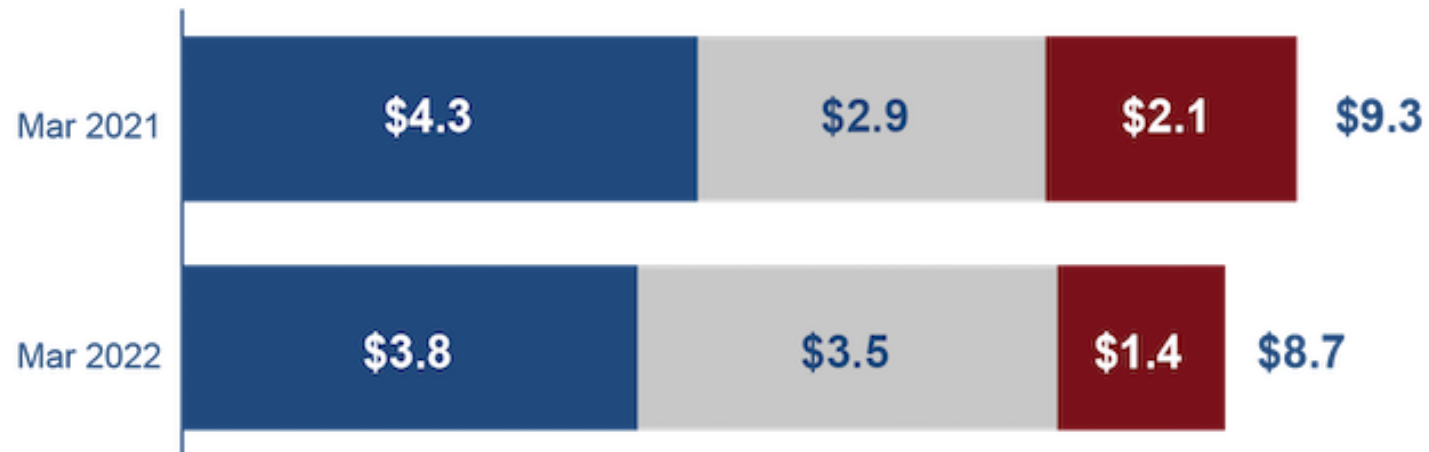
NJTPA Freight Division Update



Grocery Sales Evolving

Total U.S. Online Grocery Sales: March YOY

Total spending past 30-day periods - Billions, USD



■ **Pickup** includes in-store, curbside, lockers, and drive up

■ **Delivery** includes first- and third-party providers (e.g. Kroger, Instacart, Shipt, and FreshDirect)

■ **Ship-to-Home** includes common (e.g. FedEx, UPS, USPS) and other parcel carriers

*Monthly total may not be equal due to rounding.



Sources: Brick Meets Click/Mercatus Grocery Shopping Survey, Mar 2021 and Mar 2022.







NJTPA Freight Division Update

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

Port and Maritime Update






- Update on Port Activity, Trends and Investments, Sam Ruda
- Update on Council on Port Performance and Terminal Activities, John Nardi
- Forward-Bound Doremus, Christopher A. Watson





View Who's Talking   1  

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Port Briefing

Freight Initiatives Committee Meeting

April 18, 2022

**PORT
AUTHORITY
NY NJ**

AIR LAND RAIL SEA



Consumption of Goods vs Services

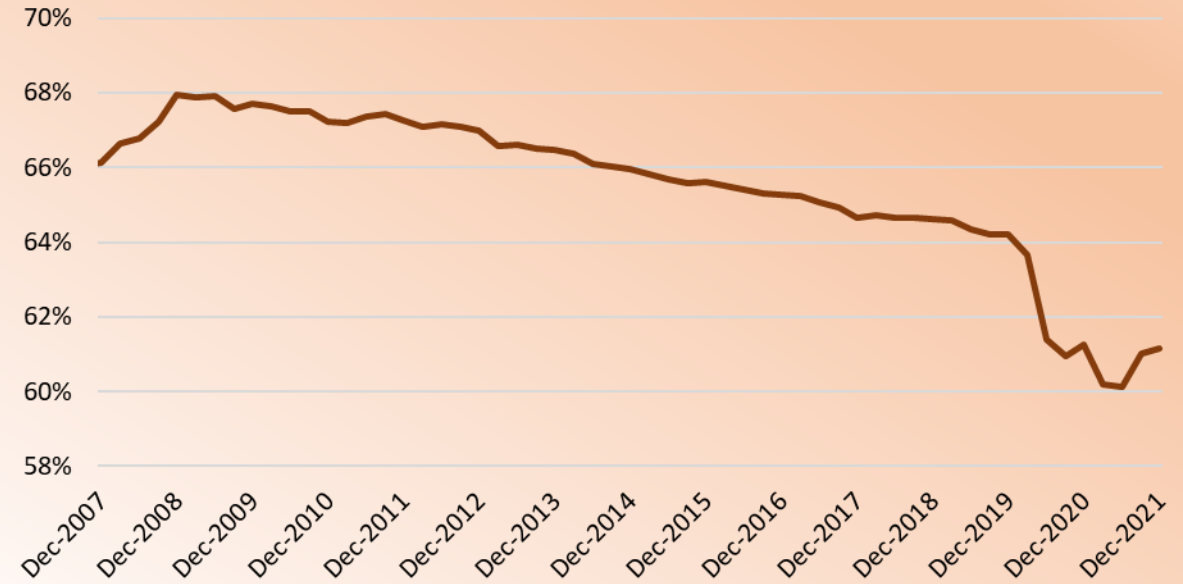
Consumer Choices in the Age of COVID-19

- Throughout the pandemic demand for goods surged while demand for services dropped precipitously.
- Demand for durable goods saw the largest increase.
- Substantial increase in E-Commerce as a percentage of total retail sales.

U.S. Goods Consumption
Share of Personal Consumption Expenditure

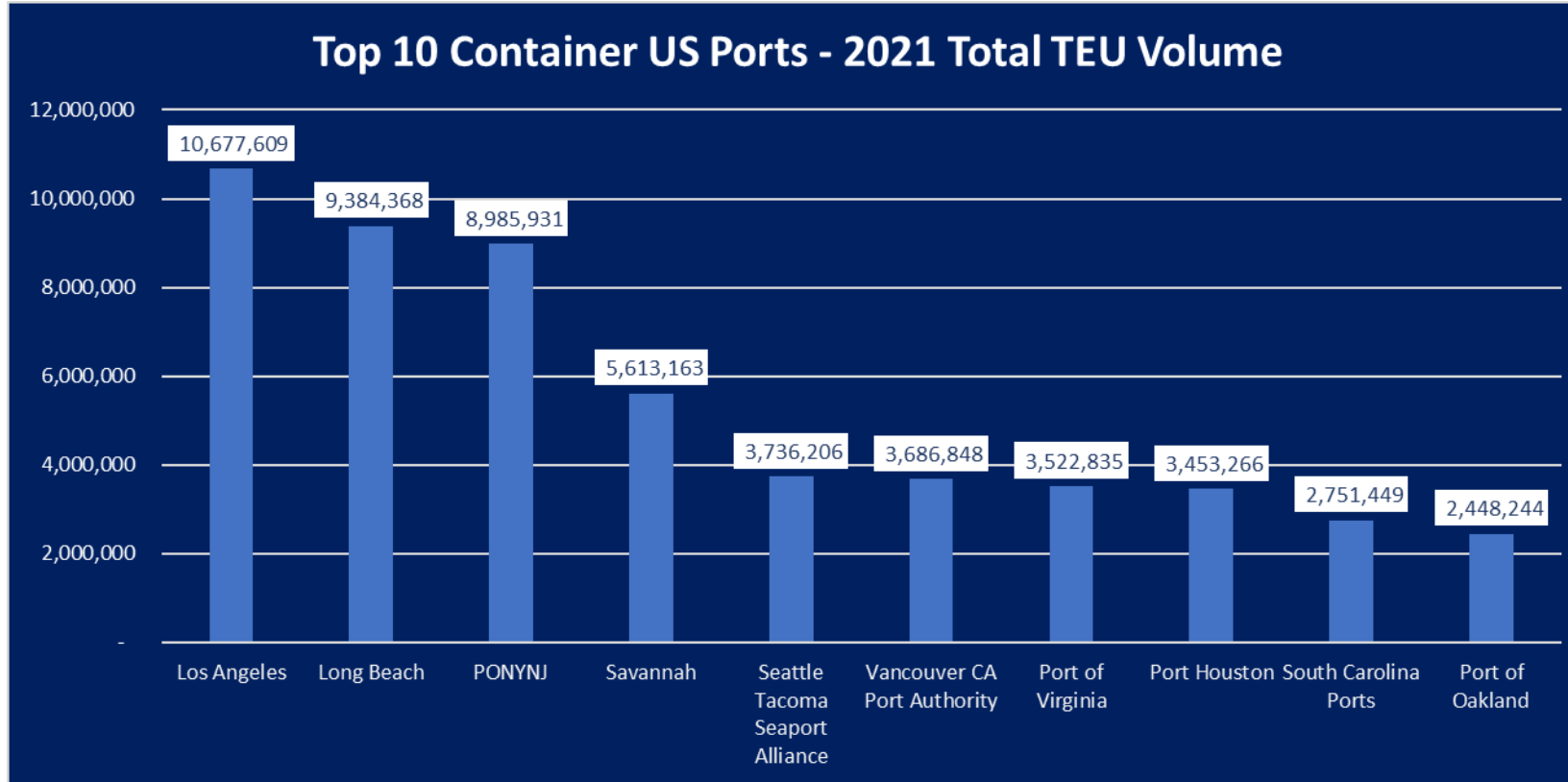


U.S. Services Consumption
Share of Personal Consumption Expenditure



Top 10 US Container Ports in 2021

Containerized Cargo

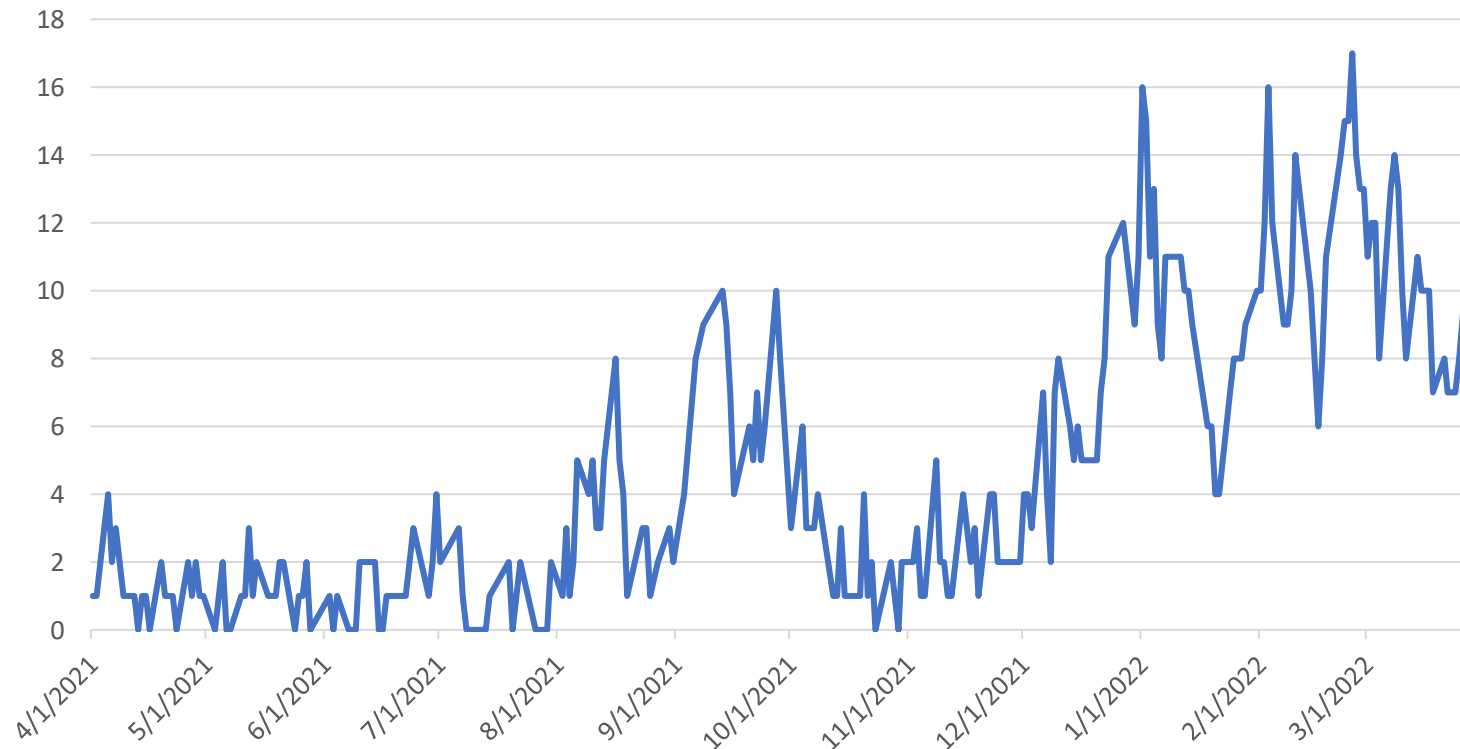


- The Port of NY & NJ is ranked 3rd for US container ports in total TEU volume in 2021.
- The PONYNJ is approximately 400K TEUs shy of 2nd place.

Container Ships Waiting at Anchor

The Port of NY & NJ

PONYNJ Number of Container Ships at Anchor



Source: AIS Data from MarineTraffic.com (As of 3/29/2022)

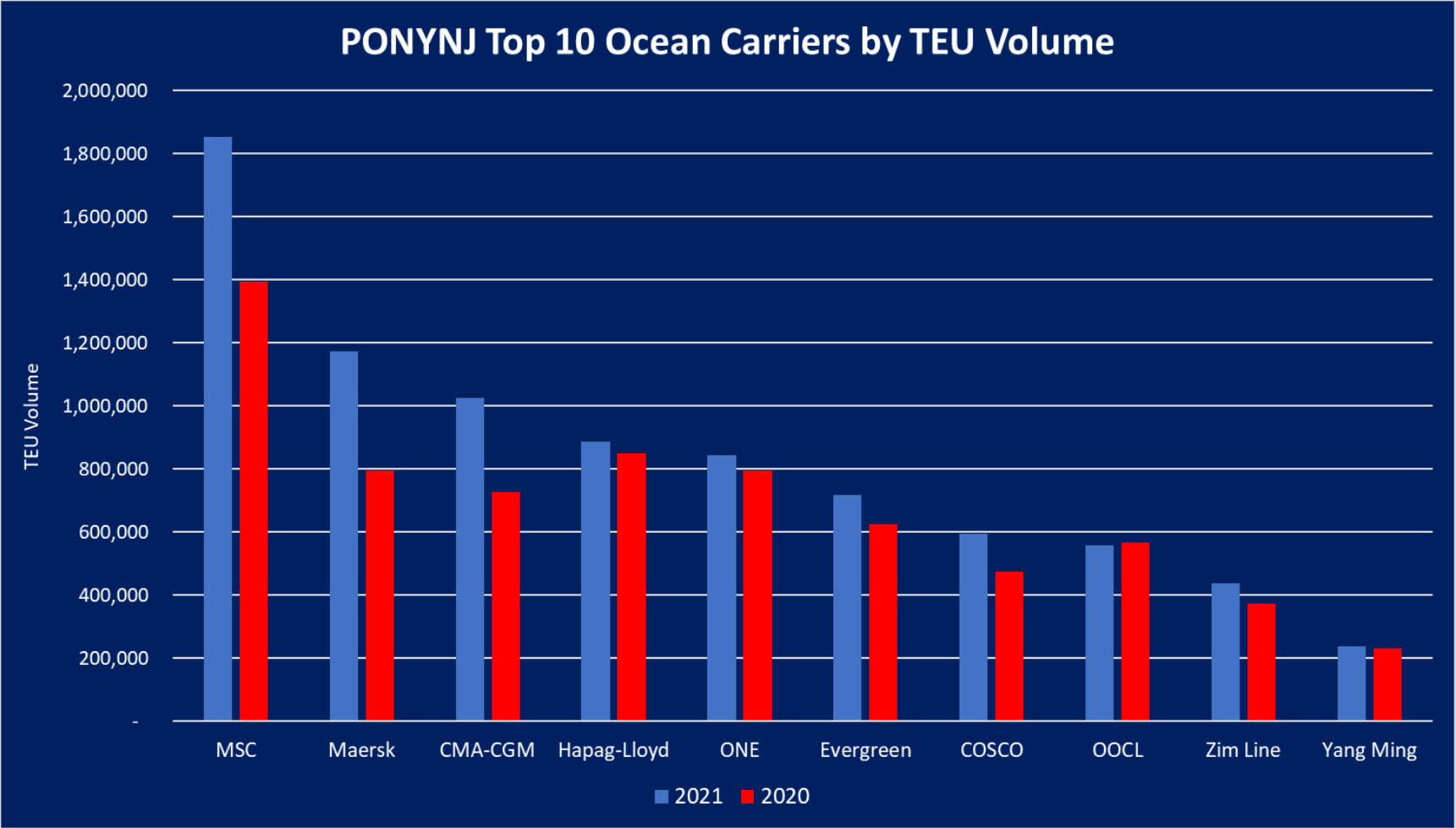
- Average wait time for 2021 was 1.61 days, 2022 YTD is 3.70 days as of 3/29/2022
- Omission of Savannah port calls caused a spike at PONYNJ in September
- West Coast cargo diverted to East Coast in 2021/2022
- Tidal phases play a factor in larger vessels having to wait at the anchorage

Ocean Carriers at the PONYNJ

Top 10 Steamship Lines

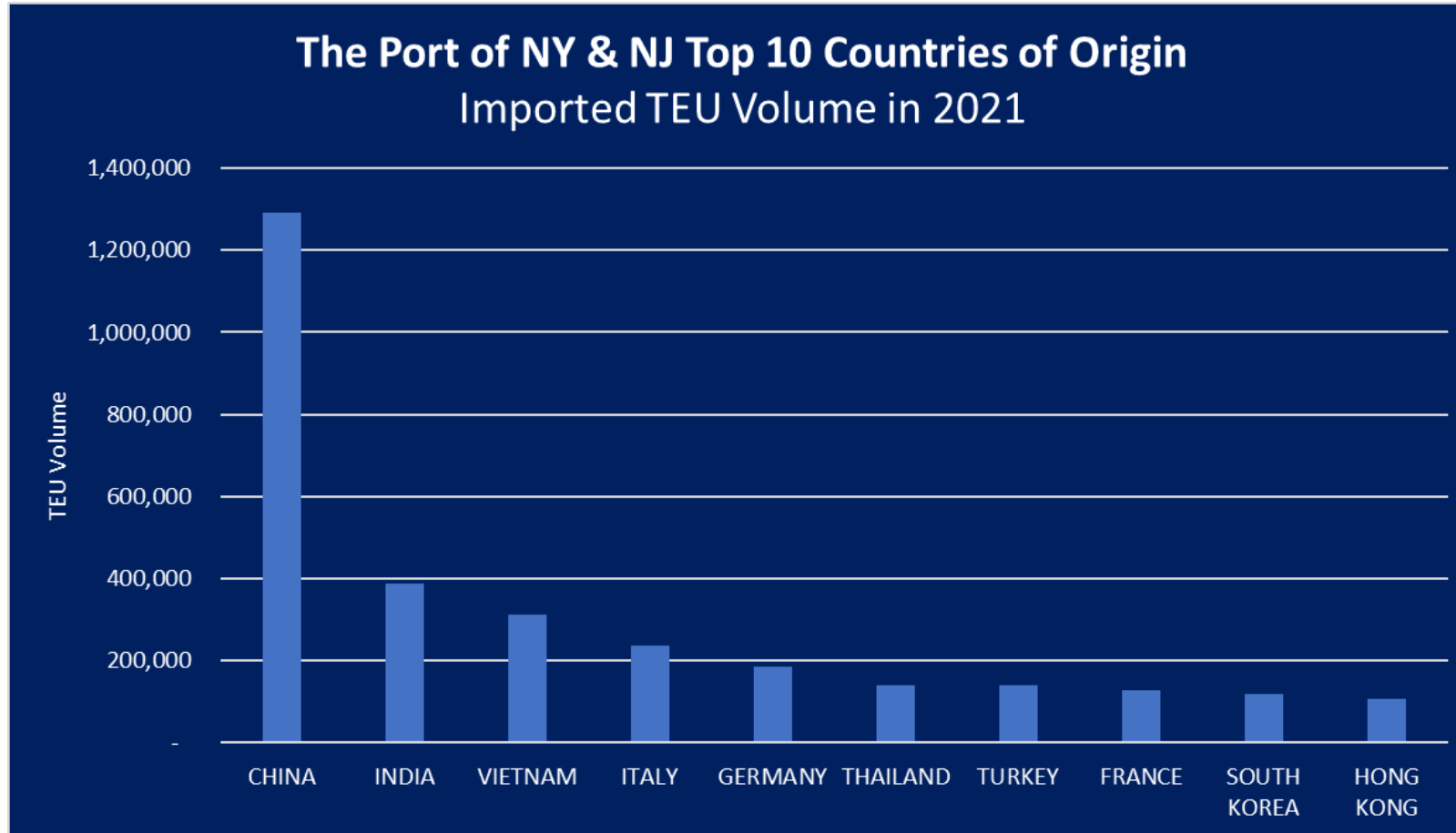
○ Top 3 Ocean Carriers at PONYNJ recorded the biggest YoY growth in 2021.

- 1) MSC (Switzerland)
- 2) Maersk (Denmark)
- 3) CMA-CGM (France)



The Port of NY & NJ Trading Partners

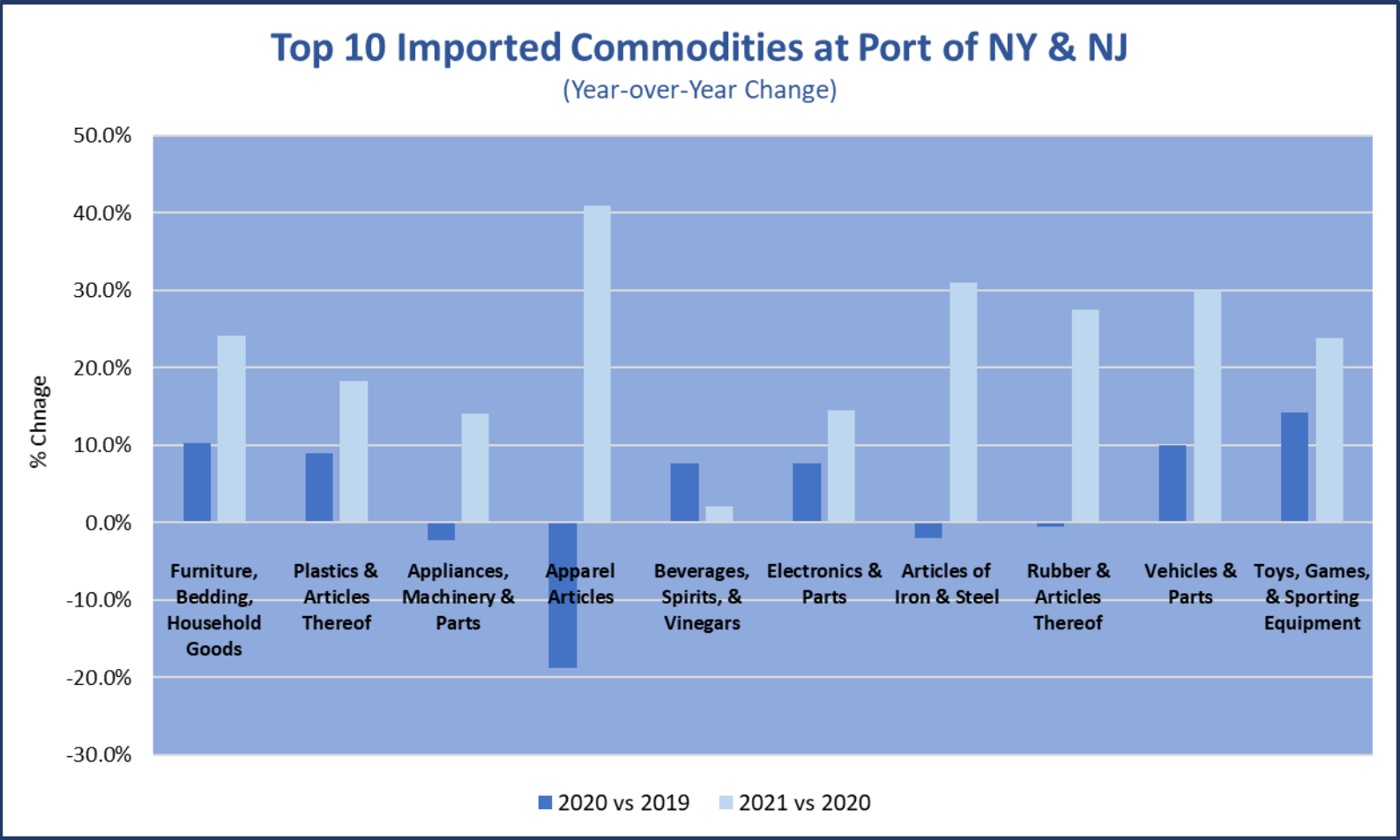
Top 10 Countries of Origin for Imports



- China is the Port of NY & NJ's biggest source of imported cargo with a market share of 27.7% in 2021.
- The market share for India continues to increase— from 6.8% in 2019 to 8.3% in 2021.
- The market share for Vietnam continues to increase— from 5.6% in 2019 to 6.7% in 2021.

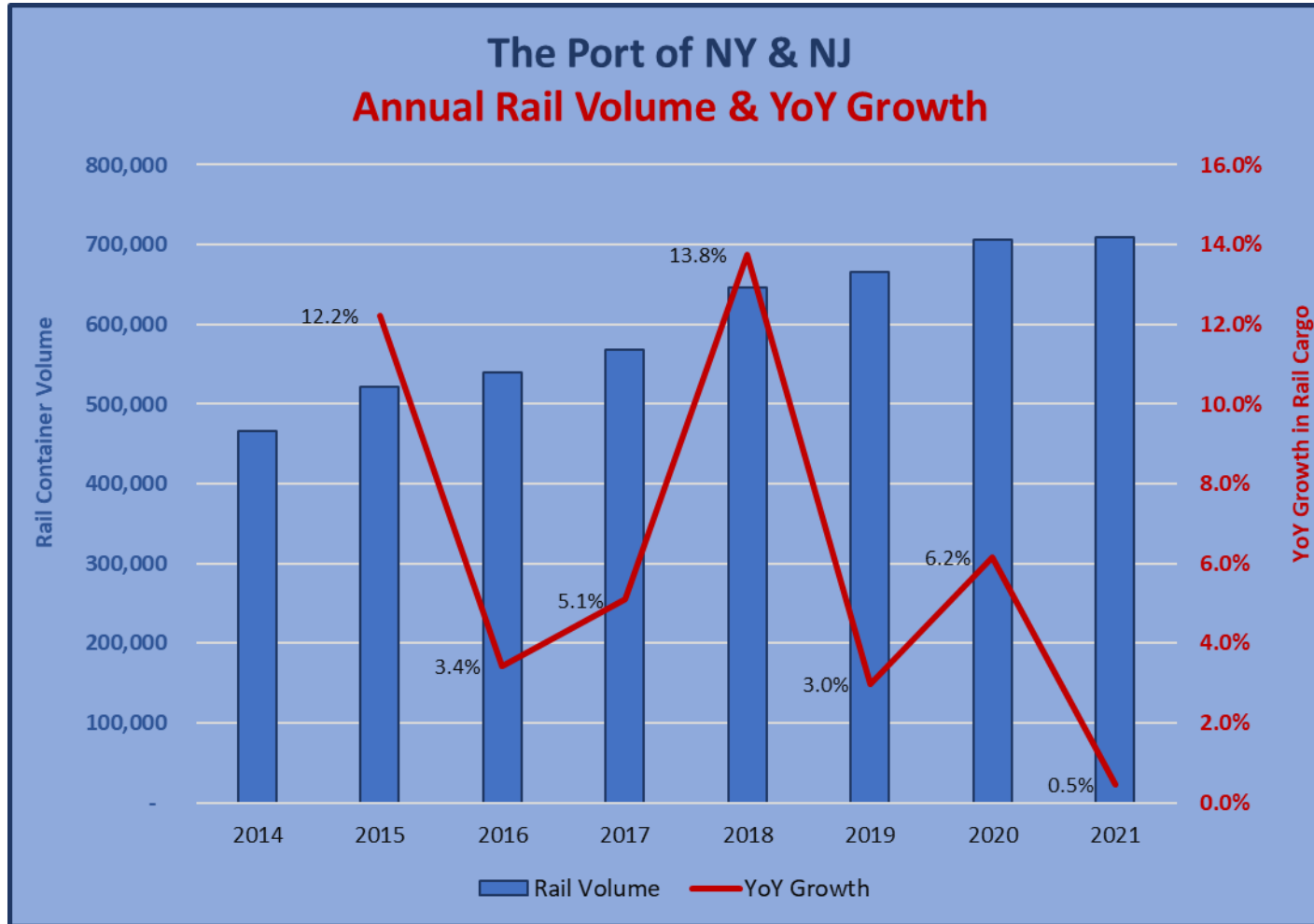
Products in Demand during Pandemic

Imported Commodity Categories at PONYNJ



- Apparel demand weakened with the onset of the pandemic, leading to a precipitous drop in apparel imports for 2020.
- Housing related goods and recreational goods saw surging demand throughout the pandemic.
- Electronics demand has been strong throughout the pandemic as people build home offices.

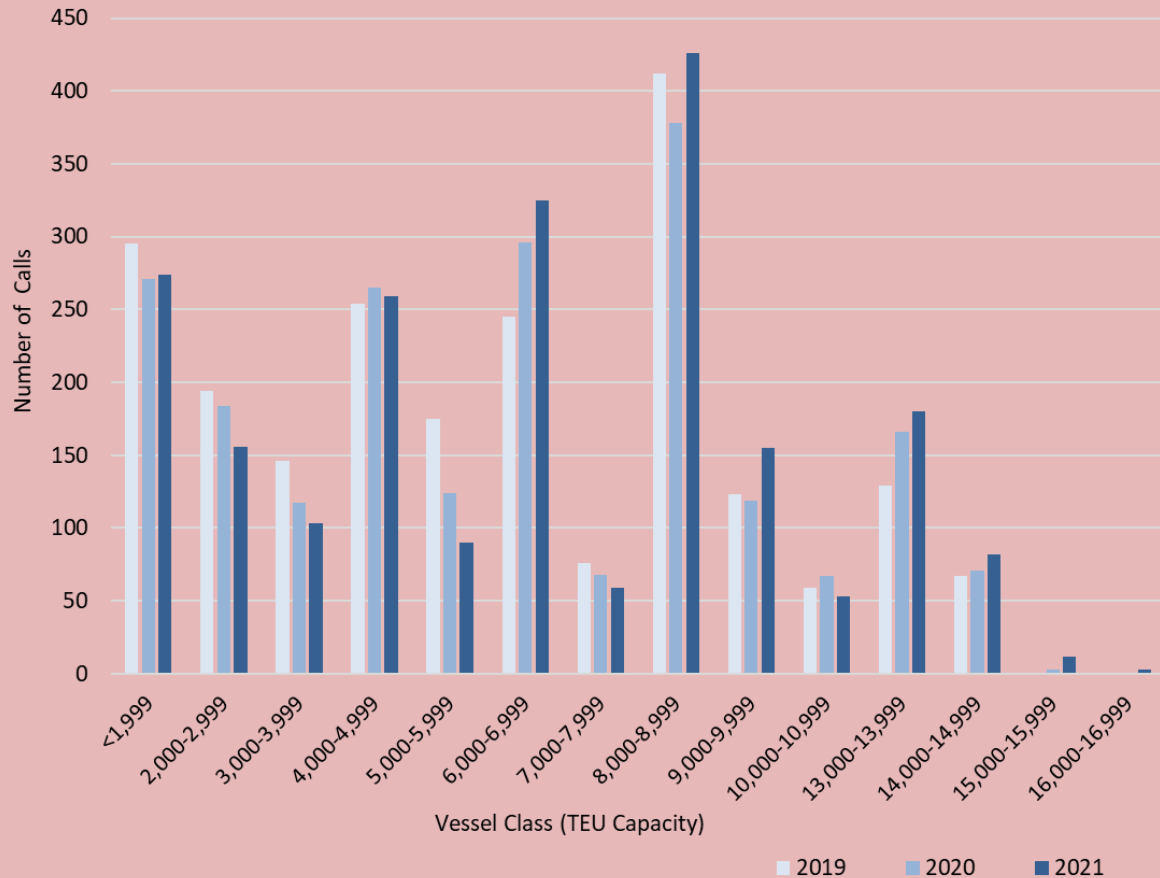
Rail Volume at the Port of NY & NJ



- Rail volume growth slowed sharply in 2021.
- Ocean carriers limiting space for IPI cargo because of the longer turn times.
 - *Highly profitable import rates*
 - *Empty containers needed at origin*
- BCO's have adjusted by transloading international containers into 53' domestic containers— *placed on rail outside of port or utilizing long-haul trucking*

Vessel Sizes Continue to Increase

The Port of NY & NJ Vessel Calls by Class



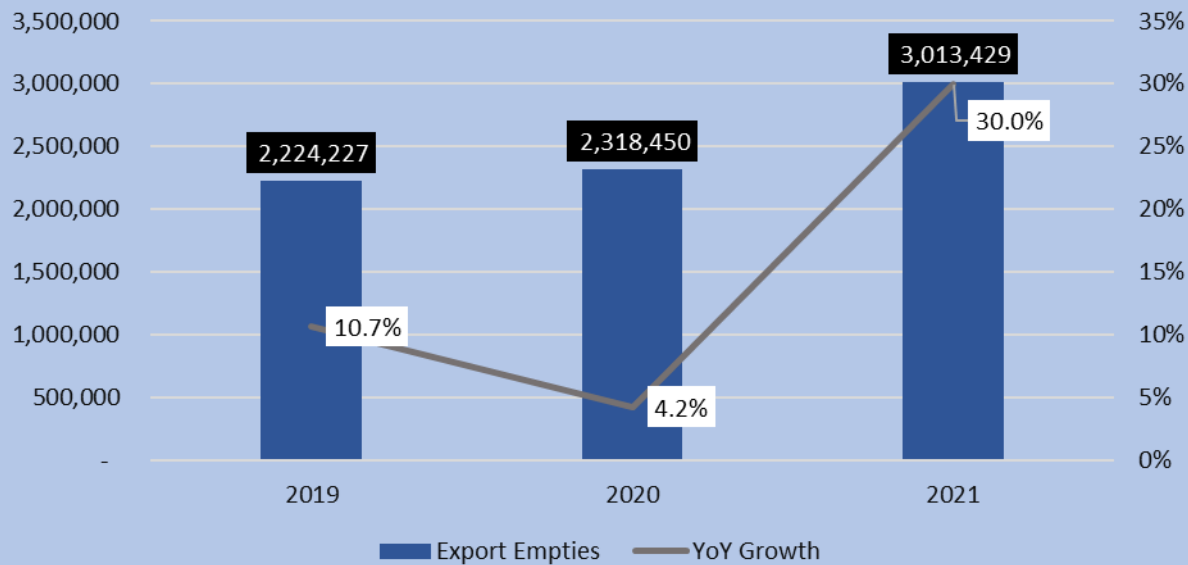
- More vessel capacity is required to carry the increase in TEU volume.
- Larger vessels' share of calls, capacity, and volume carried has increased markedly over the past few years.

PERCENTAGE OF VOLUME CARRIED BY VESSEL CLASS						
Vessel Class	2016	2017	2018	2019	2020	2021
<1,999	3.1%	3.0%	2.7%	2.3%	2.3%	2.6%
2,000-2,999	1.8%	1.7%	2.2%	2.6%	2.5%	2.7%
3,000-3,999	1.4%	1.6%	2.0%	3.0%	2.5%	2.6%
4,000-4,999	20.4%	13.6%	13.0%	8.4%	7.6%	7.2%
5,000-5,999	8.7%	7.5%	6.0%	5.8%	3.9%	2.8%
6,000-6,999	17.6%	15.0%	10.1%	9.1%	11.9%	11.3%
7,000-7,999	2.2%	1.1%	3.0%	5.0%	3.7%	3.0%
8,000-8,999	35.5%	41.9%	31.8%	26.8%	24.0%	23.9%
9,000-9,999	5.2%	8.1%	9.7%	8.8%	7.8%	9.1%
10,000-10,999	4.0%	5.9%	3.5%	4.2%	4.4%	3.6%
11,000-11,999	0.0%	0.0%	0.0%	0.9%	1.4%	2.0%
12,000-12,999	0.0%	0.0%	0.0%	0.2%	0.3%	0.7%
13,000-13,999	0.0%	0.5%	13.1%	16.5%	20.3%	19.8%
14,000-14,999	0.0%	0.1%	2.8%	6.4%	6.9%	6.9%
15,000-15,999	0.0%	0.0%	0.0%	0.0%	0.3%	1.4%
16,000-16,999	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%

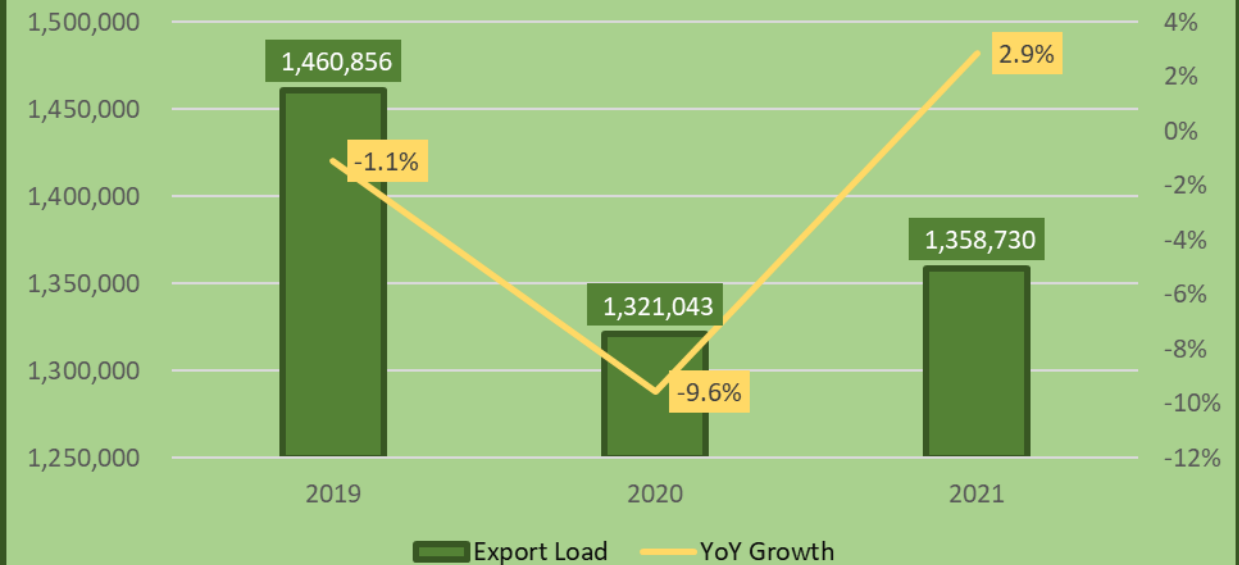
PONYNJ Export Growth – Loads & Empties

- Loaded export container volume dropped in 2020 from pre-pandemic volumes, though they rebounded slightly in 2021.
- Empty export container volume has continued to see growth throughout the pandemic with a large surge of empty exports moving through the port in 2021.

The Port of New York & New Jersey
Export EMPTY Container Volume Growth



The Port of New York & New Jersey
Containerized Export LOADED Volume Growth





John Nardi
President - NYSA
Freight Initiatives Committee Meeting
April 18, 2022

Covid-19 Tracking Statistics

NYSA Data Base updated to accommodate work requirement tracking and Contact Tracing

<u>Cumulative Cases:</u>	<u>Dec 20</u>	<u>Jun 21</u>	<u>Sept 21</u>	<u>Dec 21</u>	<u>Feb 22</u>	<u>Apr11th</u>
• Covid Positive	170	497	540	602	1,155	1,191
• Workers Who Lost Time	693	1,465	1,533	1,617	2,257	2,287

Current Status of Workforce – April 11, 2022

- Out due to Covid-related issues: 48
- Of the 48, the number which tested positive: 38
- Cumulative Deaths: 8
- Positive Covid tests since December 1st : 589 (Omicron Variant)

Determination 46

- Requested by NYSA and issued by the Waterfront Commission on 8/23/2021
- Commenced 9/15/2021 – Ends 9/15/2022
- 60 car drivers/baggage handlers
- 150 longshore for container operations in Newark and Elizabeth

Determination 47

- April 30, 2022, Window Retirees:
 - Checkers 34, Longshoremen 44, Mechanics 28
- NYSA submitted to WC on 11/10/2021
- Checkers 130
- Longshore 162
 - Brooklyn Cruise 30
 - GCT NY 50
 - GCT NJ 30
 - Ceres BCT 30
 - Ports Am Auto Bayonne 12

Determination 48

- NYSA Submitted April 13th ,2022 a request to hire 260 additional Longshoremen for Newark and Elizabeth
- Maher Terminals – 80
- Port Newark Container Terminal – 120
- APM Terminals – 60
- Total additional Longshoremen 632
- Total additional Checkers 132

New York vs New Jersey's Withdrawal from the Waterfront Commission Compact

- New Jersey passed Legislation 4 years ago to withdraw from the Waterfront Commission compact and move port oversight to the NJ State Police
- 90% of the port activity occurs in New Jersey
- The Compact gives equal oversight to both States
 - One Commissioner for each state
 - If the Commissioners do not agree on substantive issues, then the status quo prevails – A system built for gridlock
- New Jersey finds the Commission to be too overbearing and has chosen to control their own destiny.
- The WC challenged New Jersey's withdrawal securing an injunction to keep the status quo as well as a Federal Court decision in the WC's favor saying that NJ could not unilaterally withdraw.

New York vs New Jersey's Withdrawal from the Waterfront Commission Compact

- Eventually the 3rd circuit court of appeals reversed the lower court decision stating that the WC did not have standing to sue the Governor of New Jersey
- The WC appealed to the Supreme Court, but the court refused to hear the case
- NJ set a date of March 28th to withdraw from the compact
- After four years of silence, the State of New York challenged New Jersey's withdrawal just a few days before the March 28th deadline.
- The Supreme Court is now evaluating whether they will hear the case

Shipping Association of New York and New Jersey

- The New York Shipping Association (NYSA) was created in the 1950's when most of the port's activities took place in New York.
- Currently roughly 90% of the Association's activities take place in the state of New Jersey.
- The current name creates commercial confusion especially when dealing with political activities, community engagement, port marketing and especially hiring.
- “Legally” changing the name will create havoc considering the number of funds we jointly manage with the ILA, PPGU as well as contractual agreements.
- A solution to the commercial confusion and to bring the organizations name in line with the current environment is to file for a DBA (Doing Business As) in the states of New York and New Jersey as:
 - Shipping Association of New York and New Jersey

CITY OF NEWARK, NJ

Port-Industrial Redevelopment Plan

**FORWARD-
BOUND
DOREMUS**



vision

“...will focus on improving the quality of the air, water, and soil, of the District”

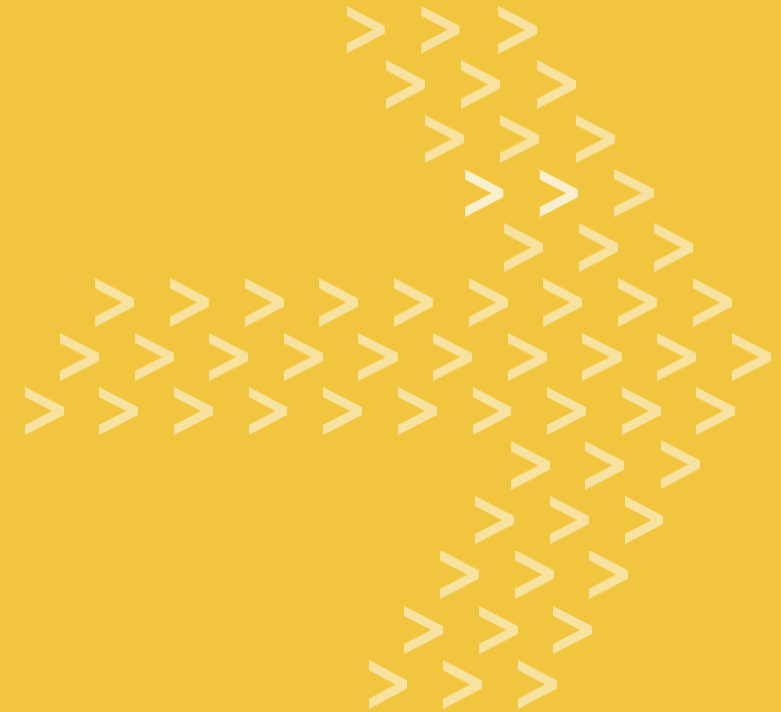
“...the Newark community has an involvement in the implementation and enforcement of development regulations”

“ ...will become a thriving economic engine for the city and the region, ”

“...must have the capacity to withstand, respond, and adapt to sea level rise”

“Cultivate Partnerships”

Visioning ideas we have gathered from the community and stakeholders



Guiding Principles

Guiding Principles are the umbrella under which the vision and goals will be developed. These principles are intended to remain constant, providing a base line for the plan.



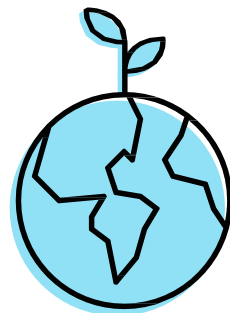
PROSPERITY

The Port-Industrial District will become a thriving economic engine for the city and the region, and improve the existing infrastructure, create new regulations, and provide resources to support existing and new industry. It will focus on attracting industries and jobs that are socially and environmentally responsible. Strengthen the partnership between the Port, local businesses, and organizations to achieve its prosperity.



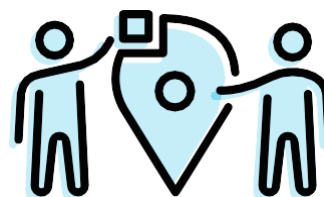
ENVIRONMENTAL JUSTICE

The Port-Industrial District will set a path towards remediating environmental degradation and will ensure the Newark community has a meaningful involvement and fair treatment with respect to the development, implementation and enforcement of environmental laws, regulations, and policies in the District.



HEALTH

The Port-Industrial District will focus on improving the quality of the air, water, and soil, of the District and create policies and programming to reduce the chemical exposure and pollution, that is currently affecting the health of the people that work and live in adjacent neighborhoods.



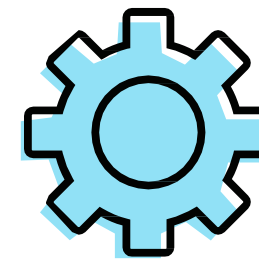
EQUITY

The Port-Industrial District will identify and overcome intentional and unintentional barriers and provide better access and opportunities to residents and business owners to jobs, transit, and services.



RESILIENCE

The Port-Industrial District must have the capacity to withstand, respond, and adapt from severe storms events due to climate changes. Current infrastructure and buildings need to be retrofitted, and new regulations included to address sea level rise, and storm surge.



SUSTAINABILITY

The Port-Industrial District must operate in a sustainable way that doesn't compromise the future of the economics, environment and health of the District. Future development in the Port-Industrial District should prioritize reducing pollutants, waste, protecting air and water quality and retrofitting aging buildings and infrastructure.

Goals



ECONOMIC VITALITY

- ◁ Become a primary job and employment center, hub for logistics and distribution businesses to support the Port, with high-capacity warehousing utilizing new technologies and sustainable business practices.



CHARACTER & ENFORCEMENT

- ◁ Develop strong, easy to access, set of comprehensive development regulations and enforcement for new and existing businesses.



ENVIRONMENTAL JUSTICE

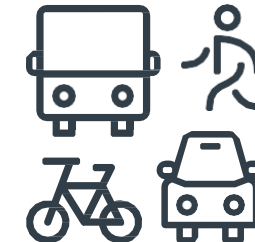
- ◁ Mitigate environmental degradation and ensure environmental justice is at the forefront of all economic prosperity, development, transportation and flooding solutions.



FLOODING & COASTAL RESILIENCY

- ◁ Explore flood adaptation and stormwater strategies for industrial operations and uses that allow flooding while protecting high-value infrastructure, and to reduce the spread of contamination from hazardous materials.

Let us know what you think about these goals!
Did we miss anything?



TRANSPORTATION & CONNECTIVITY

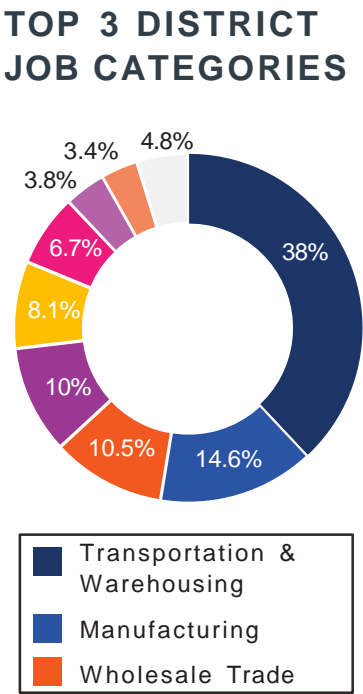
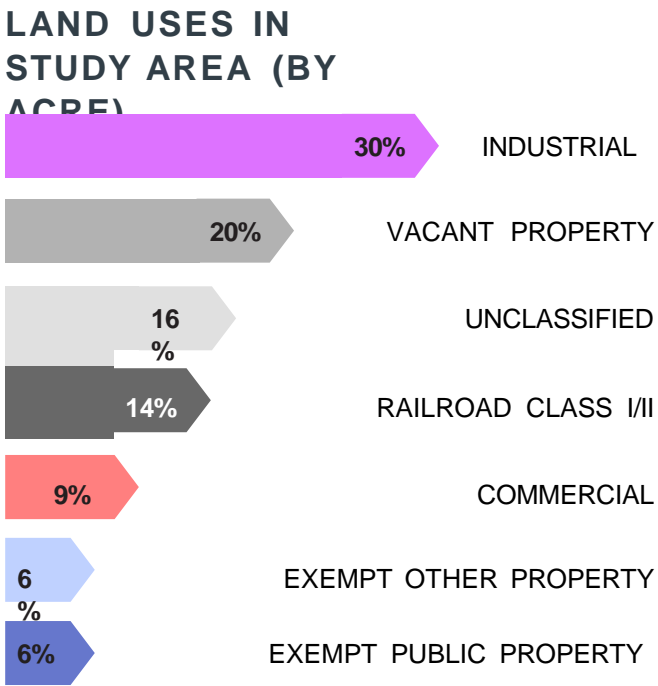
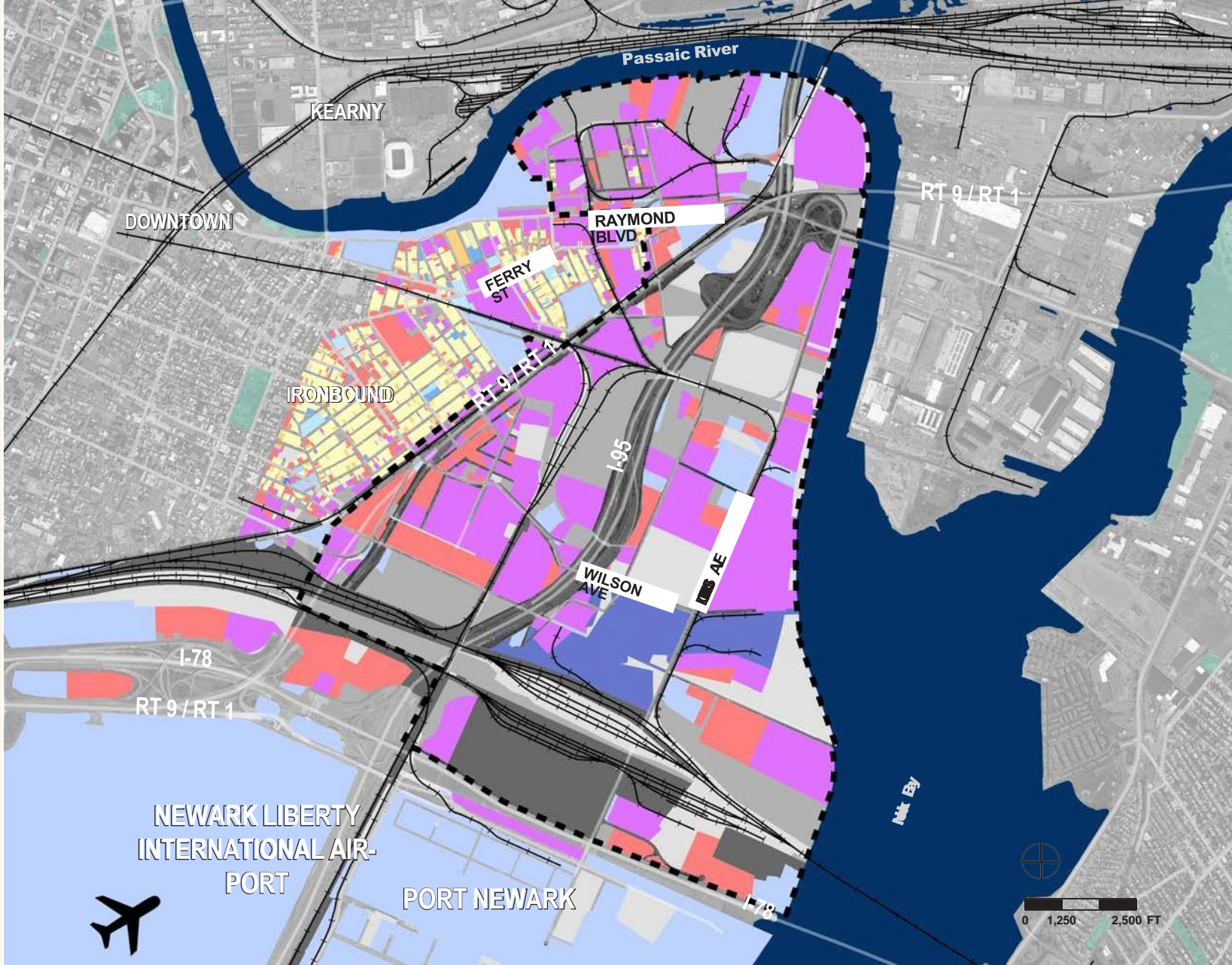
- ◁ Work in collaboration with the state to improve vehicle, truck, and transit access and mobility to the District to support existing and future businesses and workforce.
- ◁ Invest in the re-design and improvements of streets and streetscape to better serve the existing businesses and employees, and to increase capacity, reduce idling and flooding, and provide safety.

economic vitality

ASSETS

JOBS AND INDUSTRIES

- 9.2% of the jobs in the City of Newark are located in the Port- Industrial District
- The current industry provides some of the highest paying jobs in Newark
- The new and emerging food and goods distribution businesses could benefit the district.
- Potential connection to Ironbound restaurants for employees in the East Ferry area

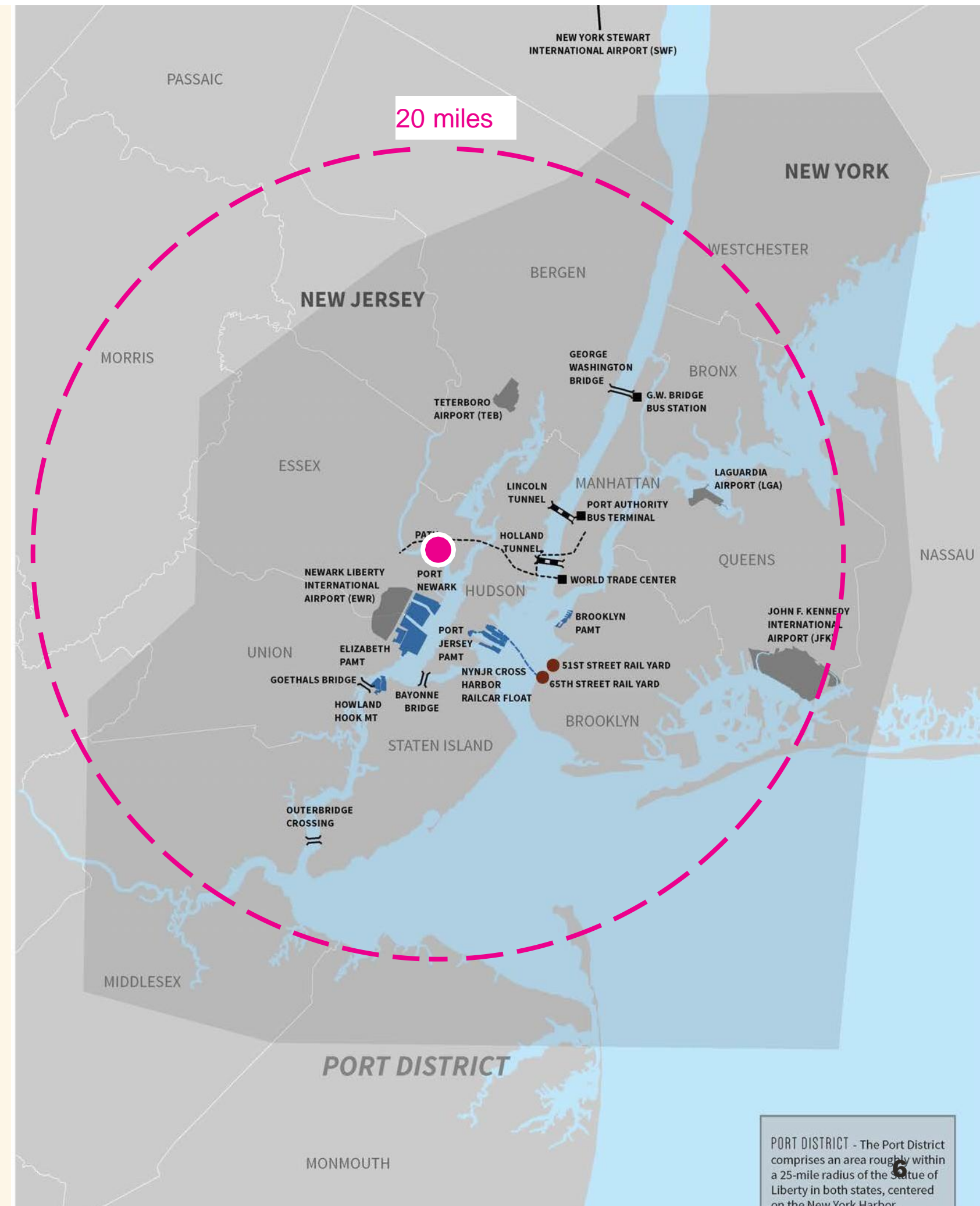


Economic Vitality

ASSETS

REGIONAL SIGNIFICANCE

- ◁ Very well connected to the world as an intermodal hub that serves regional, national, and global consumer markets
- ◁ The proximity to the Port, Airport, Highways, Rail and Water Infrastructure



Economic Vitality

ASSETS

DEVELOPMENT APPLICATIONS

Businesses want to move to the Port-Industrial District

LAST MILE FACILITIES



Distribution centers where packaged goods come as a last stop before being delivered to consumers.

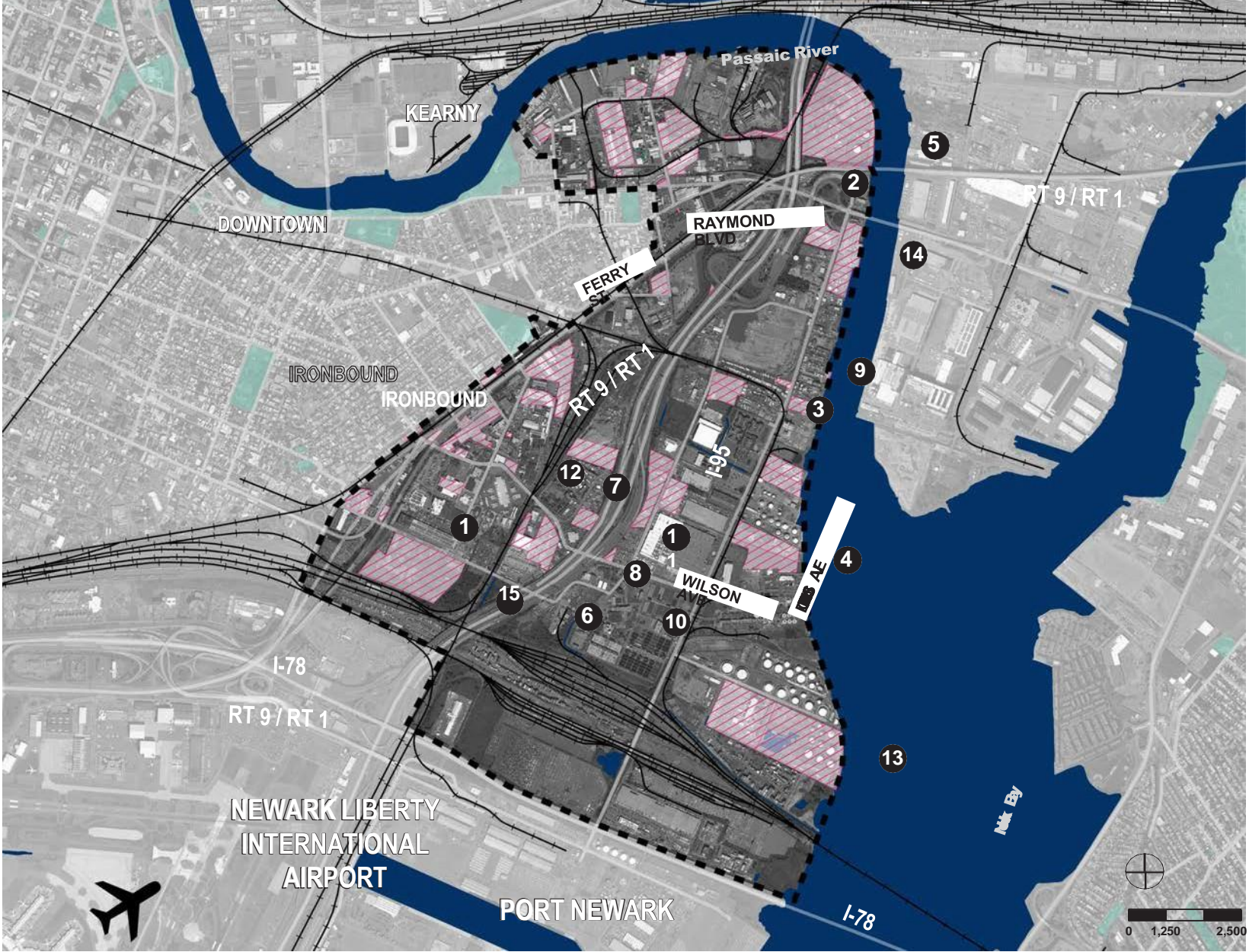
Companies are choosing to locate these facilities in industrial districts close to large consumer bases.



FUTURE MORRIS COMPANY SITE



AMAZON - LAST MILE FACILITY



RECENT AND CURRENT DEVELOPMENT APPLICATIONS

LEGEND

- | | |
|---|---|
| 1 Bridge Point Port Newark, Industrial Warehouse -- 391-505 Delancy St | 9 Morris Industrial Warehouse -- 173-269 Doremus Ave |
| 2 Truck Terminal -- 18-36 Blanchard St | 10 Warehouse, Wholesale, & Distribution Facility -- 17-89 Rutherford St |
| 3 Truck Terminal -- 294-336 Avenue P | 11 Industrial Warehouse -- 105-161 Hyatt Ave |
| 4 Cold Storage Freezer Warehouse -- 476-502 Doremus Ave | 12 Roof-Mounted Photo-voltaic System -- 257- 275 Wilson Ave |
| 5 Upgrades to PSE&G Switching Station -- 155 Raymond Blvd | 13 Outdoor Storage -- 981-1111 Delancy St |
| 6 Repair and Maintenance Facility for tractors and trailers -- 547-595 Delancy St | 14 Truck Sales, Leasing, and Rental -- 41-65 Doremus Ave |
| 7 Industrial Warehouse -- 337-355 Wilson Ave | + Amazon Warehouse -- 429 Delancy St |
| 8 Roof-Mounted Photo-voltaic System -- 436- 478 Wilson Ave | |

Economic Vitality

ASSETS

REGIONAL INFRASTRUCTURE AND KEY BUSINESS

◁ Four of the top five businesses in freight are located in the Port-Industrial District

District
TOP 5 BUSINESSES IN FREIGHT-GENERATING INDUSTRY SECTORS, BY SIZE

- 1

FABUWOOD CABINETRY
- 2

SALSON LOGISTICS
- 3

PORT LOGISTICS GROUP
- 4

MIDDLE ATLANTIC PRODUCTS
- 5

HELLOFRESH

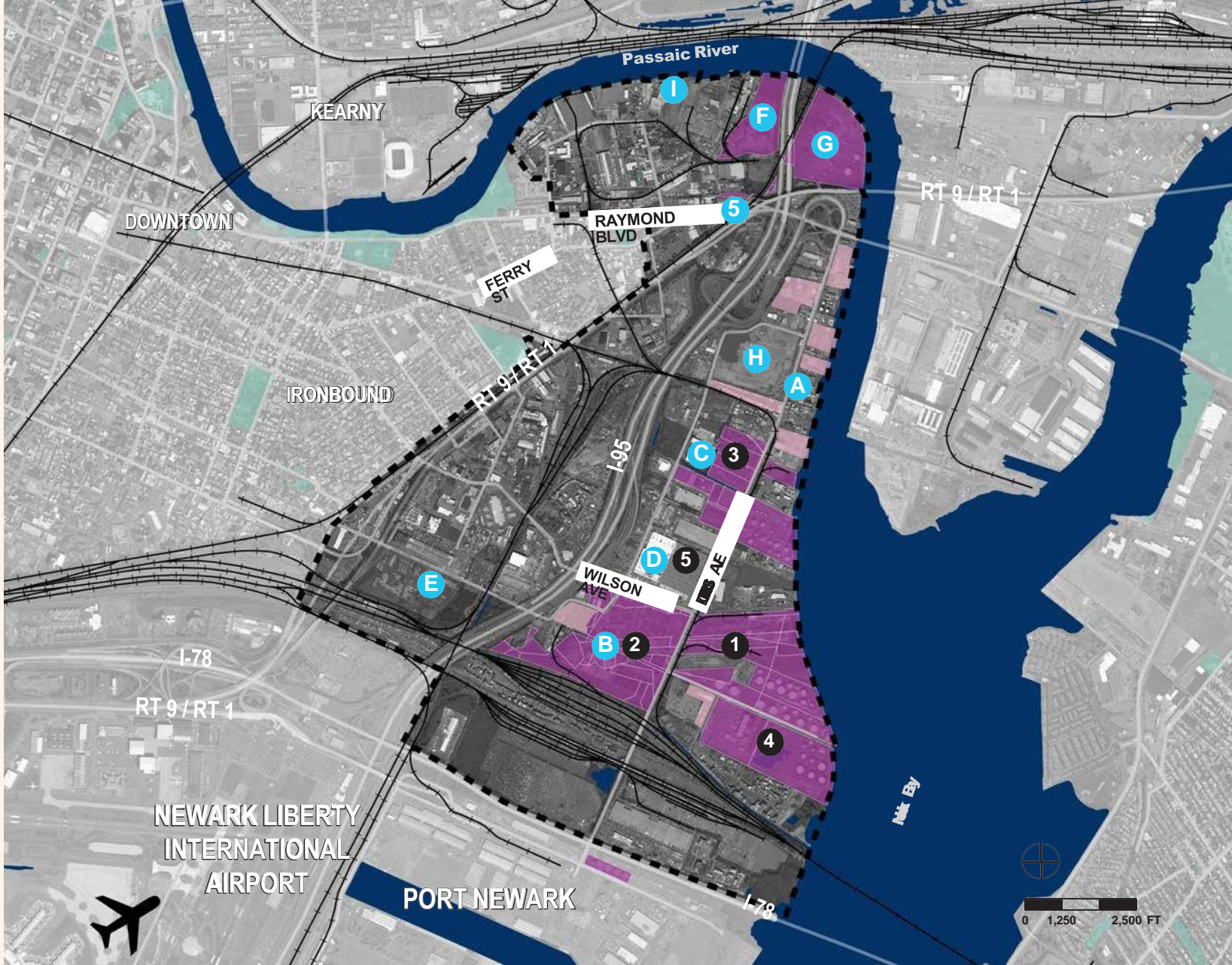
SOURCE: NJTPA FREIGHT FORECASTING TOOL, 2020



2 PASSAIC VALLEY SEWERAGE COMMISSION



4 NEWARK ENERGY CENTER - POWER SUBSTATIONS



- A

ELAN Company
- C

Passaic Valley Sewerage Commission
- C

Essex County Correctional Facility
- T

NJ Transit
- A

Amazon
- E

Covanta Essex
- G

PSE&G
- i

Morris Warehouse
- I

Fabuwood Cabinetry

- 1

Doremus Avenue Recycling and Transfer (DART): a high volume, municipal solid waste transfer station for northern New Jersey counties, however does not receive waste from Newark.
- 2

Passaic Valley Sewerage Commission: 140-acre plant that is one of the largest modern wastewater facilities in the country.
- 3

Essex County Correctional Facility: Largest county jail in New Jersey, on a 28-acres site, includes five interconnected structures (over 900,000 SF). Delaney Hall, located in Doremus West, a US Immigration and Customs Enforcement detention center.
- 4

Newark Energy Center: 655-megawatt gas fired power plant, on a 23-acre brownfield site.
- 5

New Jersey Transit Ironbound Bus Garage: Maintains passenger buses that service several northern New Jersey bus routes.

Economic Vitality

CONCERNS

- ◁ Most of the jobs in the Port-Industrial District are held by people living outside the City of Newark
- ◁ The City struggles with matching jobs to the skillset of the current residents.
- ◁ Limited retail businesses (banks, restaurants, and other services)
- ◁ Although the District is close to regional transportation infrastructure, the vehicle and transit access is limited.
- ◁ Some small businesses are under-represented and underutilized
- ◁ Increasingly frequent flood events cause disruption, health risks, and financial losses.



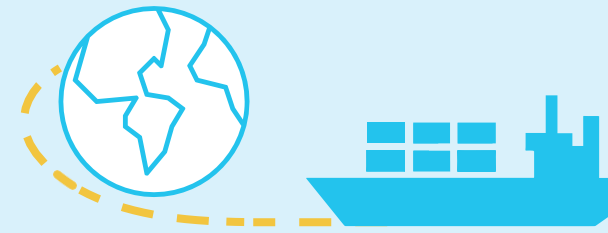
economic Vitality

GOAL + ACTIONS

◁ **Become a primary job and employment center, hub for logistics and distribution businesses to support the Port, with high-capacity warehousing utilizing new technologies and sustainable business practices.**

- ◁ Balance economic vitality with environmental justice
- ◁ Take advantage of the Foreign Trade Zone and create a Doremus Avenue subzone – largest in the country, located south of the Port-Industrial District.
- ◁ Explore potential partnership opportunities for private and public sectors to create a clean, green economic development destination.
- ◁ Provide workforce development to City residents to match the skills needed by future industries.
- ◁ Create tax breaks and benefits to incentivize businesses to hire locally.

THE NEW SUPPLY CHAIN



- ◁ Shifting to meet the demand for rapid two-day shipping and e-commerce, raising demand on industrial areas close to seaports and air-cargo stations.
- ◁ Trade orders shifting, making it more economical to go through east coast and gulf coast ports.

LAST MILE FACILITIES



- ◁ Companies have had to incorporate “last mile” facilities.
- ◁ Distribution centers where packaged goods come as a last stop before being delivered to consumers. These facilities are best located in industrial districts close to consumer bases.
- ◁ Amazon opened a last mile distribution center on Delancy Street, as a center where packages delivered within a 45 minute drive are distributed to 400 drivers everyday.

character & enforcement

ASSETS

- ◁ The proximity of East Ferry area to the Ironbound amenities (restaurants, Riverfront Park)
- ◁ Willingness to improve industrial sites and buildings by adding trees, lighting and murals.



character & enforcement

ZONING ASSETS + CONCERNS

I-1: LIGHT INDUSTRIAL

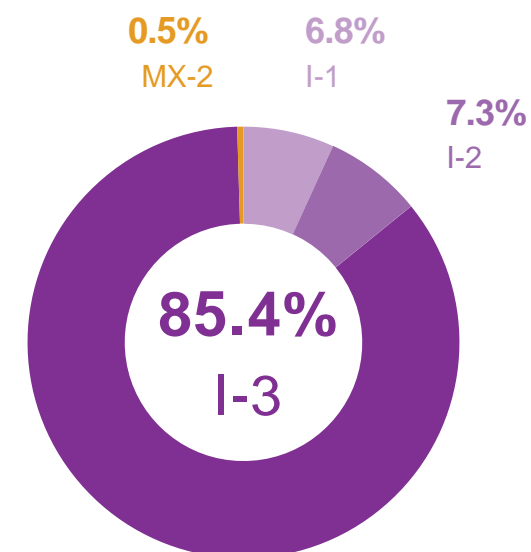
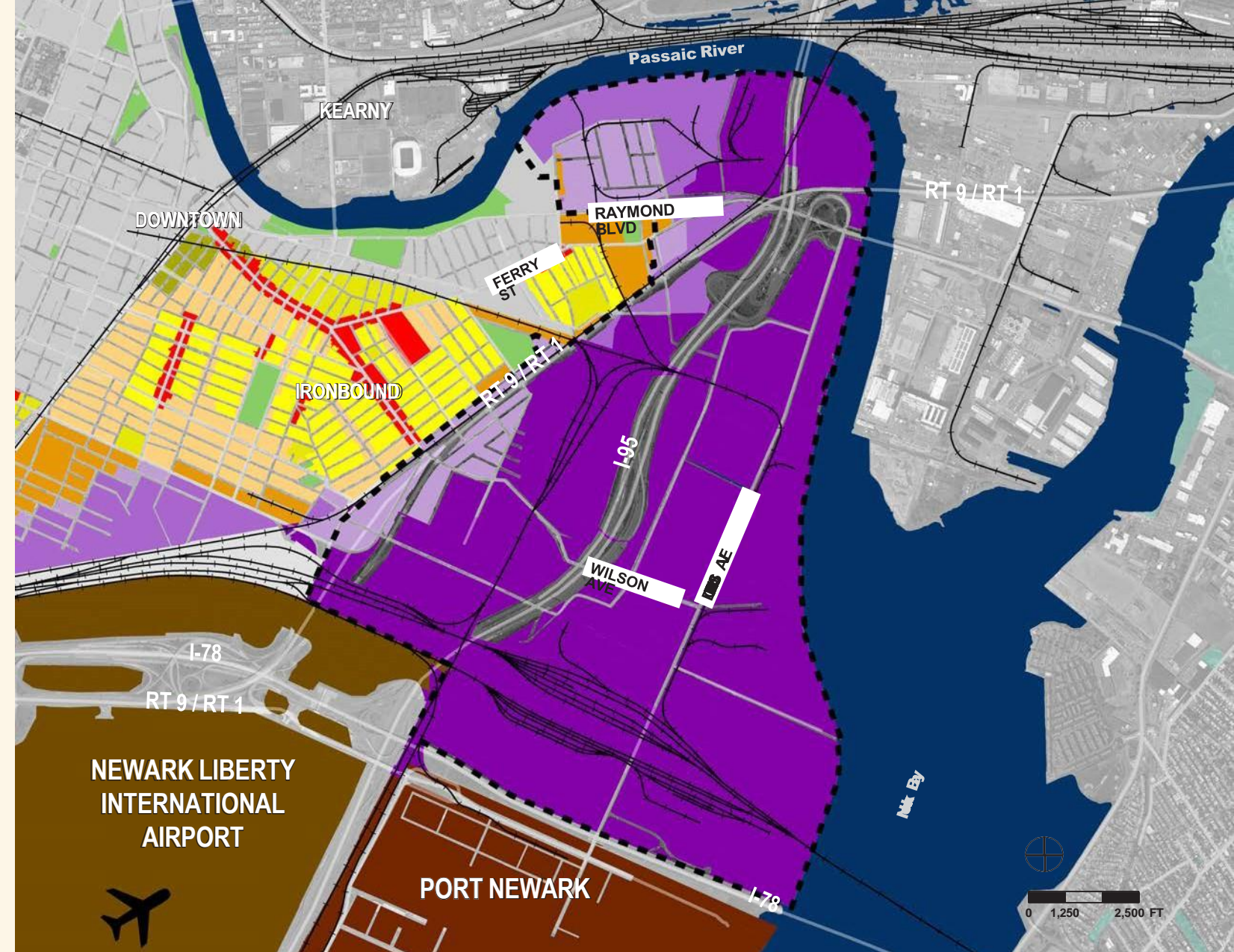
- ◁ It is the most restrictive designation, allowing low-intensity, non-nuisance light fabrication and assembly-type manufacturing, warehousing, storage, freight, and cargo handling, office, flex space, and research facilities. The uses in this area should not harm surrounding residential or commercial areas, but still provide economic and employment opportunities.

I-2: MEDIUM INDUSTRIAL

- ◁ This designation is for manufacturing, warehouse, and storage uses that do not produce smoke, noise, glare, vibration, and other outdoor activities that have nuisance-type impacts on adjacent uses. This designation is intended to retain and encourage redevelopment of these industrial uses without moving into the heavy industry category.

I-3: Heavy Industrial

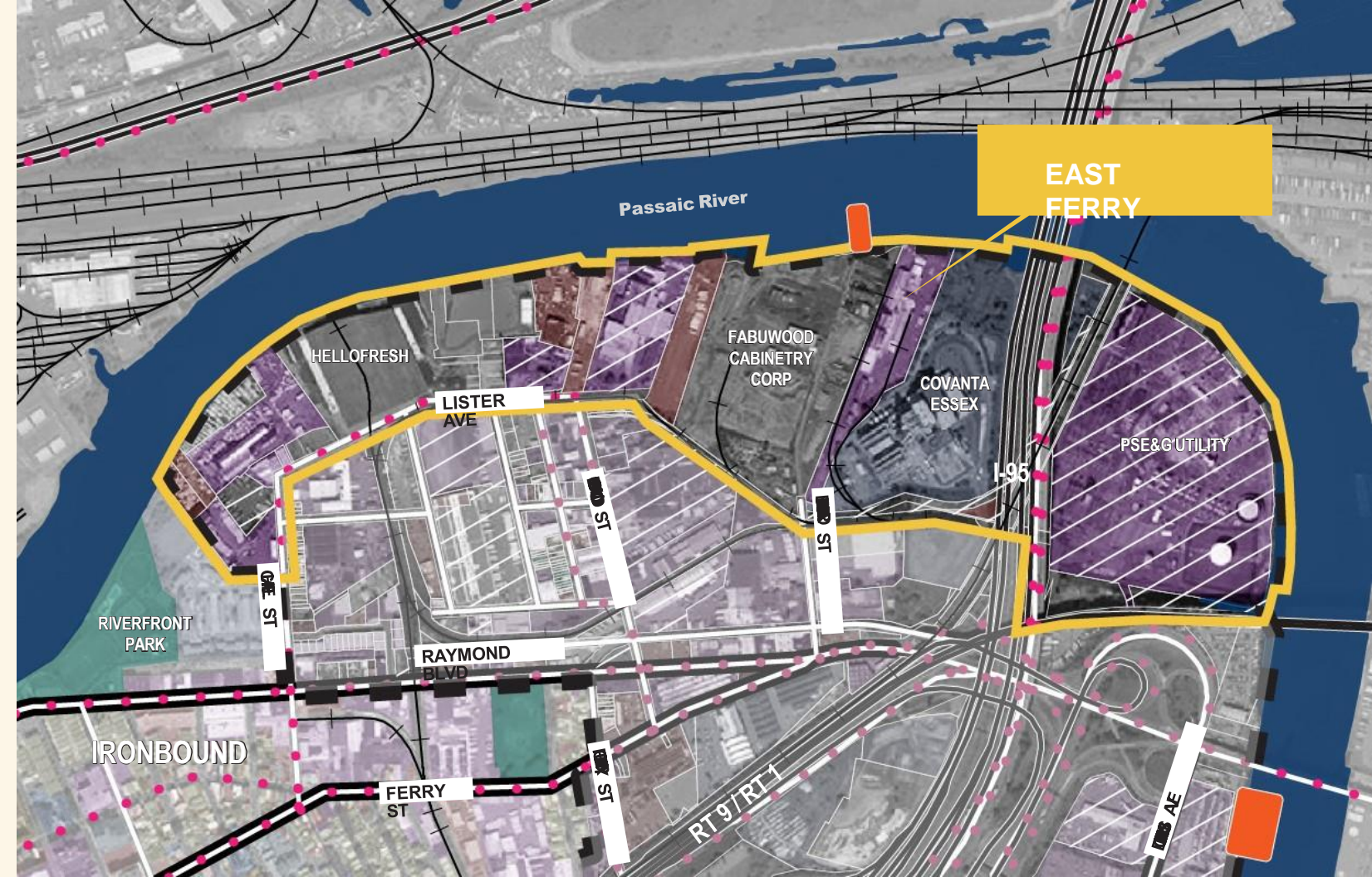
- ◁ This designation allows the highest nuisance-type activities that are not located adjacent to existing or proposed residential or commercial areas. However, these uses also produce high tax rates and high-paying jobs.



character & enforcement

CONCERNS

- ◁ The overall environment is perceived as harsh, unsafe, and uninviting
- ◁ Building conditions – some of the buildings are in disrepair, substandard, unsafe, unsanitary, dilapidated, or obsolete.
- ◁ Site Disrepair – barbed wire fencing, lack of landscape area, debris throughout the site
- ◁ Properties that are primarily or mostly being utilized for storage of salvage materials, chemicals, or commercial vehicles do not constitute the highest potential use.
- ◁ There is litter and dumping throughout the area.
- ◁ Poor condition of the streets, truck congestion and idling
- ◁ Stormwater and flooding.
- ◁ Bad odors and pollution in some areas.
- ◁ Lack of code enforcement.
- ◁ Encroachment of industrial uses into residential areas.



EAST FERRY SUB-AREA



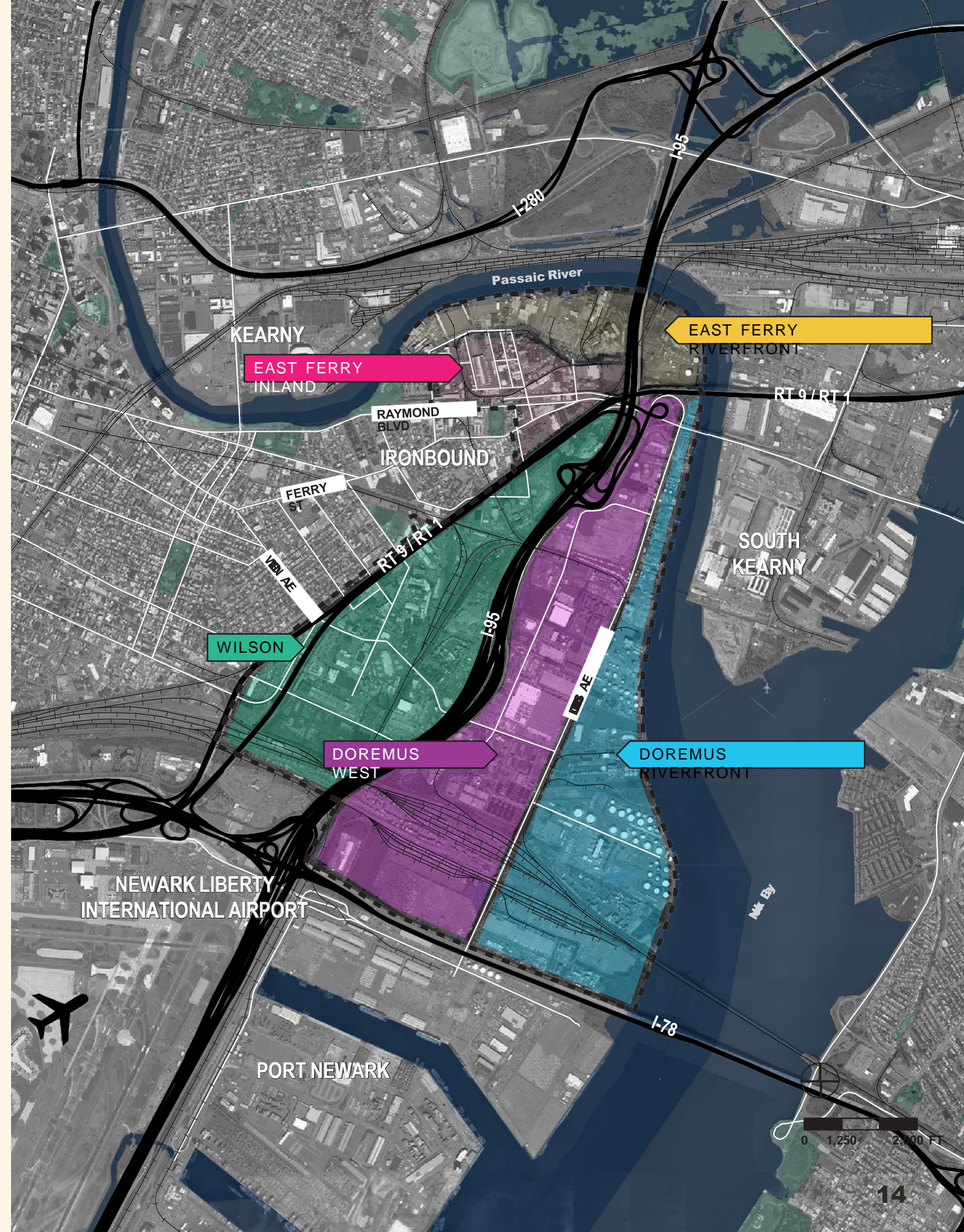
WILSON AVENUE

character & enforcement

GOAL + ACTIONS

◁ Develop strong, easy to access, set of comprehensive development regulations and enforcement for new and existing businesses.

- ◁ Create distinct regulation guidelines for each of the five sub-areas.
- ◁ Propose buffer zones and transitional uses to protect the neighborhood from industrial uses.
- ◁ Set resilience and energy efficiency standards for new development.
- ◁ Create new permitted uses and zoning flexibility in order to capture current market demand.
- ◁ Make the design guidelines easy to access and follow.
- ◁ Ensure stricter code enforcement to improve the safety, character of streets and businesses, and to reduce truck idling.



Environmental Justice

ASSETS

- ◁ Lower Passaic River Restoration Project – superfund site clean-up
- ◁ The community - local organizations and residents - are dedicated to improving the environmental and health conditions of the area.

CONCERNS

- ◁ Environmental degradation and injustice (dumping, poor/air/ water quality, contaminated soils)
- ◁ Poor air quality is affecting the health of employees and residents of the surrounding neighborhoods.



PASSAIC RIVER RESTORATION PROJECT

SOURCE: RESTORATION.ORG



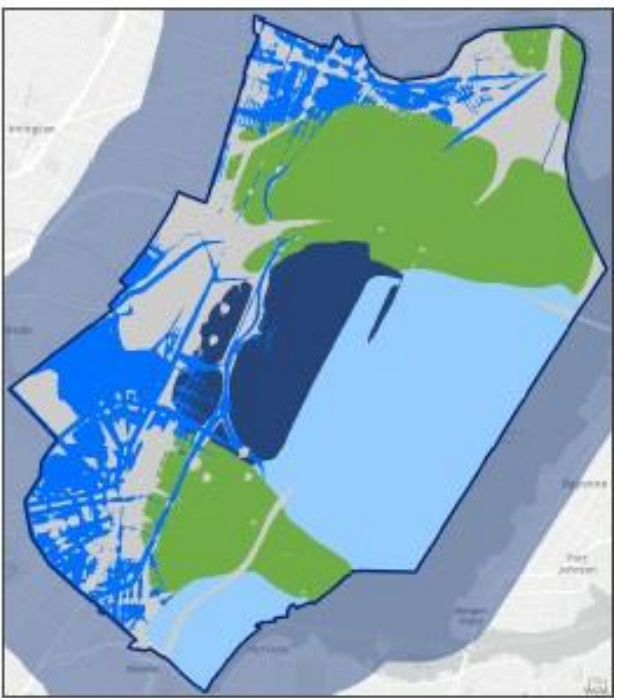
EMISSIONS EXPOSURE

LEGEND

LOW

HIGH

SOURCE: NEWARK COMMUNITY IMPACTS OF MOBILE SOURCE EMISSIONS



LARGEST RELATIVE CONTRIBUTORS

LEGEND

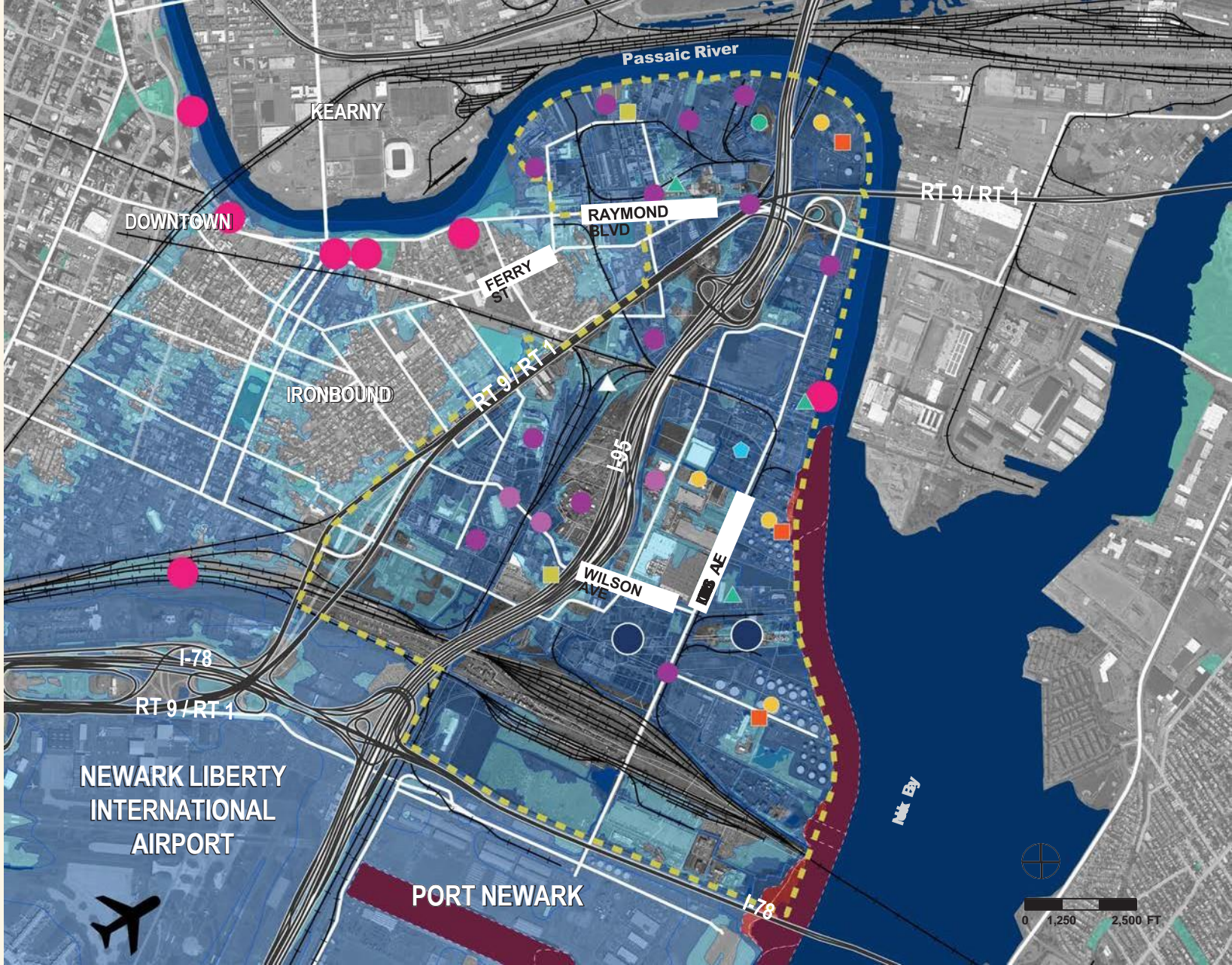
- + Light-Duty Vehicles
- + Medium / Heavy Duty Vehicles (includes bus)
- + Railyard
- + Port Airport
- +

Environmental Justice

CONCERNS

CONTAMINATION AND CRITICAL INFRASTRUCTURE

SUPERFUND SITES	1
BROWNFIELD SITES	3
COMBINED SEWER OUTFLOW	1
POWER SUBSTATIONS	4
GARBAGE INCINERATOR	1
WASTE MANAGEMENT	2
RECYCLING CENTERS	3
SEWAGE TREATMENT	1
PRISON	1



CONTAMINATION & CRITICAL INFRASTRUCTURE

LEGEND

- SEWER INFRASTRUCTURE**
- Combined Sewer Outfalls
 - PVSC Wastewater Treatment Plant

CONTAMINATED SITES

- Superfund
- + Brownfields

ENVIRONMENTAL

- 100 year floodplain
- + 500 year flood plain
- + USACE Levees / Floodwalls

Environmental Justice

goal + actions

◁ **Mitigate environmental degradation and ensure environmental justice is at the forefront of all economic prosperity, development, transportation and flooding solutions.**

- ◁ Support businesses moving towards vehicle electrification to reduce emissions and pollution
- ◁ Make updates to power grid and other critical infrastructure to support electrification and sustainable practices.
- ◁ Retrofit existing site to accommodate charging stations.
- ◁ Bring brownfields and superfund sites back to usability and secure federal and state funding to do so.
- ◁ Allocate areas to become permanent green buffer zones between residential and industrial areas to mitigate against the environmental hazards on the community.



WILMINGTON WATERFRONT PARK AT PORT OF LOS ANGELES

SOURCE: SASAKI



FLOODING IN EAST FERRY AFTER HURRICANE SANDY

SOURCE: IRONBOUND COMMUNITY CORPORATION

Flooding & Coastal Resilience

VALUES

- ◁ Industrial businesses have more flexibility to adapt to flooding than residential land uses.
- ◁ Passaic Valley Sewerage Commission (PVSC) is an important redevelopment partner.
- ◁ The Army Corps Flanking Plan recommends adding flood walls to protect sections of the study area west of I from storm events.



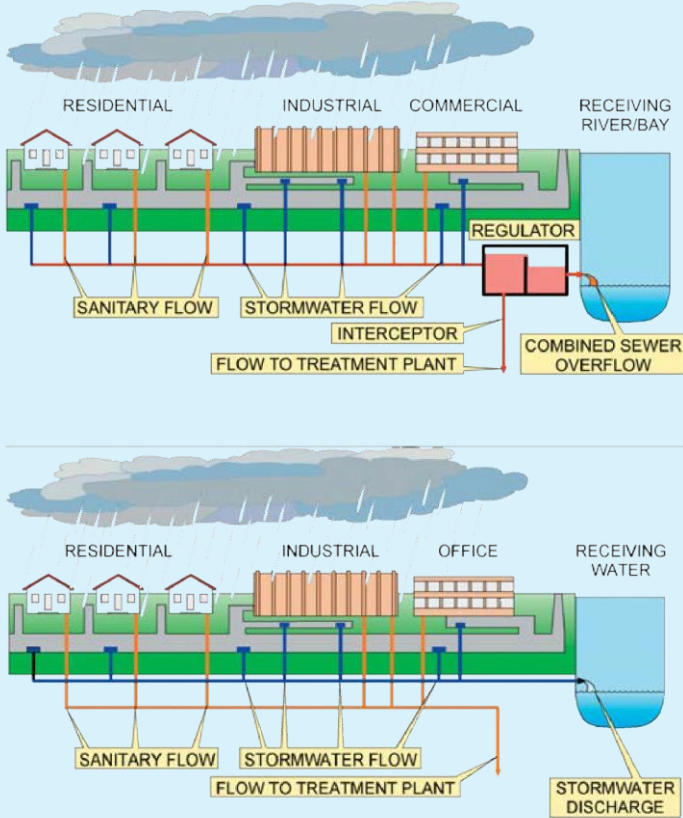
PASSAIC VALLEY SEWERAGE COMMISSION + PASSAIC RIVER

SOURCE: STV INC

Flooding & Coastal Resilience

VALUES

WHERE DOES THE WATER GO?



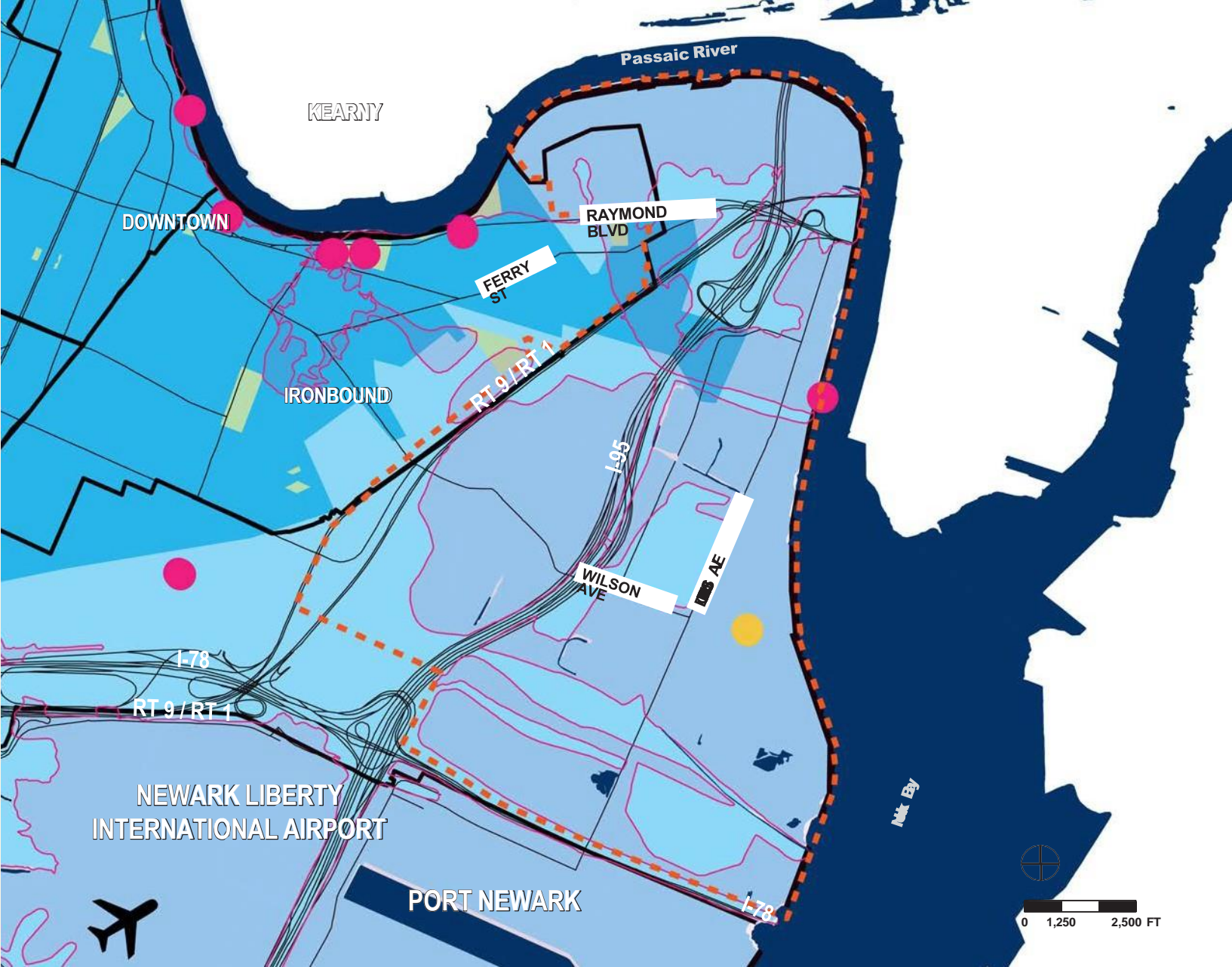
COMBINED SEWER SYSTEM (CSS)

Carries both sanitary sewage (domestic, commercial, and industrial wastewater) and stormwater runoff in a single pipe to a treatment facility. CSS is generally fine during dry weather and small rain events, however heavy rainfall can exceed the capacity of the system and force runoff to flow directly into the local waterways before being treated. In these cases, untreated sanitary sewage is seeped directly into the waterway.

MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4)

Sanitary sewage and stormwater runoff are separate. Stormwater flow is collected in storm drains and catch basins in streets and parking lots and directed to the local waterway. Sanitary sewage is directed separated and directed to a treatment facility.

FIGURE 1. STORMWATER RUNOFF SYSTEMS
SOURCE: CITY OF NEWARK MUNICIPAL STORMWATER MANAGEMENT PLAN (JUNE 2016)



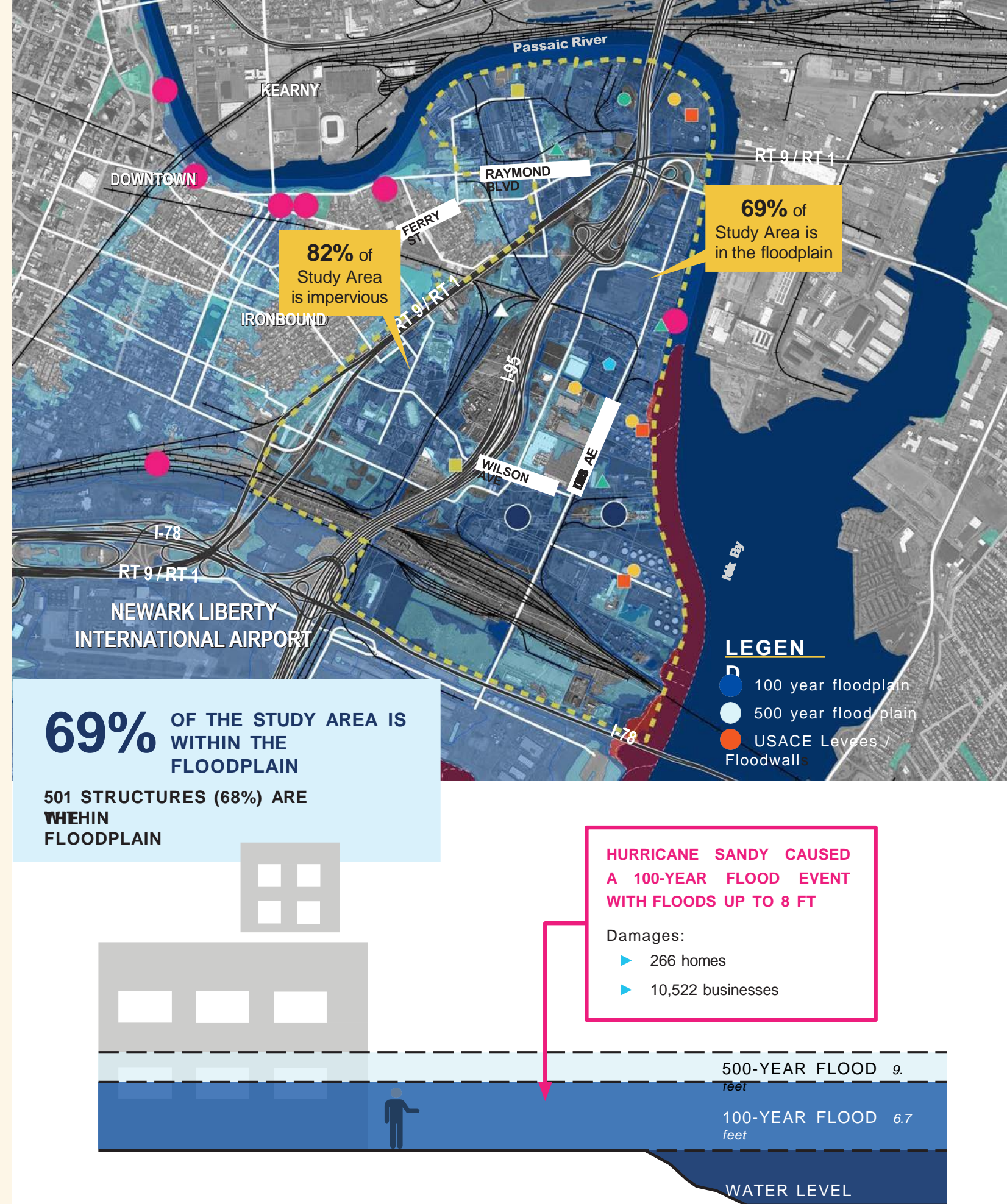
SEWER SYSTEM

- LEGEND
- Potential Flood Extent (100yr + 500yr)
 - Combined Combined Sewer Area
 - Separate Sewer Area
 - Combined Sewer Outfalls
 - + PVSC Wastewater Treatment Plant

Flooding & Coastal Resilience

CONCERNS

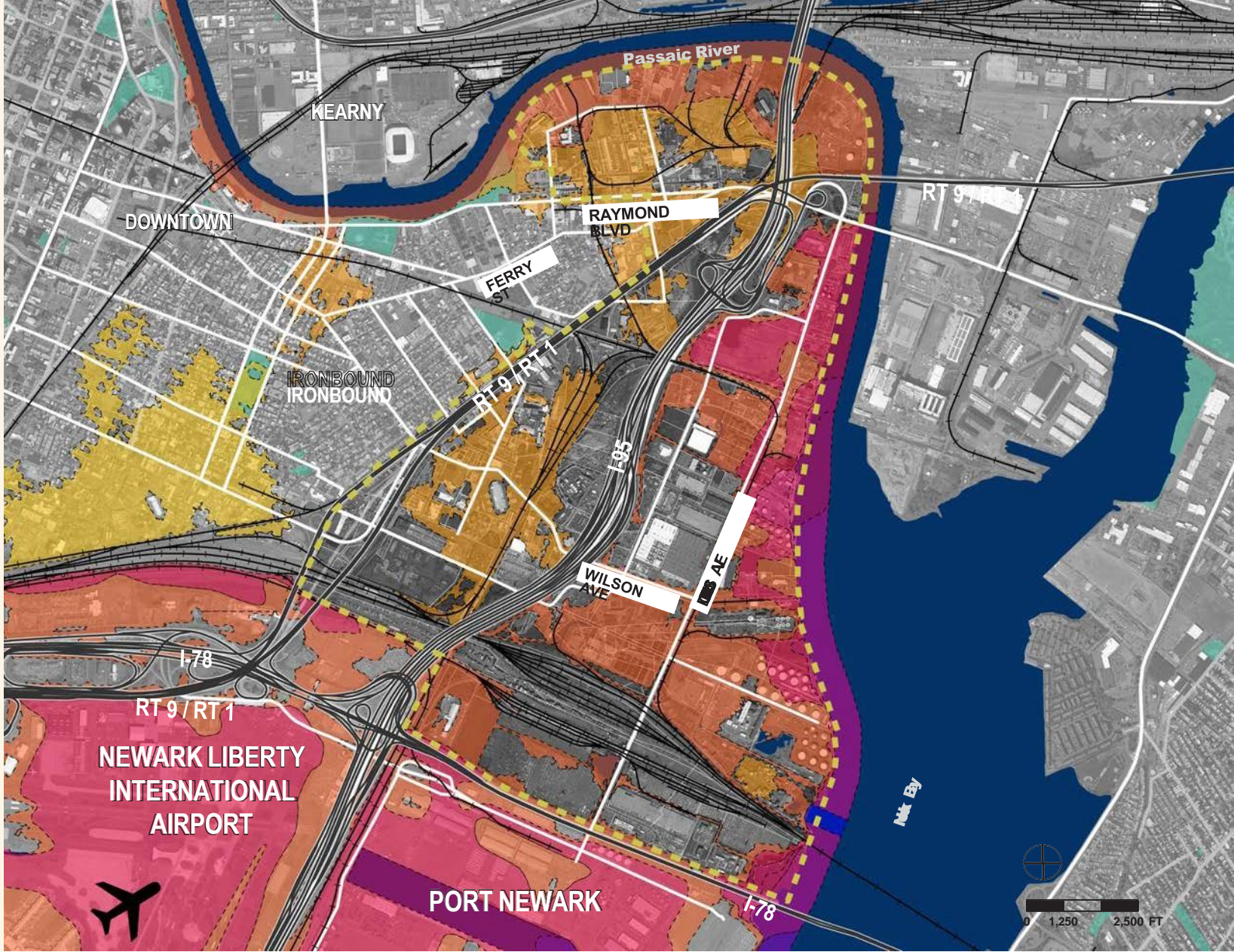
- ◁ 69% of the Port-Industrial District is in the floodplain
- ◁ 82% of the Port-Industrial District is impervious
- ◁ Most of the business owners and residents have identified flooding as a main issue in the District.
- ◁ The City's understanding of the capacity of stormwater system or the location of existing inlets.
- ◁ Business owners are working in silos on addressing flooding and sea level rise on their own sites. (Ex. 10' high boundary walls, raising the entire site 10')
- ◁ There is a need to protect existing critical infrastructure such as the Newark Energy Center and the Passaic Valley Sewerage Commission from the risks posed by a storm event.
- ◁ Rising business insurance costs due to flood risk.



Flooding & Coastal Resilience

CONCERNS

- ◁ New FEMA Flood Damage Elevations will affect existing businesses and new development



BASE FLOOD ELEVATIONS

LEGEND

- 9 feet
- 10 feet
- 11 feet
- 12 feet
- 13 feet
- 14 feet
- 15 feet
- 16 feet



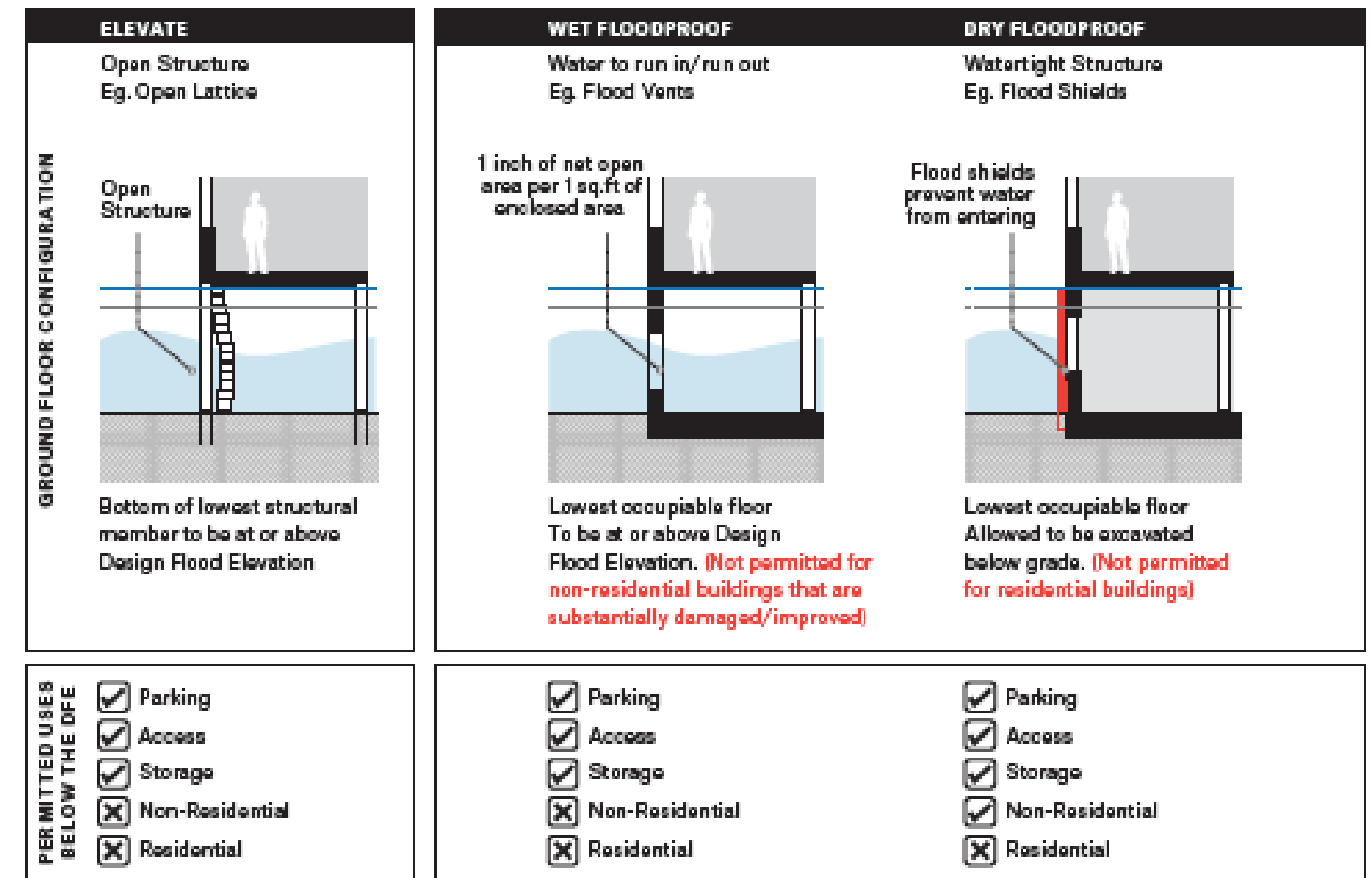
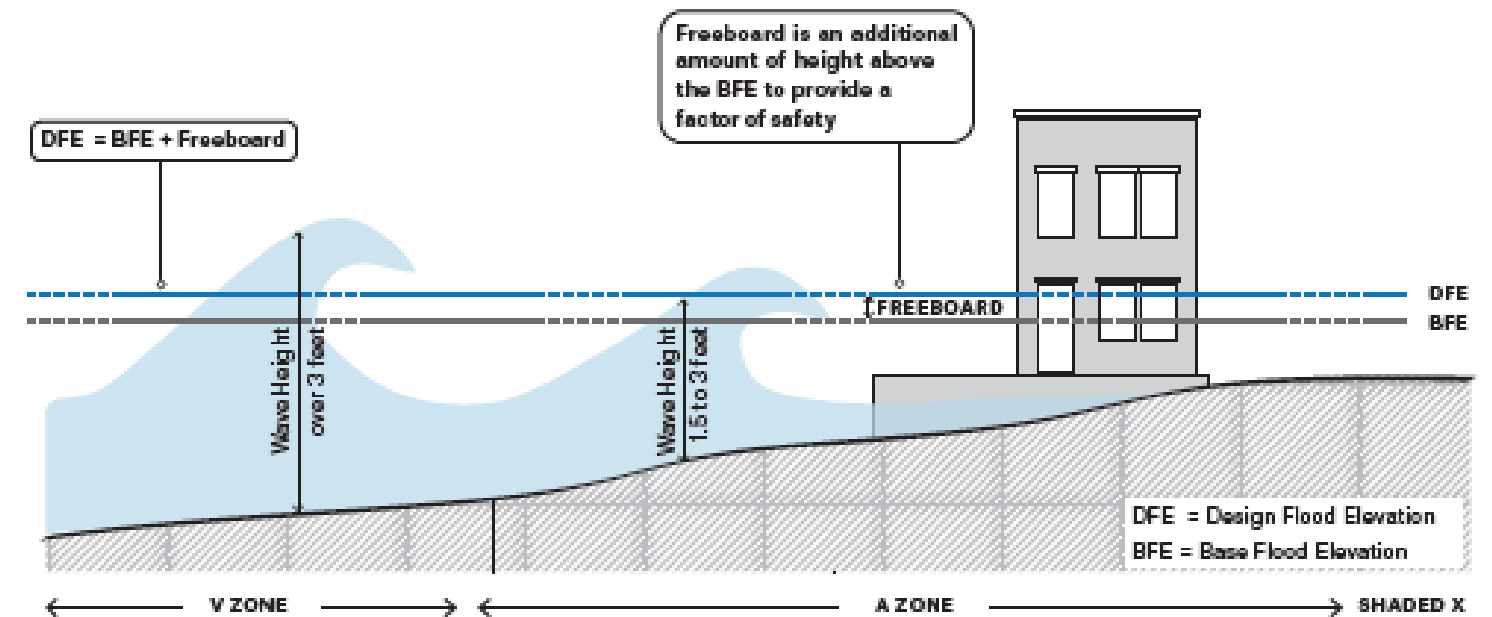
FLOOD ELEVATIONS IN EAST FERRY AFTER HURRICANE SANDY
SOURCE: IRONBOUND COMMUNITY CORPORATION

flooding & coastal resilience

GOAL + ACTIONS

◁ Explore flood adaptation and stormwater strategies for industrial operations and uses that allow flooding while protecting high-value infrastructure, and to reduce the spread of contamination from hazardous materials.

- ◁ Promote and implement green infrastructure to the extent possible to promote groundwater recharge where feasible to improve flooding in low-lying areas.
- ◁ Create flood adaptation strategies for industrial operations and potential for green infrastructure and water retention/absorption areas.



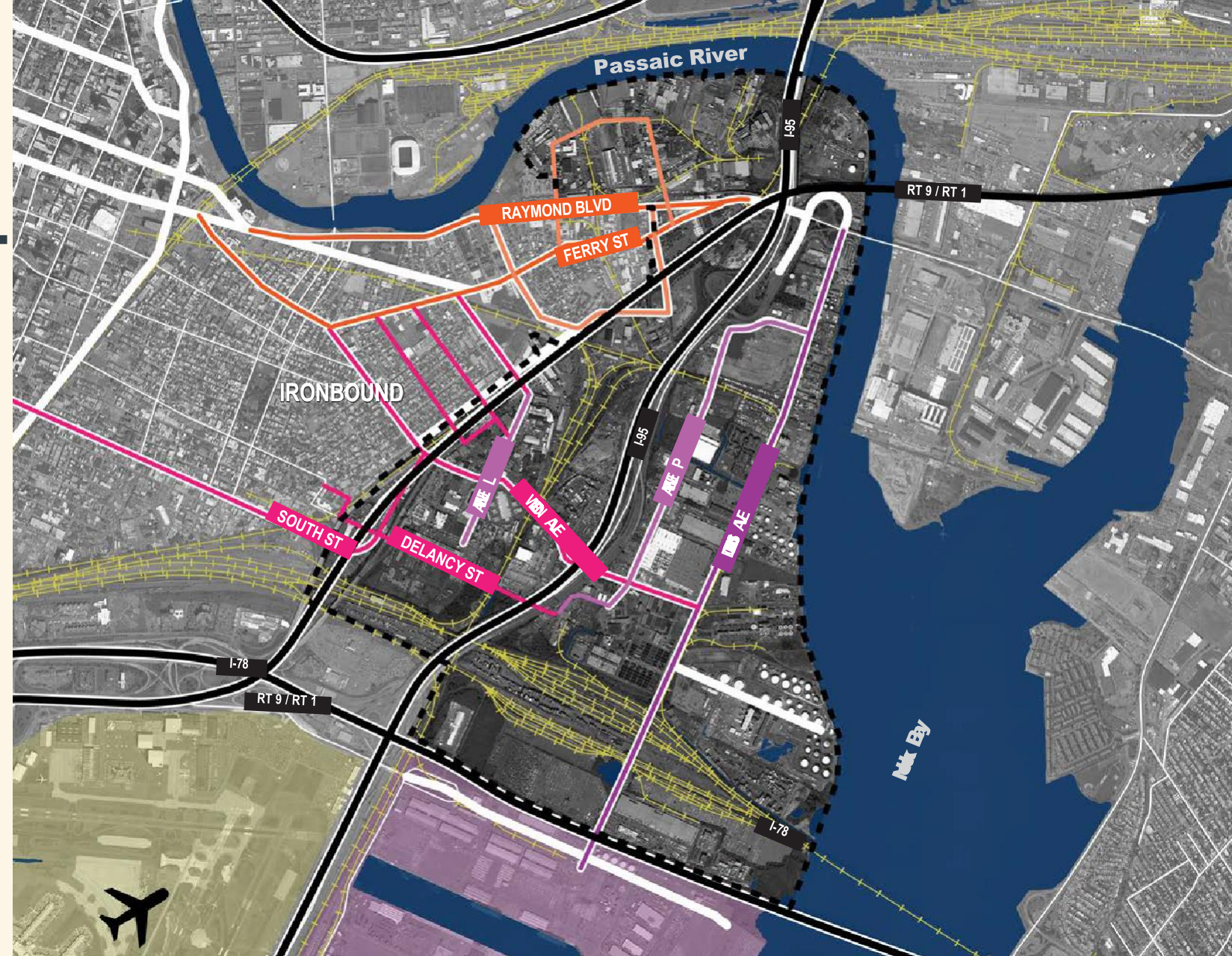
MITIGATION + RESILIENT STRATEGIES

SOURCE: RESILIENT INDUSTRY - MITIGATION & PREPAREDNESS IN THE CITY'S INDUSTRIAL FLOODPLAIN

Transportation & Connectivity

VALUES

- ◁ Surrounded by major transportation and infrastructure networks (highways, rail, airport, port), which make it a desirable and valuable site for industrial businesses.
- ◁ All the streets in the Study Area are under the City's jurisdiction.



TRANSPORTATION SYSTEMS

LEGEND

- + Highway (Interstate or State Route)
- + Industrial Arterial
- + Industrial Secondary Connector
- + Industrial-City Connector
- + Neighborhood Arterial
- + Neighborhood Circuit
- + Designated Truck Routes
- + Freight Rail Lines

Transportation & Connectivity

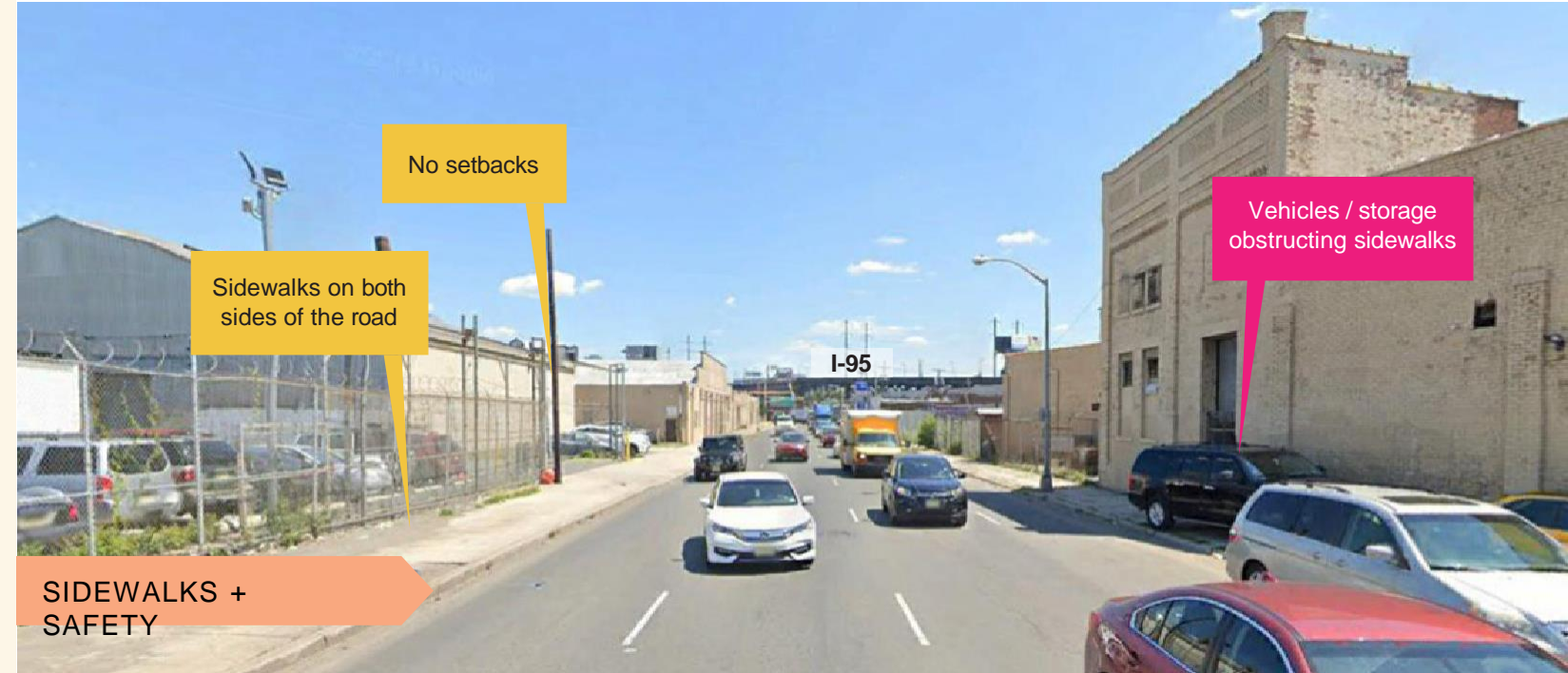
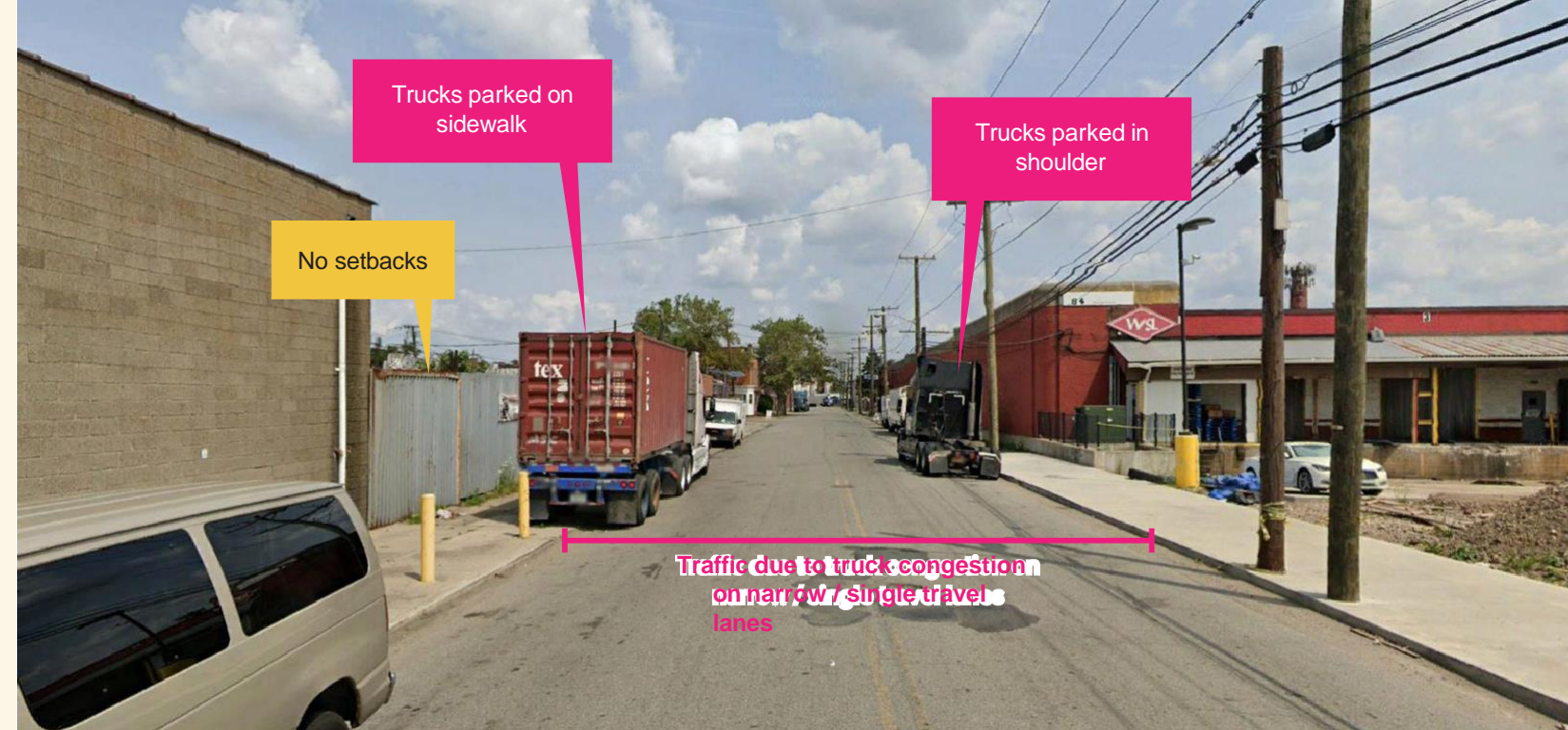
CONCERNS

ACCESS AND CONDITION:

- ◁ Highways, arterial roads and freight rail networks are already at or exceeding their capacity, there is increasing unreliability in those routes.
- ◁ Limited roadway network, access points to the District and I-95/ Turnpike.
- ◁ The Ironbound, East Ferry and Doremus area are generally under-served by transit. Most employees drive to work.
- ◁ The street conditions are poor and in need of intersection, streetscape and stormwater improvements.

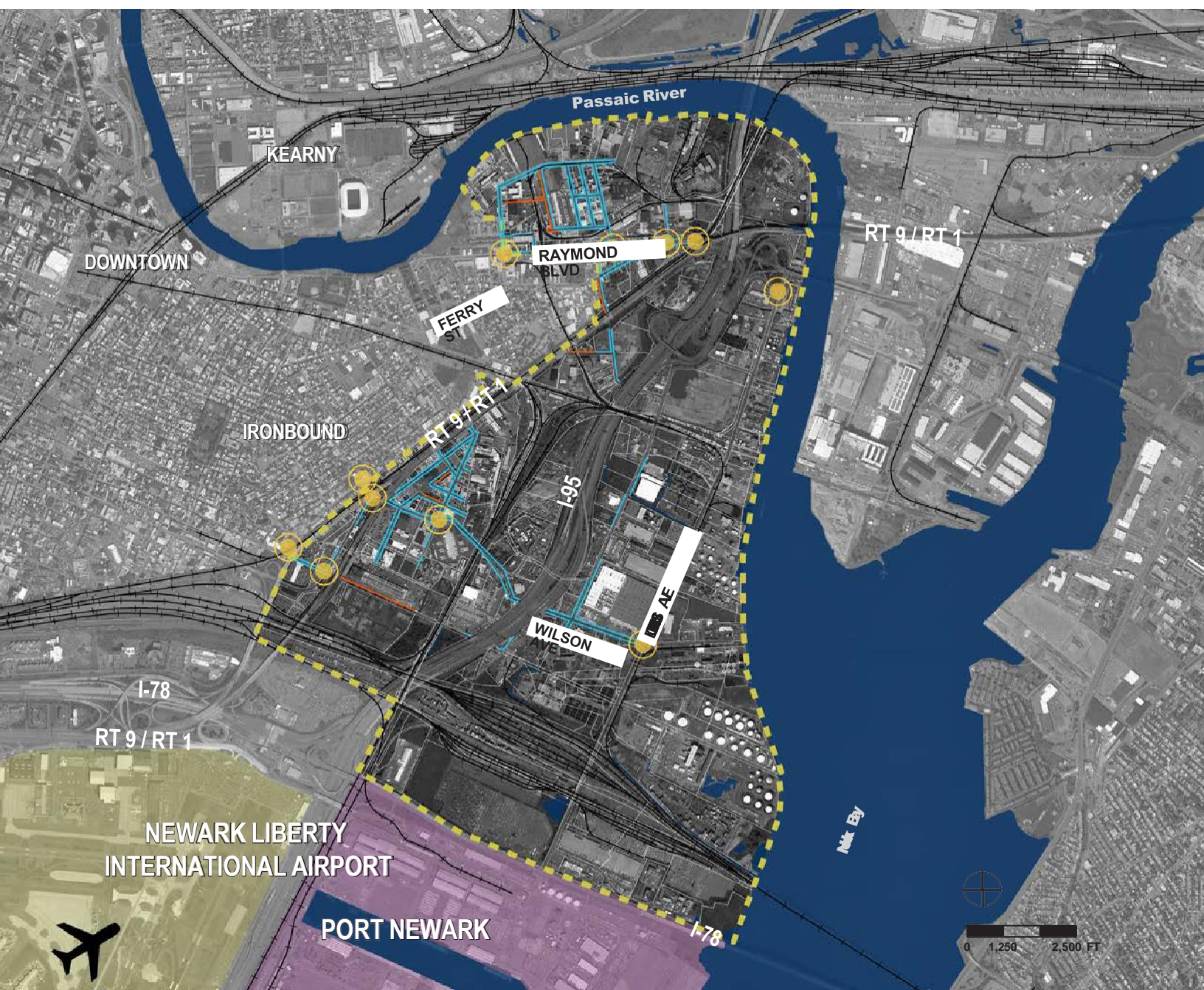
TRAFFIC AND CONGESTION:

- ◁ Truck traffic, congestion and idling.
- ◁ Trucks are double parked on already narrow and heavily trafficked streets.
- ◁ Lack of enforcement.
- ◁ Trucks using residential streets, in the East Ferry area, disturbing and sometimes destroying the façades of buildings and other infrastructure



Transportation & Connectivity

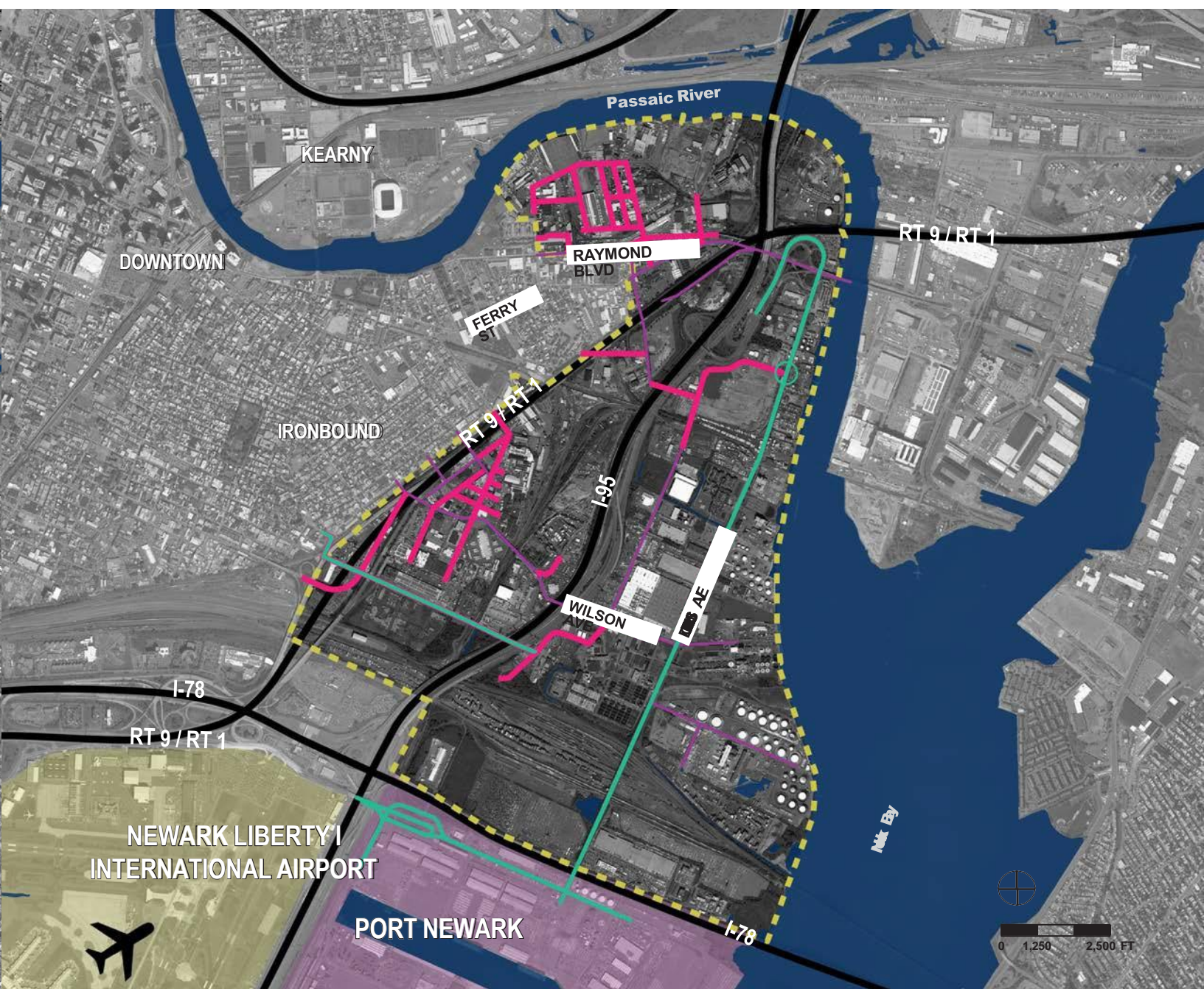
CONCERNS



EXISTING PEDESTRIAN INFRASTRUCTURE

LEGEND

- Paved Sidewalks
- Unpaved / Obstructed Sidewalks
- + Signalized Intersections



EXISTING ROAD CONDITIONS

LEGEND

- Good Condition (but in need of improvements)
- Poor Condition (unimproved)
- + On-Going & Proposed Improvement Projects

Transportation & Connectivity

GOALS + ACTIONS

◁ Work in collaboration with the state to improve vehicle, truck, and transit access and mobility to the District to support existing and future businesses and workforce.

- ◁ Consider widening Doremus Avenue.
- ◁ Identify staging and parking areas.
- ◁ Strengthen idling regulations and enforcement.
- ◁ Analyze performance of existing signalized intersections.

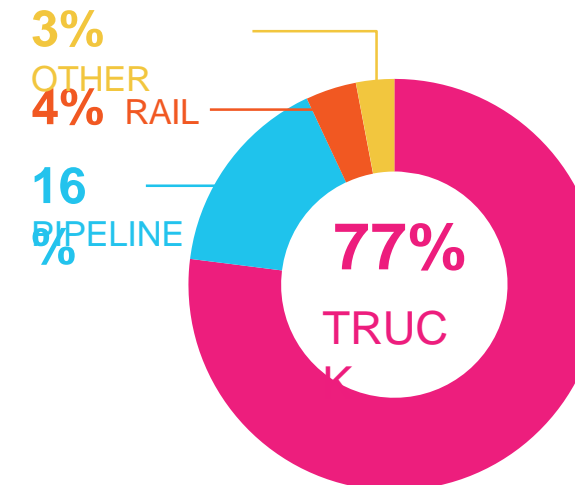


TRUCK ROUTES

- National
- Local
- State
- County
- Prohibited

FREIGHT TRANSPORTATION NETWORK Tons by Mode, 2020

SOURCE: NJTPA FREIGHT FORECASTING TOOL, 2020



Transportation & Connectivity

GOALS + ACTIONS

◁ Invest in the re-design and improvements of streets and streetscape to better serve the existing businesses and employees, and to increase capacity, reduce idling and flooding, and provide safety.

- ◁ Streetscape – sidewalk, planting, lighting, low-walls
- ◁ Intersections – Signals, crosswalks
- ◁ Green Infrastructure - Bio-swales



INDUSTRIAL STREET RE-DESIGN

SOURCE: NACTO

THANK YOU

Port and Maritime 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

A red arrow points from the chat icon in the top right corner to the text 'Please use the Chat box...'. Another red arrow points from the text 'Please mute yourself...' to the mute icon in the bottom left corner.

April Freight Initiatives Committee Agenda

- Roll Call of Members
- Approval of Minutes
- Update on NJTPA Freight Division Activities
- Annual Port and Maritime Update
- Two-minute Reports on Freight Activities from Committee Members
- Next Meeting: Tuesday, June 21, 2022 – Annual Trucking Industry Update



Thank you. Stay healthy and safe.

A screenshot of a Zoom meeting interface. At the top, there's a header bar with "View Who's Talking" and icons for participants (1), chat, and settings. A red arrow points to the chat icon. The main area has a dark background with white 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 bottom toolbar. The toolbar includes a "You are muted." notification, a "Mic" button (red with a slash), "Camera", "Screen", and "Leave" buttons. The text "Please mute yourself when not speaking." is positioned above the "Mic" button.

View Who's Talking

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You are muted.

Mic Camera Screen Leave