





April 19 Freight Initiatives Committee Agenda






- Roll Call of Members
- Approval of Minutes
- Update on NJTPA Freight Division Activities
- 2021 Rail Freight Update
- Two-Minute Reports on Freight Activities from Committee Members
- Next Meeting: June 14, 2021 – Annual Trucking Industry Update
- Adjournment



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NJTPA Freight Division Update

The Pandemic Accelerated the Use of Ecommerce

Comparing growth: US **ecommerce** vs. **total retail*** sales
Year-over-year growth, 2010-2020

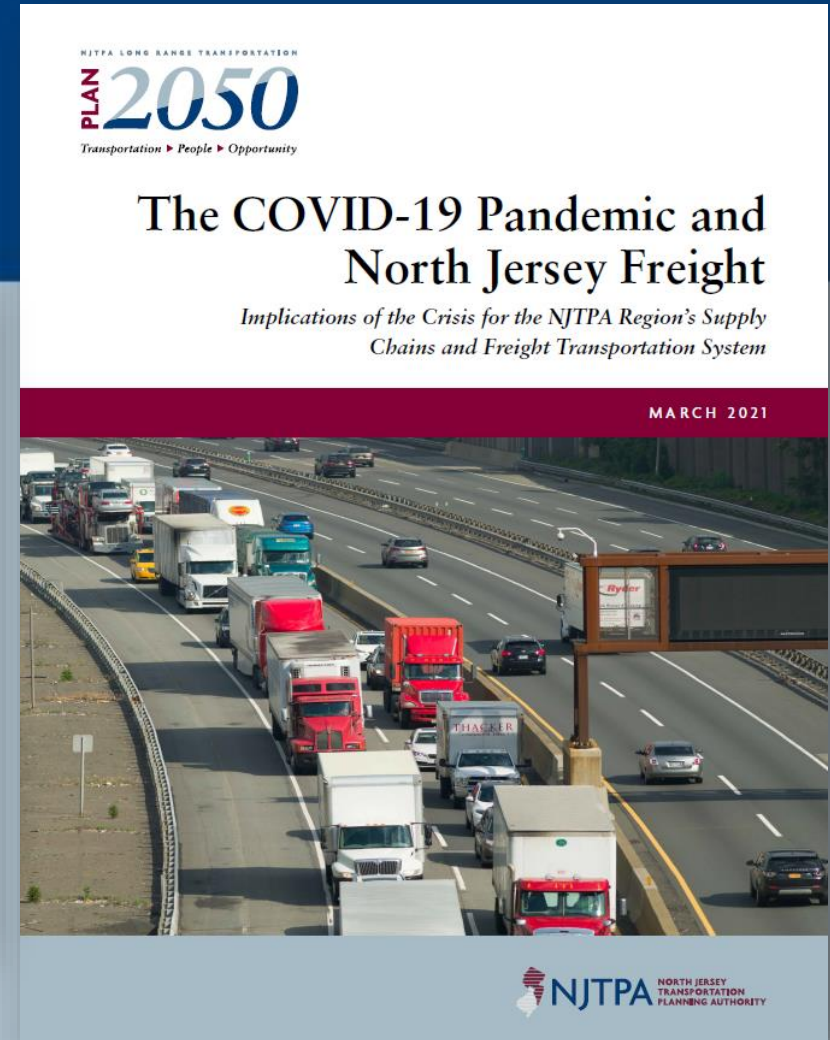


Source: Digital Commerce 360, U.S. Department of Commerce; Updated January 2021

*Total retail figures exclude sales of items not normally purchased online such as spending at restaurants, bars, automobile dealers, gas stations and fuel dealers



Source: The New Yorker



Download the Report at:

https://www.njtpa.org/NJTPA/media/Documents/Planning/Plans-Guidance/Planning%20for%202050/njtpa_Covid-19_freight_report.pdf

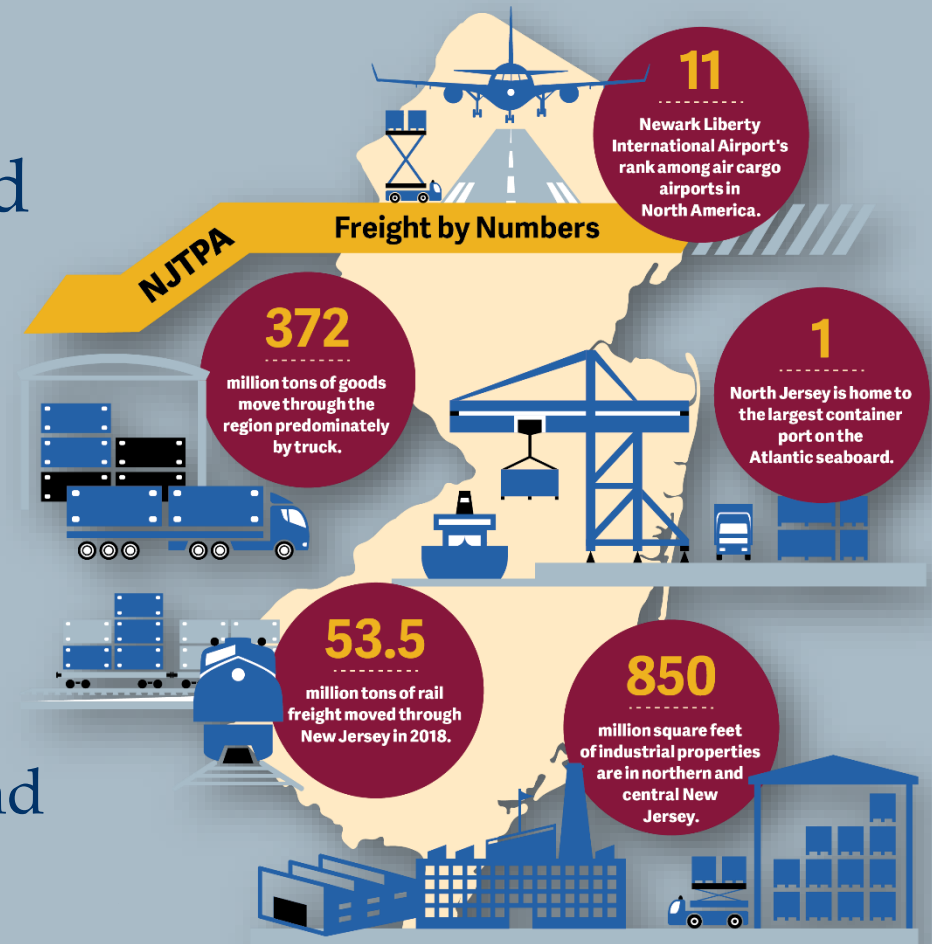


Regional Industrial Real Estate Update

- Nearly 850 million SF in the Region
- 4 buildings in 2.3 million square completed
- 9 buildings started
- Over 140 buildings added since 2017
- 1Q21 Leases reflect retail and logistics:
 - FedEx
 - UPS
 - Williams Sonoma, Melissa and Doug, Crate and Barrel



Source: CBRE



NJTPA Freight Division Update

- Freight Concept Development
 - FY2021 Program underway
 - Berkshire Valley Road Truck Circulation Project in Roxbury, Morris County
 - Port Reading Secondary South Main Street Grade Crossing Elimination Project in Bound Brook, Somerset County
- Truck Parking
 - Effective Communications Survey of Drivers
 - Emergency Truck Parking Needs and Assessment







Learn more at www.njtpa.org/freight

April Freight Initiatives Committee Presentations and Discussion






- **Conrail Update**, Ryan Hill, Chief Engineer, Design and Construction, Conrail
- **PANYNJ Cross Harbor Railcar Float**, Matt Masters, General Manager, Port Planning, Port Authority of New York and New Jersey
- **NJDOT Rail Freight Assistance Program**, Genevieve Clifton, Manager, Offices of Maritime Resources, Freight Planning and Grants Management, NJDOT



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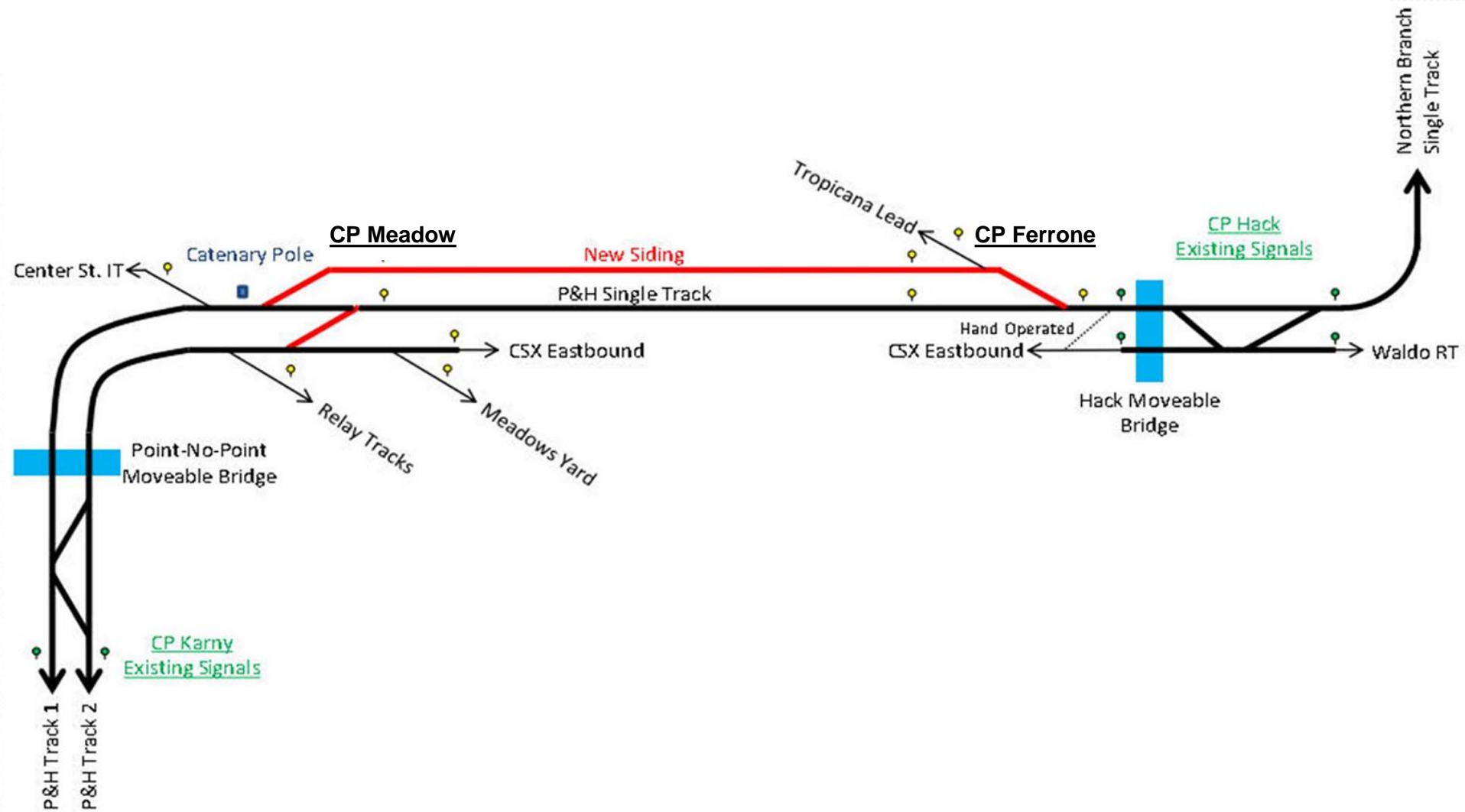
North Jersey Project Update



Hack to Kearny Double Track

- New 7,000' controlled siding between CP Hack and CP Kearny on Conrail's P&H Line
- The project extends double track operation to CP Hack; currently terminates at CP Kearny
- Project requires two new interlockings: CP Meadow and CP Ferrone
- Track construction nearly complete
- Signal construction is underway
- New siding and interlockings scheduled to be in service July 2021
- The new siding will eventually extend across PNP bridge when that bridge is replaced
- Conrail partnered with NJDOT and PANYNJ for project funding

Second Main Track Expansion Hack to Kearny



Waverly Loop

- The Waverly Loop will allow progressive moves north out of Greenville Yard while providing another route north from Pt. Newark
- The Loop will provide more flexibility with Conrail's North Jersey Terminal
- Conrail let a contract to construct two new bridges and complete track bed construction along the new Loop alignment. That work is complete
- Conrail is out to bid for a contract to construct the track infrastructure along the Loop
- Conrail's Signal Department needs to extend existing CP Pike, install approach signals on the Loop and install DTMF switches
- Work is planned to be complete end of this year or early next
- Conrail partnered with NJDOT and PANYNJ for project funding

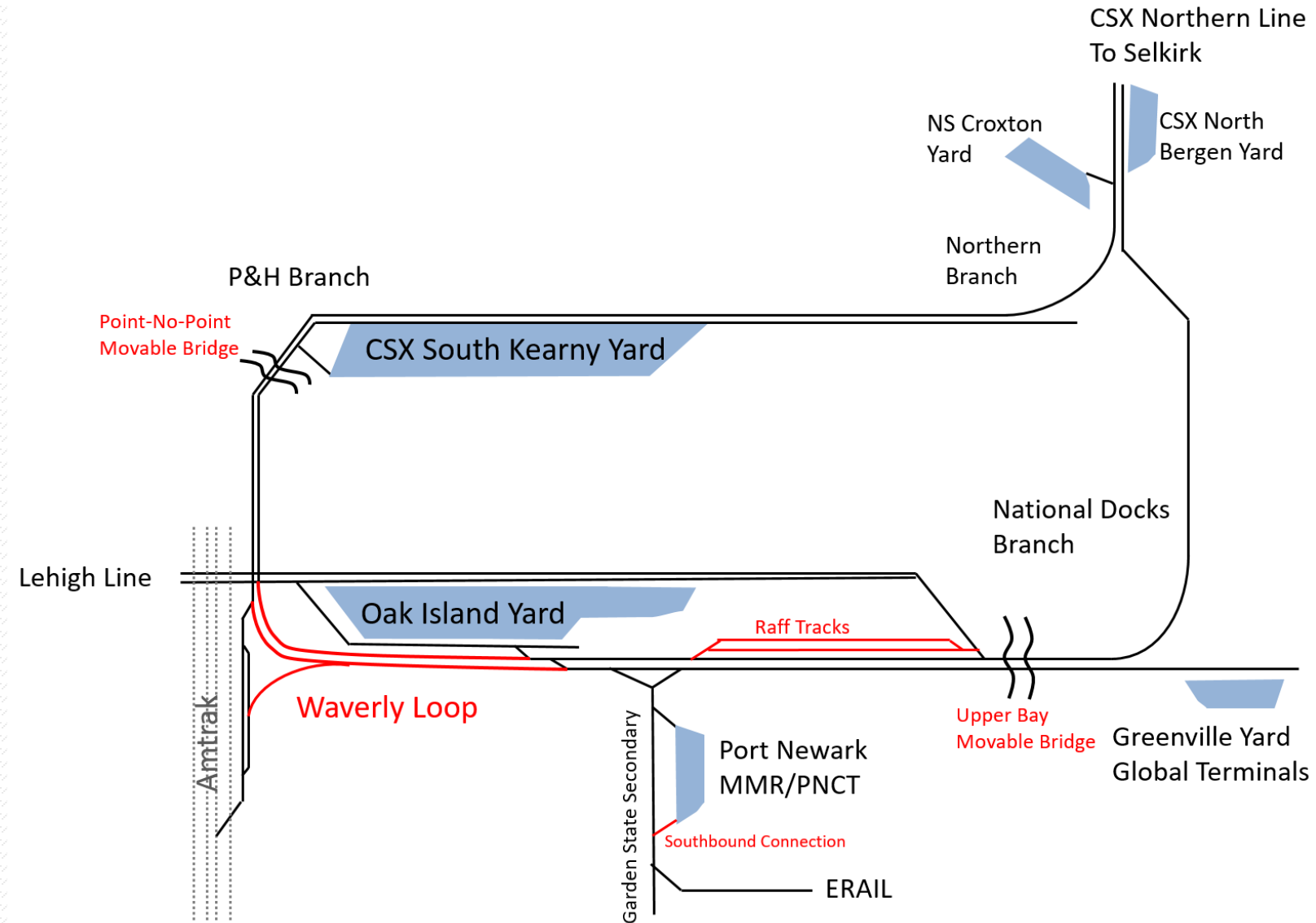
Waverly Loop



Waverly Loop



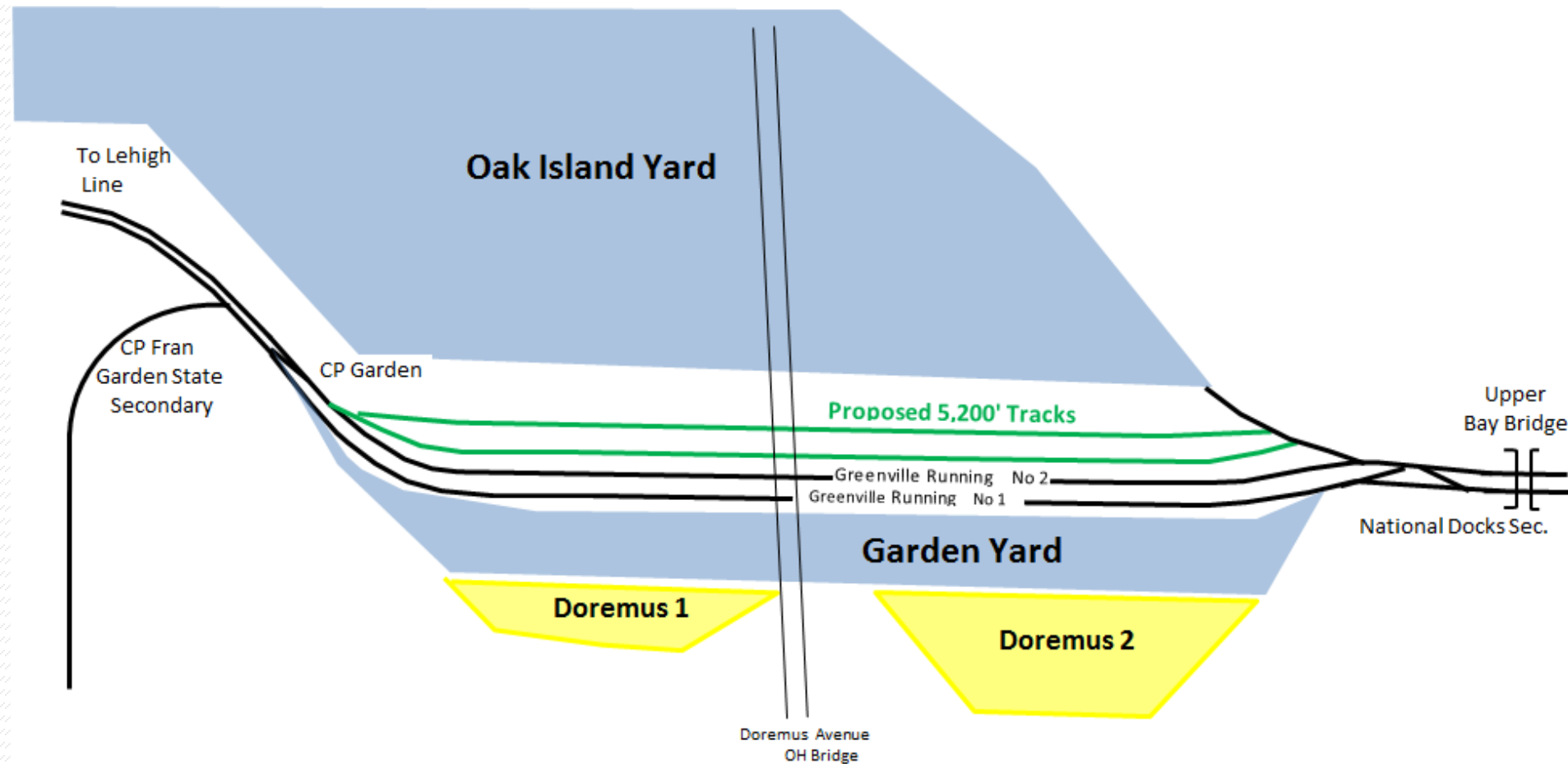
Waverly Loop



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

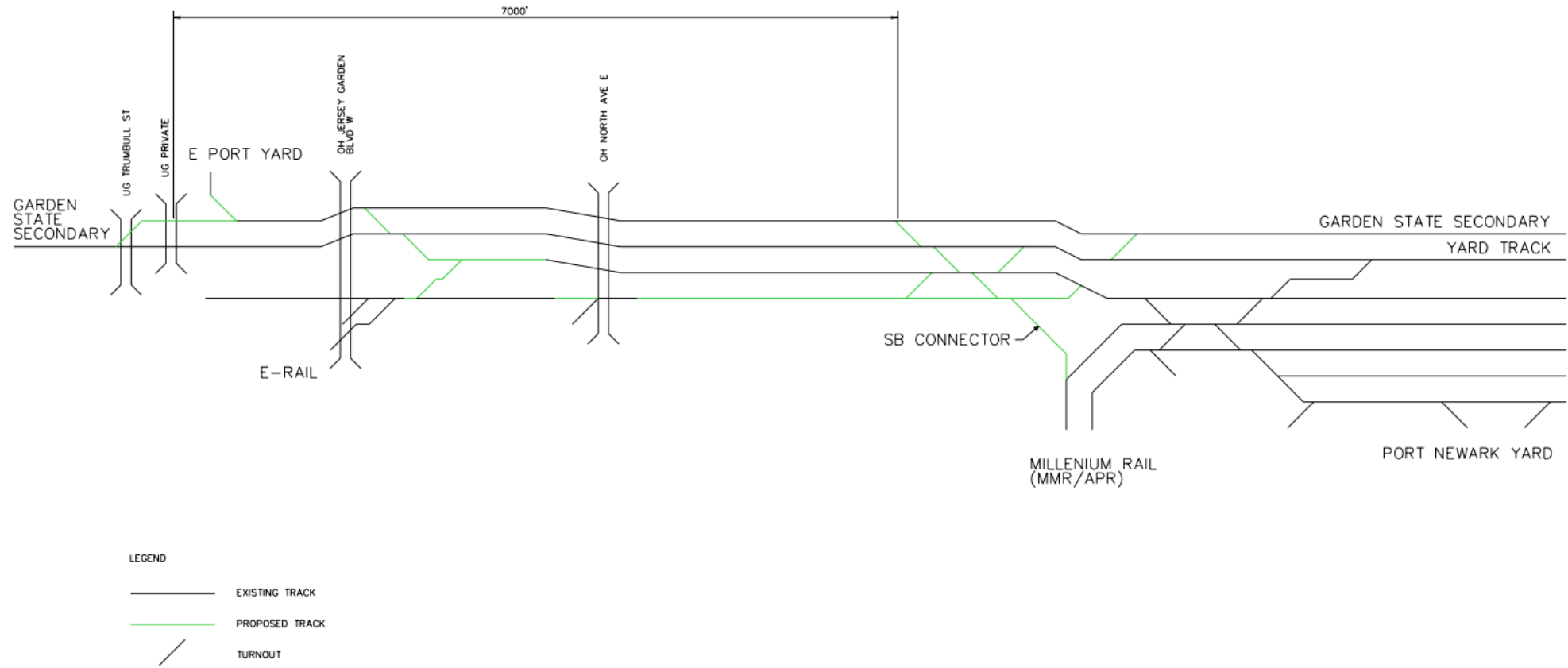
Oak Island Yard Track Expansion Project



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 2022/2023 construction

Southbound Connector & Garden State Secondary Improvements



Point No Point Bridge Replacement

- The existing movable bridge is at the end of its service life
- 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
- Conrail is finalizing the necessary real estate transactions and permitting for the project.
- Design is at 90%
- Bid Documents will be ready by the end of 2021
- Construction is scheduled to take 2.5 years
- PATH, AMTRAK, NJT and CSX are all major stakeholders

Point No Point Bridge Replacement



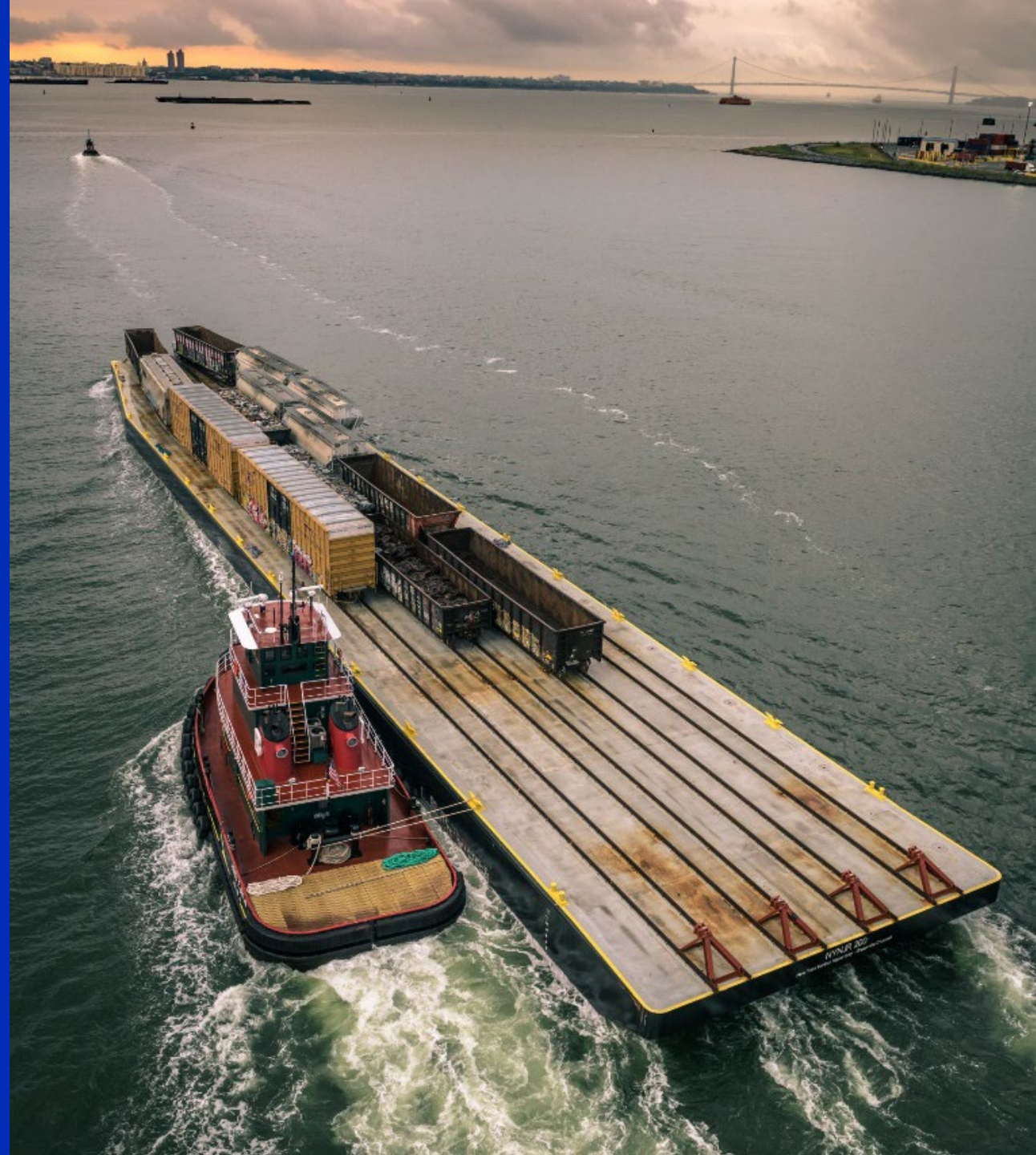
New York New Jersey Rail Update

NJTPA

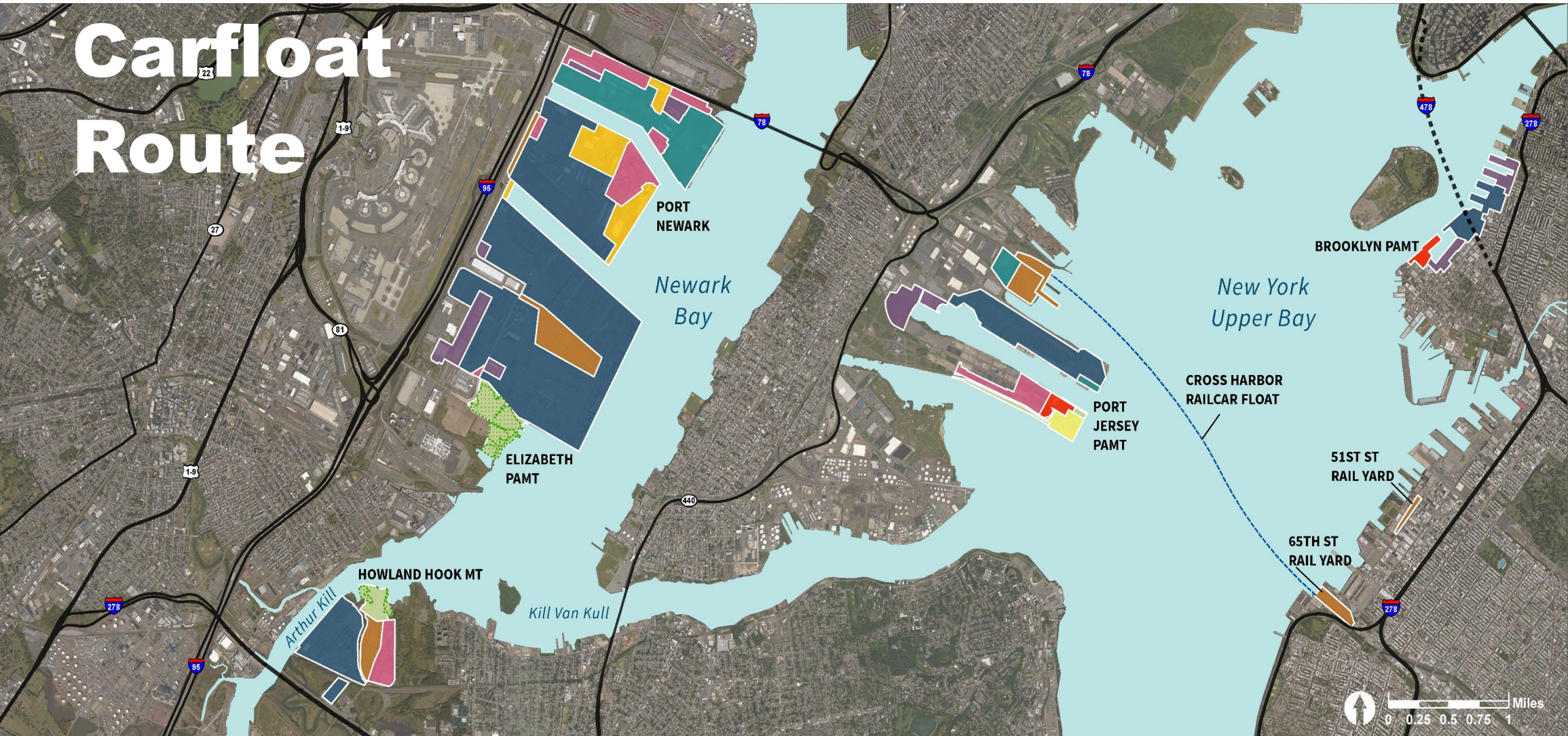
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**PORT
AUTHORITY
NY NJ**

AIR LAND RAIL SEA



Carfloat Route

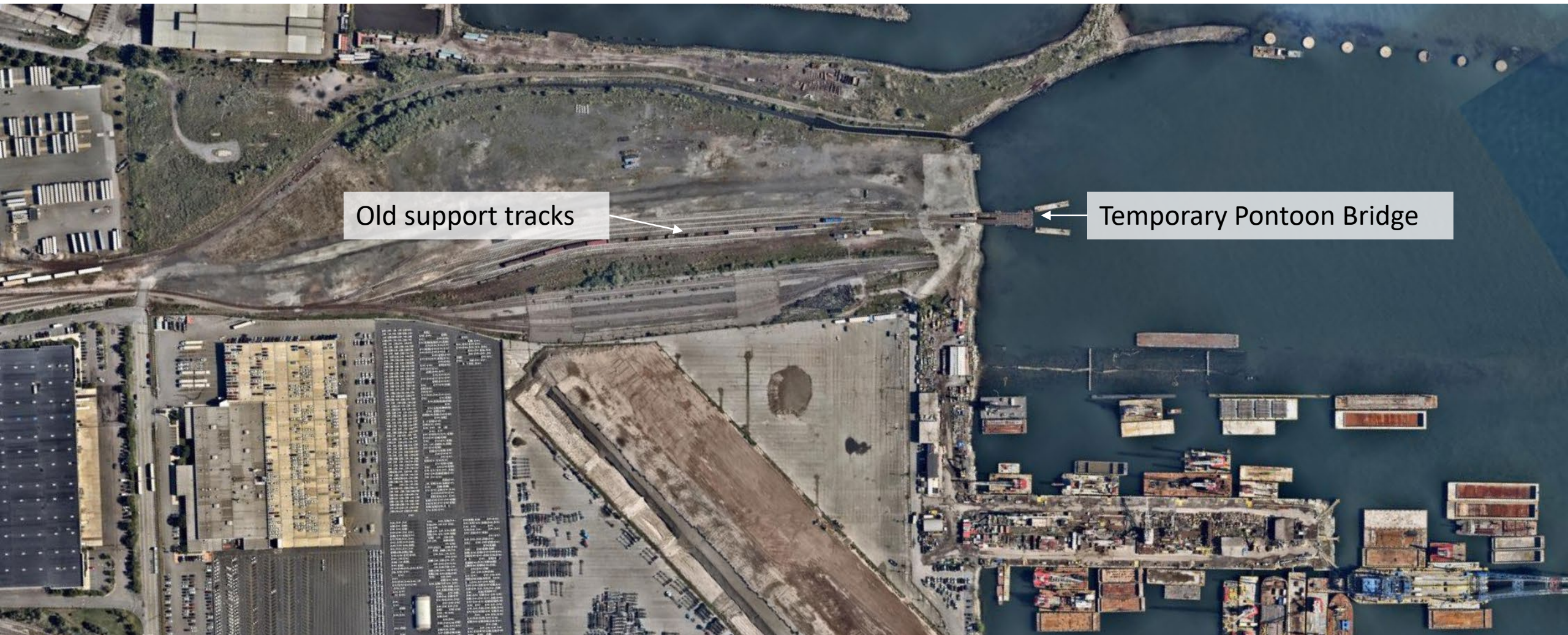


New Capacity and Access via NYNJR

- Interchange service in NJ from Conrail provides connections to NS and CSX.
- Only other connection to Long Island is via Selkirk, 160 miles to the North
- Interchange service between NYNJR and New York and Atlantic (NYA)
- Only significant new capacity being built to provide additional, competitive rail access to points East of Hudson



Greenville Yard - 2014



Old support tracks

Temporary Pontoon Bridge

Greenville Yard - 2021



New classification yard
(24,000' of track)

New Transfer Bridge

"CHA" Arrival Track

ExpressRail Port Jersey

New Transfer Bridge



New Carfloat



Facilities & Services

→ Interchange with New York & Atlantic (NYA)

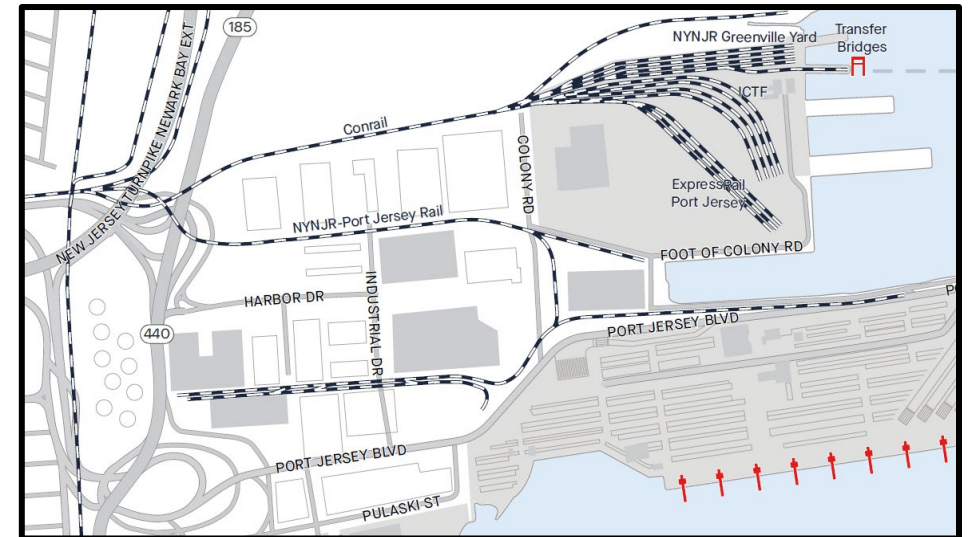
- Access to customers in Brooklyn, Queens, and Long Island via NYA operations on the LIRR network
- Dedicated freight-only connection via Bay Ridge Branch to NYA's Fresh Pond Yard

→ 65th Street Transload Space

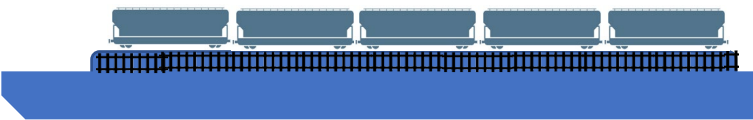
- 15 acres outdoor space
- 3,000' of track for transloading
- 24/7 security via Brooklyn Army Terminal

→ Port Jersey Warehouse

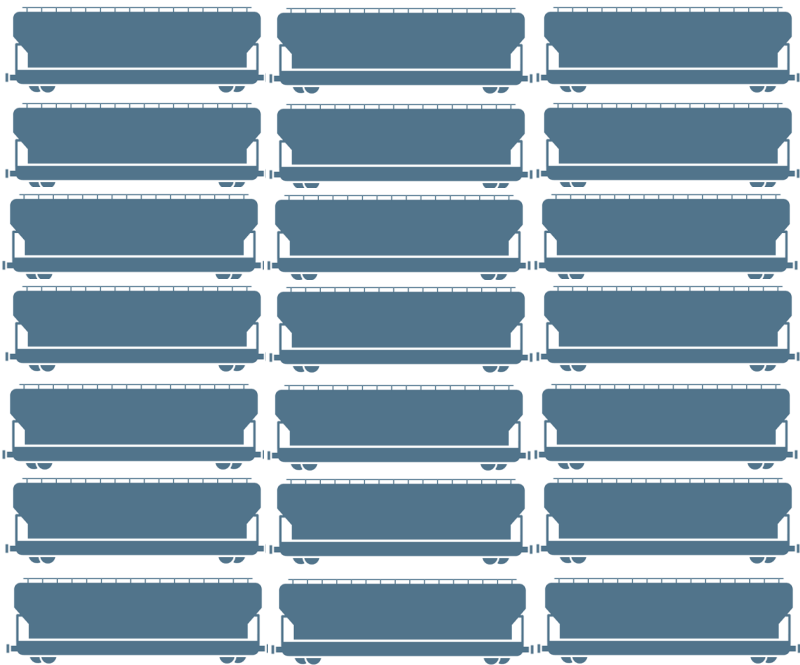
- Direct rail service to cluster of warehouses in Port Jersey



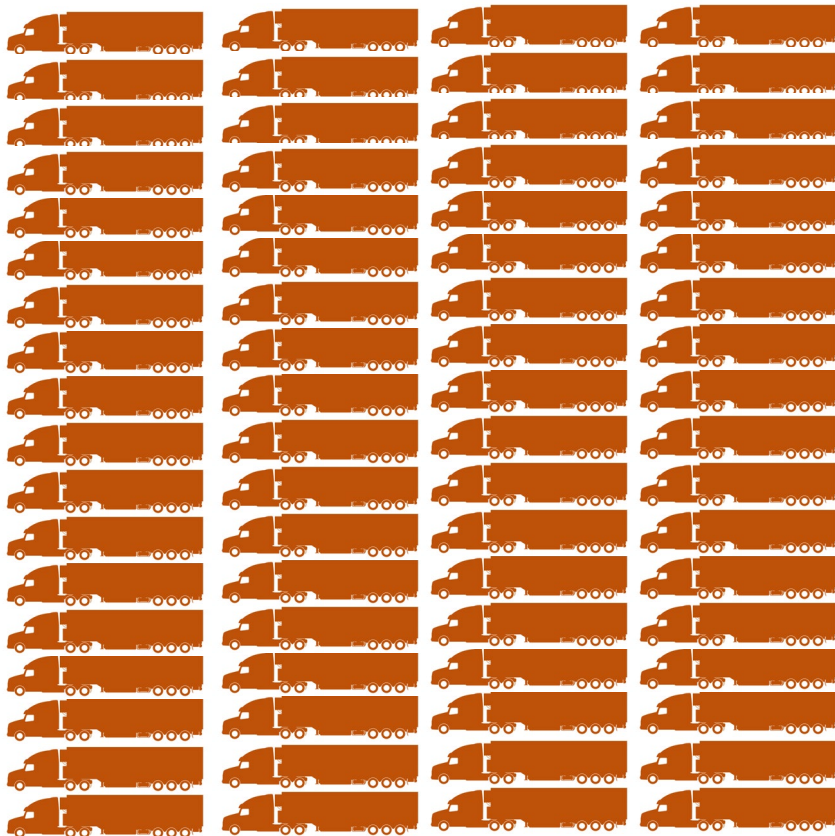
Economies of Scale = Environmental Benefits



High-Capacity Carfloat



18 Rail Cars



72 Semi Trucks

Room for Growth

- New Infrastructure built for 24,000 annual carload capacity
- Current baseline operation provides capacity for over 9,000 annual carloads (two carfloat roundtrips/day, 5 days/week)
- Operation can easily scale up to meet customers' needs (3-4 floats per day, 6 day/week service as needed)
- Work closely w/ interchange partners (CR/NYA) to align service
- **Immediate capacity to move cargo**

NYNJR Commercial Advantage

- Domestic Freight Route Option
 - Connecting national rail network to and from NYC, 5 Boroughs and Long Island
 - Freight-exclusive right-of-way west of Jamaica
- Transload facilities next to major truck routes
- Plate F and 286K lb. capacity
- Ability to handle Project Cargo

NYNJR Commodities

Recyclables



Cement



Beer



Forest Prod.



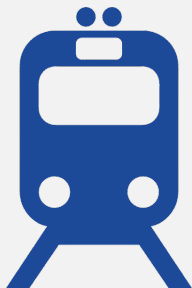
Food Products



Building Materials



Project Cargo



Fuel



Additional Food/Beverage Products



Thank you! Questions?

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NJTPA FIC Meeting - April 19th

NJDOT'S Rail Freight UPDATE



Presented By:

Genevieve Clifton

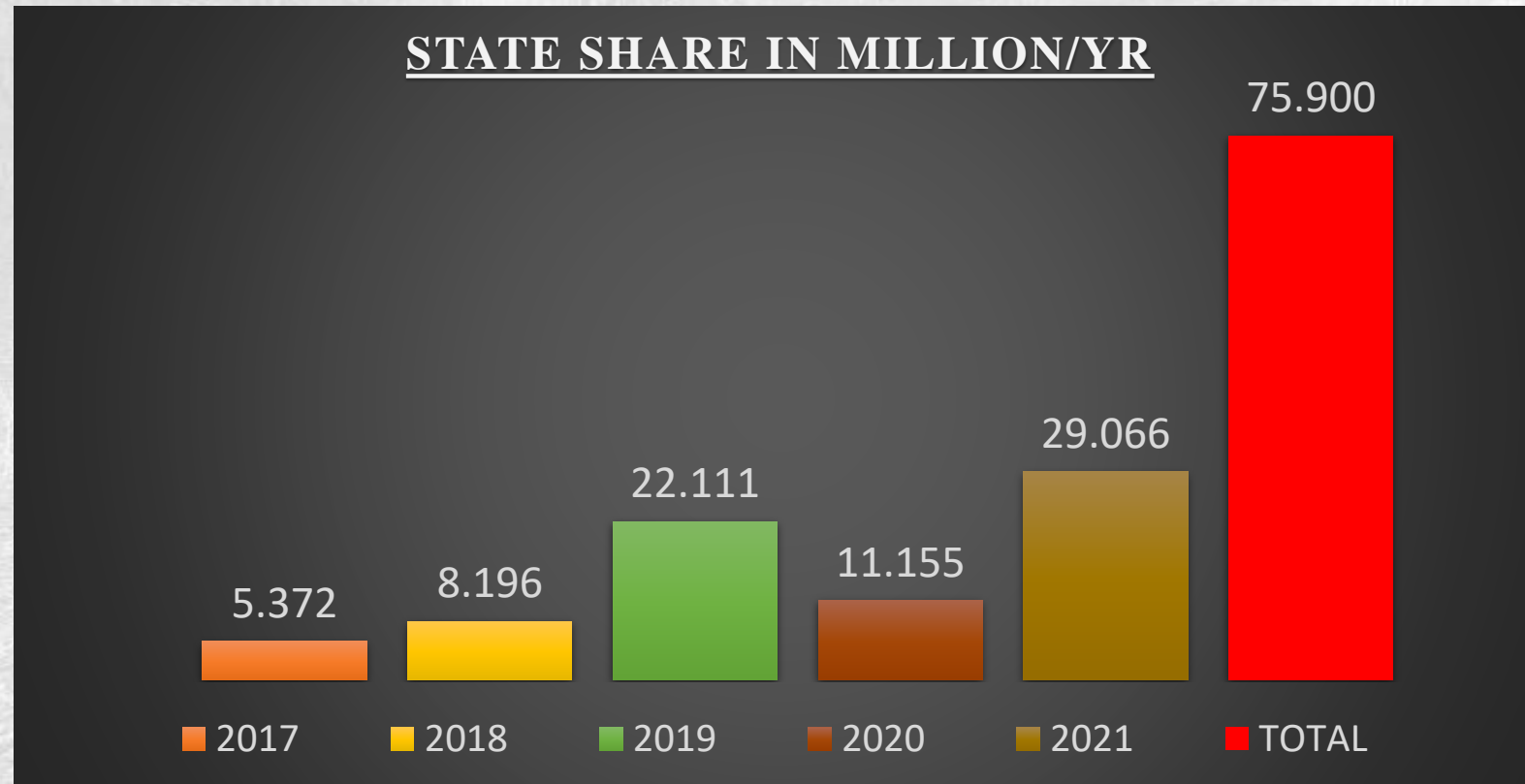
New Jersey Department of Transportation
Manager, Office of Freight Planning
Office of Grants Management
Office of Maritime Resources

Rail Freight Assistance Program (RFAP) Highlights

The New Jersey Rail Freight Assistance Program (RFAP) provides \$25 Million annually in funding to preserve, rehabilitate, and enhance rail freight infrastructure. This responsibility is managed by the New Jersey Department of Transportation Office of Grants Management (OGM)

- Program was established in 1976; in 2017 the legislature passed a bill that increased program funding from \$8 Million to \$25 Million annually.
- In 2021, the RFAP has hit the mark of **\$100M** investment from the time of \$25M annual investment.
- Total active projects as of “today”: **35 – \$96.25 Million in Investment**

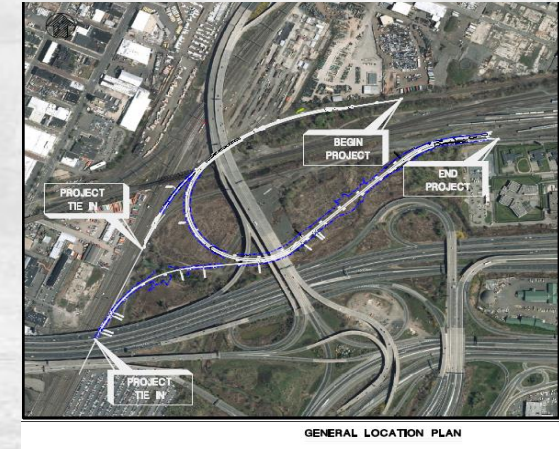
State's Financial Investment in NJTPA region



KEY Projects in NJTPA Region

Conrail: Waverly Loop Connection

- The Waverly Loop is an approximately one-mile long double-track connection in Newark which will allow trains from both the Port Newark and the (currently under construction) Greenville Intermodal yards to directly connect through a single progressive move and proceed northward on Conrail's Northern Branch and CSX's River Line.
- Construction start date – August 2020; Project will be completed 2023.
- This project is funded under RFAP 2019 program; State Share **\$12,903,049.58**



KEY Projects in NJTPA Region

Dover and Delaware River Railroad : Washington Yard Improvements



- This Project will include the construction of a new double ended "Westbound Hold" track for classifying traffic destined for interchange and other points west of Washington.
- The overall scope includes installation of four (4) No. 10 turnouts, approximately 1,600 T.F. of new track, and surfacing of 4,700 feet of track.
- This project is funded under RFAP 2020 program, State Share **\$1,471.234.50.**
- The project will be completed by June 2022.

KEY Projects in NJTPA Region

Somerville Business Park: Rail Freight Project Phase I



Before Construction

- This project designed and revitalized the roughly 3-mile rail network serving the 3 million plus square ft. facility in Hillsborough, New Jersey, a very important and strategic operation in one of the nation's busiest rail corridors, linking to the Northeast Corridor at Bound Brook, New Jersey, ending at Oak Island; State Share **\$3,099,920.40**.
- Project was funded under RFAP 2020 program; work completed in 2020.



After Construction

KEY Projects in NJTPA Region

NYSW: Replace & Rehab Bridge 71.5 RT 23 Hamburg



Before Construction



After Construction

- Hamburg project replaced the 69' single-span steel through-girder superstructure and repair the existing concrete abutments of Bridge #71.5 over Route 23 in Hamburg, Sussex County.
- Project was funded under RFAP 2018 program.
- State Share **\$2,529,000.00**
- Project completed in 2020

KEY Projects in NJTPA Region

PANYNJ: Port Street Lead Reconstruction



Before Construction

- The reconstruction of track and grade crossings at New Jersey Marine Terminals (NJMT) between Distribution Street and Navy Street.
- This project enabled the Port Authority to maintain and grow existing Port rail volumes, increased efficiency, reduced environmental impacts, and removed truck traffic from Port and regional roadways.
- The Project was funded under RFAP 2018.
- State Share **\$2,187,000.00**
- Project completed in 2020



After Construction

KEY Projects in NJTPA Region

New York Susquehanna & Western Railway Corp: Overpeck Creek Bridge



Before Construction

- In 2018, Bridge partially collapsed into Overpeck Creek in July 2018, damaging one railcar but causing no injuries or spills.
- The repair of the structure was funded by a **\$4,321,800** grant to NYS&W. The project was completed in February 2019.



After Construction

RFAP 2021 Selected Projects

Sponsor	Project	State Share
Dover and Delaware	F&S Connection and Upgrade – Phase I	\$4,365,000.00
Conrail	Point-No-Point Bridge Replacement	\$9,365,000.00
Raritan Central Railway	Sweetwater Rail Spur Extension	\$2,974,430.70
Dover and Delaware	Stockton Street Curve and Interchange Improvement	\$1,035,870.28
NYS&W	Sparta Serving Yard Track	\$1,738,020.60
Belvidere & Delaware	Copper Hill Track Upgrade	\$673,828.10
Interstate Waste	New Jersey Rail Carrier Rail Freight Project – Phase I	\$3,451,955.62
NYS&W	Install Ties, Ballast & Surface NYSW Main Line Track	\$1,888,650.00
Kinkisharyo International	Kinkisharyo Rail	\$1,752,768.00
Morris County	Dover & Rockaway Rail Realignment Project Design	\$1,820,494.80
	Total	\$29,066,018.10

RFAP 2021 Project Summary

- 12 grant applications were received, representing a total project cost of \$37,432,207.83
- 10 projects selected; total grants = \$29,066,018.10
- Approximately 8 miles of rail upgrade, 6 turnouts, 9 switches, 13 miles of ties replacement/resurfacing and one bridge rehabilitation are in the RFAP 2021 package.
- OGM is currently executing the grant agreements for selected projects.
- Next steps include promptly issuing Notices To Proceed.

Freight Rail Investment Guidance

- If I had \$100 million to spend on freight rail in New Jersey, where would I spend it?
 - What have previous studies said about New Jersey freight rail needs?
 - What trends will impact freight rail needs in the future?
 - What economic and transportation characteristics drive regional freight rail needs?
 - What are appropriate target areas/opportunities for NJDOT's investment in freight rail?

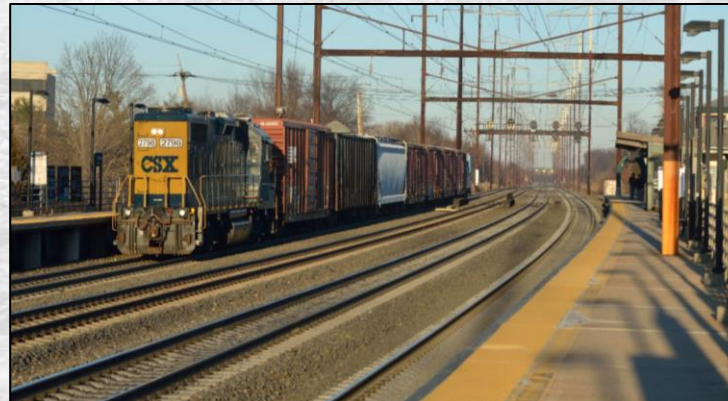
What have previous studies said about New Jersey Freight Rail Needs?

✓ Need to be able to operate modern rail equipment

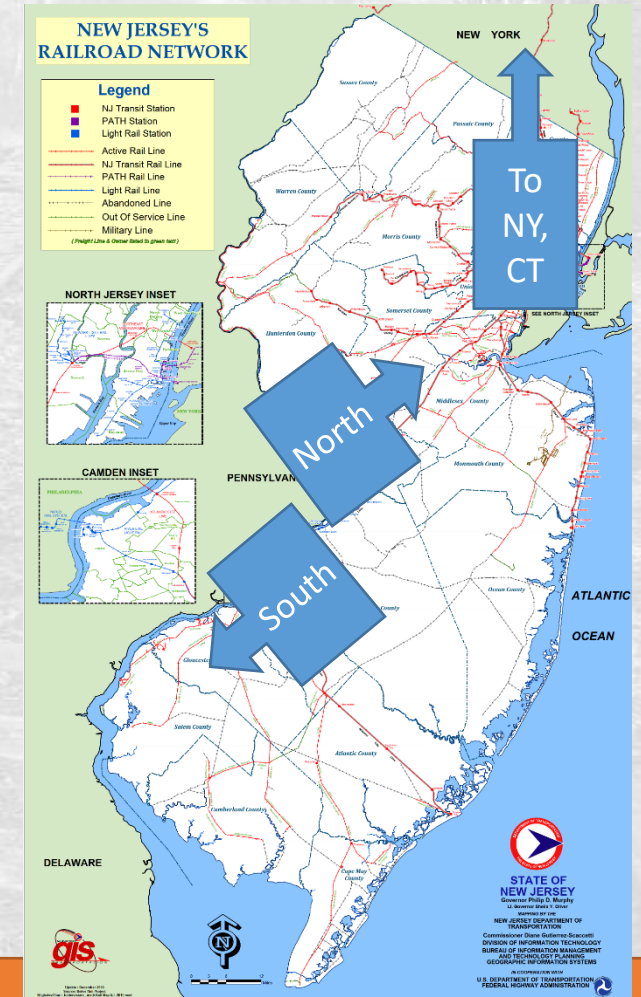


Plate F, 286K railcar

✓ Relatedly, how can freight operate on shared use corridors?

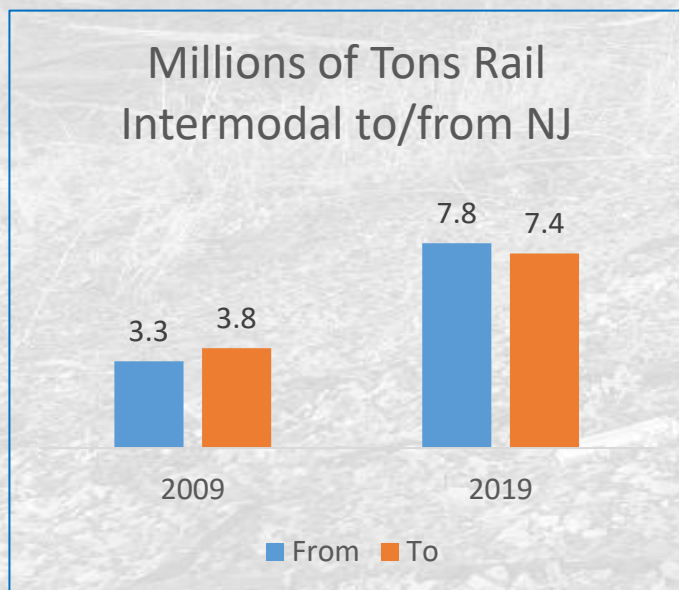


✓ Can't always get there from here!



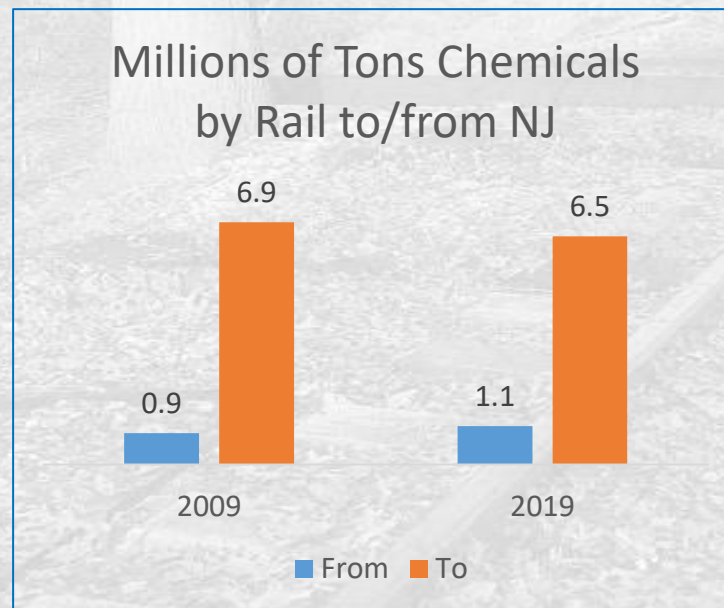
Preliminary Trends that Impact Rail in New Jersey

- ✓ New Jersey continues to grow as a gateway, distribution hub



Strong growth in auto, steel too

- ✓ Deindustrialization? Slow, patchy growth manufacturing commodities



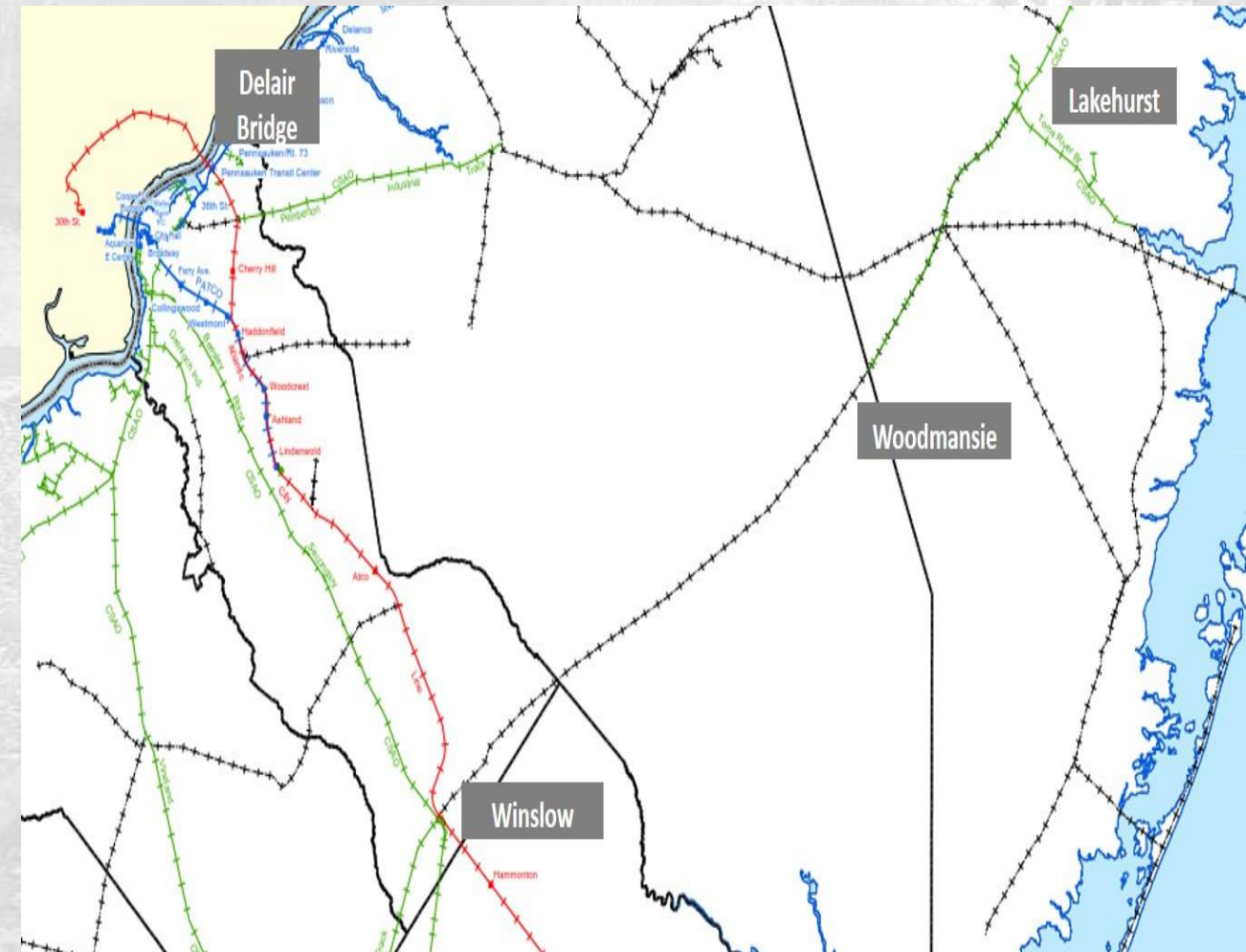
Weak growth in other manufacturing inputs, outputs

- ✓ Rail shipment trends of consumer products like inbound lumber, paper, food, mineral products have been inconsistent

Key question: How can we create favorable conditions for these commodities to be shipped by rail?

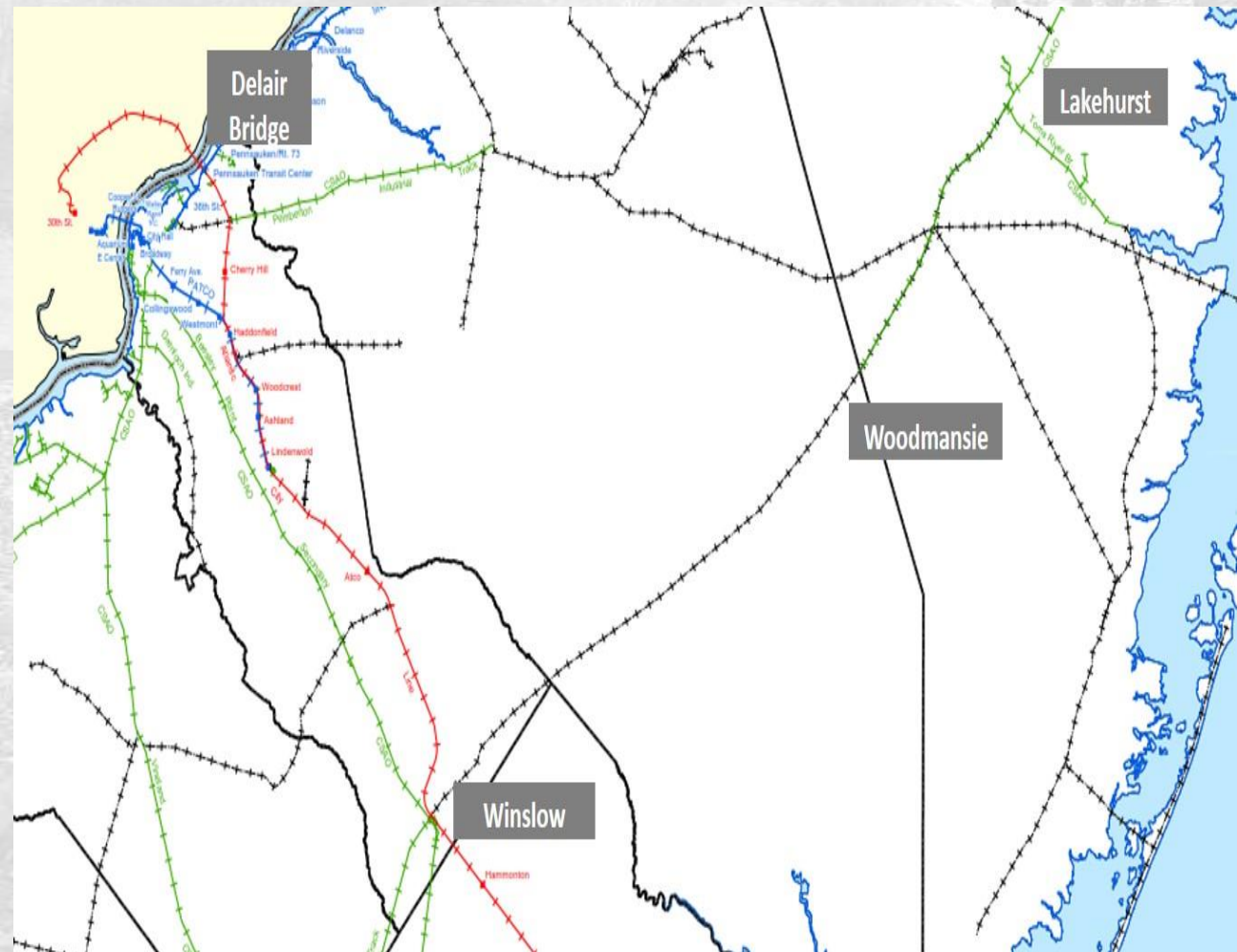
North-South Rail Connector Analysis

- “Blue Comet” route: an abandoned segment of former Central of NJ line between Woodmansie and Winslow.
- 2008 Tier II Screening Report and 2014 Freight Rail Strategic Plan addressed potential for reactivating this line.
- New study to update market justification and identify next steps nearly completed
 - Limited north-south rail movement today; some limited truck to rail diversion potential; little opportunity for rail-served industrial growth along the Blue Comet route due to Pinelands.
 - Pressing need for high clearance national rail network connectivity (east-west) for SJ ports and other SJ rail customers.



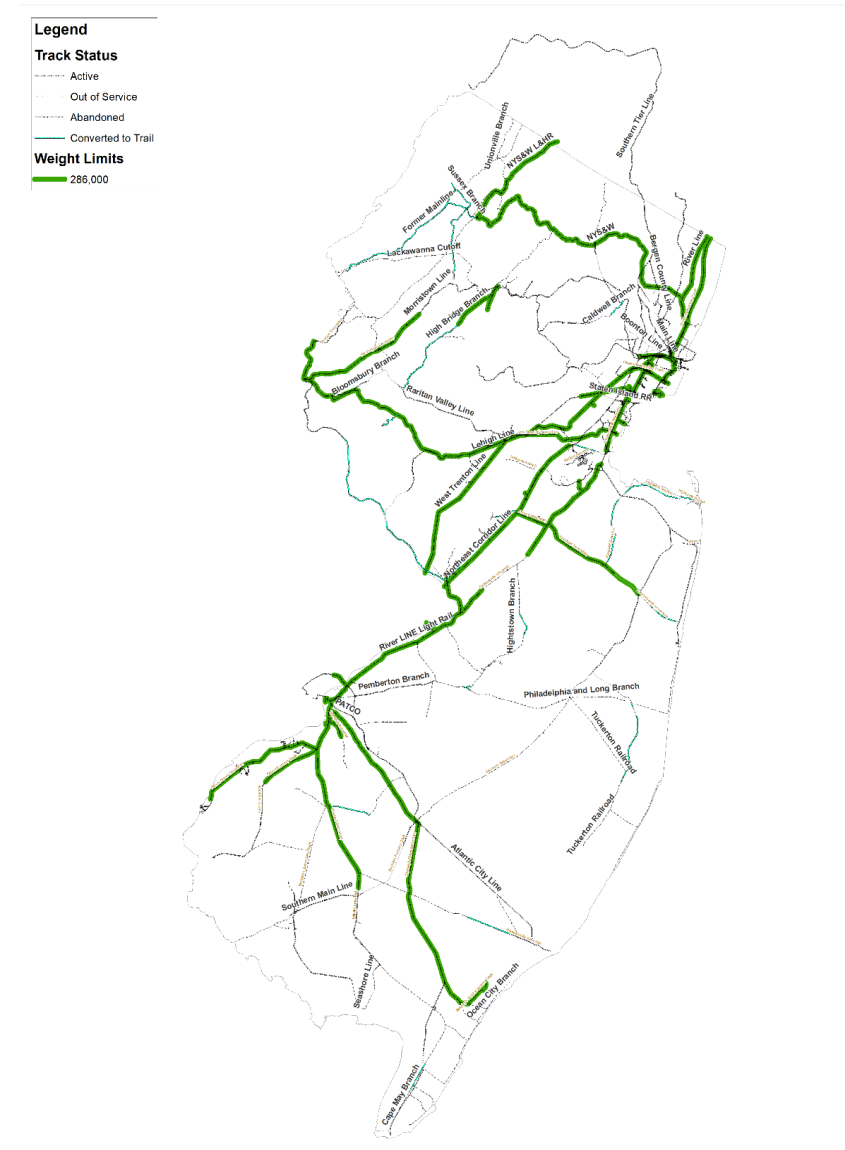
North-South Rail Connector Analysis (cont'd)

- Blue Comet route not the best solution to east-west high clearance access due to circuitry and restrictions north of Woodmansie – but the corridor must be protected and preserved for possible future use.
- Other near-term solutions for east-west access must be explored, in partnership with DVRPC, the state of Pennsylvania, and operating railroads:
 - Clearances in the Phila area
 - Existing vs new connections
 - Innovative options (floats, etc.)



Rail GIS

- The Department has recently finalized a statewide rail GIS database that contains physical and operational attributes of New Jersey's rail infrastructure. It is designed to be a foundation for forthcoming rail asset tracking and analyses.
- It includes the following railroad attributes, including, where known:
 - ☐ Standard Railroad Identifier – similar to SRI for roads
 - ☐ Track owners
 - ☐ Track operators
 - ☐ Trackage rights
 - ☐ Number of tracks
 - ☐ Tracks: Active / Out of service / Abandoned / Converted to trail
 - ☐ Track usage including freight, or passenger
 - ☐ The location of rail yards, etc.

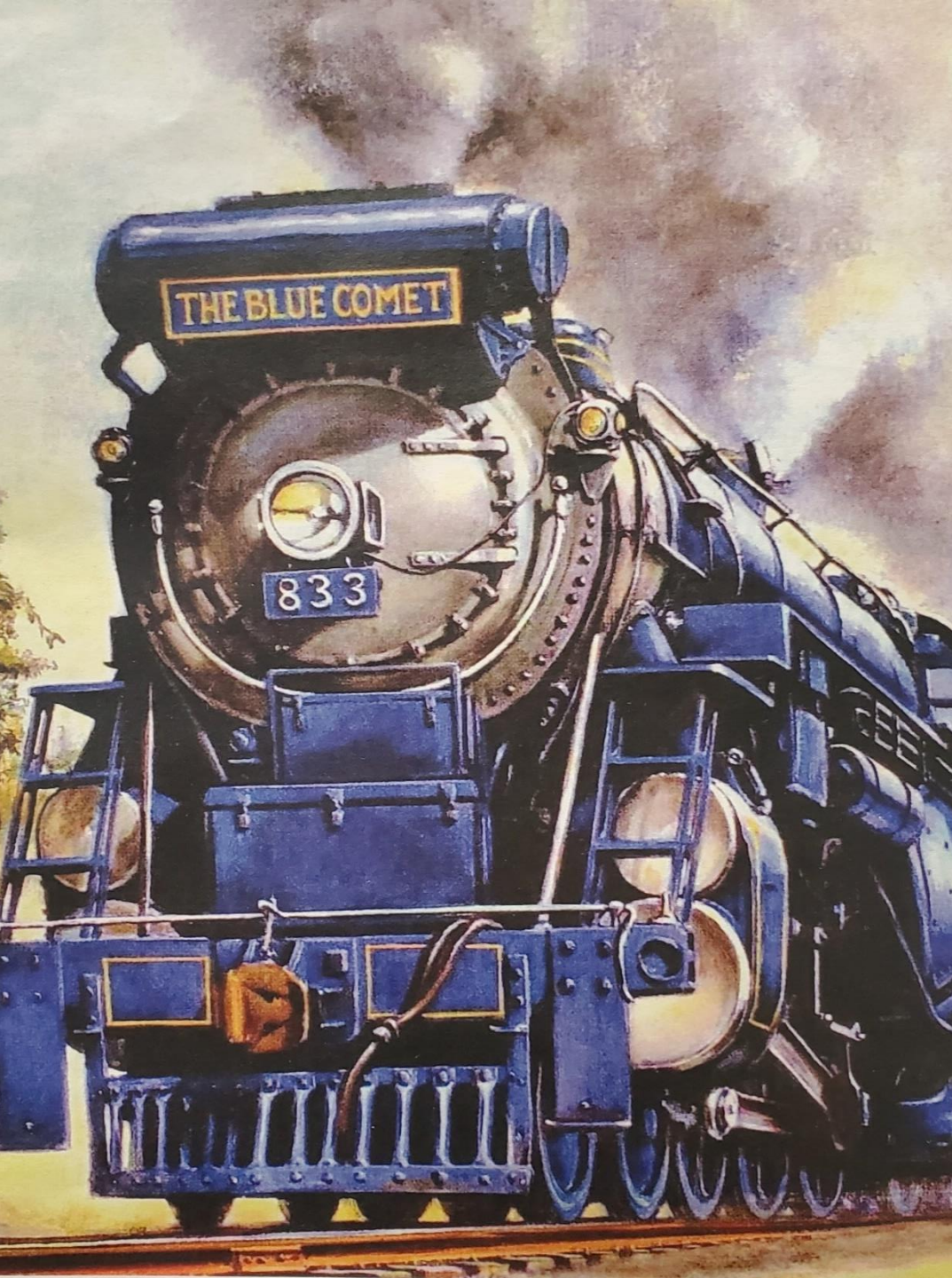


Coming Up

RFAP 2022

- System for Administering Grants (SAGE) will be open from August 15 to October 15 (Website link <http://njsage.intelligrants.com>).
- Announcement letters will be going out in July.
- Information is disseminated through the Department's website at <https://www.state.nj.us/transportation/freight/multimodal/> Department Social Media and through on-going **NJDOT Freight Advisory Committee** meetings, New Jersey Railroad Association (NJRRA) meetings and other applicable venues.









THANK YOU



April Freight Initiatives Committee Presentation Q&A






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