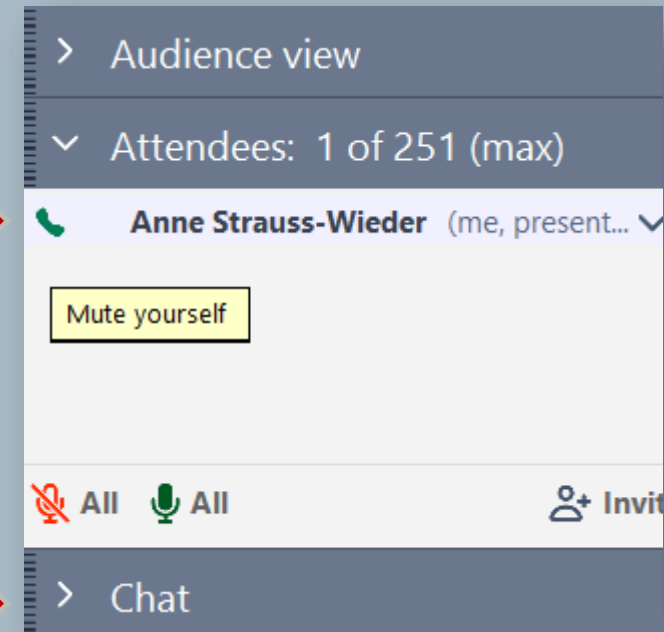


April 20 Freight Initiatives Committee Agenda

- 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: June 15, 2020
- Adjournment

Please mute yourself when not speaking →



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

NJTPA Freight Division Update

- NJ COVID-19 Food Supply Chain and Logistics Working Group
- Truck Parking
- TRB COVID-19 and Supply Chain Webinar
- 2050 Freight Industry Level Forecasts Study
- 2021 Freight Concept Development Program
 - 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

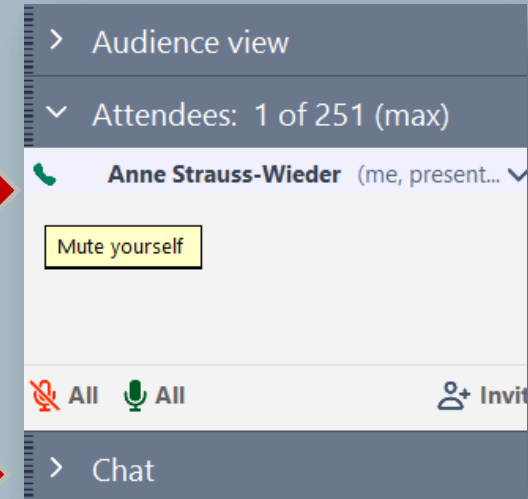


Learn more at www.njtpa.org/freight

April 20 Freight Initiatives Committee Presentations

- PANYNJ ExpressRail System, Cory Wyatt
- PANYNJ Cross Harbor Float Barge, Patrick Thrasher
- NJTPA Pilot Freight Concept Development Program, Scott Parker
- NJDOT Rail Freight Assistance Program, Genevieve Clifton

Please mute yourself when not speaking



Please use the Chat box to ask questions during the presentations





Port of New York
& New Jersey

Express Rail- NJTPA

4/20/2020



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



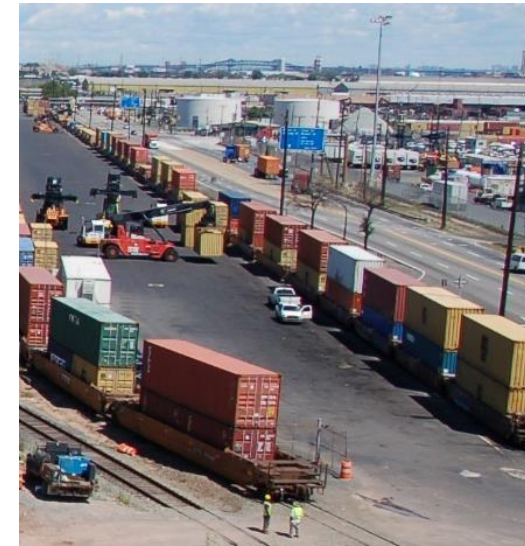
Operator: **Millennium Marine Rail**
Fully Completed: 2014
Capacity: 800,000 Lifts/Year
Cost: \$195 Million

Express Rail Staten Island



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

Express Rail facility	Cost	Capacity (Lifts/year)	Operating Hours	Trains Inbound Daily	Trains Outbound Daily	Tracks/Length	Acres
Port Newark	\$145 mil	250,000	0600-1800 M-Sun	1	1	(4)- 10k ft total	7 Acres
Elizabeth	\$195 mil	800,000	24/7 M-Fri, 0700-1700 S/Sun	2	4	(18)- 44k ft total	70 Acres
Staten Island	\$73 mil	200,000	0800-train finish 3 or 4 days	1	1	(7)- 10,500k ft total	36 Acres
Port Jersey	\$149 mil	250,000	0800-train finish M-Fri	1	1	(8)- 9,600k ft total	34 Acres
Total	\$600 mil	1,500,000					

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/NS
Cleveland NS	Cleveland CSX	Buffalo CSX	Cleveland NS
Columbus NS	Columbus CSX	(Montreal via CSX/CN)	Columbus NS
Detroit NS	Detroit CSX	(Toronto via CSX/CN)	Detroit NS
Pittsburgh NS	Kansas City CSX	Pittsburgh NS	Pittsburgh NS
	St. Louis CSX	Kansas City CSX/NS	Kansas City NS
	Cincinnati CSX	St Louis CSX/NS	St. Louis NS
	Indianapolis CSX	St Paul NS	
	Buffalo CSX	Columbus CSX/NS	
		Cincinnati CSX/NS	
		Detroit CSX/NS	
		Cleveland CSX/NS	
		Indianapolis CSX	
		Syracuse CSX	
		Northwest Ohio yard CSX	
		Louisville CSX	
		Worcester CSX	

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 10,000' track lengths, additional entrance/exit into Port Newark and additional staging, 2020/2021 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

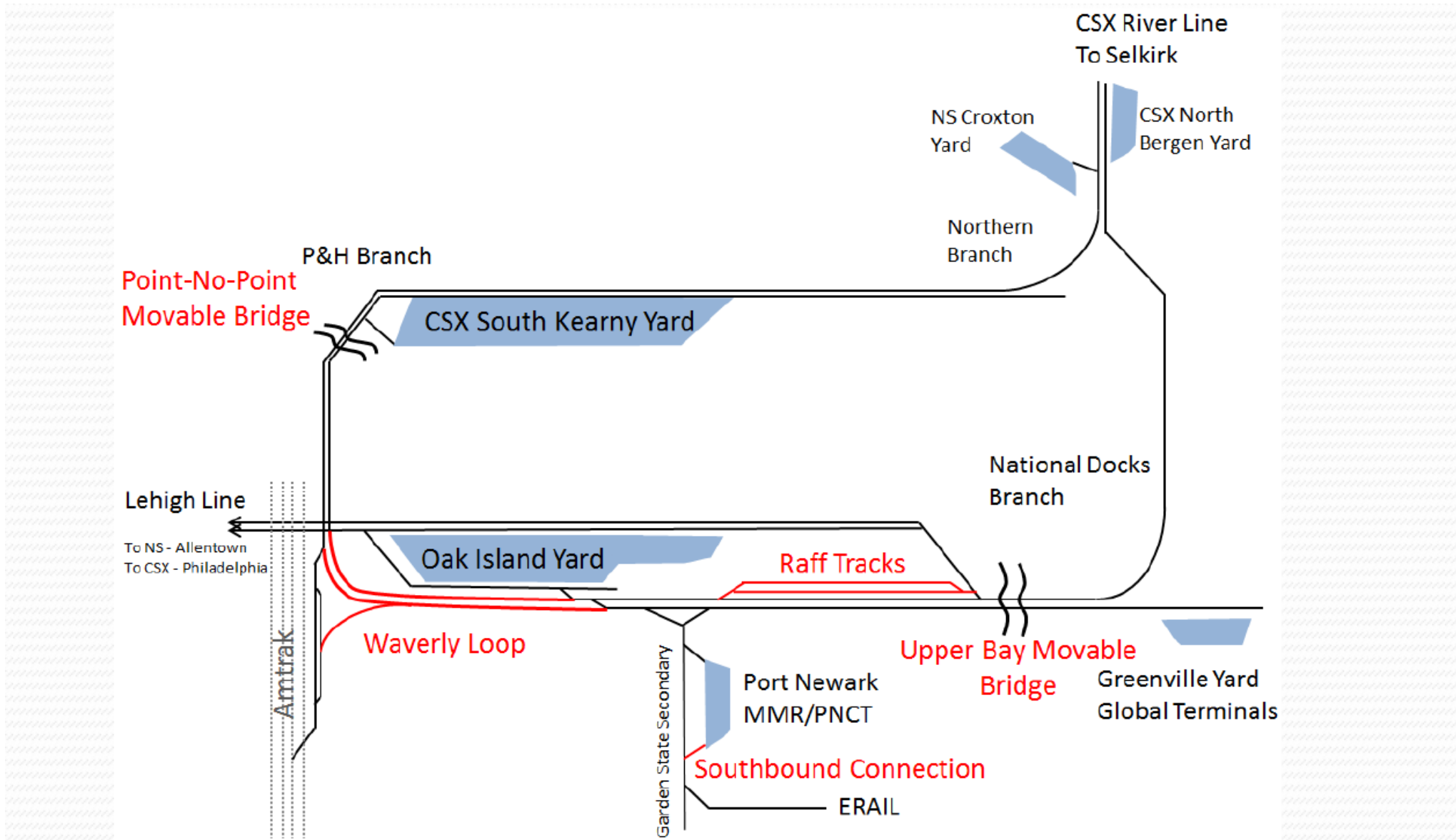
North Raff
Staging Tracks

ExpressRail Elizabeth
Southbound Connector

Improved AKLB
Operating Rules

FUTURE EXPRESSRAIL OPERATIONS





Questions? Thank You

Cory Wyatt

~~Manager~~ Manager Intermodal Rail Development PANYNJ

cwyatt@panynj.gov

<http://www.panynj.gov>

 @panynj

 @panynj

 @panynj

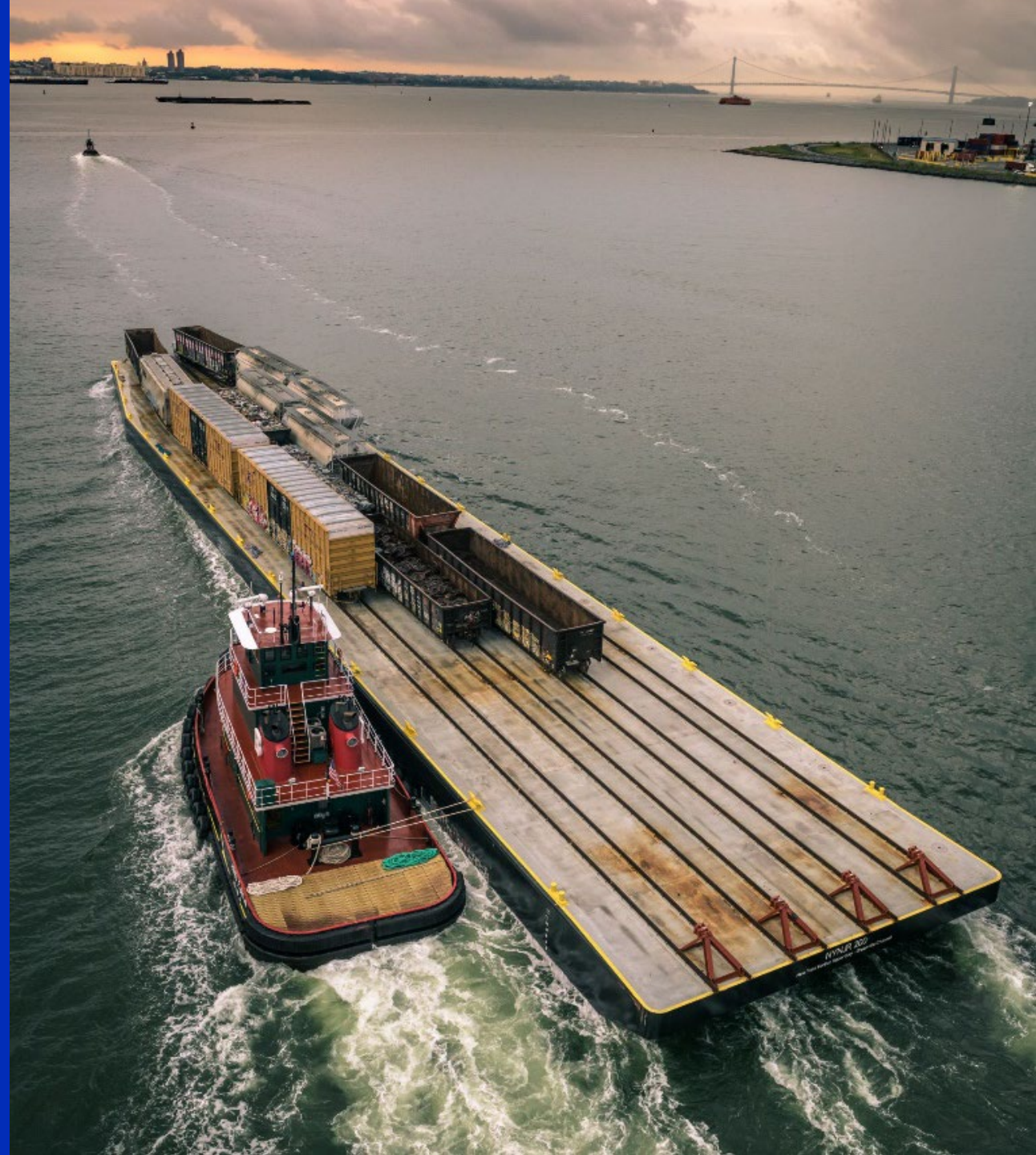
Cross Harbor Investments Update

NJTPA

04.20.2020

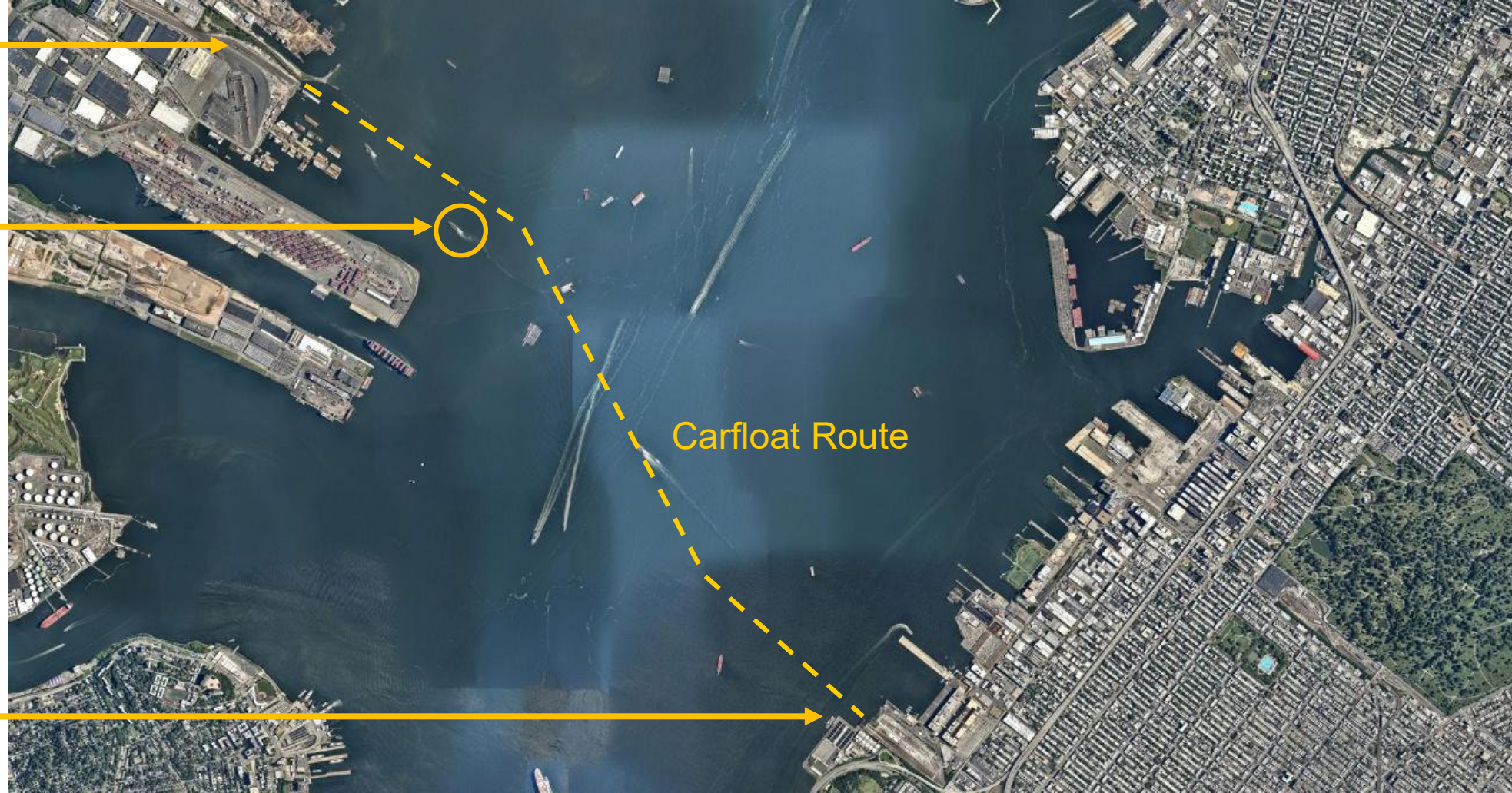
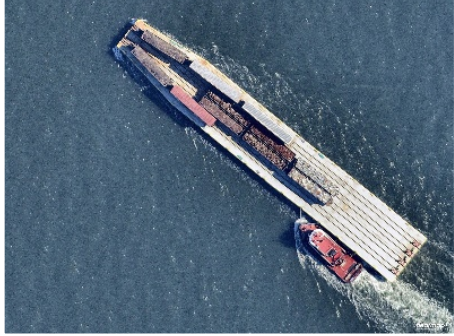
**PORT
AUTHORITY
NY NJ**

AIR LAND RAIL SEA



NYNJR Carfloat Route

Greenville Yard



**65th Street
Rail Yard**

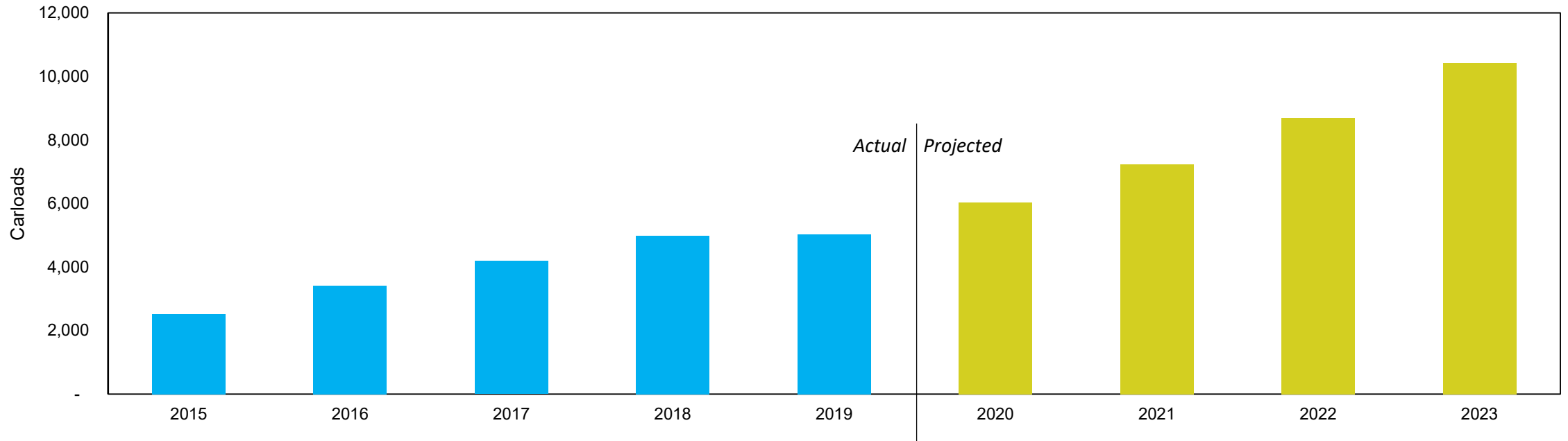
New Capacity and Access via NYNJR

- 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



NYNJR Business Overview

Annual Revenue Cars



Primary Commodities Moved



Forest Prod



Cement



Materials



Beer













Food



Recyclables


Major Infrastructure Investments

Project	Cost (\$Millions)	Benefits
Greenville Yard (Rebuilt)	\$45	 
Bridge 10 (Greenville Yard Transfer Bridge)	\$54	 
65 th Street Rail Yard (Upgrades)	\$12	
Carfloats (Two New 18-Car Capacity)	\$16	  
Locomotives (3 Tier 4i SE10B Engines)	\$6	 

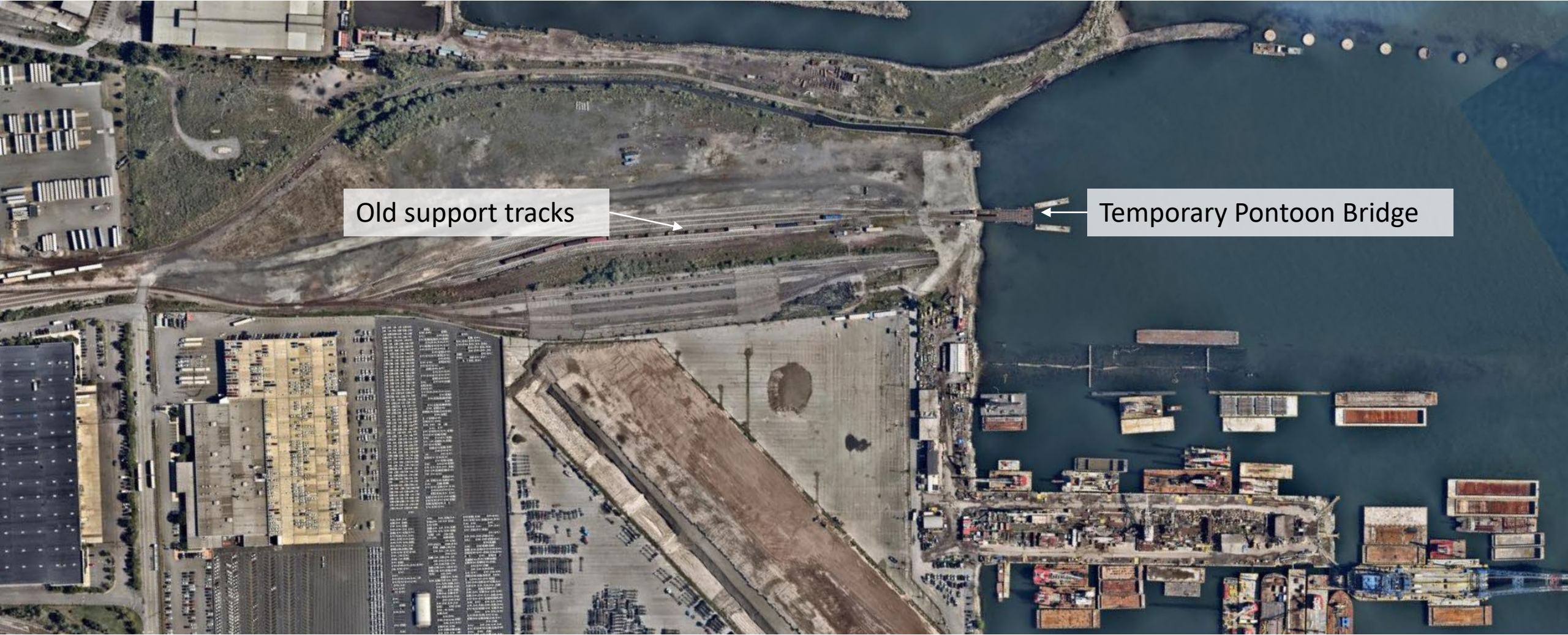
Total Cost: \$133,000,000

 Capacity

 Reliability

 Resiliency

Greenville Yard - 2014



Old support tracks



Temporary Pontoon Bridge



Greenville Yard - 2020



New classification yard
(24,000' of track)

New Transfer Bridge

“CHA” Arrival Track

ExpressRail Port Jersey

New Transfer Bridge



New Carfloats



Thank you! Questions?

Donald B. Hutton
Managing Director, NYNJ
dhutton@nynjr.com

Patrick Thrasher
Manager, Port Rail Program
pthrasher@panynj.gov

 @panynj  @panynj  @panynj

www.panynj.gov



Freight Concept Development Program

**NJTPA Freight
Initiatives
Committee
April 20, 2020**



Scott Parker, Jacobs Engineering, Project Manager

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 provides a pathway for projects that aren't eligible for funding under other programs

FCD Pilot Program

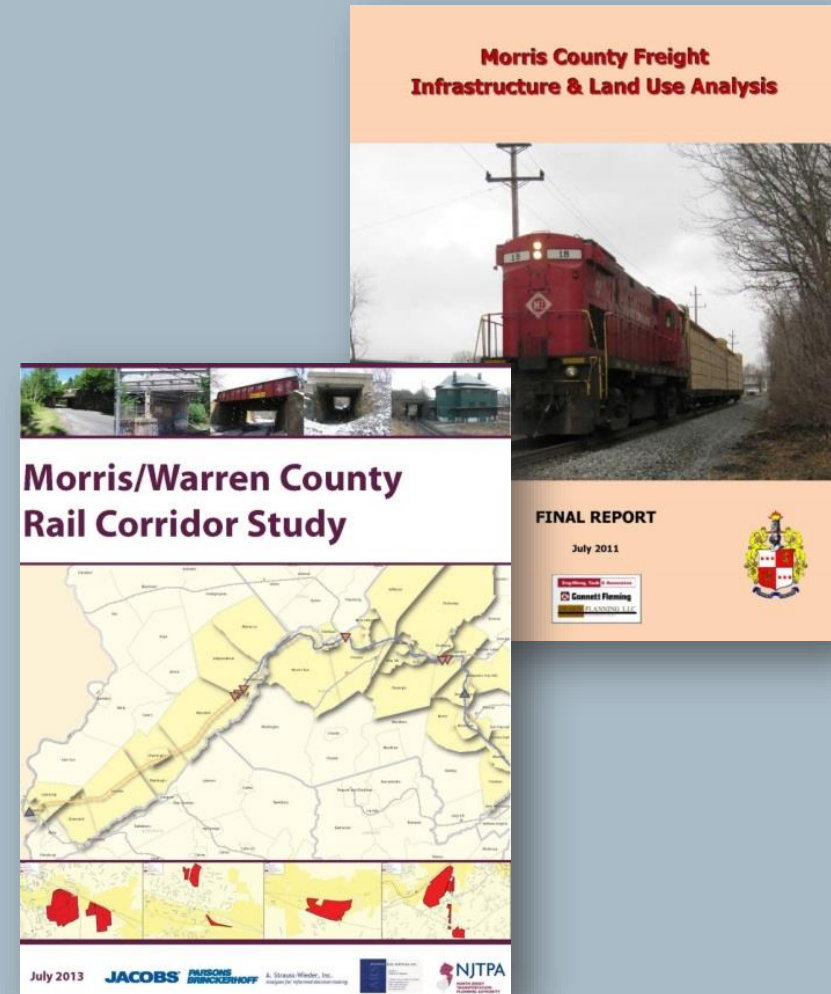
Three Individual Projects

- Eliminate Weight Restriction on the Washington Secondary / Morristown Line
- Dover & Rockaway Rail Realignment
- Freight Concept Development Program Process Documentation

Project Need Identification

Needs identified in:

- Morris County Freight Infrastructure and Land Use Study (2011)
- NJTPA Morris / Warren County Rail Corridor Study (2013)

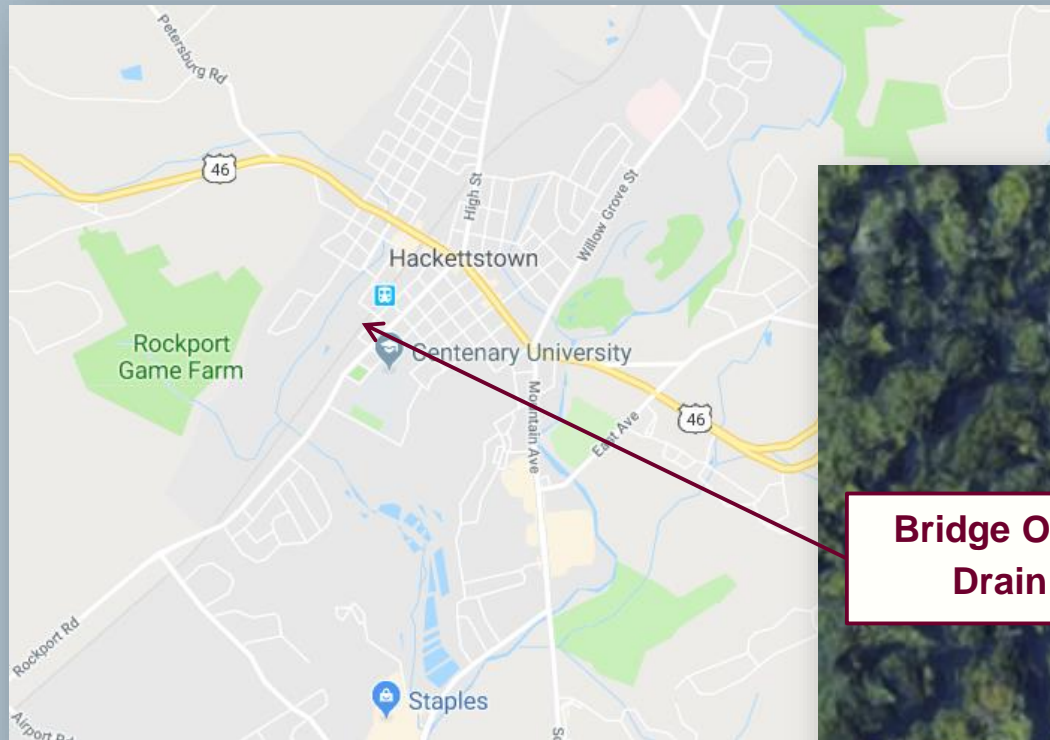


Hackettstown Drain Bridge Project

Purpose

- Provide freight transportation infrastructure that meets current industry standards (286,000 pound railcars)
- Promote economic development
- Optimize freight movement on the Washington Secondary/Morristown Line in Hackettstown

Hackettstown Drain Bridge Weight Restriction



Existing Condition

- Restricted to 263,000 lb. rail cars
- Industry standard is 286,000 lb. rail cars

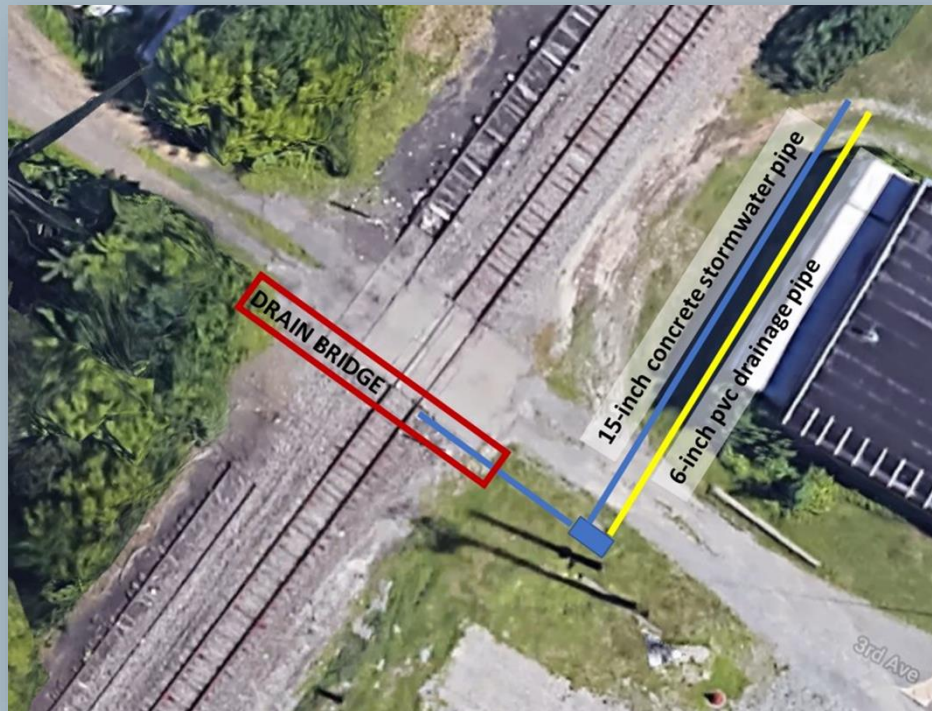


View Beneath
Bridge



Key Constraints

Utilities – Stormwater Drainage



Historic / Cultural Resources

Alternatives – Scoring

- Relative Scoring Process
- 14 Criteria

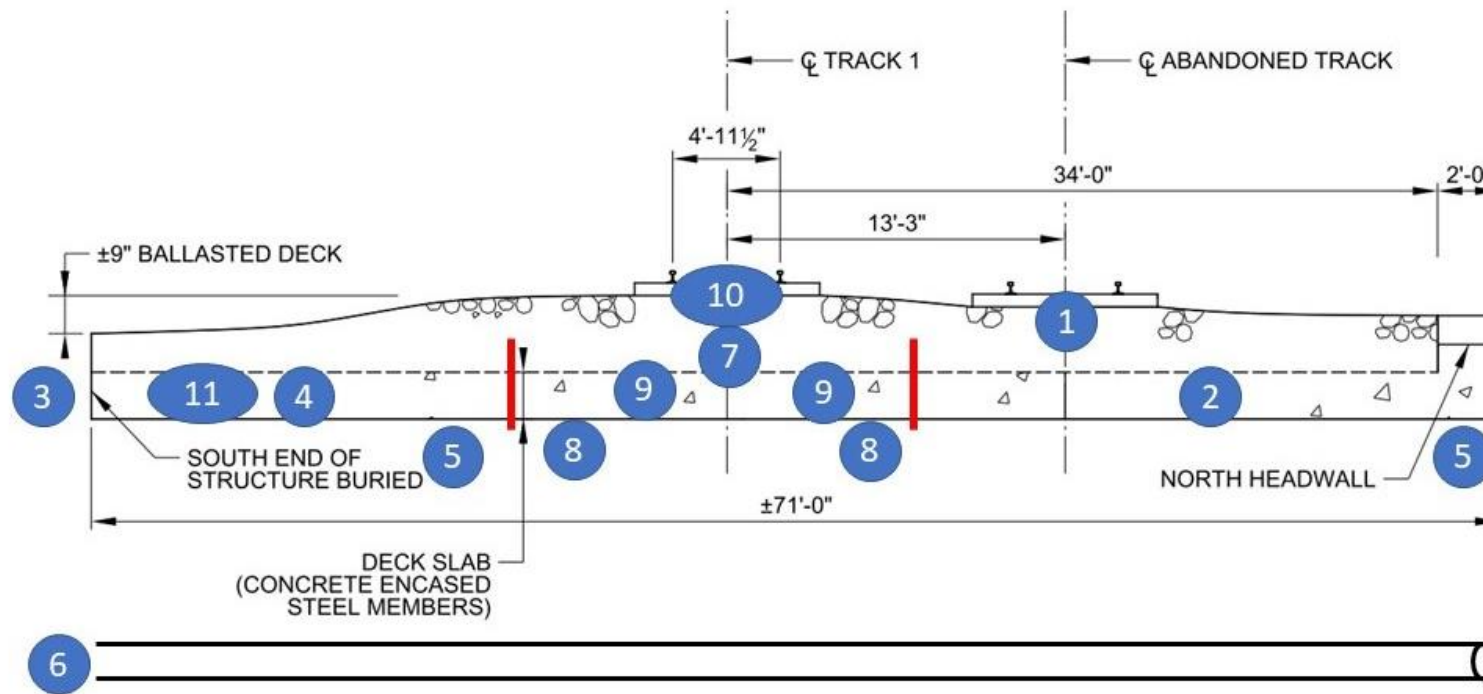
Highly Beneficial	5
Moderately Beneficial	3
Minorly Beneficial	1
Neutral	0
Minorly Detrimental	-1
Moderately Detrimental	-3
Highly Detrimental	-5
Fatally Flawed	-100

Alternatives Scoring

Criteria	Full Slab Replacement	Partial Slab Replacement	Full Slab Replacement w/Runaround Track	Fill - Concrete Injection	Replace with Pre-Fab Culvert	Extend Culvert - Grout Fill	Extend Pipe - Soil Fill	Extend Pipe - Grout Fill	Extend Pipe - Soil Fill
Freight Rail Operations Impacts / Benefits	3	3	3	3	3	3	3	3	3
Passenger Rail Operations Impacts / Benefits	0	0	0	0	0	0	0	0	0
Adjacent and Proximate Land Use Impacts / Benefits	0	0	0	0	0	0	0	0	0
Historic and Cultural Resources Impacts / Benefits	0	-1	0	-5	-5	-3	-5	-3	-5
Community Profile & Environmental Justice/Title VI Impacts / Benefits	0	0	0	0	0	0	0	0	0
Wetlands Impacts / Benefits	0	0	0	0	0	0	0	0	0
Floodplains & Aquifers Impacts / Benefits	0	0	0	0	0	0	0	0	0
Threatened & Endangered Species Impacts / Benefits	0	0	0	0	0	0	0	0	0
Stormwater and Drainage Impacts / Benefits	0	0	0	0	0	0	0	0	0
Hazardous Materials Impacts / Benefits	-1	-1	-1	-1	-3	-1	-1	-1	-1
Air Quality & Noise Impacts / Benefits	0	0	0	0	0	0	0	0	0
Community Impacts / Benefits	0	0	0	0	0	0	0	0	0
Safety Impacts / Benefits	1	1	1	1	1	1	1	1	1
Utility Impacts / Relocation Requirements	0	0	0	0	0	0	0	0	0
New Track Length (LF)	0	0	600	0	0	0	0	0	0
SUMMARY SCORE	3	2	3	-2	-4	0	-2	0	-2



Preliminary Preferred Alternative



1. Remove side track and ballast to allow clearing of the slab
2. Remove northern concrete and rail slab
3. Excavate south end of structure to expose drainage pipe below slab
4. Remove southern concrete and slab and earth covering drainage pipe
5. Repoint abutments and repair headwall
6. Extend 15-inch drainage pipe into culvert
7. Remove active track, ballast and slab
8. Level top of abutments with grout
9. Set two (2) new precast 8-ft by 14-ft slabs
10. Place new ballast and new track panels. Reopen track for service
11. Install remaining slabs

Dover & Rockaway Rail Realignment Project



Dover & Rockaway Rail Realignment Project

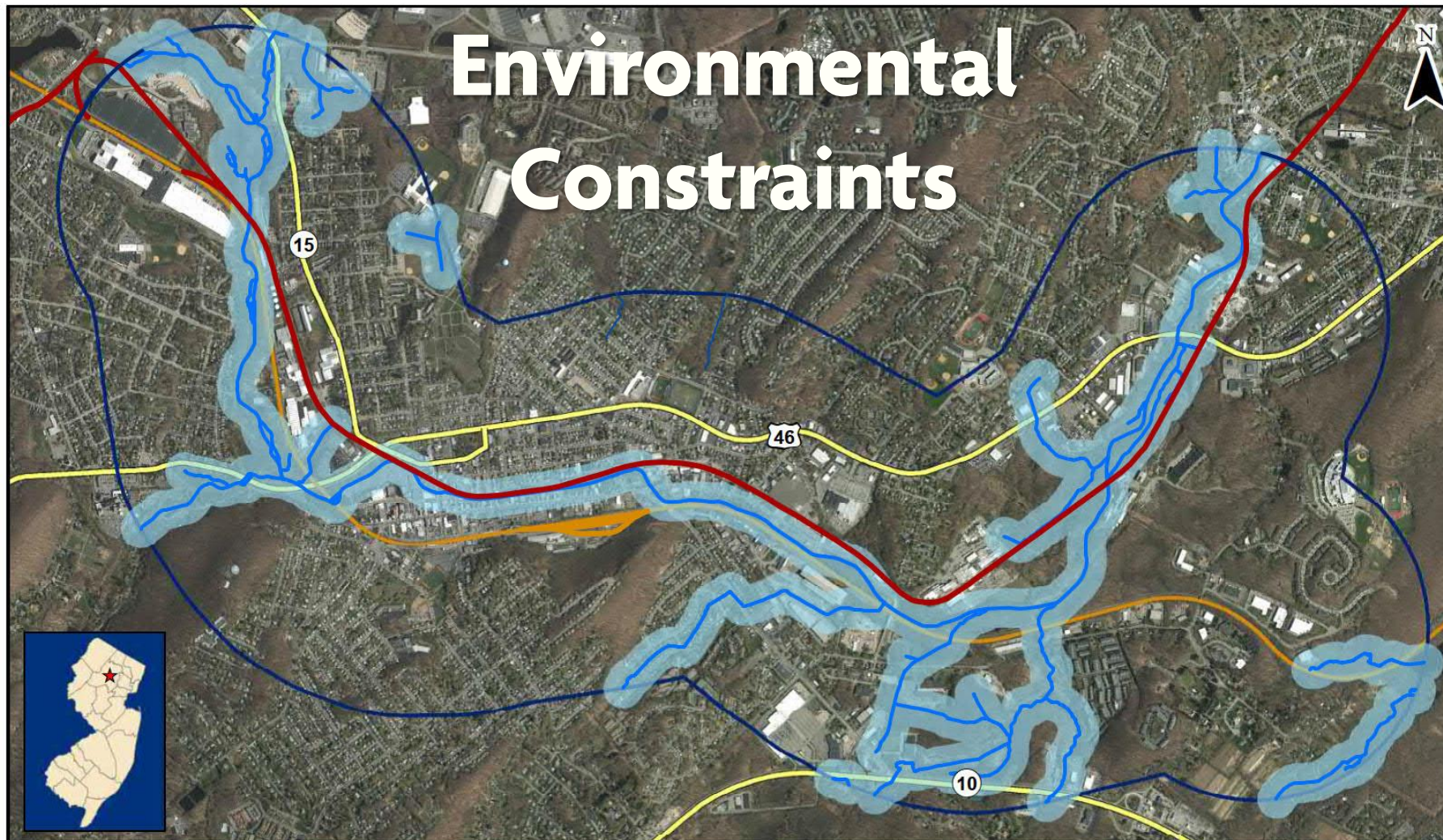
Purpose: Optimize freight movement and improve safety by reducing conflicts between the Dover & Rockaway Railroad freight line and vehicular and pedestrian traffic especially in downtown Dover.

- Ungated crossings:
 - Dover: 12 at-grade on road, one private driveway
 - Rockaway Township: Two at-grade on road, two private driveways and one pedestrian crossing

Environmental Constraints

- Existing Land Use
- Wetlands
- C-1 Waterways and Stream Corridors
- Flood Hazard Areas
- Threatened and Endangered Species
- Hazardous Materials
- Utilities
- Historic / Cultural Resources

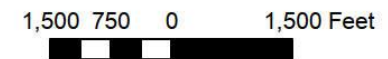
Environmental Constraints



Legend

- Non- C1 Water
- C1 Waters
- 300' C1 Buffer
- Project Area
- Municipality Border
- Major Road
- NJ TRANSIT Morristown Line
- Dover & Rockaway Railroad

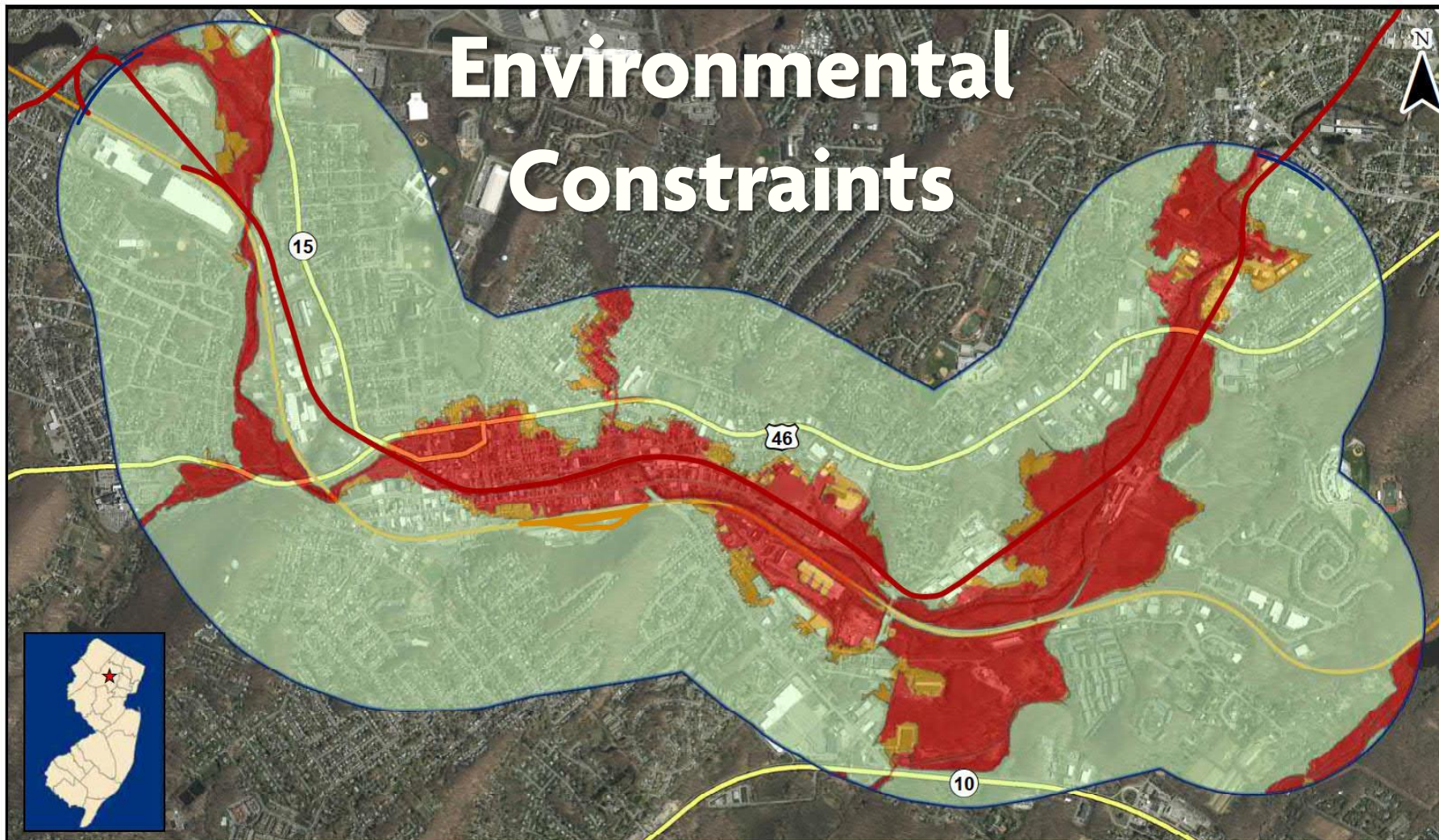
**C1 Waters and Buffers
in the
Dover-Rockaway Project Area**



Source: NJDOT 2015; NJDEP 2017; NJOGIS 2017; Jacobs 2017



Environmental Constraints



Legend

FEMA Flood Zone

Areas Historically Subject to Flooding

500 Year Flood Zone

100 Year Flood Zone

Areas Not Historically Subject to Flooding



Project Area



Municipality Border



Major Road



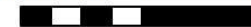
NJ TRANSIT Morristown Line



Dover & Rockaway Railroad

Flood Hazard Areas in the Dover-Rockaway Project Area

1,500 750 0 1,500 Feet



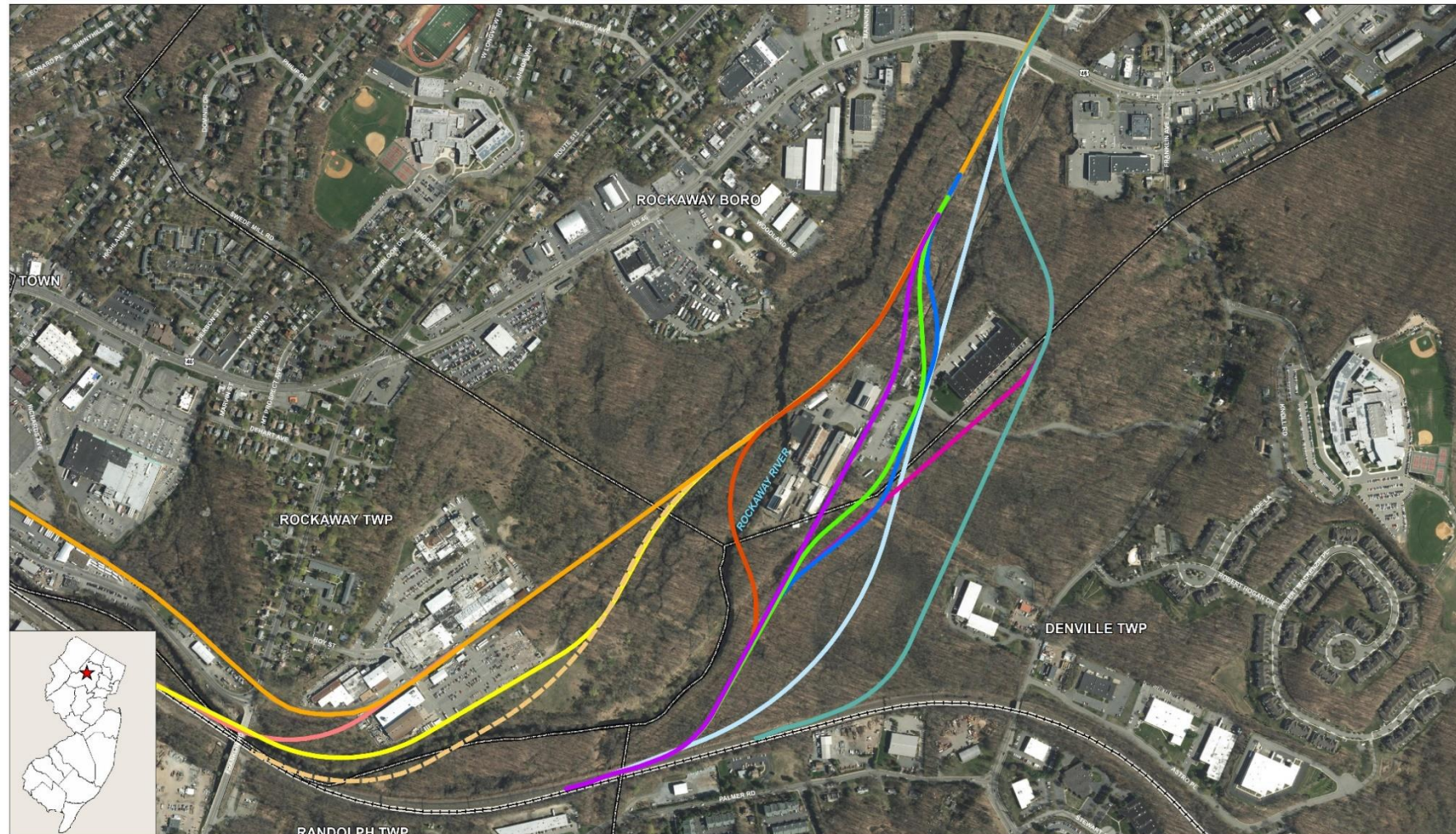
Source: NJDOT 2015; Morris County 2017; NJOGIS 2017; Jacobs 2017




Stakeholder Engagement

- **Agencies**
 - NJ TRANSIT
 - NJ Department of Transportation
 - New Jersey Historic Preservation Office
- **Property Owners / Businesses**
 - McWilliams Forge
 - Sandy and Tim McWilliams
 - Donjon Recycling
 - Dover and Rockaway River Railroad
- **Affected Municipalities**
 - Dover, Denville, Rockaway Borough, Rockaway Township, Randolph

Alternatives Considered

















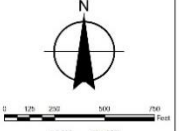
**NJTPA Freight Concept
Development Program**

Source: NJDOT 2012; NJTDP 2017
AUGUST 2017, JERSEY CITY


**OVERALL ALIGNMENTS CONSIDERED
Dover-Rockaway Project Area**

LEGEND

 NJ TRANSIT Morristown Line	 Proposed Alignment 1A/1C	 Proposed Alignment 2B	 Proposed Alignment 5
 Dover & Rockaway Railroad	 Proposed Alignment 1B	 Proposed Alignment 3	 Proposed Alignment 6
 Municipal Borders	 Proposed Alignment 2A	 Proposed Alignment 4	 Proposed Alignment 7
		 Proposed Alignment 8	 Proposed Alignment 8



0 100 200 300 400 Feet
1:10,000 1" = 250'



NJTPA
NORTH JERSEY
TRANSPORTATION
PLANNING AUTHORITY

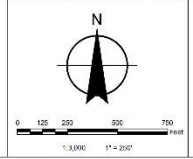
Preliminary Preferred Alternative



Dover & Rockaway Railroad Realignment
Existing and Recommended Alternative Alignments

LEGEND

- NJ TRANSIT Morristown Line
- Municipal Borders
- Dover & Rockaway Railroad
- Recommended Alternative Alignment (Proposed Alignment 4)



Source: NJDOT 2015, NJTPA 2017
Revised: 10/17, 11/16/2017

Alternatives – Scoring

Criteria	East Switch			West Switch			Alignment				
	1-A	1-B	1-C	2-A	2-B	3	Thru Bldg & Lot	Between Bldgs	Easterly Swing 1	Westerly Swing	Easterly Swing 2
							4	5	6	7	8
Freight Rail Operations Impacts / Benefits	3	3	3	3	3	3	3	3	3	3	3
Passenger Rail Operations Impacts / Benefits	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Adjacent and Proximate Land Use Impacts / Benefits	-5	-5	-5	-5	-5	-5	-3	-3	0	0	0
Historic and Cultural Resources Impacts / Benefits	-1	-1	-1	-3	-3	-3	-1	-1	-3	-5	-3
Community Profile & Environmental Justice/Title VI Impacts / Benefits	0	0	0	0	0	0	0	0	0	0	0
Wetlands Impacts / Benefits	-3	-3	-1	-1	-1	-5	-1	-3	-5	-5	-5
Floodplains & Aquifers Impacts / Benefits	-1	-1	-1	-100	-100	-100	-1	-1	-1	-5	-1
Threatened & Endangered Species Impacts / Benefits	-1	-1	-1	-1	-1	-3	-1	-3	-5	-5	-5
Stormwater and Drainage Impacts / Benefits	-1	-1	-1	-3	-3	-5	-1	-1	0	0	0
Hazardous Materials Impacts / Benefits	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Air Quality & Noise Impacts / Benefits	3	3	3	3	3	3	3	3	3	3	3
Community Impacts / Benefits	5	5	5	5	5	5	5	5	5	5	5
Safety Impacts / Benefits	3	3	3	3	5	5	3	3	3	5	3
Utility Impacts / Relocation Requirements	-1	-1	-1	-1	-3	-1	-1	-1	-1	-1	-1
Summary Score	-1	-1	1	-102	-102	-108	3	-1	-3	-7	-3

FCD Program Process Documentation

- **Lesson Learned**
 - Different Modes Have Different Needs
 - Complexity of Stakeholder Outreach
 - Unforeseen Circumstances
- **Development of Clear, Comprehensive Program Guidelines that Provide Flexibility for a Range of Project Types**

Next Steps

- Draft Concept Development Reports and Program Guidelines
- Interagency Review Meeting
- Finalize Program Guidelines, Concept Development Reports and Recommendation of Preferred Alternative.



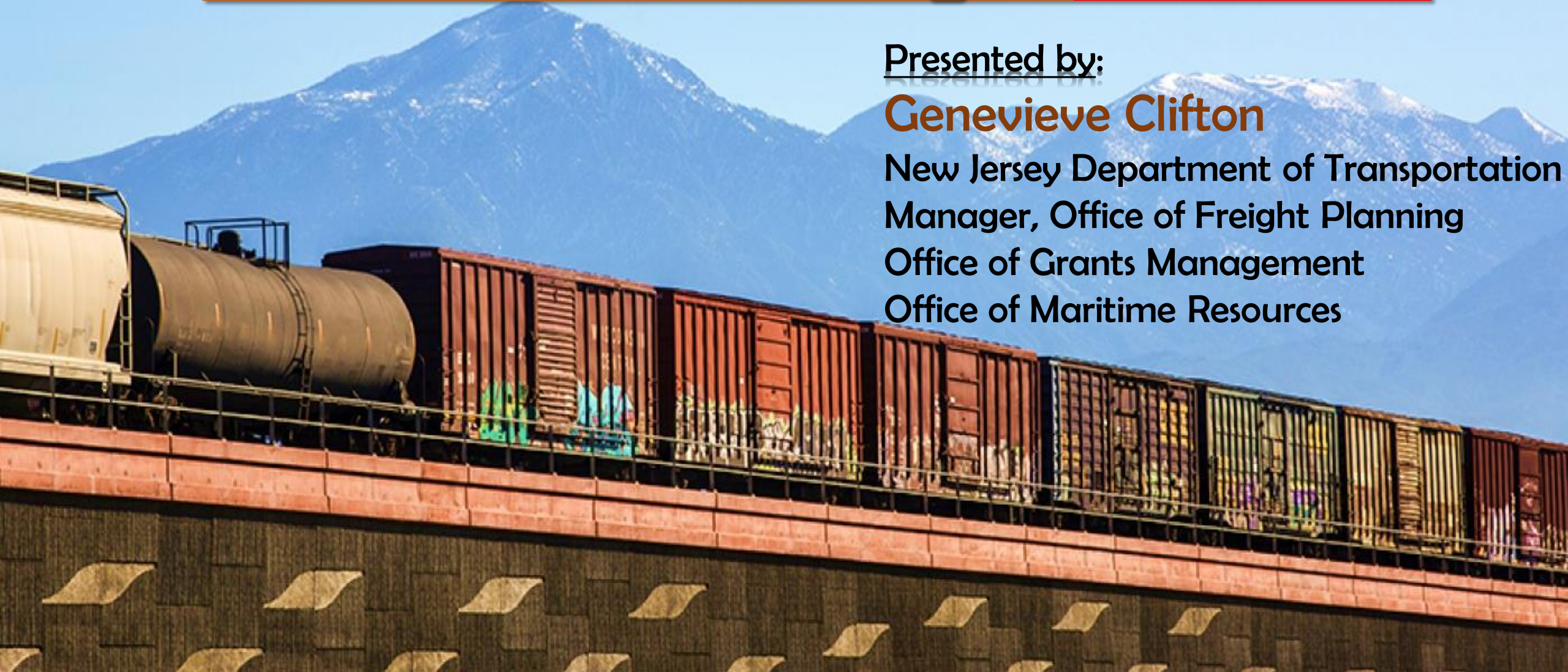
NJTPA FIC Meeting- April 20th

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**



OUR
TEAM



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 RFAP will hit the mark of \$100M investment from the time of \$25M annual investment.**
- Financial assistance may be made to owners of rail properties, operators of rail freight service, or responsible public agencies or authorities.
- The RFAP provides funding for capital improvements that support rail freight services on “short lines” throughout the state.
- The NJDOT is in the process of updating RFAP Regulations.

RAIL FREIGHT STATISTICS

Total Number of Common Carrier Class 3 Railroad Operators (“Short Lines”) in New Jersey: **18**



Total active projects till date: **26** with investment of **\$63 Million**



FY2020 RFAP Status Update: **14** grant applications were received, representing a total project cost of **\$35,269,709.60**.



FY2020 RFAP 13 projects got selected.



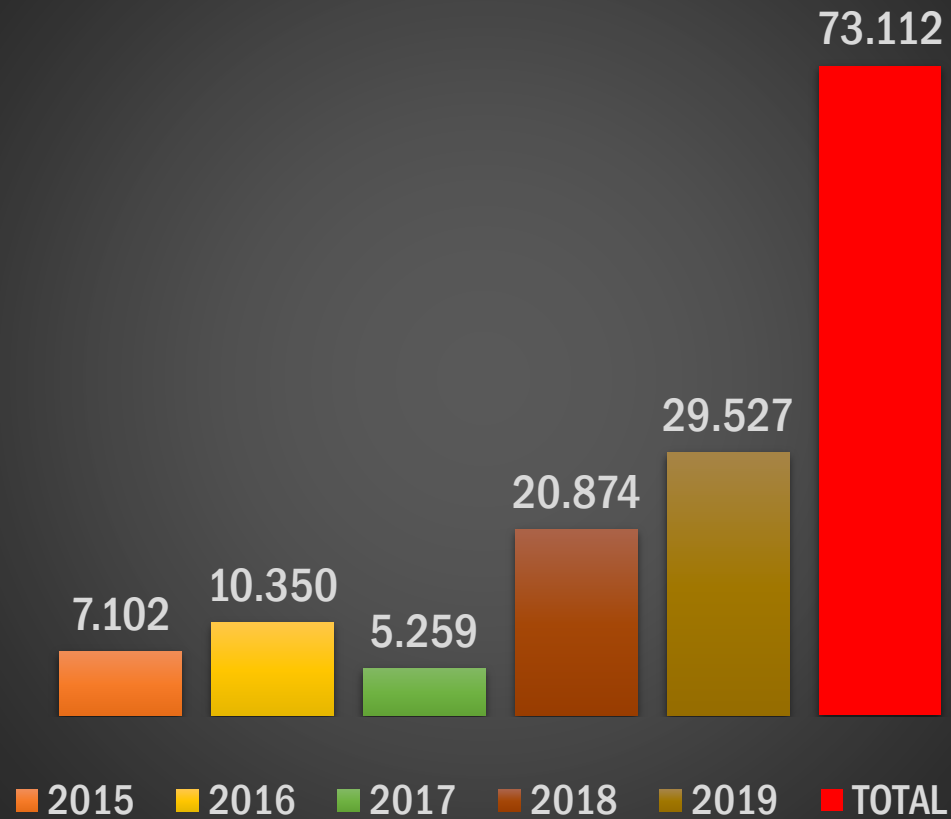
FY2020 RFAP Grant Selected Projects

Rail Road / Sponsor	Project Name	Total Project Cost	State Share	Sponsor Share
Woodbridge Township	Raritan Center North American Beverage Packing Company, LLC Rail Facility	\$8,454,512	\$7,609,061	\$845,451
SMS Rail Lines	Pureland Transload Expansion & Track Rehab	\$1,750,000	\$1,563,300	\$186,700
Strategic Solution	Strat. Rail Solutions Transloading/Transfer Operation	\$1,965,511	\$1,759,959	\$205,551
NYS&W	Rehabilitation of Bridge #26.02 Midland Park	\$1,297,750	\$1,167,975	\$129,775
City of Linden	The Linden Rail Freight Project	\$3,023,410	\$2,302,443	\$720,967
Winchester & Western Rail	Concrete Bridge Rehab 45.99	\$905,665	\$810,351	\$95,314
Winchester & Western Rail	Seashore Rail Replacement Phase II	\$968,634	\$847,786	\$120,848
NYS&W	North Bergen Serving Yard Track	\$2,176,460	\$1,958,814	\$217,646
Salem County	Chestnut Run Culvert Replacement	\$928,000	\$834,480	\$93,520
Dover & Delaware River Railroad	Washington Yard Improvements	\$1,638,435	\$1,472,071	\$166,363
Somerville Business Park	The Somerville Business Park Rail Freight Project: Phase 2	\$1,987,246	\$1,757,021	\$230,224
South Jersey Port Corporation	Balzano Marine Terminal Rail Improvements	\$7,436,850	\$6,010,650	\$1,426,200
Morris County	Dover & Rockaway Runaround Track	\$819,500	\$737,550	\$81,950
	Total	\$33,351,975	\$28,831,464	\$4,520,511

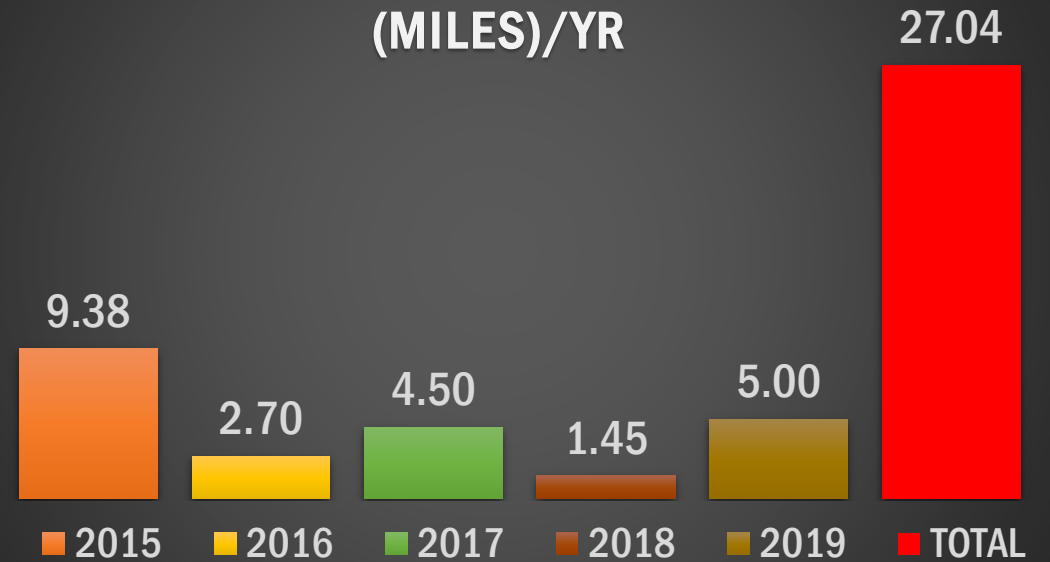
RFAP Summary

2015-2019

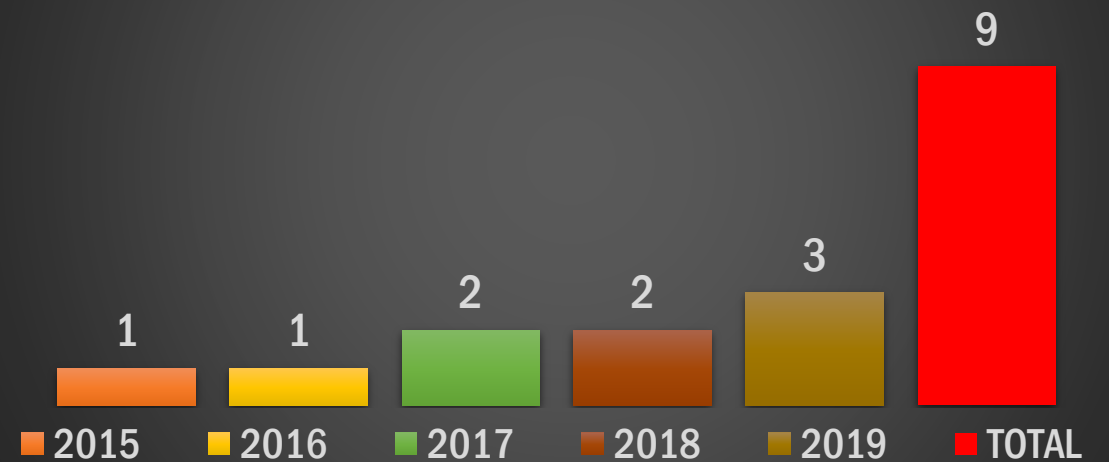
STATE SHARE IN MILLION/YR



RAIL TRACK NEW & REHABILITATED (MILES)/YR



BRIDGE REHABILITATED OR REPLACED/ YR



Transload Facility North Bergen 83rd Street

- The project included construction of a public transload facility at 83rd Street for the purpose of shipping construction debris.
- The built facility can entail a 10 rail car loading zone.
- Work included installation of new beds and gauging to accommodate the demands of 286,000 pound rail cars.
- The additional work included:
 - ❖ Construction of transloading dock
 - ❖ Construction of rail bed
 - ❖ Installation of ballast
 - ❖ Installation of new ties
 - ❖ Installation of new gauge
 - ❖ Installation of new paving
- The project was completed in July 2014.



New York, Susquehanna and Western Railway bridge

- In 2018, Bridge partially collapsed into Overpeck Creek 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.



SMS Rail Service - Logan Twp Expansion



- 9,370 feet of new track were installed, 11 new switches were built and 3 culverts were extended and repaired.
- The project was completed in March 2019.

Conrail: Red Bank Avenue -Bridge #7.95



- The old bridge was 12'6" and was struck and damaged by passing vehicles on numerous occasions.
- It was removed and replaced by the superstructure through girder open deck bridge designed to carry current railroad traffic and at a higher elevation of 14'0"
- The project was completed in April 2019

Somerville Business Park Rail Freight Project

- This project will design and revitalize roughly 3-mile rail network serving the 3 million plus square foot facility in Hillsborough.
- It is 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.
- Successful completion of this project will bring million square feet of existing underutilized facility in use and relieve traffic congestion by taking approx.500 trucks off Route 206.
- The project will be completed in 2020.



SAGE (System for Administering grant electronically)

- System is unlocked around July 15 every year and applicants have 6 weeks to submit an application. (<http://njsage.intelligrants.com>)
- Information is disseminated through the Department's website at <https://www.state.nj.us/transportation/freight/multimodal/> and through on-going **NJDOT Freight Advisory Committee** meetings, **New Jersey RailRoad Association (NJRRA)** meetings and other applicable venues.



PERFORMANCE MONITORING

- OGM is responsible for awarding grants based upon the results of an objective evaluation process that serves the intent of the RFAP and promotes the public interest.
- All projects are scored and evaluated for selection based on criteria that serve to capture the value and intent of the project combined with the needs and initiatives of the State and the NJDOT.
- In 2019, the Office instituted new processes and procedures to ensure the sound fiscal oversight of the Program so that the Program is managed efficiently and all available dollars are expended appropriately. In order to apply, an Applicant must first complete an Applicant Eligibility Assessment Form.
- The Applicant Eligibility Assessment Form is designed to provide the State of New Jersey an overview of the Applicant's operating scope and practices as well as sound assurance that a Project Sponsor has sufficient and accountable operational and financial management procedures in place.

New Jersey Department of Transportation
Division of Multimodal Services
Office of Grants Management

Rail Freight Assistance Program (RFAP)
Applicant Eligibility Assessment Form

This document is to be completed by the Applicant seeking RFAP funds. Please upload additional attachments in SAGE. Until this form is submitted in its entirety and approved by NJDOT an RFAP application will not be accepted for consideration.

Section 1: Applicant Information

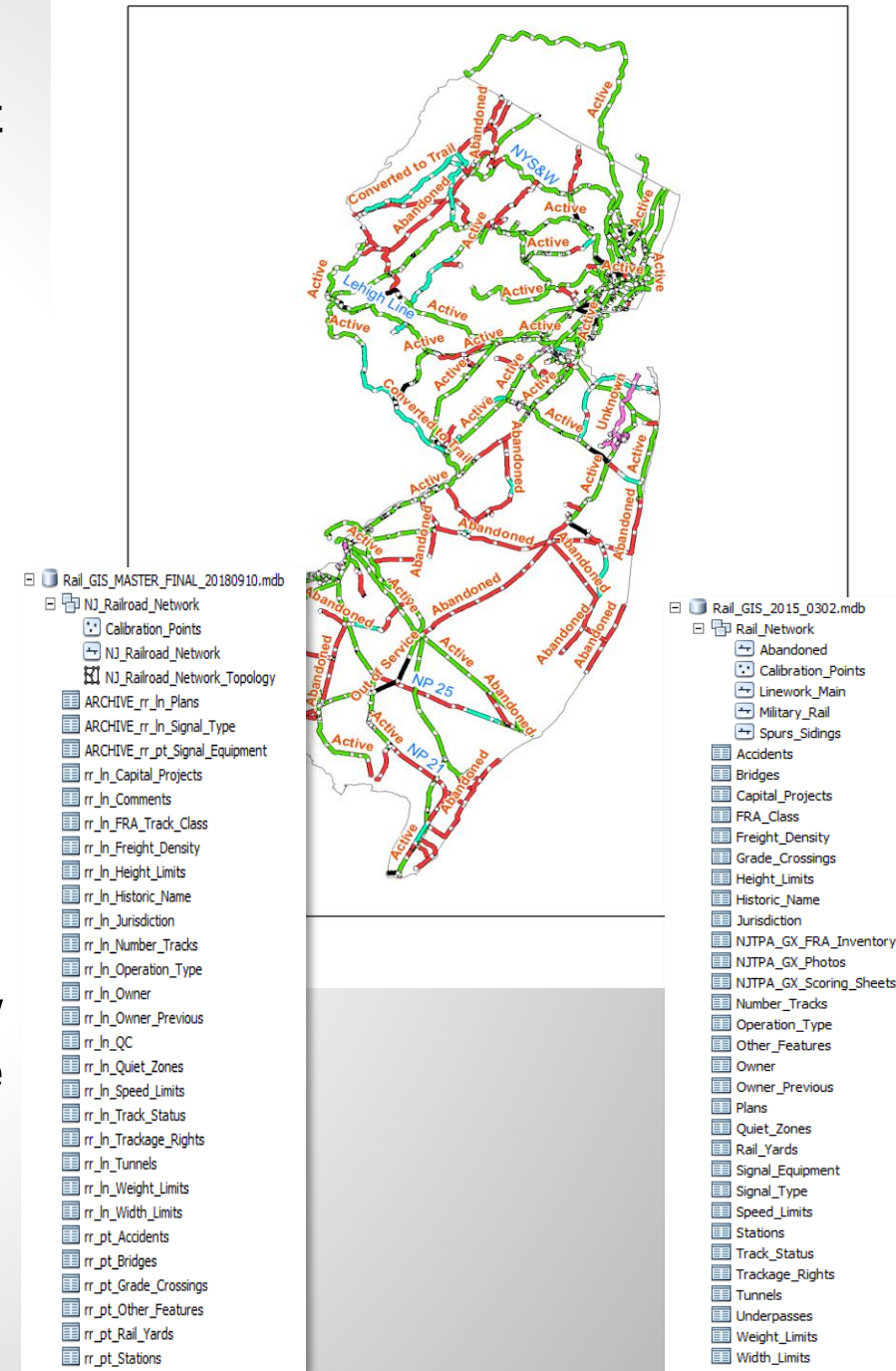
Applicant Company	
Applicant Parent Company (if applicable)	
Name of Company Owner (if applicable)	
Name of Company Owner's Official Authorized Representative	
Title	
Address	
Email	
Phone	
Company Website	
Project Manager - Name	
Title/Company	
Address	
Email	
Phone	
Financial/Contract Officer - Name	
Title/Company	
Address	
Email	

FREIGHT RAIL PLANNING

	North/South Rail	Port Raritan Marine Highway	NJ Rail Priorities
Overview	Potential reactivation of abandoned line between Woodmansie and Winslow to provide improved connections between SJ-NJ and SJ-National Class I system, bypassing PA clearance constraints	Concept-level plan to rehabilitate existing 2000-wharf on Raritan River Channel at Federal Business Centers (former Raritan Arsenal)	Guidance document that will provide NJDOT with the ability to prioritize statewide freight rail improvements and investments
Status	<ul style="list-style-type: none">• Reviewed previous studies• New analysis of Freight Analysis Framework market data• Stakeholder interviews and meetings (approximately 12)	<ul style="list-style-type: none">• High-level market demand, site analysis, layout design and costing• Operations and public benefits analysis• Outreach to potential private sector users and partners; outreach to public agency partners (NJTPA, Middlesex County, NJDEP)• Coordination with City of New York on multiple potential service destinations• MARAD “Project Designation” Application nearly complete	<ul style="list-style-type: none">• Project just underway

RAIL GIS

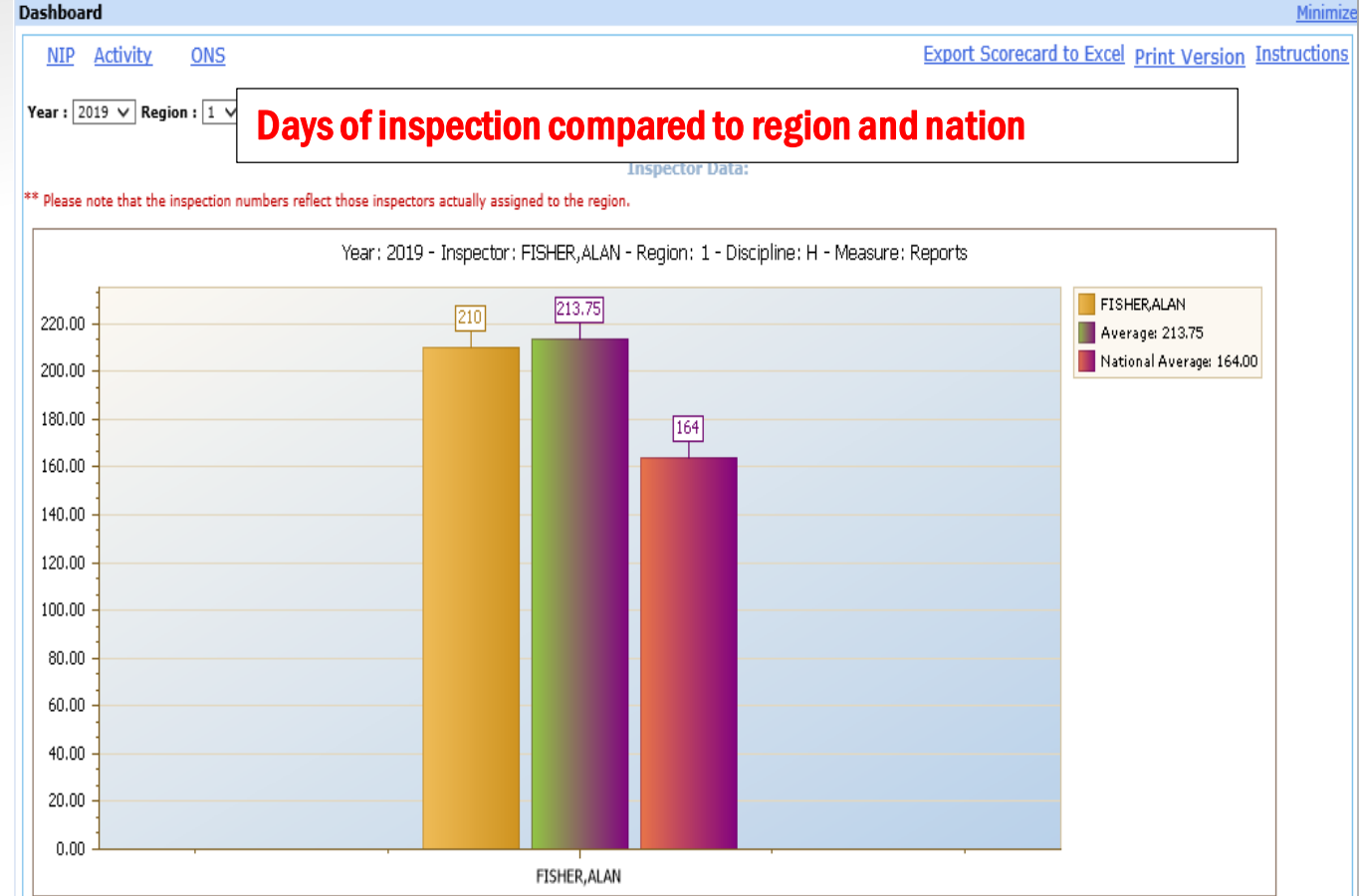
- The Department has recently finalized a statewide rail GIS database that contains physical and operational attributes of New Jersey's rail infrastructure. It is designed to be a foundation for rail asset tracking and analyses
- It includes the following railroad attributes, including, where known:
 - Standard Railroad Identifier – similar to SRI for roads
 - Track owners
 - Track operators
 - Trackage rights
 - Number of tracks
 - Tracks "out of service" and "abandoned"
 - Track usage including freight, or passenger
 - The location of rail yards, etc.
- Administratively, the System will aid in rail project management, particularly for those funded under the Rail Freight Assistance Program (RFAP) and the National Highway Freight Program (NHFP).
- The plan is for the System to be accessible via the NJDOT website.



HAZMAT/RAIL

SAFETY

- NJDOT partners with the FRA to enforce the Hazmat regulations.
- Railroads are inspected for:
 - training of employees for handling hazmat rail cars
 - security plans
 - registration with PHMSA along with inspection of packages for required markings
 - Placards
 - safety appliances
 - closure of openings.
- NJDOT's inspector conducted 210 days of inspection for 2019 to keep the communities these railcar go through safe.





EWING, NJ

PHOTO BY ANDREW LUDASI

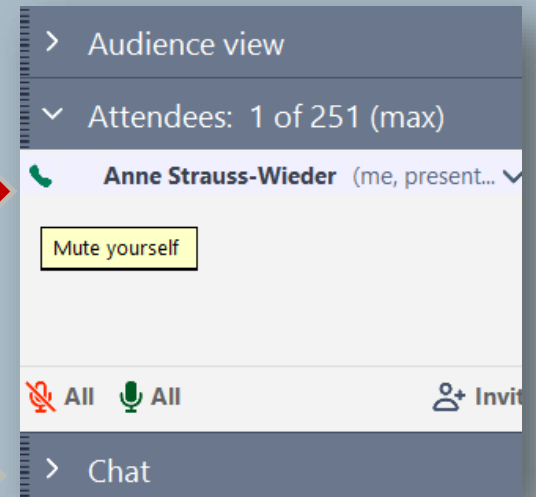
MARCH 9, 2010

**THANK
YOU**

April 20 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: June 15, 2020
- Adjournment

Please mute yourself when not speaking



Please use the Chat box to ask questions during the presentations

Thank you. Stay healthy and safe.