

## **APPENDIX C – DRAFT REPORT COMMENTS RECEIVED AND RESPONSES**

### **I. RESPONSE TO COMMENTS**

### **II. COMMENTS RECEIVED**

**A. CITIZENS / CITIZEN GROUPS**

**B. PRIVATE SECTOR BUSINESS REPRESENTATIVES**

**C. LOCAL GOVERNMENT OFFICIALS**

**D. NEW JERSEY TURNPIKE AUTHORITY**

**E. NEW JERSEY MEADOWLANDS COMMISSION**

**E. PORT AUTHORITY OF NEW YORK AND NEW JERSEY**

**G. NJ TRANSIT**

**H. NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY**

**I. NEW JERSEY DEPARTMENT OF TRANSPORTATION**

## **APPENDIX C – DRAFT REPORT COMMENTS RECEIVED AND RESPONSES**

Stakeholders, agencies, elected officials, and members of the public were invited and encouraged to review the draft summary report for The Portway Extensions Concept Development Study and submit their comments in writing. The Draft Report was released for public review on Friday, June 26, 2003, and made available for review on the New Jersey Department of Transportation web site. A 45-day period, ending on August 8, 2003, was established for public review and receipt of comments. While not all comments were received by the requested date, every effort was made to incorporate all comments received into this Portway Extensions Concept Development Study Final Report.

All received comments were reviewed by the study team, and categorized as appropriate. This section details the comments received, issuer(s) of the comments, and a summary of the responses. Copies of the actual comments are included in this Appendix. Summarized responses are referenced to the written comments received. Where appropriate, additional discussion and analysis has been conducted and detailed in the main body of the Final Report, and cited in this Appendix.

In general, the comments received pertained to:

- The physical, economic, social and environmental impact of the Staten Island/Rahway Valley Railroad reactivation on communities in Union County.
- Agency coordination.
- Requests for clarification and/or expanded discussion pertaining to specific technical elements of the analysis.
- Requests for additional coordination with various interested and involved public and private agencies / entities.
- Editorial comments specific to sections of the report, some of which were premature to this phase of the analysis.

**A. CITIZENS / CITIZEN GROUPS**

A total of 39 citizens and representatives of citizens groups submitted written comments pertaining to the Short Haul Rail Spine. These comments specifically related to the reactivation of the Staten Island/Rahway Valley railroads in Union County. Copies of the letters and emails received are included in this appendix.

**Response:**

While it is understood that a number of communities have concerns regarding the increase in freight traffic, the reactivation of the Rahway Valley and Staten Island Railroads as currently proposed by the Morristown & Erie Railway does not include the handling of containers. The Portway Extensions study focuses exclusively on the anticipated growth in container movements and the infrastructure improvements that will be necessary to safely and efficiently accommodate these movements. Therefore, the reactivation questioned in the comments is beyond the scope of the Portway Extensions Concept Development study, and potential impacts for a reactivation were not addressed.

**B. PRIVATE SECTOR BUSINESS REPRESENTATIVES**

Two individuals representing private business interests submitted comments on the Draft Summary Report. Copies of the submitted comments are included in this appendix

***The Morris Companies*****Response:**

1. Comment Noted.
2. Subsequent to receipt of comments, order of magnitude cost estimates have been developed for each of the physical infrastructure improvements, and are presented in Appendix E of this final report. A detailed economic benefits analysis is being undertaken as part of the next steps in the Portway Extensions program.
3. Local land use policy is set, and decisions are made, by the local planning officials, and are therefore beyond the scope of the Portway Extensions Study.

***Fred H. Wertz, NJ Co-Chair - Penn Jersey Rail Coalition, Inc.*****Response:**

1. Identification and Engineering of individual parcels of land is beyond the scope of the Portway Extensions study.

**C. LOCAL GOVERNMENT OFFICIALS*****Hudson County – Stephen Marks, Director – Office of Strategic Revitalization*****Response:**

1. A thorough environmental evaluation, inclusive of environmental justice, will be addressed in the feasibility assessment stages of the Portway Program. An environmental screening was conducted as part of this study, and is presented in Appendix E. As noted in the Section II of the report, specific port development issues (i.e.: “greenport” strategies) are being investigated by others.
2. Comment Noted – Revisions to the text have been made as referenced in the comment.
3. Economic analysis is to be undertaken as part of the Portway program next steps. Transportation data was generally not tabulated and categorized by municipal boundaries but was treated in a regional/sub-regional manner. Where data were aggregated across municipal boundaries, correct jurisdictional locations were maintained.
4. Based upon comments received, it is recognized that reconstruction of the Paterson Plank Road Bridge may conflict with other on-going development plans proximate to the Hackensack River north of Route 3. These issues will be fully addressed in the feasibility assessment stage of the Portway Extensions program.
5. Comment Noted.
6. These issues will be fully addressed in the feasibility assessment stage of the Portway Extensions program.

---

***Bergen County – Farouk Ahmad, Director – Department of Planning and Economic Development*****Response:**

1. The Portway program will enhance the distribution and movement of containers and the efficiency of warehousing and distribution activities throughout the area. The desirability of maintaining warehousing activities in close proximity to the ports has long been recognized, and is a key factor in the Portway program and other regional initiatives such as the Brownfields redevelopment.

2. Use of rail for the movement of containers does not preclude the use of rights-of-way for passenger service as well. ***Opportunities for shared use must be tempered with the current strictures of railroad safety regulation.***

***Middlesex County – George M. Ververides, Director of County Planning***

**Response:**

1. During the study's outreach process, County officials were requested to include any municipalities potentially affected by the Portway program to attend meetings and provide input. As the Portway program continues, similar opportunities for local government input will be available.

**D. New Jersey Turnpike Authority*****Stephen M. Buente, P.E. – Supervising Engineer/Planning*****Response:**

Page III.2

- a. Specific issues regarding improvements to roadways and interchanges with the NJ Turnpike were addressed through other ongoing efforts (i.e.: Interchange 12 Reconstruction, Secaucus Interchange, Interchange 14-A in association with the MOTBY, etc.). It is fully anticipated that close coordination on a concept-by-concept basis will be required in the next phase of the Portway Extensions program.
- b. As stated in the text preceding the list of coordination meetings and interviews, information requested and received at the meetings focused primarily upon anticipated land use development trends that may affect container movements.
- c. The text has been corrected to indicate the intended reference to “Interchange 7A”.
- d. The referenced list focused on identification of land use development trends within each county. As detailed in subsequent sections of the report, Interchange 12 improvements are noted and incorporated into the future travel demand models.

Page III-3

- a. The referenced list focused on identification of land use development trends within each county. As detailed in subsequent sections of the report, the new interchange along the eastern spur (referred to as the Secaucus Interchange) was noted and incorporated into the future travel demand models.
- b. The NJTPA facilitated formation of a Task Force consisting primarily of the standing members of the NJTPA Freight Subcommittee. The NJ Turnpike Authority was notified of these meetings.

Page III-5

- a. Comment noted with concurrence.

## Page VII-2

- a. Yes. The new Secaucus Interchange was incorporated into the future network models.

## Page X-26

- a. Editorial revisions have been made in the text. The interim improvement suggestion was to utilize the shoulders to form a fifth travel lane (reversible in the peak flow direction), not create three peak direction lanes with only one off-peak direction lane. This concept is felt to be physically feasible considering the original operation of the bridge with six (6) travel lanes.

## Page X-28

- a. Editorial revisions have been made in the text.

## Page X-29

- a. Additional details have been incorporated into the text.

## Page X-16

- a. Comment noted.

## Chapter XII

Additional and continued coordination will be undertaken in subsequent steps of the Portway Extensions program, including with the NJ Turnpike Authority.

Page XII-4

---

- a. Comment noted.



**E. New Jersey Meadowlands Commission*****Kamal Saleh – Senior Planner*****Response:**

It is recognized that the Interchange 15-W Connectivity alternative would likely require some level of wetlands mitigation, as well as potentially preclude further use of the Newark Industrial Track and the eastern end of the Boonton Line. This concept will be closely coordinated with involved agencies during feasibility assessment.

The potential use of the former Paterson Plank Bridge as part of a light rail connection between Secaucus and Carlstadt is recognized. However, plans for such a system are not fully developed or finalized. Other alignments are currently being considered by others for provision of rail service to the Meadowlands Sports Complex and the surrounding area. Consideration of the potential for incorporation of a roadway (possibly combined with a rail link) across the Hackensack River will be fully investigated in the feasibility assessment stage of the Portway program.

## **F. Port Authority of New York and New Jersey**

***Cruz C. Russell – Director***

### **Response:**

#### **Comments from a Regional Perspective –**

Appropriate revisions have been made to the text to address these comments.

#### **Section VI – Existing Conditions**

Appropriate revisions have been made to the text to address these comments.

#### **Section VII – Future Growth in Container Flows**

Appropriate revisions have been made to the text to address these comments.

#### **Section IX – Future No-Build Conditions**

The study was conducted based upon the anticipation that the volume of containers will significantly increase over the next 20+ years. The study was not intended, nor did it attempt, to define and advance land use development or economic growth policy. The objective of the study was the identification of future container flow demands, and the development of infrastructure improvement concepts to safely and efficiently accommodate the increased movement of containers that will result from changing global and domestic market conditions. VMT and VHT are considered to be appropriate performance measures for evaluating regional and area-wide benefits of the overall program, while volume-to-capacity ratio is an appropriate performance measure for evaluating localized highway improvements. Detailed evaluations of operations on specific components of the transportation infrastructure have been conducted, with the results incorporated into the final report.

#### **Section X – Improvement Concepts**

The two additional projects put forth for consideration have been evaluated on a qualitative basis. The Portway Team agrees that St. Paul's Ave. grade crossing and Passaic & Harsimus second track crossing of the Hackensack River projects have some merit at this

stage. Quantitative evaluation will be conducted as part of the next steps in the Portway program (i.e.: feasibility assessment).

Segments and feeders have been more clearly identified on the figure.

Appropriate revisions have been made to the text to address these comments.

## **Comments from a Port Commerce Perspective -**

### In General

Comments noted.

### Port Connectivity Priorities

*NJ Turnpike Interchange 13A Improvements* - The Portway Extensions study recognized the importance of the improvements set forth in the Union County / Kapkowski Road Transportation Planning Study. The potential for adverse impacts associated with the NJ Transit Elizabeth Light Rail Transit System should be coordinated between the Port Authority, NJ Transit and Union County. Based upon this coordination, revisions and enhancements to one or more of the infrastructure improvement projects envisioned for this area may be incorporated to ensure that all elements operate as efficiently as possible. This coordination will be conducted as part of the next steps in the Portway program (i.e.: feasibility assessment). It is the Portway Team's understanding that the current plans for the Elizabeth Light Rail system call for a grade-separated crossing of North Avenue, which will eliminate the potential for congestion in that location.

*The Short Haul Rail Spine* – Detailed evaluation of the market demand and the economic implications / viability along with applications of appropriate technologies will be conducted as part of the next steps in the Portway program (i.e.: feasibility assessment).

*NJ Turnpike Interchange 14 and 14A Improvements* – These improvements have been coordinated with the Bayonne and Hudson County Local Roadway Connector Study, and are consistent with and support of the goals and objectives of these initiatives.

*NJ Turnpike Newark Bay Bridge* – Comment noted.

*NJ Turnpike Interchange 15W Connectivity, Paterson Plank Road/Route 3 Corridors and New Road Extension* – Comment noted.

*Bayonne Bridge Elevation* – Comment noted.

*NJ Turnpike Interchange 13 Improvements* – Comment noted.

#### Section VI – Existing Conditions

Appropriate revisions have been made to the text to address these comments.

#### Section X – Improvement Concepts

Page X-3 – Figure has been revised.

Page X-6 – Revisions have been made to the text.

Page X-10 – Revisions have been made to the text.

Page X-11– Revisions have been made to the text.

Page X-13– Revisions have been made to the text.

Page X-23– Revisions have been made to the text.

Page X-26– Revisions have been made to the text.

#### Section XII – Prioritization of Improvements

Page XII-5– Revisions have been made to the text.

Page XII-6– Revisions have been made to the text.

### **Comments from a Tunnels and Bridges Perspective**

#### In General

The infrastructure improvement elements and concepts discussed in the comments were incorporated into the roadway network models.

### Section X – Improvement Concepts

*Intelligent Transportation Systems (ITS)* – Comment noted. Specific systems and implementation procedures will be detailed in the next stage of the Portway program (i.e.: feasibility assessment).

*Congestion Pricing* –Policies regarding congestion pricing are the purview of the Port Authority and the NJ Turnpike Authority.

*Bayonne Bridge* - Revisions have been made to the text.

*Goethals Bridge / Interchange 13 Improvements* – Comment noted. Revisions have been made to the text.

### Section XII – Prioritization of Improvements

Revisions have been made to the text.

## **G. NJ TRANSIT**

***Richard Roberts – Chief Planner, Capital Planning & Programs***

### **Response:**

General Response: While a number of specific issues were raised by NJ Transit, the most significant issue appears to focus on the need to closely coordinate the feasibility assessments of the Portway Extensions and the NJ Transit plans. We concur.

#### **I) Interchange 15W Connectivity**

The Portway Extensions Study focused upon *Concept Development*. There are several different possibilities – not necessarily mutually exclusive - for utilization of this site and associated rights of way. These various possibilities will be detailed and considered during the feasibility phase. At that stage, there will be close coordination with all interested and involved parties. None of the comments preclude advancing these preliminary findings to the feasibility phase.

#### **Other Roadway Connections to NJTPK 15W**

These other roadway links were considered in the modeling and forecasting elements of the study. Based upon the findings, it was determined that additional access capacity would be required facilitate container movements.

#### **II) Short Haul Rail Spine**

It is agreed that the Concept merits additional study in the feasibility stage of the Portway program, which will be closely coordinated with all interested and involved parties.

#### **III) Lack of Cost Data**

Prioritization was based primarily upon mobility benefits. Subsequent to receiving NJ Transit comments, preliminary comparative cost estimates have been developed and are incorporated in Appendix E of this final report.

#### **Overall Comment:**

A review of NJTPA's and our records indicate that representatives of NJ Transit are members of the NJTPA Freight Initiatives Committee, under which the stakeholder outreach and coordination was conducted. Meeting records indicates that NJ Transit

representatives were in attendance at all three of The Portway Extensions presentations/meetings:

Task Force Meeting 1 – March 11, 2003

Task Force Meeting 2 – April 22, 2003

Task Force Meeting 3 – June 10, 2003

Additionally, many of the issues raised in NJ Transit's comment letter were discussed and responded to in a large-group meeting/conference call in early June. The call included senior managers and staff from NJT and NJDOT, as well as the consultant team.

Page III-6

The Secaucus Interchange was incorporated into the future roadway network, with the traffic diversions appropriately represented.

Page IV-10

On-dock rail traffic from port facilities was assigned proportionally to Express Rail, Howland Hook Intermodal Yard, and the proposed Global/MOTBY Intermodal Yard. The Howland Hook Yard is currently under construction. The Global/MOTBY Yard represents anticipated future development.

Page VI-3

Agreed.

Table VI-3 Page VI-13

Rail traffic from Global/MOTBY was assigned to the anticipated intermodal rail yard at MOTBY and does not generate additional truck trips to other rail yards.

Page VI-19

Please refer to figure X-4, which illustrates the respective locations of the facilities. With the completion of west leg of Marion "wye" these two yards were directly connected.

## Page VI-20

As indicated in the column heading, this figure of 850,000 represents total TEU's. A footnote has been added to indicate that Pacer is included.

## Page VI-22

Typographical errors corrected.

## Page VI-24

The 225,000 lift figure includes all traffic at E-Rail, North Bergen and Little Ferry. It does not include domestic traffic at Croxton and Kearny.

## Page VI-30

At Task Force Meeting 2, Task Force members requested that the team identify container storage and repair facilities in the region, as these are significant origins and destinations for container-related movements. These capabilities are concentrated at the intermodal facilities. Containers and chassis are also stored and repaired at many and diverse but small trucking locations throughout the area.

## Page VI-32

The study identified significant shortfalls in container movement capacity throughout the region. The study suggested multi-modal improvements to address these deficiencies.

## Table VII-6

As noted above, on-dock rail is assumed at Global/MOTBY.

## Page VII-9 Table VII-7

The assumed 50/50 split was based on discussions with the Class I railroads regarding reasonable planning assumptions.

The Albany 2020 Rail/Barge figure includes the capture of a certain amount of purely domestic container traffic, over and above international containers moving to/from PANYNJ, anticipated under PIDN.



Page VIII-4

Agreed. Revisions have been made to the text.

Page X-12

This is an operational decision to be made by the freight railroads, who have been the primary proponents of freight villages.

Page X-14

This will be more fully addressed in the feasibility stage of the program.

### ***Potential Locations***

These locations are sites of concentrated warehouse/industrial development, with the anticipation that development of a rail yard may be accommodated.

Name Changes: Comments noted.

Rail Spine Access to Interchange 7-A

These issues were clearly noted in the concept development, and will be fully addressed in the feasibility assessment phase of the program.

Page X-17 to X-43, Sections XI - XII

The availability of vacant right-of-way between Secaucus Rd. crossing in Jersey City and the vicinity of 83<sup>rd</sup> St./former Granton Jct. in North Bergen varies as to specific location. A single finding cannot be applied at this time on the availability of vacant space applied to the entire length of this segment. Claims on the vacant rights of way have changed over time with CSAO, CSX, NYS&W, NJ Transit and NJDOT basically negotiating for scarce alignments. The completion of the Northern Branch double track, the proposed HBLRT alignment, growth in NYS&W customer base combine to suggest that options should be kept open and we avoid designating a specific rail right-of-way for the freightway at this point in the analysis. It also suggests that a combination of alignment opportunities, including selective sharing, can be fashioned, once the various negotiations are resolved.

Some adjustments to existing track alignments will be required to access MOTBY, but these are expected to be of a relatively localized nature and too detailed for this phase of the work.

Both CSAO and M&E have a presence at or on the Chemical Coast at Bayway. Oversized rail shipments were formerly interchanged between SIRR and Conrail though the refinery property. We understand the proposed signal/capacity and completed clearance projects for the Port Reading Secondary.

Text will be revised on the following issues raised. We agree on vertical clearance and capacity limitations on the portion of the NJCL between Wood and Essay. . Comments on track connection with back up move between Chemical Coast and former Lehigh Valley Perth Amboy branch vestige, are duly noted. Our maps reflect that the track connection from the Perth Amboy branch to Raritan Center via Raritan Jct. is still in place.

It is recognized that a direct rail access from Interchange 7A from the north is problematic, absent a means of bypassing or closing the Hightstown gap in the former Camden and Amboy rail corridor.

NS has severed the Boonton Branch at the Croxton lead and at North Newark. The second track has been pulled and DB is fixed open. While NS' longer range plans are unclear, these actions reflect a current disinterest in operating this inner segment of the Boonton Line and Newark Industrial Track. The presence of additional lateral space on the inner Boonton line, the DEIS stage of ARC analysis, and options for access between the Turnpike and Croxton suggest that to the Boonton line options advance to the feasibility stage of the Portway analysis.

Electrification modification/elimination quotation did not mean to suggest that present electrically propelled commuter service furnished by NJ Transit would be jeopardized or diminished.

## **H. North Jersey Transportation Planning Authority**

***Freeholder Peter Palmer, Chairman – NJTPA Freight Initiatives Committee***

### **Response:**

#### **I. "Close-in" Brownfields Redevelopment**

##### **Integration of Brownfields Study – January 2003**

It is agreed that large scale, well planned redevelopment of Brownfield sites within the Port district could prove beneficial in managing the flow of containers. The Portway Extensions study was commissioned to develop infrastructure improvement and systems operation concepts to efficiently accommodate the volume and origin/destination patterns of container movements anticipated based upon existing and anticipated planning and land use development policies. The Portway Extensions Study incorporated the general expectations of the publicly available Brownfields study in the development of container movement projections. It should be noted that opportunities to examine specific Brownfield site opportunities were limited due to the fact that Brownfield location information (currently being finalized by NJIT) was not made available to the Portway Extensions team.

##### **Trends in Warehouse Development – Size and Location**

The trend line in Southern California is quite similar to the warehousing/distribution trends occurring in NJ. Following a trend seen also in NJ, larger distribution facilities are found in outlying areas, such as Inland Empire (which is increasingly a destination for container traffic entering the US via the Ports of LA and Long Beach. The Colliers Seeley Industrial Market Report for the first quarter of 2003 states that "*The Inland Empire is a rapidly growing, big box market. It has a total of 197 million square feet of industrial space, the vast majority (88%) of which was built in the past 20 years. 73% of its space is in the big box segment*". The Watson Industrial Park referenced in the Brownfield report is a 350 acre development with 6.6 million square feet of space near the port consisting of larger building subdividable into smaller units for specific clients. The trend noted in the comments regarding activity at Watson is actually manufacturing activity (rather than value added warehouse activity) that is typically found in more urban locations proximate to international ports and airports. Such manufacturing or finishing operations are found throughout the inner core of the New York-New Jersey region.

The Portway Extensions study accounts for a number of areas where warehouse growth is expected. These areas, while not addressed on a site specific basis, did consist of numerous zones, locations and sizes, ranging from large, big-box areas such a Tremley

Point, to areas comprised of a number of smaller parcels such as the Frelinghuysen Avenue sections of Newark and portions of Jersey City proximate to the ports and the Portway Alignment. The Portway study also used the PIDN database of container origins/destinations in the State to identify the locations of both the port-related warehousing/DC and manufacturing activity.

### **Suggested Changes in the Portway Extensions Final Report**

Page II-8

Comment noted. Change incorporated into the final report.

Page VI-6

The Southern California area is also a major hub of North American and Regional distribution centers (DC), ranging from 250,000 to over 1 million square feet. In addition, recent trends at the Ports of LA and Long Beach indicate that containerized traffic is increasingly moving to these larger DCs in the Inland Empire area and elsewhere. See response above.

Page VI-7

Identification of sites where warehouse growth is anticipated was based upon published county level information, supplemented by interviews with local and county planning officials. The projection models did in fact incorporate warehouse growth in these Kearny and Jersey City areas. However, these areas were not identified as high growth areas through the county and local outreach process, nor did the study have access to detailed, site specific Brownfield information. When the detailed Brownfield site specific information becomes available, additional analysis may be undertaken.

Page VIII-3 While it is agreed that closer in locations are more desirable (all else being equal), there are a number of other factors in the location decision process such as land values, availability, etc. The Portway Extensions study does recognize the availability and desirability of developing such closer in locations as Tremley Point, Newark and Carteret. The study also recognizes that competition among different land uses is generally more intense in the core areas, as reflected in the per-acre land prices. Close in locations were incorporated into the projection models, commensurate with their relative potentials for growth and development.

Page VIII-5

Comment noted. Modifications made in the final report.

Pages X-11 & 12

Comment noted. Modifications made in the final report.

It is agreed that warehouse development may represent a “higher and better” use for brownfields than container storage, but container storage does represent one of the available options. Further study of the empty container issue at a regional level is clearly warranted. For its part, the Portway Extensions Study was not intended to establish site specific land use policy, but rather to identify infrastructure to serve generators of container traffic, based on current land uses and likely future development patterns consistent with current land use policy.

Pages X-12 & 13

While land use planning and policy have the potential to significantly enhance mobility and the efficient movement and processing of containers, the Portway Extensions study was commissioned to develop infrastructure improvement and systems operation concepts to efficiently accommodate the volume and origin/destination patterns of container movements anticipated based upon existing and anticipated planning and land use development policies. . The Portway Extensions Study incorporated the expectations of the Brownfields study in the development of container movement projections.

Page X-12

Comment noted. Modifications made in the final report.

Page X-26

Comment noted. Modifications made in the final report.

Page XII-2

Comment noted. Modifications made in the final report.

Page XII-2

It is agreed that large scale, well planned redevelopment of brownfield sites within the Port district could prove beneficial in managing the flow of containers. The Portway Extensions Study incorporated the expectations of the public Brownfields study in the development of container movement projections.

## II. New Proposed Portway Connector: Doremus Avenue to I-280, I-80

The potential for providing a direct connection between the northern end of Doremus Avenue and Harrison Avenue / NJ Turnpike Interchange 15-W was developed and addressed in Section 10 of the Draft Report. Analysis of this concept has been expanded as detailed in Section X of the Final Report.

While it is agreed that there is a need for truck staging areas, identification of specific sites for such a facility is not specifically undertaken in this study. The identification of truck staging and rest areas can be undertaken during the next phase of the project.

## III. Inner-PIDN and Other Issues

### Section 2

Page 1

Comment noted. Available findings of the Brownfields Study were incorporated into the future container flow projection models.

Page 3

Comment noted. The study maintains consistency with the services and volumes put forth as part of the PIDN proposals.

### Section 6

Page 15

Comment noted. Modifications made in the final report.

Page 18

For the purpose of this study, "Dense Trade Clusters" focus primarily upon locations defined as part of the PIDN.

## Page 19

The Class I railroads indicated their expectation that Croxton and Kearny yards will serve as major land bridge terminals. There is likely to be some mix of different traffic at each terminal, but it is not feasible to estimate the exact future splits, and the clearly dominant use at each terminal was assumed to represent 100% of the traffic. Because the growth rates for port, landbridge and domestic rail container traffic are slightly different, different assumptions about the traffic mix at each terminal would produce different estimates of total trip generation; however, these differences are relatively minor compared to the overall trip generation at these facilities.

## Pages 19 and 23

Table 6.6 presents PIDN data for 37.5 and 75-mile radii from the port. Table 6.9 presents TRANSEARCH data for Bergen, Essex, Hudson and Union Counties. Because of the different geographic scales, the two datasets are not directly comparable – their value is that they offer two different and complementary “windows” into container movement at the regional level.

## Page 25

Secondary container moves are counted as domestic traffic. If the secondary move begins or ends within Bergen, Essex, Hudson and Union Counties, it is counted as an origin-destination domestic move; if the secondary move begins and ends outside these counties, it is counted as a through domestic move. Regrettably, there is no currently available data that allows primary container moves to be conclusively linked with the secondary moves (container and non-container) they may generate.

Revisions to text under bullets 3 and 4 have been made in the text.

## Section 7

### Page 2

These areas were not included in the PIDN data, and, therefore, are not included in the listing of out-of-region dense trade clusters.

### Page 3

CPIP developed regional container forecasts based on regional macroeconomic factors, and allocated the resulting forecast volumes proportionally among existing marine terminal

complexes in proportion to their estimated handling capacity. CPIP did not assign any traffic to MOTBY. Therefore, to account for anticipated development at MOTBY, the Portway team developed a general estimate of MOTBY capacity, added it to the total port-wide capacity, and assumed that MOTBY would attract a share of forecast demand in proportion to the capacity it provides. Since the development of MOTBY does not change the underlying macroeconomic factors on which the CPIP forecasts are based, the Portway team did not adjust the CPIP regional container forecast totals. The addition of MOTBY to the analysis means that port-wide capacity is increased, and the same amount of container traffic is spread over a larger number of terminal complexes during the forecast period. This approach was discussed and coordinated with the CPIP team.

Page 8

The projections incorporated into the study were held consistent with PIDN projections.

Port-generated intermodal rail traffic was assigned to on-dock railyards rather than off-dock based upon operating expectations of Norfolk Southern and CSX.

#### Section 8

Page 3

While not highlighted as large-scale growth centers, growth in these areas was anticipated and was incorporated into the models.

#### Section 9

Page 2

Comment noted.

Page 2 & 3

The model covers the 13-county NJTPA region. The 753K is a typographical error and has been corrected in the text.

Pages 4 thru 11

The headings on Figures XI-1 through XI-8 clearly indicate the future forecast year, high vs. low growth scenario, and AM or PM peak hour container traffic.



## Section 10

### Page 1

Comment noted. Revisions made to text.

### Pages 1 & 2

Comment noted. Revisions made to text.

### Page 3

Comment noted. Limits of ITS infrastructure will be fully defined in the next stage of the Portway program.

### Page 10

The study did not attempt to identify specific locations for truck rest stops.

### Page 12

The study did not attempt to identify specific locations for establishment of chassis pools.

### Page 13

Comment noted. Revisions made to text.

### Page 22 to 29

Connections between Doremus Avenue and Harrison Avenue (and thereby to I-280) are depicted on Figure X-4 – Interchange 15-W Connectivity).

## Section 12

Comment noted. Revisions made to text.

## Section 13

Comment noted. Revisions made to text. Similar to the short haul rail spine, full investigation of short haul barge network will be addressed as part of the next stage of the Portway program.

## I. NEW JERSEY DEPARTMENT OF TRANSPORTATION

*John Powers, New Jersey Department of Transportation*

### Responses:

Page I-7

The Portway Extensions model is a state-of-the-art tool, purpose-built for evaluating container movements within the primary study area. One of the inputs was the Portway Phase I model, which was integrated with the NJRTM and with new data (network enhancements and trip tables). This process of model development and refinement can certainly be used as a standard approach for future truck analyses elsewhere in the state. The Portway Extensions model itself could potentially be applied to other regions and/or projects, provided that suitable enhancements -- expanded geography, network detail, trip generation and O/D data, and growth forecasting -- are performed. With the appropriate level of enhancements, it could easily serve as the platform and basis for an expanded regional model, or even a statewide truck model.

Page II-7

The reference was extracted from studies conducted for the Kapkowski Road / North Avenue improvement program. The North Avenue improvements are intended in part to provide enhanced connectivity between the industrial areas at the southern end of Newark Liberty International Airport and the emerging industrial development along the waterfront. The physical configuration of the North Avenue improvements were developed in a manner that would not conflict with other localized roadway improvement programs.

Page III-3

Comment noted.

Page IV-11

The Bayonne Park screenline was incorporated to calibrate the regional flows between the City of Bayonne and points west.

## Page V-3

Through installation of multiple tubes with exact spacing, an extensive array of Automatic Traffic recorders are capable of classifying vehicles in the manner described, GK's IDC, etc.

## Page VI-11, 12

The figures are intended to show that trucks serve as the "last leg" of the landbridge move: containers are imported at west coast ports, moved across the country by rail to North Jersey railyards, and then delivered by truck to local and regional destinations (and vice-versa). Landbridge containers do not, as a rule, move to/from PANYNJ terminals, except to exchange or manage equipment, as shown on Figure VI.6.

## Page VI-19

Clearly, North Jersey can be – and is -- served by landbridge rail terminals outside the immediate study area, particularly in eastern/southeastern Pennsylvania. These terminals generate container truck moves into and out of the study area, which are captured in the Portway Extensions model. We did not collect throughput data for the rail terminals themselves. A key goal of the Portway Extensions improvements is to improve the functionality and attractiveness of the intermodal rail terminals within the North Jersey service area, so that these terminals can continue to serve as the primary "front door" for the region's landbridge traffic. Should these terminals suffer diminished functionality, alternative yards outside the region become more attractive, resulting in longer truck drays into/out of the region, and more highway VMT.

## Page VI-25

This is correct.

## Page VI-20

The study used several sources to estimate landbridge TEUs. One source was the draft CPIP, which provided an estimate of 681,000 import landbridge TEUs. CPIP did not develop a corresponding estimate of export landbridge TEUs. In discussions between the Portway Extensions team and the CPIP team, it was agreed that doubling this figure yields

a reasonable estimate of maximum total (import plus export) landbridge TEUs. This is within the range of estimates from other sources (PIDN and NYMTC).

Page VII-9

Comments noted. Revision has been made in the text.

Page IX-3

Comment noted. Revision has been made in the text.

Page X-7

Comment Noted. Revision has been made in the text.

Page X-12

Comment Noted.

Page X-14

Comment Noted.

Page X-15

Comment Noted. Revision has been made in the text.

Page X-16

It is recognized that the continuous rail line through Hightstown does not exist at this time. Recreation of this line segment, or development of alternative routes will be fully investigated in the feasibility assessment stage of the Portway program.

Figure X.3 Comment noted.

Figure X.4 Specific tie-down points of the “wishbone” to the railyards or the adjacent roadways serving the railyards will be identified and detailed in the feasibility assessment stage.

Page X-21

Comment Noted. Revision has been made in the text.

Page X-26

Comment Noted. Revision has been made in the text.

Bayonne Bridge elevation is not strictly required to accommodate overland movement of containers. However, the height restriction presented by the bridge is felt to be a potential constraint to marine access to Port Newark/Port Elizabeth, and would be an impediment to realization of the over the wharf container volume projections upon which the inland infrastructure improvement concepts were developed.

Figure X.11 Comment noted. Figures have been revised and enhanced.

Figure X.12 Comment noted. Figures have been revised and enhanced.

Figure X.13 Comment noted. Figures have been revised and enhanced.

Figure X.14 Comment noted. Figures have been revised and enhanced.

Figure X.15 Comment noted. Figures have been revised and enhanced.

Figure X.16 Comment noted. Figures have been revised and enhanced.

Figure X-16, 17

Specific locations of land use development and the potential inclusion of local railyards will be determined by local planners. Until such definitions are available, specific local connector improvements between the NJ Turnpike Interchanges 8A and 7A can not be formally identified. Additional discussion has been added to the text detailing on-going improvements being advanced by the NJ Turnpike Authority at these locations.

Page XII-1

Extensive coordination with all applicable agencies will be undertaken in the feasibility assessment stage of the Portway Extensions program.

Page XII-6

The roadway bridge alternative at this location was advanced for recommendation as an extension of the system being implemented under the auspices of Portway Phase I, most notably the crossing of the Passaic River from Doremus Avenue to Central Avenue. Development of a roadway option along this right-of-way does not preclude the development of a shared truck/rail right-of-way. This will be more fully investigated in the feasibility assessment stage of the Portway program.

Page XIII-4

Comment noted.

## **A. CITIZENS / CITIZEN GROUPS**

**Portway Extensions Concept Development Study  
Comments received from Citizens and Citizens Groups**

Category	First Name	Last Name	Title	Organization	Address	City, State Zipcode
Citizen / Citizen Group	Margaret	Ahem				
Citizen / Citizen Group	Meg	Ahem			3 West End Avenue	Summit, NJ 07901
Citizen / Citizen Group	Howard A.	Andrews		Coalition to Stop the Train	254 W. 9th Avenue	Roselle, NJ 07203
Citizen / Citizen Group	Marie	Babcock			28L Morris Avenue	Summit, NJ 07901
Citizen / Citizen Group	Tom	Bubb			4 Hawthorne Avenue	Springfield, NJ 07081
Citizen / Citizen Group	William J.	Callahan			8 Drum Hill Drive	Summit, NJ 07901
Citizen / Citizen Group	Lisa	Casamento		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	Ray & Diana	Churchill		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	Sharon	Corigliano		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	JoAnn	Dillon		Coalition to Stop the Train	308 Fautoute Avenue	Kenilworth, NJ 07033
Citizen / Citizen Group	William M	Dillon		Coalition to Stop the Train		
Citizen / Citizen Group	Anna	Finn			254 W. 9th Avenue	Roselle, NJ 07203
Citizen / Citizen Group	Erk & Sofiya	Garber		Coalition to Stop the Train	178 Hawthorne Avenue	Springfield, NJ 07081
Citizen / Citizen Group	Jeffrey J.	Halverstadt		Financial Bank - Business	355 Madison Avenue	Morristown, NJ 07960
Citizen / Citizen Group	Matthew	Kokotowski		Coalition to Stop the Train	446 W. 6th Avenue	Roselle, NJ 07203
Citizen / Citizen Group	Richard	Lenihan		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	Hedy	Lipke		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	Simone	Miller	Chairperson	Springfield Environmental		
Citizen / Citizen Group	Michelle	Morrissey			P.O. Box 76	Summit, NJ 07901
Citizen / Citizen Group	Arlene	Murphy		Coalition to Stop the Train		Kenilworth, NJ 07033
Citizen / Citizen Group	Sheila	Pelzer			15 Morris Court	Summit, NJ 07901
Citizen / Citizen Group	Heather & James	Sanford		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	Maxine	Shanahan		Coalition to Stop the Train	100 Stone Hill Road, R-8	Springfield, NJ 07081
Citizen / Citizen Group	Herb	Slote				
Citizen / Citizen Group	Michael A.	Tripodi	Mayor	Coalition to Stop the Train		
Citizen / Citizen Group	David & Debra	Vanek		Coalition to Stop the Train	642 Fairfield Avenue	Kenilworth, NJ 07033
Citizen / Citizen Group	Ben	Venezio		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	Edward & Carol	Westervelt		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	Robert	Zeglarski		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	Sandra	Izkonski		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	Lisa	???		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	Patricia & Wm.	Lella		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	Sandy	Tobias		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	Catherine	?????		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	JoAnn	?????		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	Ethel	Gilroy		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	Marra	Kowal		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	Dolores	Major		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033
Citizen / Citizen Group	Diane	Kane		Coalition to Stop the Train	P.O. Box 76	Kenilworth, NJ 07033



**From:** Meg Ahern [mmahern@yahoo.com]  
**Sent:** Thursday, August 07, 2003 10:06 AM  
**To:** jody.baranjin@dot.state.nj.us; sparker@ekmail.com; ddawson@njtpa.org  
**Subject:** Portway Project Concern  
August 7, 2003

To Whom it May Concern,

As a resident of Union County I am writing to you to express my grave concerns about a current part of the Portway Project. It has come to our attention that the Morristown and Erie (M&E) Rail is planning on reactivating freight service along the Rahway Valley line in Union County.

This reactivation portion of the Portway Project is going to have detrimental effects on the towns of Union County and thousands of residents! There is no economical benefit to us, the taxpayers, and the reactivation is going to ruin our quality of life, threaten the safety of our children, and crush our property value.

Before further action is taken, please take into account the residents who will be directly affected by this. The focus of this project has been on improving industry, which should be commended. Now it is time to focus on the families who are facing the possibility of freight trains running through their neighborhoods.

Sincerely,  
Margaret Ahern  
908-273-2187

---

Do you Yahoo!?  
Yahoo! SiteBuilder - Free, easy-to-

Complete Set of  
Comments Received



State of New Jersey

OFFICE OF THE GOVERNOR

PO Box 001

TRENTON NJ 08625-0001

(609) 777-2481

FAX: (609) 777-1250

E-MAIL: Paul.Fader@gov.state.nj.us

JAMES E. MCGREEVEY  
Governor

PAUL T. FADER  
Director, Authorities Unit

July 30, 2003

Ms. Meg Ahern  
3 West End Avenue  
Summit, New Jersey 07901

Dear Ms. Ahern:

Thank you for your recent letter regarding the potential reactivation of the Morris and Erie railway line through Union County, and its potential relation to the Portway Extensions Project.

Through transmission of this letter to Mr. Jody Barankin, New Jersey Department of Transportation, and Mr. David Dawson, North Jersey Transportation Planning Authority, I am requesting that they review the information set forth in your correspondence with all due attention to determine the best course of action.

I will be in contact with you in the near future.

With all good wishes,

Noreen M. Giblin  
Deputy Director – Authorities Unit

cc: Jody Barankin, New Jersey Department of Transportation (with enclosure)  
David Dawson, North Jersey Transportation Planning Authority (with enclosure)

July 16, 2003

Ms. Noreen M. Giblin  
PO Box 001  
Trenton, NJ 08625-0001

Dear Ms. Giblin,

My name is Meg Ahern and I live in Summit, NJ. My father, David McCarthy of McCarthy Trucking in Port Kearny, suggested that I contact you regarding grave concerns we have over a current issue.

Recently, it has come to our attention that the Union County Freeholders have signed a contract with the Morristown and Erie (M&E) railway line. Because this contract was signed without notifying the affected towns' governments or residents, all we know is that Union County is going to allow the M&E to reactivate a dormant line to allow freight trains to travel from Staten Island to Dover, eventually connecting to Scranton, PA.

Along with hundreds of other residents in the county, the train line runs behind our home. If the M&E reactivates the freight line, freight trains would use this line. Our concern lies in that Union County has told us nothing. We don't know how often these trains would run, how long they would be, and what they would be carrying. There are also questions regarding the environmental impact, for no study has been conducted. Currently the towns of Union County are fighting this reactivation and have sought legal counsel.

I would greatly appreciate any information you can provide regarding this issue. The idea of freight trains running behind our homes is unsettling.

Sincerely Yours,

Meg Ahern  
3 West End Avenue  
Summit, NJ 07901  
908-273-2187  
mmahern@yahoo.com

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 7, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howland Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,

Howard A. Andrews  
254 W. 9<sup>th</sup> Ave.  
Roselle, N.J. 07203

**From:** GMBClancy@aol.com

**Sent:** Thursday, August 07, 2003 9:48 PM

**To:** sparker@ekmail.com

**Subject:** Reactivation of Staten Island and Rahway Valley Railroads

Dear Mr. Parker,

I would like to go on record as being against any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit.

Sincerely,

Marie Babcock  
28L Morris Avenue  
Summit, New Jersey 07901

Public Comment Tom Bubb

From: TBubb1@aol.com  
Sent: Friday, August 08, 2003 11:42 AM  
To: sparker@ekmail.com  
Subject: Reactivation of Abandoned Rail in Union County

Edwards and Kelcey, Inc.  
Mr . Scott Parker  
(973) 267-0555  
sparker@ekmail.com

Copy of Letter to:

New Jersey Department of Transportation  
Mr. Jody Barankin  
(609) 530 3520  
jody.baranjin@dot.state.nj.us

I, as a homeowner and resident, have been given numerous assurances over the past 10 years that the old (abandoned) railroad right of way would not be re-activated. And to find out at this late date that all the while there have been behind the scenes activities aimed at doing just that is dishonest at the least - and criminal at the worst.

We have been directed to read the Portway Extension Study - and I have, with alarm and disbelief - see excerpts below.

Where is the environmental impact statement, where is the recognition of the impact on the residents that surround this infrastructure?

The answer is, it is not the responsibility of the people conducting the study to represent and 'watch out' for the residents of New Jersey - it is YOURS.

The days of Robert Moses are gone. The people do have - and should have - a say. Who is soliciting those comments - who is listening to the responses?

Is it really your mandate to preside over the transformation of an East / West corridor through Kenilworth / Springfield / Summit into something that roughly equates to the current Route 1 & 9 corridor through Newark / Elizabeth / Rahway / Linden?

And who does that really benefit? How does that benefit the residents of New Jersey? Where will the offset to the loss of tax revenue from depreciated Real Estate values come from? How will the municipalities / residents be compensated?

This process must be opened up and the people must have a say.

It is your responsibility to make that happen!

Tom Bubb  
4 Hawthorne Avenue  
Springfield, NJ 07081  
973-467-1251

Recommendations from: Portway Extension Study:  
Recommendations in each of these Tiers were evaluated based on: their ability to Provide enhanced container freight mobility and "positive system redundancy;" their goodness-of-fit to established and emerging freight logistics requirements; their potential impact on the environment; their potential enhancement

Public Comment Tom Bubb

of container safety and security; and their reliance on new versus emerging or future technologies.

The Portway Extensions projects represent a substantial enhancement of the region's ability to sustain and grow its container freight movement capacity. However, container freight movement is only one of the critical transportation challenges the region faces, and the Portway Extensions projects - though considered highly effective at addressing the problems to which they are aimed do not "fix the transportation system problem." They will need to be combined and integrated with other regional transportation initiatives addressing automobile and non-container truck traffic, as well as with local and regional land use and Portway Extensions Concept Development Study Draft Summary Report development planning.

The positive coordination of these efforts - across jurisdictional boundaries, across public agency responsibilities, and across the respective interests of the private and public sectors -- will be a key challenge as the Portway Extensions initiatives are further advanced into the feasibility assessment phase.

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,



cc: NJTPA



**From:** Bill Callahan [gailbillc@comcast.net]

**Sent:** Wednesday, August 06, 2003 4:30 PM

**To:** jody.baranjin@dot.state.nj.us; sparker@ekmail.com; ddawson@njtpa.org

**Subject:** Morris & Essex Railroad

After repeated requests to have the Freeholders or staff respond to requests for financial information on this \$100 million plus effort, I appeal to you to stop this project. There is no financial information on the operator (M&E Railroad), on the project nor on the benefits to the many communities in Union County who oppose this boondoggle.

Union County gets \$2.00 each year. The M&E gets \$7.5 million to start. That amount will cover the cost to rebuild 2 bridges. There are many other bridges in need of repair or replacement not to mention the costs involved in repairing and replacing the road bed.

To top it off, there are a limited number of customers, if any, who have agreed to use the services of this railroad. The management team at the railroad must be drooling at the prospect of this windfall.

The Freeholders have been less than forthcoming in telling us about this project. The tid bits we do get don't seem to be supported by facts.

The Attorney General has been notified about this situation and it is hoped that charges will be instituted against the participants in this project.

If you can get the Freeholders to complete the attached spreadsheet and make it public, the taxpayers in the County and State will be better informed.

Thank you,

William J. Callahan  
8 Drum Hill Drive  
Summit, NJ 07901

[gailbillc@comcast.net](mailto:gailbillc@comcast.net)

Union County Freeholders have contracted with M&E Railroad to reactivate a line through the County. The Freeholders' economic analysis follows:

Union County:	2003	Approximate	Housing	Total	Tax Levy	Tax Levy	Tax Levy	# of Miles	Financial	Financial	Cost of
M&E Railroad Economic	Tax Levy	Population	Units	Area	Per Person	Per Unit	Per Acre)	of Track	Benefit	Benefit	Track Repair
Benefit to Municipalities	(\$)	(Estimate)	(#)	(Acres)	(\$)	(\$)	(\$)	(per town)	(per town)	(per unit)	(per town)
									(\$)	(\$)	(\$)
Berkeley Heights	10,279,000	13,400	4,562	6.27	767	2,253	1,126,954				
Clark	7,066,000	14,800	5,709	4.34	484	1,238	1,628,111				
Cranford	11,467,000	22,800	8,560	4.82	503	1,340	2,379,046				
Elizabeth	18,961,000	110,150	42,838	12.22	172	443	1,551,637				
Fanwood	3,054,000	7,100	2,615	1.34	430	1,168	2,279,104				
Garwood	1,703,000	4,200	1,782	0.66	430	956	2,580,303				
Hillside	5,171,000	21,000	7,388	2.79	246	700	1,853,405				
Kenilworth	4,592,000	7,100	2,926	2.14	647	1,569	2,145,794				
Linden	15,366,000	36,900	15,567	10.81	416	987	1,421,462				
Mountainside	4,900,000	6,650	2,478	4.02	737	1,977	1,218,905				
New Providence	7,590,000	11,800	4,485	3.68	643	1,692	2,062,500				
Plainfield	7,628,000	46,250	16,180	6.04	165	471	1,262,914				
Rahway	7,530,000	25,230	10,381	3.99	298	725	1,887,218				
Roselle	3,854,000	20,200	7,870	2.64	191	490	1,459,848				
Roselle Park	3,028,000	12,730	5,258	1.22	238	576	2,481,967				
Scotch Plains	10,746,000	22,780	8,479	9.80	472	1,267	1,096,531				
Springfield	8,046,000	13,670	6,209	5.15	589	1,296	1,562,330				
Summit	21,106,000	19,600	8,146	6.05	1,077	2,591	3,488,595				
Union	19,680,000	50,400	20,001	9.12	390	984	2,157,895				
Westfield	19,502,000	29,100	10,819	6.73	670	1,803	2,897,771				
Winfield	62,000	1,500	697	0.18	41	89	344,444				
<b>Total</b>	<b>191,331,000</b>	<b>497,160</b>	<b>192,950</b>	<b>104.01</b>	<b>385</b>	<b>992</b>	<b>1,839,544</b>				

**From:** lisa casamento [casmn@msn.com]  
**Sent:** Friday, August 08, 2003 4:32 PM  
**To:** sparker@ekmail.com  
**Subject:** Trains and the Portway

COALITION TO STOP THE TRAIN  
PO BOX 76 \* KENILWORTH \* NEW JERSEY \* 07033

We have read the Portway Extensions Concept Developmental Study Draft Summary Report and are responding with our comments within the 45 days as required.

We understand that the portway short haul rail spine plan through 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline rail freight operations from Howland Hook Terminal to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle, nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,  
Lisa Casamento

**From:** Sharon Corigliano [scorigliano@springfieldschools.com]  
**Sent:** Thursday, August 07, 2003 1:18 PM  
**To:** sparker@ekmail.com  
**Subject:** stop train

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We have read the Portway Extensions Concept Development Study Draft Summary Report and are responding with our comments within the 45 days as required.

We understand that the portway short haul rail spine plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline rail freight operations from Howland Hook Terminal to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,

cc: NJTPA

**From:** Ray and Diana [rayanddiana@worldnet.att.net]

**Sent:** Friday, August 08, 2003 9:19 AM

**To:** Jody Barankin; Scott Parker

**Subject:** Portway Extension Study

Please see my attached objection to any plan to reactivate the Staten Island Railroad and Rahway Valley Railroad through the communities mentioned.

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
stopthetrain@comcast.net

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,

A handwritten signature in cursive script that reads "Diana Churchill".

cc: NJTPA

Public Comment Bill Dillon

From: Bill Dillon [mrtv64@yahoo.com]

Sent: Thursday, August 07, 2003 9:00 AM

To: sparker@ekmail.com; jody.baranjin@dot.state.nj.us; ddawson@njtpa.org

COALITION TO STOP THE TRAIN

P.O. BOX 76 \* KENILWORTH \* NEW JERSEY \* 07033

stophetrain@comcast.net

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike.

This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,

William M. Dillon

=====

I-E-I Got a feeling that I belong!!!!

---

Do you Yahoo!?

Yahoo! SiteBuilder - Free, easy-to-use web site design software  
<http://sitebuilder.yahoo.com>



**From:** JoAnn Dillon [jdillon@springfieldschools.com]  
**Sent:** Thursday, August 07, 2003 9:16 AM  
**To:** sparker@ekmail.com  
**Cc:** ddawson@njtpa.org  
**Subject:** Fw: Portway Extension Study

----- Original Message -----

**From:** JoAnn Dillon  
**To:** [jody.barankin@dot.state.nj.us](mailto:jody.barankin@dot.state.nj.us)  
**Sent:** Thursday, August 07, 2003 9:14 AM  
**Subject:** Portway Extension Study

**COALITION TO STOP THE TRAIN**  
P.O. BOX 76 \* KENILWORTH \* NEW JERSEY \* 07033  
[stophetrain@comcast.net](mailto:stophetrain@comcast.net)

**August 6, 2003**

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike.

This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,

**William and JoAnn Dillon**

**308 Faitoute Ave.  
Kenilworth, NJ 07033**

cc: NJTPA

August 7, 2003

254 West 9<sup>th</sup> Avenue  
Roselle, New Jersey 07203

Via e-mail and regular mail

Jody Barankin  
Project Manager  
New Jersey Department of Transportation  
1035 Parkway Avenue, PO Box 600  
Trenton, New Jersey 08625  
[Jody.barankin@dot.state.nj.us](mailto:Jody.barankin@dot.state.nj.us)

Scott Parker  
Project Manager  
Edwards and Kelcey, Inc.  
299 Madison Avenue  
Morristown, New Jersey 07962-1963  
[sparker@ekmail.com](mailto:sparker@ekmail.com)

Dear Jody Barankin and Scott Parker:

While I was not able to discern from the documentation available on-line concerning the Portway Extensions Concept Development Study which specific short-line railroads are intended to be part of this project, I am dismayed at the prospect that the abandoned train lines in Union County running through my town, Roselle, and many other towns, might be part of this plan.

This is an issue that I take very personally, due to the very real negative effect the possible reactivation of these lines would have on my life, due to the noise, pollution, rumbling, increased traffic on my block and surrounding blocks due to passing, stalled, or stopped trains, possible delay or disruption of emergency services (the police and firehouse are on the "other-side-of-the-tracks" from where I live), the effect on the animals and trees in the area (yes, I'm a tree-hugger), safety concerns (there are two schools on my block, recently a gang-based ring of thieves were arrested for stealing freight off of slow moving trains, just the kind that will be passing by my house, and who knows what kind of toxic materials will be cargo), and the general decay, appeal and loss of property value to which my home would be subject. There are *three* grade level crossings within a block of my home and *two* more within ten blocks, and I do not relish the thought of the potential for accidents involving pedestrians, cars and animals, nor the train whistle blowing and the myriad of events that will disturb. My town is especially affected as there are ten grade level crossings within our 2.5 square mile total area.

However, reading the project plan, gives me additional cause for alarm. The premise of using these short-lines to ease congestion caused by truck traffic, is made moot by your own study, and yet the recommendation stands to offload more containers to rail service. The study concludes that container truck traffic is 1 to 1.5% of all truck traffic. I'm sorry, but the 10 trucks out of a 1,000 that this will take off the road, are not worth all of negative effects the short-line will have on the lives of the residents in the towns where lines exist. It almost seems like the implication is that these lines should be used simply because they are there. The study includes projections for approximately 10 to 25 years from now, that seem to be based on a field-of-dreams forecasting methodology, that is, if you build it, they will come.


I am also concerned about the part of the project devoted to establishing "container villages" and truck waiting areas. I commute each day on NJ Transit, and am astonished daily at the container "mountains" amassed in Newark and Seacaucus. The prospect of having these little "villages" and truck holding areas popping up throughout this very crowded and built up county, is very disheartening. The "Garden State" will soon be known as the "Container State", if this comes to pass.

Your report also makes it clear that the short-lines are merely going to be used to pass-thru goods on out through New Jersey to the rest of the country. This is very different from the information we are receiving from our local politicians, who have stated that this is a "for-us, by-us" kind of rail reactivation. True, I don't know for sure that the rails by me are included in your plan, but in case they are, I just want you to be aware of the misrepresentation that the citizens here have been handed. It is very hard to get a clear picture of just who is talking about what, where the short-lines in Union County are concerned.

This Portway project and its massive scope are a little overwhelming. There are bound to be aspects of this project that will affect the quality of life for a large number of people. I hope the State of New Jersey is not sacrificing the many to benefit the few, and that our state and local governments, agencies and advisory boards keep in mind all of the constituents that they are supposed to be serving.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Anna Finn". The signature is written in black ink and is positioned above the printed name.

Anna Finn

Public Comment Erik & Sofiya Garber

From: esgar@att.net  
Sent: Thursday, August 07, 2003 10:48 AM  
To: Jody.baranjin@dot.state.nj.us  
Cc: sparker@ekmail.com  
Subject: [Possible SPAM - EKIS] Stop the Train

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike.

This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,

Erik & Sofiya Garber  
178 Hawthorne Ave.  
Springfield, NJ 07081

Public Comment Erik & Sofiya Garber 2

From: esgar@att.net  
Sent: Thursday, August 07, 2003 11:07 AM  
To: jody.barankin@dot.state.nj.us  
Cc: sparker@ekmail.com  
Subject: [Possible SPAM - EKIS] Stop the Train

COALITION TO STOP THE TRAIN  
P.O. BOX 76 \* KENILWORTH \* NEW JERSEY \* 07033  
stopthetrain@comcast.net

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We have read the Portway Extensions Concept Development Study Draft Summary Report and are responding with our comments within the 45 days as required.

We understand that the portway short haul rail spine plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline rail freight operations from Howland Hook Terminal to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,

Erik @ Sofiya Garber  
178 Hawthorne Ave  
Springfield, NJ 07081

CC: NJTPA

Portway Extension Public Comment - Jeffrey Halverstadt  
From: Halverstadt, Jeffrey J [Jeffrey\_J\_Halverstadt@fleet.com]  
Sent: Wednesday, August 06, 2003 5:03 PM  
To: jodybarajin@dot.state.nj.us; sparker@ekmail.com; ddawson@njtpa.org  
Cc: mmahern@yahoo.com; john.desocio@worldnet.att.net;  
pmartins01@yahoo.com  
Subject: [Possible SPAM - EKIS] Portway Extension Public Comment

Please find below a summary of my ( and many Union County residents and beyond) strong opposition to this project. I see no tangible benefit to any of the areas affected by the project, especially who will benefit from the revenue generated. I have the sense that there was inadequate disclosure and questionable authority to contract the project without the consent of, or benefit to, the affected towns.

I, and virtual all of the hundreds of neighbors with whom I have spoken, are adamantly opposed to this project.

We want it halted!

Thank you.

<<stopthetrain.doc>>  
Jeffrey J Halverstadt  
Fleet National Bank  
Business Financial Services  
The Abbey, 355 Madison Avenue  
Morristown, New Jersey 07960  
Phone: (973) 682 - 4864  
Fax: (973) 682 - 9966  
E - mail: Jeffrey\_J\_Halverstadt@Fleet.Com  
"Fleet is totally committed to helping  
businesses prosper".

## **IMPORTANT NON-PARTISAN MESSAGE TO OUR SUMMIT NEIGHBORS:**

On May 9, 2002 the Union County Board of Chosen Freeholders signed an agreement with the Morristown and Erie (M&E) to reactivate a diesel freight train using the tracks, which have been inactive for more than 12 years, formerly operated by the Rahway Valley Railroad. The Rahway Valley Railroad originates in Elizabeth, travels through Roselle, Roselle Park, Kenilworth, Union, Springfield and ends in Summit. The proposed plan involves the diesel freight trains using the Rahway Valley Railroad and joining the NJ Transit line at the Summit station to continue North to Dover and West to Gladstone.

Since the residents, Union County taxpayers, have become aware of this agreement, many questions and concerns have arisen. Where is the money to rehabilitate the tracks coming from? Are there any Union County businesses that will benefit from the reactivation of this line? What will the freight trains transport? How often will these trains run? At what time of the day and/or night will the trains be passing through? How long will these trains be? Will the Union County taxpayers benefit from this agreement? Along with questions regarding the freight trains, concerns have been expressed regarding the effects on the quality of life, deterioration of property values and tax base.

The Union County Freeholders have refused to acknowledge concerns and answer questions. Therefore, the taxpayers can only conclude that this agreement is not in the best interest of the residents of Union County. This reactivation is a non-partisan issue; it will affect the entire city of Summit! There are many ways you can support the efforts of the Coalition to Stop the Train.

1. Visit [http://www.kenilworthnj.com/stop\\_train\\_2003.htm](http://www.kenilworthnj.com/stop_train_2003.htm) to sign the online petition.
2. Send an email to [stopthetrain@comcast.net](mailto:stopthetrain@comcast.net) requesting formatted letters to Governor McGreevey, Senator Corzine, Senator Lautenberg, and Congressman Ferguson. All you will need to do is print, sign, and mail these letters.
3. Attend a Union County Freeholders' meeting and show your support.
4. Be aware! Please read the papers and follow this issue.

With your help a difference can be made.



COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We have read the Portway Extensions Concept Development Study Draft Summary Report and are responding with our comments within the 45 days as required.

We understand that the portway short haul rail spine plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline rail freight operations from Howland Hook Terminal to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,

Matthew Kokotowski  
Registered Voter

cc: NJTPA

**From:** Ar&R Lenihan [journalpress@mac.com]  
**Sent:** Thursday, August 07, 2003 1:57 PM  
**To:** sparker@ekmail.com  
**Subject:** Portway Comments

Arlene Murphy & Richard Lenihan

446 W. 6th Avenue

Roselle, NJ 07203

Daytime phone: 908-862-3721

August 6, 2003

Edwards and Kelcey, Inc.

Mr . Scott Parker

Dear Mr. Parker:

We have read the Portway Extensions Concept Development Study Draft Summary Report and are responding with our comments within the 45 days as required.

We understand that the portway short haul rail spine plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline rail freight operations from Howland Hook Terminal to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

As Roselle residents in particular, we have attached an Impact Statement and photos from our borough for your consideration. Yours truly,

Arlene Murphy

Richard Lenihan

**From:** Hedy Lipke [HLipke@KenilworthNJ.org]  
**Sent:** Thursday, August 07, 2003 11:57 AM  
**To:** jody.barankin@dot.state.nj.us; sparker@ekmail.com  
**Cc:** ddawson@njtpa.org  
**Subject:** Trains and the Portway



Trains,  
Portway.doc

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We have read the Portway Extensions Concept Development Study Draft Summary Report and are responding with our comments within the 45 days as required.

We understand that the portway short haul rail spine plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline rail freight operations from Howland Hook Terminal to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,  
Michael A. Tripodi, Mayor

*Attachment to e-mail from  
Hedy Lipke*

cc: NJTPA

**From:** Miller Family [cjmillier20@comcast.net]  
**Sent:** Thursday, August 07, 2003 6:11 PM  
**To:** sparker@ekmail.com  
**Subject:** portway

August 6, 2003

Mr. Jody Barankin

New Jersey Department of Transportation

Mr. Scott Parker

Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We have read the Portway Extensions Concept Development Study Draft Summary Report and are responding with our comments within the 45 days as required.

We understand that the portway short haul rail spine plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline rail freight operations from Howland Hook Terminal to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,

Simone Miller

Chairperson,

Springfield Environmental Commission

cc: NJTPA

**Coalition to Stop the Train**

P.O. BOX 76 \* KENILWORTH \* NEW JERSEY \* 07033

[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

Public Comment Michelle Morrissey

From: paulandbear.morrissey@att.net  
Sent: Thursday, August 07, 2003 9:52 AM  
To: jody.baranjin@dot.state.nj.us; sparker@ekmail.com  
Cc: ddawson@njtpa.org  
Subject: [Possible SPAM - EKIS] Portway Extensions Public Comment

I'm writing to you to express my concerns about the expansion of freight rail traffic in the Union County area. At this point the residents in the area have had no information on how this project is going to improve their business or quality of life. In fact, for many the opposite seems to be true. Some business with sensitive medical equipment close to the rail tracks have complained that the vibration from freight traffic would have a negative impact on their equipment, causing them to move.

There are many places in Summit, Springfield and other towns in Union County where the freight trains would block major intersections, thus blocking routes for emergency services we've been told that this shouldn't be an immediate problem because the trains would be limited in size and trips. However, this is only for the first three years. After three years the rail line will be able to increase both. I do not know of any limits set after the three year period.

The freeholders of Union County have not been forthcoming with the residents. Our area is mainly a service area not manufacturing. We've seen no studies on how freight traffic through our area will benefit business and the residents. Freight traffic stopped in this area and the tracks were abandoned due to lack of business and use. Now suddenly, with no impact studies the freeholders are saying that the freight line is needed. The money being spent on this could go to better use fixing the existing commuter train bridges, tracks and cars. This makes one very suspicious about the motivations of the freeholders.

Having been a commuter in this area for the past 8 years, its not truck traffic that has increased. Its car traffic.

At this point many residents feel that Union County would be worst off with a freight line running on the Morris & Essex line. Our quality of life would be diminished, we would lose business and the reason many firms are leaving large urban areas to come to ours would be gone. Reinstating the freight line on the Morris & Essex line needs to be evaluated.

Michelle Morrissey  
Summit NJ

**From:** Sheila B. Pelzer [spelzer@hartlaubdotten.com]  
**Sent:** Thursday, August 07, 2003 9:17 AM  
**To:** sparker@ekmail.com  
**Subject:** Rahway VALley Line  
Greetings:

I understand that the state has a 30-year plan called the Portway for port expansion that uses a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast line, and that it will not travel west of the NJ Turnpike. I further understand that at present the plan does not include using the remaining portion of the STation Island line through Roselle, nor does it contemplate using any portion of the Rahway Valley Line. That being said, I am writing with the 45-day comment period to register my objection to any plan that would call for inclusion of the Rahway Valley line in the Portway plan.

The Rahway Valley Railway line went out of business for a reason -- there were no local customers to support it. The idea seems to have been put forward that the businesses along the line failed because there was no rail service, but the opposite is true -- the railroad failed because there were no businesses to support it. In addition, since the rail closed, residential development along these lines has exploded, and it is disheartening to picture freight trains (of whatever length) carrying payloads of anything from garbage to chemicals to toxic waste, traveling through densely populated suburban neighborhoods. I understand that there is the concept of the "greater good" involved here, but no one at the Union County Freeholders office has seen fit to provide the municipalities or the citizens with any research, impact studies, etc., to back up their claim that reactivation of this line would reduce traffic and spur development. The only information we have received would seem to support the opposite, namely that traffic would be more congested because of all the grade-level crossings on the Rahway Valley line, most particularly where it crosses Route 22. There is no industry (nor is there room for it) where the line traverses Summit (my town) and Springfield (another town I am familiar with), and I understand the same is true through the other towns along the line, so it is difficult to understand where the benefit to Union County can be found.

I hope you will take the sentiments of the residents of Summit and the other towns in Union County along the Rahway Valley line under consideration in any such plan, and not include the Rahway Valley Line as part of the port expansion plan.

Thankyou.

Sheila Pelzer  
15 Morris Court  
Summit, NJ 07901  
908-273-3555  
sheila.pelzer@verizon.net



**From:** James Sanford [teamsanford@verizon.net]

**Sent:** Thursday, August 07, 2003 8:58 PM

**To:** sparker@ekmail.com

**Subject:** stop the train

Dear Mr. Parker,

I'd like to go on record as objecting to the reactivation of the train line through Union County.

Sincerely,

Heather J. Sanford  
Springfield

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 7, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,  
Heather and James Sanford

cc: NJTPA

**From:** Shanamax1@aol.com  
**Sent:** Thursday, August 07, 2003 8:26 AM  
**To:** jody.baranjin@dot.state.nj.us; sparker@ekmail.com  
**Subject:** Portway Extension Study  
August 7, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,

Maxine Shanaman  
100 Stone Hill Rd, R-8  
Springfield, NJ 07081

cc: NJTPA

**From:** HMSSLOTE@aol.com  
**Sent:** Sunday, August 10, 2003 1:39 PM  
**To:** sparker@ekmail.com  
**Subject:** Portway  
Could you give me the date of the E & K  
Portway study?

H. W. Slote  
hmsslote@aol.com

**From:** HMSSLOTE@aol.com

**Sent:** Tuesday, August 12, 2003 11:31 AM

**To:** SParker@ekmail.com

**Subject:** Re: Portway

I have a few pages of something titled "Portway Extensions Concept Development Study", "Draft Summary Report". Page X-18 is a map titled

"Shorthaul Rail Corridor". Is this study available online? At what address?

Has E&K made other studies of the railroads in the same area?

Grateful for your help.

Herb Slote

**From:** HMSSLOTE@aol.com  
**Sent:** Tuesday, August 12, 2003 3:49 PM  
**To:** SParker@ekmail.com  
**Subject:** Re: Portway  
**Thanks**

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We have read the Portway Extensions Concept Development Study Draft Summary Report and are responding with our comments within the 45 days as required.

We understand that the portway short haul rail spine plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline rail freight operations from Howland Hook Terminal to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,  
Michael A. Tripodi, Mayor

cc: NJTPA

Public Comment David Vanek

From: Vanek, David [dvanek@hrblock.com]  
Sent: Thursday, August 07, 2003 10:27 AM  
To: 'sparker@ekmail.com'  
Subject: Stop the Train

COALITION TO STOP THE TRAIN  
P.O. BOX 76 \* KENILWORTH \* NEW JERSEY \* 07033  
stophetrain@comcast.net <mailto:stophetrain@comcast.net>

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We have read the Portway Extensions Concept Development Study Draft Summary Report and are responding with our comments within the 45 days as required.

We understand that the portway short haul rail spine plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline rail freight operations from Howland Hook Terminal to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,

David & Debra Vanek  
642 Fairfield Ave  
Kenilworth, NJ 07033

CC: NJTPA



**From:** Ben Venezio [bobbyjven@comcast.net]  
**Sent:** Thursday, August 07, 2003 8:45 AM  
**To:** sparker@ekmail.com  
**Subject:** Stop The Train

## COALITION TO STOP THE TRAIN

P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033

[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

# August 6, 2003

Mr. Jody Barankin

New Jersey Department of Transportation

Mr. Scott Parker

Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike.

This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,

cc: NJTPA

Public Comment Carol Westervelt

From: Carol Westervelt [cawest@comcast.net]  
Sent: Thursday, August 07, 2003 6:07 PM  
To: Mr. Jody Barakin; Mr. Scott Parker  
Cc: NJTPA  
Subject: Comment Letter

August 7, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards & Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

Please see the attached letter concerning our comments regarding the Portway Extensions Concept Development Study Draft Summary Report.

We are responding within the 45 days as required.

Edward and Carol Westervelt

Attachment: Letter

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We have read the Portway Extensions Concept Development Study Draft Summary Report and are responding with our comments within the 45 days as required.

We understand that the portway short haul rail spine plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline rail freight operations from Howland Hook Terminal to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,

Edward & Carol Westervelt

cc: NJTPA

Public Comment Bob Zeglarski

From: Bob Zeglarski [zeglarski@hotmail.com]  
Sent: Thursday, August 07, 2003 7:38 AM  
To: jody.baranjin@dot.state.nj.us; sparker@ekmail.com  
Subject: Portway Extension Study

August 7, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

I read your preliminary plan for the Portway Extension Study and I am responding within the 45 days as required with our comments.

I understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike.

This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. I am a resident of Union County, who lives in Roselle Park where these abandoned railroads passed through. I am opposed to the reactivation as planned by the Freeholders of Union County.

I want to go on record that I do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,  
Robert Zeglarski, Jr.

---

STOP MORE SPAM with the new MSN 8 and get 2 months FREE\*  
<http://join.msn.com/?page=features/junkmail>

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,



cc: NJTPA

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

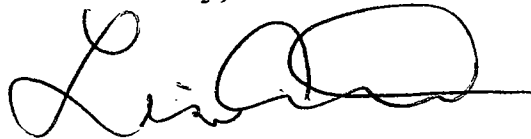
Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,

A handwritten signature in black ink, appearing to be "L. [unclear]", written in a cursive style.

cc: NJTPA

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,



cc: NJTPA



COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,



cc: NJTPA

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

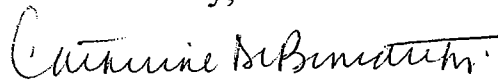
Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,



cc: NJTPA

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

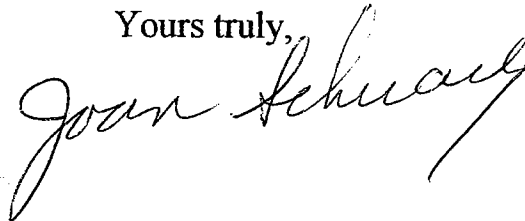
Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,



cc: NJTPA

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,



cc: NJTPA

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.


Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,



cc: NJTPA

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

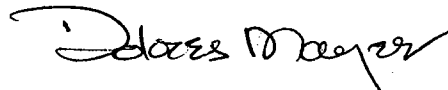
Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,



cc: NJTPA

COALITION TO STOP THE TRAIN  
P.O. BOX 76 • KENILWORTH • NEW JERSEY • 07033  
[stopthetrain@comcast.net](mailto:stopthetrain@comcast.net)

August 6, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation

Mr. Scott Parker  
Edwards and Kelcey, Inc.

Dear Mr. Barakin and Mr. Parker:

We read your preliminary plan for the Portway Extension Study and are responding within the 45 days as required with our comments.

We understand that your port expansion plan through year 2025 includes use of a portion of the Staten Island Railroad as feeder to mainline operations from Howling Hook to the Chemical Coast Line and will not proceed west of the NJ Turnpike. This plan does not include use of the remaining portion through Roselle nor any part or portion of the Rahway Valley Railroad. We are residents of Union County, who live in the communities of Cranford, Roselle, Roselle Park, Kenilworth, Union, Springfield and Summit where these abandoned railroads passed through, are opposed to the reactivation as planned by the Freeholders of Union County.

We want to go on record that we do object to any proposal, plan or study that would include the reactivation of the Staten Island Railroad and Rahway Valley Railroad through the above mentioned communities.

Yours truly,



cc: NJTPA

# Roselle, NJ (Union Co.) Impact Statement

## I. Traffic Problems:

- Tracks cross 10 roadways at grade in the two square mile borough
- Four of these roads are major thoroughfares in, out, and through the borough, traveled by ambulances to Union Hospital

## II. Safety Concerns:

- The trains will run adjacent to an elementary school, a middle school, a high school, a Girl Scout camp and a temple.
- Train traffic will cut the borough in two, inhibiting emergency vehicles. The (1) Fire Dept and (1) Rescue Squad will be cut off from half the town whenever a train is passing.
- Research into petroleum and chemical products that will/may be transported has shown that the cargo will be highly toxic and dangerous in the case of an accident or even a minimal leak.
- Housing, schools, businesses and churches bordering on the railroad property are, in some cases, about ten feet from tracks. In case of an emergency on the track, access in some cases is impossible due to buildings, shrubbery, fencing, walls, etc. These places offer no easement rights to the railroad for emergency access.
- Gang activity in the area of Rt. 27 (St. Georges Av) is in immediate proximity to the first of ten grade crossings in Roselle.
- Gang leader arrests for freight train heists are scheduled to be tried in Superior Court, Union County. Grade level crossings were the choice "drop off" locations for stolen freight, which local gang members retrieved.

## III. Economic Concerns:

- Property values will be reduced for a large percentage of the properties in Roselle, thus reducing the tax base for the borough.
- With increased traffic tie-ups, more policing, at the borough's expense will be necessary.
- Shopping areas in the borough will be affected by being cut off by the train from the normal flow of traffic. This is a particular concern for the revitalization of St. Georges Avenue (Rt. 27).
- Since Union County is financially assisting the refurbishing of the railroad through Roselle, county taxes are likely to increase.

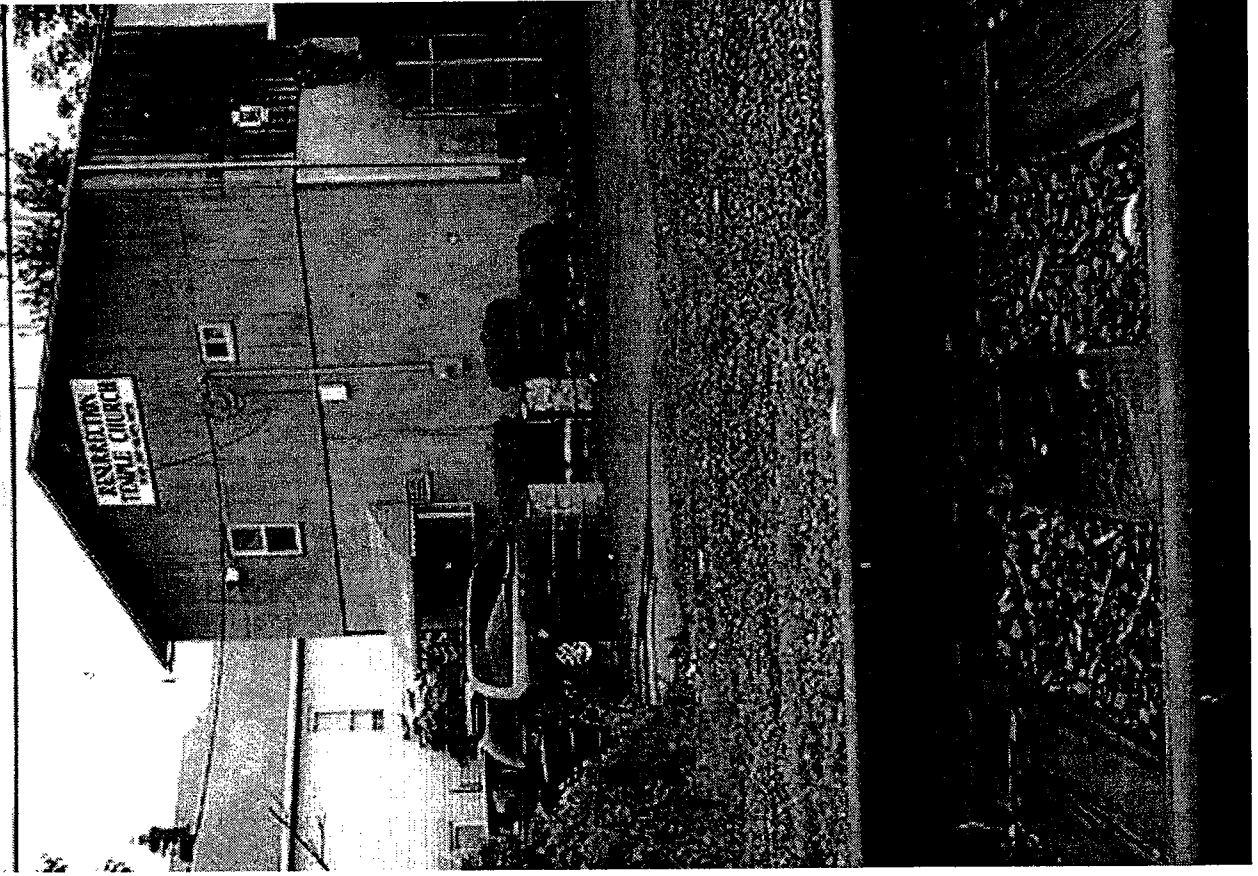
## IV. Environmental Concerns:

- At present, the schools in Roselle suffer from the noise pollution created by the heavy air traffic from Newark Liberty airport. This will be increased by train traffic, especially for those schools whose properties border the railroad.
- Heavy cargo trains will undermine foundations of structures bordering the railroad.
- The proposal for running trains throughout the night will create insomnia among the residents of a densely populated area.
- The Sun gas line (same line that ruptured in Edison) runs parallel, within a few feet of the tracks.

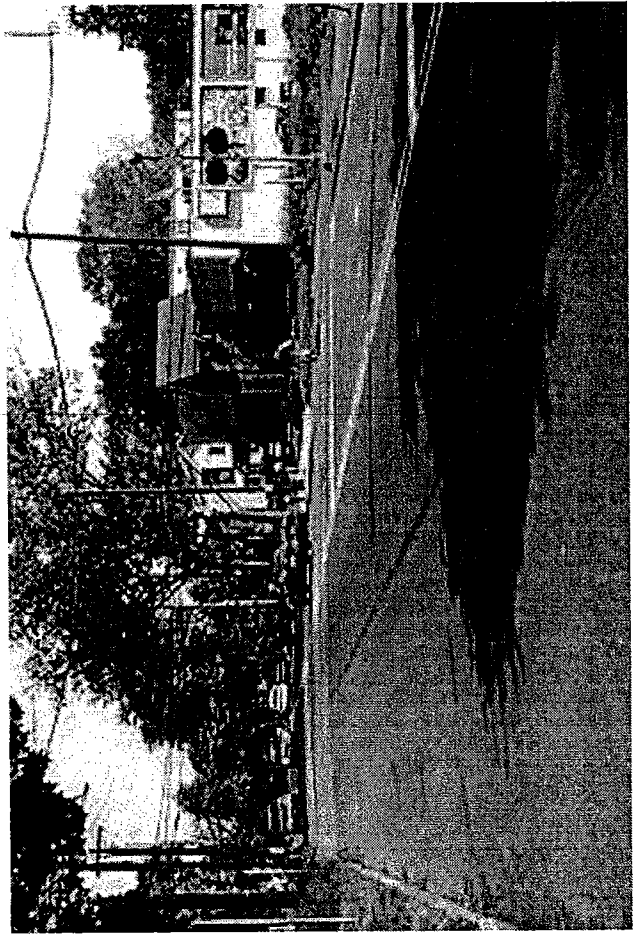
*In today's society, when we get screened at airports and bridges, why would we permit trains carrying undisclosed cargo to roll through our backyards and school grounds without any questions or protection?*



The Resurrection Temple Church, Roselle.



Non-rush hour traffic at St. Georges Av crossing, a main route between Elizabeth, Rahway, and Linden.



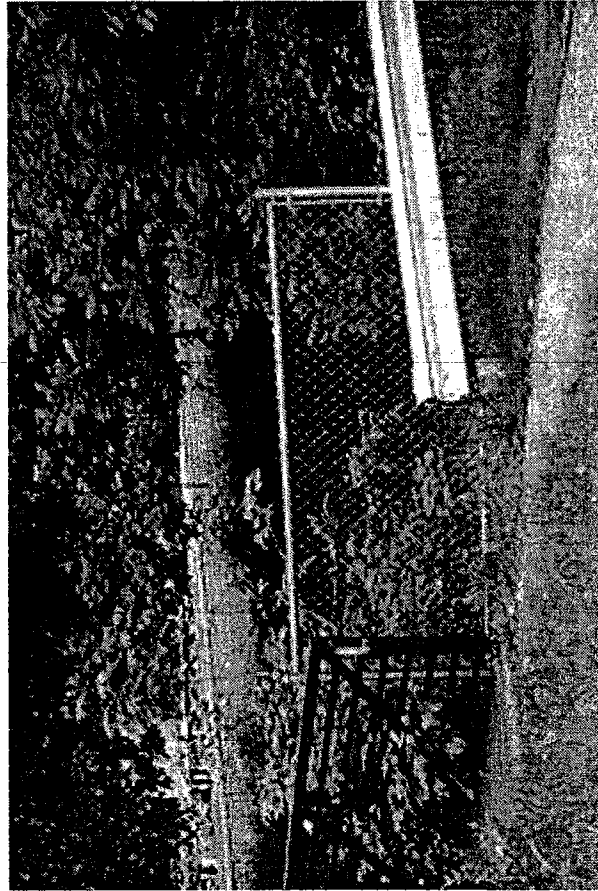
Non-rush hour traffic at crossing of Chestnut St., Roselle's main business area street.



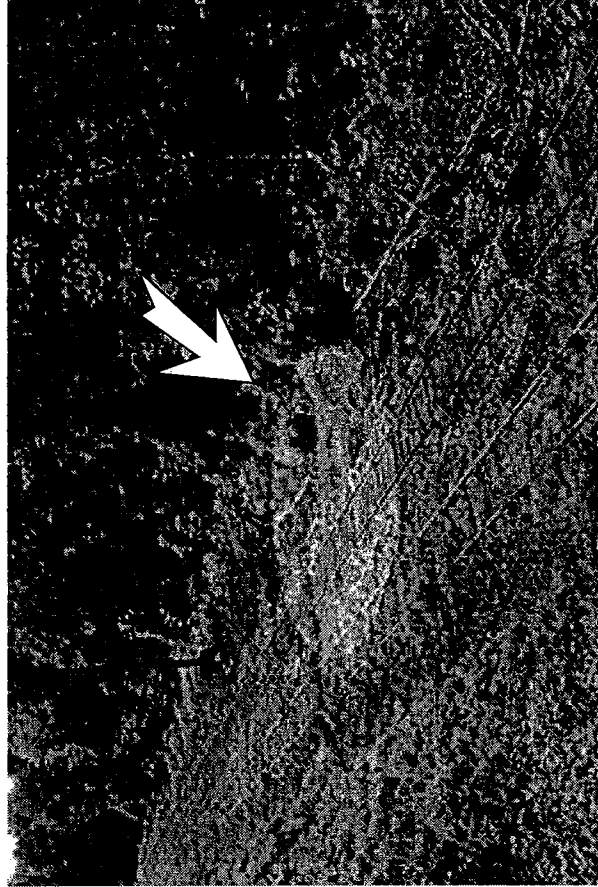
The Pine Street Crossing by Roselle Catholic HS. (The replacement of cross-ties is well under way.)



This is the West 9th Avenue crossing showing the proximity of the tracks to L. V. Moore Middle School and playing fields.



This is the footpath entrance to Roselle Catholic HS parking lot. Tracks run the length of the property, along school building, playing fields and parking lot.



The highlighted area is the footpath used by children going to and from the Washington School playing fields. Tracks run the length of Washington School property.

**Portway Extensions Concept Development Study  
Comments Received from Businesses, Government and Public Agencies**

Category	First Name	Last Name	Title	Organization
Business Representative	Thomas	Gallagher		The Morris Companies
Business Representative	Fred H.	Wertz	Railroad Restoration Advocate	Quick Sort Hump & Spot
Local Government	Stephen	Marks	Director	Hudson County Office of Strategic Revitalization
Local Government	Farouk	Ahmad	Director, Dept of Planning & Economic Development	County of Bergen
Local Government	George M	Ververides	Director of County Planning	Middlesex County
Agency	Stephen	Buente	Supervising Engineer/Planning	New Jersey Turnpike Authority
Agency	Kamal	Saleh	Senior Planner	NJ Meadowlands Commission
Agency	Cruz	Russell	Director	PANYNJ
Agency	Richard	Roberts	Chief Planner, Capital Planning & Programs	NJ TRANSIT
Agency	Peter	Palmer	Freeholder - Chairman - NJTPA Freight Initiatives Subcommittee	NJTPA
Agency	Eric	Powers	Senior Planner	NJDOT
Agency	John	Powers		NJDOT

## **B. PRIVATE SECTOR BUSINESS REPRESENTATIVES**

Morris Companies Comments 8-01-03

From: Jody Barankin [Jody.Barankin@dot.state.nj.us]  
Sent: Friday, August 01, 2003 3:10 PM  
To: SParker@ekmail.com  
Subject: Fwd: Portway study Comments

Scott,  
This is the first comment to come to me.  
Please include in the Outreach appendix with answers where appropriate.  
Thanks,  
Jody

>>> "Thomas Gallagher" <tgallagher@morriscompanies.com> 8/1/03 2:12:04 PM >>>

1. Good draft document
2. Economics (order of magnitude estimates) will help clarify relative values of projects. Source and control of funding should be part of economic information.
3. Local and State approval process has the ability to prevent implementation of Portway improvements. For example, presently significant areas in Newark are underutilized as container storage or vacant instead of warehouse use because the approval process is unpredictable.

Regards

Tom Gallagher  
The Morris Companies

FRED H. WERTZ  
265 West Mountain Road  
Sparta, N.J. 07871  
(973) 729-2904

August 5, 2003

TO: BARANKIN, PARKER & MATTHEWS

RE: Multi Modal at Tremley Point

FROM: Fred H. Wertz, Railroad Restoration Advocate  
via Quick Sort Hump & Spot  
sequencing turntable apparatus which can interface in goods movement with trucking,  
barge rail car movement and Class Railroad/Short Lines.

John Hummer, Planner at the North Jersey Transportation Planning Authority has directed our efforts through Brownfield sites in Tremley Point, Linden, N.J. The enclosures are copies of turntable, sites, locations, maps and aerial photography depicting specifics for Tremley Point.

The sequencing turntable requires little acreage. It can quick, sort, hump and spot an average 7,000 foot long freight train into single and blocked rail cars to barge load and unload, truck transfer via container and or pellets and liquids; and interchange with Class I and Short Line railroads. All simultaneously and within an hour.

The Lackawanna Cut-off Passenger Rail Project when completed will broaden the rail access to the Port Tri-State area through Cranford Junction to Tremley Point.

## Study Team Contacts



- New Jersey Department of Transportation

Mr. Jody Barankin

(609) 530-3520

jody.barankin@dot.state.nj.gov

*0.1 ... Blvd.*

- Edwards and Kelcey, Inc.

Mr. Scott Parker

(973) 267-0555

sparker@ekmail.com

**Edwards  
AND  
Kelcey**



# Communiqué

## NJTPA-NJIT Study Calls for Redevelopment of Brownfields In and Around Port

Abandoned industrial land holds key to economic benefits

BER FINAL REPORT - SECTION 6: ANALYSIS OF FINDINGS

Page  
62

Barges are slated to play a key role in the Port Authority's Port Inland Distribution Network or PIDN. As previously described, the PIDN would consist of several private inland container terminals located 100 miles or more from the port. Port officials envision as much as 40 percent of cargo arriving at the port being moved by barge or rail to these terminals. The Port of Rotterdam uses a similar system. The PIDN would greatly relieve congestion on regional roads and improve the throughput of existing port terminals without extensive expansion. A June 2001 article in *American Shipper* magazine stated "One barge route under consideration would go along the Hudson to Albany. The other could proceed through Long Island Sound and along the northeast

port and can be connected by existing rail to the Keegan Landfill. Collectively this is over 200 acres of land. The Koppers site already has about 1000 feet of access to the Hackensack River just upriver of the Wittpenn Bridge. There already is a barge dock on the property. Keegan Landfill has access to exit 15W on the New Jersey Turnpike and I-280, as well as rail. Thus containers could be barged to Koppers, rail transported to Keegan and shipped out via the Turnpike, I-280 or rail.

*The Port Authority should explore an "Inner PIDN" comprised of satellite terminals near to the port that could help handle the large volume of containers destined for the local market.*

coast to Rhode Island. The deck barges would serve roll-on/roll-off or lift-on/lift-off traffic. Ro/ro barges can handle about 100 TEUs per barge, while lo/lo barges can carry up to 380 TEUs, stacked three or four high."

Recently, the Port Authority began exploring an "Inner" PIDN concept. This would involve establishing satellite terminals near to the port that could help handle the large volume of containers destined for the local market (within 75 miles). Containers would be transferred directly from ship to barge and moved to these nearby terminal sites, which would include distribution/value-added processing facilities served by truck and rail. In effect, the increasing volumes of port activity now concentrated in existing (and congested) terminal areas would be spread to additional sites throughout the port district and beyond that have access to the highway and rail transportation network. The BER study has identified three locations within the region that can perform this function. A concept for the Inner PIDN might include the following:

- Koppers Coke/Standard Chlorine/Diamond Shamrock tract (one of the case study sites investigated by NJTPA-NJIT) is located north of the

• Tremley Point, while not specifically investigated by this study, appears to be another potential off-port distribution center that is accessible by barge. There are more than 200 acres of brownfield land with dock facilities on the Arthur Kill. The New Jersey Turnpike Authority announced a major upgrade to Exit 12 in Carteret that will provide access to Tremley Point. Thus, container freight sent to distribution centers located on Tremley Point would be able to access the turnpike through an upgraded Exit 12. In addition, Union County is going to upgrade rail service in this area by consolidating the short lines under one operator, who will provide access to the Chemical Coast Line.

- The third potential location for an off-port distribution center (which would require further study) is Raritan Center in Middlesex County. This facility is already a major warehouse and rapid freight distribution area. It was an Army munitions storage and distribution center and the Army Corps of Engineers built a large dock on the Raritan River for barge traffic. This location has immediate access to the Turnpike, Rte 287 and Rte 440. Again, freight could be barged to this location, processed and shipped out through access to major roadways and a rail line. Additionally, there are two brownfield sites in Raritan Center with direct access to Industrial Way that would link directly to Rte. 287 and the Turnpike.

The BER study identified other sites and clusters of sites that with further study could be considered for use in implementing the Inner PIDN concept. This concept appears to hold much promise for easing congestion resulting from growth of port freight and achieving greater efficiency in port operations.

Whether the PIDN concept is advanced or not, the



To: Martin C. Rewoldt  
From: Fred H. Wertz

### **Multi Modal at Tremley Point**

Tax Map City of Linden (Map #127), Union County, NJ, March 1973,  
Revised date 11/19/98.

North most Lot #6 adjacent to Arthur Kill has 1,000 linear feet of pierhead and bulkhead and 1,586 linear feet of Conrail Sound Shore Branch rail right-of-way. Rail right-of-way is 50 feet wide. Lot #6 has 19.3 acres.

Adjacent Lot #7 to the northeast has 21.2 acres and borders the water and Conrail Sound Shore Branch of 772 linear feet.

Lot #8 is adjacent to Lot #7 and borders east with the Arthur Kill and south with the Rahway River. Lot #8 has 24 acres. It has approximately 300 feet of Conrail Sound Shore Branch rail right-of-way at the northwest segment of the lot.

Lot #13 borders the Rahway River and has 39 acres. It borders with Tremley Point Road at its north edge.

Lot #14 has 6.9 acres and borders with the Rahway River and Tremley Point Road

Lot #11 at the very center of the acreage has 10.3 acres.

To the north of Lot #11 is Lot #10 which has 39 acres and borders Tremley Point Road and Conrail Sound Shore Branch.

Total acreage on Tax Map #127 is 160.8 acres.

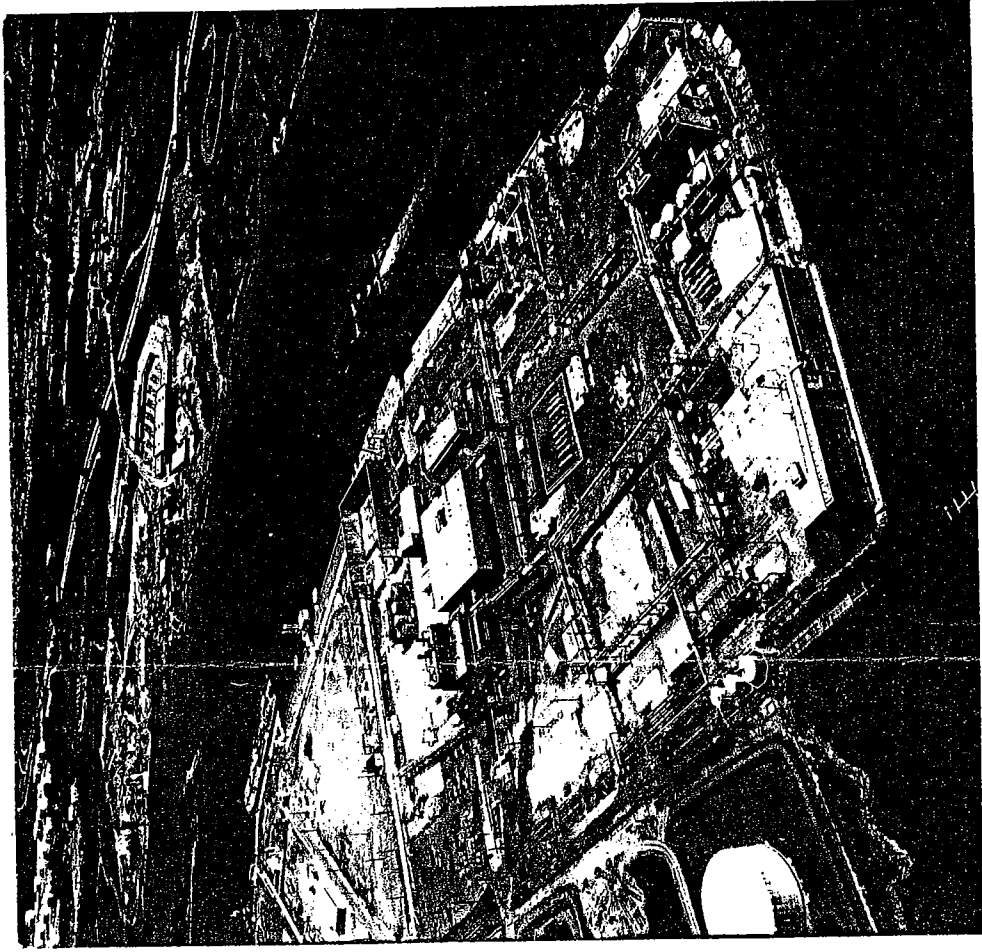
Total penetration of rail right-of-way into entire acreage is 2,158 feet.

EST. 1976

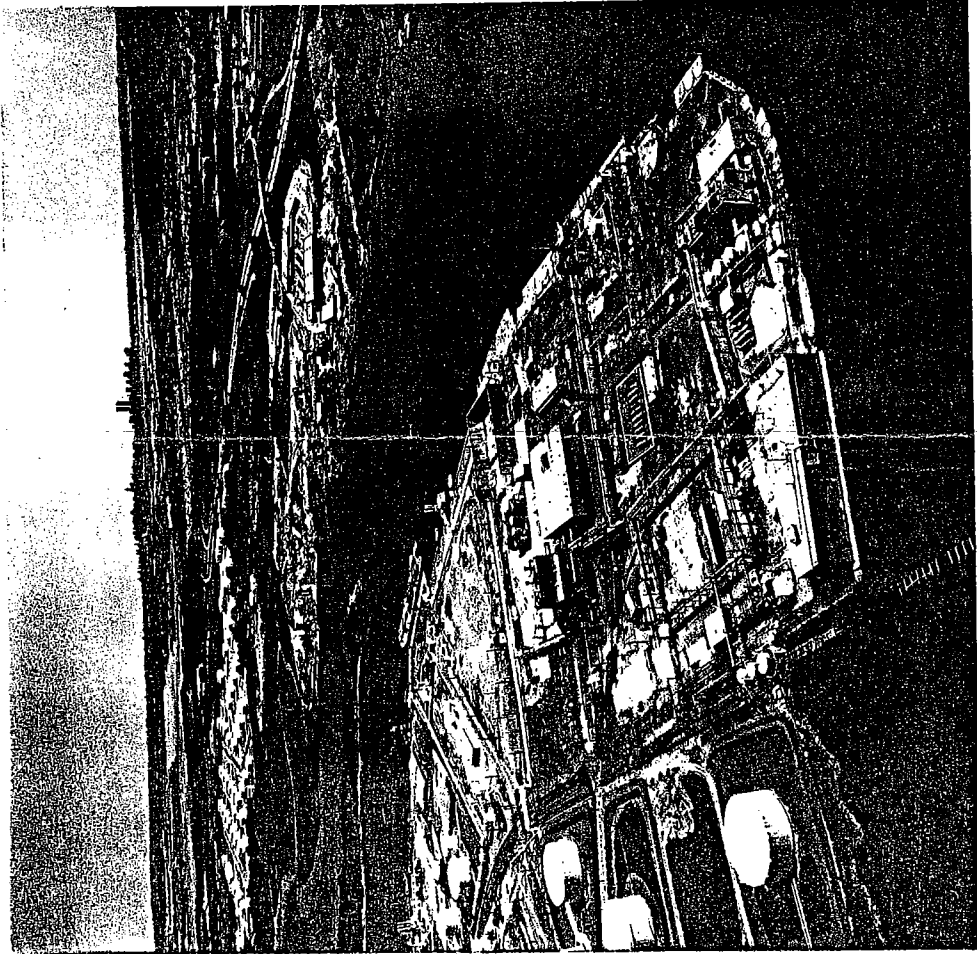


OWEN KANZLER  
AERIAL PHOTOGRAPHY (908) 486-2262

606 HAGEL AVE., LINDEN, NEW JERSEY 07036

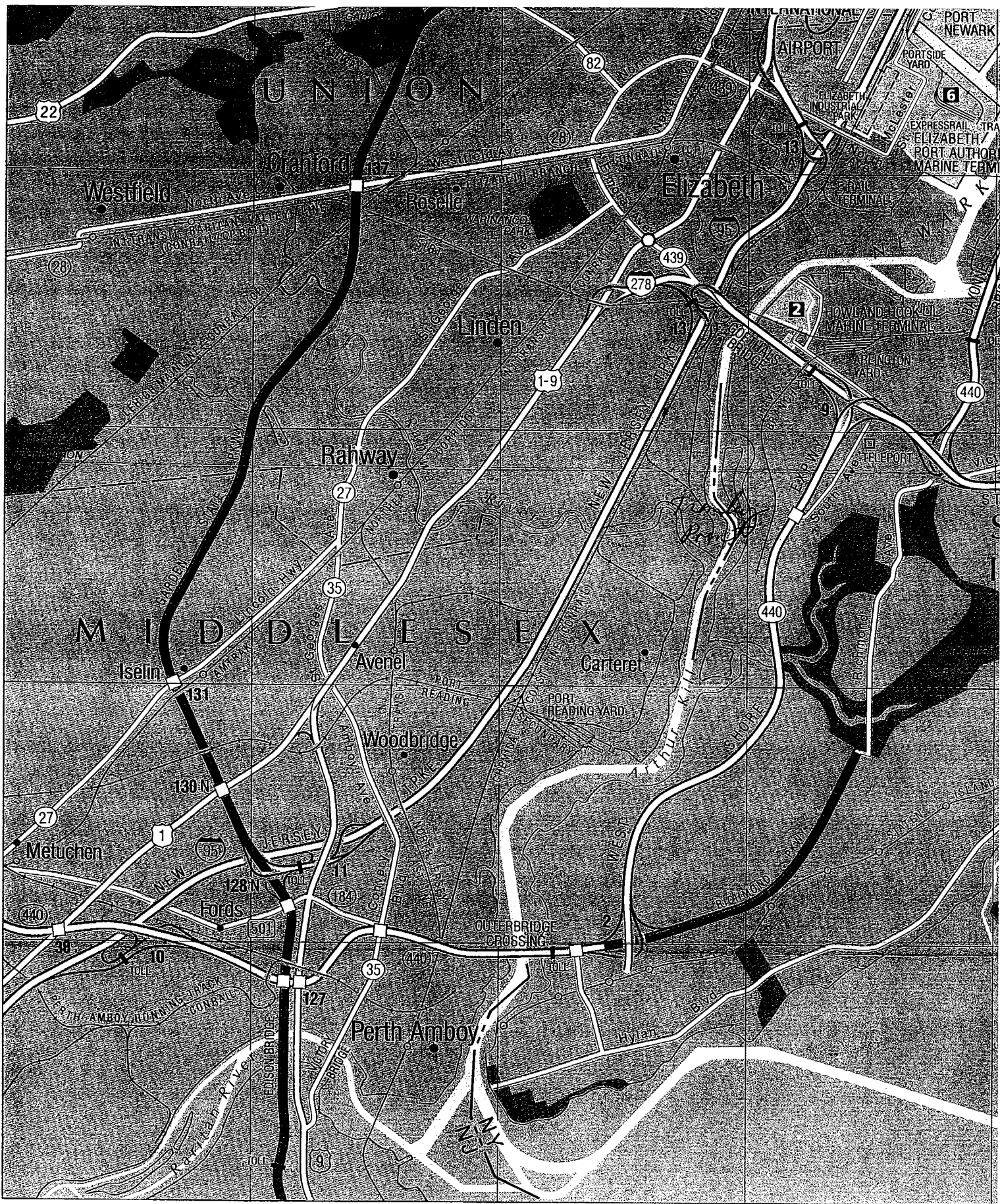


#MA 2897-C122-66



#MA 2897-C119-66

MAY 28 1987



A

B

C

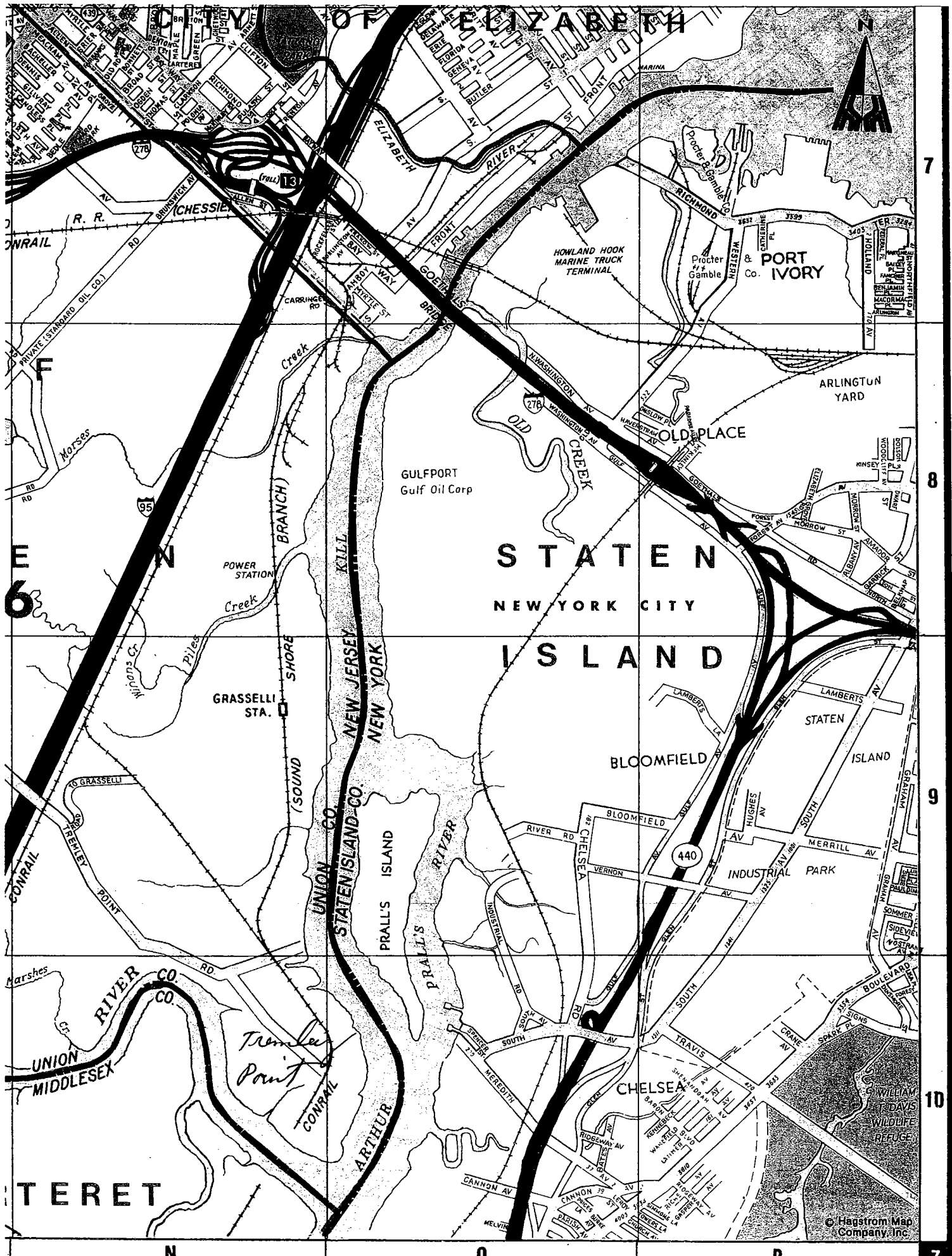
D

# THE PORT AUTHORITY OF NEW YORK & NEW JERSEY



## LEGEND

- 14 A High
- Limit
- Divid
- Other
- Com



FOR ADJOINING AREA SEE HAGSTROM'S 5 BOROUGH ATLAS

SEE HAGSTROM'S MIDDLESEX COUNTY ATLAS

FOR ADJOINING AREA SEE HAGSTROM'S 5 BOROUGH ATLAS

*Tremley Point*



**Legend**  
New 1/2 mile construction  
Proposed 1/2 mile construction  
New 1/2 mile 1/2 mile  
Existing 1/2 mile  
New 1/2 mile  
New 1/2 mile



# NJ Turnpike Interchange 12

# Governor urges a green light on redevelopment of brownfields

BY ALEXANDER LANE

STAR-LEDGER STAFF

Gov. James E. McGreevey stepped up his campaign for a constitutional amendment yesterday that would free up millions of dollars in grants and loans for developers or owners willing to build on contaminated industrial properties.

Standing outside a polluted former tire factory in the Mercer County town of Hamilton, the governor — together with local officials and a lobbyist for developers — called on voters to approve the amendment, which would let builders tap into a \$40-million state fund currently reserved for cleaning up underground tanks.

The Senate passed the amendment unanimously Monday, and the Assembly is scheduled to vote on it this coming Monday. It would

then go before voters on the November ballot.

McGreevey said that providing more money to builders would help put polluted sites back on the tax rolls.

"If we cannot attract developers, if we cannot attract businesses to these sites, our efforts will necessarily be for naught," McGreevey said.

New Brunswick-based National Association for Industrial Sites Parks, which has given \$25,000 in campaign contributions to state politicians of both parties in the past decade.

McGreevey has been a proponent of helping developers build on old industrial sites known as brownfields. At his direction, the state Department of Environmental Protection created an Office of Brownfield Reuse last year. A boom in brownfield develop-

ment would be a political plus for the governor in several respects. More building would provide more jobs for trade unions, a key Democratic constituency, while also placating to some degree outsiders angered by the governor's anti-spray-theoretic. It also would help stem urban blight, and would please some environmentalists by providing incentives for cleaning up contaminated sites.

Several environmentalists who support the constitutional amendment cautioned yesterday that the low-interest loans and grants should be carefully targeted going only to hard cleanups that developers would not otherwise pay for on their own.

As of now, 4 percent of the corporate business tax goes to a special account that allows the state to pay for various pollution cleanups. A third of that — which has come to about \$20 million a year of late — is reserved for the excavation of storage tanks. That piece of

the fund has not been used for clean-up in recent years and has built up a surplus reaching about \$80 million.

The amendment would funnel half of it, rising to 60 percent in 2006 — to the Hazardous Discharge Site Remediation Fund, a 10-year-old brownfield redevelopment program.

Alexander Lane covers the environment. He can be reached at alexander.lane@starledger.com or 973-392-1790.

*Jody  
Baranbin*

FRED H. WERTZ  
265 West Mountain Road  
Sparta, New Jersey 07871  
(973) 729-2904

Per your request, please see the following.

Basis of the Mission Statement for Quick Sort Hump & Spot

Dwell time exhausted at many railroad (freight) classification yards has been and is still immense. The average one and one-half mile train (consist) length of today's mainline freight trains needs to be Quick Sort Hump & Spot served. This can be accomplished by directing these mainline freight consists onto a sequencing turntable apparatus upon arrival at the rail yard. Immediate dissection of inbound and outbound blocks of railcars can be performed just after the mainline consist's arrival at the rail yard. No appreciable dwell time is ever exhibited. Much less trackage acreage is required. Direct access to truck and water transfer and its delivery and transportation.

Mission Statement

To eliminate dwell time of inbound and outbound rail freight consists at multi-modal goods centers, rail classification yards, and rail interchange locations. The Quick Sort Hump & Spot sequencing turntable apparatus can perform this objective.

Atypical Sites

North Jersey Transportation Planning Authority Inc.  
One Newark Center, 17<sup>th</sup> Floor  
Newark, NJ 07102  
Tel: 973-639-8400

NJTPA-NJIT Study calls for redevelopment of brown fields in and around port. Interactive project maps on NJTPA website, [www.njtpa.org](http://www.njtpa.org), by clicking on the Project Info/Maps link under the shortcuts icon.

Koppers Coke / Standard Chlorine / Diamond Shamrock Tract

Tremley Point

Raritan Center

Albert Steel Orum

Reichhold Chemical

The independent Quick Sort Hump & Spot can be incorporable as a multi-modal freight distribution hub. Simply put a terminal railroad simultaneously sorting rail cars of containers, bulk commodities and goods to ships, trucks, warehouses, barges, rail interchanges and air transportation.

Dwg. I

The sequencing turntables apparatus, numbering two, can each turn clockwise and counter clockwise. Movement of the turn tables can be in unison or independently. The overall diameter is 1000 feet. The average length of a main line freight train is 7,000 feet. After this train is pulled halfway across the table/s and stopped the turntable/s crew can dissect the train into blocks of railcars or singularity. Railcar lengths are from 60 feet to 96 feet or in the event of an articulated set of three railcars each with 288 feet of length. The inner table radius is 200 feet, the outer table radius segment is 300 feet or a total radius of 500 feet. The sequencing turntable has 24 equal spaced spoke tracks. The on turntable capacity of rail cars is 112 representing a 8,400 long freight train. All the 24 tracks on the turn table could serve 24 field index tracks simultaneously.

#### Electronics

Transferring blocking information from carrier to operator and back would use EDI, and industry standard, for railcar information allocation list.

#### Telecommunications

Telephones land and cellular

Fax

Radio

AEI Reader at exit/entry points granted access to all carriers using turntable to verify what comes in and goes out.

#### Computer assisted equipment

486 or greater for receipt of information.

Manual control of inventory while on turntable.

Review possibility of one man remote operation. Technology exists and due to confined area of operation should not have many issues with FRA and DOT.

Operator can use remote engine to tie onto cars, bleed off portion to be processed, pull onto table, cut off engine, operation Table, the repeat for next portion of train to be processed.

One man operation would be costly for initial start up but savings will be realized within a couple of years as labor costs would be minimized.

One man could operate all aspects of Table and build train for storage track. Would not be operation Table and Locomotive at same time so increased safety as one person performing all functions, no chance of miscommunication.

There should be no Mechanical issues as this would not be a mechanical location for any carrier and #1 Brake test would be performed by carrier when picking up train.

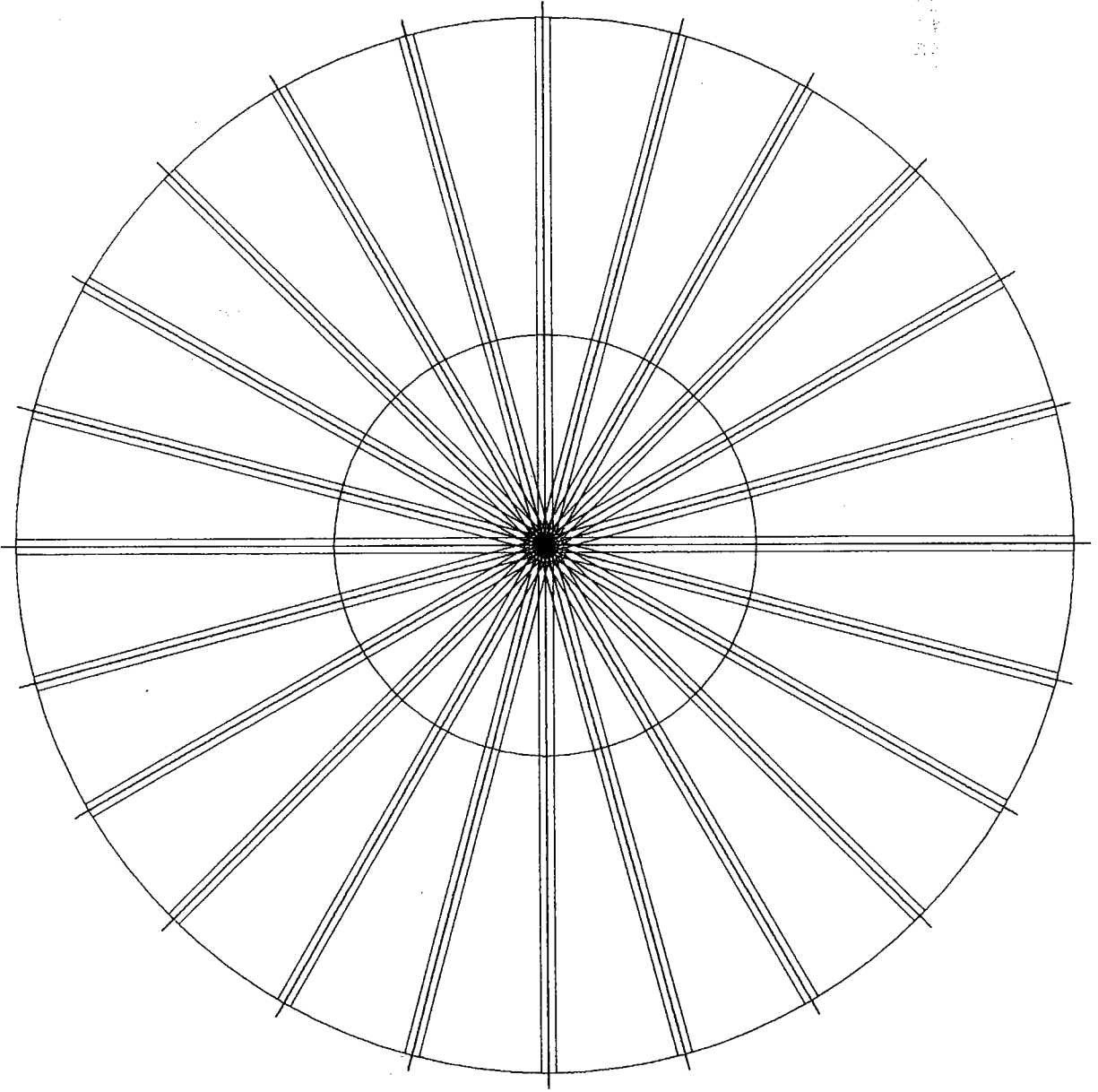
#### Drawing II

Plan view drawing showing 24 4 '8 1/2" standard railroad track gauge tracks equally crossing and intersecting at the very center of the sequencing turntable apparatus. Any crossover of tracks is called a diamond. There are no switches or turnouts on the sequencing turntables apparatus. Drawing also shows the center of a 10'-6" diameter diamond casting to made from formulations of Bainitic Steel

#### Drawing III

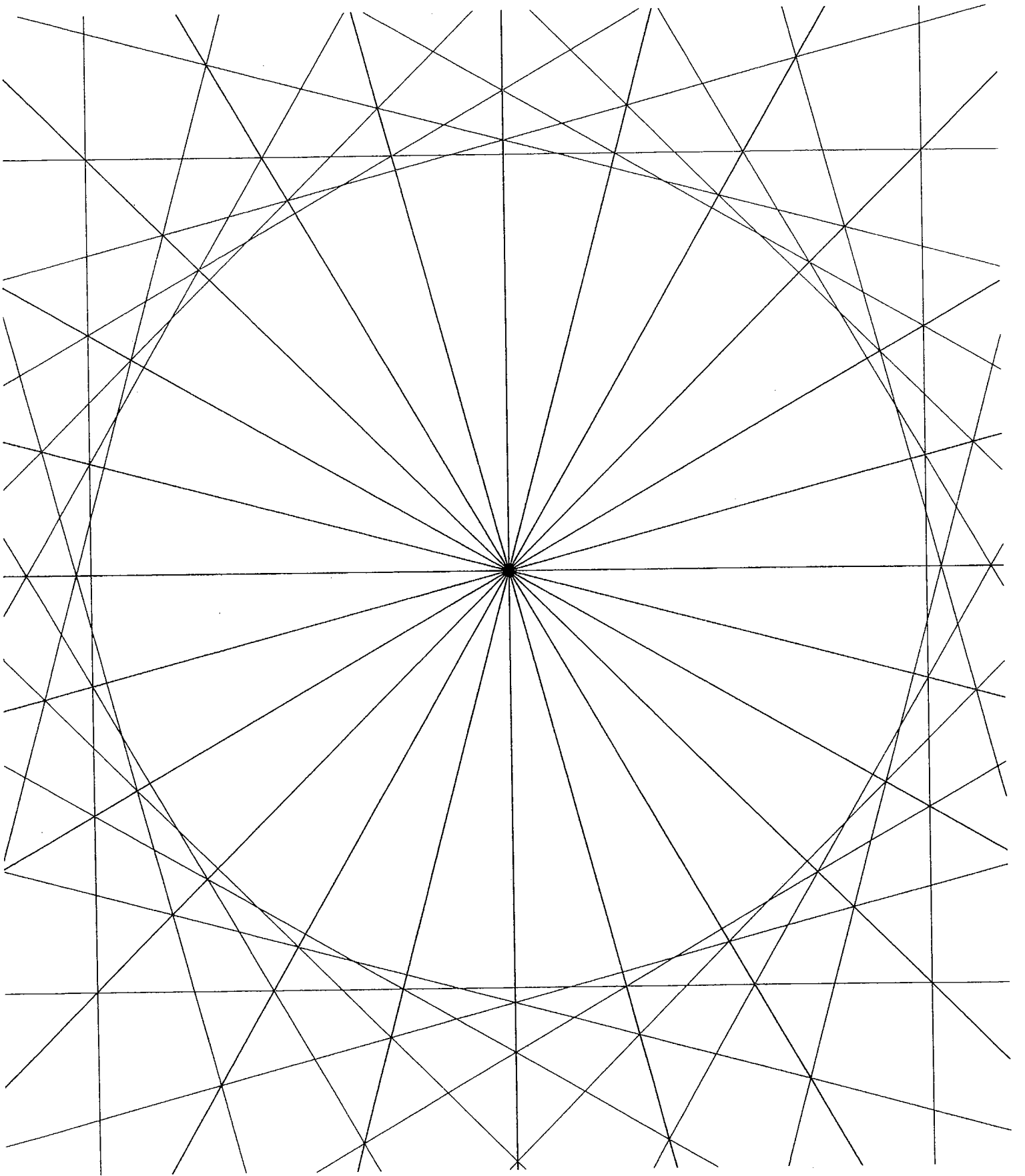
The inner and outer table of the sequencing turntable is base supported with reinforced precast concrete panels at a prepared leveled grade. Formed at manufacture to receive 132 lb steel rails Pandrol fastened. Railcar trucks support their steel beamed flat cars which support reinforced precast concrete panels containing formed at manufacture space for 132 pound steel rails. The sequencing turn tables supports steel beams and purlins to carry 350,000 pound railcar and remote locomotive equipment. The outer tables perimeter track is equipped with third rail electrical power for the electric motors held withing the perimeter's trucks and its flat cars.





QUICK SORT  
& SPOT





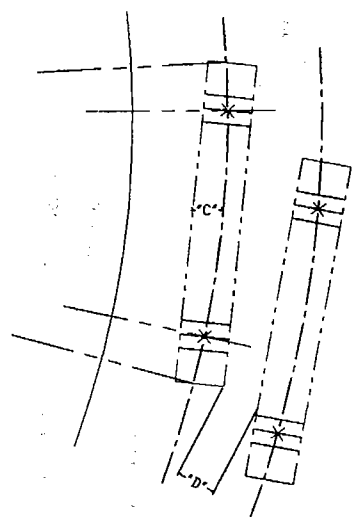
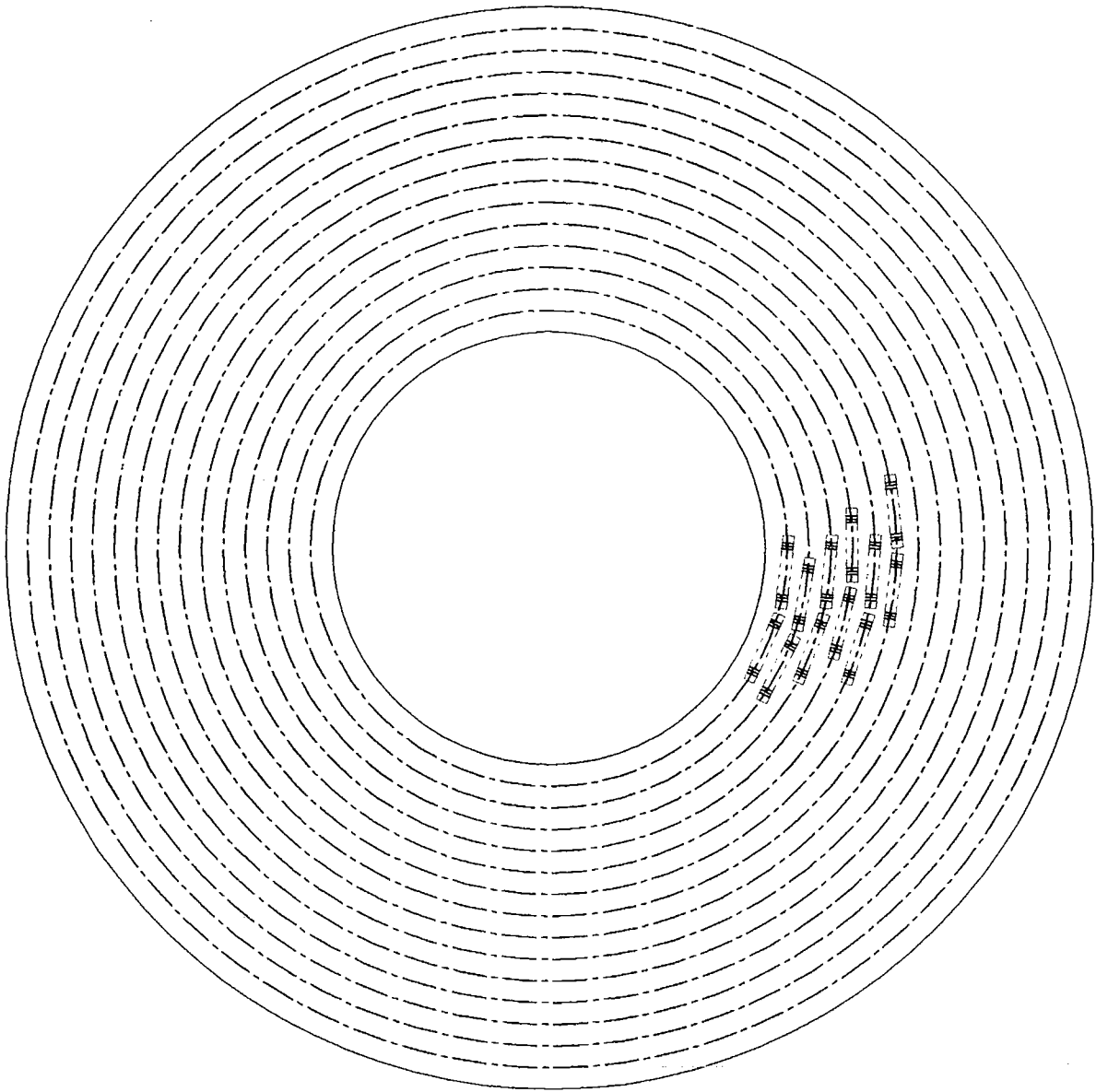


FIG. 1  
FIG. 2  
FIG. 3  
FIG. 4  
FIG. 5  
FIG. 6  
FIG. 7  
FIG. 8  
FIG. 9  
FIG. 10  
FIG. 11  
FIG. 12  
FIG. 13  
FIG. 14  
FIG. 15  
FIG. 16  
FIG. 17  
FIG. 18  
FIG. 19  
FIG. 20  
FIG. 21  
FIG. 22  
FIG. 23  
FIG. 24  
FIG. 25  
FIG. 26  
FIG. 27  
FIG. 28  
FIG. 29  
FIG. 30  
FIG. 31  
FIG. 32  
FIG. 33  
FIG. 34  
FIG. 35  
FIG. 36  
FIG. 37  
FIG. 38  
FIG. 39  
FIG. 40  
FIG. 41  
FIG. 42  
FIG. 43  
FIG. 44  
FIG. 45  
FIG. 46  
FIG. 47  
FIG. 48  
FIG. 49  
FIG. 50  
FIG. 51  
FIG. 52  
FIG. 53  
FIG. 54  
FIG. 55  
FIG. 56  
FIG. 57  
FIG. 58  
FIG. 59  
FIG. 60  
FIG. 61  
FIG. 62  
FIG. 63  
FIG. 64  
FIG. 65  
FIG. 66  
FIG. 67  
FIG. 68  
FIG. 69  
FIG. 70  
FIG. 71  
FIG. 72  
FIG. 73  
FIG. 74  
FIG. 75  
FIG. 76  
FIG. 77  
FIG. 78  
FIG. 79  
FIG. 80  
FIG. 81  
FIG. 82  
FIG. 83  
FIG. 84  
FIG. 85  
FIG. 86  
FIG. 87  
FIG. 88  
FIG. 89  
FIG. 90  
FIG. 91  
FIG. 92  
FIG. 93  
FIG. 94  
FIG. 95  
FIG. 96  
FIG. 97  
FIG. 98  
FIG. 99  
FIG. 100

**III**  
QUICK SORT  
& SPOT

key independent professional engineers and turntable structural component manufacturers and advisors.

F. Bob Coats, P.E., V.P. Engineering  
Pandrol, USA  
501 Sharptown Road  
P. O. Box 367  
Bridgeport, NJ 08014  
Tel: 800-221-CLIP  
Fax: 856-467-2994

Robert F. Hahn, P.E.  
Tracks Unlimited, Inc.  
1330 North Avenue  
Plainfield, NJ 07062  
Tel: 908-769-6840  
Fax: 908-769-0068

D. C. (Drew) Duquette  
214 Andrew Street  
New Castle, Ontario  
Canada L1B 1J9  
Tel: 905-987-4662

Martin C. Rewoldt  
12374 Yvette Court  
Marcel Lake Estates  
Dingmans Ferry, PA 18328  
Tel: 516-790-2390

J. R. (Joe) Scheuren  
Star Track Sales  
473 Main Street  
Oakland, PA 17921  
Tel: 800-316-1660  
Fax: 570-875-2892  
Mobile: 570-590-3018

T. R. Shillington, P.E.  
Star Track Sales  
2800 Spring Ridge Circle  
Snellville, GA (Atlanta) 30039  
Tel: 800-316-1660  
Fax: 770-985-1696  
Mobile: 770-329-5205

Star Track's parent company: Old Castle Precast

Ted Matthews, Executive Director  
Jim Badgely, Division of Transportation Services  
N. J. Department of Transportation  
P. O. Box 610 (25 Scotch Road & Parkway Avenue)  
Trenton, NJ 08625-0610  
Tel: 609-530-2080

Hi Rail Trackmobiles, Electric Motors on Railroad Trucks, and remote-controlled diesel-electric locomotive will power the sequencing turntable and railcar movement onto and off the sequencing turntable.

See Drew Duquette Report enclosed.

Sincerely,





**From:** Drew Duquette  
**Sent:** Monday, August 05, 2002 3:10 AM  
**To:** 'duquette4662@rogers.com'  
**Subject:** Quick sort and spot

**QUESTIONS:**

1. Why tracks in inner rail? Huge savings with reduction in frogs, lower future maintenance.
  - possibility to reduce construction and maintenance costs by having fewer tracks on inner circle. Loss in car capacity would be offset in speed of operation.
  - construction costs for elaborate track design, specifically frogs, would be astronomical. Maintenance costs welding the frogs would result in expense and considerable down time of operation.
  - increase in car capacity does not warrant expense unless operation specifically requires capacity.
  
2. Who delivers and picks up train?
  - Would require 2 storage tracks for delivery and pickup of trains. Each carrier would bring train into a storage track and cut off.
  - Once cars processed then train could be doubled and placed in other storage track. This would allow the next train to be processed while carrier picks up processed train.
  
3. Does each carrier's crew remain during procedure to place more cars on table? If not will require locomotive. Remote operation would be recommended, 1 man.
  - Review possibility of 1 man remote operation. Technology exists and due to confined area of operation should not have many issues with FRA and DOT.
  - Operator can use remote engine to tie onto cars, bleed off portion to be processed, pull onto table, cut off engine, operation Table, then repeat for next portion of train to be processed.
  - 1 man operation would be costly for initial start up but savings will be realized within a couple of years as labour costs would be minimized.
  - 1 man could operate all aspects of Table and build train for storage track. Would not be operating Table and Locomotive at same time so increased safety as 1 person performing all functions, no chance of miscommunication.
  - There should be no Mechanical issues as this would not be a mechanical location for any carrier and #1 Brake test would be performed by carrier when picking up train.
  - Remember you get what you pay for. If your operator is highly trained and carries the workload of three men, do not get cheap on pay day. Would look at paying above industry standard to attract and keep qualified people. Don't want someone you just invested alot of money in going elsewhere. I have seen this on U.S. Carriers, trained employees go elsewhere for money and they have to pay to train new ones. Invest in your employees and they will invest in you (not getting preachy but this could be a major problem if you cannot keep people).
  
4. What speed will the table turn?
  - You will have to calculate distance to align tracks and speed the table will turn. Carriers will be looking for a "Per Car" time to estimate productivity of table.
  - When calculating this per car time assume that each car processed will have to be placed in different tracks. It is always better to exceed expectations rather than try to explain why their cars have not been processed yet.
  
5. What will the expected time be for each train?
  - Again carriers want a time to calculate process time. Look at car type and length of car. Longer cars can be processed faster as fewer moves. Base your calculation on a 7000 foot train. Multi levels would be 72 cars at 96 foot each, Boxes at 60 foot, etc.....
  
6. Will require staging area or precise time table for each carrier, penalties for lateness.
  - Carriers would buy into slots. each carrier would have a time by which their train must be in storage track and based on your processing time they have to arrive at a given time to pick up train.
  - Missed windows should still be paid and train processed at alternate time would result in additional payment.
  
7. Will TOL apply?
  - Transfer of Liability will be a major issue. If the carriers are partners they may be willing to absorb costs for accidents. If

legal issues are not addressed this can bankrupt you with one derailment. TOL is associated with interchange traffic and once interchange reported any damage to equipment or goods is assessed to the carrier who has possession. (obviously some cases are argued between carriers but as a rule of thumb this is the case).

- You DO NOT want cars to be interchanged to you as you will be financially liable for the damaged goods (good example is a loaded multilevel, price out 10 Mercedes SUVs)
- you may have to accept certain liabilities but get this issue ironed out when discussing agreements.
- Your wrecking costs could be contracted to a private company or the carriers could assist with incidents involving their trains.

#### STATS:

Table has 24 tracks

Each track has capacity of 600 feet

Total volume for table 7200 +/- fouling point

- I have only used the outer table track lengths, as the inner table tracks may not be extremely useful when the table is in operation or as suggested above are not included during construction.
- may want two tracks to cross on inner table as should anything happen to one the other could be used as main processing track.

#### ELECTRONICS:

- Would require a method to transfer blocking information from carrier to operator and back. EDI is industry standard for info and switch list would have to be transmitted or faxed to operator.
  - may want to use a simple system, sent on a computer or faxed. Really do not want to get too involved in paperwork as your service would be specific and blocking cars is your main goal. You probably would not be too concerned with where the cars are going, just how they are supposed to be blocked.
- Keep the operation simple, take mixed up train, sort, give back.

#### TELECOMMUNICATIONS:

- Telephones - Land and cellular
- Fax
- Radio
- AEI Reader at entry/exit point would be of benefit, have to grant access to all carriers using table but would reduce workload on operator as far as computer work after train has been processed.
- AEI readers are around \$50 000.00 Canadian, a lot cheaper for you but this could be a selling point on your service and a method to verify what came and went.

#### COMPUTER ASSISTED EQUIPMENT:

- Require 486 or greater for receipt of information
- Would avoid cost of Proyards type system as this is designed for larger operations.
- With respect to costs, a manual control of inventory while on table would be cost effective, computer systems are only as good as operator. Computers are overrated when people are entering information. Every yard is heavily reliant on human data input and we still see errors, so keep it simple.



Mr. Fred H. Wertz  
265 W Mountain Rd.  
Sparta, NJ 07871

## ***SRI 9: Special Track Work Components - Conclusions -***

- ◆ **Bainitic steel rail is effective at improving the performance of crossing diamonds**
- ◆ **Bainitic steel castings perform similarly to AMS castings**
  - **Effective weld repair still needed**
- ◆ **AAR switch point design has performed well in initial HAL testing**
  - **Offers benefits in:**
    - ▼ **Safety**
    - ▼ **Performance**



2100\_12Davis\_Premium\_p33

7th ANNUAL AAR RESEARCH

**review**

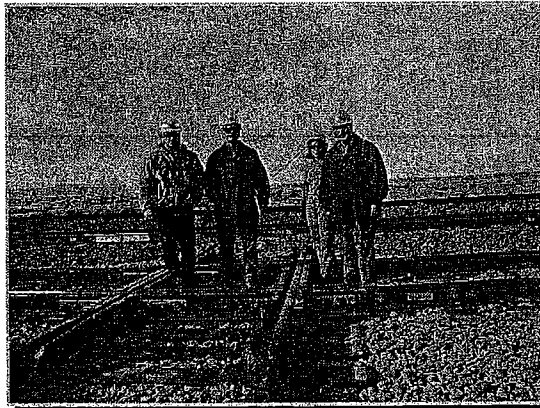
© TTCU/AAR, 2002

## ***SRI 9: Special Track Work Team***

- ◆ ***Thanks again for your support!***

**Mr. Don G. Guillen  
Mr. David D. Davis, PE  
Ms. Charity D. Sasaoka  
Dr. Satya P. Singh**

**And Jim Robeda  
(Still not pictured)**



2100\_12Davis\_Premium\_p34

7th ANNUAL AAR RESEARCH

**review**

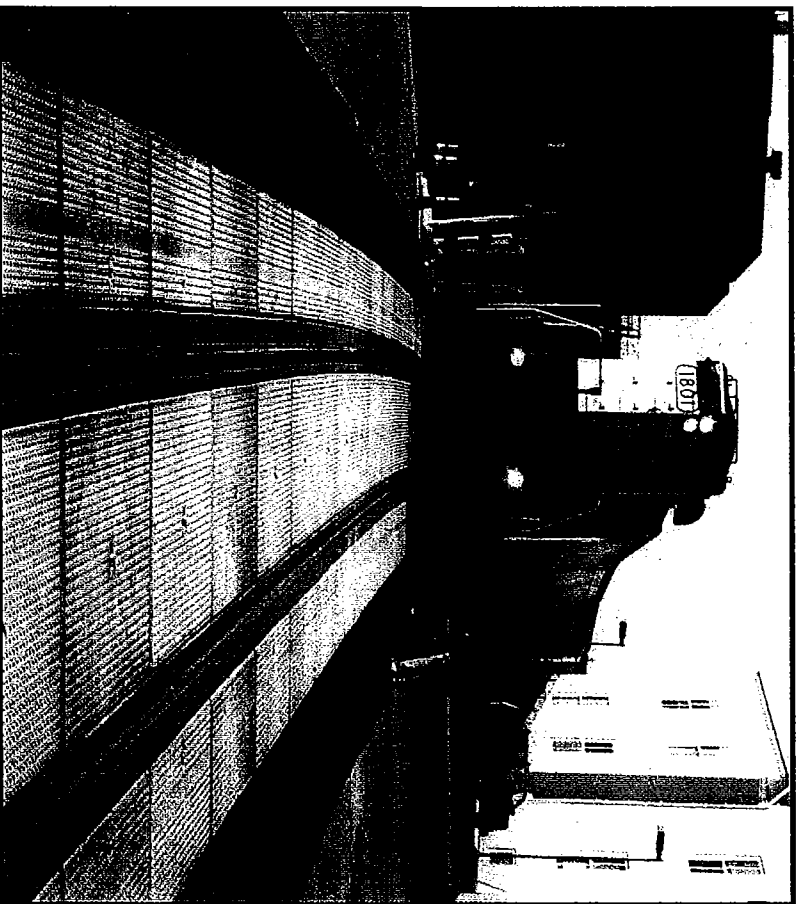
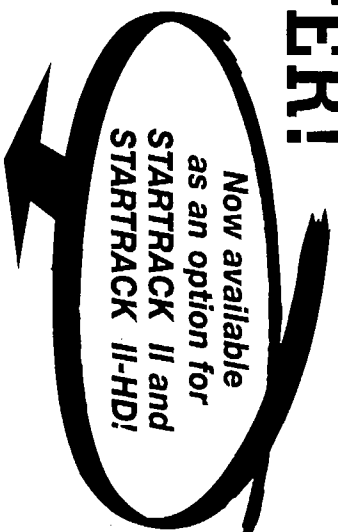
© TTCU/AAR, 2002



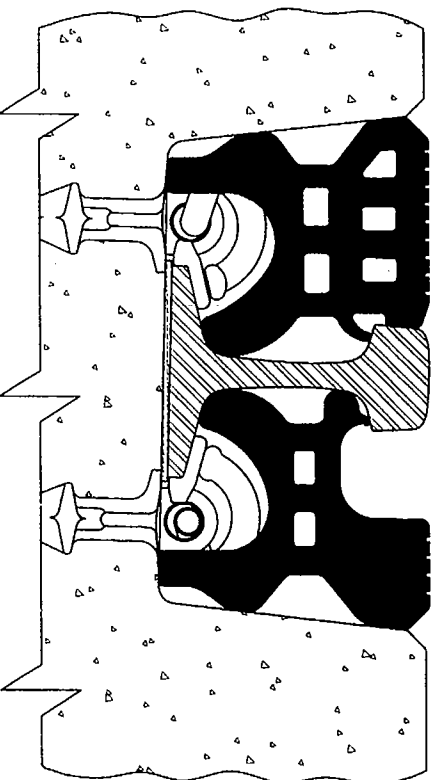
Startrack Crossings are the best available.... BUT...  
**WE'VE MADE 'EM BETTER!**

**We've added continuous virgin rubber rail groove inserts!**

- Rail Remains Easily Accessible • Easily Removed For Maintenance
- Seals Crossing From Surface Water And Salt Intrusion • Attractive Appearance
- Retrofitting Of Existing Startrack Units Is Possible



*Finger Lakes Railroad • Canandaigua, New York*



The rubber inserts from **PERFORMANCE POLYMERS, INC.** have been designed to provide a smooth transition between the concrete surface and the head of the rail. The rubber profile has been engineered to dampen vehicle loading and absorb energy at the rail interface. PPI inserts are manufactured to exacting specifications and are a compression design requiring no additional fasteners. The inserts are completely removable and can be re-installed.

PPI inserts are manufactured using only the highest quality virgin rubber compounds that have performed exceptionally well in the crossing environment. The inserts are available in a standard or non-conductive transit type compound. The flange width can meet A.D.A. dimensions if required.



**1-800-316-1660**



## **C. LOCAL GOVERNMENT OFFICIALS**



**COUNTY OF HUDSON  
OFFICE OF STRATEGIC REVITALIZATION  
BRENNAN COURT HOUSE  
583 NEWARK AVENUE  
JERSEY CITY, NEW JERSEY 07306**

**THOMAS A. DeGISE  
COUNTY EXECUTIVE**

**ABRAHAM ANTUN  
COUNTY ADMINISTRATOR**

**STEPHEN D. MARKS, PP, AICP  
DIRECTOR**

**(201) 217-5113**

**Fax (201) 795-1903**

August 7, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation  
1035 Parkway Avenue  
PO Box 600  
Trenton, NJ 08625

Mr. Scott Parker, Project Manager  
Edwards and Kelcey, Inc.  
299 Madison Avenue  
Morristown, NJ 07962-1963

Dear Messrs. Barankin and Parker:

I am in receipt of your correspondence and report related to the Portway Extensions Concept Study. Thank you for taking the time to meet with Hudson County officials and staff and consider our feedback and comments. With regard to the report, I offer the following response and recommendations:

- The Portway Project/Program will have a significant impact on urban communities throughout northern New Jersey. The study should state the NJDOT and NJTPA commitment to "environmental justice" and suggest "greenport" strategies which compliment the study goals.
- The report consistently lists Global Terminal as located in the City of Bayonne. In reality, the facility which is located on the Port Jersey peninsula straddles the municipal border between Jersey City and Bayonne. The terminal should be listed as "Port Jersey - Global".
- Both Allied Junction and Resources Terminal are referred to as "Bergen" County facilities (Page VIII-4). These are both Hudson County based facilities. Does the report tabulate the economic and transportation data for these facilities under Hudson County or Bergen County?
- The recommendation to re-construct the Paterson Plank Road Bridge over the Hackensack River will have a significant impact on an existing neighborhood which is already struggling to redevelop former industrial properties. Has this concept been suggested to municipal officials or the NJ Meadowlands Commission?
- Also, the suggestion to complete the northern leg of the Meadowlands Parkway is contrary to local planning approvals for housing along the Hackensack River.

**An equal opportunity employer**

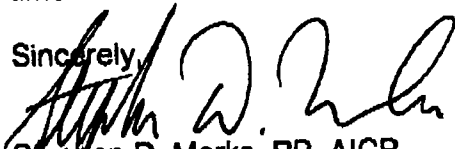
**August 7, 2003**

**Page 2**

- The "wishbone" concept near 15-W in Kearny will also have a significant cost and impact. The Town and the NJ Meadowlands Commission desire the completion of Bergen Avenue between Schuyler Avenue and the Newark-Jersey City Turnpike which will open up former landfills for redevelopment. However, the "wishbone" proposal may have a significant environmental impact on wetlands in the area and may be inconsistent with local open space and rails-to-trails initiatives.

Thank you for giving me the opportunity to participate in the Portway Study. I hope you find my comments useful. If you need additional information, please feel free to call any time.

Sincerely,



Stephen D. Marks, PP, AICP  
Director

- c. Hon. Thomas A. DeGise, County Executive  
Hon. Peter Palmer, NJTPA Freight Committee Chairman  
John Lane, Hudson County  
David Dawson, NJTPA  
John Hummer, NJTPA



**COUNTY OF BERGEN**  
**DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT**  
ONE Bergen County Plaza • 4<sup>th</sup> Floor • Hackensack, N.J. 07601-7076  
Tel. (201) 336-6446 • Fax (201) 336-6449

**Dennis McNerney**  
*County Executive*

**Farouk Ahmad, P.E.**  
*Department Director*

August 4, 2003

Mr. Jody Barankin, Project Manager  
New Jersey Department of Transportation  
1035 Parkway Ave  
CN 600  
Trenton, NJ 08625

Mr. Scott Parker, Project Manager  
Edwards and Kelcey, Inc.  
299 Madison Ave  
PO Box 1936  
Morristown, NJ 07962-1936

Dear Messrs. Barankin and Parker:

Bergen County has reviewed the *Portway Extensions Concept Development*, and offers the following comment.

We recognize that Portway seeks to achieve the following important regional goals:

- To relieve current high levels of congestion in this busy Intermodal freight service corridor and to meet growing future demand for access generated by increased activity at port facilities, rail yard, and distribution centers.
- To make improvements that increase safety and to support seamless connections between modes and carriers.
- To promote economic development, jobs creation, and environmental improvements along the Portway corridor.

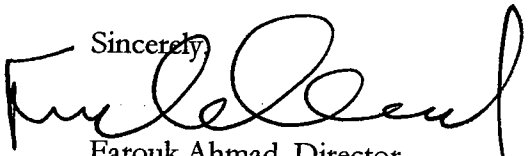
In addition, our regional agencies (namely, the NJTPA) should place greater emphasis upon investigating strategies to retain and attract warehousing and distribution uses closer to the Port, and work toward combating the spread of these facilities to remote terminal locations along Interstate Highways outside the Port District (e.g., I-78 in the Allentown-Bethlehem-Easton corridor of Pennsylvania). This decentralization dynamic has the effect of placing a greater intensity of truck traffic upon New Jersey's already overburdened highways, and creating greater safety, maintenance, and congestion problems in the long run. **This is particularly true in the vicinity of Route 3 and Route 17, with large trucks heavily utilizing the Route 17 Corridor as the link between the NJ Turnpike and New York State Thruway to reach destinations north towards Canada and**

**New England. This state highway does not have the capacity, geometrics, or profile to handle both local and regional traffic as well as the heavy freight traffic moving along its length through the region.**

While we recognize the importance of rail to distribute freight from the port to destinations both within and without the region, we strongly believe that this should not preclude joint use of rail infrastructure for passenger services. In this densely populated and developed region, passenger rail services provide an important alternative to our already congested roads and highways.

We thank you for the opportunity to participate in this endeavor and look forward to working with you as the project unfolds.

Sincerely,



Farouk Ahmad, Director  
Department of Planning and Economic Development

Cc: Dennis McNerney, County Executive  
Joel Weiner, NJTPA  
Dave Dawson, NJTPA

David B. Crabiel  
*Freeholder Director*

Stephen J. Dalina  
*Deputy Director*

Jane Z. Brady  
Camille Fernicola  
H. James Polos  
John Pulomena  
Christopher D. Rafano  
*Freeholders*



**COUNTY OF MIDDLESEX  
DEPARTMENT OF PLANNING  
40 LIVINGSTON AVENUE  
NEW BRUNSWICK, N.J. 08901**

Camille Fernicola  
*Chairperson, Committee of  
Engineering and Planning*

Thomas F. Boylan III  
*Chairman, Planning Board*

George M. Ververides, P.P., A.I.C.P.  
*Director of County Planning*

(732) 745-3062  
FAX (732) 745-3201  
<http://www.co.middlesex.nj.us>

August 20, 2003

**RECEIVED**

**AUG 22 2003**

Mr. Jody Barekin  
New Jersey Department of Transportation  
1035 Parkway Avenue, CN 600  
Trenton, NJ 08625

Re: Portway Extensions and Concept Development Study

Dear Mr. Barekin:

I realize that this is far beyond the August 8, 2003 public written comment period for the above-referenced matter, but I want to reiterate points I have made at past meetings when the Portway project was discussed, particularly with reference to Middlesex County.

I am aware from the meetings I have attended to date that three sites in Middlesex County are being considered as satellite freight yards to the major facilities at Port Elizabeth and Port Newark. I always realized the impact that these ports would have on adjacent counties and municipalities like Middlesex. Middlesex County has already had its share of proposed rail line projects, both commuter and freight, and has reacted adversely to them. These include the Middlesex-Ocean-Monmouth commuter rail line, the trash train across northern Middlesex County from the proposed transfer station at Tremly Point, and just recently the NJDOT plans to widen to a double track the Conrail Line through northern Edison Township, South Plainfield and Piscataway.

The three sites being considered in Middlesex County - New Jersey Turnpike Interchange 12 in Carteret, Raritan Center in Edison, and the New Jersey Turnpike Interchange 8A in Monroe - are in critical locations in the County. In reporting this project before meetings of the Middlesex County Transportation Coordinating Committee, the respective representatives of Carteret, Edison and Monroe indicated total unawareness of the Portway plans as they will impact this region. I respectfully urge you to initiate discussions with the officials of these three municipalities and

Mr. Jody Barenkin  
August 20, 2003  
Page 2 of 2

apprise them of your present ideas and plans. Both Edison and Monroe are already on record in opposing rail lines as cited previously. It is crucial to the Portway project that these three communities be briefed as quickly as possible about your plans and be on board as plans progress forward.

Thank you for your time and consideration of this letter.

Sincerely,

MIDDLESEX COUNTY DEPARTMENT OF PLANNING

*George M. Ververides*

George M. Ververides  
Director of County Planning

GMV/dm

cc: Mr. Scott Parker, Edwards and Kelcey, Inc.

cc: Mr. John Hummer, North Jersey Transportation Planning Authority

## **D. NEW JERSEY TURNPIKE AUTHORITY**





# *New Jersey Turnpike Authority*

ADMINISTRATION BUILDING P.O. BOX 1121 NEW BRUNSWICK, NEW JERSEY 08903  
TELEPHONE (732) 247-0900

**JAMES E. McGREEVEY**  
GOVERNOR

**JOSEPH SIMUNOVICH, *Chairman***  
**JOSEPH (J.P.) MIELE, *Vice Chairman***  
**JOHN HIBBS, *Treasurer***  
**FRANK X. McDERMOTT, *Commissioner***  
**HARRY LARRISON Jr., *Commissioner***  
**JOHN LETTIERE, *Commissioner***  
**MICHAEL LAPOLLA, *Executive Director***

August 15, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation  
1035 Parkway Avenue  
P.O. Box 600  
Trenton, NJ 08625-0600

Dear Mr. Barankin:

Thank you for your July 29, 2003 transmittal of the draft Portway Extensions Concept Development Study and the opportunity to review and comment on this study. The Turnpike Authority has reviewed the document and offers the following comments:

- Page III-2. Several agencies are identified with which coordination meetings were held regarding this study. It is questioned as to why the Turnpike Authority was not included in these meetings.
- Page III-2. Under "Middlesex County," a reference is made to Interchange 8A on the New Jersey Turnpike. It is questioned as to what activities related to Interchange 8A are being referenced.
- Page III-2. Under "Middlesex County," a reference is made to Interchange 12A redevelopment. The Turnpike Authority had studied the possibility of constructing a new Interchange 12A; however, based upon the results of that study, it was determined that such a new interchange is not feasible. Therefore, it is questioned as to why there is a reference to an Interchange 12A redevelopment.
- Page III-2. Subsequent to the conclusion of the study regarding a new Interchange 12A, the Turnpike Authority decided to reconstruct the existing Interchange 12 toll plaza and build a new connector road between Carteret in Middlesex County and Tremley Point in Union County. These proposed improvements are not reflected in the list of activities on page III-2.

## NEW JERSEY TURNPIKE AUTHORITY

Jody Barankin, NJDOT  
August 15, 2003  
Page 2

- Page III-3. The Turnpike Authority is in the process of constructing a new interchange on the eastern spur, south of Interchange 16E/18E. This project, referred to as the Secaucus Interchange project, is not identified on the list of activities.
- Page III-3. Reference is made to a Task Force that was established relative to the Portway Extensions study. It is noted that the Turnpike Authority was not represented on this Task Force. It is requested that the Turnpike Authority be included in any future meetings of this Task Force if such meetings are held.
- Page III-5, Section III.4. Reference is made to a second round of coordination meetings that were held with various entities. It is noted that the Turnpike Authority was not included in this second round of meetings. Again, it is requested that the Turnpike Authority be included in any future coordination meetings regarding this project.
- Page VII-2. Has consideration been given as to whether the Turnpike's new Secaucus Interchange will serve any of the generators listed in Table VII-1?
- Page X-26. Under the section entitled "New Jersey Turnpike-Newark Bay Bridge," the third line incorrectly references the New Jersey Highway Authority. This reference should be the New Jersey Turnpike Authority. This same sentence incorrectly spells the word "bridge." In addition, the report suggests that the traffic characteristics of the Newark Bay Bridge can be improved by utilizing a moveable median barrier to allow three lanes of traffic in the peak direction of travel, thereby reducing the off-peak direction to a single lane. The Turnpike Authority has previously considered this suggestion and it has been determined that two lanes are required at all times in the off-peak direction, thereby making this scenario infeasible.
- Page X-28. Under the section "New Jersey Turnpike's Interchange 13 Improvements," the third line of the second paragraph, the word "enhances" should be "enhanced."
- Page X-29. More specifics regarding the recommended improvements to Interchange 10 need to be provided to the Turnpike Authority.
- Figure X-16. "New Jersey Turnpike Interchange 8A Area" does not reflect future work planned by the Turnpike Authority to realign Ramp TW. I have enclosed a plan depicting this future work for your reference.

NEW JERSEY TURNPIKE AUTHORITY

Jody Barankin, NJDOT  
August 15, 2003  
Page 3

- Chapter XII. The Turnpike Authority requests that further discussions occur with the New Jersey Department of Transportation regarding the near-term, mid-term, and long-term improvement concepts being suggested in the Portway Extension Concept Development Study, in particular as they affect the New Jersey Turnpike's facilities.
- Page XII-4. "New Jersey Turnpike's Newark Bay Bridge Interim Improvements." As previously referenced, the suggested implementation of a moveable center median is not considered to be feasible.

Thank you again for the opportunity to review this draft report. The Turnpike Authority is available to meet with representatives of the New Jersey Department of Transportation to discuss the enclosed comments if requested. Additionally, the Turnpike Authority is available to work with your office in the development of the concepts presented as they relate to the New Jersey Turnpike Authority facilities and operations.

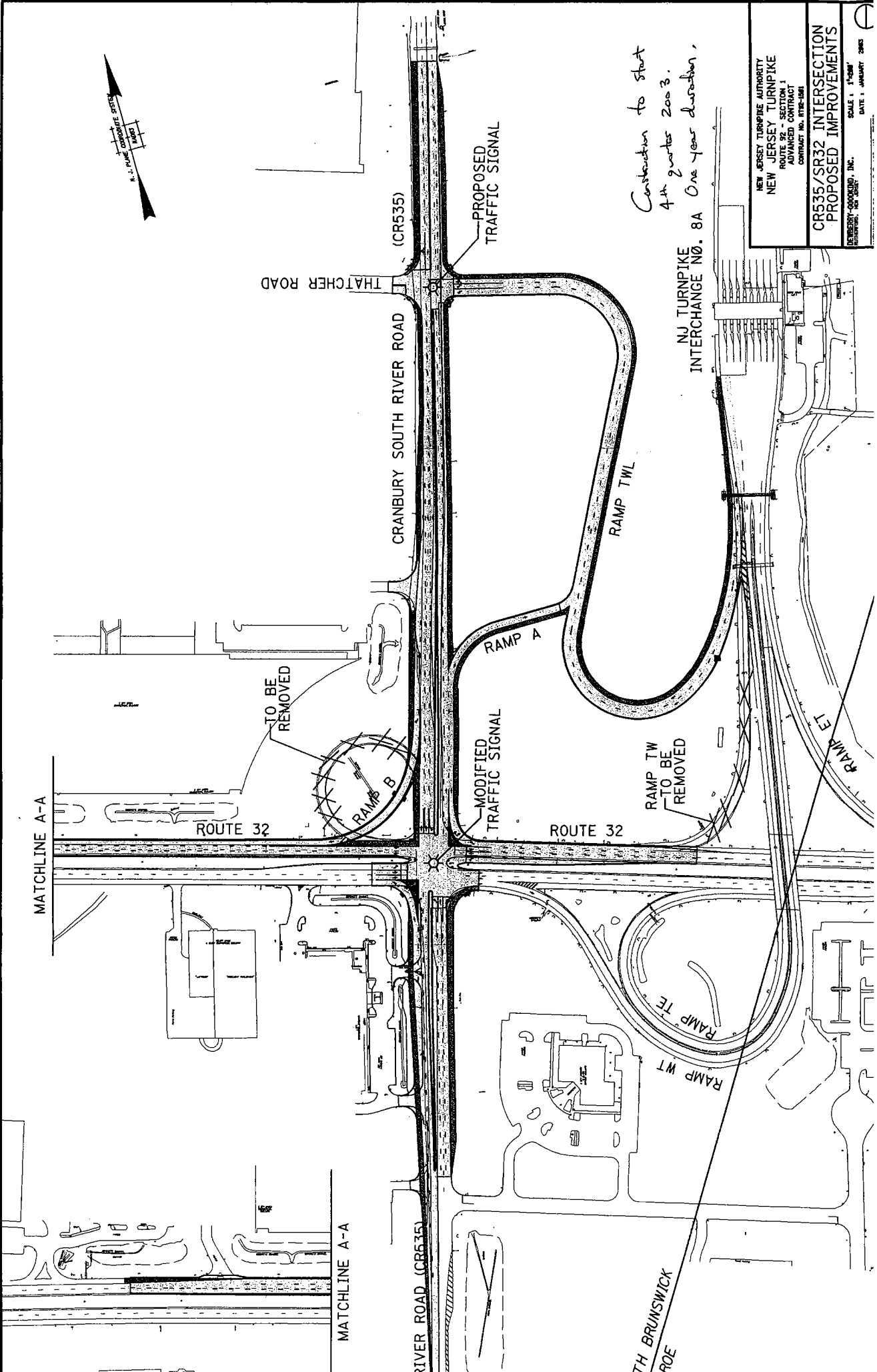
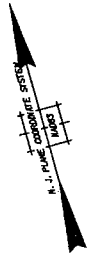
Very truly yours,



Stephen M. Buente, P.E.  
Supervising Engineer/Planning

SMB:rp

cc: R. J. Raczynski, P.E.  
R. J. Grimm, P.E.  
R. F. Dale  
J. Kraft  
M. Ameen  
File



Construction to start  
4th quarter 2003.  
One year duration.

NEW JERSEY TURNPIKE AUTHORITY NEW JERSEY TURNPIKE IMPROVEMENTS ADVANCED CONTRACT 1 CONTRACT NO. 1752-381	<b>CR535/SR32 INTERSECTION          PROPOSED IMPROVEMENTS</b> DEWBERRY-CORCORAN, INC. ENGINEER, ARCHITECT SCALE: 1"=50' DATE: 1 JANUARY 2003
----------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------

**E. NEW JERSEY MEADOWLANDS  
COMMISSION**

[Close](#)

**From:** Jody Barankin [SMTP:Jody.Barankin@dot.state.nj.us]

**To:** SParker@ekmail.com

**Cc:**

**Subject:** Fwd: Portway Extensions Concept Development Study

**Sent:** 8/25/2003 8:49 AM

**Importance:** Normal

Scott,  
Some comments from NJMC, to be included in the final report.  
Jody

>>> Kamal Saleh <KSALEH@meadowlands.state.nj.us> 8/21/03 3:26:46 PM

>>>

Jody,

Thank you for sending us the Portway Extensions CD study draft summary report to review. I'm aware the comment period is over, however, the majority of the items and improvements are consistent with the roadway improvements and concepts we've included in the recent Draft Master Plan.

The New Jersey Turnpike 15W roadway concept would appear to require extensive wetland area acquisition and would likely reduce or eliminate access to the Boonton and Newark Industrial rail lines.

While I understand that E&K's Draft Summary Report indicates that this roadway would introduce redundancy into the portway road network; it will impact wetlands and rail line access. The rail lines may be useful to the Intermodal areas designated by the NJMC's Draft Master Plan for this area of Kearny.

The other area of concern is the new Paterson Plank Bridge, while this is a good concept, we have included this idea a potential east to west rail connection between Secaucus and Carlstadt. If a light rail line was created, it could possibly be combined road and rail bridge. However, the NJMC Draft Master Plan only identifies a light rail line between Secaucus and Carlstadt with possible connection to the Sports Authority and the Paterson Plank Road Corridor.

Prior to the final version of the Portway Extensions Concept Development Study report we should discuss these issues with the NJMC Executive Director to obtain the Commission's perspective on the Portway Extensions.

Contact me if you have any questions.

Thank you,

Kamal

Notice: This e-mail message and any attachment to this e-mail message contain information that may be legally privileged and confidential from the State of New Jersey, New Jersey Meadowlands Commission. If you are not the intended recipient, you must not review, transmit, convert to hard copy, copy, use or disseminate this e-mail or any attachments to it. If you have received this e-mail in error, please immediately notify us by return e-mail or by telephone at 201-460-1700 and delete this message. Please note that if this e-mail message contains a forwarded message or is a reply to a prior message, some or all of the contents of this message or any attachments may not have been produced by the State of New Jersey, New Jersey Meadowlands Commission. This notice is automatically appended to each e-mail message leaving the State of New Jersey, New Jersey Meadowlands Commission.

**E. PORT AUTHORITY OF NEW YORK AND  
NEW JERSEY**



August 25, 2003

**RECEIVED**

**AUG 28 2003**

Mr. Jody Barankin  
Project Manager  
New Jersey Department of Transportation  
1035 Parkway Avenue, PO Box 600  
Trenton, NJ 08625

**Subject: ~~Portway~~ Extensions Concept Development Study, Draft Summary Report**

Dear Mr. ~~Barankin~~<sup>Barankin</sup>:

On behalf of the Port Authority of New York and New Jersey, thank you for this opportunity to review and comment on the draft summary report of New Jersey Department of Transportation's "Portway Extensions Concept Development Study". The report provides clear evidence that investment in the region's transportation network is essential to support the growing and economically vital container freight industry in New Jersey.

The following comments are intended to inform the draft report with regard to relevant Port Authority facility plans and operations, and to provide the Port Authority's perspective as a stakeholder in the region's mobility and economic condition.

**Comments from a Regional Perspective --**

Introduction

- The opening sentence should focus the reader's attention on the interrelated concentration of container freight businesses, facilities and transportation resources in Northeast New Jersey. The current sentence mistakenly labels all of these entities as part of the "Newark/Elizabeth Seaport Complex."
- Similarly, the term "Port District" is an inappropriate and misleading label for the study area. "Port District" is commonly used to describe the Port Authority's jurisdiction, roughly a 25-mile circle around the Statue of Liberty. It also suggests that all freight activity is generated by local marine ports, ignoring the significant activity emanating from the ports of Los Angeles and Long Beach, domestic markets and cross-border locations. Perhaps the term Freight District, Freight Corridor or Freight Complex could be used to describe the geographic concentration of freight facilities and support businesses in the study area.
- Add a paragraph in the introduction that provides the context for the relative importance of the container freight industry within the study area, e.g.:
  - Critical sector of New Jersey's economy (direct jobs, indirect jobs, proximity to consumers means less truck emissions and lower transportation costs);
  - Home for a vast array and number of public and private entities that operate facilities and businesses in the study area;
  - A majority of the region's container freight is shipped through the ports of Los Angeles and Long Beach into North Jersey intermodal rail yards;

## **THE PORT AUTHORITY OF NY & NJ**

- Improving linkages to and between the region's facilities is the focus of this study; and
- Container freight represents a significant but minority portion (less than 10% ?-- page VI-25) of trucks on the region's highways.

### Section VI – Existing Conditions

- Page VI-25, first bullet – For many residents “the trucking problem” occurs on local roadways on which truckload and container moves are less frequent.
- Page VI –29, first sentence – reword: “...has nothing to do with moving freight”.

### Section VII – Future Growth in Container Flows

- Page VII-10, Table VII-8 – Make it clearer that “(import only)” refers to year 2000, only. Better still, estimate a total volume for 2000 so that the data is comparable.

### Section IX – Future No Build Conditions

- Page IX-2, last paragraph – If the objective of the study were to reduce both VMT and VHT, then a simple reduction in economic activity might appear to be an acceptable solution. Perhaps a reduction in the volume to capacity ratio, discussed in the next section, would be a more appropriate objective.

### Section X – Improvement Concepts

- Page X-13, Short Haul Rail Spine – Two additional projects to consider:
  - Mitigation of grade crossing at St. Pauls Avenue, and
  - Addition of a second through track along the P&H Line, built upon the footings of the removed Wittpenn Bridge.
- Page X-16, Figure X.2 – Please label segments and feeders.
- Page X-22, third paragraph – Substitute “magnitude of” with “increase in”. Volumes will still increase just not as much, as noted on pages XIII-1 and XIII-4.

## **Comments from a Port Commerce Perspective --**

### In general

- The study represents a significant advance in regional freight corridor planning by:
  - Describing the essential operating characteristics of intermodal container systems and how and where these systems fit within the context of the Northern New Jersey freight transportation improvements agenda;
  - Demonstrating clear linkages between the inbound and outbound flow of containers in Northern New Jersey and the primary generators and receivers of this activity (e.g. port facilities, container rail yards, and warehousing distribution centers);
  - Assembling data that helps identify the locations as well as the present and future capacity limitations of “first mile/last mile” and other key linkages between intermodal transfer facilities and “trunk” roadways, rail lines and waterways;
  - Developing creative solutions to meeting these connectivity needs; and
  - Providing priorities and structure to future Portway extensions.

- The study gives evidence to the fact that there is a good fit between Portway concepts and projects and key rail and highway improvements contained in the PA Capital Plan (e.g. ExpressRail and PIDN projects, planned terminal access improvements, crossings improvements and support for the regional rail plan). It provides a basis for continued and improved cooperation between Port Commerce, NJDOT and local governmental and private sector stakeholders. This is particularly true with respect to ITS and container management recommendations that require a strong investment in resource coordination.
- The study makes a useful contribution in highlighting data regarding the importance of the warehousing industry both as an intermodal service customer and the provider of major support services for international and domestic container distribution. Portway and its extensions have the potential to serve as the intermodal ‘Main Street’ for job-creating warehousing. If practicable, the proposed rail short haul corridor would give a major boost to New Jersey’s efforts to realize operational and smart growth benefits from intermodal facilities.
- The study clearly notes that its focus is on international and domestic surface movement of containers and is not about general freight movement per se. This focus is a strength in explaining how the intermodal system works and in highlighting long-neglected local connectivity now being advanced through Portway. However, the vast majority of truck traffic on the regional highway network is non-containerized freight; and the regional freight improvement agenda can only be partially realized through Portway. This point, which is well emphasized in the study’s summary and conclusions, deserves equal mention in PowerPoint and other summary material.
- The study database was assembled from several disparate sources including Port Authority data. The assemblage of timely and responsive intermodal freight planning data is in its early stages of production and the mixing of inputs inevitably results in the need to make assumptions to address conflicts and shortcomings. Review of the major data outputs from this study indicate that the data is generally well produced given these limitations. However, a comprehensive explanation as to how the data was produced first reached our attention in the final report. Data improvement is an iterative process and the PA looks forward to working with NJDOT in strengthening the databases as individual projects advance.

Port connectivity priorities

- **NJ Turnpike Interchange 13A Improvements.** One of the most important projects for near term to mid term port accessibility is proposed within the Union County/ Kapkowski Road Transportation Planning Study. It outlines a plan to reconstruct North Avenue to provide a direct port connection between the New Jersey Turnpike Interchange 13A and the marine terminals. This work is essential. Port Commerce Department studies indicate traffic conditions are degrading, and, without major improvement, will reach service level F by 2016.

However, the Portway Extension Study does not make reference to project elements contained in a recently issued DEIS for the proposed Elizabeth Light Rail Transit System that would directly affect port access via the North Avenue Corridor. NJ Transit is proposing an at-grade LRT crossing of North Avenue that could seriously delay truck movements on this roadway. The LRT, if constructed by the 2005 target date, would degrade road conditions prior to the North Avenue Project that aims to improve them<sup>1</sup>. The mitigation of potential bottleneck needs to be addressed in the DEIS to insure service sustainability in this important port access corridor. The Extensions Study should refer to these issues in its discussion. A serious bottleneck to port access will result if the impacts of the LRT crossing are not successfully mitigated -- especially if the currently proposed LRT at grade crossing goes into operation prior to major roadway improvements.

- **The Short Haul Rail Spine.** The Spine discussion presents a thorough description of new rail services that might be effectuated by piecing together a number of rail rights of way that are currently active (at varying levels of activity), are “railbanked” or have been abandoned. Among its potential benefits are improved port terminal transfers and a new efficient PIDN rail link to South Jersey. The concept merits the short- term priority development proposed for it in this Extensions Study. In order to develop a complete picture, the proposal needs to be thoroughly reviewed in terms of market demand, the potential for a public private partnership, capital needs and “constructability.” Other important follow up elements include a pro-forma cost analysis of the short-haul rail option compared to truck costs and service and an assessment of the environmental and community impacts of restoring or enhancing the abandoned or underutilized lines.
- **NJ Turnpike Interchange 14 and 14 A Improvements** Proposed access improvements that are recommended for Turnpike Exchange 14 will fit well with Port Authority Marine Terminal Highway improvements slated to improve Corbin Street connections to the ramps leading to this major port access point. Likewise 14-A improvements would be highly beneficial to improved container drayage access to Port Jersey. The text discussing these improvements should explicitly discuss their relation to the alternatives proposed in the City of Bayonne & Hudson County “Local Roadway Connector Study” Final Report (6-30-03).
- **NJ Turnpike Newark Bay Bridge** The recommended movable median improvement would seem to be immediately helpful to improving operating conditions on that structure and, if practicable, should be introduced over the short term.
- **NJ Turnpike Interchange 15 –W Connectivity, Patterson Plank Road/Route 3 Corridors and New Road Extension to Little Ferry Improvements** all improve linkages and add needed redundancy to the Northern New Jersey intermodal facilities access network. These linkage improvements will become especially important if additional port services are added, as proposed, under Bayonne’s “Peninsula” redevelopment plans. The latter two improvements, especially, would create a truck connector to the Turnpike that would benefit general as well as intermodal freight movement.
- **Bayonne Bridge Elevation** is an important long-term (10 years +) waterside port access project that would allow maximum jumbo ship access to the Port.

---

<sup>1</sup> The PANYNJ Engineering staff believes that there are flaws in both the DEIS estimate of the amount of delay created by the crossing and the estimated effectiveness of its proposed intersection and signal remedies.

- **NJ Turnpike Interchange 13 Improvements** also will produce port intermodal services benefits since they would improve linkages to the Howland Hook (NY) Marine Terminal via the Goethals Bridge and the New Jersey Turnpike.

Section VI – Existing Conditions

- It would be helpful to show total regional intermodal rail as well as international intermodal volumes. This would help the reader to understand why Little Ferry / E-Rail terminal numbers are not included in this summary. This could be reflected for example in Table VI-10 on page VI-24.
- Page VI-11, Figures VI4 and VI5 and Page VI-12, Figure VI-6 – Figures should not show landbridge yards connecting to the same hinterland as the port; it would be better to show a separate box labeled “West Coast” or “other ports.” This is explained correctly on page VI-19.
- Page VI-12, Figure VI-6 – Note relatively few domestic containers go from domestic rail yards to storage; this is largely an international phenomenon.
- Pages VI-14 and VI-15, Table – Minor comment; it might be useful to indicate there are significant peaks and valleys in volume by day of week.
- Page VI-21, Table VI-8 – Needs further research/development. The table shows hypothetical truck and rail-equivalents for trans-border surface trade, but does not indicate the mode on which the freight actually moves. (Without knowing how this freight moves, it is difficult to assess the impact on Portway.)
- Page VI-23 – Narrative downplays the importance of non-container truck volume on the region’s highways. It might be better to say something like “they represent the vast majority of the truck traffic on the region’s highway network,” rather than simply “much of the truck traffic.”
- Page VI-23, Table VI-9 – Add footnote indicating what kinds (classes) of trucks are included in the counts.
- Page VI-25 – Statement that “three quarters of (container truck) moves represent thru traffic which ... is not associated with the port or with the regions intermodal rail terminals” needs further research. Narrative seems to confuse “containerizable” with “container trucks.”

Section X - Improvement Concepts

- Page X-3 – The text in the KEY should be modified to state “ Existing ITS System - blue line, and Proposed Expanded ITS System - red line.
- Page X-6 – Add to the text under Commercial Fleet Management: “Marine intermodal ITS tracking systems may benefit from GIS position location equipment and electronic seal security/monitoring equipment such as those manufactured by Cargomate and other firms.”
- Page X-10 – Add to the end of text on Pick Up and Delivery Hours: “Moreover, locations on brownfields along Portway rights of way could help facilitate the implementation of longer gate hours. These locations are not contiguous to residences and are close enough to the port to allow effective scheduling of freight through off hours pick up appointment arrangements.”

- Page X-11 – Add text to bullet one: “Another similar system, developed by SynchroNet, is in operation at the Port of Oakland. SynchroNet is actively promoting the use of their cargo match system at the Port of New York and New Jersey and at PIDN inland ports. A SynchroNet study of containers moving between PANYNJ and customer locations in New Jersey, New York, Pennsylvania and Connecticut indicates that over 14,000 round trip load matches per month can be obtained from SynchroNet.”
- Page X-13 – Add a sentence after the second sentence: “The inland port concept is widely employed outside of the United States, particularly at river ports in Europe.”
- Page X-23 – The first sentence should be changed to read: “The improvements would provide a direct connection to the Northern Section of the New Jersey Turnpike for freight originating at or destined to Port Jersey, add useful redundancy to freight through movements in the Turnpike/Portway Corridor and alleviate congestion ... “
- Page X-26, Bayonne Bridge Elevation discussion – Add “in the future.” to the end of the last sentence in the second paragraph. Edit the following sentence to read: “Proposed improvements for the Bayonne Bridge include replacing the bridge or raising the roadway on the existing bridge to achieve a higher vertical clearance.” “This may involve” ...

Section XII -- Prioritization Of Improvements

- Page XII-5 – Define the length of time when long-term improvements would begin. Add parenthetically to the first sentence of the fourth paragraph at Page XII-5 – (for planning purposes 10+ years)
- Page XII-6 – At the end of the discussion on the Bayonne Bridge Elevation: change the end of the last sentence from “long-term window” to “long-term timeframe”.

**Comments from a Tunnels and Bridges Perspective --**

In general

- The Goethals Bridge Modernization Program should receive more attention, beyond its connection with Interchange 13 modifications. The Goethals Program will have a profound impact on the shape of regional goods movement.
- The ranking of Bayonne Bridge maritime clearance improvements as a high priority for long-term solutions will require difficult investment trade-offs and creative financing approaches. The proposed improvements at NJ Turnpike Interchange 14A that include a direct ramp connection to Route 440 South provide an improved link between MOTBY and the Bayonne Bridge. TB&T staff has considered such a direct connection as an element of an approach to better balance traffic demand among the Staten Island crossings by increasing utilization of the Bayonne Bridge.

Section X - Improvement Concepts

- **Intelligent Transportation Systems (ITS)** discussion uses the standard federal approach of applying market packages to assess current systems coverage and future needs requirements. This section appears to ignore TRANSCOM’s role as a provider of an ITS Regional Architecture and the potential that exists to leverage the existing TRANSCOM ITS deployment and future investments to address a wider array of user services. Many of the market packages have the potential to address more user services that are depicted on pages X-4 and X-5. Using TRANSCOM systems as an example, their current use of network and

probe surveillance, as well as traffic information dissemination, reach beyond traffic control and incident management roles. Perhaps it would be worthwhile to speak with TRANSCOM staff to ensure existing and planned regional ITS investments are appropriately represented and leveraged as potential solutions.

The ITS discussion should include applications in commercial vehicle and fleet applications, emergency vehicle management, emergency notification, security, and maintenance and construction management. The conclusion on page X-8 that implementation of "complete market packages" only will generate the "maximum system flexibility and utility" may result in missed opportunities to leverage existing systems and vehicle devices for improved commercial vehicle operations and goods movement. A more comprehensive consideration of the role of ITS in Portway could bring new solutions and priorities to light.

- **Congestion Pricing** as discussed on page X-11 focuses on traffic management aspects exclusively and presents a decidedly pessimistic outlook for benefits. The report is remiss in not at least citing the NJ Turnpike's and Port Authority's value pricing efforts, partly to support their conclusions on the limited ability to effect large-scale commercial traffic shifts, but also to highlight the value of marginal shifts that have been evident from the initial experiences in the region. The Port Authority can provide general information about our experience if NJDOT is interested.

Also, the congestion pricing discussion is too limited in its scope. Some reference to the impacts that roadway pricing and managed lane applications can have on traffic safety, travel time reliability and revenue generation are important considerations. Other states are actively assessing roadway programs and pricing mechanisms devoted to commercial traffic. The growing body of literature on truck toll roads is worthy of consideration as Portway projects are better defined.

- **Bayonne Bridge Issues** discussion should be more balanced in terms of the Bridge's role in the network. While the report is correct in characterizing the Bayonne Bridge's relatively low daily volumes, it fails to recognize that it is also the fastest growing crossing in the network. It should be noted that operational improvements, such as the installation of a median barrier, will be required if average daily traffic volumes continue to grow. In terms of the maritime clearance issues, the report may want to highlight a range of alternatives to a full bridge replacement, including the potential to raise the bridge deck with the existing structural arch of the bridge.
- **Goethals Bridge / Interchange 13 Improvements** discussion on page X-28 should not assume that the Goethals Bridge replacement program would result in a capacity expansion from four lanes to six lanes. No conclusions on preferred alternatives or capacity requirements have been reached. The EIS process that will commence later this year for the Goethals Modernization will involve an alternatives analysis and public process for assessing options. The first paragraph in the section entitled "NJ Interchange 13 Improvements (Figure X-13)" on page X-28 should be restated as follows:

*The Goethals Bridge is an important element in the Port Authority's complex of vehicular crossings connecting Staten Island with New Jersey. The strategic location of the bridge in the heart of the surface transportation network, allows it to serve more than 28.6 million autos, 2.8 million trucks and 300,000 buses in both directions on an annual basis. Plans are being advanced to initiate an*

*Environmental Impact Statement to explore options to modernize this crossing to address the functional obsolescence of the current bridge and the growing maintenance burden of a 75-year old bridge structure. This effort will require close coordination with improvements on connecting roadways and interchanges in both New Jersey and New York.*

An additional sentence at the end of the next paragraph should be included to reference the status of the required "FHWA Interchange Modification Report," such as:

*Completion of an FHWA Interchange Modification Report will be required to advance planning of these potential improvements.*

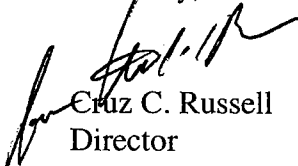
Section XII -- Prioritization Of Improvements

- In the opening paragraph of Section XII, the Port Authority and New Jersey Turnpike should be cited as key coordination agencies since our facilities are included in the priorities and recommendations of the draft summary report.
- **ITS Architecture** (Page XII-2). "Drawing upon the existing ITS architecture components already in place" is a good strategy that will require coordination with TRANSCOM, or the creation of a new sub-regional ITS architecture for northern New Jersey. The Portway program should consider adopting the TRANSCOM Regional Architecture as its ITS communications framework in order to be compliant with the an FHWA Rule and FTA Policy that requires federally-funded ITS projects to have regional architectures in place and used by April 8, 2005.
- **NJ Turnpike Interchange 13 Improvements** (Page XII-5). The interchange modifications should be ranked as a higher priority among the near-term priorities. Also, change the last sentence to read:

*Enhanced connectivity would create a better balance of traffic between the bridge and its approach/departure roadways, as alternatives to modernize the Goethals Bridge are assessed.*

I hope that these comments are helpful in furthering NJDOT's efforts to improve the transportation resources that support container freight movement in Northeast New Jersey. Please call Steve Brown of my staff at 212-435-4411 if you have any questions.

Sincerely,



Cruz C. Russell  
Director

cc: S. Brown, R. James, M. Muriello, S. Parker



## **G. NJ TRANSIT**

James E. McGreevey  
Governor

Jack Lettiere  
Board Chairman

George D. Warrington  
Executive Director



August 8, 2003

Mr. Jody Barankin  
New Jersey Department of Transportation  
1035 Parkway Avenue  
Trenton, NJ 08625

Re: Portway Extensions Study Draft Final Report

Dear Mr. Barankin: *Jody*

NJ TRANSIT has reviewed the Draft Final Report of the Portway Extensions Study. We have a number of specific comments and concerns that are outlined on the following pages. I would like to draw your attention to several key concerns of NJ TRANSIT.

1) Interchange 15W Connectivity

The study repeatedly discusses using two Norfolk Southern (NS) rail lines (Boonton Line and Newark Branch) to create a truck-only road linking NJ Turnpike Interchange 15W and the NS Yard at Croxton and the CSX and Pacer yards at South Kearny. NJ TRANSIT believes further investigation of the physical feasibility of these concepts is warranted before they can be "recommended". The study includes no capital cost estimates and has not addressed the ownership of these rights of way. Despite a meeting/conference call with the study team in early June where this very issue was discussed, the study report does not recognize the possible alternative use of the area around the Boonton Line right of way as a major train storage yard to support the future new rail tunnel to Manhattan (known as ARC), a project critical to regional mobility. The development of such a yard could eliminate the utility of the truck-only road.

In addition to the train storage yard, a portion of the Boonton Line right of way or surrounding area could be used by the connecting tracks that would link the Main/Bergen/Pascack lines with the Northeast Corridor for future direct rail service to Manhattan. Work is underway now to develop a detailed updated plan for the connecting track in this area. Also, Amtrak and NJ TRANSIT are examining alternatives to replace the existing Portal Bridge over the Hackensack River and this could have consequences for the Boonton Line right of way.

As noted in our comments, the study text fails to recognize the existence of other roadway links between South Kearny and Croxton and the NJ Turnpike. Some of these links are slated for improvement in elements of Portway Phase I.

## II) Short Haul Rail Spine

The proposed short haul rail spine has not been fully defined. At various points in the study text the south end of the spine ends at either Monmouth Junction, Interchange 7-A or in Camden County. The study does not address the need for completely reconstructing the rail line in the Hightstown area with the requisite major infrastructure replacement. The number and location of the proposed terminals is not defined. The entire concept cannot be evaluated based on the information given in the report. Model results providing the daily number of containers utilizing the service to each of the terminal points should be provided. A pro-forma operating schedule should be developed to determine the feasibility of operating a fixed-consist train that makes multiple stops for loading/unloading. Significant research is needed to determine if such an operation can mesh with our significant operations on the North Jersey Coast Line, and detailed vertical clearance data would need to be reviewed to determine if the contemplated container equipment would fit within the clearance envelope of the North Jersey Coast Line. We have very significant concerns with the physical, operating and cost implications of operating freight on these lines given our interests in expanding commuter rail in this area. We would appreciate reworking your report to reflect these concerns.

A better definition of the northerly elements of the rail spine is needed to ensure it does not conflict with NJ TRANSIT's Hudson Bergen Light Rail line (segment MOS-3, which is currently undergoing the DEIS process).

## III) Lack of Cost Data in Evaluating Projects

We are not comfortable with the Prioritization of the concepts being developed without use of cost data (both capital and operating & maintenance). We believe an understanding of the capital and operating cost implications of the improvements is necessary to make this determination.

NJ TRANSIT remains committed to working with you as this project advances. As you can see we have a number of issues to be addressed, and we would like to meet with you to review them in more detail. Please contact me at (973) 491-7624 to arrange this meeting.

Sincerely,



Richard T. Roberts  
Chief Planner  
Capital Planning & Programs

Enclosure

Copies to:  
R. Sarles, D.C. Agrawal, J. Kanarek

Overall Comment: The aggressive timetable did not allow for adequate detailed involvement of affected parties. Perhaps our concerns might have surfaced earlier if we had been invited to participate in an “early coordination meeting.”

Section III.4, page III-6. NJ TRANSIT feels that the paragraph describing the outcome of the second round of coordination meetings does not reflect the points we raised at our coordination meeting (conference call). We feel that the language used here (“While not necessarily rendering the conceptual improvements infeasible,...”) is overly optimistic and should be refined. In addition, we discussed alternate access points for truck traffic between Croxton Yard and the new NJ Turnpike Secaucus Interchange, yet apparently due to the study team’s focus on construction of a new road along the Norfolk Southern Orange Running Track (former Boonton Line), NJ TRANSIT’s suggestion was not included in this document.

Section IV.2, page IV-10. Section on Port Truck Trips, last paragraph on page IV-10: it is not clear which rail yards are being discussed here.

Section VI.1 Existing Conditions, Page VI-3. The text notes that both Croxton and South Kearny are “proximate to Interchange 15-W of the New Jersey Turnpike”. While it is true that both facilities have access to Interchange 15-W, it should be noted that both of these yards are accessible from other Turnpike Interchanges, including 16E/16W/17 for Croxton and 15E for South Kearny.

Table VI.3 on page VI-13. Notes indicate that 10.3 % of container traffic from Bayonne is assigned to rail. Does this assume drayage to Expressrail or another intermodal facility? Shouldn’t such a trip be counted as a truck trip?

Section VI.2.C. Existing Land Bridge Traffic on Page VI-19. We disagree with the statement here that the two yards (Croxton and South Kearny) are “located next to each other.”

Table VI.6 on Page VI-20: Does the estimate of 850,000 TEU at South Kearny and Croxton include or exclude the domestic container and trailer activity that occurs at both facilities (including North-South traffic), which is clearly not land bridge? Is activity at the Pacer (former APL) facility included in the South Kearny data?

Page VI-22: Wording in the first bullet is unclear. Add to list of terminals NS Croxton and CSX South Kearny, both of which handle domestic container and trailer moves.

Page VI-24, bullet: Are trailers included in the 225,000 lifts? What about domestic containers and trailers handled at Croxton and South Kearny?

Table VI.11, page VI-30, appears to be a listing from a phone directory of office locations, not actual locations where containers are stored or repaired. What is the value of this table?

Section VI.3.C, page VI-32: If we understand this correctly, it suggests that container moves are a very small share of overall tripmaking, and we therefore must ask the question of whether there is a basis for recommending any improvements solely to handle containers?

Table VII.5: Are forecasts of rail moves for Global and MOTBY assuming the presence of on-dock rail here, or are they assuming drayage to Port Newark?

Page VII-9, we question the assumption of assigning rail traffic evenly to NS and CSX. Given the locations shown in table VII.7 listing the PIDN trade cluster locations and volumes, it would seem that nearly 40% of the 1.25 million TEU are destined to locations served nearly exclusively by CSX, while the remainder are subject to competition between NS and CSX. We also note that the figure for Albany 2020 TEU (by rail/barge) seems incorrect (it is larger than the amount of 2020 TEUs Total).

Table VIII.1 on page VIII-4 should note that the Allied Junction and Resources Terminal locations are in Hudson County, not Bergen County.

Page X-12, description of Container Freight Villages – Due to the split between CSX and NS, it will be very difficult to create a facility that generates enough traffic to warrant direct service by both NS and CSX.

Page X-14 Discussing the Short Haul Rail Spine.

Each of the “Minimal Yards” will still require significant investment in paving and container handling equipment. Given the number of potential yard locations, we question whether the volumes would be present to warrant the investment.

The “Potential Locations” are geographic areas and not site specific. As such there can be no assurance that a site in fact exists at these “Potential Locations” to support a facility. Interchange 7-A is mentioned here as a possible site, however the rail line linking this area the rest of the “Rail Spine” has been severed in the Hightstown area, and several major infrastructure elements have been removed (bridge in Hightstown over Route 539 and bridge carrying US 130 over the former rail line) and the construction of NJ Route 133 make the restoration of this rail line highly unlikely.

The rail spine is defined as nine separate segments listed on pages X-14 and X-15. There are a number of conflicting names and segment endpoints that should be corrected. Suggestions include:

2) Northern Branch (delete “Secondary”). Also, South Kearny is NOT located on the Northern Branch, but on the P&H Line.

3) & 4) should be combined. The common endpoint for these segments (CP Nave) no longer exists. The proper name for this entire segment is the National Docks Branch, which extends from CP Croxton to Oak Island Yard at Upper Bay

5) Newark-Elizabeth Running Track is an out of date name, this segment is part of the Chemical Coast Secondary.

7) Please identify this line as the "NJ TRANSIT North Jersey Coast Line". Note that access to Raritan Center Industrial Park is not made via the North Jersey Coast Line main tracks

8) The Amboy Secondary actually extends onto segment 9 and ends at Monmouth Junction. The entire territory identified as the "Jamesburg Secondary" is in fact part of the Amboy Secondary.

We note that there is no description of how the rail spine would access interchange 7A.

It is unclear how the rail segment feeders would operate in conjunction with the rail spine for the handling of containers. Some of the feeders listed are main lines, while others are industrial spurs. Does this imply use of the feeders to transport containers to individual industries? The practicality of such a service would be questionable. The feeders listed on page X-15 contain a number of errors. (IE. the Lehigh Line at this location is a Conrail line, not an NS line).

Page X-17 regarding Northern Branch:

The Northern Branch second track project was completed in June of 2002. NJ TRANSIT's Hudson Bergen Light Rail line is proposed to be located in the vicinity of the Northern Branch and the parallel NYS&W right of way in the area of North Bergen Yard and northward to a point north of 83<sup>rd</sup> street. The precise alignment, location and grade is still being developed and subject to further negotiations with CSX and NYS&W. Continuing north, the Hudson Bergen alignment would use the CSX Northern Branch right of way north to Tenafly.

The various statements regarding the availability of track beds in the Northern Branch/NYS&W are unclear. We believe the Conrail Northern Branch right of way is effectively used up by the recently completed double track project. The NYS&W has a number of customer unloading facilities that utilize much of the right of way, and a multiple track yard located south of Secaucus Road, so the assumptions about availability of right of way in this area should be reviewed.

4. National Docks – Is this project proposing to make the realignments mentioned for access to MOTBY, or some other project?

6. Chemical Coast – the reference to "CSAO (Morristown & Erie)" is unclear. Also the clearances for double stacks have been in place on the Chemical Coast/Port Reading Secondary routing for a few years; the future NJDOT/NS/CSX improvements would fund installation of signals and other capacity improvements.

7. NJ TRANSIT North Jersey Coast Line. Vertical clearance issues are not limited merely to the location of the catenary wire, there are overhead structures that have low vertical clearances. Note that NJ TRANSIT's weekday service on this portion of the North Jersey Coast Line consists of more than 90 trains. The level of service could increase to support future growth following the opening of the Secaucus Transfer station later this year. In addition, further growth in train service could result from the implementation of the Monmouth – Ocean – Middlesex (MOM) project. Two of the three alternatives under consideration in the MOM study would feed trains into the North Jersey Coast Line and would utilize the same segment contemplated by the Portway Extensions Rail Spine. While further analysis would be required before making any determination, it is quite possible that the amount of daytime NJ TRANSIT service could result in rail spine service being limited to a few overnight hours.

In the discussion of the former Lehigh Valley Perth Amboy line it should be noted that a connection to this line can be made from the Chemical Coast Secondary without fouling either of the main tracks of the NJ TRANSIT North Jersey Coast Line. This connection requires trains to reverse direction to head west out of Perth Amboy. We believe that Conrail has sold some of the former Lehigh Valley Perth Amboy line and relocated it to accommodate a municipal project, so the comments at the top of page X-21 may be inappropriate. The study team should verify that a connection to Raritan Center is still possible. Note also that the Perth Amboy branch connects to the Conrail Lehigh Line at South Plainfield, not the NS Lehigh Line.

9. Jamesburg Secondary – We previously discussed that the proper name for this line is the Amboy Secondary. As noted in the report text, this segment is one of the alternate alignments for the Monmouth – Ocean – Middlesex project.

There is no discussion of the extension of the rail spine to exit 7-A.

Section X.2.C Roadway Infrastructure Improvements Page X-23: Second paragraph refers to the Vince Lombardi Park and Ride as a “major truck stop”; we believe the text is referring to the NJ Turnpike's Vince Lombardi Service Area. The Park and Ride is not utilized by trucks but instead by approximately 700 passenger vehicles each day, the occupants of which then board NJ TRANSIT Route 321 bus service to New York City.

Page X-23 NJ Turnpike Interchange 15-W Connectivity

The study text needs to note that the “under-utilized Newark Industrial Track and the east end of the Boonton Line” are owned by Norfolk Southern. NS' intended use for this property is unknown. NJ TRANSIT also is interested in possibly using some of the Boonton Line right of way (or adjoining property) as a train storage yard to support operations from a new trans-Hudson rail tunnel to Manhattan (ie. ARC project). In addition to the train storage yard, a portion of the Boonton Line right of way could be used by the connecting tracks that would link the Main/Bergen/Pascack lines with the Northeast Corridor for future direct rail service to Manhattan. NJ TRANSIT has just launched a Draft Environmental Impact Statement project to investigate this tunnel and the required supporting infrastructure such as the train-storage yard and the connecting

tracks. If these facilities are located on the Boonton Line right of way, they could preclude the creation of a truck-only road to access Croxton yard on that right of way.

Also, Amtrak and NJ TRANSIT are examining alternatives to replace the existing Portal Bridge over the Hackensack River and this could have consequences for the Boonton Line right of way.

Elements of Portway Phase I (currently in the design phases) will improve traffic flow along existing roads leading from Interchange 15W to Croxton and South Kearny, so we are not convinced of the need for a totally new access to Interchange 15W. Recall that both of these intermodal facilities have access to other Turnpike interchanges, creating the “positive system redundancy” that was a guiding principle for this study.

Page X-25, NJ Turnpike Interchange 14 Improvements – text makes reference to “Portway Phase I improvements which link Port Newark/Port Elizabeth to the Kearny, Croxton and Little Ferry Rail Yards.” Our understanding is that Portway Phase I does not reach Little Ferry, but instead stops in the vicinity of Croxton Yard.

Page X-26

NJ Turnpike Newark Bay Bridge – at one point the word “bride” is inadvertently used in place of “bridge”. The concept envisioned here for a reversible third lane on the bridge is one that NJ TRANSIT would support as it would improve traffic flow for the bus service on this facility (operated by NJ TRANSIT and private carriers).

Bayonne Bridge Elevation

The last sentence of the first paragraph is missing a word or words.

Page X-43, Figure X.16 and Page X-44, Figure X-17

We found no text that refers to these two figures. Are roadway improvements planned for these areas?

Section XI – Portway Model Evaluation of Alternatives, Page XI-3. Text here notes that “Tier 2 enhancements involve the establishment a rail spur south to the vicinity of Interchange 7A on the New Jersey Turnpike.” As noted earlier in our comments, the study text has not described how such a rail spine would be reconstructed given the impediments in the Hightstown area.

This section includes a table indicating a reduction in container truck trips in the am and pm peak periods resulting from the Tier 2 enhancements (ie. The rail spine). To fully understand the benefits of the rail spine, the study report should provide estimates of daily containers handled via the rail spine to each terminal/yard location along the rail spine. The report is not clear as to how many terminals would be provided along the rail spine.

Throughout the report a series of figures are used which depict peak hour container volumes along various roadway links in northern New Jersey. Given the overlap of



some routes, some of the link volumes are unreadable. We suggest creating a table showing the container volumes of selected key links throughout the various scenarios.

#### Section X11 Prioritization of Improvements, Page X11-1

The Portway Extensions study apparently has not investigated capital costs for any of the alternatives developed (if costs were developed, they are not included in the report). Given the lack of cost information, it seems inappropriate for the study to “prioritize” any of the improvement schemes developed. We believe an understanding of the capital and operating cost implications of the improvements is necessary to make this determination.

Short Haul Rail Spine – Page XII-2. This section should provide some data to indicate the true value of this proposal. How many containers would be handled at what terminals?

The statement at the bottom of the page that “...the basic rights – of – way and trackage currently exists to allow operation of the shorthaul rail spine concept,...” is misleading if the shorthaul rail spine extends to the area of NJ Turnpike Interchange 7A.

NJ Turnpike Interchange 14 Improvements - Page XII-5: This paragraph repeats the curious reference to Portway Phase I reaching Little Ferry Yard mentioned earlier.

#### Section XIII – Recommendations and Conclusions – Tier II: Non—Roadway Infrastructure

The first bullet “Modification/elimination of existing overhead catenary along existing rail segments” needs further explanation. NJ TRANSIT would not be supportive of elimination of overhead catenary on it’s rail lines.

The second bullet “Upgrade of rail to the current 315 ton standard” should be revised to “315,000 pounds”, not tons. We would note that this “standard” is not met on any rail line in northern New Jersey that we are aware of. The main Conrail freight routes are currently operating at a maximum of 286,000 pounds per freight car. NJ TRANSIT’s standard is 263,000 pounds. NJ TRANSIT is willing to investigate improvements to it’s line to accommodate 286,000 pound freight cars but funding for capital improvements would need to be identified from sources other than traditional transit funding. Freight cars exceeding 263,000 pounds will result in higher maintenance costs for NJ TRANSIT, and external funding for these higher costs would be needed as well. Lastly, this seems to be the first place in the entire document where the issue of rail weight limits is addressed. What is the basis for including it here?

## H. NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY



One Newark Center, 17th floor, Newark, NJ 07102  
(973) 639-8400; fax (973) 639-1953

Theodore J. Narozanick, Chairman  
Joel S. Weiner, Executive Director

August 6, 2003

Mr. Jody Barankin  
Project Manager  
New Jersey Department of Transportation  
1035 Parkway Avenue, PO Box 600  
Trenton, NJ 08625

Mr. Scott Parker  
Project Manager  
Edwards and Kelcey, Inc.  
299 Madison Avenue  
Morristown, NJ 07962-1963

Dear Mr. Barankin and Mr. Parker:

Enclosed please find comments from staff of the NJTPA on the draft summary report for the Portway Extensions Project. Overall, we find the report to be impressive. It presents a host of well-researched options to improve the efficiency of freight movement in northern New Jersey. The project team deserves praise for the strong technical work underpinning the document and for the clear and concise manner in which the findings are presented.

Our comments on the draft report are divided into three sections:

"Close-in" Brownfields Redevelopment  
Doremus Ave. to I-280/80 Connector  
Inner-PIDN and other Issues

These comments were prepared separately by three NJTPA staffers. We believe addressing them will help strengthen the report. If you need additional clarification or assistance, please contact John Hummer of Central Staff. Thank you for your hard work.

Sincerely

(s) *Peter Palmer*

Peter Palmer  
Chairman, NJTPA Freight Initiatives Committee

**RECEIVED**

**AUG 8 2003**

Copy: T. Narozanick, D. Keck, T. Davis, J. Weiner, J. Hummer, M. Solof, D. Dawson

## **NJTPA Comments on Portway Extensions Draft Final Report**

### **I. "Close-in" Brownfields Redevelopment**

The Portway Extensions report should more closely reflect and integrate the work done by NJTPA and NJIT in the Brownfields Study completed in January 2003. This study demonstrated that achieving freight related redevelopment of brownfields within the port district -- including near the Portway alignment -- will be necessary if the state is to maximize the economic and social benefits to be realized from the growth of trade and minimize environmental impacts. Concerns that this perspective should receive greater emphasis in the Portway Extensions report were also expressed at the final outreach meeting by Steven Keyhayes, NJDEP.

The report does acknowledge the desirability (and likelihood) of brownfields redevelopment in Union County and in Newark for warehousing distribution operations. However, to a great extent, the report extrapolates from current trends in the warehousing to reach its conclusions. This does not fully take into account emerging trends that the NJTPA-NJIT study found are likely to alter key aspects of the freight distribution system in the northern New Jersey region. In particular, the study found that as container volume grows and bringing more Asian-manufactured goods directly to the region, new business opportunities will be created for firms performing value-added services on containerized freight. Their facilities are likely to be smaller, and employ more workers per square foot than the mega-warehouses that now dominate the northern New Jersey distribution sector. The thousands of acres of brownfields in the port district were seen as ideal sites to accommodate these firms, given their need for proximity to the port and rail terminals and the advantages of being able to receive overweight containers there.

There is substantial evidence to support these findings. NJTPA-NJIT consultant John Ricklefs identified numerous such facilities that have been established near the LA-Long Beach ports to process Asian goods. Because the facilities are oriented towards fast turnover of goods with minimal storage, they often are 100,000 square feet or less. The NJTPA-NJIT brownfields study also cited a real estate industry analysis indicating that while mega-warehouses (such as at Exit 8A) will continue to be important as "bulk fulfillment distribution centers" for companies feeding products to retail and wholesale outlets over multi-state regions, there will be "increasing demand" for "speed-oriented facilities in hub/gateway metropolitan areas near major transportation infrastructure." Operators of speed-oriented facilities, according to the report, are less attracted to the cheap rents available on the fringes of metro regions and instead "place a high premium on quick access to a large customer base and proximity to ports and airports." (Abbey, Douglas et. al. "The Need for Speed: Impact on Supply-Chain Real Estate." Future, Urban Land Institute, January 2001). In keeping with this trend, a staff person from the industrial and office developer Matrix Inc. recently observed in a meeting that, in choosing locations, a growing number of North Jersey companies have been willing to trade off optimum warehouse size and leasing rates found in outlying areas in favor of proximity to the port and access to workers at "close in" sites.

As of yet, the trend toward speed-oriented, value-added facilities has only gained a small foothold in the northern New Jersey. Yet the NJTPA-NJIT study finds that the region's ability to realize a modern, efficient and sustainable freight system over time will depend on facilitating the large-scale development of these facilities and insuring that this development takes place in the optimal location -- on brownfields close to the port and along the Portway alignment. To achieve this, the study pointed to a number of needed actions by government including: brownfields clean-up efforts specifically targeted at the port district; policies to reduce or eliminate empty container storage near the port; coordinated efforts by agencies to achieve comprehensive planning in the district; public-private partnerships to create clustered warehouse development; and infrastructure improvements for freight movement -- Portway in particular.

Because of the high stakes involved in these findings and their relevance to the future of freight investigated by the Portway Extensions Study, it appears important that they be explicitly referenced in the Port Extensions Study final report. Doing so, will also provide an additional economic development justification for some of the infrastructure options being advanced for future extension of Portway.

Below are some specific text changes that can be considered to address these concerns. In particular, we suggest that as part of "Improvement Concepts," a new category of "Land Use Strategies" be created under "System/Operational Improvement" section. While it might have been desirable to adjust the model runs to factor in more extensive "close-in" brownfields redevelopment, the impacts of this redevelopment on forecast container flows and the traffic impacts of the various options probably would not be so great as to justify rerunning the modeling effort at this late date.

## Suggested Changes in Portway Extensions Final Report

Page II-8 change the description of the TIP from " a 5-year committed program" to a "3-year committed program"

P. VI-6 Add the following, as the last paragraph in the section "Trends in Available Industrial Space"

There is some evidence (based on the experience in Los Angeles-Long Beach and elsewhere) that as port trade increases, bringing a greater volume of Asian goods to the state transported via the Suez Canal, new types of warehousing operations will take hold to perform final assembly, packing, labeling and other "value-added" services. These facilities will tend to be smaller than the 250,000-1 million square foot facilities that now dominate the warehousing market. Companies that operate such facilities will also place greater weight in their locational decisions on proximity to the port, airport and final consumer markets rather than on the cheap land and rents that can be found in outlying areas. This is likely to lead to a stronger market for reclaiming brownfield sites in the port district, a market already attracting activity by major development companies.

Page VI-7, last bullet. Changes underlined.

- The city of Newark, Kearney and Jersey City has available substantial industrial property in the vicinity of the Port that could be used for warehouse development. Some of these properties are currently storing empty containers. Many will require environmental cleanup to allow redevelopment.

Page VIII-3 add the following after the third paragraph (just before section VIII.4)

As discussed earlier (section VI.1), there is some evidence that the arrival of increasing volumes of goods directly from Asia will spur a counter trend of companies seeking locations close to the port (including on brownfields) to construct "value-added" warehouse facilities. However, the strength of this counter trend (which is likely to be influenced by government brownfield and economic development policies) remains uncertain, making it difficult to quantify for inclusion in projections done for the current analysis.

Page VIII-5 last bullet. Changes underlined

- City of Newark, Kearney and Jersey City locations in the vicinity of the Port.

Page X-11 - X-12 bullet beginning with "Alternatives for handling empty boxes...."

The reference to moving empties "potentially in conjunction with redevelopment of opportunities presented by brownfield sites" and the following sentence about NJIT in parentheses should be removed. This could be interpreted as advocating using brownfields for container storage. The following language is suggested: "Empty storage should be confined to designated locations that will not compete for space with the development of brownfields for warehousing and other freight related purposes near the port. Policies and agreements to increase the backhaul of empties to reduce the need for storage also will be important."

Page X-12-X-13

The last two bullets that begin with "Consolidation and development of container activity..." and "Inland Port operations" should become part of a new section entitled "Land Use Strategies". This new section would begin with the following new bullet:

- Redevelopment of brownfield sites near the port, airport and rail terminals. The brownfields study completed by NJTPA and NJIT in January 2003, found there is an opportunity to reclaim thousands of acres of brownfield sites in the port district for freight distribution facilities. This will help reduce the volume of truck VMT over region highways, save open space elsewhere in the region and provide much needed jobs for residents of surrounding urban areas. Some brownfield sites in the port district are likely to be reclaimed in coming years based on market demand for "close-in" value added facilities. Completion of Portway Phase I will facilitate this redevelopment. However, the NJTPA-NJIT study found that achieving large scale and well planned redevelopment of brownfields for freight purposes in the port district will require government intervention including: state-led brownfields clean-up efforts specifically targeted at the port district; policies to reduce or eliminate empty container storage near the port; coordinated efforts by agencies to achieve comprehensive planning in the district; and public-private partnerships to create clustered warehouse development.

Page X-12 In the bullet, "Inland Port Operations" add the following (underlined)

...Containers could be moved between the marine Terminal and the satellite inland port by rail (using dedicated "set trains"), by barge or by managed fleets of off-peak trucks...

Page X-26 "bride" should be "bridge".

Page XII-2 at the end of the bullet beginning "Container Management Strategies" add:

Policies and agreement to increase the backhaul of empties should be explored.

Page XII-2 after Container Management Strategies add the following new bullet:

Land Use Strategies. Large scale and well planned redevelopment of brownfield sites within the port district could meet market demand for freight support facilities that will accompany container growth while helping relieve sprawl elsewhere in the state. Development of "Container Freight Villages" with rail access and "Inland Ports" at appropriate locations would also promote greater efficiency in the freight system and minimize environmental impacts.

## **II. New Proposed Portway Connector: Doremus Ave. to I-280, I-80**

One of the main goals of the Portway project is to facilitate goods movements within and around the Port facilities of Newark and Elizabeth. The challenge has and will continue to be the reduction of congestion around the Port, improved access to the Port, segregation of truck traffic from mainstream traffic and the elimination of excessive truck movements through neighboring towns.

One of NJTPA's visions for the future is a transportation system where goods movement can continue to increase without creating localized safety and congestion problems. This can be achieved through the concept of freight ways and seamless movements within the major roadway facilities and origin and destination points. This concept requires that major truck ways such as Interstate highways and major facilities such as Ports and terminals be connected as directly and efficiently as possible.

A golden opportunity for such a direct connection, which should be addressed in the Portway Extensions report, would involve linking the main north-south artery within the project area (Doremus Avenue) to Interstate I-280 just across the Passaic River between the Resource Recovery plant and the PSE&G substation. I-280 is a major connector to I-80, which is the principal path for trucks to access Pennsylvania, Ohio, Illinois, and points further west. With a direct connection to I-280, truck traffic will no longer spill onto local streets in Harrison, Kearny, East Newark, Jersey City and other communities around the Portway District. Peak hour traffic along Newark-Jersey City Turnpike will also improve, as many trucks will no longer need to follow Fish House Road and Central Avenue to access Doremus Avenue.

It is strongly recommended that a crossing of the Passaic River just north of Doremus Avenue along the NJ Turnpike viaduct be evaluated as a potential connector to I 280. Additionally, at the juncture of I-280 and the proposed extension, there are several parcels ideally suited for use as staging areas and truck rest stops. The proximity of these staging areas to the Port will allow trucks to enter the Portway area at off peak hours and nighttime prior to reaching their port destinations. The need for rest areas along I-80 and I-78 in suburban and rural New Jersey will no longer be as acute. This issue was previously discussed by the Project Study Team. It was our expectation that this concept would be addressed in the report. According we recommend that this concept should be incorporated into Section 10-2C and evaluated in terms of priority in Section 12.



### III. Inner-PIDN and Other Issues

The following suggestions relative to an Inner PIDN and other issues are listed by section and page number as they appear in the Draft.

#### A. General Comments

Portway Extensions Concept Development did not examine Short Distance Barge Haul options to emerging or potential trade clusters and distribution nodes such as Raritan Center, Tremley Point, Koppers Coke, South Kearny Peninsula, National Lead and other locations. Short distance barge hauls may offer a more viable alternative to distributing marine containers to warehouse and distribution clusters than short distance sprint trains. The Portway Concept Development Study proposes alternate rail routes to move marine containers within an intra-state rail distribution system. A number of these rail routes will require significant improvement. NJ Transit has plans to develop passenger service on the MOM lines and others, which if implemented will thereby limit hours of freight operation. And the Class One railroads have been hesitant to undertake short haul rail trains. If the railroads agree to operate these trains, they will likely require subsidies. Train movements along this Portway alignment concentrate on the delivery of containers to high-warehouse concentration nodes such as NJ Turnpike Exits 8A and 7, completing drop-offs in the vicinity of Camden. This is a good suggestion to support warehouse clusters that have developed on Greenfield sites, but these rail service will likely bypass other areas such as Tremley Point that are being planned for extensive freight handling facilities (Global Freight Village) and might be best accessed by barge for marine container processing.

Recommendation: Portway Concept Development should call for an additional study to be coordinated with the NJDOT, the Port Authority of NY&NJ and the NJTPA to study a comprehensive Inner PIDN. An Inner PIDN initiative would examine freight barge and ferry opportunities to freight distribution clusters along the navigable waterways of New Jersey and to locations on the New York side of the Harbor. A multi-terminal Inner PIDN could also handle significant volumes of freight, diverting truck traffic with the flexibility of multiple points of service (unlike, for instance, a Freight Tunnel to Brooklyn which would bottleneck non truck movements and require major capital expenditures).

#### B. Citation Edits

##### Section 2

P.1 List of Existing Studies contributing to the Portway Concept Development Study should include the joint NJTPA/NJIT Brownfield Economic Redevelopment Study. This study helps to provide an entire economic redevelopment strategy and analysis for much of the Portway alignment, both under Phase 1 and for the Extensions Concept Development.

- P.3 Portway Concept Development Team (E&K et. al.) accepts the Port Authority of NY&NJ's designation of Reading and Hanover Pennsylvania as well as Camden NJ as "dense trade cluster sites" for port container distribution without utilizing trucking as the transportation mode to get there. Reading is only forty miles more distant than Allentown/Bethlehem PA. Hanover PA is perhaps 130 miles from Allentown/Bethlehem. Allentown/Bethlehem, in turn, is approximately 75-80 miles from Port Newark. Total distance therefore from Port Newark to Hanover is a @ 210 miles. This is not a practical rail distance. It is unlikely that rail sprint trains will be retained to handle this traffic. Newark to Camden is approximately 80 miles. This corridor is also unlikely to be served by sprint rail. Therefore, the likely traffic mode between the port and these relatively close "dense trade clusters" will almost certainly be by truck.

Portway Concept Development also does not comment or analyze the likelihood of the daily volume levels of the PIDN forecasts at 2025. The PANY&NJ forecast is for diversion of approximately 10,000 truck equivalents per day at full implementation. This seems unlikely. Longer distance barge trips add delay to the container movement (Albany: 3-4 hours by truck, 18-20 hours by barge) whereas short haul barge is relatively timely (Tremley Point @ 1 hr.). The study should point out possible concerns with the Port Authority's PIDN forecasts and call for further independent analysis as part of a follow-up study.

## Section 6

- P.15 Table VI.4: the vehicle trip counts are incorrectly summed.
- P.18 "Dense Trade Clusters" ignore in-NJ locations such as Exit 8A, 7A, and other locations.
- P.19 Reference to major landbridge terminals mentions CSX Kearny yards. CSX Kearny should be changed to "CSX-APL" Kearny yards. Are there other landbridge terminals such as Resources, E-Rail, Little Ferry that should be considered for traffic and modeling purposes?
- P.19, 23 Need to reconcile landbridge traffic volumes on Tables 6.6 and 6.9. Volumes are confusing. Sources of traffic are not clear.
- P.25 Second bullet: Could some of this traffic be port related as a secondary move, after first point of rest? Also why not include Middlesex County where port related traffic could be moving from warehouse to market from area around Exit 8A.

Bullets 3, 4 seem contradictory and confusing when discussing the same 2.8 million Truckload moves. Please clarify.

## Section 7

- P. 2 Out-of-Region Dense Trade Clusters should include Bethlehem, Easton, and Harrisburg, PA.
- P.3 Analysis assumes that MOTBY does not represent a net increase of traffic. MOTBY on line is merely apportioned a percentage of without-MOTBY growth projections. This does not seem to be probable. MOTBY will represent a net growth in traffic to the transportation system, not merely a shifting of existing terminal allocations.
- P.8 As noted in the above question of PIDN trade clusters referring to page 3 of Section 2, the PIDN scenario in 2025 at full implementation would save about 10,000 truck trips per day seems very improbable, unless PIDN also includes a short distance barge distribution cross harbor barge to New York City/Long Island destinations and to nearby New Jersey distribution sites along the Arthur Kill, Raritan River area and the Hackensack/Passaic area to the north. PIDN does not call for short distance barge distribution system.
- P.8 Port generated intermodal rail traffic should also be allocated to Kearny, Croxton, E-Rail, and Elizabeth Rail intermodal terminals. This is the assumption of the original Portway program—that traffic between terminals, i.e. traffic moving from port to rail terminal, and from rail terminal to port would grow and a new set of off-main roadway connectors is needed.
- P.10 Landbridge traffic could grow at greater rates than wharf based NYNJ traffic. Study asserts that Landbridge traffic could triple by 2025. What are the regional consumption forecasts that can justify this traffic level?

#### Section 8

- P.3 The available space for warehousing should also include industrial Newark and western Hudson County, along the Portway Phase One route. At least 800 acres of brownfield sites are available along this alignment. Some of the sites are quite large as individual properties.

#### Section 9

- P.2 Container related trips on key roadways are a fraction of total trips. But overall truck traffic in these corridors is still very heavy in peak hours, both AM and PM.
- P.2-3 Section IX.4: What area is being measured? Numbers for low scenario PM peak seem off. 753K is dramatically larger than AM peak.
- P.4-11 Figures need explanatory legends related to volume counts. Traffic counts are per hour, per day, per peak time period?

## Section 10

- P.1 Guiding Principles should include infrastructure improvements to likely growth areas of warehousing and distribution, especially to likely brownfield areas.
- P.1-2 PIDN Barge service should also include the use of short distance barge movements along NJ waterways and cross-harbor.
- P.3 ITS architecture should be extended to inner portion of Rte 22 and to the Goethals and Bayonne Bridge areas, Rte 44 and NJ Turnpike Extension in vicinity of Exit 14C.
- P.10 Does this study identify the best location for truck rest stops in the general Portway area? The bullet acknowledges that truck rest stops are critical to the goods movement industry, especially with enforced lower hours of service. Issue of hours of service should be taken up in this section.
- P.12 Bullets 2,3: Has the Study Team identified likely places where chassis pools can be established?
- P.13 The Draft Report mentions “short haul rail spine” as an alternative but ignores short haul barge haul to some locations along Portway alignment. Short Haul Rail Spine may be less feasible given Class One hesitance to engage in short distance rail moves and needed infrastructure improvements. These rail moves would have to be financially underwritten by the public sector (see attached TRB paper submitted by Jim Blaze of Zeta Tech Associates). These difficulties should be referenced in the report.
- P. 22-29: See above proposal for a link between Doremus Avenue in Newark to Interstate 280 in Kearny.

## Section 12

Missing in the short-to-medium term concept improvements is any discussion of short haul barge traffic accessing docks and future Global Freight Village sites at Tremley, Koppers, Raritan Complex, and other sites along the Arthur Kill, Raritan River, Hackensack River, Passaic River or cross harbor (New York City) locations. This multi-modal approach, which would constitute an inner PIDN, should be addressed as part of a more comprehensive short haul barge and ferry

## Section 13

- P.3 Tier 2 Non Roadway Improvement should include under Short Line/Short Haul Corridors a recommendation for a multi modal analysis of short distance movement of containers to “inner PIDN” locations as mentioned above along navigable New Jersey waterways and to cross-harbor locations in New York City.

This modal approach may be more “doable” than the short haul rail line movements given the necessary improvements needed for these lines and the reluctance of the Class Ones to support short distance movements.

Likewise under the PIDN Rail/Barge bullet, there should be a recommendation that the Port Authority of NY&NJ as well as NJDOT and the NJTPA partner to study and find ways to develop a comprehensive “Inner PIDN,” harbor-wide short distance barge/ferry network to move containers to freight intensive warehouse and distribution centers (nodes). This Inner PIDN would probably be more efficient and useful in the medium term than the longer distance PIDN network currently envisioned by the Port Authority.

## SHORT HAUL RAIL INTERMODAL: CAN IT COMPETE WITH TRUCK?

Randolph R. Resor, Vice President Costing & Economic Analysis

James R. Blaze, Director Strategic Planning and Special Studies



ZETA-TECH ASSOCIATES, Inc.

P.O. Box 8407

Cherry Hill, NJ 08002

856-779-7795

Fax 856-779-7436

Email: [resor@zetatech.com](mailto:resor@zetatech.com)

### ABSTRACT

Intermodal traffic (truck trailers or ocean containers handled on special rail equipment) is the fastest-growing segment of rail traffic. Between 1990 and 2000, rail intermodal grew at an annual rate of 4.6% -- much faster than rail carload freight, which grew at an annual rate of only 1.4%. However, during the same period, truck tonnage grew at an annual rate of 6.9%, and air cargo at a rate of 17.9%. So rail intermodal is growing, and in 2004 is expected to overtake coal as the single largest source of revenue for freight railroads. But railroad intermodal tonnage is not growing as fast as truck traffic, and market share is consequently falling. This is a problem, since with total freight traffic projected to grow 57% by 2020; all the increased traffic will have to be accommodated on the highway network.

The introduction of double stack rail cars in the 1980s dramatically reduced rail haul costs, and made intermodal traffic competitive at distances of 500 miles or so, while previously rail could only compete with truck at distances of about 750 miles or more. Still, most rail intermodal traffic remains long haul. Three quarters of all truck tonnage moves distances of less than 500 miles, and rail does not compete in this market.

Rail haul costs are developed for a number of short corridors, and it is demonstrated that, while double-stack has lowered line haul costs, terminal and drayage costs remain high. If these costs can be reduced, rail intermodal can be competitive even in short-distance corridors.

This paper proposes a number of ways in which these costs might be lowered, both by industry initiatives and by public investment. The paper concludes that, without some action by the public sector, short haul rail intermodal will continue to be non-competitive, and highway truck traffic will continue to grow.

## INTRODUCTION

Intermodal traffic (truck trailers or ocean containers handled on special rail equipment) is the fastest-growing segment of rail traffic. Between 1990 and 2000, rail intermodal grew at an annual rate of 4.6% -- much faster than rail carload freight, which grew at an annual rate of only 1.4%. However, during the same period, truck tonnage grew at an annual rate of 6.9%, and air cargo at a rate of 17.9% (1). So rail intermodal is growing, and in 2004 is expected to overtake coal as the single largest source of revenue for freight railroads (2). But the reality is that railroads are continuing to lose market share to trucks.

Railroads are failing to keep up in part because the intermodal markets in which they have been so successful are mature. Because of high terminal costs, rail intermodal has been most competitive on the longest hauls. A decade ago, before double-stack rail equipment became common, the received wisdom in the railroad industry was that rail could compete only for hauls of more than 700 or 800 miles. Double stack technology changed that, reducing direct movement costs by about 50% and making rail competitive at distances of 500 miles or more (1,3)

This change in technology has been the source of the growth in rail intermodal, since by 1992 rail had reached its maximum penetration in many long haul markets. A study by KPMG in that year found that rail intermodal accounted for 80% of the eastbound container/trailer traffic from California (3). Clearly, there was not much room for growth in that market, even a decade ago.

Where has rail intermodal traffic growth occurred? Figure 1 is a map of rail intermodal flows, in terms of numbers of TEU (twenty-foot equivalent units, a standard measure of intermodal volumes), over the rail system in 1999. As can be easily seen in Figure 1, by far the heaviest rail intermodal volume is between Los Angeles, the Midwest, and the East. Much of this is "land bridge" traffic, containers from the Far East moving by ship to the Ports of Long Beach and Los Angeles, then east by rail. The second and third largest flows are from Oakland, CA and Seattle and Tacoma, WA east to Chicago and beyond. These, too, are land bridge movements. The reasons for the success of land bridge will be discussed in a later section of this paper. The point here is that despite the cost reductions made possible by double stack technology, the rail intermodal market is primarily a long distance market.

Figure 1: Rail Intermodal Flows (Source: FHWA)

### *Rail Intermodal Flows, All Commodities*

*Rail freight density in tons*



To continue to grow, rail intermodal must be able to penetrate shorter-haul markets. Only one successful short-haul intermodal market appears on Figure 1, however: the heavy line connecting Jacksonville, FL with Miami. Here, regional railroad Florida East Coast has partnered successfully with trucking companies to become competitive in a 400-mile lane. In fact, FEC is so competitive that some trucking companies use FEC from Miami to Jacksonville, and then continue to the Northeast United States via highway. So intermodal clearly can compete for the short haul, if the conditions are right.

More important are the constraints on the competitiveness of rail intermodal. There have been few other corridors similar to the FEC one. What constrains intermodal growth? Is it the cost of the rail haul itself, a lack of rail capacity, or the cost of terminals and drayage? The remainder of this paper will address these issues.

### THE DOUBLE STACK REVOLUTION

In the late 1970s, the Southern Pacific Railroad constructed the first true "double stack" car. It was a five-unit articulated car (five articulated "well" flat cars, sharing a total of six trucks). By use of the wells, two containers could be stacked one on top of the other. Thus, within a total length of about 265 feet, the car could carry 10 40-foot containers. On conventional 89-foot flat cars, each of which can carry two containers, a total length of more than 450 feet would have been required. In addition, even though the prototype SP car used tall bulkheads to secure the containers in the top positions, the "tare weight" (empty car weight) per container was much less than for conventional rail equipment. It was a genuine technical advance.

Further development over the ensuing decade produced the "IBC" car. Rather than heavy end-of-car bulkheads, this car used "inter-box connectors" (IBCs) to secure the top containers. IBCs are standard equipment on container ships. They are flat pads with "bayonets" sticking out of both sides. These are spring-loaded to lock into the corner castings on containers, and they hold the container stacks together on the ship. They serve equally well on double-stack cars.

Figure 2 shows a train of IBC double stack cars. Cars of three manufacturers are visible in the photo; note that all are five-unit articulated cars (five platforms sharing six trucks), and all use IBCs to secure the containers.

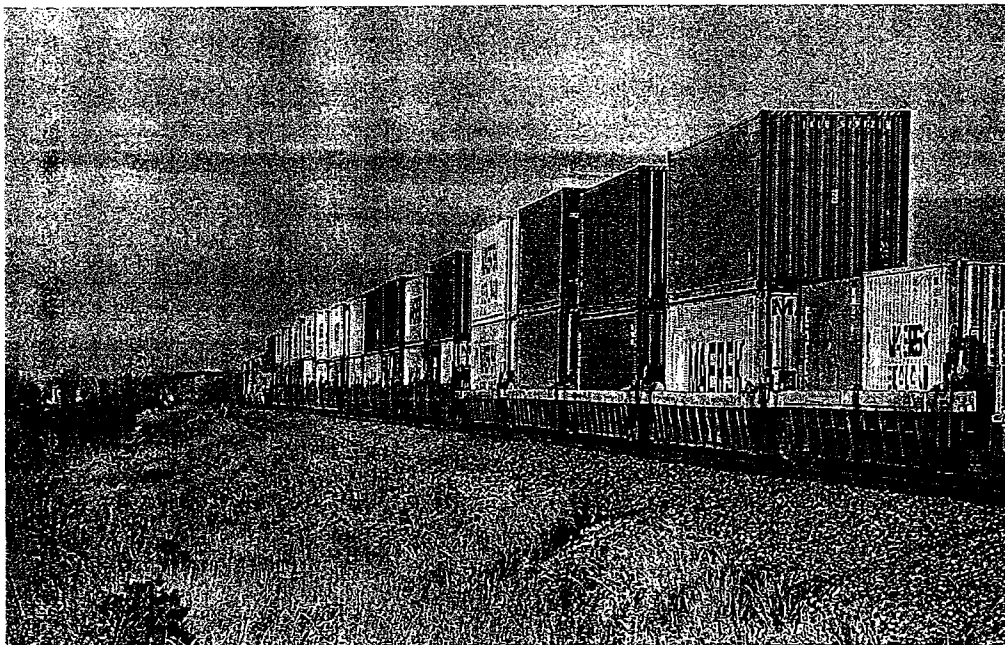


Figure 2: Train of IBC Stack Cars



Obviously, double stack cars require more overhead clearance than conventional rail equipment. The cars require 22 feet of clearance above top of rail (ATOR), and railroads have spent significant sums clearing major routes for these cars. This has involved lowering track, raising bridges, and cutting notches in the curved crowns of tunnels to increase clearance. Some of this work has been funded by states and port authorities, since these organizations perceive a competitive advantage in lowering rail costs.

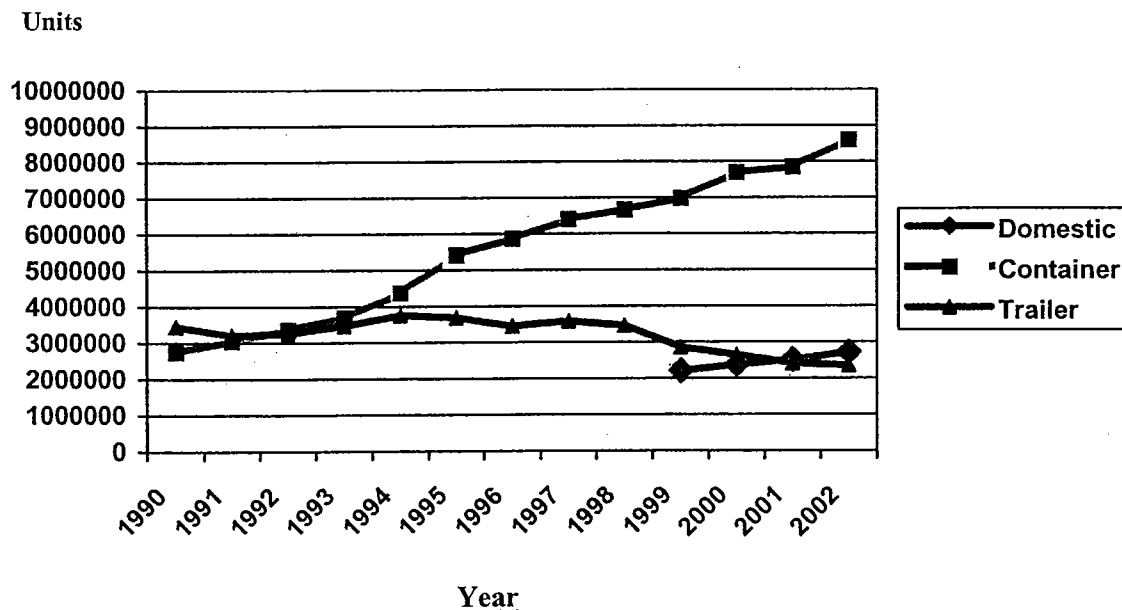
How much did double-stack lower rail costs? The direct cost of movement fell by 40 to 50% (3). A confidential study for Burlington Northern Railroad by ZETA-TECH Associates in 1990 came up with a savings of 45% on the route from Seattle to Chicago, a number confirmed by the 1992 KPMG study. That savings was also confirmed in a Conrail study during the early nineties. The sources of these savings generally included:

- Greatly improved net to tare ratio (a single IBC double stack well weighs only 17 tons, versus 35 tons for a conventional flatcar carrying the same two containers)
- More containers per foot of train length (avoiding the need to lengthen sidings as this traffic grew)
- Reduced terminal size (terminal tracks can be shorter since more containers per foot of train can be loaded)

The single disadvantage of these cars was that they could move only containers, not trailers. At first, this limited their market to ocean containers owned by the liner shipping industry, moving in “landbridge” (coast to coast) or “mini-bridge” (port to inland destination) service. But the advantages of the cars were so compelling that railroads soon began purchasing containers specially designed for domestic service. These domestic containers were lighter than ocean containers, since they were not designed to be stacked six high (as they often are on ships), and had a higher cubic capacity. In 1990, Burlington Northern Railroad purchased its first order of domestic containers: 25,000. In 2003, the Intermodal Association of North America reported that 25% of total container movements by rail involved domestic containers.

The scope of the revolution brought about by double stack can be seen in Figure 3, which shows the trend from 1990 to 2002 (4, 5). Note that by 2001 the number of domestic containers alone exceeded the number of truck trailers handled by railroads.

Figure 3: Rail Intermodal Traffic, 1990 – 2002



Source: AAR (1990 – 1998), IANA (1999 – 2002)

The dramatic reduction in cost achieved by double stack technology also reduced the distance at which rail intermodal becomes competitive with truck. For traditional trailer on flat car (TOFC) service, the minimum truck-competitive haul was thought to be around 750 miles. Recent evidence, including the costs presented in the next section of this paper, suggest that rail can now be competitive at distances of 500 miles or possibly even less.

The next section of this paper will develop rail line haul costs for container movements from the Port of New York and New Jersey to various nearby destinations.

#### **DETERMINING RAIL INTERMODAL COSTS**

In 2000, the Port of New York and New Jersey undertook to determine how the non-highway movement of containers to and from the ExpressRail intermodal terminal in Elizabeth, NJ might be increased. The Port Authority intended to develop the Port Intermodal Distribution Network (PIDN), which would include various non-highway modes:

- Rail intermodal
- Container barge
- Short-sea container transport

ZETA-TECH Associates, Inc. was asked to develop costs for container movement by rail from ExpressRail to a total of ten "centroids" (regional markets but not specific cities) of high traffic flow to and from the Port of New York and New Jersey. These inland points were:

<b>Destination</b>	<b>Distance in Miles (Short Route)</b>
Albany/Mechanicville	150
Camden/Pennsauken, NJ	100
Syracuse	284
Rochester	362
Buffalo	437
Hagerstown	210
Pittsburgh	427
Hanover, PA	180
Framingham, MA	309
Springfield, MA	242

For each of these, a routing was determined using trackage of both Norfolk Southern Corporation and CSX Transportation, the two large competitive railroads in the northeast U.S (the Port Authority preferred competitive routings wherever feasible). For routings to Springfield and Framingham, NS traffic was routed from Mechanicville, NY via the tracks of Guilford Rail System, a small New England carrier. The NS routing to Syracuse, NY made use of trackage of short line New York, Susquehanna and Western Railroad from Binghamton, NY to Syracuse.

For Rochester, NY and Framingham, MA, no competitive route to CSX was available. For some other locations, such as Springfield, the competitive routings via NS had excessive circuitry, leading to uncompetitive costs.

With the exception of Pittsburgh and Buffalo, distances between ExpressRail and the selected centroids are less than the minimum usually considered rail-competitive.

## Cost and Operational Assumptions

### Operating Costs

ZETA-TECH developed costs for movement over each route between each centroid and ExpressRail by use of standard railroad industry cost factors, outputs of Zeta-Tech costing and simulation models, and other sources. Feasible routes were selected through use of employee timetables, track charts, and Zeta-Tech knowledge of rail operations in the northeastern U.S. No route analyzed in this report involved interchange between competitors CSXT and NS (this is what ruled out Framingham as a destination for NS – it cannot be reached except over CSXT trackage).

The number of crews required for a one-way move was estimated based on knowledge of crew districts and an assumption that a change of railroad (e.g. from NS to CP) requires an additional crew.

All movements used five-unit articulated stack cars, of the IBC (inter-box connector) type. Where clearances existed for double stacking of containers, costs were based on a total of eighty platforms (sixteen five-unit cars) per train, fully loaded (320 TEU). Where double stack clearances did not exist, trains were “filleted” to half the fully loaded capacity (160 TEU).

The following is a summary table of values used in the analysis:

**Table 1: Costs Used in the Analysis**

<b>Cost Component</b>	<b>Value</b>
Locomotive ownership	\$200 per day, typical for a high-horsepower loco, 2003
Locomotive maintenance	\$1.25 per mile (typical Class I average)
Car ownership	\$2.09 per hour, standard rental rate for DTTX type stack cars
Car maintenance	\$0.07 per mile, cost from TTX Corp. records
Crew cost	\$450 per shift (average wage plus fringe, current Class I labor contracts)
Fuel cost	\$0.0013 per gross tonmile, based on 2003 prices and typical consumption figures for intermodal trains
Track maintenance cost	\$0.0018 per gross ton mile, based on average spending by Conrail 1995 – 1998

### Operational Assumptions

A typical power assignment for intermodal service is 2.5 horsepower per trailing ton (HPTT) or more. For a sixteen-car stack train, with all wells loaded to maximum capacity, about 12,000 HP is required. This equates to three SD60 or SD70 type locos (3,800 to 4,000 HP each), or three Dash-9 or AC44 locos (4,400 HP each). Both of these are common types of units on CSX and NS.

Train length was limited to 4,500 feet because a critical link on the network (the CSX River Line between Elizabeth and Selkirk) is single track, with some relatively short passing sidings. Other routes, such as west through Allentown to Harrisburg, are largely double track and it is possible that longer trains might be operated. To the extent that additional locomotives are not required, this may reduce cost per TEU somewhat.

To permit unrestricted double-stack operation (stacked 9' 6" boxes in a well car), a clearance of 20 feet 6 inches above top of rail (ATOR) is required. While several of the routes studied had sufficient clearance for tri-level auto racks (19' 6"), and this would permit stacking of 8' or 8' 6" containers, there was insufficient information available to determine how many containers moving to each destination were “high cube” and how many were standard. Without this detail, a “worst case” assumption of single-stack operation was made.

The following routes have unrestricted double stack clearance, and train capacity was set at 320 TEU for this analysis:

- Port Newark – Albany/Mechanicville
- Port Newark – Syracuse
- Port Newark – Rochester
- Port Newark – Buffalo
- Port Newark – Hagerstown
- Port Newark – Pittsburgh

The following routes do not have unrestricted stack train clearance; however, capacity was set at 320 TEU since “hi-cube” boxes are still relatively uncommon:

- Port Newark – Springfield, MA
- Port Newark – Framingham
- Port Newark – Camden/Pavonia

Specific clearance impediments were as follows (there may be other, more minor, clearance impediments):

1. On the NS/CP/Guilford route to New England: Hoosac Tunnel, Adams, MA, 19’ 3”
2. On the CSX route to New England: State Line Tunnel, NY/MA, 19’ 3”
3. On the route to Camden, overhead catenary on Amtrak limits height to 18 feet

#### Costs per TEU

Costs per twenty-foot equivalent (TEU) and forty-foot equivalent (FEU) were calculated for movements in each direction: export (outbound) and import (inbound), with the number of annual train trips sized to handle the larger of the flows of loaded containers. Thus the higher cost per loaded box on each line of the table reflects the movement of fewer loaded and more empty containers in the lighter-volume direction. The closer to balanced the flows are, the less the differential between costs. A reasonable adjustment would be to simply take the arithmetic mean of the two costs as an average.

While the capacity of the stack trains is listed as 320 TEU, the trains cannot in fact handle 320 20-foot boxes. Most stack cars can handle two 20-foot containers in the lower position in any well (some older cars are limited to only the two end wells in each five-unit articulated set). In no case can a container of less than 40 feet be handled in the top position. Therefore the actual maximum capacity of an 80-platform train is 160 twenty-foot containers plus 80 40-foot (or longer) containers. In practice, 20-foot containers comprise much less than 50% of the boxes moved through ports, so this restriction is not a practical problem.

In each case, costs assume operation of a dedicated train. Again, using forecast volumes this assumption may be relaxed in subsequent analysis for certain lower-volume moves, which might result in some cost reduction.

All costs assume a 12-hour dwell at each end of the movement. Drayage and lift costs are not included in the totals. A 10% management fee has been added to total costs. Running time for each consist is based on an average speed of 20 MPH over the length of the route. Running times are rounded up to the next full day.

*Unit Cost Inputs*

<b>1. Stack Car</b>		
Stack car length	273 ft	Note 1
Capacity	20 TEU	
Lease cost	\$50.16 Per day	Note 2
Maint. Cost	\$0.07 Per mile	Note 2
Tare weight	87.5 Tons	Note 1
Max gross wt.	387.5 Tons	Note 1

Note 1: Length, weight, and capacity from TTX Corp.

Note 2: Car ownership and maintenance are TTX Corp. lease rates

<b>2. Locomotive, Crew, Fuel, and Track Cost</b>			
Length	70 ft		Note 3
Power/weight	2.5 HP/trailing ton		Note 4
Lease Cost	\$350.00 day		Note 5
Maintenance cost	\$1.25 mi.		Note 5
Fuel	\$0.0013	Per gross tonmile	Note 6
Crew	\$450.00	Per day	Note 7
Track	\$0.30	Per car/loco mile	Note 8

Note 3: Length from EMD drawings

Note 4: This is a typical power assignment for intermodal trains

Note 5: Locomotive ownership cost is based on a typical lease rate. Loco maintenance is a typical Class I value.

Note 6: Fuel at \$1 per gallon; consumption based on computer simulation of stack train operations.

Note 7: Crew cost reflects current wage and fringe rates for a two-person crew

Note 8: Track cost based on typical trackage rights fee of \$0.30 per car mile that railroads pay to each other. This includes overhead and administration, and apportionment of other fixed costs

*Train Length/Weight*

<b>3. Train Length/Weight Calculation</b>
Maximum length 4500 feet
$4500/273 = 16.48$ ; thus max. length is 16 cars
Max. trailing tonnage: 6200 tons, 100% loaded to max net per well
@ 2.5 HP/TT, requires 15500 HP
Motive power: 4 SD60/SD70 units @ 3,800 – 4,000 HP

**Quantifying the Costs**

Using the above factors and costs, it is possible to develop a cost of movement per TEU for each of the specified routes. In the original analysis, a cost was developed for each of two competing routes. Here, for

the sake of brevity, costs are provided only for the most economical route between the port and each city listed above.

**Table 2: Calculated Cost of Rail Line Haul, Selected Cities**

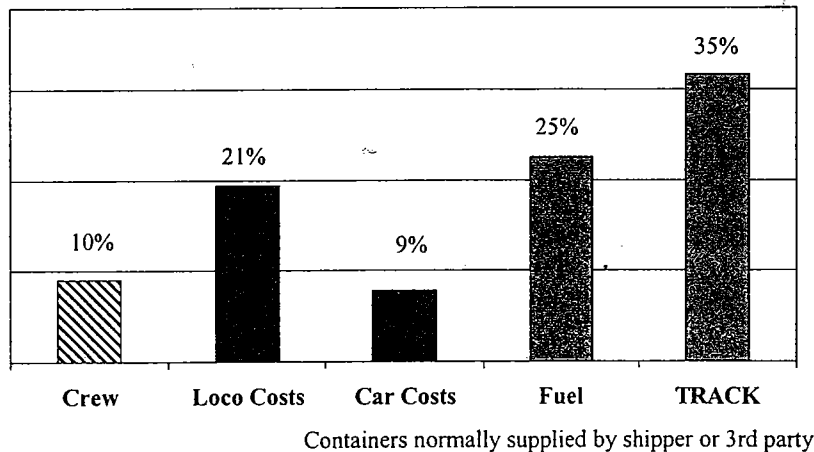
Line Haul Cost per FEU		
From	To	Rail Cost
Portside	Albany	\$28.27
Portside	Syracuse	\$55.48
Portside	Rochester	\$71.99
Portside	Buffalo	\$85.15
Portside	Hagerstown	\$42.49
Portside	Pittsburgh	\$83.40
Portside	Camden	\$40.03

These costs were calculated based on the volume of containers moving between the port and each city. Costs are distance – dependent in part, but are also heavily influenced by the balance between inbound and outbound flows. Other factors, such as the high track access charges levied by Amtrak for use of the Northeast Corridor (which does not have clearance for double stack cars), influence costs as well. For example, the Portside – Camden move costs \$40.03 over Norfolk Southern; using CSX trackage rights over Amtrak, the cost would be more than \$200.

Figure 4 illustrates the relative share of railroad costs for a one-way haul on the 145-mile run to Albany. The total cost per train for this short haul lane example is about \$4,523, which calculates to the \$28.27 shown in table 2 above.

**Figure 4**

**Relative Costs to Move 145 One-way Short Haul Miles with 320 units on a double stack train**



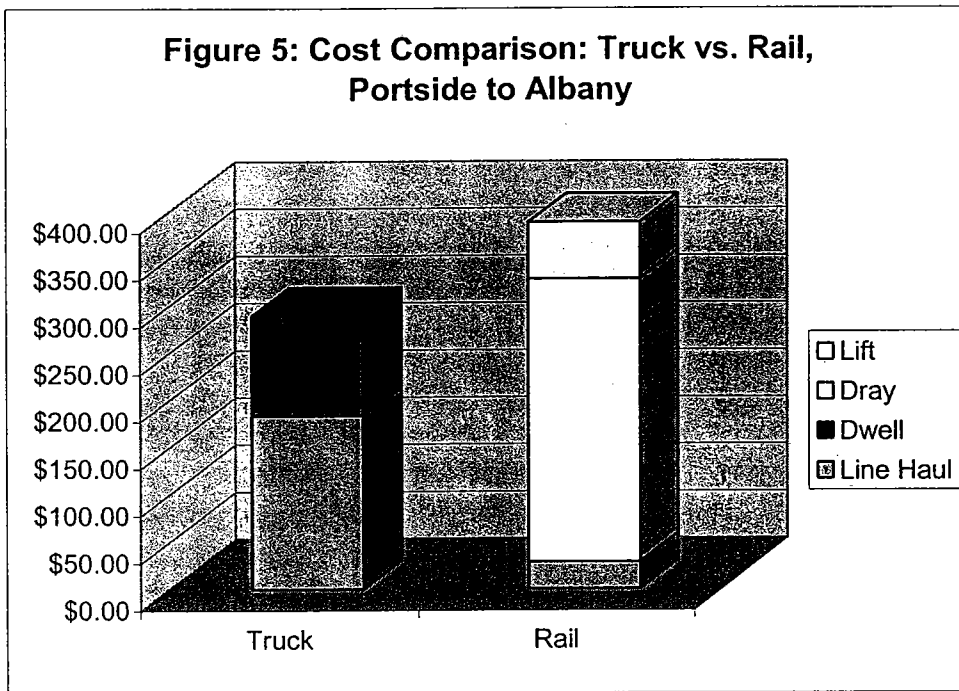
The costs in Table 2 compare very favorably with truck. Using a loaded cost of \$1.41 per mile, an empty cost of \$1.04 per mile, and a cost per hour of dwell of \$63.30, a truck round trip from Portside to Albany, with an empty return, would cost an estimated \$578.50 – and this to move one 40-foot (or longer)

container. That is more than 20 times the calculated rail haul cost. But that's not the whole story; otherwise, rail traffic would be growing even faster and trucks would be losing market share.

First, the rail cost is a direct movement cost. It does not include any overheads, profit, or – most importantly – terminal charges. These are estimated below.

Second, the entire round-trip truck cost has been assigned to one movement of a 40-foot box. Given the flexible nature of the trucking industry, the trucker will try to obtain a backhaul even if he only covers his out-of-pocket costs. So the proper number for comparison with rail is not the round-trip truck cost, but a one-way cost. This happens to be \$289.25 (half the cost of a round-trip road haul plus three hours of dwell time at terminals in this case).

So, the true comparison between truck and rail must include terminal charges and the cost of two lifts (moves onto and off rail cars), while the truck cost includes ownership, maintenance, and operation of the truck, plus the driver's time. Also, the proper truck comparison is with a one-way cost (or half the round trip), since it can be presumed that the trucker will find a backhaul cargo to cover his costs.



Even for the trucker, the cost of a three-hour dwell time (added to a ten-hour round trip) is substantial. But the terminal and drayage costs (using typical industry numbers of \$30 per lift and \$150 per dray) overwhelm the rail portion of the intermodal haul. So there is good news and bad news about rail competitiveness. Double stack equipment has made the rail line haul very cheap. The remaining problems are with the pickup and delivery operations in mostly urbanized terminal areas.

**MAKING RAIL INTERMODAL COMPETITIVE FOR SHORT HAULS**

The PIDN study did confirm truck competitive rail hauls from Portside to Buffalo and Pittsburgh. These hauls are close to 500 miles, a distance at which it is agreed that rail can compete, even today. However, about three quarters of all merchandise traffic in the United States moves less than 500 miles (6), so unless the burden of drayage and terminal costs can be reduced, rail cannot compete in this market. However, any public investments that might reduce dray and terminal costs will potentially increase rail intermodal's market share. So what can be done?

## Factors Affecting Rail Costs

Rail costs can be lowered by clearing rail routes for double stack cars. This has already been discussed. However, since the rail line haul cost is such a small part of the dock-to-dock cost, opening additional double stack routes alone as a public/private investment will likely have only a minor effect on rail competitiveness. Other strategies will be required if rail is to be competitive for shorter hauls.

### *Drayage*

Draymen are paid by the trip, rather than by the hour, and thus one way of lowering costs is to offer draymen the opportunity to make more trips during their working day. Drayage costs may be reduced, at the margin, by improving "intermodal connectors", the roads that connect ports and rail yards to the highway network. The Federal Highway Administration has a program in place to do this (7). Technology can play a role, as well. An effective method for quickly matching available drivers with loads is one way to increase dray productivity. A number of researchers have addressed this issue, most notably Morlok and Spasovic (6). They found that a centrally managed drayage operation at one Conrail intermodal terminal could potentially decrease drayage costs by 43% to 62% -- the equivalent of reducing the \$150 dray in the previous example to between \$57 and \$85. A look at Figure 5 will show that reducing the dray cost to \$170 ( $\$85 * 2$ ) would render rail competitive even in the 150-mile corridor from Portside to Albany. Although much work has been done by researchers in this area, the authors are unaware of any implementation of such a scheme.

### *On Dock Rail*

"On dock" rail is not literally on the stringers (the pier) at a port, but within the fenced port area. Longshoremen can move containers directly from ship to rail yard, greatly reducing handling costs as compared to a dray movement through public streets. Of course, any import or export move must move through a port, so on dock rail can essentially eliminate one dray charge.

Unfortunately, some port operators view their rail intermodal terminals as profit centers. This results in relatively high prices for container movement, and of course works against the competitiveness of rail. Further, the advantages of on dock rail apply only to import and export cargo, a small part of total national freight movement.

Given the concerns expressed about a lack of future highway capacity by government and private planners (1), public agencies would seem to have some incentive to reduce terminal costs to the maximum extent possible. In fact, the public benefits of fewer trucks on the highways might in fact justify public subsidies for the construction and even the operation of container terminals. "Dry ports", such as the one in Front Royal, VA, are another of reducing congestion in already busy urban areas. The dry port is an inland location to which containers are moved by rail once off-loaded from a ship. Since containers remain in the possession of the steamship line throughout, the cost of drayage is avoided. Perhaps more important, so is gate congestion and the queuing of tractors on city streets as they wait to pick up boxes.

### *Terminal Locations*

In recent years, there has been an unfortunate trend in rail intermodal terminal location. When railroads first entered the intermodal business, they typically located the new intermodal terminals at existing yard sites (often at the locations of freight houses no longer needed for less-than-carload freight). These sites were often in the middle of congested urban areas, and equally often had no direct access to highways. As railroads have rationalized their facilities, many of these yards have closed and the land has been closed for development. But the alternate locations developed by the railroads, while optimal from their point of view, can result in additional truck traffic on the already-most congested highway links.

Three examples will illustrate the trend:

- Norfolk Southern's new intermodal terminal for New York and northern New Jersey is located in Bethlehem, PA, a 65-mile dray over crowded Interstate 78 to customers in the New York region.
- Union Pacific recently constructed a terminal in Rochelle, IL, about 50 miles west of Chicago. Once again, trailers and containers must be drayed long distances to consignees.



- Norfolk Southern recently opened an Atlanta-area terminal in Austell, GA, about 20 miles west of downtown Atlanta

To be sure, the original in-city locations chosen by railroads were often less than perfect, and the new terminals do enjoy good access to high-speed highways. The reasons the railroads give for their location decisions -- high land prices, traffic congestion, and rail network congestion -- are economically valid. Here, though, one could wish for the public sector to take a role in locating these intermodal terminals, investing either in the terminals themselves or in the intermodal connectors that might make a terminal closer to major traffic sources both economically and environmentally feasible.

#### *Capacity*

Public/private partnerships that reduce terminal and dray cost will certainly bring more intermodal traffic to the railroads, but is there capacity to run this traffic on the existing network? In too many locations, the answer may be no. More specifically, the capacity may exist but not the ability to operate trains to strict schedules.

The AASHTO Freight Rail Bottom-Line Report (1) finds that a public investment of at least \$2.5 billion per year for the next 20 years will be required if rail is even to maintain its current market share. An investment of less than that amount will mean that rail traffic will grow more slowly than truck traffic. All of the projected growth in freight traffic over the next 20 years would consequently have to be accommodated on the highway network.

However, with a public investment of about \$4 billion in railroads, rail market share will actually grow slightly. AASHTO finds this investment is easily justified by the public policy benefits of reduced investment in the highway network, a reduction in accidents and congestion, and an improvement in the environment.

#### **CONCLUSIONS**

Rail intermodal has proved it can compete with trucks. The double stack revolution has produced tremendous growth, and it appears that intermodal will supplant coal as the railroad industry's largest producer of revenue as early as 2004.

However, as spectacular as the growth has been, rail intermodal has grown more slowly than truck traffic. Of equal concern, rail is thought to be competitive only in corridors of 500 miles or longer, and three quarters of the truck traffic in America moves shorter distances than that. The railroads do not even compete for this business in most corridors.

The result is that the railroad industry grosses about \$35 billion per year, while the estimated size of the trucking industry is \$400 billion. Railroads are capital-constrained, and as the AASHTO report notes, cannot themselves invest enough in the rail network to maintain their current traffic share. This means that, absent government action, the entire 57% increase in domestic freight tonnage projected to occur by 2020 will have to be handled on the highway network.

There is a clear role for public/private partnerships to reduce terminal costs, add rail network capacity, and bring some order to the fragmented drayage industry. Rail line haul costs are far below those of truckers. If the terminal problems can be addressed, rail can be competitive even in 150-mile markets. But this will not happen absent a change in public policy investment strategy.

## REFERENCES

1. Transportation Investment in America: Freight Rail Bottom-Line Report (Washington: American Association of State Highway and Transportation Officials, 2003), p. 50
2. Brown, Thomas R., and Anthony Hatch, "The Value of Rail Intermodal to the U.S. Economy", (Washington, Association of American Railroads: 2002)
3. "The Competitiveness of Rail Intermodal vs. Long-Haul Trucking", (KPMG: May 1992). Referenced by the Ontario (Canada) Trucking Association, 1995.
4. Association of American Railroads, "Railroad Ten-Year Trends, 1990 – 1999" (Washington, DC: 2000)
5. Intermodal Association of North America, "Industry Statistics" (from Web site: <http://www.intermodal.org/fact.html>)
6. Morlok, Edward K., and Lazar Spasovic, "Redesigning Rail-Truck Intermodal Drayage Operations for Enhanced Service and Cost Performance", Journal of the Transportation Research Forum, vol. 34, #1 (1994).
7. Federal Highway Administration, Office of Freight Management and Operations, "National Freight Movements: Trends/Issues/Forecasts/Policy Implications", (from Web site: [http://ops.fhwa.dot.gov/freight/pp/freight\\_ops\\_7-26-01/](http://ops.fhwa.dot.gov/freight/pp/freight_ops_7-26-01/))

I. **NEW JERSEY DEPARTMENT  
OF TRANSPORTATION**



County of Bergen  
Department of Planning and Economic Development  
One Bergen County Plaza • 4<sup>th</sup> Floor • Hackensack, NJ 07601-7076  
Tel: (201) 336-6446 Fax (201) 336-6449

# Fax

**To:** Mr. Scott Parker, Project Manager

---

Edwards and Kelcey, Inc.

---

**Fax:** (973) 267-0555

**Pages incl. cover sheet:**

3

---

**Phone:** 973-267-3555

**Date:** Aug. 8, 2003

---

**From:** Farouk Ahmad

**Phone:** (201) 336-6446

---

**Re:** Comments on Portway Extensions Concept

---

• **Comments:** Please see attached comments. Original being sent via U.S. Mail.



**COUNTY OF BERGEN**  
**DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT**

ONE Bergen County Plaza • 4<sup>th</sup> Floor. • Hackensack, N.J. 07601-7076  
Tel. (201) 336-6446 • Fax (201) 336-6449

**Dennis McNerney**  
County Executive

**Farouk Ahmad, P.E.**  
Department Director

August 4, 2003

Mr. Jody Barankin, Project Manager  
New Jersey Department of Transportation  
1035 Parkway Ave  
CN 600  
Trenton, NJ 08625

Mr. Scott Parker, Project Manager  
Edwards and Kelcey, Inc.  
299 Madison Ave  
PO Box 1936  
Morristown, NJ 07962-1936

Dear Messrs. Barankin and Parker:

Bergen County has reviewed the *Portway Extensions Concept Development*, and offers the following comment.

We recognize that Portway seeks to achieve the following important regional goals:

- To relieve current high levels of congestion in this busy Intermodal freight service corridor and to meet growing future demand for access generated by increased activity at port facilities, rail yard, and distribution centers.
- To make improvements that increase safety and to support seamless connections between modes and carriers.
- To promote economic development, jobs creation, and environmental improvements along the Portway corridor.

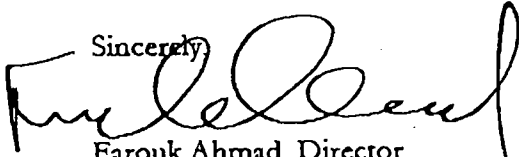
In addition, our regional agencies (namely, the NJTPA) should place greater emphasis upon investigating strategies to retain and attract warehousing and distribution uses closer to the Port, and work toward combating the spread of these facilities to remote terminal locations along Interstate Highways outside the Port District (e.g., I-78 in the Allentown-Bethlehem-Easton corridor of Pennsylvania). This decentralization dynamic has the effect of placing a greater intensity of truck traffic upon New Jersey's already overburdened highways, and creating greater safety, maintenance, and congestion problems in the long run. This is particularly true in the vicinity of Route 3 and Route 17, with large trucks heavily utilizing the Route 17 Corridor as the link between the NJ Turnpike and New York State Thruway to reach destinations north towards Canada and

**New England. This state highway does not have the capacity, geometrics, or profile to handle both local and regional traffic as well as the heavy freight traffic moving along its length through the region.**

While we recognize the importance of rail to distribute freight from the port to destinations both within and without the region, we strongly believe that this should not preclude joint use of rail infrastructure for passenger services. In this densely populated and developed region, passenger rail services provide an important alternative to our already congested roads and highways.

We thank you for the opportunity to participate in this endeavor and look forward to working with you as the project unfolds.

Sincerely,



Farouk Ahmad, Director  
Department of Planning and Economic Development

Cc: Dennis McNerney, County Executive  
Joel Weiner, NJTPA  
Dave Dawson, NJTPA

Comments on the Draft Summary Report  
Portway Extensions Concept Development Study

*Received from John Powers, NJ Department of Transportation*

General –

**Statewide Truck Trip Model:** This study has created a version of the model which will likely now become the standard for ALL truck analyses in NJ. To that end comments herein address concern for how well terminals other than those immediately to the Ports are treated as they contribute large numbers of trucks to the areas of main concern for Portway improvements, despite their lack of proximate location.

**CVISN:** The DOT and DMV have a detailed ITS Program to enhance CVO – Commercial Vehicle Operations – in NJ in cooperation with the State Police, Federal Motor Carrier Safety Administration and various authorities – not to mention NJ Motor Truck, and other commercial entities.

**Rest Areas:** While noted as important as a non-infrastructure improvement and despite defining new linkages to underdeveloped land and brownfield sites, set aside provisions have been suggested.

Various more specific notes follow:

Page I-7

*The base model created through the integration of the North Jersey Regional Transportation Model (NJRTM) with **the Statewide Truck Tool developed as part of the Portway Phase I feasibility assessment.***

Was the Statewide Truck Trip Model (developed prior to Portway's Phase I) used? How does this Phase I product differ? Is this now the Statewide Truck Trip Model by default?

Page II-7

*In addition, the North Avenue improvements proposed in the Kapkowsi Road study were designed to work with the North Avenue and **Air-port improvements currently being completed by the Port Authority,***

To what multi facility efforts does this hyphenated reference apply?

Page III-3

*The Task Force operated under the auspices of the NJTPA's Freight Initiatives Committee, chaired by Somerset County Freeholder, Peter Palmer. David Dawson was the contact person and coordinator for the Task Force. **The Task Force comprised representatives from:***

This description blurs the distinction between the two groups. It would appear the Task Force included all the members of the FIC plus others. If so, all members of the FIC should be listed.

Page IV-11

*Initially, four screenlines were constructed:*

- Bayonne Park (east-west screenline in Bayonne);*
- Hudson River;*
- North of Lincoln Tunnel (east-west screenline north of the tunnel); and*
- Hackensack River.*

Does an east-west screenline screen traffic going east and west?

Page V-3

*The ATR's were installed and programmed to record vehicle flows and classify according to the Federal Highway Administration Vehicle Classification definitions.*

*Recorded vehicle classifications include:*

- Motorcycles*
- Passenger Cars*
- Vans/pick-up trucks*
- Buses*
- Two axles and tire single units*
- Three axles single units*
- Four or more axle single units*
- Four or less axle single trailers*
- Five axle single trailers*

What ATR's were used that can distinguish between autos, pick-ups and 2 axle straight trucks?

Pages VI-11,12

*Landbridge Railyards*

Traffic Figures 4,5 & 6 show trucks going to & from a landbridge railyard from other than the port but not to/from the port. Does this make sense?

Page VI-19

*In a landbridge (or more properly, minilandbridge) service, containers are imported and exported via west coast ports (principally Los Angeles/Long Beach and Seattle/Tacoma), **and moved to/from North Jersey via intermodal rail double-stack trains.***

There are rail intermodal terminals OUTSIDE of NJ, BUT "within the region" by most peoples standards [such as Morrisville & Allentown]. Since these clearly account for many containers moving "into and out of" the Port district, it makes sense to consider these facilities as within the region. How many of these units may be considered Landbridge as well?

The following statement on VI-25 would also appear to be flawed:

*With respect to container trucks, around three-quarters of these moves represent*



through traffic, which does not have an origin or destination in the four-county core of the study area. This means it is not associated with the Port, **or with the region's intermodal rail terminals**, or with close-in warehouse and distribution centers.

Page VI-20

Total Landbridge TEUs            681,000 import only  
to/from New York and            **up to 1,362,000 import plus export**  
New Jersey

Text does not appear to address landbridge export from NY & NJ, despite it's size - about 1/2 of all landbridge traffic. [See also comment above.]

Page VII-9

*Should barges prove impractical for certain services, this traffic might instead appear on the rail system, so building additional capacity into the system **seems warranted**.*

**Will be necessary** is more likely- the consultant should be able to corroborate this based on any recent discussions with Class I RR's and the lack of excess space on lines shared with NJ Transit.

*Growth **factors** for the PIDN clusters are presented in Table VII.7.*

Volumes are presented, not factors.

Page IX-3

*Similarly, for the 2025 Low Growth with PIDN scenario, AM peak hour vehicle miles of travel reported out by the Portway Extensions Model is 36,723,796 of which 94,414 are attributable to container related truck trips. During the PM peak hour the respective statistics are 38,260,008 and **753,089**.*

This appears to be a typo - **75, 308** is more likely, as pm peaks are typically lower based on statements elsewhere in the report.

The DMV/DOT's extensive CVISN initiatives should be a well coordinated part of any Portway Operational Improvements venture. Provision of and for enhanced and inspection facilities as well as siting locations with good potential for rest areas - in appropriate brownfield locations? - could go a long way to enhancing ALL Commercial Vehicle Operations in the areas proximate to the ports.

Page X-7

*At fixed facilities, all data will be stored and available for access by the **Office of Motor Carriers**.*

All motor carrier operations and functions previously performed within the FHWA are the responsibility of the Federal Motor Carrier Safety Administration.

Page X-12

*Alternatives for the handling of overweight containers.*

These should be encompassed in ITS activities such as electronic permitting as well.

Page X-14

**5. Newark Elizabeth Running Track (Oak Island Yard to Elizabethport)**

This is a non-standard reference for that segment of the Chemical Coast Line.

Page X-15

*In addition to the primary segments that comprise the rail spine, a number of **rail segment feeders** are envisioned to supplement the corridor including:*

1. **CSX West Shore, and Susquehanna Corridors**
2. **NS Southern Tier....**

These are mainlines

3. **NS Southern Tier**

Duplicate reference

4. **Bayonne Branch, NS Lehigh Line**

This is a Mainline.

5. **none**

???

6. **Staten Island Railroad, Port Reading Secondary**

This will likely never see more than local short line service.

**, . . . Reformatory Spur,**

The line is broken at the NJ Turnpike.

Page X-16

**Figure X.2 Short Haul Rail Spine**

The continuous rail line through Hightstown does not exist as depicted. Nor is it generally considered feasible to recreate.

**Figure X.3**

Description includes locations not here or not id'd here. I.e Croxton, County Rd, St Paul's Ave, Vince Lombardy, Paterson Plank Rd, plus others.

**Figure X.4 / Page X-24 - Utilizing a portion of Harrison Avenue, direct connections would be created *between the NJ Turnpike Interchange 15-W and the two major intermodal rail yards.***

The "Wishbone" does not appear to connect to either yard.

Page X-21

*The **Freehold** and Hightstown lines have been severed.*

Freehold line is out of service, it is not severed however.

Page X-26

*The lack of shoulders in this operating configuration contributed to a series of accidents that prompted the NJ **Highway** Authority to re-stripe the **bride**.*

Turnpike . . . Bridge.

Page X-26

*Bayonne Bridge Elevation*

Not sure this is a Portway project but if so, it should be included in the list of Non-Roadway Infrastructure Improvements on Page X-1

Page X-26

*A dedicated **flyover** would be constructed allow vehicles exiting Route 1&9 northbound to access **South Street** without affecting the two signalized intersections.*

Neither is clearly in evidence in Figure X.11

Page X-27

***NJ Turnpike Interchange 13-A Improvements – Kapkowski Road (Figure X.12)***

None of the described elements are identifiable in X.12

Page X-28

*Enhances connectivity would create a better balance in capacities between the bridge and its approach/departure roadways, while providing direct access to the Bayway area, **a currently underdeveloped property east of the NJ Turnpike**. These **direct connections** would eliminate the need for Bayway related traffic to utilize local roadways for access.*

Neither the area nor direct connections thereto are in evidence in X.13

*Tremendous industrial development is anticipated in the near future within **Tremley Point** and the existing industrial complexes of **Carteret** and **Port Reading**. In recognition of this growth potential, major reconstruction of the NJ Turnpike Interchange 12 is currently under design. While these improvements will facilitate access to and from the Turnpike, the local connector roadways between the interchange area and the local industrial complex require significant enhancement. In addition to the short haul rail spine discussed previously, expansion and extension of **Roosevelt Avenue** and **Industrial Avenue** are necessary to provide access for trucks to Carteret and Port Reading.*

These places are not in evidence.

Page X-29

**Raritan Center** in Woodbridge is one of the largest single industrial park complexes in the United States, . . . The conceptual improvements to the Interchange 10 area would enhance connections for trucks between the interchange toll plaza and **Industrial Avenue**.

Not in Figure X.15 or not evident.

Figure X.16, 17

No Descriptions.

Page XII-1

*This will require a coordinated effort among numerous public and private agencies, not the least of which will include the **New Jersey Department of Transportation, NJ Transit, the North Jersey Transportation Planning Authority, New Jersey Department of Environmental Protection, and the US Army Corp of Engineers.***

Sounds like "they" need to be part of the Task Force [page III-3].

Page XII-6

*Hackensack River Bridge – Central Ave to Route 440.*

This exists as a potential due in no small part to the rail corridor that once existed here. Apparently no consideration was given to taking advantage of the rest of that corridor, despite the fact that it "landed" on the Hudson waterfront.

Page XIII-4

*The Portway Extensions projects represent a substantial enhancement of the region's ability to sustain and grow its container freight movement capacity. However, container freight movement is only one of the critical transportation challenges the region faces, and the Portway Extensions projects – though considered highly effective at addressing the problems to which they are aimed – do not "fix the transportation system problem."*

Never-the-less, they provide benefit beyond the impacts evaluated here. Therefore the value to the system has been underestimated to the degree they will be used to advantage by other traffic.