

Why a Statewide Freight Plan?

The FAST Act requires that any state that receives funding under the National Highway Freight Program (NHFP) develop a state freight plan that meets specific guidelines within the Act. The FAST Act includes several provisions specifically geared to improving the performance of the National Highway Freight Network (NHFN) and supporting investment in freight-related surface transportation projects. For New Jersey, it includes approximately \$30M annually in formula funding for freight projects on the NHFN. Of this, up to 10 percent may be allocated to rail/intermodal projects. Additionally, it includes a nationally competitive \$4.5 billion discretionary, freight-focused grant program for states, metropolitan planning organizations (MPOs), local governments, and other entities. Through its compliance with the FAST Act, the New Jersey Statewide Freight Plan (the Plan) opens New Jersey to new freight-specific federal funding opportunities and enhances its ability to acquire competitive grant resources.

The Plan includes a fiscally constrained Freight Investment Plan (FIP) that:

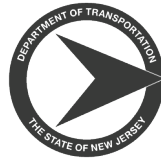
- Identifies priority freight-related transportation projects
- Lays the groundwork to allow the New Jersey Department of Transportation (NJDOT) to respond to stakeholder needs regarding the movement of freight, and
- Addresses public concerns associated with economic development opportunities and increased freight traffic across all transportation modes.

In linking with Federal policy guidance, the Plan:

- Documents the existing multimodal freight transportation system in New Jersey (Chapters 3 and 4)
- Identifies significant trends in regional, statewide, national and international freight transportation (Chapter 3)
- Identifies existing and emerging shipper and carrier issues, needs, concerns and policies (Chapter 3)
- Identifies freight bottlenecks (problem areas) that hinder access to local and global markets (Chapter 4)
- Identifies current and near term safety and preservation issues across the multimodal freight transportation system aimed at keeping the system in a state of good repair (Chapter 4)
- Considers linkages between freight and Intelligent Transportation Systems (ITS) and other emerging relevant technologies (Chapter 5)
- Considers the incorporation of freight truck parking into the safe and efficient movement of freight, including the advancement of a P3-funded facility in Springfield Township (Chapters 4 and 6)
- Recommends an approach for fully incorporating freight movement considerations into NJDOT's Capital Programming Process, including the use of freight-specific subject matter experts during the CD and PE phases (Chapter 6)

FREIGHT MOVES NEW JERSEY

A summary of the New Jersey
Statewide Freight Plan

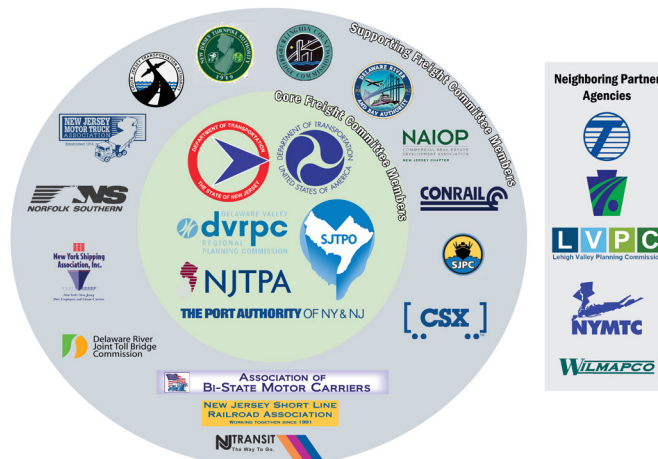


October 2017



New Jersey Freight Advisory Committee

NJDOT convened the New Jersey Freight Advisory Committee (FAC) to guide the development of a comprehensive and integrated Statewide Freight Plan. FAC members reflect the diverse range of stakeholders that own, operate, plan, maintain, and conduct business utilizing New Jersey's freight infrastructure.



Plan Overview

The Plan provides NJDOT with updated information and data to address current and near term state of good repair improvements as well as a plan for mid-term needs and efficient long-term system growth. While the 2007 Freight Plan provided a framework of New Jersey's intertwined freight transportation network, this Plan provides a well-defined blueprint for NJDOT investment, identifying discrete projects that immediately address critical freight system improvements.



Goals and Objectives

The adoption of the Plan presents the opportunity to increase freight-centered financial resources focused on addressing the Plan's goals and objectives:

- Improve Safety and Security
- Strengthen Economic Competitiveness
- Improve Reliability and Efficiency
- Enhance System Resiliency
- Maintain and Renew Infrastructure
- Support Environmental Stewardship, Local Communities, and Quality of Life
- Leverage Innovative Technologies and Practices
- Facilitate Interagency Coordination and Governance

Priority Projects

The NJDOT has identified a range of projects that will maintain economic competitiveness and continue to serve New Jersey's businesses and residents by allowing efficient movement of goods. The Plan identifies more than 300 highway and rail projects where improvements specifically related to freight are most in need. Within the Plan, priority projects are grouped into three tiers (but are not ranked) to allow flexibility in the project development approach. The categorization into tiers provides the ability to separate projects that have the potential for the most impact from those that may have important, but more discrete, impacts.

The project list is comprised of:

- Existing project areas identified through previous studies
- Freight-related projects identified in the STIP
- Key locations highlighted by FAC members and their constituencies
- Highway locations and corridors identified through the performance analysis.

Identified project types include:

- State of good repair (pavement, bridge)
- ITS projects
- Capital improvements

When implemented, these improvements positively impact New Jersey's goods movement industries through:

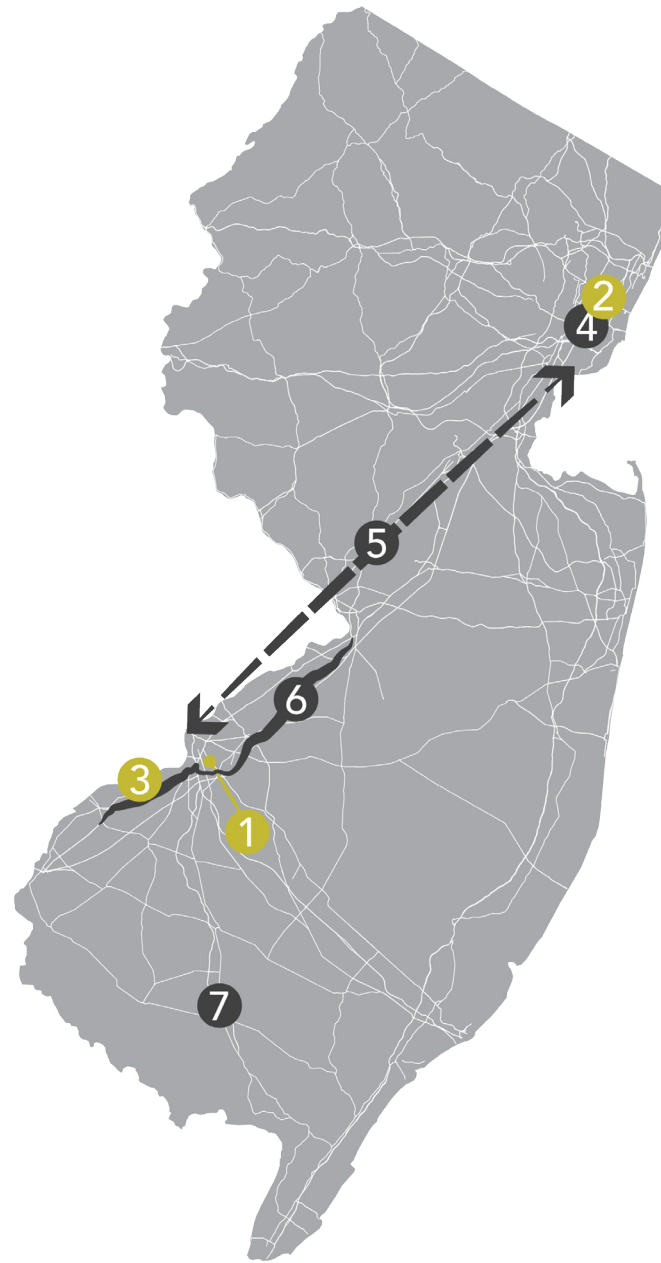
- Reduced congestion-related delays
- Increased efficiency and productivity
- Renewed infrastructure
- Reduced environmental impacts
- Improved operating conditions

Freight Investment Plan

The Plan culminates with the fiscally constrained FIP, which identifies projects funded through the NHFP (shown in **gold** on the adjacent map) as well as 65 additional funded projects included on the STIP that directly correlate with the priority projects identified in the Plan. The FIP is a fluid document that can be updated on a rolling basis as funds are reallocated or as policy decisions dictate.

Freight Planning Projects

While infrastructure investments are detailed within the FIP, the project team, in collaboration with the FAC, identified several problem areas worthy of advancement as planning projects. The intention is to allocate NHFP funding for planning projects, ultimately resulting in the development of a sound strategy to identify and implement solutions for selected problem areas identified in the Plan. These projects are shown in **black** on the adjacent map.



1 Direct Connection, Route 295/42/I-76

Relieves existing bottleneck at interchange by providing direct connections between multiple highways; includes ITS and safety investments in addition to improvements to relieve congestion at existing bottleneck.

2 Passaic and Harsimus Bridge

Replaces two-track, riveted steel through Girder Bridge with floor beams and stringers that is nearing end of its useful life. Removes superstructure and replaces it with new ballasted deck Girder Bridge.

3 Penns Grove Secondary Siding Installation

Construction of new railroad siding track to facilitate movement at the recently improved Port of Paulsboro and reduce idling and occupation of the Penns Grove mainline during port entry/exit maneuvers.

4 FRIO/HX Draw

This project will identify necessary improvements to the HX Draw bridge, which serves thousands of carloads annually, and includes multiple businesses that New Jersey risks losing if targeted improvements are not advanced.

5 North-South Rail Connector

This study will investigate opportunities to better connect New Jersey's freight generators in North and South Jersey by rail, including the investigation of potential corridors and economic development opportunities.

6 I-295 Interchanges

This planning study will review conditions and identify potential solutions (focused on the needs of the freight industry) at five interchanges along I-295 within Burlington and Gloucester County.

7 NJ 55 at NJ 47 Interchange

This project will aim to address ramp, capacity, and operational deficiencies, each of which impacts the movement of heavy vehicles through this critical junction.

