

APPROVED  
MIDDLESEX COUNTY  
TRANSPORTATION COORDINATING COMMITTEE

MINUTES  
September 26, 2017

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**Attendance Officers**

Chairman Paul Larrousse, National Transit Institute  
Vice-Chair Tom Vigna, North Brunswick Township

**Municipal Representatives**

Mayor David Cooke, Cranbury  
Mr. Sanford Gardner, East Brunswick Township

**Others**

Ms. Anne Strauss-Weider, Director of Freight Planning, North Jersey Transportation Planning Authority  
Mr. Paul Onish, 14<sup>th</sup> Legislative District  
Mr. Daniel Lebar, Esq., 18<sup>th</sup> Legislative Districts  
Mr. Donald Newton, 19<sup>th</sup> Legislative District  
Mr. Mike Kruimer, East Coast Greenway Alliance  
Ms. Anne Kruimer, East Coast Greenway Alliance  
Mr. James Karamanos, Resident, Highland Park  
Mr. Doug Groff, Resident, Middlesex County  
Mr. Brendan Torres, Rutgers University  
Ms. Christiana Osawe, Coming Home  
Mr. Douglas Groff, Private Citizen, Highland Park  
Ms. Pam, Middlesex County Citizen

**Staff**

Mr. George M. Ververides, Director, Middlesex County Office of Planning  
Mr. Anthony Gambilonghi, Supervisor, Transportation Division  
Mr. Bruce McCracken, Principal Planner, Transportation Division  
Ms. Denise Nickel, Economic and Business Development Department  
Mr. Joe Peake, Information Technology Department

**Total in Attendance – 21**

**I. Call to Order**

- Statement on Open Public Meetings Act
- Pledge Allegiance

**II. Minutes**

*June 27*  
Distribution of June 26, 2017 Minutes

Approval of May 23, 2017. Motion to approve the minutes was moved by Jim Karamanos and seconded by Mike Kruimer.

**III. Chairman's remarks**

Chairman Larrousse called the meeting to order in compliance with the Open Public Meetings Act. The Chairman welcomed all that attended the meeting and called for the Pledge of Allegiance.

**Sign in Reminder**

Chairman Larrousse reminded the public to sign the attendance sheet.

**Correspondence**

The New Jersey Department of Transportation Freight Plan Update is due to be completed by the end of 2017.

**Freeholder Comments** – Not Present.

**Introduction of TCC Members**

All persons and members in attendance of the meeting introduced themselves and the organization(s) they represented.

**IV. Special Item**

- \* New Jersey and the Evolving Supply Chain  
Anne Strauss-Weider, Director of Freight Planning, NJTPA

Chairman Paul Larrousse introduced Ms. Strauss - Weider who was back for a second presentation to the TCC after two years ago when she came to discuss Regional Freight Commodity Profiles report that being done by NJTPA. Ms. Strauss - Weider had also arranged a field visit to the Wenner Bakery facility on Jersey Avenue in New Brunswick. She noted that she had also taken her Rutgers class to see the Bakery which supplies Wegmans and Boston Market and others with bread which since moving has enjoyed unparalleled success.

Ms. Strauss-Weider opened her power point slide presentation with a picture of the Theodore Roosevelt super large container ship which she viewed from the Hayward Corps of Engineers ship at the September 11, 2017 event observing the 14,420 TEU's (truck equivalent units) containers vessel loaded with containers. This was the first of the Panamax "ultra" ships to pass under the Bayonne Bridge since it was raised some 60 feet from 155 feet to 215 feet to allow the passage of mega ships into the Port of New York and New Jersey. This was the first ship to be followed by her sister ship, (18,000 feet), on a regular basis.

The East Coast has been waiting on the first ultra-ship over 20 years, and along with raising the Bayonne Bridge, has been deepening channels to 50 feet. They built it and they came!

New Jersey offers an over a billion square feet of distribution space and is the third largest industrial market in the United States. When included with New York and Pennsylvania we are now the largest industrial market in North America.

The NJTPA Region has 811 million square feet of which 9 million are under construction. There were 12 new buildings that came on line in 2017, in the first quarter alone. We have added more than 100 million square feet of since the Great Recession of 2008. Many consider market development potential for our region to be red hot. Yet, exit 8A area still has about 70 million square feet of developable land available. The State-wide area of developable land is running about 6 per cent ahead of 2016.

The railroad container market started in New Jersey in 1956. Newark Liberty Airport is the 10<sup>th</sup> largest air cargo in the United States. New Jersey is a distribution platform for the northeast region as well as an international gateway.

Ms. Strauss – Weider noted that the next NJTPA Freight Initiatives Committee next meeting will be Monday, October 16 at 1pm where two experts on freight will be presenting. They are William Waxman, Executive Vice President and Ports and Integrated Logistics Practice Leader of CBRE, and Matthew Dolly, Director of Research of Transwestern. Everyone is welcome.

Other areas of focus presented included the tracking freight movements, freight rail and truck, and freight rail industrial opportunities (FRIO) sites. A study of waterborne sites in Middlesex County was very productive for both passenger ferry sites as well as warehouse distribution. NJTPA is now moving forward on a study which inventories locations having impediments to access to the compliance of national rail standards by freight carrying facilities. Examples of these national standards are: weight wise, 286,000 lbs.; capacity and dimensional space such as 17 ft. height.

The NJTPA FRIO study inventories available sites with restrictions along corridors in Middlesex County. The NJTPA is in the midst of selecting the consultant who will inventory and identify design fixes for sites along designated corridors. NJTPA is moving projects to be shovel ready when infrastructure funding is approved, and will develop a handbook listing the site attributes for ready sites to be identified.

New Jersey is a key freight distribution node. The NJTPA region sits on the Port Authority public/private cooperative group focused on improving performance at the Port such as timed deliveries allowing many back to back in and out servicing actions which reduce dwell time.

NJTPA is now working on a plan for the Port 25 years out to the 2045 horizon year. We gathered the stakeholders and asked them what are there major concerns. These stakeholders included senior shippers, maritime operators, trucking firms, railroaders. Eight years ago, the discussion yielded responses such as the need to raise the Bayonne Bridge and create double stacked trains which have today been achieved.

Today the common concerns and needs include consumers' demands to buy on line for free delivery in the same day or for one flat price per year. They want temperature control for food, computers, drugs etc. Issues to address in achieving satisfying these demands include travel

time, congestion, pinch points, other traffic problems on major highways such as the Parkway, Turnpike, Interstates, etc.

The freight system needs breakthroughs in operations procedures. The 6 am to noon truck delivery appointments are examples of conventional times of deliveries that are now occurring at terminals. Expansion of night deliveries are still a-ways away and will need to address such concerns as noise issues with quieter trucks that will be coming along.

New Jersey being the most densely populated state for the last 40 years has resulted in advantages for freight operations. New Jersey is 85% of food to market because the end users are here. With freight expansions to the hinterland, New Jersey's structure for distribution is in place with good operations. New Jersey has the advantage of accommodating five modes of freight including Port Newark next to the major rail freight lines, pipe lines, the NJ Turnpike, next to Newark Airport, trucks and terminals, passenger rail lines, and major bus routes.

Older infrastructure including the power grid with maintenance needs present current challenges to the day to day operations of the Port. Another issue is finding useable property for industrial property. Brownfields and their cleanup are now less critical due to the high price of industrial property.

The market for last mile retail is changing fast with changes to origins, destinations, and supervisory services from when we go to stores, to catalogues like (Sears), to on line e-commerce which may come from a distribution center, from Amazon, or from the store like Target where they bring it to your car. Also, the legacy carriers such as UPS, FedEx, USPS, DHL may have lockers where you go get it or they go down your street every day.

Fulfillment centers and emerging workplaces have more associate parking and accessibility such as Amazon in Robbinsville.

Distribution centers cross dock parking like at BJ's. Amazon has 1.3 workers per square foot. Workers from various stores at malls may share the Amazon Distribution Center parking lot. Since hourly workers don't make enough to have a car, Amazon has shift coordinated shuttles to transit hubs. New Jersey has a big shortage of skilled workers for jobs like welders and engineers which supports bringing back vocational -technical schools for valuable well-paying jobs.

Ms. Strauss Weider concluded with a comment on emerging equipment and new technology noting that innovations such as 3 D printing, drones, autonomous vehicles including trucks platooning, automated delivery like Coors beer in Denver, and megaships for containers are all transforming the supply chain operators and creating a new context in the field.

Questions and comments:

Mayor Cook Cranbury commented that rail used to serve the Firestone warehouse is no long operating.

Mr. Ververides commented that the Towns around the NJ Turnpike Exit 8A area have opposed new rail service to warehouses in the area, to which Ms. Strauss-Weider responded that the opposition was mainly due to the existing substandard rail infrastructure not being improved to meet the federal standards for access weight-wise 286,000 lbs. and for dimension of 17feet tall.

Mr. Groff asked what percentage of freight is distributed by rail.

Ms. Strauss-Weider answered that it is 15 % and the goal is to increase that to 20%.

Ms. Strauss Weider also made the point that waterborne container distribution by barge to Boston and Baltimore is increasing as sites are developed.

There was a fire alarm at this point of the question and answer session of this presentation that required evacuation of the meeting room to outside across the street.

Prior to the conclusion of the meeting, Chairman Larrousse called for a motion from the TCC members to approve a letter of support from the TCC on the NJ Transit application to the Federal Transit Administration (FTA) for funding of the Carteret Ferry Project. The motion was moved by Dan Lebar and second by Sanford Gardner, and approved unanimously.

### Staff Reports

- A. **New Jersey Department of Transportation** – Raymond Tomczak  
Not Present.
- B. **New Jersey Transit** –Tom Clark
- C. **North Jersey Transportation Planning Authority (NJTPA)** –Anne Strauss-Weider  
Presenter New Jersey and the Evolving Supply Chain.
- D. **New Jersey Turnpike Authority** – Kevin Dunn, Not present
- E. **Rutgers – The State University** – Brendan Torres, No Report
- F. **Keep Middlesex Moving (KMM)** –William Neary, Morteza Ansari  
Not present
- G. **Middlesex County Area Transit Services** – Laila Caune  
Not Present
- H. **Middlesex County Engineering Office** – Richard Wallner  
Not Present.
- I. **East Coast Greenway Alliance (ECGA)** – Mike and Ann Kruimer  
Mr. Kruimer, No report
- J. **Middlesex County Office of Emergency Management** – John Ferguson  
Not Present.
- K. **Academy Bus Co** – Chuck Kassinger  
Not Present.
- L. **Suburban Transit / Coach USA** – Michael Beltranena  
Not present
- M. **Business Development and Education** – Kathaleen Shaw, Carla Cefalo  
Not Present.

**N. Transportation News Update – Bruce McCracken.**

Transportation events articles were provided as part of the meeting packet.

**O. Staff Activities – George Ververides**

Mr. Ververides thanked each one for attending the meeting.

**Public Comments – None**

**V. Adjournment – Motion to adjourn the meeting was made by Mr. Ververides. Motion seconded by Mr. Mike Kruimer. Motion carried.**

Respectfully Submitted,



Bruce McCracken,  
Principal Planner Transportation