Master Plan for the Port of New York and New Jersey: A Road Map for the Next 30 Years

Metropolitan Area Planning Forum
Multi-State Freight Working Group
November 1, 2017
Agenda

• Port Overview
• Port Master Plan Overview
• Stakeholder Engagement Update
• Port Master Plan Drivers
• Q&A
Port Overview
The Port of New York and New Jersey
Providing Economic Benefits to the Region

**Jobs and Income, Regionally**
- Jobs totaling 400,000
- Personal income, $25.7 billion
- Business income, $64.8 billion

**Tax Revenues, Overall $8.5 billion**
- Federal $5.7 billion
- Local and State $2.8 billion
  - New Jersey $2.2 billion
  - New York State $555 million
  - New York City $450 million
  - Lehigh Valley, PA $130 million

*in 2016*
Port Investments

Port Authority of NY & NJ

- **Harbor Deepening Project to 50 feet** $2.1B
  - In Collaboration with the U.S. Army Corps of Engineers
- **ExpressRail System** $600M
- **Bayonne Bridge, Navigational Clearance Program** $1.6B
- **Goethals Bridge Replacement** $1.5B
- **PANYNJ Capital Plan** $1.1B investment planned in 2017-2026

Terminal Operators

Over a 15 year period by 2020 nearly $3B

- Infrastructure
- Information Technology
- Cargo Handling Equipment
- Super Post Panamax Cranes
- New Gate Systems
- Berth and Yard Improvements
- Intermodal Rail
- Other upgrades as needed
Port Master Plan Overview
Vision Statement

Create a flexible roadmap to develop a competitive, financially successful port; maximizing regional jobs and economic impacts, and minimizing environmental effects.
Overview

- Road map for the long-term use of current port facilities
- Action plan for the short, medium, and long term
- Technical requirements, financial models, and analysis of environmental and community impacts
Master Plan Study

The Process

1. Gather Key Data & Project Goals & Visions
2. Analyze Market, Land Use, Capacity
3. Develop & Assess Options
4. Write & Present Master Plan

Stakeholder Outreach
PANYNJ Workshops

2017-11-01
Master Plan Study

Activities to Date

- Comprehensive Stakeholder Engagement Program
- Completion of Foundational Analysis:
  - Land Use and Facilities Overview
  - Market Analysis
  - Capacity Assessment
- Development of Key Drivers
- Longlist of Potential Options
- Identified Key Issues Associated with Options
Stakeholder Engagement Process
Stakeholder Engagement

2017 Q1
- One-On-One Meetings & Interviews
  - Shipping Carriers
  - Terminal Operators
  - Major Leaseholders
- Briefings and Roundtables
  - City and State Agencies & MPOs
  - Federal Reg. & Funding Agencies
  - SI & BK Electeds & Community Reps.
  - NJ Electeds & Community Reps.

Q2
- One-On-One Meetings & Interviews
  - Terminal Operators
  - Major Leaseholders
  - Railroads
- Briefings & Workshops
  - Port Users
  - Agencies & MPOs
  - Pilots
  - NYSA
  - Harbor Operations

Q3
- One-On-One Meetings & Interviews
  - Terminal Operators
  - Major Leaseholders
- Briefings & Workshops
  - City and State Agencies & MPOs
  - Host Municipalities

Q4
- Briefings & Workshops
  - City and State Agencies & MPOs
  - Federal Reg. & Funding Agencies
  - SI & BK Electeds & Community Reps.
  - NJ Electeds & Community Reps.

2018
- Ongoing Outreach to Refine Plan
- Presentation and Public Release of Master Plan
- Implementation of Master Plan Outreach Program (ongoing)
Themes Heard from Stakeholders

- Environment and climate change
- Health issues
- Waterfront accessibility
- Technology
- Employment / economy
- Working waterfront
- Regional collaboration

Image: Planning Summit break out tables, June 2017
Port Master Plan
Drivers and Key Themes
Driver – Container Demand vs. Capacity

- **Growth Based on Discretionary Focus**
- **Existing Capacity**
- **Forecast Demand**
- **Growth Based on Local Market Focus**
Driver – Current Capacity Distribution

75-80% Elizabeth + Newark

~10% HOWLAND HOOK MARINE TERMINAL

~10% BROOKLYN MARINE TERMINAL

100%
Driver – Vessel Trends & Channel Capacity

• Largest vessel bracket is currently at 14,000 TEU
• 18,000 TEU in the next 30 years
• Kill Van Kull capacity
Driver – Landside Transport

- Capacity of current highway and rail assets
- Stress on critical highway and rail links
- Optimizing existing network
- Evaluating requirement for new infrastructure
- Chassis management & gate hours

Image: Goethals Bridge replacement
Driver – Landside Transport

Origin-Destination Study

- Key east-west corridors: I-78 and I-80 (along with I-280 and NJ 24)
- Key north-south corridors: I-95, I-287, and NJ 17
Driver – Stakeholder Priorities

- Environment and climate change
- Health issues
- Waterfront accessibility
- Technology
- Employment / economy
- Working waterfront
- Regional collaboration
Driver – Sustainable Financial Performance

- Maximizing revenue potential
- Balancing discretionary cargo growth with need for extra infrastructure
Driver – Sea Level Rise and Climate Change

- Adapting to sea level rise
- Planning for redundancy
- Resiliency
Thank You

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