

2021 NYS DRI – Application – City of Port Jervis
REDC Region: Mid-Hudson
Municipality Name: Port Jervis
Downtown Name: The Port Jervis Downtown Depot
County Name: Orange
Applicant Contact: Kelly B. Decker, Mayor
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VISION:

As a result of the \$20 million DRI award received from its 2021 Round 5 application, the formerly financially stressed City of Port Jervis and the larger Mid-Hudson region are reaping the benefits of **four transformative city projects**. Commuters and visitors disembark the downtown Metro-North train that originates in lower Manhattan directly into the city’s intermodal, walkable downtown full of businesses, eateries, art, and the popular **Transportation History Center**. Conveniently and safely, through usage of the **overhead railroad pedestrian bridge**, they access Riverside Park and its popular **Delaware River Walkway**. Redesigned Complete Streets with wayfinding signage provide safe and efficient vehicle, pedestrian, bike, and scooter transit, moving people to locations and events found via use of city’s Wi-Fi and its “What’s Happening” app. Year-round, branded electric trolley buses stop at regular intervals along the downtown, local neighborhoods, parks, the public Carnegie library, medical and educational facilities. Electric vehicles recharge at any number of units, and with just a quick walk to amenities or a bus stop, congestion parking fees encourage expanded distribution. A variety of jobs offered by newly minted entrepreneurs and established businesses grow from advanced technology access and training programs in the city-owned downtown **Resource and Visitor Center**. The sustainability advantages of the city’s *Carbon Positive Port Jervis 2026* project permeates the downtown and city-at-large. Greenway Compact and sustainable climate methods resulted in multiple green spaces, tree plantings, and alternate energy options. Commerce, based on a circular Buy Local campaign, supports a thriving, diverse, resilient city which is a popular NYS gateway and outdoor recreation destination and major mid-Hudson attraction.

JUSTIFICATION:

The City of Port Jervis is located at the juncture of New York, New Jersey, and Pennsylvania on the banks of the Delaware and Neversink rivers. Home to indigenous people for millennia, the area, rich in natural resources, has long been an intersection for trade and commerce. From the time logs were floated down the Delaware to Philadelphian ship builders, to being a stop on the Delaware & Hudson Canal and then a 24/7/365 Erie train repair depot, the city has long been a transportation center. As the river remains, the canal gone except for a few sections, the city is accessible by the Metro-North railroad station, Interstate 84, and a Shortline bus. Commuters and visitors and residents readily travel between Port Jervis, New York City and East coast connections.

This application’s title, “The Port Jervis Downtown Depot,” is emblematic of the energy that comes from a city that has always been in motion, constantly changing and now moving deliberately into a chosen future.

Within the 2.5 square-mile fully walkable Port Jervis city land mass, the Port Jervis Downtown Depot (PJDD) DRI area of 0.26-sq. miles contains inherently complementary components of the Mid-Hudson REDC’s Live – Work – Play concentrations and affiliated New York State priorities. From its Comprehensive Plan adopted in late 1999, this area was identified for concentrated and focused future development. Pre-Covid, in early 2020 the city’s land use codes containing central business overlays to accommodate transitional growth were adopted.

This PJDD area is ripe for DRI investment. It includes the Metro-North train station and centered on the city-owned historic Erie Railroad Turntable, the PJDD contains the site of the long-planned and soon to be initiated Transportation History Center. Within this area, is the established downtown business district with room for growth, municipally owned land available for a Resource and Visitor Center, city-owned parking, the city's major riverside recreational area and current and future employment opportunities.

The PJDD is heavily visited by residents and visitors. In spite of, or because Port Jervis is known for outdoor recreation, particularly for its 50+-miles of hiking and biking trails on its watershed lands contingent to the city, on one hand the Covid pandemic depressed sales, but on the other, new visitors came exploring. As evidenced over the last year, anonymized mobile phone location data in the PJDD, with its traditional northeast multi-use, multi-storied brick buildings, identifies some one million visits. These visitation numbers and Port Jervis' easy access from two different I-84 exits, #1 in New York and #53 in neighboring Pennsylvania, make it an area of active interest for some no-cost EV charger installations.

With other venues planned, this area already contains multiple eateries including a pub/catering hall, an independent brewery, a plant-based vegan café, Italian, Chinese, and Indian restaurants. There, businesses are joined by yoga and wellness studios, comic books and collectables, antique stores, and an art gallery which holds music events. With the post office and municipal building nearby, businesses ranging from communications and marketing, insurance, pharmacies, attorneys, accountants, and real estate professionals are also located in this area.

Though slowed by the Covid-19 pandemic, investments continue to proceed this area. A new \$2 million six-story hotel with 24 well-appointed rooms, ground floor restaurant, and two rooftop bars is actively under construction. An adjacent 21k square foot building designated as a cultural hub to contain a café and artist/maker shops is being rehabbed. A derelict multi-use building is slated for removal and replacement with a \$4 million seven-story building with two ground floor restaurants and 36 apartments which are being sold as co-ops.

Though in view of the city's 40-acre Riverside Park on the banks of the Delaware river, where the elevated Port Jervis Delaware River Walkway and 9-hole disc golf track is envisioned, return on these investments is curtailed by the lack of immediate legal access across the railroad tracks that separate the downtown businesses from multiple Park recreation features. This lack of access also restricts parking options as the riverside site could provide some 150 parking spots. The alternative to gaining access from one side of the railroad tracks to the other is a long detour through a foreboding Pike Street underpass.

A high-needs municipality, Port Jervis is a non-entitlement community that, unlike entitlement communities, must compete for grant funding. The PJDD is wholly contained within Opportunity Zones and contains Environmental Justice areas. With an increasingly diverse population of 8,558, of whom 63% are low-to-moderate income, overall, the city experiences a 22.9% poverty rate.

The proposed Resource and Visitor Center with entrepreneurial, business and job training, would be located on the public electric bus route along the established 2.25-mile walking loop that encircles the city's center. This loop also travels through the downtown, Environmental Justice and Opportunity Zones, senior housing, Riverside Park, the hospital, library, and the Transportation History Center. The Resource and Visitor Center and the loop bus will directly benefit the city's high-poverty residents who live in and near this area. Housing in this area is dense and as many local low-income residents do not have cars, services and shopping are within walking distance.

With cooperation and input from its citizenry, Port Jervis is forward thinking, resourceful, and aggressive in implementing community projects. To the benefit of residents and visitors, it plans for economic development in a future changed by Covid and global warming. Experienced in major grant project completion, with city-wide infrastructure projects underway, increasing investment from private developers and not-for-profits, and the need for education and training and increased employment opportunities, the city is ready and capable of investing the \$20 million DRI award to the benefit of local residents, the Mid-Hudson region, and New York State.

DOWNTOWN IDENTIFICATION

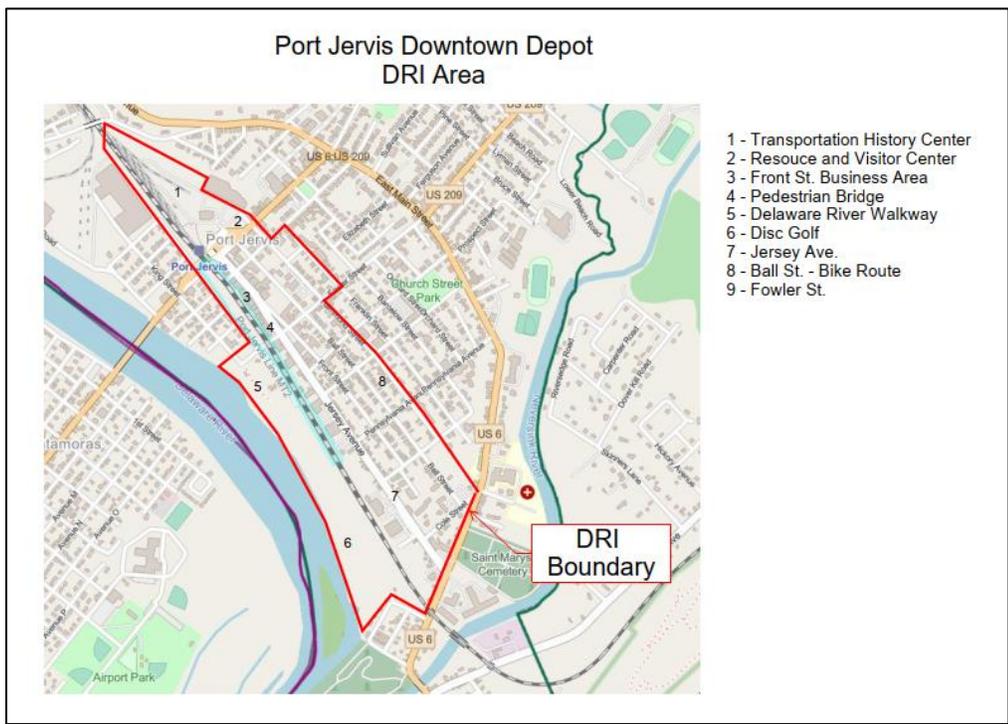
1) Boundaries of the proposed DRI area –

As identified as economic drivers in the city’s 1999 Comprehensive plan, from the north, the targeted Port Jervis Downtown Depot DRI area begins at the city-owned railroad turntable property and extends south to East Main St. On the east, it is bound by Hammond, Fowler and Ball St. To the west, the area is bound by the the Delaware River and Railroad Ave. The total area encompasses some 0.26 square miles of the city’s 2.53 square mile total land mass.

Of this area, the Transportation History Center, containing the historic Erie Turntable, is located on 8.7 acres in the north and the Riverside Park with Delaware River Walkway is on 40+-acres to the southwest. Totaling 48.7 acres, equaling 0.08 sq. miles, these are city-owned locations.

Contained within this area is a portion of the city’s central business district as zoned, the adjacent service commercial corridor of Jersey Ave. and a portion of Fowler St. As identified within the 1999 Comprehensive Plan, Jersey Ave. and Fowler St. were identified as ripe for investment and received Central Business overlays in the 2020 land use code update. This area encompasses 0.18 sq. miles.

Map of DRI Boundaries:



2) Past investment, future investment potential –

Encouraged by the city's location, its continuous advances towards revitalization and infrastructure investment, homeowners, private business owners, public utilities, medical providers, and not-for-profits continue to invest in capital improvements in and near the Port Jervis Downtown Depot DRI area.

The Covid pandemic brought new homeowners to the city, many of whom who paid cash for homes and buildings, well over the typical market price. In a flurry of investment, new and established homeowners and housing investors spent time and resources rehabilitating units. Even with the material pricing increases, professional tradespeople continue to be difficult to schedule. Of 3,300 units within the city, 51 properties are currently listed for sale. Some properties sell within days of their listing. With Covid eviction moratoriums and NYS rental pricing limitations in place, available rentals are rare. Covid rental relief funds via Orange County are now being distributed.

Though schedules were impacted by Covid, millions of dollars in commercial improvements continue to advance in and near the PJDD. Adjacent to the Transportation History Center, improvements and new rentals continue to be made at the commercial plaza at 100 Pike St. Here, a new Burger King was built, and the Walgreens was rehabbed. To save on energy costs, the 80k sq. ft. building's roof was improved with a \$250k "cool roof." Containing the two-year-old veterans' clinic, Save-a-Lot grocery store and nail salon, the recently rehabbed plaza is over half rented.

Adjacent 100 Pike St. and the city owned Transportation History Center property; Metro North recently completed a new \$6.8 million platform at its downtown train station. With a cement ADA ramp and stairs, and decorated glass waiting area, it is the first station west of the Hudson River with a design already familiar to riders on the east side of the Hudson. Additionally, estimated at \$500k, the railroad recently installed two towers, one for communications and the other for positive train control (PTC).

Within the PJDD, the two-block Front St. area contains a number of improvements and new construction projects. On an empty lot, a new seven-story \$2 million hotel with 24 hotel rooms, two rooftop bars and a ground floor restaurant broke ground this spring and is expected to be completed by spring 2022. In the same area a decrepit three-story brick building will be replaced with a \$4 million dollar seven-story building with two restaurants on the ground floor and 36-apartments above. The project is expected to begin in spring 2022 and be completed in spring 2023.

Totaling approximately \$700k, other projects in the vicinity moved forward. This included construction of a restaurant's outdoor dining facility, another building replaced its brick front wall, another façade is due for total replacement, and renovation of the central mini mall in the city's Ball Street municipal parking Municipal renovation was completed.

In health care, the federally qualified health provider and local WIC provider, Cornerstone Health is completing a \$5.2 million rehab which will then provide expanded services. Separately, a free-standing Emergency Medical facility is slated to begin construction and the local Westchester Medical/Bon Secours Community Hospital is half-way through its \$17 million addition/rehab.

Within the city and public services, the city's police department's \$200k expansion within the municipal building, which added new female locker rooms, interview, conference rooms and offices is complete.

Initially supported with a NYS CDBG grant, the city's concentration on addressing a NYS DEC Order on Consent to rehabilitate its 33-miles of wastewater lines continues with cured-in-place trenchless technology. Initially estimated to cost some \$99 million, this new technology and installation by DPW labor will reduce the total cost by approximately two-thirds to some \$30 million. With the Phase 1-purchase of equipment and training, 1.8 miles of lines were completed in 2020. City funds are continuing to reline the pipes in 2021 and another NYS CDBG grant for \$1 million in materials will be utilized in 2022.

With a closing expected in December 2021, these relining funds and schedules will be accelerated by a \$20 million hardship loan from NYS EFC. These funds will purchase another set of lining equipment, hire another lining crew, rehab manholes and install replacement smart-water meters throughout the city.

Concurrently, a NYS DEC Water Quality Improvement Program grant for \$1.8+ million for land acquisition that will expand the city's watershed and provide more control over the headwaters that feed the three-reservoir, gravity fed system, is nearing its first acquisition.

At almost \$24.5 million, the city's largest project recently completed was the new Tri-State Bridge over the Neversink River and the traffic corridor just off I-84 Exit 1 to the bridge. These improvements included a turning lane, new traffic pattern with traffic and pedestrian lights.

Within the PJDD in front of the new hotel, a new promenade, seating area, natural plantings, and fountain project of \$1.1 million was completed some two years ago.

Within the city, planning efforts are ongoing and the proverbial "suggestion box" is always open. City government and departments are continuously open to public input. Each Common Council meeting has two comment periods and suggestions received via the city's website, social media or via ward representatives are forwarded to department heads and appropriate committees for review and comment. Comments received directly by department heads are processed or shared with their committee members.

The Outdoor Club Of Port Jervis, Inc. (OCOPJ), a 501(c)3, is under a 10-year contract with the city to maintain, manage and improve the city's major recreational areas. The three major areas of OCOPJ responsibility include 50+ miles of hiking/biking trails in the city's almost 2,000-acre watershed overlooking the city, the 40-acre Riverside Park and the 8.7-acre Transportation History Center location.

The OCOPJ location improvements are primarily supported via fundraising with maintenance provided by the city's Parks and Recreation department. Well-run, OCOPJ volunteers hold monthly meetings and remain in close contact with the mayor and local government. In addition to the trails which were visited by thousands of outdoor enthusiasts, the Outdoor Club installed the popular bicycle pump track in Riverside Park. Within the wooded section of Riverside Park, the club is proposing a 9-hole \$20k disc golf course which is included in this application. Additionally, the elevated ADA compliant Delaware River Walkway introduced through the city's DRI public input session would also be located in Riverside Park.

For the first time since the late 1980's, between late 1991 and early 2020, the city updated its Comprehensive Plan and its land use zoning codes. The process had encompassed 17 committee meetings, two public input meetings, one public survey and multiple public hearings and reviews. The process reaffirmed the focus of development of the Erie Turntable area, now contained within the expanded Transportation History Center project, and continued development of the Central Business District with optional CDBG overlays along Jersey Ave., a service commercial zone and Fowler St., the next expected areas of growth. The plan also emphasized access across the railroad tracks between the downtown and Riverside Park and continued development of the

park, including the Port Jervis White Water Kayak Park (WWKP) in the Delaware River as important economic development features. After a period of dormancy due to lack of funds, monies are reviving permit application process for the WWKP. Sustainable development underlies the plan's emphasis on stewardship and well-planned development of the city's available natural resources.

In March 2020, along with the rest of the state, Covid took time and resources that would have been otherwise allocated to implementation of the Comprehensive Plan. Wholesale CFA applications and the DRI were paused, but in the meantime, Port Jervis, held a CDBG public input session and subsequently applied for and received a \$1 million 2021 funding year NYS HCR CDBG grant for wastewater relining materials. Currently, this project is in the Environmental Review Record process.

In March of 2021, a local resident reached out to Mayor Decker with an offer to help implement a new program titled, "Carbon Positive Port Jervis 2026" (C+PJ). The idea was to coordinate city and volunteer sustainability actions that would reduce carbon emissions to less than neutral by 2026. In mid-April 2021, the C+PJ program was publicly presented to the Common Council and received general support. In August 2021, that support was further solidified when the Common Council adopted a Climate Smart Communities pledge resolution. Identification of a coordinator development of a task force is expected in the coming weeks.

The establishment of new businesses and interactive attractions designed to encourage healthy lifestyles indicate investor support. Concurrently, the city recognizes that a large portion of its residents, many who live in and near the PJDD area would benefit from training and education and additional public transportation options.

In addition to the investments in outdoor recreation and educational facilities, private enterprises, and infrastructure, this application's concentration on sustainability to reduce emissions and energy costs, roving electric buses adding public transportation options, safe passage over the railroad tracks to Riverside Park with new features and the four-story Resource and Visitor Center proposed in this application, would catalyze opportunities for all residents and visitors. In particular, these improvements and investments offer opportunity to 63% of city residents who are of low-to-moderate income.

3) Recent or impending job growth.

Due to Covid, a re-alignment of employment opportunities appears to be upon every community, including Port Jervis. With the advent of telecommuting and commuting as needed for work, travel to the NYC metropolitan area is manageable from Port Jervis. Over the last 18-months, the press for real estate sales with quickly inflated pricing resulted in an influx of new residents, many with fresh ideas, diverse skills, volunteer interests, existing jobs, and disposable income.

Whether working from home or commuting to NYC, Port Jervis' small-town feel, walkability and commuting ease via Interstate 84, the Metro North rail line from its downtown through New Jersey and into lower Manhattan, and the Shortline bus stop with vehicle parking near Exit 1, I-84, provide a number of commuting options.

Home-occupied businesses were made more flexible with the recent Comprehensive Plan and land use code updates providing residents with a number of entrepreneurial, employment and small business options. Telecommuting is possible with existing communication infrastructure and is improving with the ongoing installation of fiber and 5G small cells.

Additionally, the projects already underway in the PJDD and nearby will provide a variety of employment opportunities and the proposed Resource and Visitor Center will provide space for education and training opportunities for businesses, entrepreneurs, and residents.

Expected to be completed by the end of 2021, two parcels totaling over 141-acres with access to city sewer and water will be annexed from the neighboring Town of Deerpark. Companies large and small seeking new locations will find access to municipal services very attractive. Though further outside the PJDD, both parcels will be supportive of the downtown activity with regards to employment and bringing visitors and commuters to the PJDD

The 117-acre parcel service commercial parcel to be annexed is accessible either via city streets or off Route 209 near the city school complex. The other 24+ acre property is near I-84 Exit 1. It is slated for an estimated \$50 million project that will result in two restaurants, a gas station, a hotel with conference center, and a mini mall. Plans have been ready for years and the developers are ready to proceed.

Additionally, a new food manufacturer within the city is gearing up. With renovations completed, new machinery ordered and some 25 employees, the business has plans to eventually reach a 24/7 operation with 75 employees. With a sister plant in CT, it has an established customer base and is interested in international exports.

Employment opportunities and optional working methods add to the intrinsic value of the PJDD area's intention, plans and use by residents and visitors of all economic levels, ages and abilities. Whether people commute, work in a Port Jervis area business or from home, the easily reached downtown area with its eateries, activities, burgeoning art and culture scene, entertainment, shopping, and recreational opportunities, make the city attractive and convenient. This mix of features increases the sustainability and retention of residents and steady influx of visitors over time.

4) Quality of life -

The entire city of Port Jervis and particularly the Port Jervis Downtown Depot area is walkable and bikeable. However, having been designed in the early 1900's when cattle were driven through the downtown to the train for transport, the area would benefit from the implementation of Complete Streets, placemaking and Greenway Compact methods.

From the public input comment from A.K.L., "I think more infrastructure towards biking through town in the form of BIKE LANES would help make the town feel like a holistic experience including rail to trail – to town opportunities and bike lanes supporting the carbon zero initiative...I get very nervous when my daughters want to take a bike ride through town although a desperately want them to. This would be essential for families and visitors."

In addition to the 50+ miles of Watershed trails, the city holds a 2.25-mile walking loop and 6-mile historical walking tour. Next to the blocked railroad track access to Riverside Park, within the PJDD is the former Erie Railroad Depot. Currently in private hands and containing a pharmacy and professional offices, it is being considered as node on a future O&W rail trail. With the Sullivan County portion already underway, this trail would stretch between Kingston, NY, and Port Jervis. Supported by a Port Jervis resolution and letters of support from the Common Council and the Port Jervis Community Development Agency, a 2021 CFA application by the Open Space Institute and the Orange County Land Trust, would initiate a study of the trail's Orange County section.

Implementation of Complete Streets design will add multiple permanent improvements that will be utilized by vehicle drivers, bicyclists, and pedestrians. Often visitors from the Metro-North station will walk through town. As pedestrians they will join other local residents who do not own or use cars. With increased safety measures implemented through Complete Streets, more people would utilize bikes in and around the city and in particular, the downtown.

The DRI area is heavily utilized by residents and visitors. It is the heart of the city, and the two-way streets narrow and produce congestion, and pedestrians find crossing difficult even with specialty lighted walk signs.

Drawn by various attractions, visitors make their way uneasily through city streets as directions and locations are not intuitive. Solutions provided by the public included branded wayfinding signage, a local city app, and congestion parking fees. Improvements include the installation of sidewalks from the History Center to the Metro-North train station, making two-way streets into one-way streets, adding multiple bicycle lanes, and establishing congestion parking fees. Eight parking kiosks and a wireless app with multiple input options are planned throughout the PJDD. The highest parking fees would be charged in the most congested areas. Bike and scooter rentals will also be made available.

Additional parking with electric charging stations for different EV levels and vehicle sizes including cars and larger buses would be located at Riverside Park, the History Center, and the Ball Street municipal lot. With agreements with the railroad, an additional 150 cars could be parked on the riverside edge of the tracks.

The city currently operates a Dial-A-Bus which is scheduled at least 24-hours ahead and is limited to travel no more than three miles out of town. Additionally, it is precluded from traveling to other states. Except for the local Save-A-Lot and a few grocery items at the local drug and corner stores, other grocery stores and box stores are located in Pennsylvania. With the institution of electric trolley buses travelling a prescribed route and with a walk of no more than 10-minutes should one decide not to wait, the downtown is easily accessed.

In addition to the Save-A-Lot grocery store at 100 Pike St., currently, the Saturday summer Farmers' Market is located in the downtown at the site of the proposed Resource and Visitor's Center. Over the last few years, it has grown to some 12-regular vendors. The market has been considering other locations including the Ball St. municipal lot in the middle of the PJDD or otherwise at the top of Pike St. at Orange Square Park where there is grass and shade trees. Though outside the PJDD, this area is still located within a distressed population area.

Public gathering spaces and public parks are included in the PJDD. Within the History Center an open stage for theatre, film and musical events is planned. Otherwise, Riverside Park is the major downtown recreational park with its stage and pavilion, playground equipment, concession stand and restrooms, skate park, basketball courts, baseball diamond, walking trail and pump track.

Because the park is separated from the downtown by the railroad tracks that bisect the city north to south, many people park their vehicles at either at the park, or the downtown, and illegally cross the tracks from one side to the other. As many do not own vehicles, many low-income residents regularly cross the tracks on foot going to work and shopping, with groceries and children in hand.

"It goes without saying that while the railroad was once the lifeblood of Port Jervis, today's railroad tracks act as significant obstacle to walkability and therefore accessing and integrating Riverside Park and that entire side of the community into the downtown... Although a gated and gravel filled crossing exists where Fowler St. meets

the tracks, those improvements do nothing to remedy this location from being a daunting impediment to walkability, accessibility, and integration of Riverside into the downtown,” public input from R.E.

As the NYS DOT Railroad Division and the three railroad entities in charge, Norfolk Southern, NJ Transit and Metro-North have decided a public ground level crossing at Fowler St. to the Riverside Park may not be reestablished, an overhead pedestrian bridge over the tracks is the city’s only direct solution. Currently, this barrier directly restricts downtown business expansion, use and development of the city’s Riverside Park, access to additional parking and the endangers the safety of those who cross the tracks. Not only would the city’s Riverside Park become safely accessible, but with agreement from the railroads, parking for some 150 vehicles becomes available.

Housing options within and near the PJDD are varied. Containing apartments, loft, and single-to-multiple dwelling options, and with the addition of the planned 36 co-op apartments in the new PJDD apartment building comprise approximately 495 dwellings (15% of the city’s residences) located within the PJDD area. The rental rates for the majority of units are at fair market rate ranging from \$900 for a one bedroom to two bedrooms at approximately \$1,300 per month. The variety of housing available is conducive to all ages and abilities.

Additionally, near or within a short drive of the PJDD area, are five apartment complexes. Two complexes with sliding scale rentals with a total of 25 family units and 50 senior/disabled units are maintained by the Port Jervis Housing Authority. Two other private complexes (one is a LHITC) offer a combined 223 one-bedroom units for persons over 55 years-of-age. The fifth location is a USDA Rural Development 515 zero-site subsidized complex with 34 one-bedroom and 6 two-bedroom townhouse units. Totaling 788 units, three senior housing complexes, are on the proposed electric trolley bus route.

5) Supportive local policies –

Over the last 10 years, Port Jervis has been steadily working to update and add supportive local policies. In August 2021, in a step to formally advance Climate Positive Port Jervis 2026 objectives, the city adopted the NYS Climate Smart Communities (CSC) pledge.

In line with these programs and the Clean Energy Communities, the city was already in the process of benchmarking the electric and natural gas usage of its municipal buildings. In consideration of adopting New York State Stretch Code, the city’s building inspector is registered for the upcoming October 2021 NYS Stretch Code training session.

Ahead of the CSC pledge, in 2015 the city became a Greenway Compact Community and a Complete Streets Community. Port Jervis became an EIC NY PACE member in 2019. A Working Woodlands carbon sequestration program with The Nature Conservancy covering an estimated 2,000 acres of Port Jervis Watershed is pending finalization of land acquisition. The revenue from the sale of carbon credits to the city from this program is estimated to be some \$540k.

The Carbon Positive Port Jervis 2026 program reached out to the public via Facebook and local meetings and offers multiple volunteer options. The focus is to create rapid climate action in and around Port Jervis within the next five years to have the city on track to be not just Carbon Neutral, but Carbon Positive, and to use Port Jervis as an ideal model of how other cities around the region can realize their sustainable futures. The group is busy developing plans for a grocery-sized food co-op, tree plantings, composting, regenerative agriculture, and alternate energy solutions. Other groups becoming involved include the Audubon Society and the planting of front yard pollinator gardens.

With experts in sustainability and resiliency, the group is providing guidance with possible grant opportunities and information regarding leading edge technology. An RFP for a renewable bio-fuel project for large city DPW vehicles is currently publicly open for proposals, with one company already committing to convert 10 vehicles for no costs to the city. This is the beginning of the goal to improve air quality within the city as it will reduce small particulate matter and reduce local fossil fuel consumption. Partnerships such as with the North American Passive House Network (NAPHN) are forming to provide Passive House and Net Zero high performance building knowledge to local owners, architects, and contractors. A high performance building Passive House Accelerator program similar to New York City's is being studied for adaptation to the scale of Port Jervis's needs. One of the early collaborations is with one of the historic downtown building owners to renovate one of their market rate apartments to the Passive House high performance building standard as a pilot for other building owners to emulate.

The 1999 Comprehensive Plan and the resulting 2020 land use zoning codes anticipated growth of the original two-block Front St. business area into the adjoining Fowler St. and contingent Jersey Ave. To provide transitional growth, two CBD overlays were placed on each street. Jersey Ave. to East Main St. is a natural continuation of the concentrated Front St. business area and is zoned as service commercial. Marked by primarily low-slung commercial businesses and small lot single and multi-family dwellings, it is a very busy section of the city. Fowler St., which leads to Riverside Park, is of similar nature and had its Central Business District and Neighborhood Mixed Use zoning expanded. With the access to Riverside Park opened by the construction of a railroad track overhead pedestrian bridge, the Jersey Ave. and Fowler St. area is ripe for expanded development.

The recent Comprehensive Plan suggested the institution of form-based codes and the development of architectural and design guidelines. Through the recent updates to other downtown multi-storied and multi-use buildings, a brick and modern window aesthetic is gaining prominence. Further planning advancements would help guide development of a "Port Jervis aesthetic" and guide future projects.

Located on both the Delaware and Neversink Rivers, Port Jervis is considered wholly waterfront. However, far from the riverbanks, city neighborhoods at the mountain's base upon which the city's gravity-fed three-reservoir system is located, also suffer from stormwater runoff.

Storms of more than 1.5" of rain an hour can overwhelm the stormwater system. Local streets and the Pike St. underpass near the Metro-North station which carries some 15k cars a day fill with water. Streets are then blocked off and residents and emergency vehicles must wait for the overage to subside or take lengthy detours around the flooded areas. Recently during a Common Council meeting, residents in the low-lying 4th ward within the PJDD and Opportunity Zones, submitted a petition for solutions to the stormwater surges that are filling their streets more regularly and threatening to converge upon their homes. Ahead of mitigation planning and implementation, the DPW offers interested residents sandbags and regularly inspects and clears storm drains.

With heavy storms expected in the coming years and with the need to study and manage its water resources and storm runoff, in 2021, the city applied for a NYS DOS Local Waterfront Revitalization Plan to develop and codify laws that when completed will make grants for sustainability and resiliency more available. Usage of pervious pavement, rain gardens, riparian barriers, bio-swales, holding ponds, cloud-burst mitigation and changes in building codes and more will help manage water runoff that eventually will make its way into the PJDD area.

6) Public support – DRI -

Public input and participation are Port Jervis tradition. Within the last five years, public comments and input were encouraged and received for Comprehensive Plan and land use code development and for grant applications. Suggestions come regularly from individuals, business owners, committee meetings, and two public comment sessions at every Common Council meeting. For the purposes of this DRI application, in August 2021, Mayor Decker announced the intention to apply and asked again for public participation.

An in-person public input session was scheduled for 9/2/21 and it was subsequently held out-doors in-person at the Riverside Park as it was simultaneously streamed on Zoom. In case of inclement weather, the back-up was an in-person meeting in Council Chambers. All areas were ADA accessible, and the meeting details were distributed via multiple channels including social media, the local access station, Facebook Live, and a new digital media offering, the *Tri-State Lookout*.

Fifteen people, including community members, council representatives, business owners, local residents, not-for-profit and agency representatives attended the in-person meeting and provided input via the 1.5-hour meeting which included an ideation Brainwriting process. All participants provided their contact information and indicated a willingness to be further involved.

In combination with emailed input, 72 public input suggestions were received. In total, 87 suggestions were considered in the development of this application.

In line with the Comprehensive Plan input previously received, suggestions ranged from more art and theatre options, to government support and volunteerism, marketing and wayfinding signage, a city app that could tap into regional resources, an elevated River walkway, more bike lanes, green spaces for resting, a resource center, public restrooms, ADA park additions, safe access to Riverside Park, more housing options, more river access, plant more trees, EV Chargers, and roving trolley cars, building the Transportation History Center (Erie Turntable), and providing funding for downtown building improvements.

Elected leaders, department heads, citizens, multiple business owners, real estate developers, not-for profit groups including the Port Jervis Rotary Club, the Outdoor Club of Port Jervis, and the Port Jervis Community Development Agency, have all enthusiastically expressed interest in the development and implementation of a strategic investment plan. Additionally, on September 13, 2021, the Port Jervis Common Council adopted the resolution supporting this \$20 million application.

7) Transformative opportunities and readiness.

As identified by the public input and the 1999 Comprehensive Plan, supported by growing investments and attuned to the Covid pandemic and global warming, the following projects as woven through this application, identify transformative and complementary opportunities for the city, residents and the region. The final total program costs would be adjusted by grants, loans and matching funds:

Investment	Feature
\$300,000	Port Jervis Downtown Depot Planning
\$2,000,000	The Transportation History Center
\$6,000,000	Resource and Visitors Center
\$3,900,000	Pedestrian RR Overhead Bridge Fowler/Riverside Park

\$1,700,000	Delaware River Walkway
\$2,500,000	Complete Streets Improvements
\$1,500,000	2 – EV Buses/16 Shelters
\$500,000	2 – Freestanding Public Restrooms
\$120,000	EV Chargers - Infrastructure
\$100,000	Wayfinding Signage
\$500,000	Tree Planting/Greenery/Seating/Bike Racks
\$600,000	Grant/Loan Fund – (Ref.: Buy Local)
\$200,000	Website-Marketing-Wi-Fi-What’s Happening App (Ref: Buy Local)
\$60,000	8 Parking Kiosks - \$7.5k each
\$20,000	9-Hole Disc Golf
\$20,000,000	TOTAL

Descriptions of the projects are as follows:

The **Port Jervis Transportation History Center** will be dedicated to the preservation and display of historical transportation artifacts related to Port Jervis and the surrounding areas. A 600’ sidewalk, to be installed, from the Metro-North train station to the History Center allows for easy ADA access.



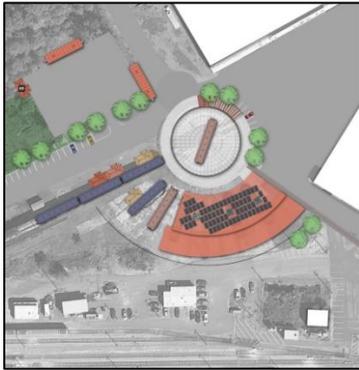
Graphic: Entrance to the Port Jervis Transportation History Center

The center will be managed by a 10-member board of directors drawn from five participating organizations which include:

- **Outdoor Club Of Port Jervis, Inc (OCOPJ)** - Stewards of the Port Jervis Watershed Trails, Pump Track, D&H Canal and the Erie Turntable. Development of recreational activities and amenities in and around Port Jervis. Will provide platforming, entertainment equipment, area maintenance and organize recreational activities.
- **Port Jervis Transportation History Center, Inc. (PJTHC)** - Organization to obtain and preserve transportation equipment of historical significance. To acquire as owner, rolling stock, support equipment, infrastructure needed to keep the Historic Center a viable educational source.
- **Operation Toy Train (OTT)** - Owners of rolling stock. Will provide to the History Center rolling stock for display and stationary use.
- **Tri-States Railway Preservation Society (TRPS)** - Owners of the railroad artifacts currently displayed in the PJ Recreation Building. Will provide artifacts and acquire additional train related artifacts to be displayed in a boxcar exhibition setting.

- **Friends Of Port Jervis Arts & History, LLC (FOPJAH)** - Acquisition and funding of historical infrastructure and restoration of buildings significant to transportation in and around Port Jervis. Will be primary source of funding for the Roundhouse Pavilion

Up to twenty full-sized historical railroad cars and engines known as rolling stock, will be used for a number of purposes including interactive displays, offices for the Center, Outdoor Club and others.



The original turntable (center white circle), the largest working railroad turntable in the Northeast, on which cars and engines were rotated thereby allowing the units to move around the property, will be refurbished.

Lost in a fire, a portion of the round house where engines and cars were repaired will be replaced with a two-phase shelter designed to provide coverage for a number of cars on display. The first phase will result in a roof and open wall, the second phase will result in a full enclosure (red section).

A functional piece of art in the day, the turntable will become a magically lighted display in the evening.



Evening concerts on the site will be enjoyed by all.

Future plans include the use of G-gauge tracks for moving attractions. Lower bound EV chargers will be located in the existing paved parking lot. A freestanding steel, solar powered restroom will be located on the property. Bus parking will be available.

Estimated Total Cost: \$3,375,000 project, \$2,000,000 of which is sought from the DRI specifically for the Phase 1 and 2 rolling stock enclosure. Expected to begin in Spring 2022.

Port Jervis Resource and Visitor Center



The four-story Resource and Visitor Center building planned for the city's owned lot at Hammond and Pike St. serves more than one purpose in anchoring the downtown area revitalization. The location of the building is currently an underutilized municipal parking lot right next to a strip mall parking lot that was built in the 1970's. This parking lot along with the underpass developed below the railroad tracks created a major geographic divide in Port Jervis that effectively limited the downtown commercial feel to Front St. only. Rather than driving, walking, or biking down Pike Street with an urban setting of three- and four-story buildings on either side as there used to be, before making a right turn onto Front Street, the strip mall development eliminated the

potential for revitalizing any of the historic buildings and instead put up a three-acre parking lot and a sprawling one story historically under rented retail building well off of the street. The new municipal Community Center building will reinvigorate the urban feel of Pike St. and from a city planning perspective create a pedestrian destination as well as a visual anchor to the right side of the street. This one strategically placed building will once again create the architectural feel of a vital multi street downtown core.

In addition to improving the overall City Plan and providing needed community indoor gathering spaces, the building will also serve as an example of Net Zero Passive House Construction that has so far only been seen in larger cities like New York City. As Port Jervis pushes builders to move to the Stretch Code and beyond to achieve the state's historic and necessarily aggressive Climate Change mitigation targets, cities need to help develop the high-performance building market and invest whenever possible in state of the art sustainable and resilient buildings.

In addition to more common sustainable features like solar panels on the roof, the Community Center building will also incorporate Passive House building techniques such as triple glazed windows, whole building energy recovery ventilation units, and doubling code insulation in walls, foundations, and roofs. The mechanical systems will all be beneficial Electric high performance heat pump technology for heating, cooling, hot water, and also induction cooking for the electric commercial kitchen. No fossil fuels will be used onsite. Rainwater harvesting, green roofs, and a design accounting for future resilient flood elevations beyond current FEMA mapping will be part of the project. Additionally, standards such as LEED and WELL buildings will be considered for their standards around indoor air quality, embodied carbon, and regional and recycled content to name a few. The City of Port Jervis will be able to use this building as a teaching tool for contractors, architects, engineers, and building owners around the region to showcase that it is possible today to build Carbon Positive buildings that give back to the community in many ways.

The 10,600 sq. ft. Resource and Visitor Center would provide a well-needed axis for the enrichment of the people and culture of Port Jervis. With multiple open-spaced mixed-use rooms and features such as a communal, commercial-grade kitchen, the center's empowerment and educational programs offerings would cover art, wellness/fitness/movement classes, self-development, healing/support groups, niche skills, and life skills such as cooking, gardening, homesteading, healthy communications, etc. The Center would also provide workshop and programs for entrepreneurial training, business development, incubators, and initiative where groups work cooperatively towards greater goals, to help bedrock current and future stability. Furthermore, the center offers a safe space to host community discourse to engage community involvement to help collectively shape policy.

Located within the same building, the Visitors Center aspect ensures visitors are fully familiar with the range of commercial/small business, outdoor, and experiential options in town and the surrounding NY area, and are connected through initiatives, offers, and themed/curated tours. Integrations with Port Jervis' proposed digital hub website would ensure visitors are connected with this info on-the-go via the What's Happening app.
Estimated Total Cost: \$6,000,000



The Pedestrian Bridge at Fowler St./Riverside Park

Planning for the pedestrian bridge over the active railroad tracks at 4th St. and Fowler St. into Riverside Park would move forward into construction. The pedestrian bridge would be a structural and civil engineering design that would support a new 185-ft. long custom weathering steel truss pedestrian bridge over the Norfolk Southern / MTA / Metro-North tracks. The distinctive design would feature an ADA-accessible 12-ft wide walkway spanning between new weathering steel and glass elevator towers with galvanized steel stair structures accessing the bridge from the side. As an alternative to riding the elevators,

bicyclists would be able to walk their bikes on the specially designed steel staircases.

Estimated Total Cost: 3.9 million

EV Chargers – lower bound will be available in the Riverside Park area for various sized vehicles including cars and buses.



The Port Jervis Delaware River Walkway

A public input suggestion, the elevated ADA compliant Port Jervis Delaware River Walkway would provide expanded view of the river. The 255'x525' walkway would be placed on or near the existing clay compacted flood-controlled levee which stretches north along the river to the city's West End Beach Park. Between the levee and railroad track bed, Riverside Park acts as a flood catch basin designed to prevent river flooding from reaching the adjoining PJDD. An asphalt paved walking trail on top of the levee is currently located by West End Beach Park and

separately in Riverside Park. Portions in between these city-owned locations are privately owned. Ultimately, the goal will be to tie these sections together, while eventually tying into the pedestrian bridge over the railroad tracks. Planning and construction would occur with Delaware River Basin Commission (DRBC) coordination.

Estimated Total Cost: \$1,700,000

Complete Streets Improvements – Bike /Scooters - EV Chargers - Parking –

Based on its 2.5 mi.² landmass, and gentle slope, the City of Port Jervis is a walkable and bikeable community. That being said, as a community that has been built up over hundreds of years, its streets are narrow, easily congested with parked cars and quickly moving traffic. These aspects complicate easy and safe movement by pedestrians and bicyclists and raise the possibility of vehicular accidents. To adhere to its Complete Streets mission to make streets safe for persons of all ages and abilities and conveyances, a redesign and construction is necessary. In the Opportunity Zone/Environmental Justice area that is the PJDD DRI area, these improvements would directly benefit both the residents of this area of historic under-investment, as well as to the many visitors this area attracts.

Change of traffic directions, reducing vehicle speeds and controlling parking, introduction of bike lanes particularly along alternate routes such as Ball St., one eastern PJDD boundary, and addition of safety components are some options. Well-designed bump outs, bus stops, and conveniently located bike racks would add to everyone's safety.

An area designated for a new pedestrian crossing from Ball St. to 100 Pike Plaza with pedestrian signals and median islands would minimize dangerous crossings currently taking by pedestrians because it is a direct path between two heavily used areas.

For convenience, bike and scooter rentals are anticipated to extend the range and meet the interests and needs of residents and visitors alike.

Additional EV Chargers and their infrastructure spending on the initial identified areas of the municipal Ball Street parking lot, the Transportation History Center, and Riverside Park.

Congestion parking kiosks with varied level payment options via Internet and phone, would disperse traffic beyond of the heavily walked PJDD.

Estimated Cost Total: \$2,680,000



Electric Trolley Bus Route and Stations

Currently two fuel-based Dial-a-Bus units are available for scheduling. To complement the Complete Streets proposal above, encompassing Front Street, Jersey Avenue, East Main Street, Pike Street, and Riverside Park, the new city bus loop will provide public bus service for all residents and visitors between neighborhoods, the parks and downtown. Two electric buses will travel between the roughly 16 stops, each equipped with a covered bus shelter and information kiosk.

Due to its natural compact size and walkability, as well as a significant disadvantaged community, many residents don't have cars. Additionally, many visitors travel to Port Jervis via Metro North or the Shortline Bus service. The ability to also have a public bus service to use for the less able, or when needing to run errands like carrying groceries or just getting to work locally in inclement weather, this new city bus, styled as a trolley will be in keeping with the historic train culture of the area and will provide a long overdue service to all occupants of Port Jervis. The city will work with additional State and Federal funding sources to cost share on this project as there are many resources for starting new all electric municipal bus services.

Estimated Total Cost: \$1,500,000

Free-standing Public Restrooms

To be located at the Transportation History Center and in the middle of Front St. in the municipal Ball St. parking lot, two free standing public restrooms are desired. In each area, the only available restrooms are within private businesses. Estimated Total Cost: \$500,000

Marketing Program - Website – Wi-Fi - What's Up City App – City Branding – Wayfinding Signage

Though the local Tourism Committee of volunteers successfully manage a number of year-round city events, there is little to no marketing that directs city activities or local business activities or events. City branding is not formal or pervasive. Wayfinding signage is forming around a NYS DEC natural look of white letters on a brown background but there remains to be a formalization of a distinctive style.

The city does not have an interactive website capable of providing up-to-date information. This deficiency negatively impacts marketing efforts of city business, events and support of local commerce. With the local Chamber of Commerce available in name only, and the local weekly newspaper decimated by corporate office

cutbacks, a centralized source of information is necessary for effective communication between the city, residents and visitors.

As cell phones are the primary method of communication, a robust Wi-Fi infrastructure is necessary. City supported Wi-Fi would support all segments of the community. Easy internet connectivity will be more necessary as the city is also proposing parking kiosks with app enabled parking fee programs.

A digital hub, commonly referred to here as the What's Up City App, inclusive of a website and mobile app, is envisioned to centralize local community news, features, comprehensive directory, classified listings, job/volunteer board, voting calendar, community events listings/signup, public opinion management/surveys, interest/hobby/project groups, message boards/forums, e-learning for community empowerment/enrichment courses, e-commerce, gamified elements (rewards, points, ratings, tokens, etc.), and more, integrated with social media feeds.

Estimated Total Cost: \$300,000

Greenway Compact – Tree Planting – Greenery – Outdoor Seating – 9-Hole Disc Course

As an Orange County Greenway Compact community, Port Jervis has pledged to, "Protect, preserve and enhance natural resources natural communities open spaces areas as well as cultural resources including historic places and scenic roads."

Through its close relationship to and dependency upon its natural resources for clean water and recreation, the city and many volunteers expend time, energy and resources in planning, implementing and maintaining green spaces throughout the city.

The city's Shade Tree Commission's volunteers are busy planting trees for shade and beautification. The Outdoor Club Of Port Jervis (OCOPJ), carefully avoids impacting trees when planning projects and trails.

At issue in the PJDD area, is a lack of trees and greenery for shade and mental health. This project would include the planting of trees where they will thrive and adding greenery, and pleasant outdoor seating arrangements.

Within the already heavily wooded section of Riverside Park, near the already popular bicycle pump track, the OCOPJ is planning the addition of a nine-hole disk golf course. Very popular with a low-cost to entry, this activity would increase Riverside Park usage.

Estimated Total Cost: \$520,000

Loan Fund- Buy Local Seed Money

A grant and loan fund for a range of projects, from some \$1,000 to \$50,000 for new entrepreneurs, new and business expansion as well as façade improvements would be managed by the Port Jervis Community Development Agency (PJFDA) and overseen by city administration. An authorized city-subrecipient, and public benefit corporation, the PJFDA historically managed small business, façade and home renovation loans and grants. With a portfolio of up to \$5 million, the PJFDA Board of Directors reviewed and approved applications, and the executive director saw to the program's implementation and completion.

Funds and activities related to the proposed Buy Local campaign detailed below in Section 9 would be included in this program.

With DRI investment, a pedestrian bridge constructed over the railroad tracks at Fowler St. to Riverside Park, businesses in the PJDD's CBD, and Fowler St. and Jersey Ave. are expected to seek new funding for upgrades. Estimated Total Cost: \$600,000

8) Administrative Capacity. Describe the local administrative capacity to manage this planning and implementation initiative, including the ability to oversee contracts for awarded municipal projects using existing staff and resources.

Port Jervis Mayor Kelly B. Decker, with seven-years in office will lead this project as supported by the nine-member Common Council, and legal counsel William A. Frank with over 30-years' experience in municipal law, banking, commercial transactions, real estate and litigation. Seasoned city department heads including DPW Director John (Jack) Farr with over 35-years' experience, Steven Duryea with 26-years with the DPW, eight of those years as Assistant DPW Director, Acting Building Inspector and City Engineer James M. Farr, City Clerk Treasurer Laura Quick with over 26-years of accounting experience, Recreation Director John Faggione with over 25-years, and by Valerie Maginsky, Executive Director of the Port Jervis Community Development Agency (PJFDA), over seven-years would assist in this project.

The PJFDA is the authorized sub-recipient already responsible for the administration of many of the City's grants. Established in 1981, the PJFDA is a public benefit corporation, responsible by definition and a yearly service contract with the City to administer the City's grants. Experienced in project management processes, the PJFDA coordinates activities with the mayor, Common Council, the City's corporation counsel, applicable department heads and consultants. In particular, the PJFDA coordinates activities with the City Clerk-Treasurer, chief financial officer and the DPW director.

Due to advanced streamlined measures and the hiring of staff, internally the PJFDA will have the capacity to assist with additional work that the DRI award will require. The City, at its discretion, may also hire additional staff to manage the multiple contracts that could result from this grant award. Quite simply, adjustments will be made, and priorities will be ordered accordingly.

As evidenced by the work already performed and already in the pipeline, the City's departments, staff and Common Council work together to address the City's needs while balancing the practical everyday realities every city faces.

It is a shared belief among city servants and citizens, that the city can only move forward by making investments in its infrastructure, transportation structures and economic development. The steady continuity of City department heads and staff carry projects through multiple administrations and any turnover of the Common Council. This DRI application is the latest approved by the Common Council.

9) Other. Provide any other information that informs the nomination of this downtown for a DRI award.

In the last ten years Port Jervis has gone through an important downtown revitalization and many empty storefronts and buildings have been purchased and new businesses and residents are taking root. There is still a large square footage of empty building space in the downtown area despite this new growth and so in order to catalyze the DRI grant developments, many new businesses will need to be attracted to Port Jervis as well as existing businesses will need to thrive and expand. Municipalities that deliberately plan for this growth rather

than expect the marketplace without assistance to randomly promote local goods and services, see greater success. A circular Buy Local campaign with the following components will provide the structure that will allow for a higher success and retention rate:

- Buy Local PJ Website development: This website would be a listing of all goods and services that Port Jervis and Deerpark offer. It would encourage local businesses to link to it and list their goods and/or services and this would also help establish which goods and services that Port Jervis is lacking by asking residents to select on the website goods/services that they want to buy locally. Suggested as offshoot of City website.
- Buy Local Business Incubator: This is seed money to start a PJ business incubator that would be a not-for-profit effort including volunteer expertise to identify gaps in local PJ goods and services and help local residents become the entrepreneurs needed to start these businesses rather than trying to bring larger businesses in from outside the community. Suggested location: Resource and Visitors Center.
- Buy Local PJ Advertising: This would be buying space in local papers, advertising on local billboards and radio stations, etc. for a two-year period, as well as more grass roots and cost sharing efforts working with local businesses.
- Hudson Valley Current Campaign. This campaign will provide a model to be considered for funding by bringing the Hudson Valley Current to Port Jervis and creating marketing and incentives for businesses to trade the currency locally. With Port Jervis being located right at the board of Pennsylvania and New Jersey, which both currently have more box stores and shopping opportunities, buying local using the Hudson Valley Current exchange will keep the wealth of Port Jervis residents in the New York tax base, as well as draw interest from the nearby out of state towns to add revenue to the area and state.
- Establish a Small Business Micro Loan Fund - Make local micro loans as small as \$1,000 and up to \$10,000 available at very low interest rates on a revolving basis for locally owned small businesses in addition to funds already available through other programs. This can be done through the PJCDA or one of the local banks for SEC filing reasons, where the bank is the lender and the CDA is the depositor. The local bank would agree to lend to small businesses beyond their other small business loan program by using the \$100k to stand as collateral. This was done with success in the Berkshires 20-30 years ago (through a program called SHARE) and many places since.

10) \$20 Million Request –

The reasons Port Jervis should receive the \$20 million Mid-Hudson REDC award are as follows:

- The city of Port Jervis is experienced in managing simultaneous multi-million-dollar projects.
- All four major transformational project sites are owned by the city and are properly zoned and available for development.
- Adjusting for Covid, private, public, and not-for-profit investment in the city continues unabated.
- The Port Jervis Downtown Depot (PJDD) area is located in both Opportunity Zones and Environmental Justice areas.
- The PJDD is ripe for investment.
- The Port Jervis, NY Buy Local campaign will retain NY, NJ and PA dollars.
- The public is supportive and ready to serve.

The four primary transformational projects in this application include:

The Port Jervis Transportation History Center

Site Control: City Owned, City ROW – SBL: 12-9-3/86 Pike St.

Project Cost: \$3,375,000 – DRI Request: \$2,000,000 – Match: \$1,375,000 from the Transportation History Center, LLC (PJTHC)

Zoning/Regulatory Requirements: With City control and zoned for the project

DRI Coordination: Port Jervis Community Development Agency – City of Port Jervis – PJTHC

The Port Jervis Resource and Visitor Center

Site Control: City Owned, City ROW – Corner of Pike and Hammond St.

Project Cost: \$6,000,000 – DRI Request: \$6,000,000

Zoning/Regulatory Requirements: With City control and zoned for the project.

DRI Coordination: Port Jervis Community Development Agency – City of Port Jervis

Overhead Pedestrian RR Bridge

Site Control: City Owned, City ROW – Fowler St. to 4th St. (Riverside Park)

Project Cost: \$3,900,000 – DRI Request: \$3,900,000

Zoning/Regulatory Requirements: With City control and zoned for the project. Coordination with Metro-North, Norfolk Southern, New Jersey Transit, NYS DOT RR Division

DRI Coordination: Port Jervis Community Development Agency – City of Port Jervis

Port Jervis Delaware River Walkway

Site Control: City Owned, City ROW – Riverside Park

Project Cost: \$1,700,000 – DRI Request: \$1,700,000

Zoning/Regulatory Requirements: With City control and zoned for the project. Delaware River Basin Commission coordination necessary.

DRI Coordination: Port Jervis Community Development Agency – City of Port Jervis

Addendum: Opportunities for Electric Vehicle Charging Stations.

The City of Port Jervis is interested in placing EV chargers throughout the DRI area:

Upper-bound chargers:

5 parking spaces are available in the Ball St. Municipal parking lot

Lower-bound chargers:

3 parking space are able to dedicate to charging at the Transportation History Center location at 86 Pike St.

3 parking spaces are available at Riverside Park.