

MID-HUDSON DOWNTOWN REVITALIZATION INITIATIVE TEMPLATE

BASIC INFORMATION

Regional Economic Development Council (REDC) Region: Mid-Hudson

Municipality Name: City of Port Jervis

Downtown Name: Port Jervis Downtown Neighborhood (PJDN)

County: Orange

Downtown Description - Provide an overview of the downtown and summarize the rationale behind nominating this downtown for a Downtown Revitalization Initiative (DRI) award):

Port Jervis, NY, founded in 1907, is Orange County's third largest city. Historically a canal and major railroad depot, it is located at the nexus of New York, New Jersey and Pennsylvania and is bordered by the Delaware and Neversink rivers. It is both Orange County's first Complete Streets community and Greenway Compact Community.

As defined in the city's 2003 *Downtown Strategic Plan*, and identified in Port Jervis' 2009/2015 *Delaware River Waterfront Revitalization Plan*, the downtown focus area is the city's 1.3 mile "L shaped" Strategic Downtown with the addition of the proposed White Water Kayak Park area, the Erie Turntable and D&H Canal Trail. These expanded areas are contiguous to the Strategic Downtown and are critically important to the economic development of the city. For this DRI application this area is hereby titled the Port Jervis Downtown Neighborhood (PJDN).

Interspersed with residences and multi-use buildings, the area includes parks, trails, civic and municipal buildings, volunteer organizations and businesses. The 2.5 square mile city and the PJDN are walkable and bikeable.

Over the years, the city's traditional transportation and manufacturing sectors have decreased to the point that the city now maintains a 17.7% poverty rate with over 63% of its 8,828 residents considered to be of low-to-moderate income. As a result, the economically stressed city is concentrating scarce financial resources on shovel-ready economic development.

The city plans to capitalize on its access to readily available natural resources, proximity to the NY metropolitan area and the Metro North train station located within feet of the PJDN. The city is grooming over 33 miles of hiking/biking trails on city owned property and is working to construct a natural White Water Kayak Park (WWKP) in the city owned stretch of the Delaware River. Currently in permitting with the U.S. Fish and Wildlife Service and the U.S. Army Corps of Engineers, the WWKP was deemed a MH-REDC regionally significant project in 2012. Per the Orange County Planning Department study, the WWKP is projected to produce some 400 jobs and \$10-\$33 million of annual revenue garnered from 500,000 to 1.6 million yearly visitors.

Based on existing projects and resources, the goal of this plan is for Port Jervis to move from being economically distressed to having a revitalized downtown, and that is an internationally visited, four-season "Napa East" outdoor recreation and arts, culture and heritage tourist destination. The regional benefits of this plan include a decrease in the current 12% unemployment rate and need for social service benefits by Port Jervis residents, the production of significant positive regional economic benefits and long lasting positive experiences by thousands of visitors.

DOWNTOWN IDENTIFICATION

This section should be filled out with reference to the criteria set forth in the DRI Guidelines. **Answers to each question are limited to one page each.**

- 1) Boundaries of the Downtown Neighborhood.** Detail the boundaries of the targeted neighborhood, keeping in mind that there is no minimum or maximum size, but that the neighborhood should be compact and well-defined. Core neighborhoods beyond a traditional downtown or central business district are eligible, if they can meet other criteria making them ripe for investment.

The City of Port Jervis' Downtown Neighborhood (PJDN) is determined to be the city's 1.3 mile "L shaped" Strategic Downtown with the addition of the proposed White Water Kayak Park area, the Erie Turntable and D&H Canal Trail. The proposed White Water Kayak Park area is currently the 40-acre Riverside Park and an adjacent city owned unimproved lot. These expanded areas are contiguous to the Strategic Downtown and are critically important to the economic development of the city.

Not touching East or West Main St., the 1.3 mile corridor follows Pike St., into Front St. and into Jersey Ave. The PJDN area includes a variety of zones ranging from the central business district to residential, as well as the city hall, the post office and multiple banks.

Through daily activities, public events and recreational activities, this area joins city residents and visitors together. On any given day, neighbors cross paths at the library, pharmacy and grocery store. Visitors arriving on the Metro North train may walk to any and all points within the PJDN. Additionally, just outside the PJDN lies West End Park with a public swimming beach and future camp sites, the 34-acre Laurel Grove Cemetery, the 295-acre Elks Brox Park and the Port Jervis Watershed Park with some 25-miles of non-motorized trails.

- 2) Size.** Outline why the downtown, or its catchment area, is of a size sufficient to support a vibrant, year-round downtown, with consideration of whether there is a sizeable existing, or increasing, population within easy reach for whom this would be the primary downtown.

Through the 1950's and early 1960's, primarily due to the local railroad depot activity, Port Jervis was a 24/7/365 blue-collar city and the PJDN supported the needs of workers, residents and visitors alike. At the highest point, Port Jervis maintained some 12,000 residents. However, due to technological advances, railroad activity and accompanying jobs decreased, reaching their current low in the late 1970's. Additionally, an 18% tax advantage in neighboring Pennsylvania pulled businesses including the local K-Mart and residents from the city. As a result of these trends, the vibrancy of the PJDN dimmed, buildings were not maintained, real estate values plumbed and generational poverty increased. These trends accelerated with the Great Recession in 2008 leaving the city with some 200 vacant residential dwellings, approximately 30% of its businesses properties vacant and a current population of 8,828 residents.

Recently, these negative trends have begun to stabilize and reverse. Buildings in the Downtown Neighborhood are being purchased and rehabbed by businesses and residents. Port Jervis has capacity for growth; it has available building stock, the lowest real estate prices in Orange County, a hospital, a safe comparable small city school district and a manageable crime rate. It is the only municipality within 18 miles that has public sewer and water and has the vision and plan for economic development based on the challenge and opportunities of its

location and surrounding natural abundance. With the large box stores located in Pennsylvania, Port Jervis currently provides local amenities and an authentic small river town atmosphere.

As a tourist destination, Port Jervis is easily accessible. It is a 90-minute drive from New York City. The Metro-North train's Port Jervis Line originates in lower Manhattan and 2 hours-20 minutes later, riders disembark in the PJDN. Bus service from NYC stops just off I-84, yards away from the city limits. The city is a 40-minute car ride from Stewart Airport and a 30-minute drive to the site of Sullivan County's Montreign Casino. It is 60-minutes from Scranton, PA and midway between Boston and Philadelphia. In addition to being walkable, the city has local taxi service and Dial-a-Bus service.

The PJDN already draws visitors from a wide area and with additional amenities it would draw more. The surrounding Town of Deerpark maintains some 7, 858 residents, many of whom come to Port Jervis for business and local shopping. Residents from Pike County, PA (population 57,369), Orange County, NY (population 372,813), Sullivan County, NY (pop. 77,547) and Sussex County, NJ (pop. 149,265) also arrive for festivals and special events such as summer fireworks, the largest local Soap Box Derby in the world, and in July for the 166th Firemens' Day Parade. The recent soft-opening of 13.9 miles (the first of 25 miles) of hiking/biking trails in the city's Watershed Park drew some 30 fat-bike racers from a two-hour radius.

Within the nearby rural Town of Deerpark, a growing community, Dragon Springs, is moving forward with plans to become the headquarters to an estimated 70 million Falun Gong practitioners world-wide. Some community members are already buying homes in Port Jervis and some of their children are attending the local school system. Eventually, Dragon Springs plans to open to public tours in which case some 1,500 visitors a day are expected to arrive in Port Jervis via train and bus.

3) Past Investments & Future Investment Potential. Describe how this downtown will be able to capitalize on prior, and catalyze future, private and public investment in the neighborhood and its surrounding areas.

Not an entitlement community, Port Jervis has aggressively pursued grants and loans from different sources and has worked with private investors to develop projects to assist with the revitalization of the city. Consistent with the Mid-Hudson REDC's objectives, while incorporating Smart Growth concepts into projects, the city has invested in housing, public infrastructure and business investment to support current needs and that will support future economic development.

With over 63% of its residents currently defined as low-to-moderate income, Port Jervis has utilized NY Main Street and NYS CDBG funding for the rehab of 19-23 Front St. and 9 Sussex St. making 11 apartments and four commercial units available in the PJDN.

In conjunction with RECAP, a local non-profit organization, the combination of \$730,000 in grants (NYS HCR Affordable Housing Corporation and HOME), \$165,000 in Port Jervis Community Development Agency (PJEDA) revolving loan funds and in-kind city contributions totaling over \$895,000 will be used to rehab up to 16 single-family owner occupied dwellings. Additionally, Community Capital New York, a non-profit community loan fund is available to assist with affordable housing and small businesses.

As an older city, public infrastructure is in need of significant upgrades. NYS HCR CDBG funds of \$287,000 helped replace a city water system pumping station. Additionally, as Port Jervis is considered wholly rural, \$250,000 in USDA funding assisted in the installation of the city's \$4 million water clarifier.

Currently, a \$100,000 NYS EFC/DEC (CFA) grant is helping fund an Inflow and Infiltration study of the city's sewer system which when finished, will form the foundation for funding requests of an estimated \$99 million repair of the over 100 year-old system. These repairs will continue from the Jersey Ave. Sewer Repair projected funded by \$590,867 in NYS CDBG (CFA) money.

With regards to economic and business development, NYS CDBG microenterprise funds of \$200,000 are assisting nine local businesses, seven of which are, or plan to be, located in the PJDN. Otherwise, a NYS DOS (CFA) provided a \$49,500 grant for the planning of the White Water Kayak Park and a separate NYS DOS LWRP (CFA) is funding the review and update of the city's zoning and land use codes. NY Senator Bonacic sponsored a grant of \$100,000 to the city which will be used on the Port Jervis Watershed Park trails, the Erie Turntable museum and D&H Canal Trail.

To retain and spur business development, the Port Jervis IDA works with PILOT programs over \$1 million. For projects under that amount, since 1981, the PJCDA, a public benefit corp., has developed a revolving loan portfolio totaling over \$3.9 million to businesses and homeowners though out the city. An additional \$895,000 is available for loans. In certain cases, these funds have been pledged as matching funds for eligible grant projects.

Privately, a vinyl sign printer is pursuing plans to build a 30,000 sq.-foot manufacturing and warehousing facility in the city. One of the city's largest employers, a personal care products manufacturer with over 465 employees, is seeking land for a new climate controlled warehouse. Due to the build-out of New York City and Brooklyn, artists affiliated with the local art gallery bought second-homes in the city and are now making the transition to becoming full-time residents. Two partners decided to open a craft brewery in the PJDN. Two buildings away, a custom furniture maker who will also have gallery and performance space available is opening this summer. Plans for other buildings include mixed-use commercial/residential/office space. The local mini-mall that once housed K-Mart has been rehabbed and expects to have new tenants by fall 2016.

Serving a 73-square mile area, the Port Jervis City School District is under pressure to address its functionally obsolete and high-maintenance Middle School that currently houses some 400 seventh and eighth graders. Options researched in 2012 and currently being revisited yielded three options, including the construction of a new high school for some \$72 million and the re-alignment of elementary and middle school students. With few exceptions, Orange County school districts have been losing students. However, with the economic plans for Port Jervis, the option for increased enrollment is being researched via an approved demographic study.

4) Job Growth. Describe how recent or impending job growth within, or in close proximity to, the downtown will attract professionals to an active life in the downtown, support redevelopment, and make growth sustainable in the long-term.

Due to its historic usage and focal point for economic development, the PJDN has been and continues to be a magnet for economic development, job creation and movement. In 2001, \$355,000 in NYS Small Cities CDBG funds helped support the establishment of the Port Jervis Business Orientation and Survival Skills (BOSS) Program, a business incubator/micro-enterprise program.

Across from the former BOSS location, supported by nine local professionals, one of its graduates now runs her growing WBE internet and print format marketing firm.

Seven of the nine current NYS CDBG (CFA) micro-enterprise businesses which are tasked with employing one full-time equivalent employee per accepted grant, plan to locate in the PJDN. Instead of renting, three of these participants recently purchased their buildings. Within the class, these businesses include eateries with high-end chefs and wholesale-retail ambitions (est. 12-15 eventual employees), a craft-brewery planning to hire 10-15 persons over five-years, an appliance store owner who will purchase a new delivery truck and hire professional repair persons. Because he thinks it is “good to have competition,” one participant is taking on an apprentice with the goal this person will eventually their own business.

Per Orange County Tourism, the most requested location request by callers and website visitors is for places to hike. Outdoor recreation in and around the city is expected to provide the impetus for many jobs. The local trails of over 33 miles along with planned PJDN White Water Kayak Park (WWKP) and its estimated 400 jobs are expected to produce new entrepreneurs.

In conversation with the two-year college, Orange SUNY, Port Jervis supports the establishment of a consortium college in the PJDN. As one in five Port Jervis adults do not have a high school diploma, the location may also support high school equivalency courses for 16-20 year olds and adults 21-years and older. On site courses for pre-requisite and 101-level courses is also envisioned. This location could also provide upper-level training for employees of established companies in the engineering, chemical, and medical fields.

The local Bon Secours Community Hospital system, now 60% owned by Westchester Medical plans the establishment of a medical village at the local hospital. Throughout the three hospital group, up to 30 new staffers are expected.

In a currently mothballed modular-home factory, a new prospective owner is planning for a 100 person operation.

5) Attractiveness of the Downtown. Identify the properties or characteristics the downtown possesses that contribute or could contribute, if enhanced, to the attractiveness and livability of the downtown. Consider, for example, the presence of developable mixed-use spaces, housing at different levels of affordability and type, healthy and affordable food markets, walkability and bikeability, and public parks and gathering spaces.

Though in need of updating and landscape improvements, the PJDN has a good foundation on which to work. In real estate, this is called “having good bones.” With a similar cost of living, in contrast to the Orange County median household income of \$70,794, the current Port Jervis average family yearly income is \$39,397. As a result, many building owners have deferred property upgrades. Throughout the PJDN is a mix of classic early 1900’s two and three-story brick buildings, Victorians, and modern façade buildings. Residences are interspersed with businesses and multi-use buildings are common in this area thereby providing a 24 hour/7 day a week activity level.

The city holds title to approximately 20 of the 200 vacant properties located within city limits. In order to gain public input on the disbursal of these properties, the city has held two Homeowner Workshops and has moved the project to the Code Committee for further work.

Already within Port Jervis’ 2.5 square walkable and bikeable miles, the PJDN contains a variety of parks, and historic locations. At multiple locations through the PJDN, green spaces, parks, trash and recycling receptacles, benches and plantings are already situated. On Pike Street, Orange Square contains 46’ tall marble and granite monument to Civil War veterans. It was here that Stephen Crane collected war stories from returning veterans later depicted in his book, *The*

Red Badge of Courage. Heavily used, this park is being updated with funds from the Orange County Health Department this summer.

In the PJDN, next to the refurbished nine store-front 80,000 sq.-ft. retail location at 100 Pike St. Plaza, Rite Aid, Burger King and the Metro North station, is the city's Farmers' Market Square. Previously with three regular vendors, the relocated market is open with eight vendors from June through October and will have a dedicated manager financed by Orange County funds. Open year-round on Jersey Ave. is the local Save-a-Lot grocery store and a small health food/alternative health store. Other large grocery stores are located in nearby New Jersey and Pennsylvania.

Within yards of the Farmers' Market Square along a city right-of-way, is the Erie Turntable, the largest working train turntable in the northeast U.S. Here is the proposed site for an engine and boxcar train museum. From the turntable is a walking path that connects to the Port Jervis one mile Delaware and Hudson (D&H) Canal Trail. This is a section of an in-process 124-mile D&H Heritage Trail that will eventually extend from Eddyville, NY to Carbondale, PA. Access to Middletown, NY and the Orange County Heritage Trail that extends to Monroe, NY could be managed via a future linkage through Howells, NY to the walkable D&H Canal. The Port Jervis D&H Canal holds water and replica canal boats and cabins are planned for this area.

Park benches are scattered through the PJDN including a planned promenade area adjacent to the section of Front St. which is closed to traffic during festivals such as the Arts Walk and Fall Foliage and Chriskindlemarkt.

Already accessible by traveling the long way around the PJDN, access to the planned White Water Kayak Park area where the current 20-acre Riverside Park and the adjacent additional unimproved 20-acre parcel are located, will be made possible by a re-opened railroad crossing.

Though not in the PJDN, nearby are historic cemeteries, including the 34-acre Laurel Grove Cemetery with a one mile walking/biking loop road maintained by the city. Designed by Howard Daniels, the third-runner up in the design competition for NYC's Central Park, the cemetery holds the location where NY, NJ and PA meet and where visitors can observe a nesting pair of eagles. The cemetery is also listed on the I Love NY Haunted History Trail.

Within view of the PJDN, overlooking the city, the 295-acre Elks Brox Park links into the 25 miles of non-motorized trails on the city owned watershed property located in the Town of Deerpark. Other walking trails partially within the PJDN include the 6.5 mile Heritage Trail and a 2.5 mile Fitness Loop.

Rental and purchase pricing is currently among the lowest in Orange County providing a variety of pricing levels for entry level and upper-income residents. Homes with Certificate of Occupancy may be purchased for as low as \$65,000. Rentals range from \$500 per month for studios to \$1100 for two bedrooms. More expensive apartments and lofts are envisioned for PJDN buildings now being purchased and renovated.

Health care is available at offices throughout the city. Within walking distance of the PJDN is also Bon Secours Community Hospital and the Middletown Community Health Center.

The expansion of broadband through Governor Cuomo's plan will add to the current service provided by Time Warner Cable, Frontier Communications and other satellite options.

6) Policies to Enhance Quality of Life. Articulate the policies in place that increase the livability and quality of life of the downtown. Examples include the use of local land banks,

modern zoning codes, complete streets plans, or transit-oriented development. If policies achieving this goal are not currently in place, describe the ability of the municipality to create and implement such policies.

Building on the city's *2003 Downtown Strategic Plan* and *2009/2015 Delaware River Waterfront Revitalization Plan*, the city is working to further lay the ground for balanced and planned economic development. The last city Master Plan was produced in the early 1970's and the zoning and land use codes were last updated in the late 1980's.

Aware of these deficiencies and with a desire to incorporate form-based codes and a new Waterfront District into the PJDN, the city received a NYS DOS LWRP (CFA) grant for up to \$50,000 to review and update its codes. As this is a 50:50 reimbursable grant and because the city now has less than \$200,000 in its General Fund, assembling the full match has become a challenge. However, working with in-kind matches from the city and the Orange County Planning Department the project will move forward.

In 2015, Port Jervis became the first Greenway Compact Community and first Complete Streets community in Orange County. In addition to Smart Growth concepts already in use, the code update will incorporate criteria from these two aspects as well.

The city is in the process of working with the newly hired Complete Streets coordinator within the Orange County Planning Department to identify projects and currently available funding. After a recent tour and discussion, the initial priority will be on street calming measures in the Front St. area of the PJDN. A proposed budget for funds is under review.

Lodging for visitors in the city is currently in short supply. City-wide there are only 10 rental rooms available and the code review and update is necessary to establish new options, including those to encourage bed & breakfasts and/or provide oversight to Air B&B's. Within and adjacent to city limits but not within the PJDN, two large hotels are considering construction.

Though the preference will be to encourage visitors to arrive via public transportation, a new parking area along the Metro North railroad tracks within the PJDN is being discussed. Additionally, conversations regarding new parking meters and enforcement rules are beginning as too often within the PJDN, on-street parking is taken by employees instead of customers.

Bike racks are located in various parks and at the Community and Youth Center. For those who desire, a Dial-A-Bus is available with 24-hour notice for travel Monday through Friday within 3 miles of the city and NY state limits.

As 84% of the city's building stock was built before 1979 (62% before 1939), the city works with RECAP and RUPCO, two not-for-profits that provide energy efficiency improvements options to owners of all income levels. Opportunities for additional energy efficiency requirements will also be considered in the code review.

Increasingly diverse, the city welcomes New Americans. For all residents, Operation P.J. PRIDE, a multi-member coalition in which the city participates, is preparing a "Welcome Port Jervis" program. This will provide information on city business, educational, volunteer, houses of worship, etc. and encourage neighbor-to-neighbor interaction.

7) Local Support. Set forth the local and community support that exists for the revitalization of this downtown and the commitment among local leaders and stakeholders to building and implementing a strategic investment plan. Identify an initial local lead for the program that will work with outside experts to convene a local DRI Planning Committee to oversee the plan.

With approval of the Port Jervis Common Council on May 9, 2016, and the subsequent letter of support by Mayor Decker, the City of Port Jervis is fully prepared to initiate a local DRI Planning Committee and has already begun engaging local leaders and stakeholders. As the city's authorized sub-recipient and tasked with economic development of the city, the initial local lead for the program will be the Port Jervis Community Development Agency (PJCD).

Since its establishment in 1981 as a public benefit corporation under NYS municipal law, the PJCD has worked hand-in-hand with city government on housing issues and economic development. The PJCD manages a loan portfolio of over \$3.9 million and has over \$895,000 available for eligible housing projects and business and facade loans. The PJCD also maintains the Port Jervis Section 8 agency which maintains some 200 families and over 100 landlords. In 2015, Port Jervis Section 8 managed over \$1.4 million in payments. For nine years running, HUD has determined the Port Jervis Section 8 to be a high performing agency.

On May 25, 2016, the PJCD Board of Directors approved a letter in support of and participation in this DRI application.

Additionally, local support has been pledged by the:

- Port Jervis Police Department – serving the community since 1853 and committed to community oriented policing
- Port Jervis Recreation Department – manages all city parks, youth and community events
- Bon Secours Community Hospital - serving the Port Jervis area since 1923
- RECAP – 50 yr.-old non-profit dedicated to fighting poverty from the ground up
- Community Capital New York – non-profit community loan fund
- Tri-State Chamber of Commerce – headquartered in Port Jervis with over 300 members
- Business and Professional Women's Club of Port Jervis – providing scholarships to students
- Upper Delaware Scenic Byway – cooperative membership organization dedicated to enhancing the economic climate through careful promotion of the over 70-mile scenic highway
- Gillinder Glass – with some 70 employees – In the city since 1913, the company produces handmade glass items ranging from decorative to highly engineered lenses. A recent Global NY Hannover Messe trade mission participant
- Minisink Valley Historical Society – maintains historical archives and buildings
- Tri-States Train Preservation Society – Est. 2004 and dedicated to preserving and promoting the local railroad heritage
- Port Jervis Arts Council –promoting the arts through shows and education for over 20 years
- Port Jervis Free Library – Carnegie library est. 1903 – a cultural and educational cornerstone
- Empowering Port Jervis – formed in 2013, a local volunteer group that provided a warming station since its inception, ties those with skills, knowledge or items to share with neighbors
- Operation P.J. PRIDE – local coalition formed in 2012 to reduce substance use and abuse by youth. With its fiscal agent Catholic Charities, Inc. the coalition is a 2015 recipient of the federal, five-year Drug Free Community grant (\$125,000 a year for each of five years, \$625,000 total)
- Port Jervis Interfaith Counsel – confederation of local houses of worship and community organizations

Other agencies, not listed here, have yet to meet with their boards and are open to supporting the application and implementation of this grant.

Already accustomed to working together, these entities are eager to utilize DRI funding for final planning and implementation of existing projects that will expand economic opportunity and improve the quality of life for community members and make pleasurable memories for visitors.

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

One new resident and business owner described Port Jervis as a “gas filled room. But in a good way.” Though it may not be apparent to a visitor, slowly but surely this historic river town, the City of Port Jervis, is literally under construction. Chain link fence and dumpsters dot the city. Quietly, visitors struck by the natural beauty and small city amenities are speaking with realtors. Previously vacant homes suddenly have new windows, roofs and a coat of paint. Neighbors are meeting one another for the first time across the back yard fences. Behind covered paper covered doors and windows, businesses are preparing to open.

The city provides financial support to projects as available, but though it has many of the ingredients for economic development, one critical component is in short supply – funding to complete and implement plans. Experiencing economic hardship, the city’s path to economic prosperity is severely hampered by this lack. As a result, many residents and children don’t experience all that life has to offer and New York State does not garner the benefits of drawing tourists from neighboring states and the international market.

These Downtown Revitalization Initiative funds would be a true game changer for Port Jervis, Orange and Sullivan Counties. They would initiate a positive long-term significant impact on the regional economy by supporting the activities that would further help make this area part of the “Napa East” process. Application of this award would continue to support and advance Mid-Hudson REDC goals for downtown revitalization and tourism. It would also assist employers in manufacturing, medical, and education sectors obtain and retain skilled professionals, because the Port Jervis envisioned as a result of this award, is a place where they and their families would want to live, work and play.

NatGeo recently launched its 22nd worldwide geo-tourism website titled the “Scenic, Wild Delaware River.” With gorgeous photos, this community driven site highlights the many natural and human attributes of the curving 140-miles of the Middle and Upper Delaware. Port Jervis, accessible by rail from lower Manhattan, is located where the Middle Delaware ends and the Upper Delaware begins. From this website the world will see Port Jervis grow into a full-fledged international tourism destination location worthy of a visit and Port Jervis wants to be ready.