Agenda

Presentation

- Project Purpose and Need
- Range of Potential Alternatives
- Environmental Review
- Freight Market Opportunities

Open House

- Five Topics/Stations
- Staffed with Subject Matter Experts
Information Session / Open House

Opportunity for the public to review and comment on information related to the project at an early stage in its development
Feedback Options

• Interact directly with project team during the Open House segment

• Submit written comments at Station 5 or Email to: feedback@crossharborstudy.com

• To access documents Website: http://www.crossharborstudy.com

• Scoping Document comment period ends November 15
Purpose and Need

Improve the movement of goods in the greater New York/New Jersey region by enhancing the transportation of freight across New York Harbor.
Why is Freight Important to NY/NJ?

Region is home to more than 20 million people

**The nation’s largest consumer market**

Transportation inefficiencies result in higher costs passed on as higher prices for consumer goods

Photo credits (left to right): Greerfarms.net http://picasaweb.google.com/lh/photo/QNw0skJA04bN_MuMMW220A Fordsproduce.com http://www.flickr.com/photos/33445721@N04/3586593788/ ers.usda.gov
Freight Growth = Truck Demand

On an already congested highway system

- 820 million tons by truck in 2007
- 1.1 billion tons by truck in 2035
Delays on Hudson Crossings

- Verrazano and George Washington Bridges
  Current and future demand exceeds capacity at peak

- Lincoln and Holland Tunnels and GWB
  45 minute delays common
Delays on Truck Routes

<table>
<thead>
<tr>
<th>Route</th>
<th>2010</th>
<th>2035</th>
<th>Percent change</th>
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<tbody>
<tr>
<td>BQE</td>
<td>17,384</td>
<td>24,968</td>
<td>+44%</td>
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<tr>
<td>LIE</td>
<td>81,482</td>
<td>121,219</td>
<td>+49%</td>
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<tr>
<td>Cross Bronx</td>
<td>11,640</td>
<td>15,349</td>
<td>+32%</td>
</tr>
<tr>
<td>GWB</td>
<td>12,424</td>
<td>22,394</td>
<td>+80%</td>
</tr>
<tr>
<td>Lincoln Tunnel</td>
<td>11,763</td>
<td>20,652</td>
<td>+76%</td>
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</table>
Rail Freight Network: Rail Lines and Yards
Lack of Cross Harbor Intermodal Connections

Terminating Intermodal Tonnage, NY and NJ Study Area Counties, 2007

Keys to move rail trip ends from West to East of Hudson:

1) Improve rail connections and provide suitable intermodal terminals in the East of Hudson

2) Increase demand for receipt of full containers from rail (just 15% of NJ-terminating rail boxes today) through
   - logistics relocation
   - warehouse / distribution center development
Proposed Goals

1. Reduce the contribution of cross harbor truck trips to congestion along the region’s roadways relative to no build conditions.

2. Provide cross harbor freight shippers, receivers, and carriers with additional, attractive modal options to existing interstate trucking services.

3. Expand facilities for cross harbor goods movement to enhance system resiliency, safety and security, and infrastructure protection.

4. Support development of integrated freight transportation and land-use strategies.
Potential Alternatives

In support of these proposed Goals, alternatives have been developed -

Categories

- No Action Alternative
- Management Alternatives
- Build Alternatives
No Action Alternative

Provides a baseline for comparison of alternatives

Includes all planned or programmed transportation improvements

- Highways and bridges
- Rail lines and yards
- Seaport and airport

Hundreds of projects – see Appendix A
Management Alternatives

Transportation System Management (TSM)
- Improve existing infrastructure
- Upgrade, improve, and/or increase capacity
- Operational improvements

Transportation Demand Management (TDM)
- “Better fit” the amount of demand to capacity
- Work-from-home and mode shift incentives
Build Alternatives

Infrastructure Options

1. Float/ferry
2. Rail tunnel
3. Rail-Vehicle tunnel

No Action Alternative
Management Alternatives

Build Alternatives
Build Alternatives

No Action Alternative

Management Alternatives

Build Alternatives

Combined with Service Options
Market Opportunities: Four main categories

1. Grow direct rail service to/from customers East of Hudson, focusing on proven rail commodities

2. For rail traffic terminating West of Hudson and then trucked East of Hudson, move the rail trip end to East of Hudson

3. Shift the ‘middle’ segment of long-haul East of Hudson truck trips to rail, and terminate the rail trip East of Hudson

4. For shorter-haul “in region” truck trips, provide an alternative to existing bridge and tunnel crossings
# Freight Market Opportunities

<table>
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<tr>
<th></th>
<th>TSM/TDM</th>
<th>Float/Ferry</th>
<th>Tunnel and Related Improvements</th>
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<tr>
<td></td>
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<td>Truck-Serving</td>
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<td><img src="image" alt="Green" /></td>
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<td><img src="image" alt="Green" /></td>
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<tr>
<td>Shift Long-Haul Trucks</td>
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<td><img src="image" alt="Red" /></td>
<td><img src="image" alt="Yellow" /></td>
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<tr>
<td>Shift Other Trucks</td>
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<tr>
<td>Medium-Haul Short-Haul</td>
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<td><img src="image" alt="Red" /></td>
<td><img src="image" alt="Yellow" /></td>
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Current Environmental Review

NEPA EIS

Co-Lead Agencies
- FHWA
- PANYNJ

Other Agencies
- Cooperating agencies - funding, approval and/or permitting authority
- Participating agencies - interested in the project and/or have information relevant to the project
## Interagency Coordination

### Cooperating Agencies (6)

- NJ Department of Transportation
- NYS Department of Transportation
- NYC Department of Transportation
- NYC Department of City Planning
- US Army Corp of Engineers
- US Environmental Protection Agency

### Participating Agencies (22)

- NJ Transit
- NYS Office of Parks, Recreation, and Historic Preservation
- NYS Department of State
- NYC Department of Environmental Protection
- NYC Landmarks Preservation Commission
- NYC Mayor’s Office of Environmental Coordination
- NYC Police Department
- NYC Fire Department
- NYC Economic Development Corporation
- MTA – NYC Transit
- MTA – Metro North Railroad
- MTA – Bridges and Tunnels
- Federal Surface Transportation Board
- Hudson County Engineering
- Middlesex County Department of Planning
- Union County Department of Engineering & Public Works
- NY Metropolitan Transportation Planning Council
- NJ Transportation Planning Authority
- Jersey City Dept. of Housing, Economic Development, and Commerce
- South Western Regional Planning Agency (CT)
- Connecticut Department of Transportation
Tiered EIS

Staged process for environmental review of complex projects

Tier 1
- Define Purpose and Need
- Define Comprehensive Alternatives
- Model Market Demand and Logistics
- Broad Consideration of Environmental Impacts
- Identify Alternatives (Modes, Alignments, Termini)

Tier 2
- Potential Project A:
  - Preliminary Engineering
  - Detailed Environmental Analyses
  - Specific Mitigation Measures

- Potential Project B:
  - Preliminary Engineering
  - Detailed Environmental Analyses
  - Specific Mitigation Measures

- Potential Project C:
  - Preliminary Engineering
  - Detailed Environmental Analyses
  - Specific Mitigation Measures
Tier I EIS - Study Area
Alternatives Evaluation - Overview

1. Scoping
2. Fatal Flaw Analysis
3. Screening Analysis
4. Detailed Evaluation
5. Publish Tier I DEIS

Anticipated Schedule:
- Sep 2010
- Oct 2010
- Nov 2010
- Dec 2010
- Jan 2011
- Feb 2011
- Summer 2011
Alternatives Evaluation - Scoping

• Scoping sessions
  - Bronx Borough Hall, October 5
  - Newark (NJTPA), October 7
  - Jersey City Council Chambers, October 7
  - Brooklyn Borough Hall, October 12
  - Queens Borough Hall, October 13

• Public and agency input
  - Goals
  - Alternatives
  - Alternatives Evaluation process
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Thank You!