U.S.Department of Transportation
Federal Highway Administration

THE PORT AUTHORITY
OF NY & NJ

Cross Harbor Freight Program

Environmental Impact Statement

Public Scoping Information Session

October 2010

Agenda

U.S.Department of Transportation
Federal Highway Administration
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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

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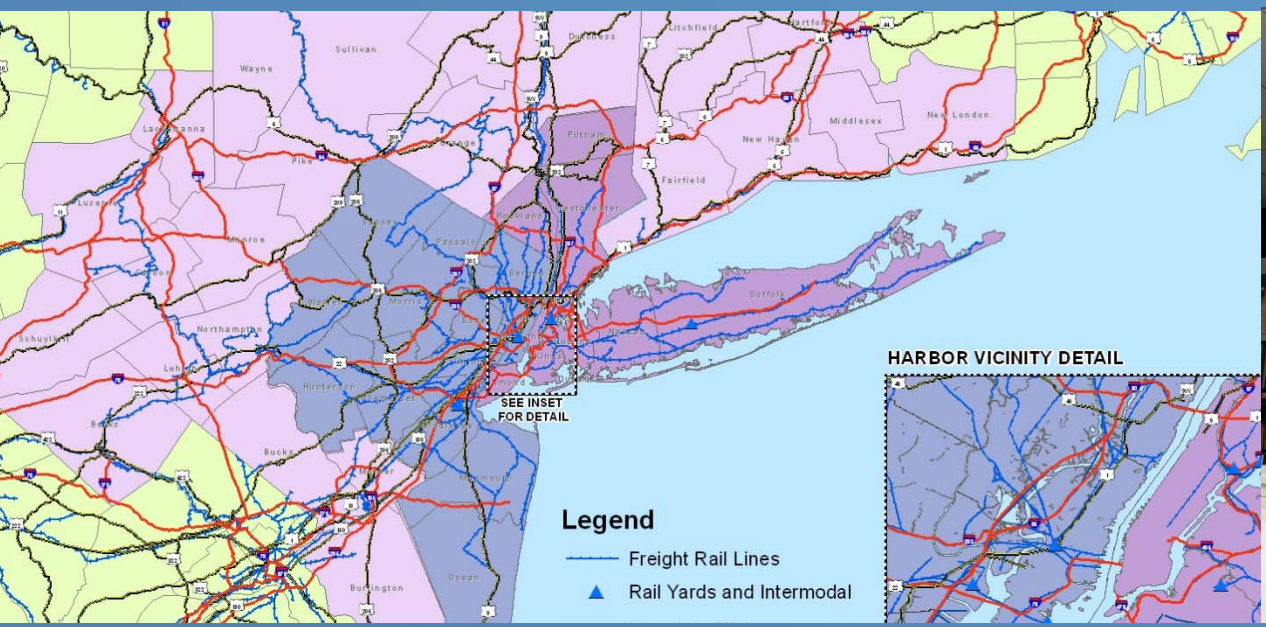
Opportunity for the public to review and comment on information related to the project at an early stage in its development



Feedback Options

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- 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

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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?

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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

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Freight Growth = Truck Demand

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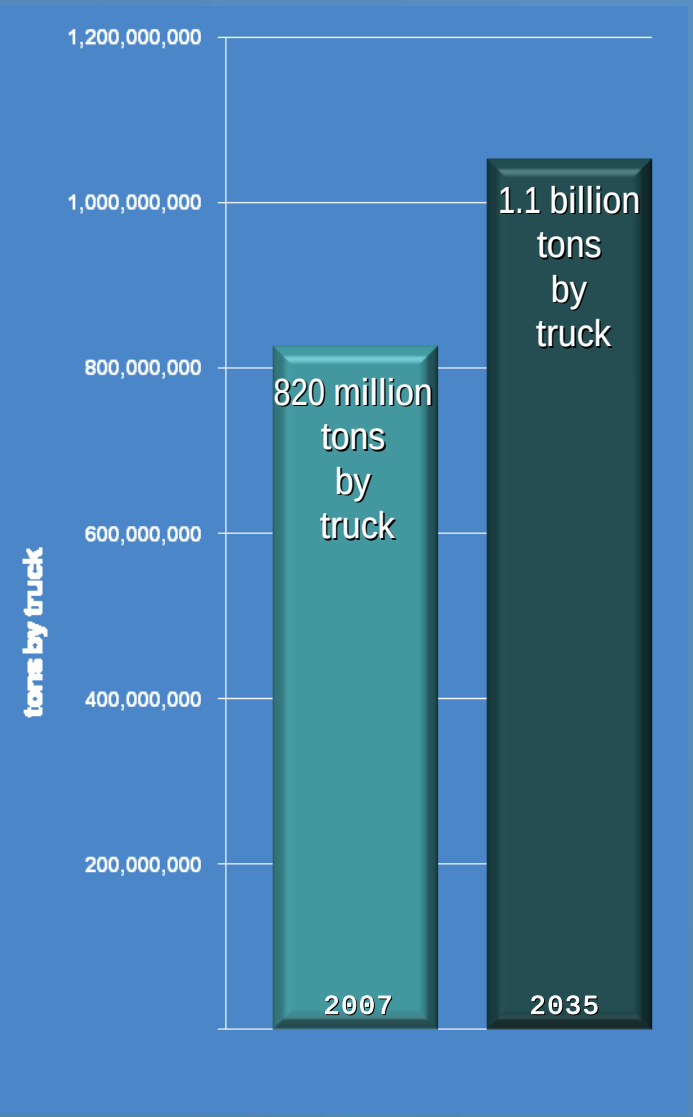

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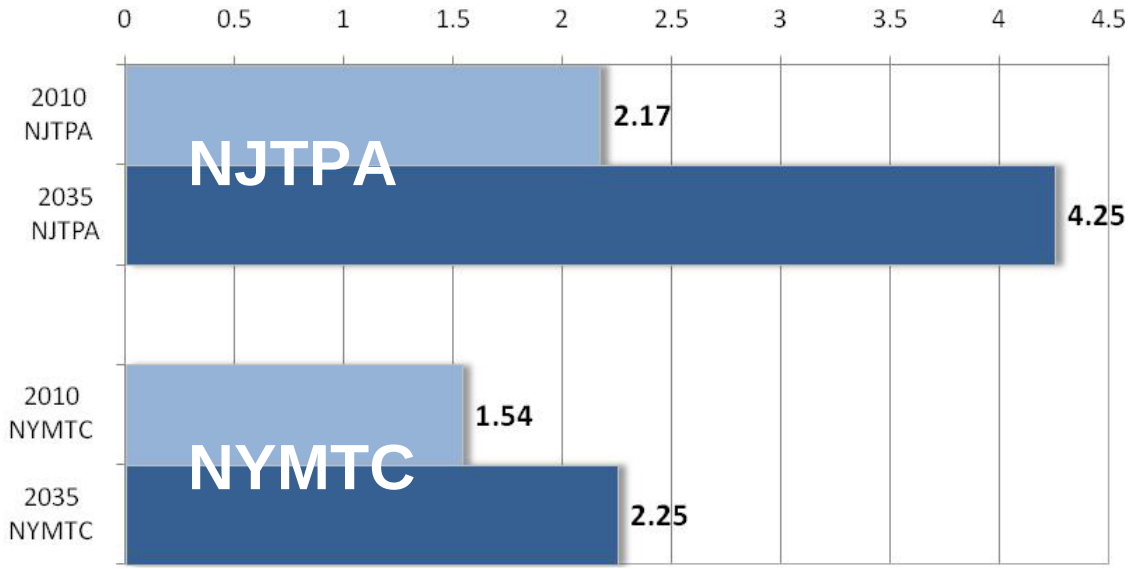
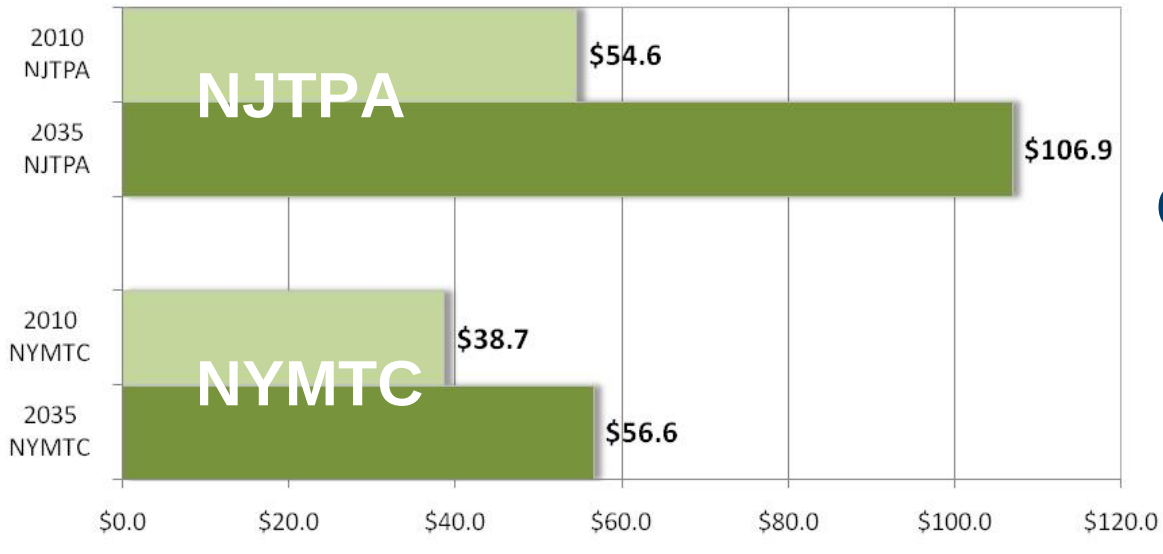
Regional Delays: Hours & Costs



Hours (M) / Daily



Costs ($M) / Daily

Delays on Hudson Crossings

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- **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

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Daily (average) Hours of Delay			
	2010	2035	Percent change
BQE	17,384	24,968	+44%
LIE	81,482	121,219	+49%
Cross Bronx	11,640	15,349	+32%
GWB	12,424	22,394	+80%
Lincoln Tunnel	11,763	20,652	+76%

Rail Freight Network:
Rail Lines and Yards

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Lack of Cross Harbor Intermodal Connections

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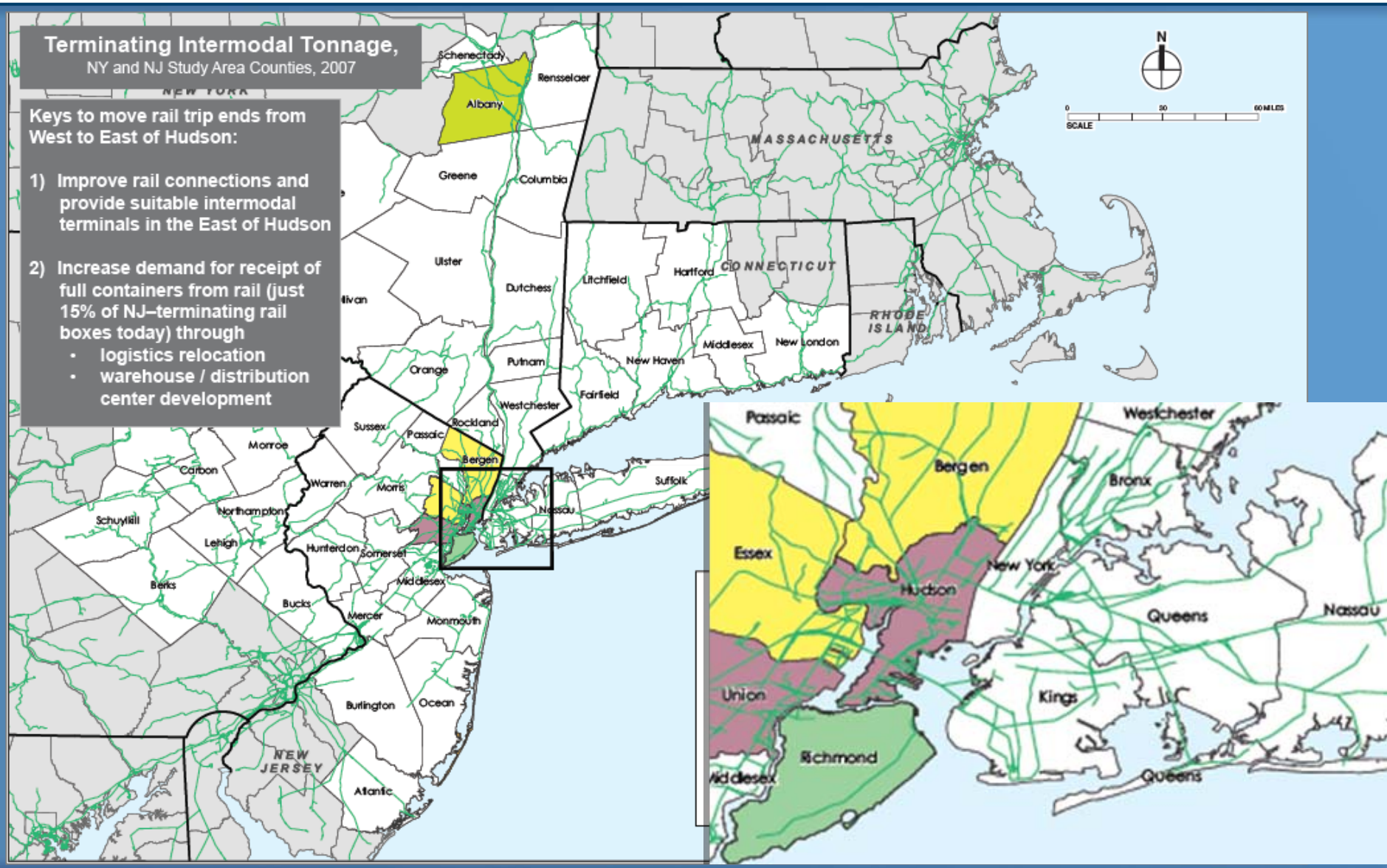

Proposed Goals

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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

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No Action Alternative

Management Alternatives

Build Alternatives

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

Categories

- No Action Alternative
- Management Alternatives
- Build Alternatives

No Action Alternative

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No Action Alternative

Highways/Bridges

Rail Lines/Yards

Seaport/Airport

Management Alternatives

Build Alternatives

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

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No Action Alternative

Management Alternatives

- System Management
- Demand Management

Build 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

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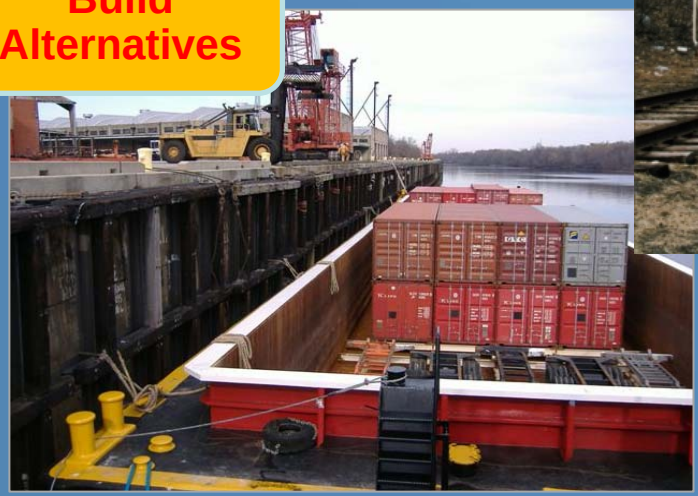
No Action Alternative

Management Alternatives

Build Alternatives

Infrastructure Options

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



Build Alternatives

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No Action Alternative

Management Alternatives

Build Alternatives

Combined with Service Options

Market Opportunities:
Four main categories

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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

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	TSM/ TDM	Float/Ferry			Tunnel and Related Improvements	
		Railcar-Serving	Truck-Serving	Container / Trailer Barge	Railcar-Serving	Truck-Serving
Grow Proven Rail Markets	🟡	🟢			🟢	
Relocate Rail Trip Ends to East of Hudson						
Intermodal	🟡	🟡			🟢	
Carload	🟡	🟢			🟢	
Shift Long-Haul Trucks	🟡	🔴	🟡	🟡	🟢	🟢
Shift Other Trucks						
Medium-Haul	🟡	🔴	🟡	🟡	🟡	🟢
Short-Haul	🟡	🔴	🟡	🟡	🔴	🟢

Current Environmental Review

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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

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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 – Long Island Rail Road
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 & Pubic 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

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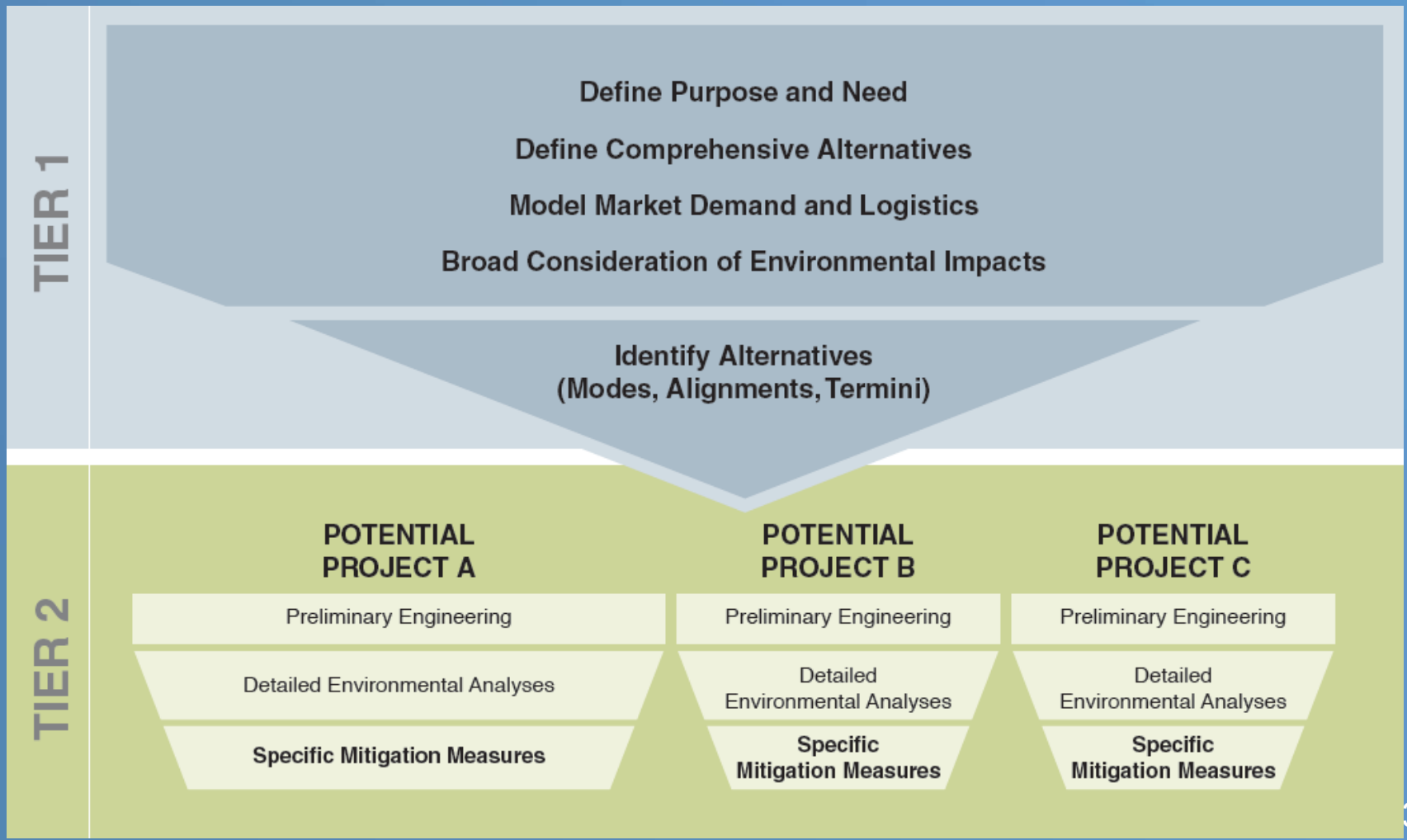
Staged process for environmental review of complex projects



Tier I EIS - Study Area

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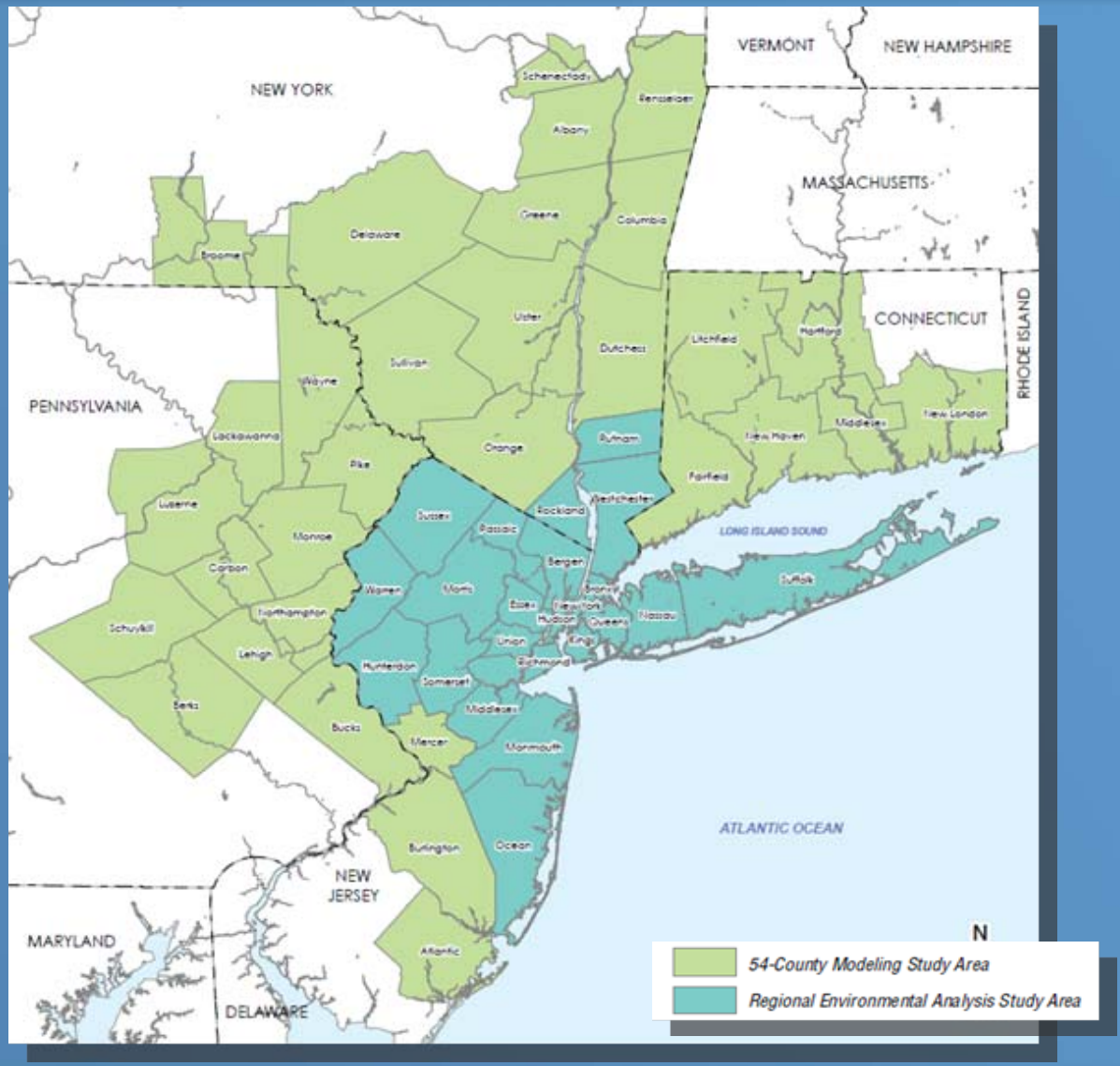

Alternatives Evaluation - Overview

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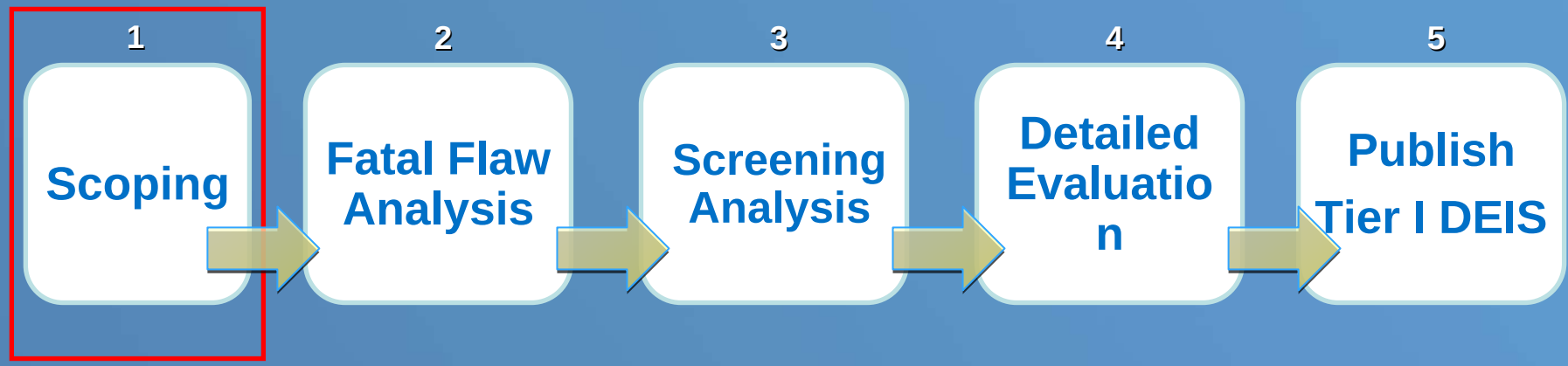

Anticipated Schedule

Alternatives Evaluation - Scoping

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- 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

Feedback Options

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Thank You!