

Cross Harbor Freight Program Environmental Impact Statement

U.S. Department of Transportation
Federal Highway Administration
THE PORT AUTHORITY
OF NY & NJ



Public Information Session – Long Island

Laura Shabe, Port Authority of NY & NJ

May 2011

Session Agenda

Presentation

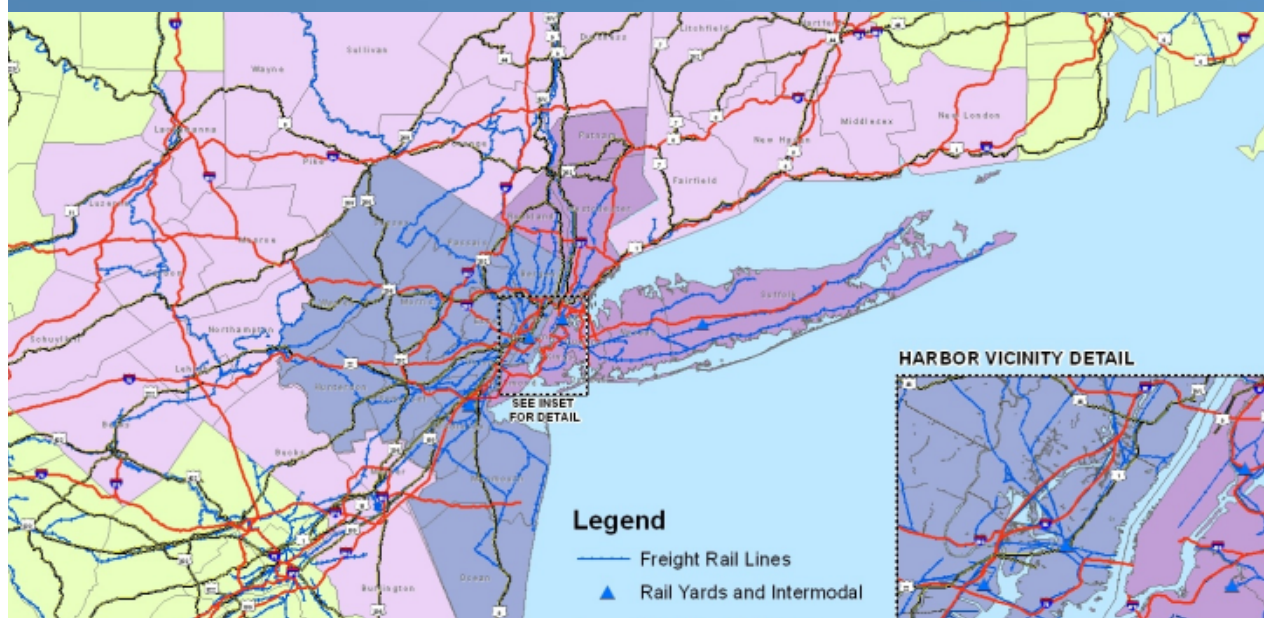
- Project Purpose and Need
- Range of Potential Alternatives
- Environmental Review Process
- Freight Market Opportunities

Open House

- Five Topics/Stations
- Each staffed with Subject Matter Experts

Information Session / Open House

Opportunity for the public to review and comment on information related to the project during 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 technical documents
Website: <http://www.crossharborstudy.com>
- **Appreciate your comments by May 28, 2011**

Project 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?

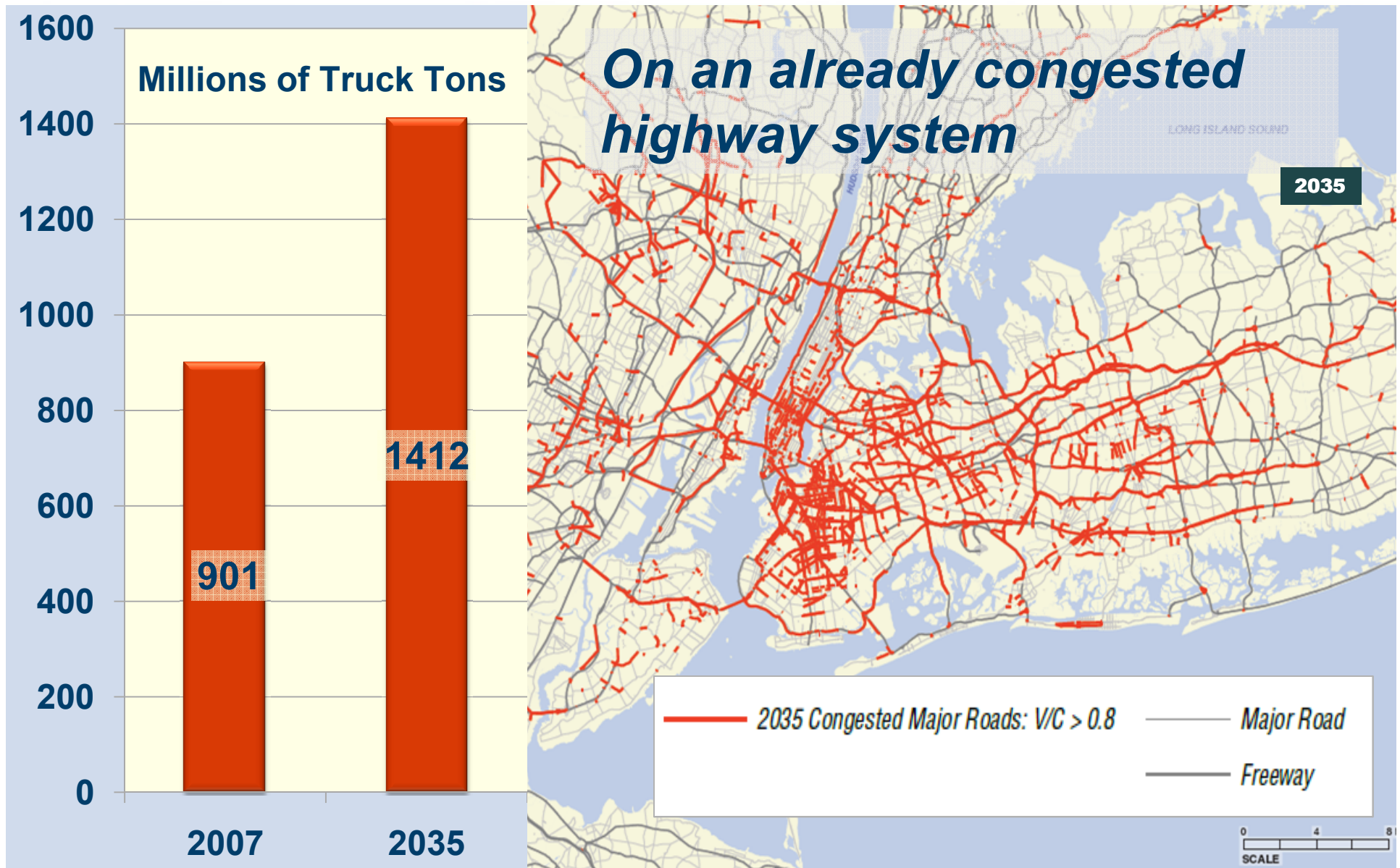
Region is home to more than 20 million people

The nation's largest consumer market

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



Freight Growth = Truck Demand

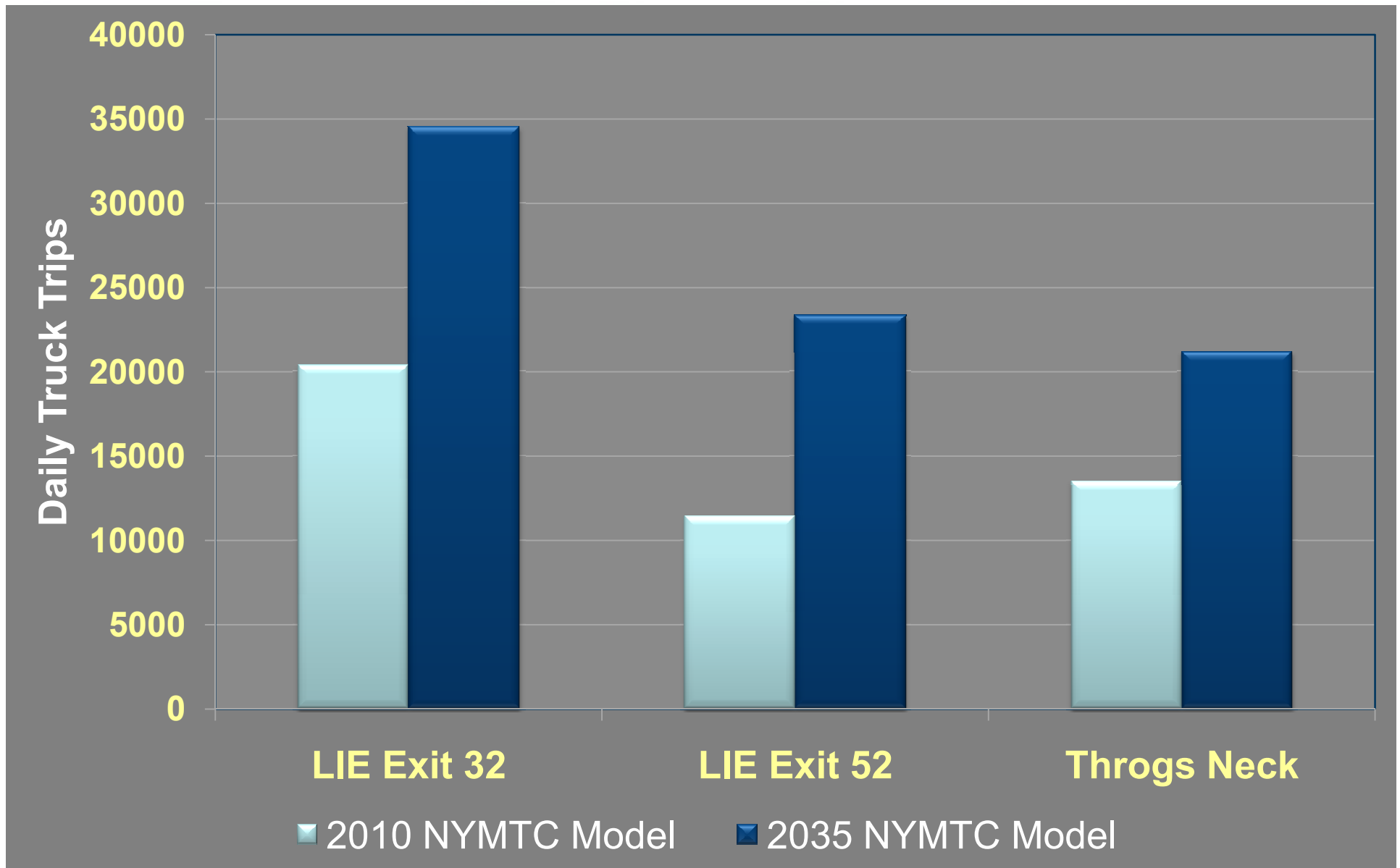


Delays on Hudson Crossings

- **George Washington and Verrazano Bridges**
Current and future demand exceeds capacity at peak
- **Lincoln and Holland Tunnels and GWB**
45 – 60 minute delays common



Truck Volume on Major LI Routes



Delays on Major Truck Routes

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%

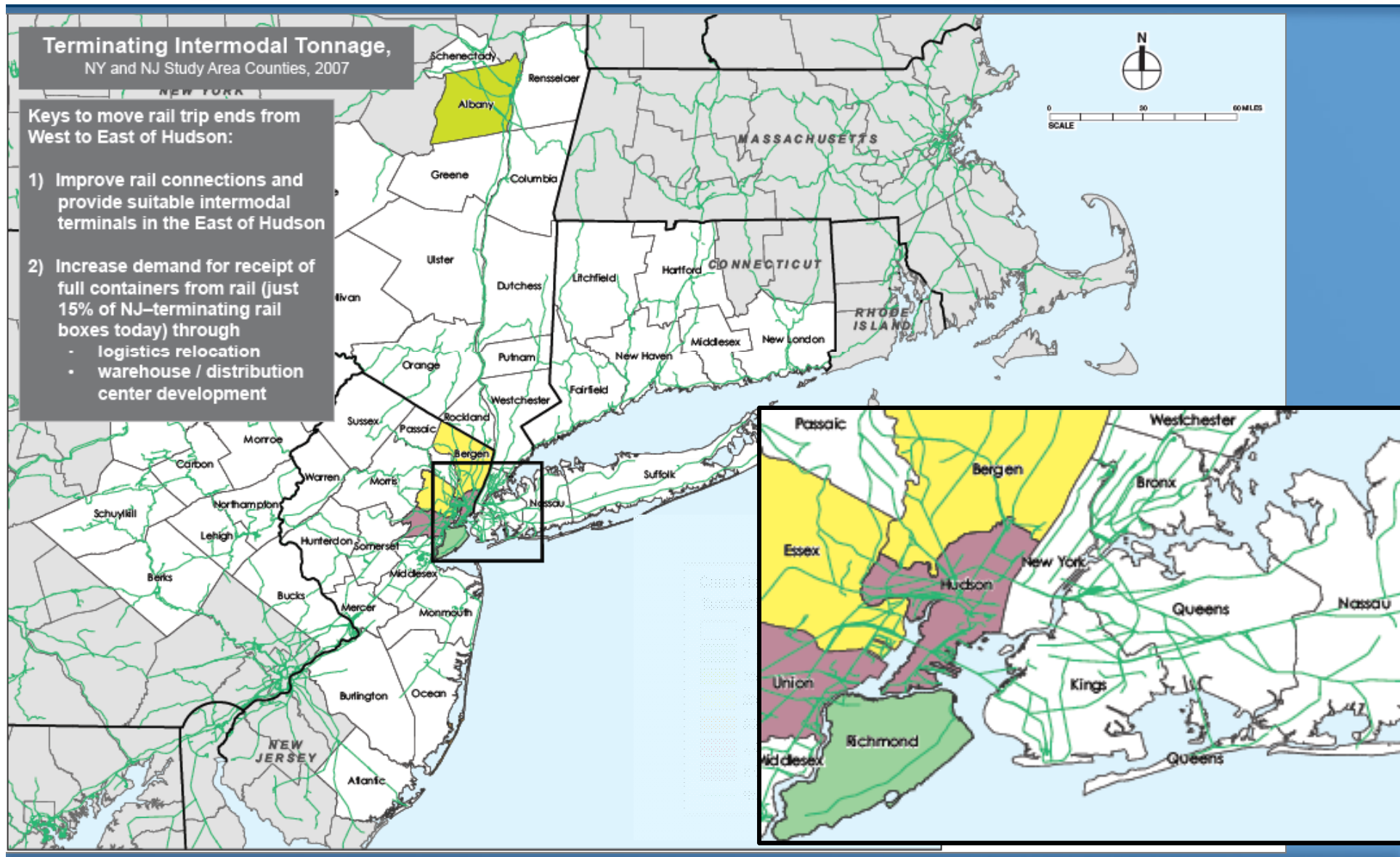


Rail Freight Network: Rail Lines and Yards



Lack of Cross Harbor Intermodal Connections

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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

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

No Action Alternative

Highways/Bridges

Rail Lines/Yards

Seaport/Airport

Provides a baseline for comparison of alternatives

Includes all planned or programmed transportation improvements

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

Management Alternatives

Build Alternatives

Hundreds of projects – see Appendix A

Management Alternatives

No Action
Alternative

Transportation System Management (TSM)

- Improve existing infrastructure
- Upgrade, improve, and/or increase capacity
- Operational improvements

Management
Alternatives

System
Management

Demand
Management

Transportation Demand Management (TDM)

- “Better fit” the amount of demand to capacity
- Work-from-home and mode shift incentives

Build
Alternatives

Build Alternatives

Infrastructure Options

**No Action
Alternative**

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

**Management
Alternatives**

**Build
Alternatives**



Build Alternatives

No Action
Alternative

Management
Alternatives

Build
Alternatives

Combined with
Service Options



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)

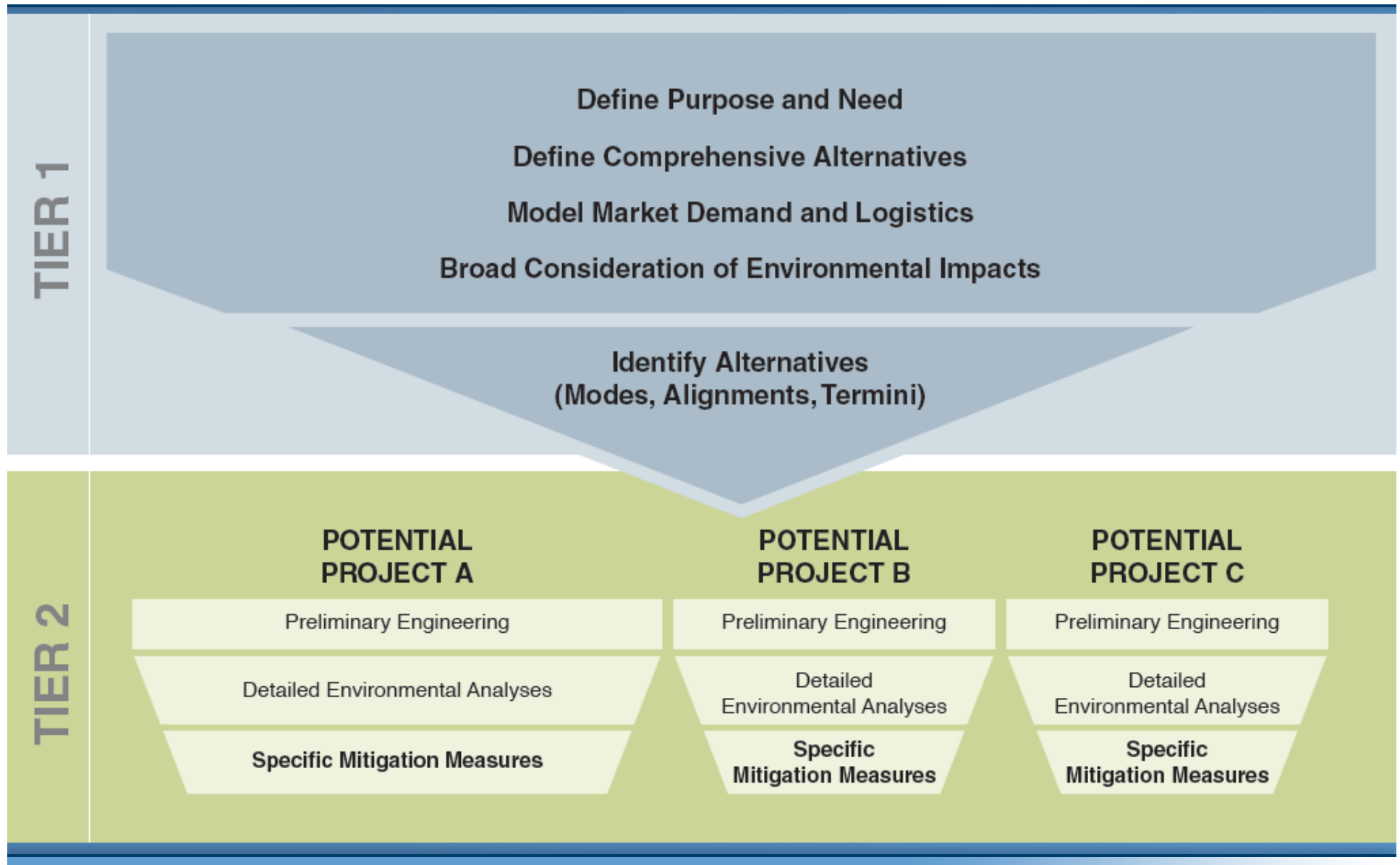
NJ Transit
NYS Office of Parks, Recreation,
and Historic Preservation
NYS Department of State
NYC Department of Environmental Protection
NYC Landmarks Preservation Commission
NYC Mayor's Office of Environmental Coordination
NYC Police Department
NYC Fire Department
NYC Economic Development Corporation
MTA – NYC Transit
MTA – 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 & 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

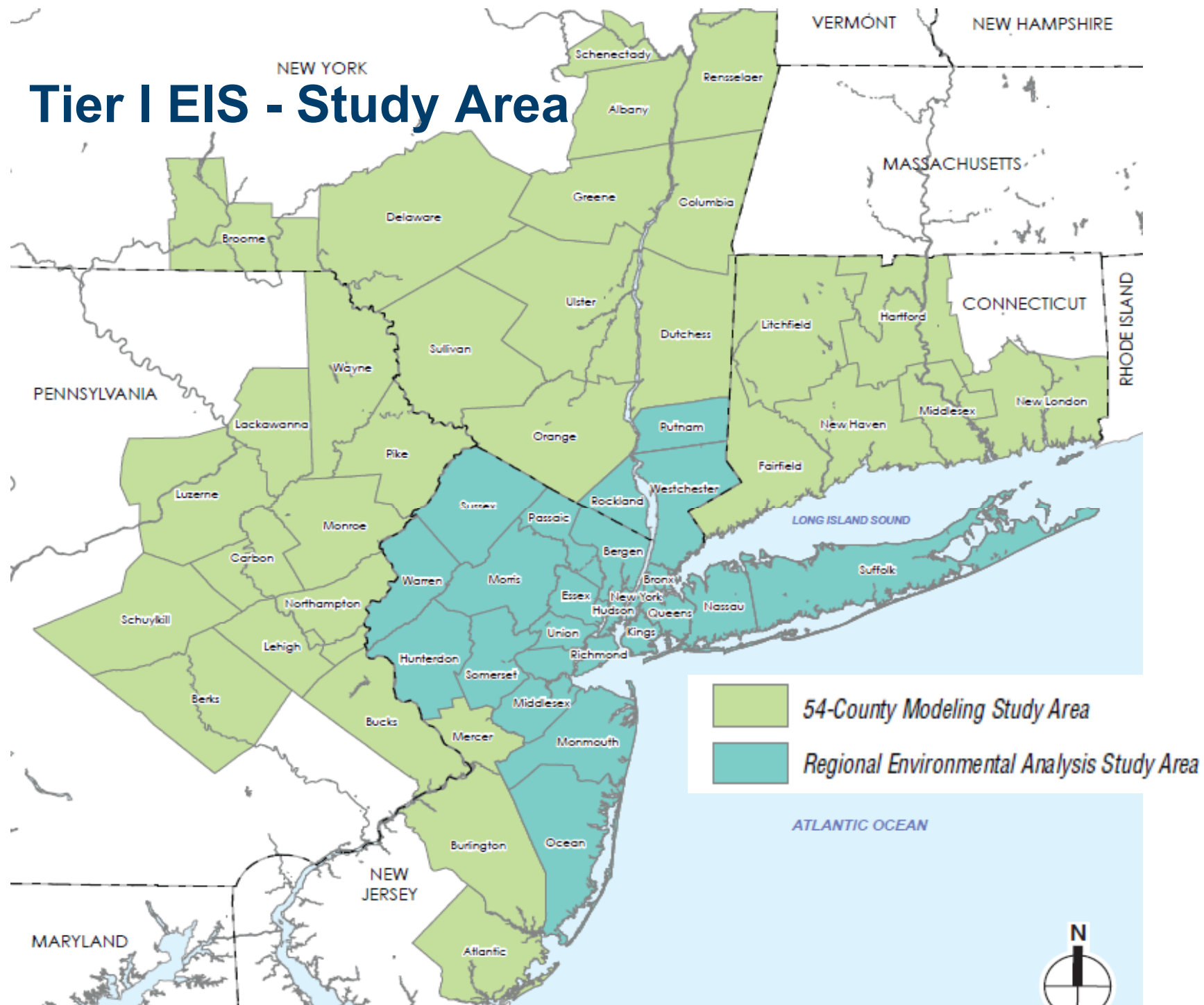
Tiered EIS

Staged process for complex projects

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Tier I EIS - Study Area





























Market Opportunities:

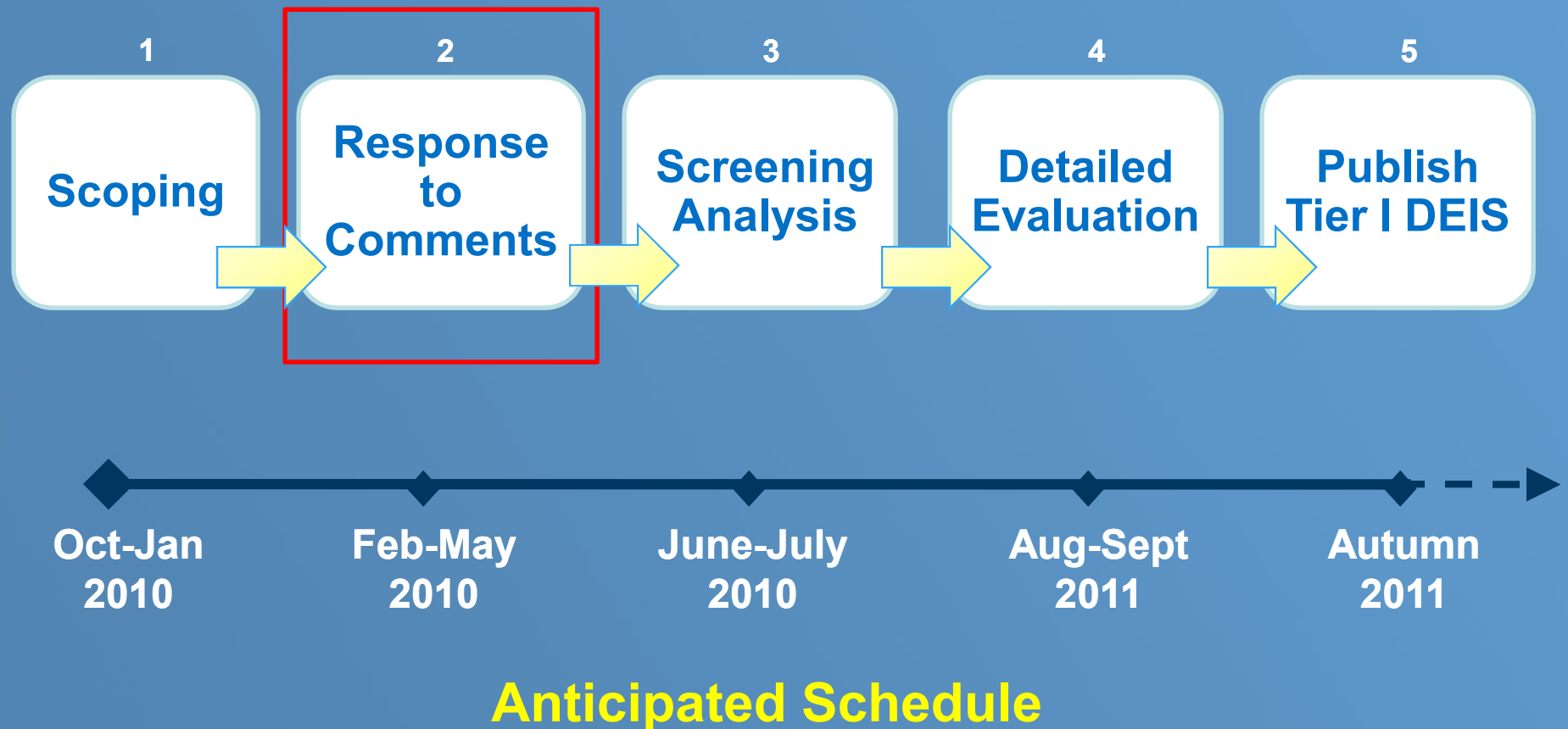
Four main categories

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

	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						

Alternatives Evaluation Overview



Alternatives Evaluation – Public Input

- Scoping sessions (October 2010)
 - Bronx, Brooklyn, Queens
 - Newark, Jersey City
- Public Information Sessions
 - Maspeth
 - Long Island
 - Community groups
- Public and Agency Input
 - Goals
 - Alternatives
 - Alternatives evaluation process



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Thank You!

