

## **Appendix B: Agency Coordination and Public Participation**



# **CROSS HARBOR FREIGHT PROGRAM TIER I EIS**

## **SAFETEA-LU 6002 COORDINATION PLAN -**

**NOVEMBER 2014**





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## Section 1. Revision History

Any changes to this Coordination Plan will be identified as the project advances, and included in Table 1.1. If the project schedule, as included in the original coordination plan requires modification, concurrence on the schedule change is only required if the schedule is being shortened. This concurrence is required from cooperating agencies, not participating agencies.

**Table 1.1 PROJECT REVISIONS**

Version	Date	Description
1.0	November 2014	Updated based on FHWA comments on Preliminary Draft EIS

## Section 2. Introduction

### 2.1 Purpose of Coordination Plan

To provide more efficient environmental reviews for project decision-making, Section 6002 of Public Law 104-59 “Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU),” enacted August 10, 2005, requires that a coordination plan be prepared and implemented for those projects for which an EIS is prepared, in accordance with the National Environmental Policy Act of 1969 (NEPA). To that end, this plan has been prepared to foster participation and cooperation among federal, state and local agencies during the environmental review process of the Cross Harbor Freight Program EIS.

### 2.2 Project Overview

The greater New York/New Jersey/Connecticut region is the financial center of the US economy and the nation’s largest consumer market. This regional economy relies on a goods movement system overwhelmingly dependent on trucking, and an aging and congested highway network. Regional forecasts of truck traffic growth vary depending on the source, year, and geography, but available sources agree that truck tonnage is anticipated to increase substantially, with some forecasts calling for up to a 36% increase by 2035. In the absence of highway network or goods movement system improvements, this growth and the region’s increased dependence on trucking for freight distribution will result in more serious regional highway congestion and extended travel delays — a trend that could threaten the economic vitality of the greater New York/New Jersey/Connecticut region.

The primary purpose of the project is to enhance freight movement across New York Harbor between the east-of-Hudson and west-of-Hudson sub-regions. Project goals, which have been refined during scoping with input from the public, elected officials, interested agencies and organizations, support the primary purpose, and include:

- GOAL 1: Reduce the contribution of Cross Harbor trucks trips to congestion along the region’s major freight corridors.
- GOAL 2: Provide Cross Harbor freight shippers, receivers, and carriers with additional, attractive modal options to existing interstate trucking services.
- GOAL 3: Expand facilities for Cross Harbor goods movement to enhance system resiliency, safety and security, and infrastructure protection.
- GOAL 4: Support development of integrated freight transportation/land use strategies.

The Cross Harbor Freight Program EIS is analyzing alternatives that would provide short-term and long-term strategies for improving the regional freight network, reducing traffic congestion, enhancing modal diversity and system redundancy, improving air quality, and providing economic benefits. The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) are joint lead agencies for the preparation of the EIS.

The EIS analysis is being conducted using “tiering,” as described in 40 CFR 1508.28, which is a staged process applied to the environmental review of complex projects. Tier I of the EIS allows the agencies to focus on general transportation modes and alignments for the proposed project,

including identifying logical termini and assessing regional and corridor-wide transportation and other related effects. Tier I will develop a long list of alternatives, drawing on previous Cross Harbor studies, various other sources, public, stakeholder, and technical advisory committee input. The long list will undergo a fatal flaw evaluation, which will reduce the range of alternatives to those that were reasonable and feasible. The remaining list of alternatives will undergo further evaluation of potential regional and local effects, based on transportation demand, socioeconomic factors, and broad environmental effects.

At the conclusion of the Tier I EIS, a Record of Decision (ROD) will be issued that will identify the recommended (preferred) transportation mode or combination of modes and alignments for the proposed project, with the appropriate level of detail for corridor-level decisions, or will select the "No Action Alternative." The ROD will also outline measures that are intended to avoid, minimize, or mitigate adverse impacts from the recommended alternative(s). Subsequent NEPA documents (Categorical Exclusions, Environmental Assessments or a Tier II EIS) will analyze in greater detail those alternatives identified in the ROD and will include analysis of refined engineering designs and their site-specific environmental impacts, development of site-specific mitigation measures, and refined cost estimates. Input from the public and agencies will be solicited during both tiers.

## **2.3 Project History**

Several previous studies were conducted to examine possible alternatives to improve freight movement across the Hudson River and New York Harbor. The Cross Harbor Freight Movement Major Investment Study (MIS) commissioned by the New York City Economic Development Corporation (NYCEDC), was completed in 2000. The MIS identified alternatives and strategies to improve regional freight mobility, expand shippers' choices of route and mode, enhance the region's environmental quality, and promote regional economic development. Fifteen alternatives, involving highway, rail, waterborne, and air systems, were initially identified and evaluated, with the most promising strategies advanced to a subsequent phase of refinement and evaluation. Four alternatives were advanced for study in a Draft EIS, which was published in April 2004 by FHWA and the Federal Railroad Administration (FRA), as co-lead agencies, and the NYCEDC as the project sponsor. The Draft EIS considered: a No Action Alternative; a Transportation Systems Management (TSM) Alternative; an Expanded Float Operations Alternative, which involved expansion of capacity for the existing railcar float system across New York Harbor; and a Freight Rail Tunnel Alternative with two possible alignments. A series of Public Hearings on the Draft EIS were held in May and June 2004, but a Final EIS was never completed. In 2008, the PANYNJ, as the region's bi-state transportation agency, and the agency that controls most of the east-west connections between New York and New Jersey, accepted the role of project sponsor. The PANYNJ's mission to identify and meet critical bi-state transportation infrastructure needs uniquely positions the agency to direct the Cross Harbor Freight Program EIS.

## **2.4 Alternatives**

A long list of over twenty alternatives was developed and refined during public and agency scoping, and with input from stakeholders. Each alternative was subject to a fatal flaw analysis. This initial screening reduced the list to fourteen alternatives which were then assessed based on

their ability to meet the project goals and objectives. These fourteen alternatives fall into four broad categories: (1) Transportation System Management (TSM), (2) Transportation Demand Management (TDM), (3) Waterborne (including floats and ferries) and, (4) Tunnel (including dedicated rail freight and combined rail/truck options). The TSM and TDM alternatives were screened out for failing to meet a sufficient amount of the project's goals and objectives, leaving 10 Build Alternatives to be carried through and analyzed in the Tier I EIS. The Tier I EIS will also consider a No Action Alternative which will include planned upgrades to existing infrastructure, such as rehabilitation of the Greenville Yard Rail Float Facility, the rehabilitation of New York New Jersey Rail Float Operations and Assets, and committed and programmed improvements to New York City and Long Island rail lines and rail yards. The Build Alternatives include near- and long-term strategies that leverage existing underutilized regional and local rail networks. In addition to evaluating these major Build Alternative components, the Tier I EIS will address the need for new or expanded freight facilities to support the Build Alternatives, such as rail yards that would serve as sites to break down freight for shipment to local destinations.

## 2.5 Key Resource Concerns

The following potential environmental, social, and economic issues in the project study area and surrounding community that may require input from Cooperating and Participating Agencies under SAFETEA-LU have been identified:

- **Transportation** - The Build Alternatives will, in certain cases, require the construction of new or expanded freight facilities which could increase traffic volumes at intersections and along local streets adjacent to or along primary routes leading to and from such facilities. Therefore, any Tier II documentation would include a more detailed traffic analysis of these locations and would outline measures to mitigate any potential impacts.
- **Land Use** – The expansion or establishment of facilities required to support the Build Alternatives may require property acquisitions. Because many of the proposed facilities would be located in industrial areas, it is unlikely that broader land use patterns or development trends in the surrounding areas would be affected. However, direct effects to the industrial, manufacturing, and commercial land uses surrounding such support facilities would be the expected result of property acquisition and would be investigated further in subsequent environmental review.
- **Economics** – similarly, the expansion and establishment of facilities required to support the Build Alternatives may result in displacement and relocation of businesses, resulting in local economic effects.
- **Cultural Resources: Architectural Resources** – Some architectural resources located adjacent to the alignment of certain Build Alternatives have the potential to be indirectly adversely affected by rail traffic due to increased operational noise and vibration. In addition, the construction of Build Alternatives at Greenville Yard have the potential to affect the Morris Canal, an archaeological resource listed on the New Jersey and National Registers of Historic Places. Further analysis of potential adverse operational effects to architectural resources with this alternative would be undertaken as part of any future Tier II level documentation.
- **Air Quality** – The Build Alternatives would generally result in air quality benefits in the regional environmental analysis study area and beyond. In terms of potential local effects,

a preliminary screening assessment of the potential air quality effects estimated that the Build Alternatives involving rail would not result in pollutant concentrations of concern beyond 200 feet of the tracks. Effects within 200 feet would require a detailed analysis as part of any Tier II documentation.

- **Noise** – The incremental truck trips generated by certain Build Alternatives to and from the freight facilities and termini required to support such Alternatives would have the potential to result in moderate or severe impacts and would require further assessment as part of Tier II documentation. In addition, detailed analysis of effective vibration mitigation measures as part of a detailed vibration analysis would typically be conducted for a project-specific or Tier II document.
- **Natural Resources** - Potential impacts on natural resources would be limited to construction effects. Some wildlife would potentially avoid areas of construction, however, these effects would be temporary, and the same vegetation and wildlife would be expected to return to the area immediately following any land disturbance and construction activity. Extensive coordination with USACOE, NMFS, USEPA, NJDEP, NYSDEC, and any other involved agencies would be required during Tier II.
- **Water Resources** – Potential impacts on water resources would also be limited to construction effects, mainly from the potential construction of a tunnel across Upper New York Harbor. Construction at potential facility locations would not result in adverse effects to floodplains, groundwater, or surface waters; however consultation with relevant resource agencies would take place in Tier II.
- **Environmental Justice** – The proposed alignment of certain Build Alternatives would be located largely on an existing rail line transecting a large portion of New York City and Hudson and Essex Counties in New Jersey, and therefore would run through or near a large number of environmental justice communities. Such Alternatives would, in varying degrees, result in local traffic, air quality, and noise impacts from their construction and operation, many of which would be borne by environmental justice communities.
- **Coastal Zone Management** – Since a Tier I EIS does not include engineering and design beyond a high level definition of viable alternatives, a detailed evaluation of each Build Alternative's consistency with applicable New Jersey Coastal Zone Management Rules (N.J.A.C. 7:7E) and New York City's Waterfront Revitalization Program (WRP) cannot be performed at this time. It is expected that the individual policies would be analyzed in detail during any future Tier II documentation and a subsequent permit application process.

## Section 3. Lead/Cooperating/Participating Agencies

### 3.1 List of Agencies, Roles, and Responsibilities

SAFETEA-LU requires the identification of lead, cooperating, and participating agencies in the development of an EIS. For the Cross Harbor Freight Program EIS, the lead agencies are FHWA and PANYNJ. They are responsible for managing and advancing the SAFETEA-LU Section 6002 coordination process and preparing the Tier I EIS. FHWA and PANYNJ, as joint leads, are intent on promoting the efficient management of the project development process and enhancing opportunities for coordination with the public and with other Federal, State and local governments.

FHWA, in coordination with PANYNJ, has also identified those federal, state, and local agencies that would be invited to be cooperating agencies or participating agencies for this project. Cooperating agencies have funding, approval and/or permitting authority, while participating agencies may have an interest in the project and/or possess information that would be relevant to the project. Cooperating agencies are also considered participating agencies - references in this document to participating agencies, therefore, include cooperating agencies.

Pursuant to Section 6002 of SAFETEA-LU, cooperating and participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the potential environmental or socioeconomic impacts of the alternatives being considered and ultimately addressed in the EIS that could substantially delay or prevent an agency from granting a permit or other approval needed for the project. Therefore, these agencies' role in the development of the Cross Harbor Freight Program project should include the following overall responsibilities as they relate to their area of expertise:

- Provide meaningful and early input to the methodologies and level of detail required in the alternatives analysis and environmental assessment, as referenced above.
- Identify issues that could substantially delay or prevent granting of permits/approvals.
- Identify opportunities for collaboration, including participating in coordination meetings and joint field reviews, as appropriate.
- Provide timely review and comment on preliminary environmental documents to reflect the views and concerns of their respective agencies on the adequacy of the documents, alternatives considered, and anticipated impacts and mitigation.

Cooperating agencies, specifically, are responsible for providing input on the following, to the extent that they can during the Tier I EIS process:

- The project's purpose and needs
- Range of alternatives
- Methodologies for conducting environmental analyses, including the level of detail required for the analysis of alternatives
- Identification of issues that could substantially delay or prevent the granting of permits and approvals
- Potential mitigation measures

Table 3.1.1 includes those agencies that were invited to be involved in the SAFETEA-LU Section 6002 process as cooperating agencies, along with the reason for their requested involvement. 19 cooperating agencies were invited at the start of the project; 4 additional agencies were invited at





a later time, as the project progressed and environmental analyses identified resources within the project's study area that would fall under the jurisdiction of these agencies.

Table 3.1.2 includes those agencies that have been invited to be involved in the SAFETEA-LU process as a participating agency.

**Table 3.1.1 INVITED AS COOPERATING AGENCIES**

Agency Name	Reason for Involvement	Accepted
Federal Emergency Management Agency (Region 2)	Jurisdiction over floodplains in the study area; potential use of river crossings as a means of emergency access across New York Harbor.	No reply
Federal Maritime Administration	Agency's programs promote the use of waterborne transportation and its seamless integration with other segments of the transportation system.	No reply
Federal Railroad Administration	Promulgation and enforcement of freight railroad safety regulations.	Cooperating – 2010
Federal Transit Administration	Oversight of passenger railroads that may be affected by increased freight rail operations on lines on which they operate.	Participating – 2010 Cooperating - 2014
Surface Transportation Board	Potential extensions of railway lines that may be part of the national system. Concurrence by STB needed for construction.	Participating – 2010
Transportation Security Administration	Oversight of the security of freight movement within the United States as well as administering several grant programs concerned with rail and freight security.	No reply
United States Coast Guard - First Coast Guard District	Permitting administration of Section 9 of the Rivers and Harbors Act, related to construction of any bridge, dam, dike or causeway over or in navigable waters of the United States.	No reply
US Army Corps of Engineers	Permitting responsibility under Section 404 of the Clean Water Act (discharge of dredged or fill material into navigable waters); Permitting responsibility under Section 10 of the Rivers and Harbors Act (excavation or fill within navigable waters or building of wharves, piers, jetties and other structures within navigable waters)	Cooperating - 2010
US Environmental Protection Agency	Expertise in environmental impact assessment including range of alternatives, purpose and need and secondary and cumulative effects.	
Advisory Council on Historic Preservation	Regulatory concerns include: Transportation Conformity under the Clean Air Act; Section 404 permitting under the Clean Water Act among others.	Cooperating - 2010 & 2014
US Fish and Wildlife Service	Consultation under Section 106, National Historic Preservation Act	Cooperating - 2010
National Marine Fisheries Service	Jurisdiction over natural resources in the study area; Section 7, Endangered Species Act	Participating – 2014
NYS Department of Environmental Conservation	Jurisdiction over natural resources in the study area; Section 7, Endangered Species Act	Participating – 2014
New York State Department of Transportation (Regions 10 and 11)	Permitting responsibility under Section 401 Water Quality Certification (consistency with Clean Water Act regulations for work in water bodies); Article 24 freshwater wetlands regulatory program; Article 15 protection of waters regulatory program	No reply
New York State Office of Parks, Recreation & Historic Preservation	Potential benefits to service levels and safety on existing and proposed New York State highways.	Cooperating – 2010 & 2014
NYS Department of State, Division of Coastal Resources	Consultation with State Historic Preservation Office under Section 106, National Historic Preservation Act	Participating 2010; Cooperating 2014
	Consistency with the State's Coastal Zone Management Plan	Participating 2010





**Table 3.1.1 INVITED AS COOPERATING AGENCIES**

<b>Agency Name</b>	<b>Reason for Involvement</b>	<b>Accepted</b>
New Jersey Department of Transportation	Potential benefits to service levels and safety on existing and proposed New Jersey highways	Cooperating 2010; Participating 2014
New Jersey Department of Environmental Protection	Consistency with the State's Coastal Zone Management Plan. Contaminated materials and site remediation and air quality construction and conformity issues. Jurisdiction over wetlands including Waterfront Development Permitting and Flood Hazard.	Participating 2010
New Jersey Department of Environmental Protection (Historic Preservation Office)	Consultation with the NJ Historic Preservation Office under Section 106, National Historic Preservation Act	No reply
Connecticut Department of Transportation	Potential benefits to service levels and safety on existing and proposed roadways	Participating 2010
New York City Department of Design and Construction	Potential construction period impacts	No reply
New York City Department of City Planning	Potential impacts to land use and consistency with New York City's public policies	Cooperating 2010 & 2014
New York City Department of Transportation	Potential benefits to service levels and safety on existing and proposed City-owned roadways	Cooperating 2010 & 2014
Long Island Regional Planning Council	Potential impacts to land use and consistency with public policies	No reply



**Table 3.1.2 INVITED AS PARTICIPATING AGENCIES**

Agency Name	Reason for Involvement
US Fish and Wildlife Service	Consultation regarding potential impacts to natural resources. Consultation for Section 7 of the Endangered Species Act, Section 10 of the Rivers and Harbors Act, Section 404 of the Clean Water Act.
National Marine Fisheries Service	Consultation regarding proposed alternatives relative to ecological effects on coastal waters including review of the project's Essential Fish Habitat for New York Harbor and its tributaries.
Metropolitan Transportation Authority	Potential effects of proposed alternatives where MTA is planning future transit and commuter rail access and capital projects.
Metropolitan Transportation Authority - Bridges and Tunnels	Relationship of project alternatives to MTA – B & T properties and direct and indirect (traffic) effects on these facilities.
Metropolitan Transportation Authority-Long Island Railroad	Potential effects of proposed alternatives on LIRR operations, facilities and/or future plans.
Metropolitan Transportation Authority - Metro North Railroad	Potential effects of proposed alternatives on MNR operations, facilities and/or future plans
Metropolitan Transportation Authority-New York City Transit	Potential effects of proposed alternatives on NYCT operations (bus and subway), facilities and/or future plans
New Jersey Transit	Potential effects of proposed alternatives on NJT operations, facilities and/or future plans.
NYS Office of Parks, Recreation & Historic Preservation	Coordinating effects determination for Section 106 of the National Historic Preservation Act.
Pennsylvania Department of Transportation	Predicted diversion of freight movement by truck to rail or waterborne modes, and potential benefits to service levels and safety on existing and proposed Pennsylvania highways .
South Western Regional Planning Agency	Forum for interagency cooperation and public input into public project funding decisions.
Connecticut Department of Transportation	Predicted diversion of freight movement by truck to rail or waterborne modes, and potential benefits to service levels and safety on existing and proposed Connecticut highways
Economic Development Corporation of Essex County	Project alternatives may impact long-range planning proposals for economic development in the county.
Essex County Department of Public Works	Project alternatives may impact facilities or future plans/projects under DPW jurisdiction.
Hudson County Economic Development Corporation	Project alternatives may impact long-range planning proposals for economic development in the county.
City of Jersey City	Project alternatives may impact long-range planning proposals for economic development in the city.
North Jersey Transportation Planning Authority	Collaborative planning forum to address transportation-related issues from a regional prospective and decide on allocation of federal transportation funds.
New York Metropolitan Transportation Planning Council	Collaborative planning forum to address transportation-related issues from a regional prospective and decide on allocation of federal transportation funds.
New York City Department of Environmental Protection	Potential site remediation and contaminated materials disturbance, noise regulations and local air quality issues.
New York City Economic Development Corporation	Consistency with PlaNYC and other economic goals of New York City.
New York City Fire Department	Coordination of emergency services during construction and operation of the project alternatives.
New York City Police Department	Coordination of emergency services during construction and operation of the project alternatives.
New York City Mayor's Office of Environmental Coordination	Coordination of emergency services during construction and operation of the project alternatives.
NYC Landmarks Preservation Commission	Coordinating potential effects to cultural resources.
Union County Department of Engineering and Public Works	Project alternatives may impact facilities under DPW jurisdiction.
Union County Improvement Authority	Project alternatives may impact long-range planning proposals for economic development in the county.
Hudson County Division of Planning	Potential project impacts to land use and consistency with public policies.
Hudson County Engineering	Potential construction period impacts.

**Table 3.1.2 INVITED AS PARTICIPATING AGENCIES**

Agency Name	Reason for Involvement
New York City Department of Design and Construction	Potential construction period impacts.
Jersey City Department of Public Works	Potential construction period impacts.
Jersey City Department of Housing, Economic Development and Commerce	Potential economic impacts from the operation of the project and consistency with public policies.



### 3.2 Agency Contacts

Table 3.2.1 lists those agencies that have been involved in the SAFETEA-LU Section 6002 process for the Cross Harbor Freight Program project, as well as their respective contact persons, phone numbers, and email addresses. This table will be completed upon receipt of the confirmations regarding cooperating or participating agency involvement.

**Table 3.2.1 AGENCY CONTACTS**

Agency	Contact Person/Title	Phone	E-mail
Federal Highway Administration- New York	John Formosa NYC Federal-aid Liaison	212-668-2205	john.formosa@fhwa.dot.gov
Federal Highway Administration- New Jersey	Robert Clark Division Administrator	609-637-4210	Robert.Clark@dot.gov
Port Authority of NY & NJ	Mark D. Hoffer Director, New Port Initiatives, Cross Harbor Freight Program	212-435-4273	mhoffer@panynj.gov
Advisory Council on Historic Preservation	John Fowler, Executive Director	202-517-0200	jfowler@achp.gov
City of Jersey City	Robert Cotter, PP, FAICP, Director	201-547-5010	cotter@jcnj.org
Connecticut Department of Transportation	James Redeker, Bureau Chief, Bureau of Policy and Planning	860-594-2132	james.redeker@ct.gov
Connecticut Department of Transportation	Colleen Kissane, Transportation Assistant Planning Director of Asset Management	860-594-2132	colleen.kissane@ct.gov
Connecticut Department of Transportation	Cheryl Malerba, Director of Management and Technology Services	860-594-3000	Cheryl.Malerba@ct.gov
Connecticut Department of Transportation	Thomas J. Maziarz, Bureau Chief, Bureau of Policy and Planning	860-594-2001	thomas.maziarz@ct.gov
Connecticut Department of Transportation	David Elder, AICP, Supervising Transportation Planner Office of Strategic Planning and Projects Bureau of Policy and Planning	860-594-2139	david.elder@ct.gov



**Table 3.2.1 AGENCY CONTACTS**

<b>Agency</b>	<b>Contact Person/Title</b>	<b>Phone</b>	<b>E-mail</b>
Connecticut Department of Transportation	Stephanie Molden, Planner Office of Policy and Performance Measures	860-594-3160	stephanie.molden@ct.gov
Connecticut Department of Transportation	Melanie Zimyeski, Transportation Planner Office of Intermodal Planning		melanie.zimyeski@ct.gov
Economic Development Corporation of Essex County	Deborah E. Collins, Executive Director	973-621-4454	edclombardi@aol.com
Essex County Department of Public Works	Sanjeev Varghese, P.E., P.P., Director and County Engineer	973-226-8500 ex. 2660	svarghese@essexcountynj.org
Federal Emergency Management Agency Region II	Megan Jadrosich, Regional Environmental Officer / Environment & Historic Preservation	212.680.3635	
Federal Emergency Management Agency, Region II	Michael Bresnahan, Deputy Administrator	212-680-3612	michael.bresnahan@dhs.gov
Federal Maritime Administration	Paul Jaenichen, Sr., Maritime Administrator	202-366-4000	paul.jaenichen@dot.gov
Federal Railroad Administration	Michelle Fishburne, Environmental Protection Specialist	202-493-0398	michelle.fishburne@dot.gov
Federal Transit Administration, Region 2	Nancy Danzig, Director	212-668-2177	nancy.danzig@dot.gov
Federal Transit Administration, Region 2	John McKee, Environmental Protection Specialist	212-668-2173	john.mckee@dot.gov
Hudson County Division of Planning	Massiel Ferrara, AICP, Director	201-217-5137	mferrara@hcnj.us
Hudson County Economic Development Corporation	Elizabeth Spinelli, Executive Director	201-369-4370	director@hudsonedc.org



**Table 3.2.1 AGENCY CONTACTS**

<b>Agency</b>	<b>Contact Person/Title</b>	<b>Phone</b>	<b>E-mail</b>
Hudson County Engineering	Bob Jasek, County Engineer	201-369-4340	<a href="mailto:bjasek@hcnj.us">bjasek@hcnj.us</a>
Hudson County Engineering	John Lane, Executive Assistant	201-369-4340 ext. 4171	<a href="mailto:jlane@hcnj.us">jlane@hcnj.us</a>
Jersey City Department of Housing, Economic Development and Commerce	Anthony Cruz, Director	201-547-5070	<a href="mailto:cruz@jcnj.org">cruz@jcnj.org</a>
Jersey City Department of Public Works	Michael Razzoli, Director	201-547-4402	<a href="mailto:razzoli@jcnj.org">razzoli@jcnj.org</a>
Long Island Regional Planning Council	Michael White, Executive Director	516-571-7613	<a href="mailto:mwhite@nassaucountyny.gov">mwhite@nassaucountyny.gov</a>
Metropolitan Transportation Authority	Thomas F. Prendergast, Chairman and CEO	212-878-7000	<a href="mailto:tprendergast@mtahq.org">tprendergast@mtahq.org</a>
Metropolitan Transportation Authority Bridges and Tunnels	Patrick Sbano, P.E. , Manager, Traffic Safety and Engineering	212-870-6515	<a href="mailto:psbano@mtabt.org">psbano@mtabt.org</a>
Metropolitan Transportation Authority Bridges and Tunnels	James Ferrara, President	646-252-7000	<a href="mailto:jferrara@mtabt.org">jferrara@mtabt.org</a>
Metropolitan Transportation Authority- Long Island Rail Road	Pat Nowakowski, Metropolitan Transportation Authority Long Island Railroad President	718-558-8254	-
Metropolitan Transportation Authority- Metro-North Railroad	David Giuliatti, President	212-340-2144	<a href="mailto:giuliatti@mnr.org">giuliatti@mnr.org</a>
Metropolitan Transportation Authority Metro-North Railroad	David Fogel, AICP, Deputy Director	212-340-3327	<a href="mailto:dfogel@mnr.org">dfogel@mnr.org</a>
Metropolitan Transportation Authority New York City Transit	Sarah Wyss, Acting Senior Director, Bus Service Planning		<a href="mailto:sarah.wyss@nyct.com">sarah.wyss@nyct.com</a>
Metropolitan Transportation Authority New York City Transit	Patrick Dougherty, Transportation Planner		<a href="mailto:Patrick.Dougherty@nyct.com">Patrick.Dougherty@nyct.com</a>
Middlesex County Department of Planning	George Ververides, Director of County Planning	732-745-3013	<a href="mailto:george.ververides@co.middlesex.nj.us">george.ververides@co.middlesex.nj.us</a>



**Table 3.2.1 AGENCY CONTACTS**

<b>Agency</b>	<b>Contact Person/Title</b>	<b>Phone</b>	<b>E-mail</b>
Morris County Engineering and Transportation	Joe Russo, Assistant Planner	973-829-8101	jrusso@co.morris.nj.us
Morris County Engineering and Transportation	Gerald Rohsler, Director	973-829-8101	grohsler@co.morris.nj.us
National Marine Fisheries Service	Melissa Alvarez, Habitat Conservation Division	732-872-3116	melissa.alvarez@noaa.gov
National Marine Fisheries Service	Daniel Marrone, Protected Resources Division	978-282-8465	daniel.marrone@noaa.gov
National Marine Fisheries Service - Habitat Conservation Division	Karen Greene, Fishery Biologist	732-872-3023	karen.greene@noaa.gov
New Jersey Department of Environmental Protection (Historic Preservation)	Caroline Scott, Division of Natural and Historic Resources Historic Preservation Officer	(609) 984 - 0176 or 609-633 - 2396	charles.scott@dep.state.nj.us
New Jersey Department of Environmental Protection (Historic Preservation)	Daniel Saunders, Administrator	609-633 - 2397	dan.saunders@dep.state.nj.us
New Jersey Department of Transportation	Talvin Davis, Director - Multi Modal Services	609-530-2854	talvin.davis@dot.state.nj.us
New Jersey Department of Transportation	Scott Douglas, Project Manager	609-530-4773	scott.douglas@dot.state.nj.us
New Jersey Department of Transportation	Joseph Bertoni, Deputy Commissioner	609-530-2002	joseph.bertoni@dot.state.nj.us
New Jersey Department of Transportation	Miki Krakauer, Project Manager	609-530-4574	miki.krakauer@dot.state.nj.us
New Jersey Department of Transportation	Andrew Ludasi, Engineer	609-530-4599	andrew.ludasi@dot.state.nj.us
New York City Economic Development Corporation	Andrew Genn, SVP, Ports & Transportation	212-312-3783	agenn@nycedc.com



**Table 3.2.1 AGENCY CONTACTS**

<b>Agency</b>	<b>Contact Person/Title</b>	<b>Phone</b>	<b>E-mail</b>
New York City Economic Development Corporation	Joshua Nelson, Senior Vice President	212-312-3620	jnelson@nycedc.com
New York City Economic Development Corporation	John Cicerello, Executive Vice President, head of Asset Management	212-312-3548	jcicerello@nycedc.com
New York City Economic Development Corporation	David Hopkins, Director of Aviation	212-312-3771	dhopkins@nycedc.com
New York City Fire Department	Anthony Tedesco, Commanding Officer - Public Transportation Safety Unit	718-999-2066	tedesco@fdny.nyc.gov
New York Metropolitan Transportation Planning Council	Howie Mann, Nassau/Suffolk TCC Staff, Director	631-952-6115	hmann@dot.state.ny.us
New York State Office of Parks, Recreation & Historic Preservation	Eric Kuchar, Historic Preservation Technical Specialist	518-237-8643 ext. 3269	Eric.Kuchar@parks.ny.gov
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New York State Office of Parks, Recreation & Historic Preservation	Ruth Pierpont, Deputy Commissioner / Deputy SHPO	518-237-8643 ext. 3269	ruth.pierpont@oprhp.state.ny.us
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**Table 3.2.1 AGENCY CONTACTS**

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North Jersey Transportation Planning Authority	Ted Matthews, Director of Freight Planning	973-639-8404	tmatthews@njtpa.org
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North Jersey Transportation Planning Authority	Solomon Caviness, Special Projects Manager, Planning for Operations	973-639-8430	scaviness@njtpa.org
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NYC Department of Environmental Protection	Lisa Fuerst, Project Manager	718-595-4407	lfuerst@dep.nyc.gov
NYC Department of Transportation	Stacey D. Hodge, Director, Office of Freight Mobility	212-447-7199	shodge@dot.nyc.gov
NYC Department of Transportation	Marjorie Bryant, Project Manager	212-839-7756	mbryant@dot.nyc.gov
NYC Department of Transportation	Niam Rasheed, Director of Traffic Planning	212-839-7710	nrasheed@dot.nyc.gov



**Table 3.2.1 AGENCY CONTACTS**

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NYC Police Department	Charles S. Kammerdener, Chief of Special Operations		
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**Table 3.2.1 AGENCY CONTACTS**

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NYS Department of Transportation (region 11)	Uchenna Madu, Director of Planning & Project Development	718-482-4526	Uchenna.Madu@dot.ny.gov
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State of New Jersey Department of State	Kathleen Kisko, Assistant Secretary of State	609-777-2579	Kathleen.Kisko@sos.state.nj.us



**Table 3.2.1 AGENCY CONTACTS**

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Transportation Security Administration	John Sammon, Assistant Administrator, Office of Security and Industry Engagement	571-227-4640	john.sammon@dhs.gov
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U.S. EPA - Region 2	Grace Musumeci, Chief, Environmental Review Section	212-637-3738	musumeci.grace@epa.gov
Union County Department of Economic Development	William Reyes Jr., Deputy County Manager / Director of Economic Development	908-527-4200	wreyes@ucnj.org
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**Table 3.2.1 AGENCY CONTACTS**

<b>Agency</b>	<b>Contact Person/Title</b>	<b>Phone</b>	<b>E-mail</b>
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## Section 4. Project Schedule

Table 4.1 provides a general schedule of milestones for the Cross Harbor Freight Program project.

**Table 4.1 AGENCY CONTACTS**

Milestone	Anticipated Date	Agency Responsible
Notice of Intent Published in Federal Register	May 13, 2010	FHWA
SAFETEA-LU Coordination Plan	May 2010	FHWA and PANYNJ
Draft Scoping Document	June 2010	FHWA and PANYNJ
Response to Comments/Final Scoping Document	May 2011	FHWA and PANYNJ
Screening of Alternatives	July 2011	FHWA and PANYNJ
Detailed Transportation Modeling, engineering and environmental assessment	August 2011	FHWA and PANYNJ
Circulation of Draft EIS	November 2014	FHWA PANYNJ
Issue Final EIS and ROD	Summer 2015	FHWA PANYNJ

## Section 5. Coordination Points and Responsibilities

### 5.1 Coordination Points, Information Requirements and Responsibilities

The SAFETEA-LU process provides opportunities for agencies to provide input into the project's development, in accordance their appropriate responsibilities. Table 5.1.1 summarizes the milestones, or "coordination points" during the Tier I EIS. Table 5.1.1 also specifies the information required at each coordination point, as well as those parties responsible for transmitting that information.

**Table 5.1.1 MILESTONES AND CORDINATION POINTS**

Coordination Item	Date completed/anticipated	FHWA/PANYNJ Role	Cooperating/Participating Agency Role
Notice of Intent	May 13, 2010	Publish revised Notice of Intent to prepare Tier I EIS	None
SAFETEA-LU Coordination Plan - Draft	Ongoing Agency comments on SAFETEA-LU plan due by July 30, 2013	Compose Coordination Plan – Draft.  Provide ongoing revisions of the plan if required.	Review Plan and Agree on Role.
NEPA Scoping	October 2010	Draft Scoping Document and EIS Methodology including goals and objectives.  Review Needs Assessment  Provide response to agency comments and Final Scoping Document	Provide comments on alternatives considered, proposed methodology and goals and objectives.
Purpose and Need	Meeting on June 30, 2010	Present project introduction, Purpose and Need, and goals and objectives	Provide comments on project's Purpose and Need and goals and objectives
Methodology for conducting environmental analyses	Meeting on June 30, 2010	Present Methodology	Review EIS Methodology report and provide comments.
List of Alternatives	Meeting on May 17, 2011	Describe alternatives to be evaluated in the Tier I EIS	Provide comments on list of alternatives
Alternatives Screening	Meeting on October 26, 2011	Present preliminary results of transportation and economic assessment	Provide comments on preliminary analysis results
DEIS	November 2014	Publish DEIS  Respond to agency comments	Provide comments on the DEIS
FEIS	Spring 2015	Identify preferred mode(s)  Publish FEIS.	Provide comments on FEIS.

## Section 6. Issue Resolution Process

The co-lead agencies and cooperating/participating agencies will work together to identify and resolve issues that could substantially delay completion of the environmental review, and issues of concern that could substantially delay or prevent issuance of permits or approvals needed for the project.

The following issue resolution process will be followed:

- Issues of concern will be resolved between the co-lead agencies and cooperating/participating agencies as they arise through direct agency meetings. These meetings will be held, as needed during the course of the Tier I EIS process, to discuss and resolve the issues of concern. The meetings will be specific to the issue and agency involved. Therefore, as appropriate, the meetings could range from a single meeting involving technical staff of the agency, FHWA, and PANYNJ, to a series of meetings involving incrementally higher executive-level participation from the relevant agencies, FHWA and PANYNJ.
- If direct meetings between the agencies are not sufficient to resolve an issue of concern in a timely manner, which may delay completion of the environmental review process or could result in denial of any approvals required for the project under applicable laws, then:
  1. An official issue resolution meeting will be scheduled with the highest executive levels of co-lead agencies, the coordinating/participating agency, New York State Department of Transportation, New Jersey Department of Transportation, and the New York and New Jersey members of the Committee on Environment and Public Works of the United States Senate and the Committee on Transportation and Infrastructure of the House of Representatives.
  2. If resolution cannot be reached within 30 days following such a meeting, and FHWA determines that information necessary to resolve the issue has been obtained, then:
    - a. FHWA will notify the heads of coordinating/participating agencies, PANYNJ, the Committee on Environment and Public Works of the United States Senate, the Committee on Transportation and Infrastructure of the House of Representatives, and the Council of Environmental Quality of the FHWA determination, and
    - b. FHWA will publish such notice in the Federal Register.



SAFETEA-LU Members		
First Name	Last Name	Agency
Shakil	Ahmed	NYC Department of Transportation Office Project Analysis/CEQR Traffic Planning Division
Mary	Ameen	North Jersey Transportation Planning Authority
Alex	Appel	NY Federal Highway Administration
Allen	Biehler	Pennsylvania Department of Transportation
Sandra	Brillhart	DOT FHWA
Steve	Brown	PANYNJ
Marjorie	Bryant	NYC Department of Transportation
Pam	Burford	MTA Long Island Rail Road
David J.	Burney	NYC Dept of Design and Construction
Rosemary	Bussi	NYC Dept of Design and Construction
Salvatore J.	Cassano	NYC Fire Department
Subimal	Chakraborti	NYS Department of Transportation-Region 10
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Jennifer	Cox	MTA Long Island Rail Road
Curtis	Cravens	NYS Office of Coastal, Local Government, and Community Sustainability
John	Cryan	NYS Department of Environmental Conservation
Carl	Czaplicki	Jersey City Department of Housing, Economic Development and Commerce
Nancy	Danzig	Federal Transit Administration
Michael	Davies	Federal Highway Administration
Talvin	Davis	New Jersey Department of Transportation
David	Dawson	North Jersey Transportation Planning Authority
Christa L.	Dean	Surface Transportation Board - Office of Environmental Analysis
Charlotte	DeFilippo	Union County Improvement Authority
Erik	Deline	NJDOT
Sandra	Dixon	Empire State Development Corporation
John K	Donohue	NYC Police Department
Scott	Douglas	NJDOT
Tom	Eagan	NY & Atlantic
Phillip	Eng	NYS Department of Transportation-Region 11
Jeff	English	DOT - NY
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James	Ferrara	MTA Bridges and Tunnels
David	Fogel, AICP	MTA Metro-North Railroad - Capital Planning and Programming

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Alicia	Nolan	FHWA
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Marjorie	Bryant	NYC Department of Transportation
Joan	Byron	Pratt Center for Development
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James	DeRose	NJDOT
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Richard	Roberts	NJ Transit
Rob	Robinson	Norfolk Southern Corporation
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Michael	White	Long Island Regional Planning Council
Helena	Williams	MTA- Long Island Rail Road
Madelyn	Wils	New York City Economic Development Corporation
John	Winkle	Federal Railroad Administration
Rich	Wisneski	NJ Transit
Jeff	Yunker	United States Coast Guard
Joseph	Zacharia	NYS Department of Transportation/Region 10
Peter	Zantal	PANYNJ



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Marie	Adam-Ovide	Queens Community Board 8
Kendra	Adams	New York State Motor Truck Association
Tom	Adamski	First Coast Logistics Services
Senator Joseph	Addabbo	
John	Ahern	NYC Central Labor Council
Farouk	Ahmad	
Maura	Aimette	
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Gloria	Alston	Bronx Community Board 3
Richard	Anderson	New York Building Congress
Brady	Anderson	Norfolk Southern
David	Antonio	
Brian	Appezato	Warren County
Vincent	Arcuri, Jr.	Queens Community Board 5
John	Armstrong	Columbia Group
Michael	Armstrong	
Walter	Arsenault	Waterfront Commission of NY Harbor
Jeffrey Alan	Bader	Association of Bi-State Motor Carriers
Bob	Bailey	Port Jersey Railroad
Kathleen	Barbian	I.L.A Local 1235
Crystal	Barnes	Hunterdon County
Richard	Barone	Regional Plan Association
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Dan	Benjoya	Manhattan Borough President
Alvin	Berk	Brooklyn Community Board 14
Liza	Betz	
Marilyn	Bitterman	Queens Community Board 7
Bryan	Block	Queens Community Board 13
David	Boate	
Maria	Boile	Rutgers Center for Advanced Infrastructure & Transportation - Freight & Maritime Program
Eileen	Boland	Assemblywoman Markey
J. Christian	Bollwage	City of Elizabeth
Tara	Bono	
Cory	Booker	City of Newark
Nathan	Bradley	Brooklyn Community Board 5
Mike	Brasky	
Elizabeth	Braton	Queens Community Board 10

James	Brennan	New York State Assembly, 44th District
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NEW YORK



NEW JERSEY

# CROSS HARBOR FREIGHT PROGRAM

Public Involvement Plan  
April 2014



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# CROSS HARBOR FREIGHT PROGRAM

## Public Involvement Plan



U.S. Department of Transportation  
**Federal Highway Administration**

**THE PORT AUTHORITY**  
OF NY & NJ

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Last Updated: **April 2014**

# **PUBLIC INVOLVEMENT PLAN**

## **Cross Harbor Freight Program, Tier I EIS**

**September 2011**

**Updated: April 2014**

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## 1.0 Introduction

The greater New York/New Jersey/Connecticut region is the financial center of the United States' economy, the nation's largest consumer market, and a major hub of entertainment, services, fashion, and culture. The region receives, processes and distributes raw materials, intermediate products, and finished consumer goods, which move to and from the rest of the United States and countries to around the world.

The region's highway system, especially the bridge and tunnel crossings and connecting routes, suffers from significant peak period congestion which continues to expand in duration beyond the typical rush hours. Planned highway improvements will address some chokepoints, but will not significantly alleviate congestion. Because the region is so dependent on trucking, highway congestion has a tremendous impact on freight movement—it increases transportation costs and negatively impacts the environment, while decreasing reliability, speed, and safe movement of goods. By 2035, total freight tonnage into, out of, and within the region is expected to grow by approximately 39 percent. With future growth in freight and passenger movement, vehicle miles of travel (VMT) will increase, and the current truck-related impacts and inefficiencies will grow.

Overall, the region has a well-developed freight rail system, but it is far better developed west of the Hudson River than it is east of the Hudson River. Many historic and geographic reasons account for this condition, including that critical rail connections to the east-of-Hudson market are remote, inefficient, or have capacity restrictions, and the result is that east-of-Hudson counties are far more dependent on highway transportation for moving freight. Existing waterborne and air cargo facilities in the region are plagued by the same deficiencies and constraints that constrain truck-based freight transport, related to already congested highway system and crossings to and from the east-of-Hudson region.<sup>1</sup>

The primary purpose of the project is to improve the movement of freight across New York Harbor between the east-of-Hudson and west-of-Hudson regions. By improving the movement of goods across the harbor, the project would provide near-term and long-term improvements to the regional freight network, reduce truck traffic congestion, improve air quality, and provide economic benefits.

The Cross Harbor Freight Program aims to engage project stakeholders in an ongoing dialogue regarding project goals, the definition of the project alternatives, and the assessment of environmental effects of these alternatives. An Agency Coordination and Public Involvement Program (ACPIP) is being conducted as part of the project's Tier I Environmental Impact Statement (EIS) to inform interested parties of the progress of the project and to encourage continuous agency and community involvement in the decision-making process. To date, the project has conducted outreach tailored specifically to the interested public, residents, elected officials, community groups, freight users and providers, transportation agencies and regulatory agencies. This approach informed and involved these groups at appropriate points in the project lifecycle by presenting timely information and obtaining feedback.

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<sup>1</sup> A detailed analysis of the need for the project can be found in *Needs Assessment* which was issued concurrently with the Draft Scoping Document in September 2010.

The ACPIP has also included specific steps to comply with the National Environmental Policy Act of 1969 (NEPA) requirements for public scoping, as prescribed in 40 CFR 1501.7 and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The following outlines the public involvement plan (PIP) approach to agency coordination and public involvement undertaken by the project. A record of the of various media and meetings that have provided information about the project is provided in Appendices A and B.

### ***1.1 Purpose of the Public Involvement Plan***

The overall goal of the Cross Harbor Freight Program (CHFP) Tier 1 Environmental Impact Statement (EIS) public outreach program is to engage project stakeholders in an ongoing dialogue throughout the development and completion of project milestones, including project goals, the impact analysis methodology, the screening of alternatives, and the selection of a preferred alternatives. Our objective is to keep the public, residents, elected officials, community groups, freight users and providers, transportation agencies and regulatory agencies informed and involved by presenting them with timely information and obtaining their feedback throughout the lifecycle of the project. We aim to encourage public participation at all levels - from initial project scoping through the receipt of a Record of Decision on the Environmental Impact Statement.

In addition to the communication of key messages about the goals and objectives of the CFHP, the project team will facilitate an understanding of the technical aspects of the study. Although this approach can be difficult, the CHFP team includes several members skilled in communicating technical subjects to non-technical people. We also firmly believe that stakeholders can be more receptive to projects if they can understand the reasons behind the decision-making process. Technical subjects will include:

- demand forecasting and transportation models
- the alternative modes, alignments, and termini that will be analyzed in the EIS
- potential adverse effects and associated potential mitigation measures
- potential positive benefits of the project alternatives.

### ***1.2 Team Roles***

The success of the Public Involvement Plan requires the participation from the entire CHFP Team, including the technical consultants and Port Authority representatives. Supporting the New Port Initiatives Director, Mark D. Hoffer, the lead firm for Public Involvement efforts will be InGroup, Inc. led by Marlene Pissott. She is supported in turn by M+R Strategic Solutions and Pratt University. InGroup is foremost in charge of ensuring that the project meets all the requirements of a federal NEPA EIS process. This includes the establishment and management of various technical and advisory committees and SAFTEA-LU Agencies. All written public outreach materials including newsletters, website text, e-blasts, invitations and bulletins (see Section 2.1 below for more details) will also be completed by InGroup. Special elected official outreach support will be handled by M+R, while Pratt University will be developing educational materials for the project. John Liantonio is the Senior Advisor for Port Authority's Government and Community Affairs.

## ***1.3 Goals and Strategies***

The key goals and strategies of the Public Participation Plan are highlighted below:

**GOAL:** **Build positive consensus for the project**

**Objective:** **Inform stakeholders about the project purpose and need and disclose potential local and regional benefits and/or implications.**

- Technical Advisory and Stakeholder Committees for early feedback on project information
- SAFETEA-LU Committee for agency coordination and cooperation
- Scoping Meetings for public comments on EIS methodology and findings.

**Objective:** **Educate public about the current impacts of freight movement on the regional roadway network.**

- Generate Content
  - Needs Assessments and other reports
  - Newsletters
  - E-Communications
  - Website
  - Social Media
- Hold informational meetings for key stakeholders to educate, inform, and solicit feedback
- Announce public meetings and key milestones to local media outlets

**Objective:** **Obtain feedback from the public about the project.**

- Outreach to affected groups and communities
- Involve project advisory groups (TAC / SAFETEA-LU agencies)
- Outreach to all other stakeholders
  - Local elected officials, community boards and interested parties
  - Regional elected officials

## ***1.4 Schedule***

A schedule for key project is presented below. The schedule is subject to change as the project progresses.

- Publication of Notice of Intent in the Federal Register , May 13, 2010
- Publication of Draft Scoping Document; Beginning of public comment period, September 16, 2010
- Public Scoping Information Sessions, October 5 – October 13, 2010
- Close of public comment period, November 15, 2010
- Publish Tier I Draft EIS; Beginning of public comment period, Summer 2014
- Close of public comment period on Tier I DEIS, Fall 2014
- Response to comments on Tier I DEIS; Completion of Tier I Final EIS, Fall 2014
- Anticipated Record of Decision, Winter 2015

## 2.0 Public Involvement Approach

Public involvement is essential to the CHFP. This section describes a variety of support tools, public involvement meetings, and media sources that are centered on providing opportunities for public involvement in order to:

- Provide New York and New Jersey elected officials, agencies, community boards, town, city and borough councils, special interest groups, residents, businesses, and property owners with the necessary information and an opportunity to become actively involved in the development of the EIS;
- Identify potential issues so that they can be addressed before the issuance of the Draft EIS and resolved before the project is completed;
- Build public credibility and become the primary source and point of contact for information;
- Solicit community feedback for the Scoping Document on the scope of alternatives, environmental and community issues to be covered, and the methods for their evaluation, followed later by comments on the draft EIS as to impacts on specific areas;
- Balance points of view among regional/local interests and environmental/commercial interests to arrive at a consensus on a preferred alternative; and
- Define and build support for the project alternatives.

The Plan provides:

- Targeted outreach to key stakeholders at critical points in the planning process;
- A wide, inclusive communications net to engage a broad base of constituencies;
- Updated project information to facilitate meaningful public dialogue;
- Forums and venues where constituents can easily participate in the process; and
- A means to enable constituents to track how their input is integrated into the decision-making process.

### 2.1 Public Involvement Activities & Tools

The public involvement process will be assessed periodically to determine if these methods of communication and support tools are proving effective, or if adjustments are needed. The tools and deliverables to facilitate this program include, but are not limited to:

**2.1.1 Databases:** The project outreach databases will be maintained and regularly updated throughout the duration of the project. They include information on all project stakeholders, including elected officials, community groups, local businesses, public agencies, affiliated team members, project committee members, and other interested parties. The databases will also be used to document correspondence and feedback received throughout the NEPA process. Databases will be updated and reviewed after every meeting to ensure accuracy. Specific databases to be maintained include:

- SAFETEA -LU Committee (SAFETEA-LU) Members – federal, state and local agencies with regulatory oversight or permitting authority over the project.

- Technical Advisory Committee (TAC) Members – includes representatives from federal, state and local agencies, as well as the railroads, whose knowledge can provide specific technical guidance.
- Stakeholder Committee (SAC) Members – elected officials, community groups and other organizations.
- Interested Parties acquired by:
  - Press list
  - E-requests

**2.1.2 Meetings:** Both targeted and general outreach meetings with elected officials, Community Boards, and other key stakeholders to be scheduled as needed during the project in order to educate or to collect input during the study period. One-on-one meetings with industry specialists or community groups may be required in order to collect data or to seek input on specific issues. On site meetings, tours and surveys of affected communities will also be scheduled on an as-needed basis.

Included under targeted outreach are various project committee meetings for SAFETEA-LU, TAC and SAC that will also be scheduled—approximately two per year per committee. Special TAC and/or SAC meetings may be scheduled more frequently as deemed necessary by the project team.

**2.1.3 Meeting Preparation:** Pre-meeting activities consist of securing meeting locations, disseminating announcements/invitations and preparing of materials including presentation graphics and images, registration materials and required print materials. All meetings will consider the accessibility needs and Spanish-language translation requirements of its attendees.

**2.1.4 Newsletters:** Project newsletters serve as an educational tool and provide information about the study during its key milestones such as Scoping or Draft EIS Hearings. Newsletters are generally four-pages and available in both English and Spanish languages for printed distribution at meetings and as a .pdf on the project website.

**2.1.5 Bulletins:** Project bulletins are mini-briefings (or updates about CHFP) created for Community Boards and other interested groups and organizations. The purpose is to share more frequent highlights about the project as a digital distribution that can be printed on demand as a one-sided, single-page .pdf.

**2.1.7 E-mail/Electronic Correspondence:** FHWA and PANYNJ plan to distribute electronic correspondence (as an e-alert, newsletter or update) throughout the NEPA process. The e-correspondence will communicate project status, progress, and other pertinent issues. Persons interested in receiving project E-notices must provide contact information via the website, public meetings, or written request at the address noted above. Project committee members would also receive such e-distributions.

**2.1.8 Website:** The project's website contains project information, published documents,



public meeting notes, and contact information. The website also serves to keep the public notified of upcoming public meetings. It is the primary resource for public information about the project, as well as for contacting the project. The website address is:  
<http://www.crossharborstudy.com>

**2.1.9 Social Media:** The project will utilize social media for the internal purposes of monitoring CHFP news on the Internet by subscribing to project *Google Alerts*. In addition, the project team will share an outreach-specific *Google Calendar* so that all members may share real-time information about meetings and activities.

## ***2.2 Targeted Meetings***

Meetings designed to address the needs, questions, and concerns of specific communities will be scheduled. These meetings are pro-active outreach efforts designed to educate and inform and to address concerns while the project is still in the planning stages.

- Outreach to Community Boards via phone and/or email to request time for the Project Team to present the CHFP either during formal meetings, transportation committee meetings or informal informational sessions.
- One-on-one outreach to elected officials to inform them about the project and anticipate their concerns about how CHFP will affect their constituents.
- Conduct official briefings for elected officials prior to SAC meetings.
- Meetings with other key Stakeholders in the region including those from railroad, shipping and related industries; community groups; federal, state, county, regional, and city elected and appointed officials as necessary.

Meetings are coordinated by various members of the outreach team and a record of all outreach activity is maintained in the outreach meeting log.

## ***2.3 Public Meetings / Information Sessions***

Public meetings facilitate broad-based participation and provide the opportunity for the public to stay involved in the project. Ample notification of public information sessions are provided to the public through advertisement in local publications. The study team will also create and distribute a media advisory for local TV/radio/Internet outlets and newspapers. Outreach to community organizations, local elected officials, and municipalities will also be considered along with the distribution of electronic notice. Secondary meetings may be scheduled or subsequent follow-up to special requests for information may occur as a result of a public information session. The project team keeps a record of all meetings and correspondence.

## ***2.4 Public Hearings***

Public hearings are an opportunity for the public to provide feedback on the Draft EIS. The Draft EIS will be available for review prior to the public hearings. Formal testimony is recorded electronically by a

stenographer. Comments may be submitted immediately at the hearings by comment form or, they may be made during the following comment period by e-mail, mail, fax or via the project website. Hearings may likely be scheduled in Brooklyn, Bronx, Queens, Manhattan, New Jersey and Long Island.

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# A-1.0 SAC Meetings

# A-1.1 September 2009 Meeting



# ***Cross Harbor Freight EIS Stakeholder Committee***

**September 30, 2009**



## ***Agenda***

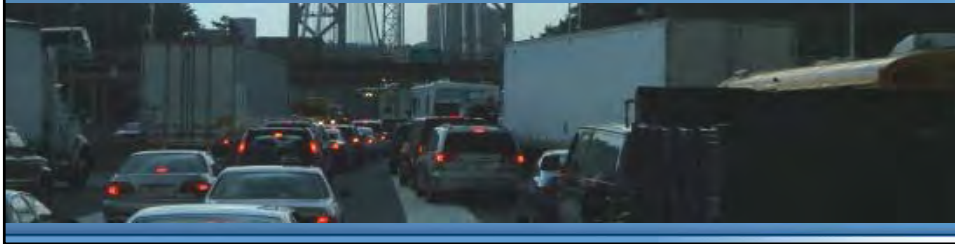


- Introductions
- Challenges to Freight Movement
- The Port Authority's Role
- Stakeholder Committee
- The EIS
- Market Analysis Update
- Comments / Questions
- Next Steps

## ***Regional Freight Movement***



- Dependence on trucking for goods movement threatens the economic vitality and the quality of life in the New York region.
- Future increases in freight demand will require a modally diverse approach that takes advantage of underutilized freight capacity.
- The rehabilitation of the existing rail freight network would support a shift from truck to the more sustainable mode of rail for goods movement.



## ***Challenges to Movement by Rail***



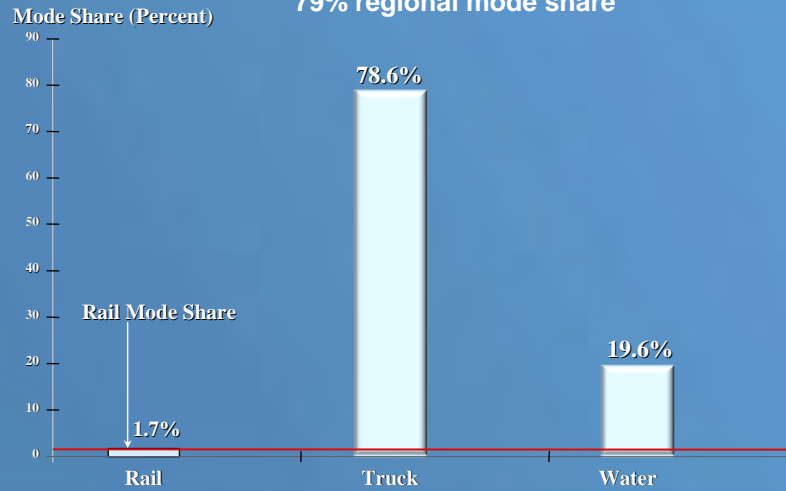
- Lack of Direct Connectivity between W and E of Hudson
- Failing Rail Infrastructure
- Passenger Services Dominate
- Limited Rail Support Facilities
- Need for Greater Coordination and Overall Strategy



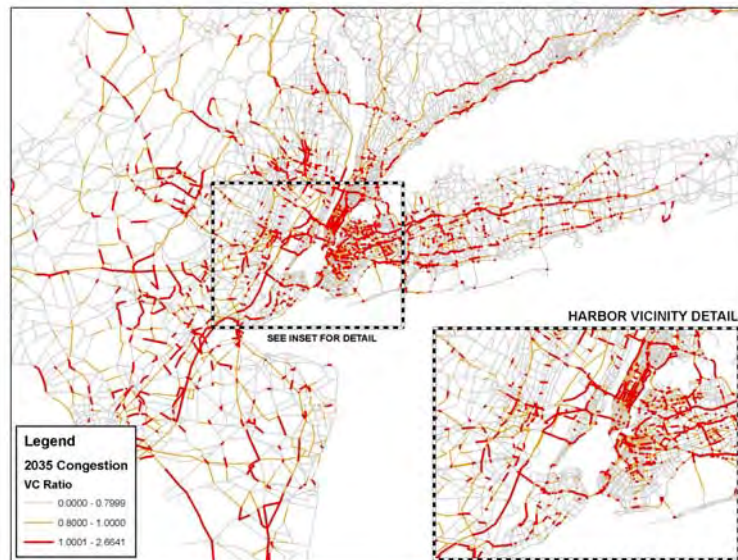
## Existing Freight Movement



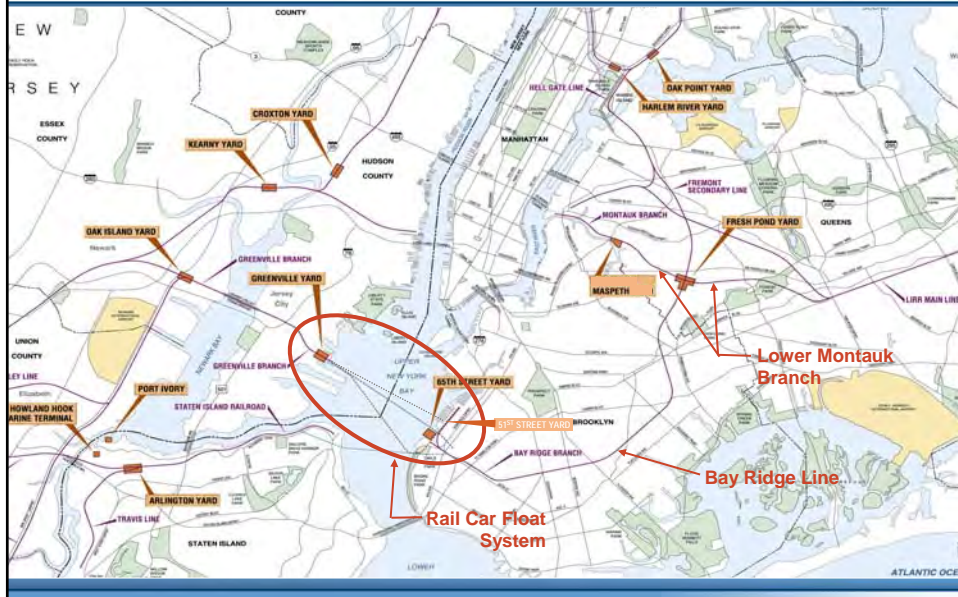
- Overwhelming dependence on trucking—79% regional mode share



## Projected Highway Congestion



## Cross Harbor Freight Network



## Port Authority Approach



- Redirect the previous efforts
- Mindful of potential local impacts
- Develop comprehensive bi-state solutions





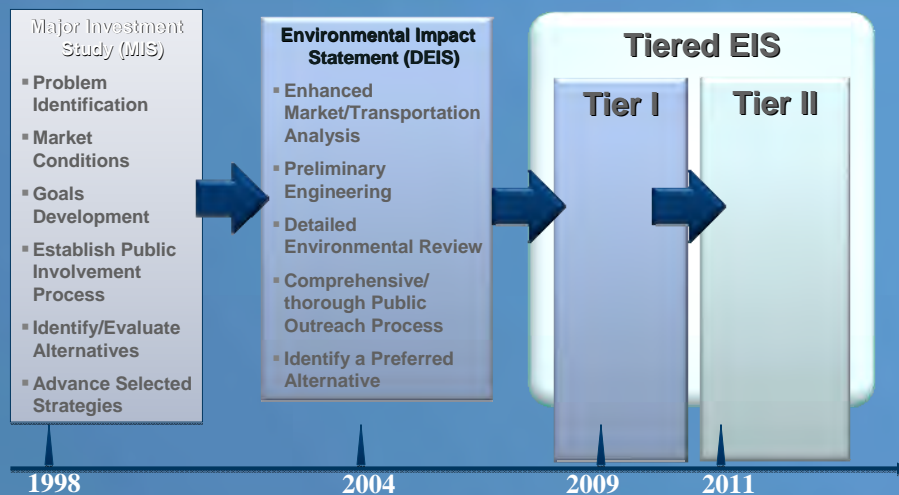
## Recent Cross Harbor Activity



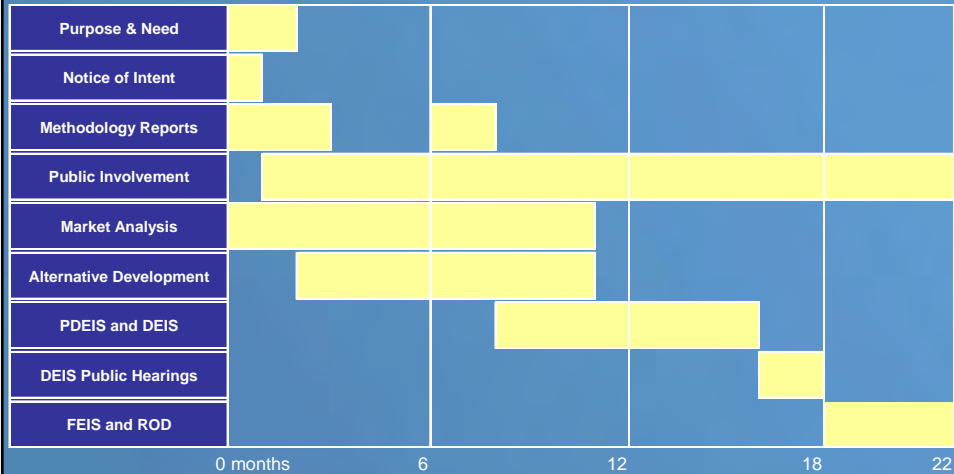
- PA acquires railcar float operation and Greenville Yard lease
- Negotiating operating agreement w/ NYCEDC for 65th Street Yard
- Repairs to Barge #19
- Repairs to Greenville Transfer Bridge
- Successful 65<sup>th</sup> Street Test
- EIS Team
- Data Purchase



## MIS → DEIS → Tiered EIS



## Tier I EIS Timeline



## STK Responsibilities



### ➤ Stakeholder Committee Members

- Strategic Group
- Provide the PA and the Consultant Team with upfront local expertise



## ***Public Involvement***



### ➤ ***Technical Advisory Committee***

- Key transportation agencies + federal and state resource agencies + the Railroads active in New York and New Jersey

### ➤ ***Stakeholder Committee***

- Community boards, elected officials, business, civic & advocacy groups

### ➤ ***Joint Committee Workshops***

- Discussion of market analysis assumptions & findings
- Development of comprehensive alternatives

*These Committees are in addition to SAFETEA-LU Coordination*

## ***NEPA Process***



- ***What is the difference this time?***
- Comprehensive Alternatives
- Tiering
- Draft NOI
- SAFETEA-LU Section 6002 Coordination

## ***Cross Harbor Tier I EIS***



- **What is the difference in this new DEIS**
  - **More transparency**
  - **Comprehensive alternatives**
  - **Updated market analysis and demand forecasts**
  - **New mode choice analysis**
  - **Refined rail operations analysis**
  - **Tiered Approach to NEPA process**

## ***Project Alternatives***



### ***Comprehensive Alternatives***

- **Development will be mindful of local impacts**
- **End to End solution**
- **Combine elements from previous DEIS and new thinking**
- **Effort to capture a variety of potential freight markets**
- **Determination of Logical Endpoints**



## ***Project Alternatives***



### **➤ No Action Alternative**

- Planned upgrades to existing infrastructure (e.g. railcar float operations)
- Committed and programmed improvements to rail lines and rail yards

### **➤ TSM Alternative**

- Repair or upgrade of existing float bridges
- Scheduling improvements to allow both freight and passenger rail traffic

### **➤ TDM Alternative**

## ***Project Alternatives***



### **➤ Build Alternatives may include**

- Expanded railcar float system
- Tunnel (several versions) & all ancillary facilities
- Combination railcar float/tunnel & all ancillary facilities

**---Will be the subject of a joint committee workshop---**

## ***Tiering***



### ➤ **What?**

- Staged process for environmental review of complex projects

*“...Agencies are encouraged to tier their environmental impact statements to eliminate repetitive discussions of the same issues and to focus on the actual issues ripe for decision at each level of environmental review...” (CEQ Section 1502.20)*

## ***Tiering***



### ➤ **Why?**

- Allows agency to prepare NEPA documents with the appropriate level of detail at different stages
- Encourages Corridor level decision-making
- Sets project milestones at interim stages
- Stakeholders to influence decision-making at various points

## ***Cross Harbor Tier I***



### ➤ **Corridor-level analysis of alternatives**

- A broad examination of goals and objectives
- An assessment of regional and corridor-level transportation effects
- Similar to an Alternatives Analysis (FTA)

### ➤ **RESULT:**

- Record of Decision with mode, alignment and logical termini
- Regional and corridor-level assessment of economic and transportation effects
- Definition of alternatives to proceed into Tier II EIS or other environmental documents and permits

## ***Cross Harbor Tier II***



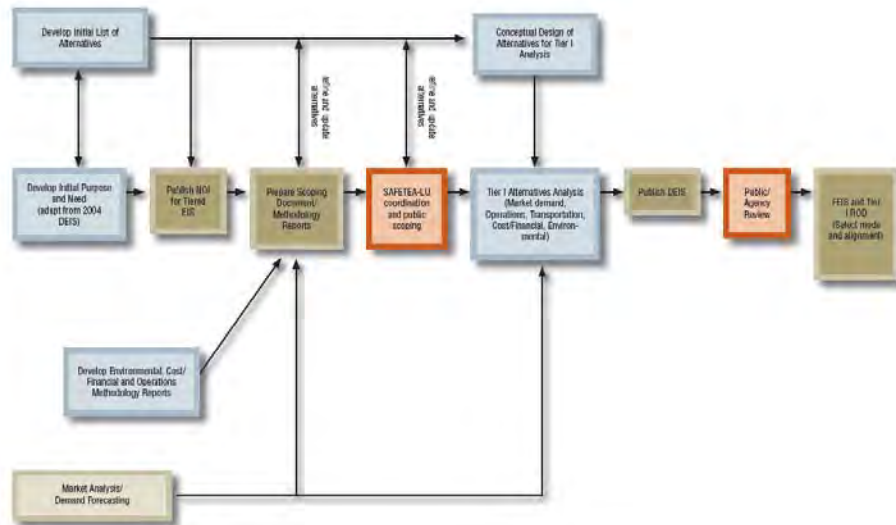
### ➤ **Site-specific impacts analysis**

- In-depth look at alternatives selected in Tier I
- Quantitative analysis of environmental impacts
- Refinement of logistics and costs

### ➤ **RESULT**

- *Project specific NEPA documentation*

## Tier I EIS Flow



## Draft NOI – Need and Purpose



### Need

- Heavy reliance on truck movement contributes to serious regional highway congestion and travel delays, especially on the crossings
- Current estimates predict a substantial increase in truck tonnage through 2035
- Continuation of this trend without improvements will threaten the economic vitality of the greater NY/NJ/CT region

### Purpose

*To improve the movement of freight across the Harbor*

## ***Draft Project Goals***



- Reduction in congestion on the Verrazano-Narrows and George Washington bridges
- Congestion relief on the major freight corridors leading to Harbor crossings
- Reduction in travel time for the freight movement between the regions
- Increase in cross-harbor freight movement capacity

### ***-- Opportunity --***

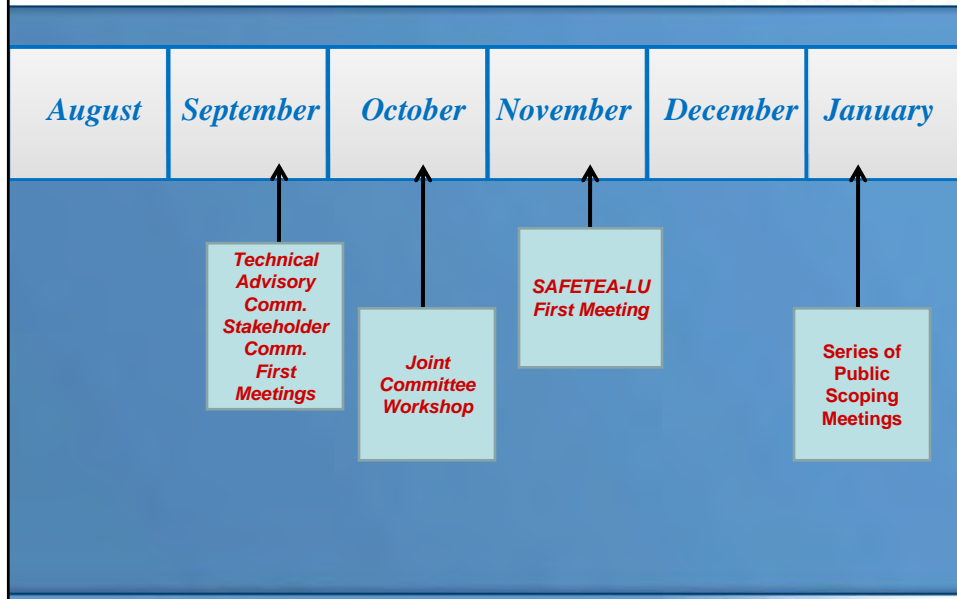
*Non-trucking freight movement modes are under-utilized*

## ***SAFETEA-LU Section 6002 Coordination***



- In addition to the TAC and Stakeholder Committees
- Allows for an Efficient Environmental Review
- Works to Expedite Approvals of Transportation Improvements
- Project team will seek input from the SAFETEA-LU Committee at key coordination points throughout the NEPA process
  - Cooperating
  - Participating

## Public Involvement Timeline



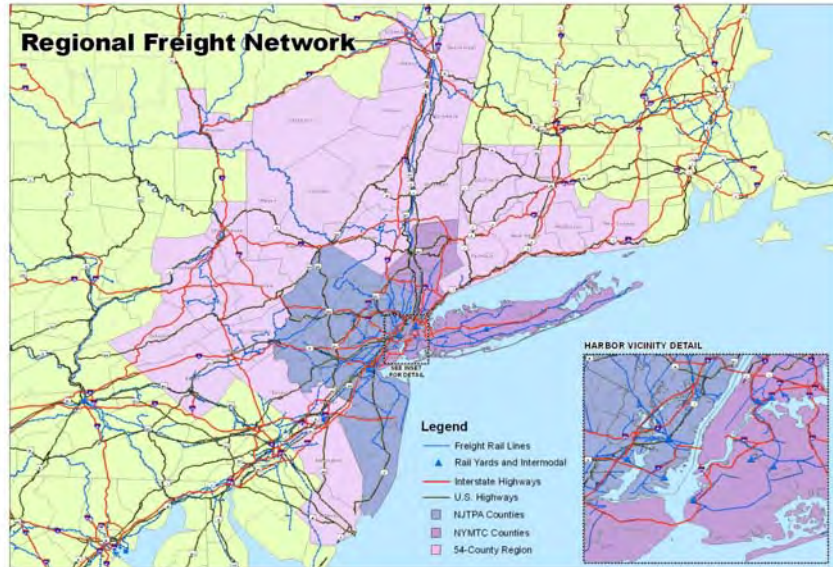
## Market Analysis Scope



- Accurate, defensible, and explainable market demand estimates are critical inputs to outreach, engineering design, and environmental investigations
- Market analysis work is led by CS and supported by Oliver Wyman Group and SBRI Inc.
- Three major work tracks
  - Logistics and Market Demand
  - Rail Operations and Multimodal Network Analysis
  - Economic and Financial Analysis



## Data Analysis Framework



## Market Analysis Schedule



### First Six Months – Develop Tools

- Collect and analyze freight and logistics data
- Prepare highway and rail network modeling tools
- Prepare economic impact modeling tools
- Develop current and future “no action” freight flows
- Conduct interviews for mode choice models

### Second Six Months – Apply Tools

- Complete mode choice models
- Formulate alternatives
- Apply models to test market capture, highway and rail network impacts, economic impacts
- Refine alternatives and re-test

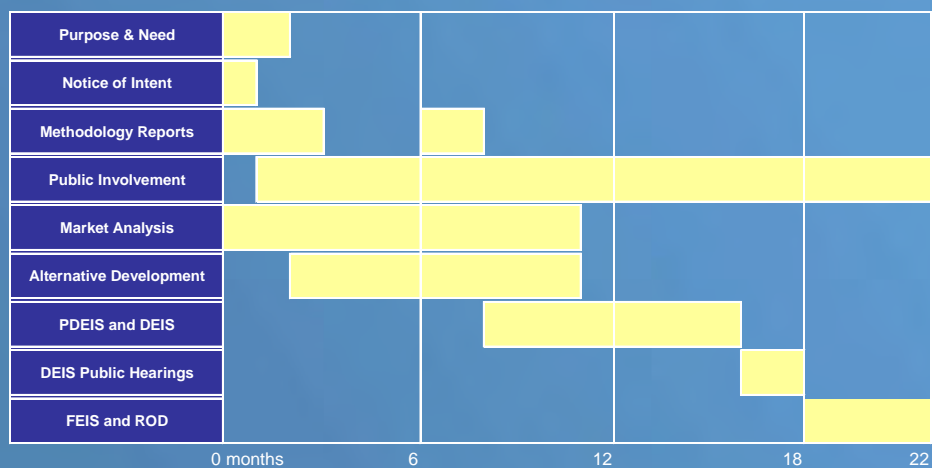
## Key Market Identification



### Four key market opportunities:

- #1 Grow direct rail service to/from customers East of Hudson, focusing on proven rail commodities
- #2 Shift the 'middle' segment of long-haul truck trips to/from the East of Hudson from truck to rail
- #3 For rail traffic that currently terminates in the West of Hudson and is trucked to the East of Hudson, move the rail trip end to the East of Hudson
- #4 Provide an alternative river crossing for short-haul freight trips within the region

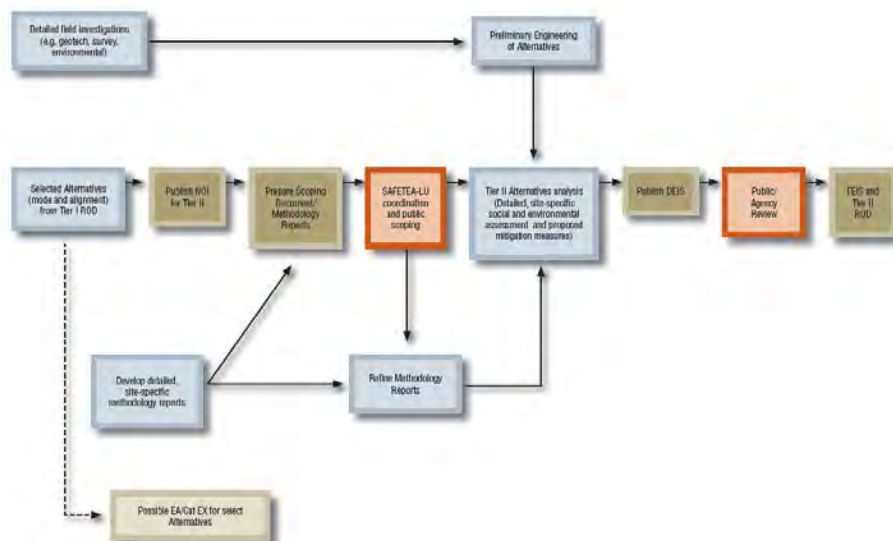
## Tier I Next Steps





## ▪ Questions?

### Tier II EIS Flow



# A-1.2 March 2010 Meeting



## **STAKEHOLDER COMMITTEE**

### **ALTERNATIVES DEVELOPMENT AND SCREENING WORKSHOP**

NJTPA - One Newark Center, 17th Floor, Newark, NJ  
Wednesday, March 24, 2010, 1:30 PM - 3:30 PM

## **AGENDA**

1. Project Goals
2. EIS Schedule
3. Alternatives Methodology
  - a. Fatal Flaw Analysis
  - b. First- and Second-Level Screenings
  - c. Environmental Assessment

## **BREAK**

4. Presentation of Potential Alternatives
  - a. Build Alternatives (Float, Tunnel, Combination)
  - b. TSM / TDM
  - c. No Action
5. Committee Input and Discussion



March 18, 2010

Salutation First Last  
Title  
Organization  
Address  
Address 2  
City, State Zip

Dear Salutation Last:

As a member of the Stakeholders Committee for the Cross Harbor Freight Program, you are invited to join us for an Alternatives Workshop on

Wednesday, March 24, 1:30 PM – 3:30 PM at  
NJTPA, One Newark Center, 17th Floor  
Newark, New Jersey

The Workshop will focus on a range of feasible project Alternatives to be evaluated in a first-level screening. The Alternatives currently under consideration by the Port Authority of New York & New Jersey offer short-term and long-term strategies for improving the regional freight network, reducing traffic congestion, enhancing modal diversity and system redundancy, improving air quality, and providing economic benefits. They include a No Action Alternative, a Transportation Systems Management (TSM) Alternative, a Transportation Demand Management (TDM) Alternative and a long list of Build Alternatives. The categories of Build Alternatives under development include an improved railcar float system, a rail tunnel, a ferry/barge system, as well as combinations of these where feasible. Within these categories, multiple rail-yard scenarios, modal choice and phasing scenarios will result in the identification of multiple alternatives. The project team will also describe our current thinking for a multi-stage Alternatives screening methodology, which includes a fatal flaw screening, a freight shipment mode choice model, and a transportation network assessment.

During this workshop we welcome your input into the ongoing development of project Goals, project Alternatives, and our proposed screening methodology. Further information for this meeting will follow via an FTP-site link on Monday, March 22. We will provide color printouts of all information at the workshop.

As always, please do not hesitate to contact me directly with any questions or comments on the Cross Harbor Freight Program. On behalf of the project team, we look forward to an informative and lively discussion next Wednesday.

Best regards,

Laura Shabe  
Manager, Cross Harbor Freight Movement Program  
Port Authority of New York & New Jersey

**From:** "Cross Harbor Freight Program" <crossharborfreightprogram@ingroupinc.com>  
**Subject:** **Stakeholders Committee Workshop for Cross Harbor Freight Program**  
**Date:** March 19, 2010 1:15:05 PM EDT  
**To:** jenna@ingroupinc.com



March 18, 2010

Ms. Jenna Minutoli  
INGROUP  
230 Braen Avenue  
Wyckoff, NJ 7481

Dear Ms. Minutoli:

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On behalf of the project team, we look forward to an informative and lively discussion next Wednesday.

Best regards,

Laura Shabe  
Manager, Cross Harbor Freight Program  
Port Authority of New York & New Jersey

225 PARK AVENUE SOUTH, 11th FLOOR • NEW YORK, NEW YORK 10003-1604 • 212-435-4441 • [crossharbor@panynj.gov](mailto:crossharbor@panynj.gov)

**CROSS HARBOR FREIGHT PROGRAM  
STAKEHOLDER COMMITTEE**

**ALTERNATIVES DEVELOPMENT AND SCREENING WORKSHOP**

## **AGENDA**

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## **BREAK**

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  - a. Build Alternatives (Float, Tunnel, Combination)
  - b. TSM / TDM
  - c. No Action
5. Committee Input and Discussion

[Directions to NJTPA](#)

This message was sent from Cross Harbor Freight Program to Jenna@ingroupinc.com. It was sent from: Cross Harbor Freight Movement Program, 225 Park Avenue South, 11th Floor, New York, NY 10003-1604. You can modify/update your subscription via the link below.

 [To be removed click here](#)

# CROSS HARBOR FREIGHT PROGRAM

## Stakeholder Committee Workshop

### Alternatives Development and Screening

March 24, 2010



**THE PORT AUTHORITY**  
OF NY & NJ



U.S. Department of Transportation  
**Federal Highway Administration**

# ***Purpose of Today's Workshop***

## Engaged discussion of potential alternatives

- A forum for open, general discussion of alternatives that may be considered in the Cross Harbor Freight Program
- Review methods and approaches for defining and evaluating Alternatives, and how these fit into the overall project process
- Address questions, concerns, or critical issues

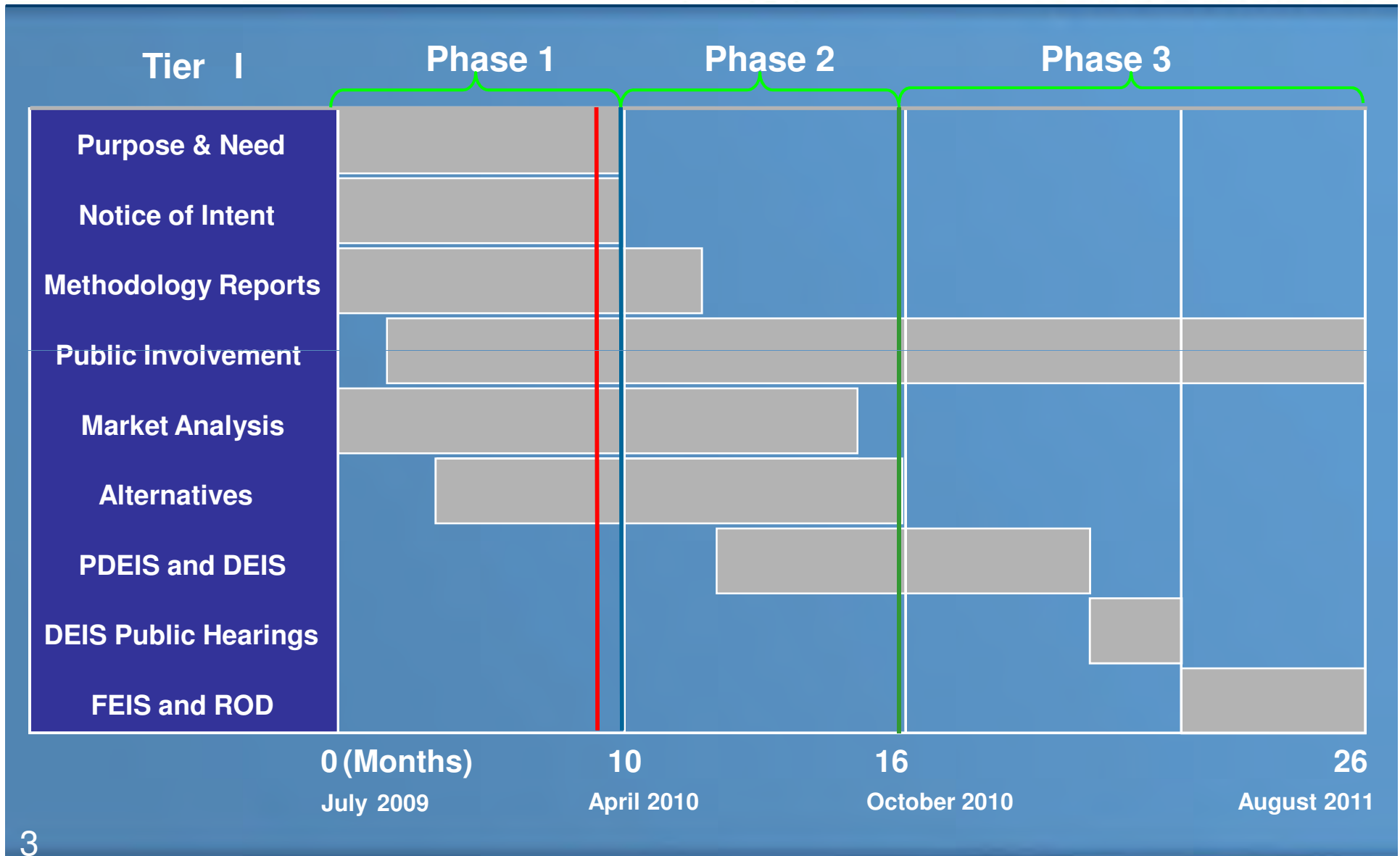
## Two main goals:

- To ensure the process is understandable and transparent
- To ensure we have your input



# EIS Schedule

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# *Key Questions*

- How will the information from the previous Major Investment Study (MIS) and DEIS be utilized?
- How should we proceed to ensure the project leads to the best possible transportation investment choices?
- What are our freight markets?
- What kinds of alternatives are on the table?
- How will alternatives be evaluated?

# *Agenda*



- Introduction
- Markets and Alternatives
- Alternatives Evaluation
- Break (10 Minutes)
- Potential Alternatives
- Summary and Next Steps

# ***Working Assumptions***

## ***Market Opportunities***

Four main “families” of market demand for Cross Harbor freight:

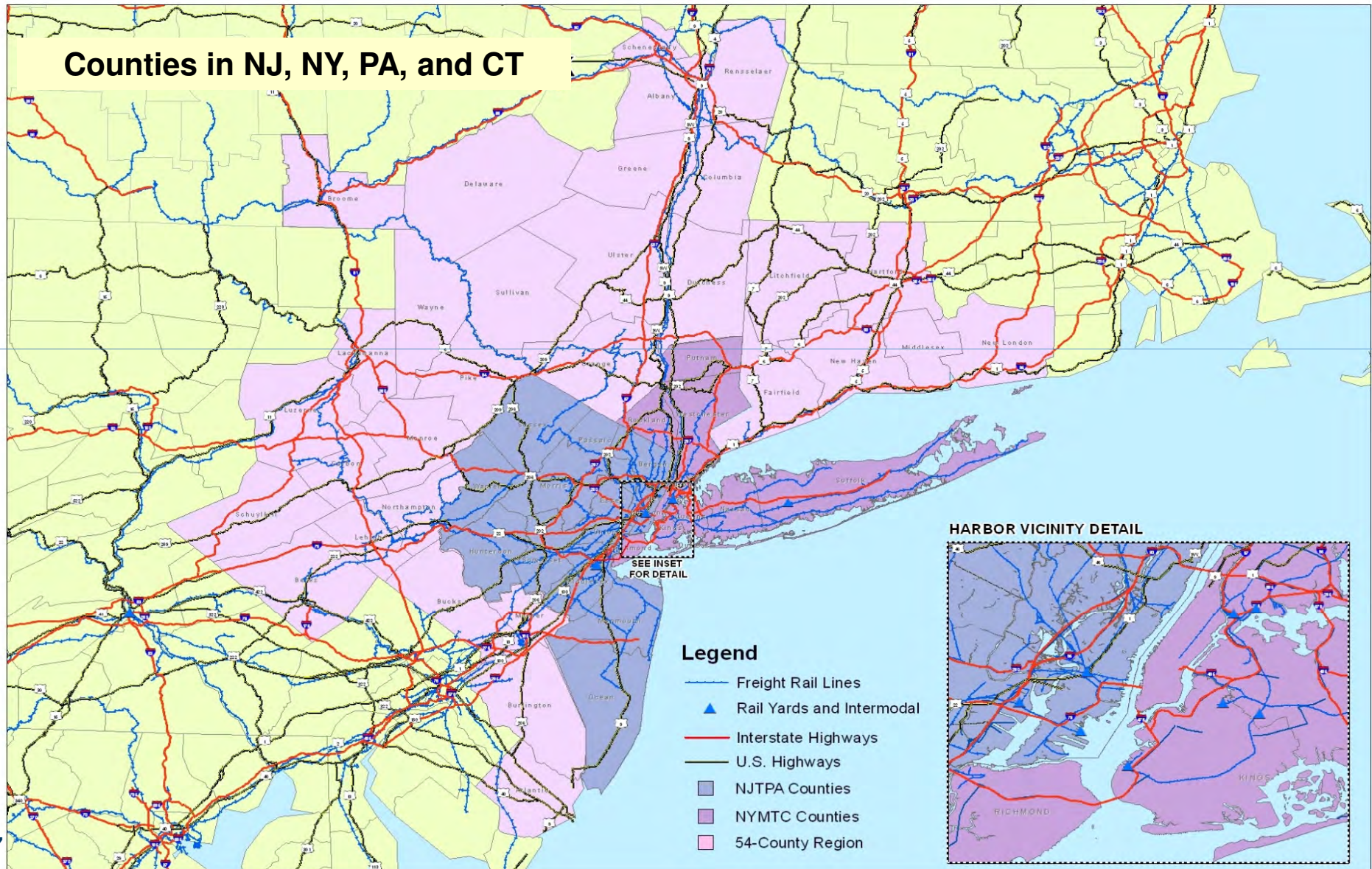
1. Grow direct rail service to/from customers East of Hudson, focusing on proven rail commodities
2. For rail traffic terminating West of Hudson and then trucked East of Hudson, move the rail trip end to East of Hudson
3. Shift the ‘middle’ segment of long-haul East of Hudson truck trips to rail, and terminate the rail trip East of Hudson
4. For shorter-haul “in region” truck trips, provide an alternative to existing bridge and tunnel crossings



## ***Working Assumptions***

### ***54-County Data Analysis Region***

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# Working Assumptions

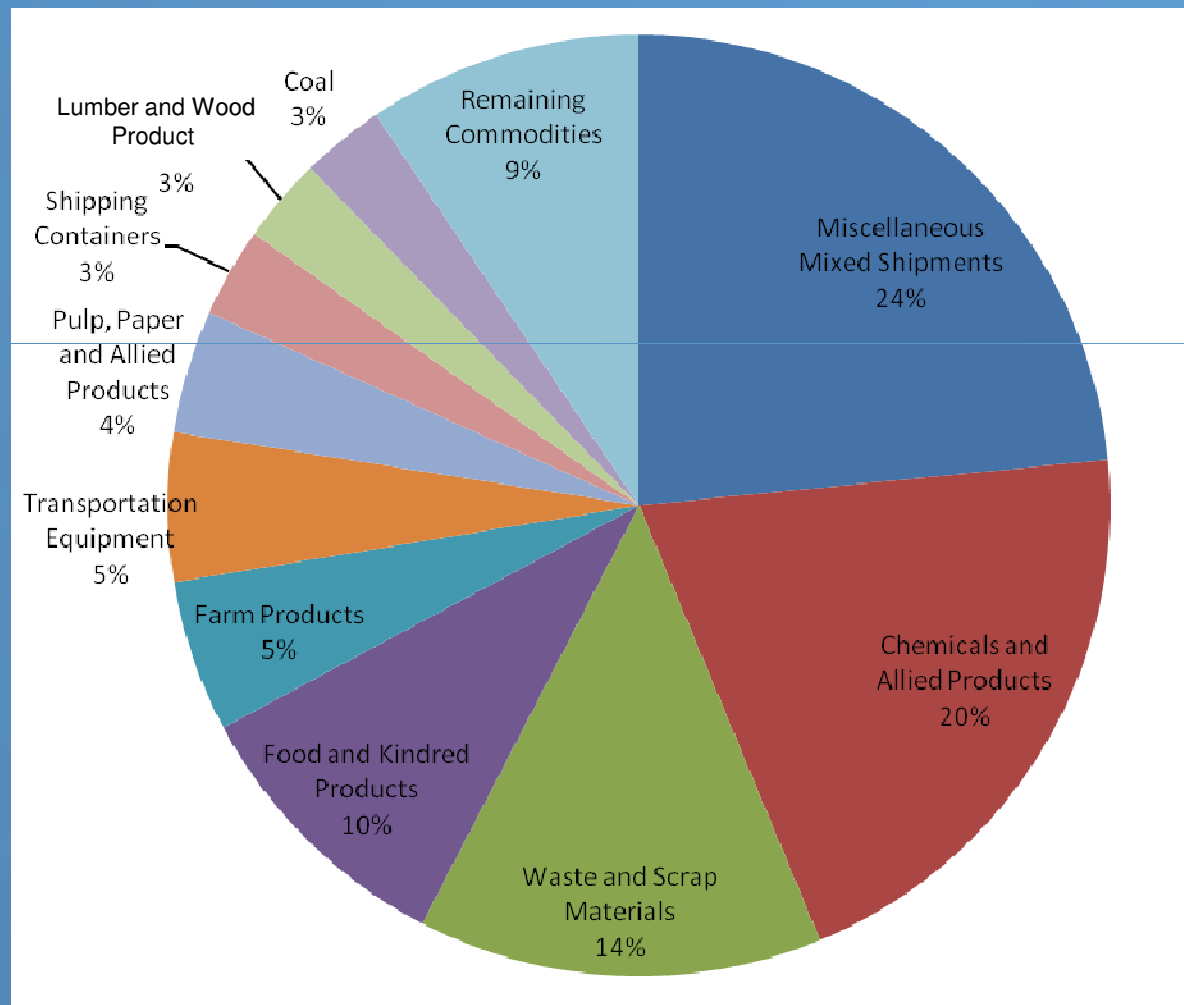
## Opportunity #1, Grow Existing Rail Markets

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### Rail Tonnage, NY and NJ Study Region Counties, 2007

Direction	Carload Units	Intermodal Units
Inbound	821,819	518,720
Outbound	602,852	523,668
Intra-regional	7,304	80
Through	n/a	n/a
<b>Total</b>	<b>1,431,975</b>	<b>1,042,468</b>

Source: Surface Transportation Board  
Carload Waybill Sample, 2007



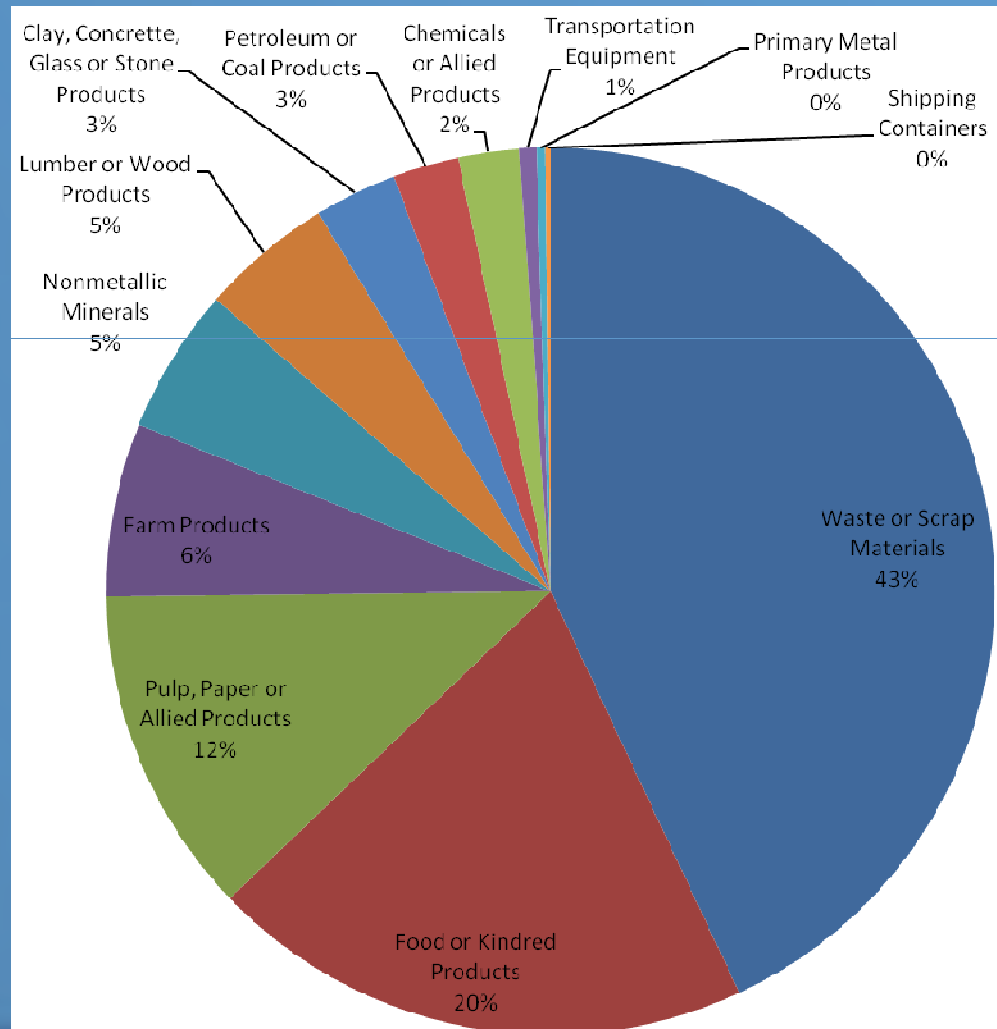
# Working Assumptions

## Opportunity #1, Grow Existing Rail Markets

**Rail Tonnage for Selected East of Hudson Counties, 2007  
(Bronx, Kings, Nassau, Queens, Suffolk, and Westchester)**

Direction	Carload Units	Intermodal Units
Inbound	24,208	0
Outbound	19,912	0
Intra-regional	0	0
Through	-	-
<b>Total</b>	<b>44,120</b>	<b>0</b>

Source: Surface Transportation Board  
Carload Waybill Sample, 2007





# Working Assumptions

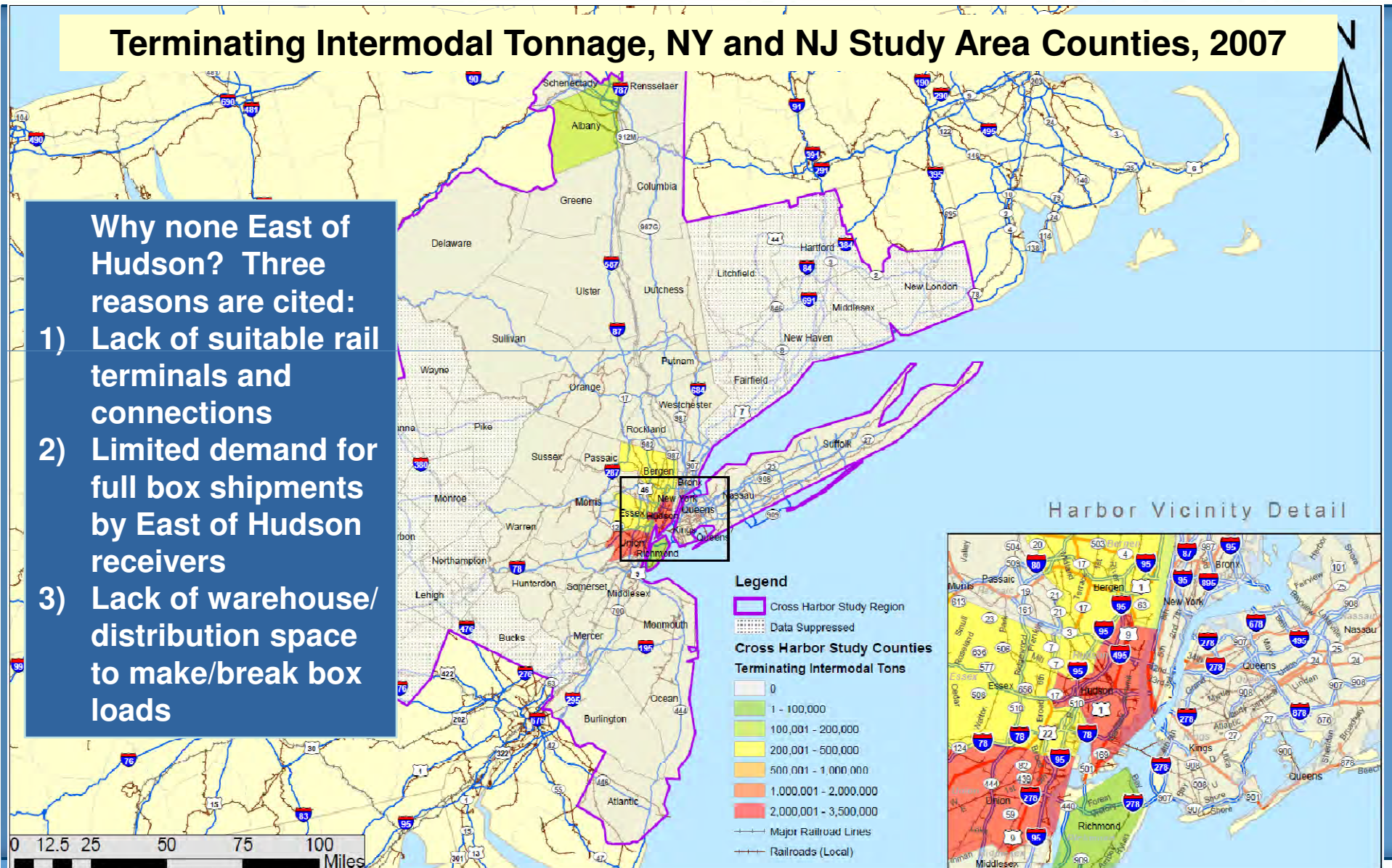
## Opportunity #2, Move Rail Trip Ends

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

Why none East of Hudson? Three reasons are cited:

- 1) Lack of suitable rail terminals and connections
- 2) Limited demand for full box shipments by East of Hudson receivers
- 3) Lack of warehouse/distribution space to make/break box loads





# Working Assumptions

## Opportunity #2, Move Rail Trip Ends

### Truck Counts, Six Non-Consecutive Days During Three-Month Periods

NS Croxton	Total Gate Units	George Washington
October - December 2001	2,419	296 (12%)
January - March 2002	2,356	294 (12%)
July - September 2002	2,422	402 (17%)

CSX Kearny/Little Ferry/North Bergen	Total Gate Units	George Washington
September - November 2001	3,281	386 (12%)
January - March 2002	2,913	345 (12%)
April - June 2002	3,135	322 (10%)
July - September 2002	2,423	432 (18%)

In 2001-2002, between **82%** and **90%** of trucks moving to and from West of Hudson intermodal rail yards did not cross the GWB.

Source: Surface Transportation Board electronic filings

# Working Assumptions

## Opportunity #3, Divert Long-Haul Trucks

Transearch Data	2007 (Tons)	2035 (Tons)	Growth	Rate
All Truck Tonnage	1,097,721,109	1,535,076,042	40%	1.2%
Long Haul Inbound to Study Area	160,248,704	277,021,275	73%	2.0%
Long Haul Outbound from Study Area	48,224,764	75,617,511	57%	1.6%
Long Haul Inbound from WOH to Study Area EOH	78,881,196	141,883,428	80%	2.1%
Long Haul Outbound to WOH from Study Area EOH	14,142,654	19,712,048	39%	1.2%

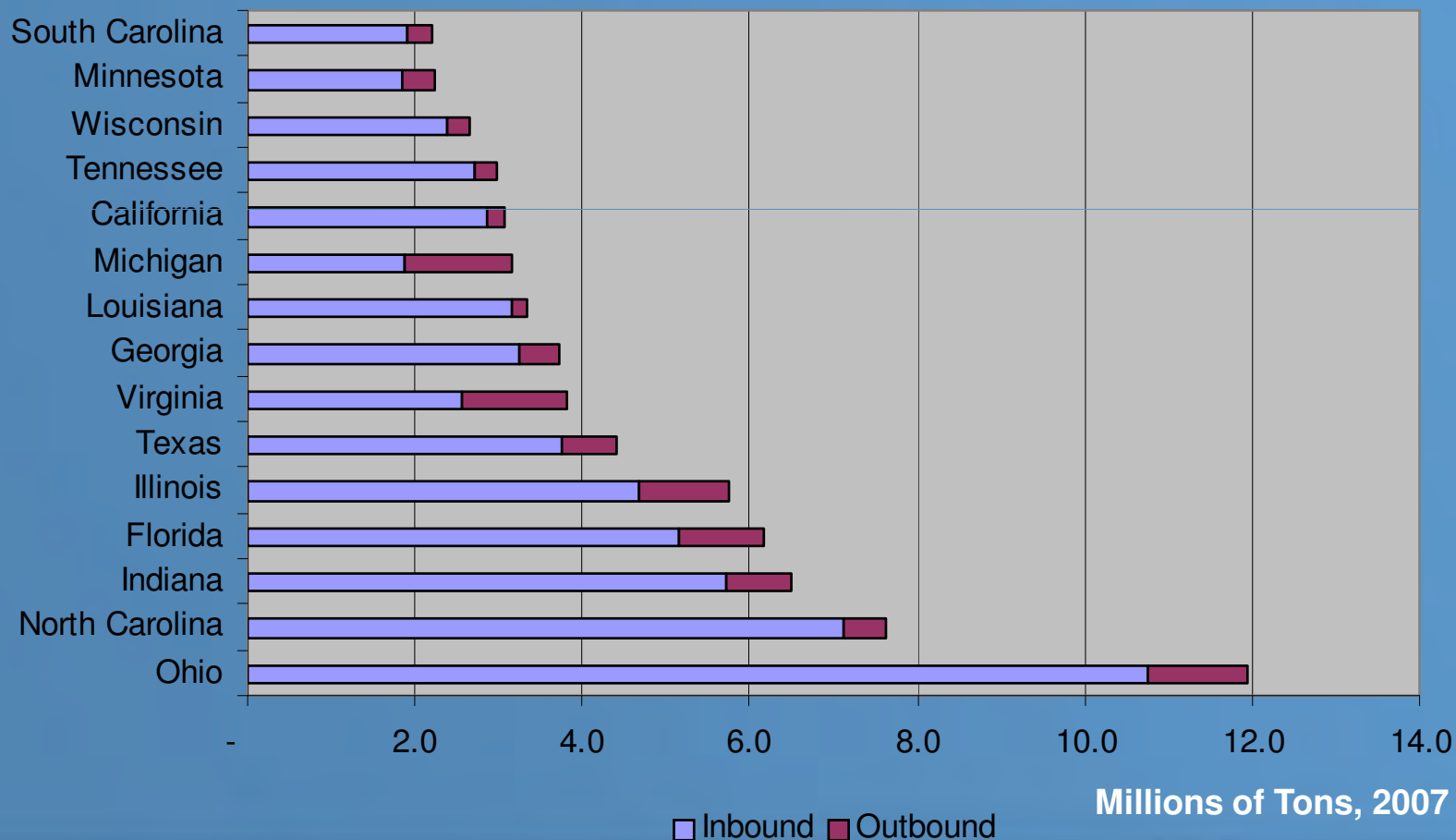
Long-haul trips are 500 miles or more, on average.

This diversion opportunity represents around **10%** of all truck tonnage.

# Working Assumptions

## Opportunity #3, Divert Long-Haul Trucks

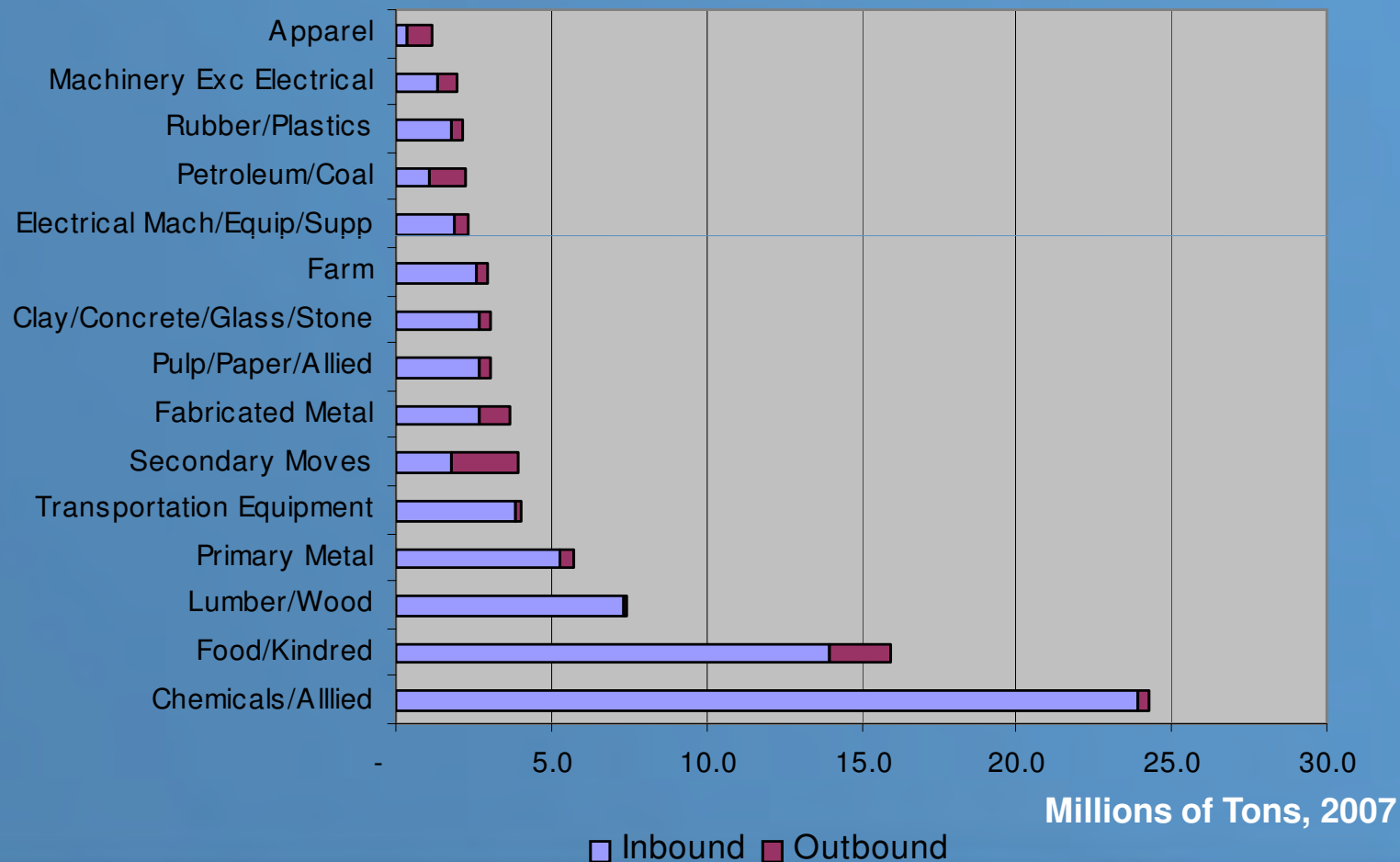
- Long haul trucks to EOH are mostly originating in Ohio, North Carolina, Indiana, Florida, Illinois, and Texas.
- Long haul trucks from EOH are terminating in a variety of states.



# Working Assumptions

## Opportunity #3, Divert Long-Haul Trucks

- Long haul trucks to EOH carry mostly chemicals and food.
- Long haul trucks from EOH mostly carry secondary traffic, food, fuel, and other products.



# Working Assumptions

## Opportunity #4, Address Shorter-Haul Trucks

Transearch Data	2007	2035	Growth	Rate
All Truck Tonnage	1,097,721,109	1,535,076,042	40%	1.2%
Mid-Haul Inbound from WOH to Study Area EOH	63,401,213	84,107,644	33%	1.0%
Mid-Haul Outbound to WOH from Study Area EOH	21,264,190	25,148,309	18%	0.6%
Short-Haul Inbound from Study Area WOH to Study Area EOH	80,357,857	108,026,772	34%	1.1%
Short-Haul Outbound to Study Area WOH from Study Area EOH	30,884,990	38,179,755	24%	0.8%

- Short-haul trips are defined as trips within the 54-county study area.
- Mid-haul trips are other trips of less than 500 miles, on average.
- This diversion opportunity represents around **17%** of all truck tonnage.

# ***Working Assumptions***

## ***Families of Potential Alternatives***

General classes of alternatives:





















1. No Action
2. Transportation System Management (TSM)
3. Transportation Demand Management (TDM)
4. Float and Ferry
5. Rail Tunnel
6. Multimodal Tunnel

We will address each after the break

# Working Assumptions

*Alternatives Have to Match Market Opportunities*

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	TSM/TDM	Float/Ferry	Tunnel	
			Rail	Multimodal
Proven Rail Markets				
Relocate Rail Trip Ends				
Intermodal				
Other				
Divert Long Haul Trucks				
Divert Other Trucks				

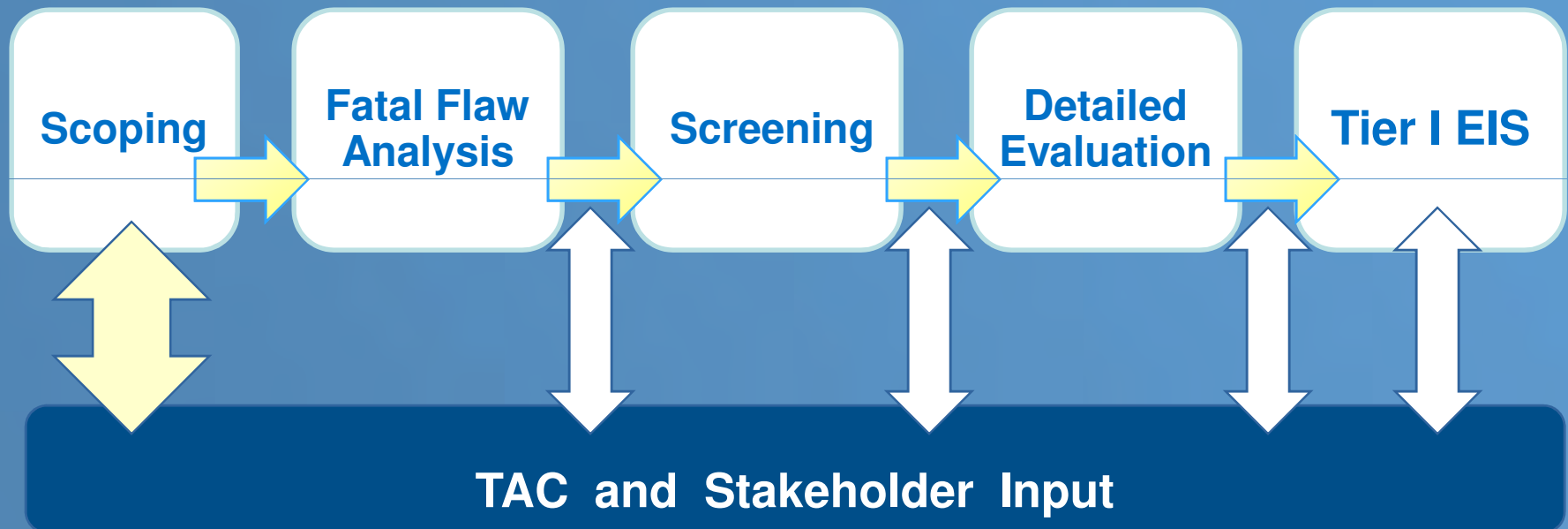
# *Questions?*

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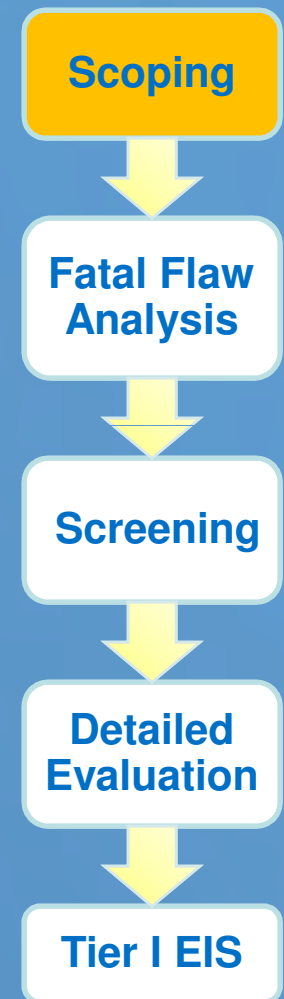
# Alternatives Evaluation



# Scoping

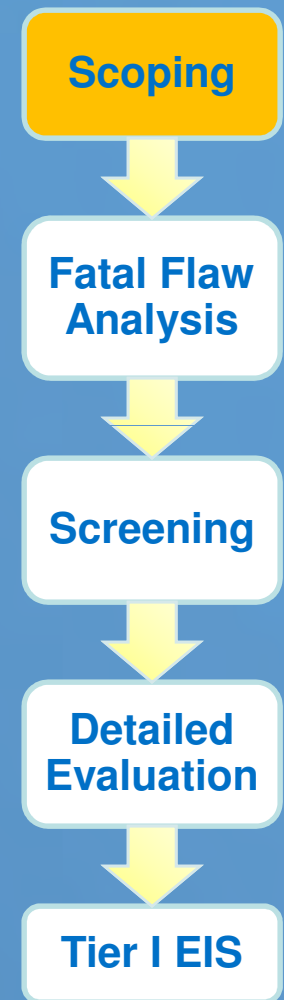
## Goals and Objectives

- Develop project goals and objectives with stakeholders
- Proposed goals
  - Reduce congestion on major freight corridors within NY/NJ/CT metropolitan area
  - Improve performance of Cross Harbor freight transportation system for freight shippers, receivers, and carriers
  - Provide flexibility and reliability in regional freight movement
  - Improve safety and security on regional transportation network
  - Improve regional environmental quality



# Scoping Methodologies

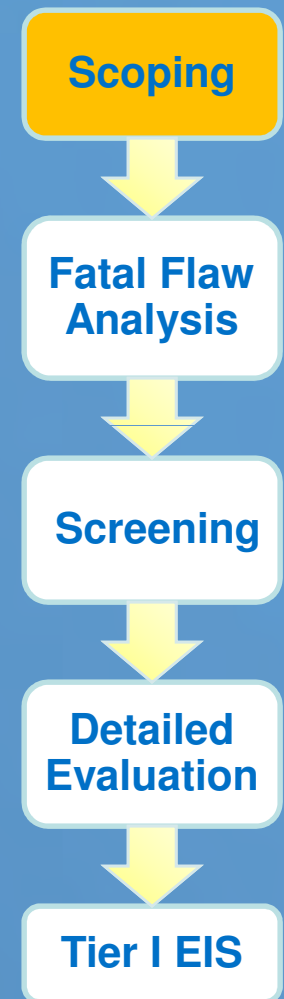
- Agree upon methodologies to be used in the project
- Development of EIS methodology, comprised of:
  - Alternatives Evaluation
  - Conceptual Engineering and Cost Estimating
  - Market Demand Forecasting
  - Highway and Rail Network Analysis
  - Environmental Assessment
  - Economic Analysis



# Scoping

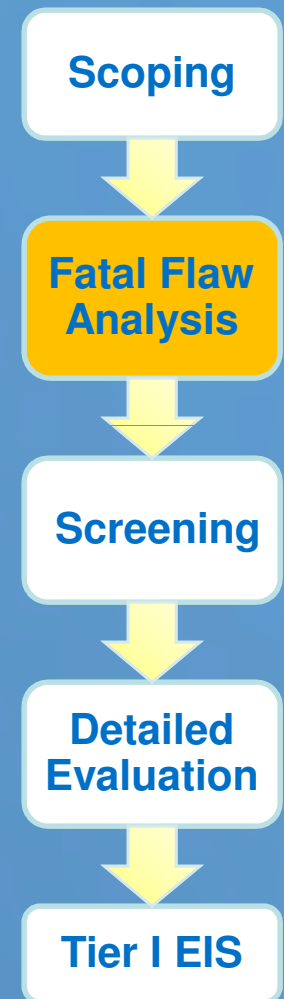
## Long List of Project Alternatives

- 1999 MIS and 2004 DEIS
- Understanding of freight markets and the kinds of services necessary to serve them
- Meetings held with PANYNJ, NJTPA, NYMTC, NJDOT, NJ Transit, LIRR, NJ Turnpike Authority to identify no-action projects for 2035
- Inventory of potential TSM/TDM strategies
- Inventory of potential float/ferry and railyard sites
- Awareness of innovative technologies and services



# Fatal Flaw Analysis

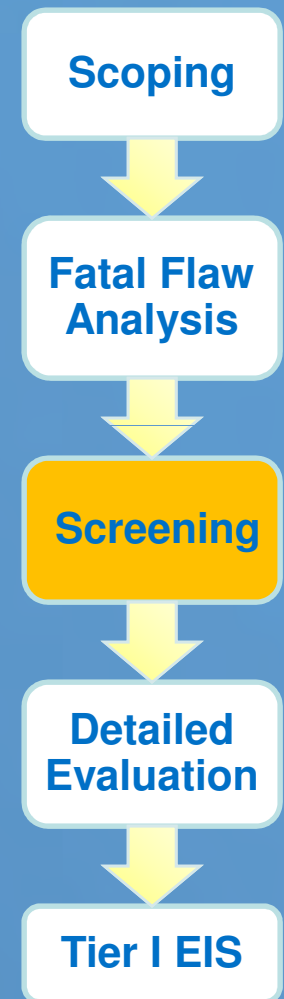
- Eliminates clearly infeasible alternatives based on:
  - Relationship to goals
  - Engineering and technological feasibility
  - Institutional feasibility
  - Public and agency input from scoping process
- Level of expected demand is not part of the fatal flaw analysis
- **Outcome:** A range of potentially feasible alternatives that can be advanced to screening



# Screening Analysis

## Logistics and Market Demand

- Screening based on logistics and market demand
  - Does the alternative meet shipper/receiver needs?
  - How much demand would it generate?
- Estimate demand for every alternative based on:
  - (a) its specific performance criteria
  - (b) factor weights from the Mode Choice Model, and
  - (c) underlying freight volumes (current and future) by commodity class and origin-destination pair



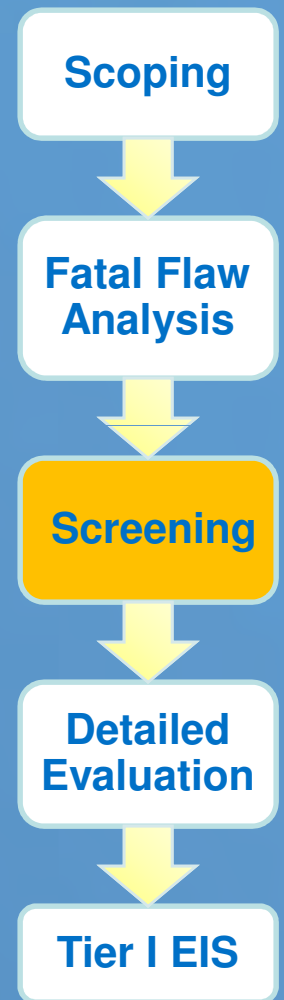
# ***Screening Analysis***

## ***Highway and Rail Network Analysis***

Estimate high-level highway and rail effects

- Number of truck trips added/subtracted
- Number of trains added/subtracted

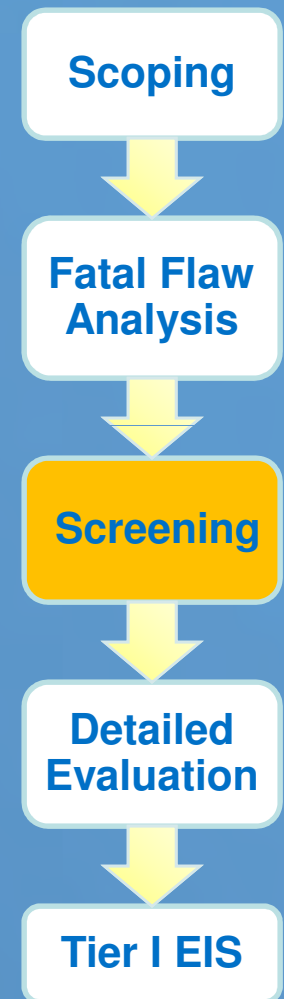
Comprehensive network modeling occurs in  
Detailed Evaluation



# ***Screening Analysis***

## ***Economic and Financial Performance***

- Likelihood of generating public benefit
- Likelihood of generating private benefit
  - Shipper/receiver cost savings
  - Carrier benefits

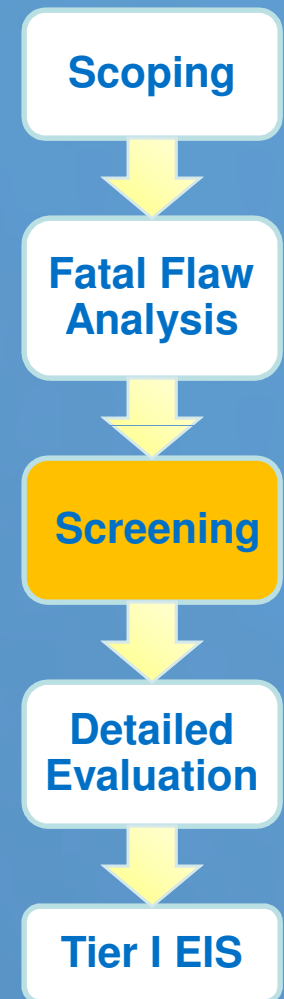




# Screening Analysis

## Threshold Criteria

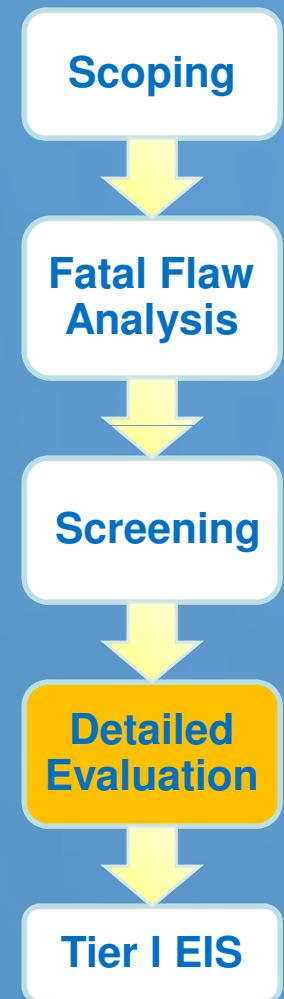
- Previous steps provide key metrics for each alternative based on logistics and market demand, highway and rail network performance, and economic and financial effects
- Need to set threshold criteria, representing the minimum level of performance for an alternative to be carried forward into detailed evaluation
- Need to see results of screening analyses
- Need to work iteratively with study partners to develop these criteria



# ***Detailed Evaluation***

## ***Highway and Rail Network Analysis***

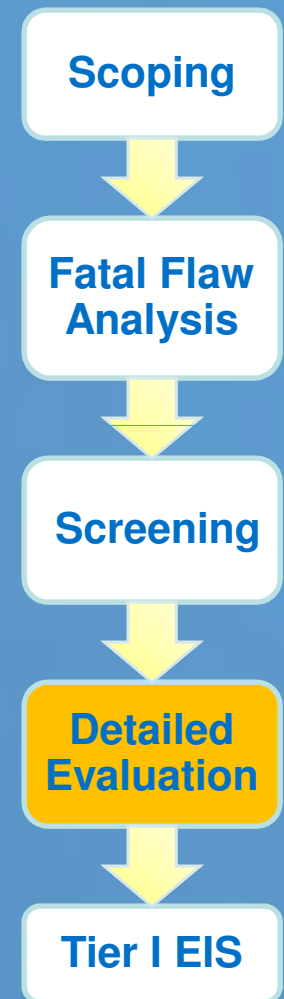
- Highway network -- travel time and congestion
  - Based on NJRTM-E and NYMTC BPM, with crossing trips matched and new truck trip tables
  - Can model alternatives by (a) changing highway links, and/or (b) changing truck trip tables
- Rail network – capacity and chokepoints
  - New planning level model of the freight rail network in 54 counties, with national flows included
  - Determine current and future line-level capacity (trains per day) and volumes (freight and pax)
  - Estimate “V/C” (analogous to highways), and change links and/or volumes to test alternatives



# ***Detailed Evaluation***

## ***Economic Impact Analysis***

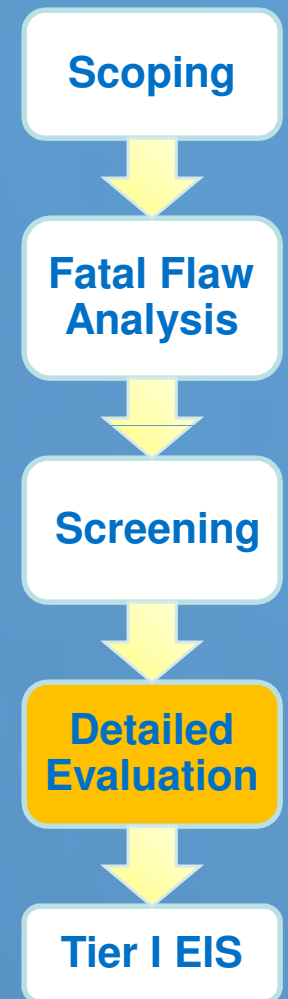
- Detailed analysis of public benefit
  - Highway network model outputs (changes in VMT, delay, emissions) can be monetized
  - Jobs, taxes from increased freight movement, intermediate handling, and business attraction
- Detailed analysis of private benefit
  - Shipper/receiver cost savings
  - Carrier benefits (must be a profit incentive for truckers, railroaders and others in the logistics chain to actually use the alternative)



# ***Detailed Evaluation***

## ***Engineering and Environment***

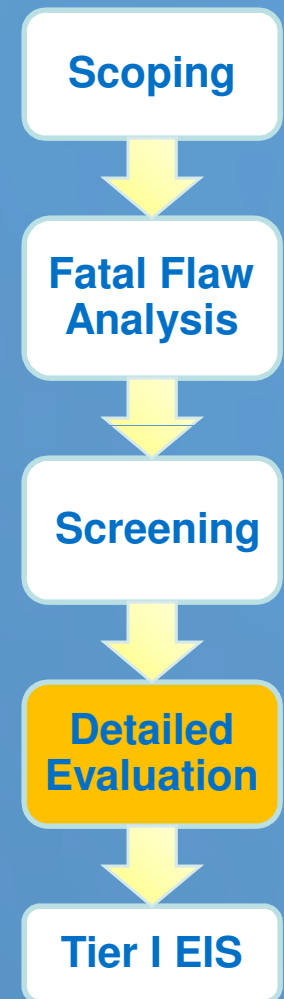
- Conceptual engineering and operational analysis
  - Infrastructure requirements
  - Yard locations and dimensions
  - Capital and O&M cost estimating
- Environmental analysis
  - Indirect effects
  - Direct effects



# ***Detailed Evaluation***

## ***Refinement of Alternatives***

- Iterative refinement of alternatives
  - Fine-tuning of locations and routes, service characteristics and pricing
  - Sensitivity Analysis
  - Maximize market capture and economic benefit, minimize highway and rail network impacts
  - Benefit/cost



# Tier I Environmental Impact Statement

Documentation of the Assessment Results

## Preliminary Draft EIS

Review and comment by co-lead and cooperating agencies



## Draft EIS

Public review and comment period  
Public hearings



## Final EIS

Response to comments  
Record of Decision

Scoping



Fatal Flaw Analysis



Screening



Detailed Evaluation



Tier I EIS

# Questions?

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## *Development of Potential Alternatives*



- 1999 MIS and 2004 DEIS
- Comments generated in response to the 2004 DEIS
- New agency inputs
- Understanding of freight markets and service
- Inventory of potential float/ferry and railyard sites
- Awareness of innovative technologies and services
- Outreach to Agencies and Stakeholders will continue



# Potential Alternatives

## ➤ Build Alternatives

- Float
- Ferry
- Rail Tunnel
- Multimodal Tunnel



- Transportation System Management Alternative
- Transportation Demand Management Alternative
- No Action Alternative

# *Potential Build Alternatives*

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1. Float
2. Ferry
3. Rail Tunnel
4. Multimodal Tunnel

**All alternatives include the  
required supporting  
landside facilities**



# ***Float and Ferry Options***

## ***Potential Build Alternatives***

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- A. Expanded Rail Car Float System
- B. Container Float
- C. Truck Float System
- D. Truck Ferry





# Expanded Rail Car Float System

## Potential Build Alternatives

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Greenville



Turkey



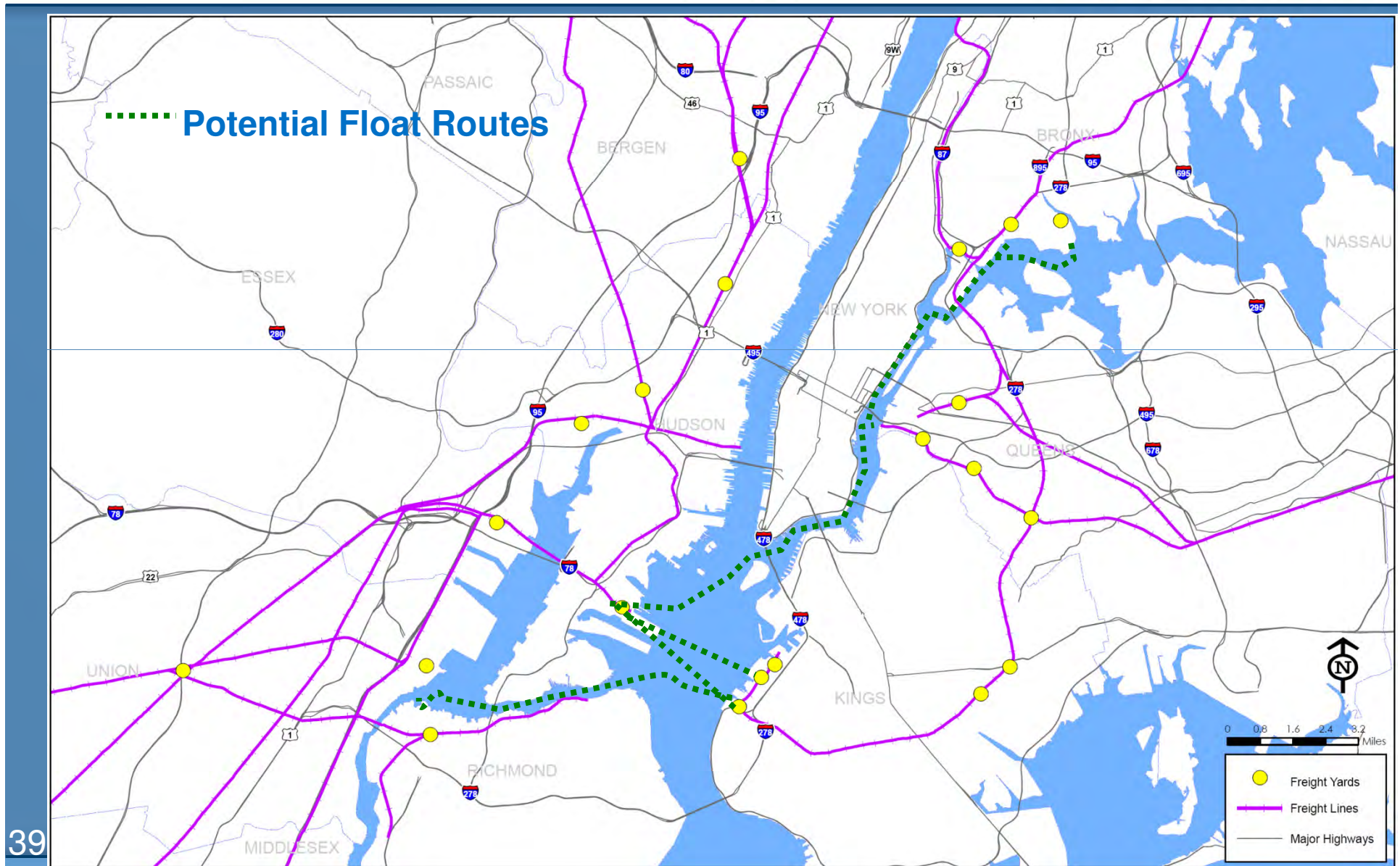
65<sup>th</sup> Street Yard

China

# Expanded Rail Car Float System

## Potential Build Alternatives

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# Other Float and Ferry Options

## Potential Build Alternatives

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### Container Floats



Kenya



Antwerp, Belgium

### Truck Float

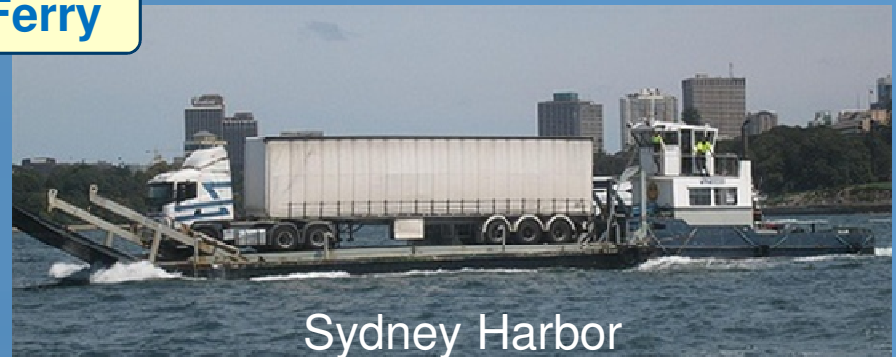


Detroit-Windsor, Michigan

### Truck Ferry



Greece

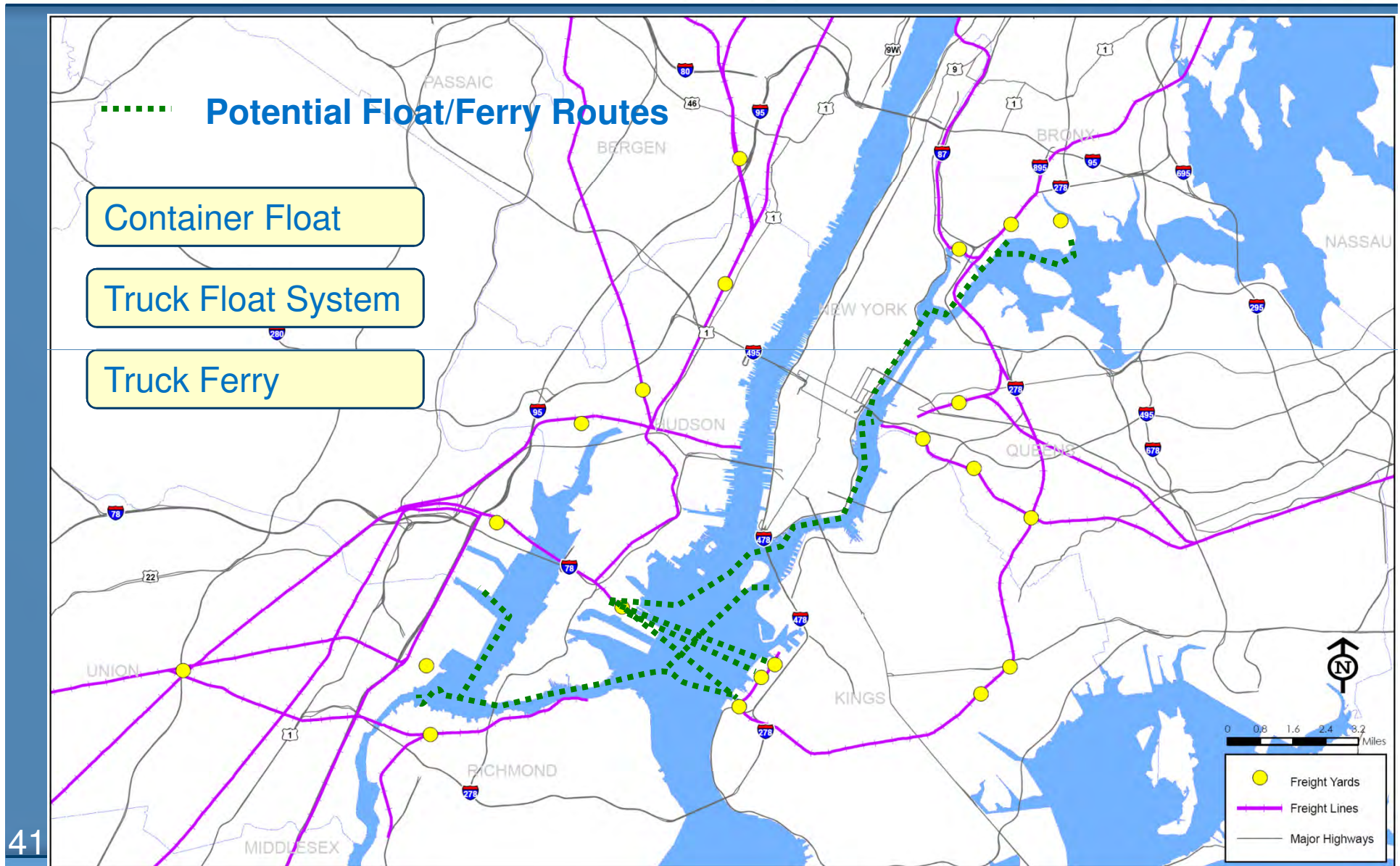


Sydney Harbor

# Other Float and Ferry Options

## Potential Build Alternatives

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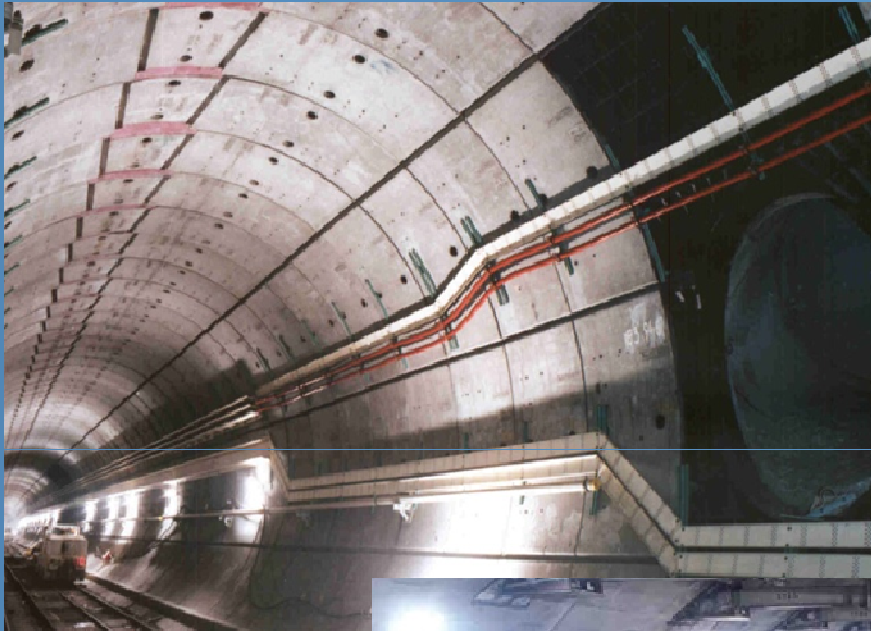




# ***Rail Tunnel Options***

## ***Potential Build Alternatives***

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**Single-track  
versus  
Double-track**



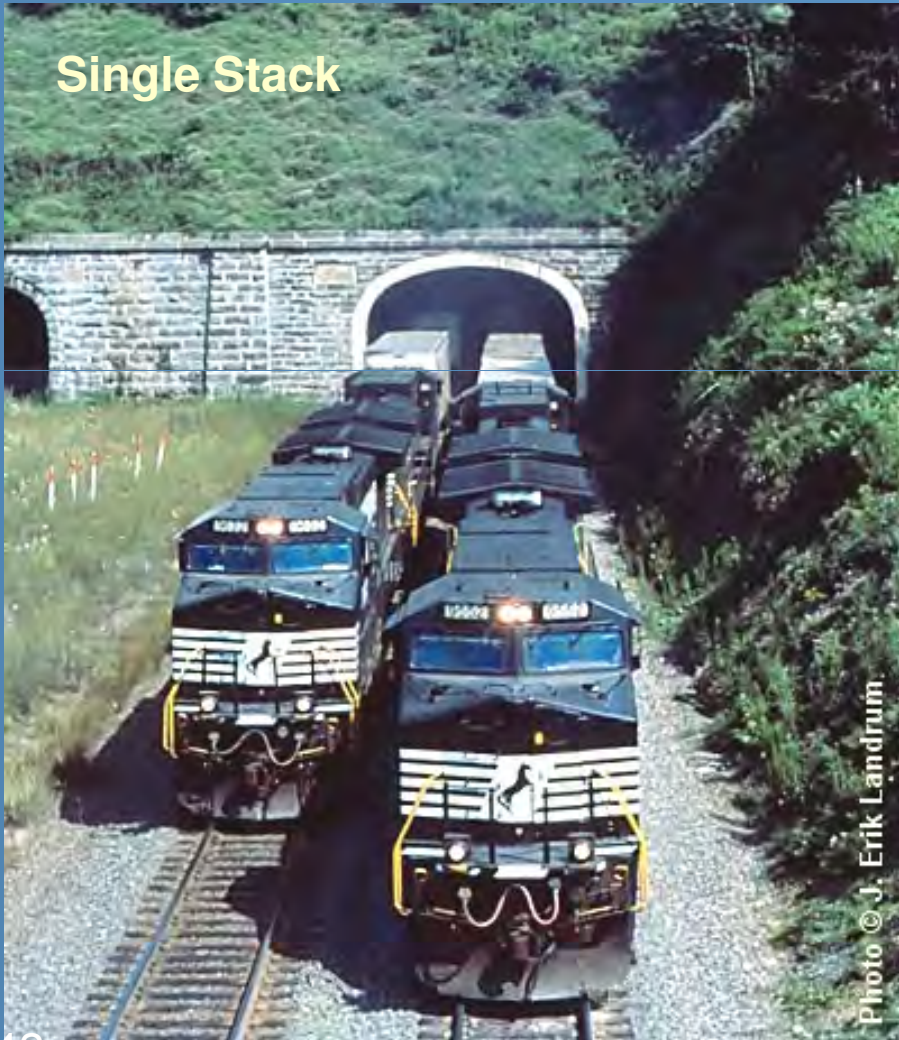


# Rail Tunnel Options

## Potential Build Alternatives

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Single Stack



Double Stack



And the difference is ...





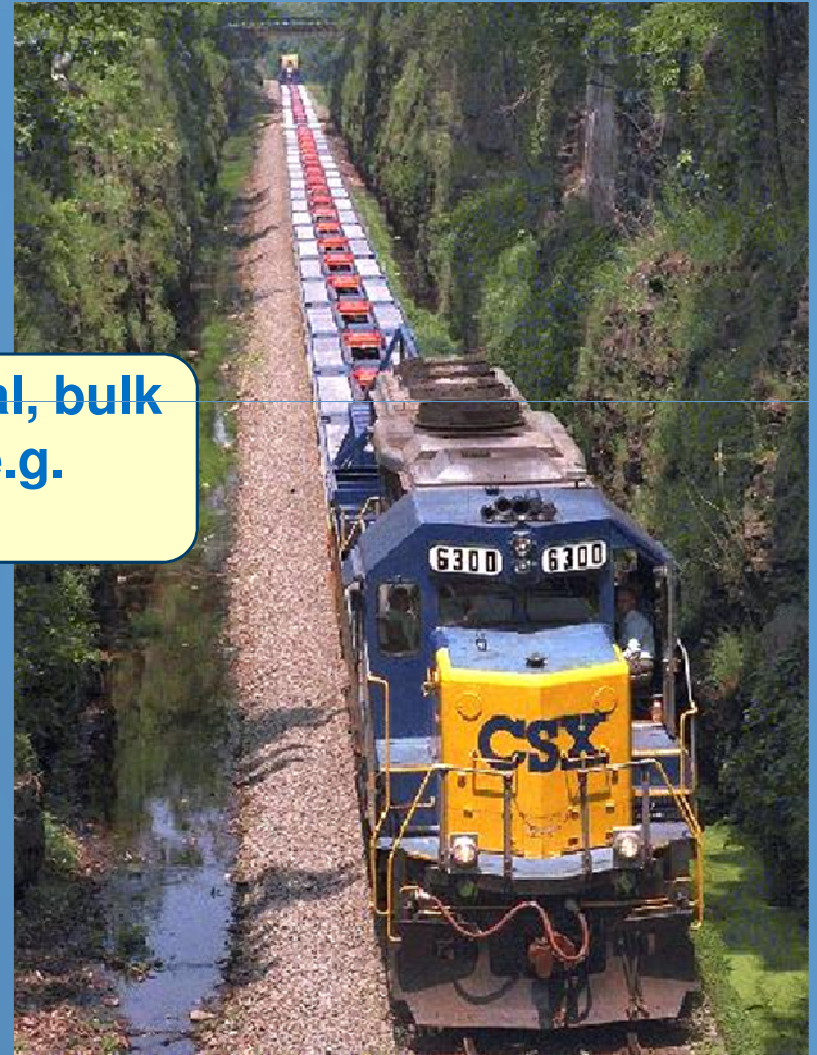
# Rail Tunnel Options

## Potential Build Alternatives

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Conventional rail car service (intermodal, bulk unit train) versus “Open Technology” (e.g. truck bodies on rail flatcars)



St. Lawrence & Hudson Railway, "The Iron Highway"

# Chunnel Shuttle

## Potential Build Alternatives

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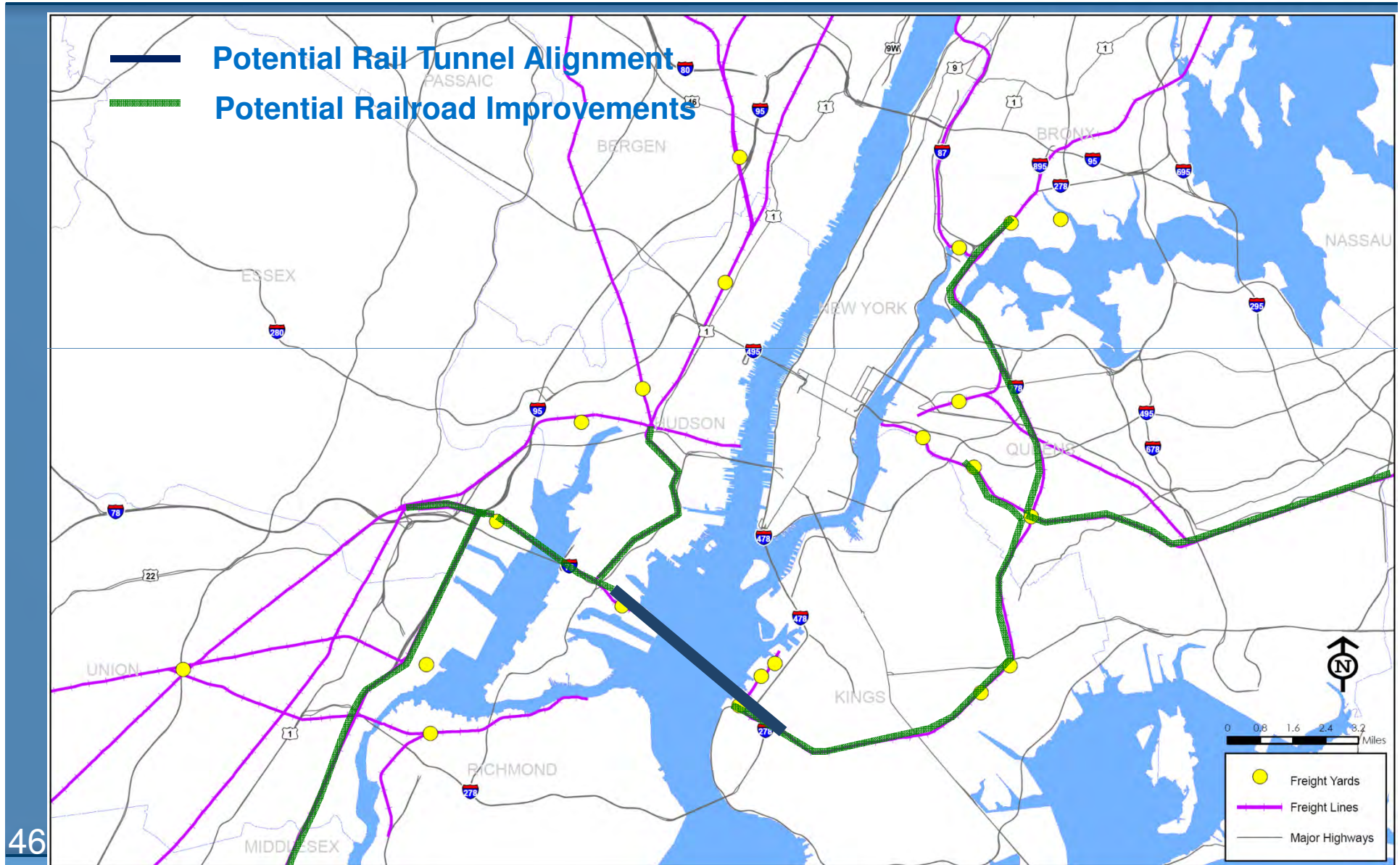
**Traditional Long-Haul Service versus Non-Traditional Shorter-Haul “Shuttle Rail” Services**



# Potential Build Alternatives

## Rail Tunnel Options

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# ***Multimodal Tunnel Options***

## ***Potential Build Alternatives***

- A. Emergency Access for Vehicles
- B. Scheduled Truck Access
- C. Roll-On/Roll-Off Vehicle Trains
- D. Automated-Guided-Vehicle Service



# ***Dual-Use Tunnel***

## ***Potential Build Alternatives***

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**Alaska Anton Anderson  
Memorial Tunnel**



# *Automated Guided Vehicles*

## *Potential Build Alternatives*

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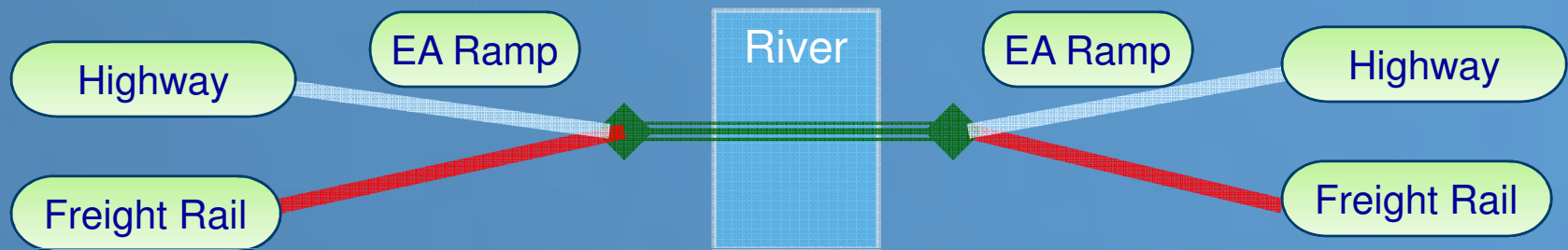


# Multimodal Tunnel Options

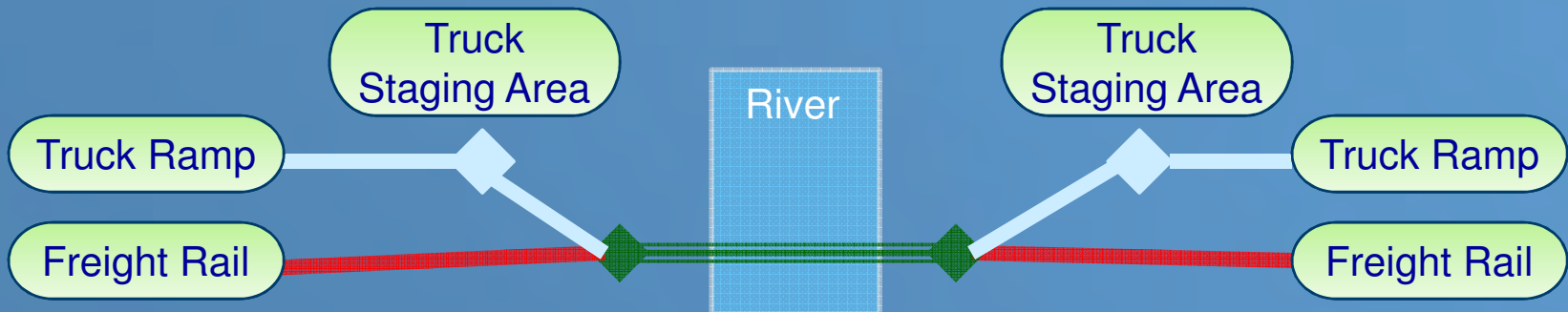
## Potential Build Alternatives

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### ➤ Emergency Access for All Vehicles



### ➤ Scheduled Truck Access



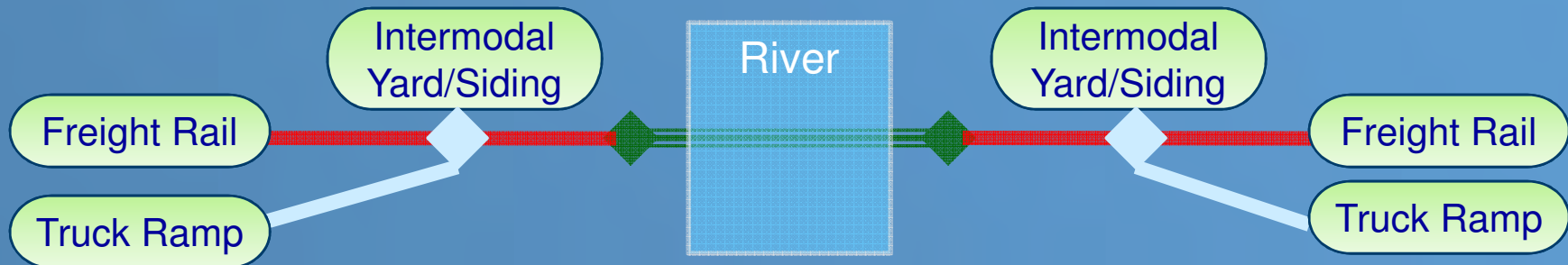


# Multimodal Tunnel Options

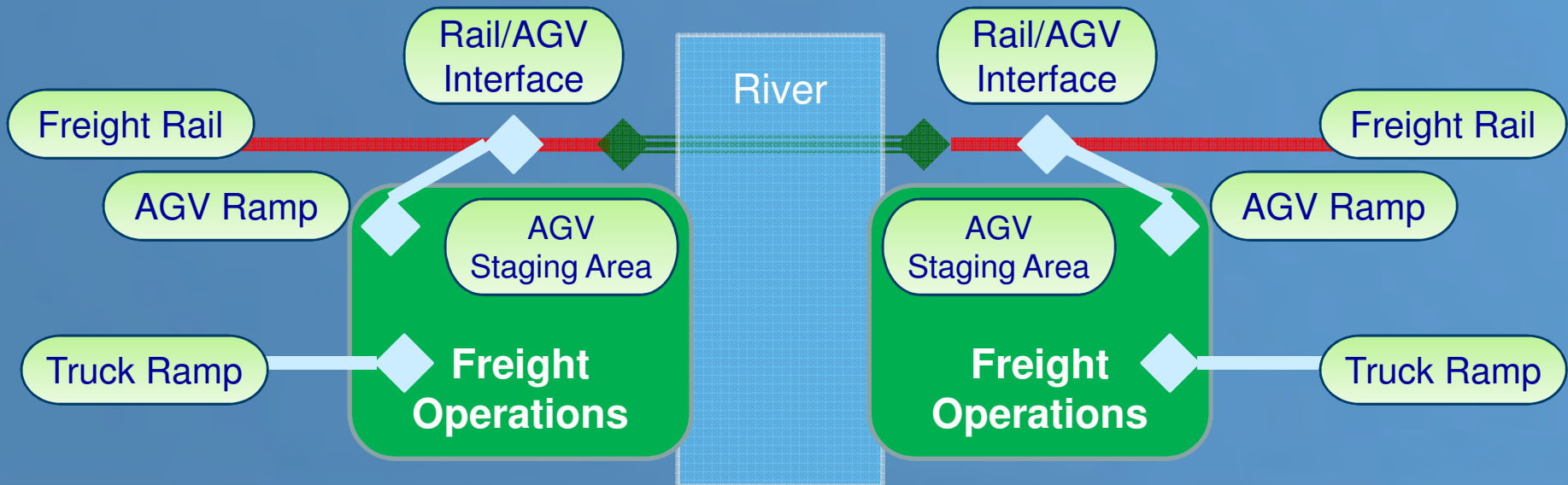
## Potential Build Alternatives

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### ➤ Roll-On/Roll-Off Vehicle Trains



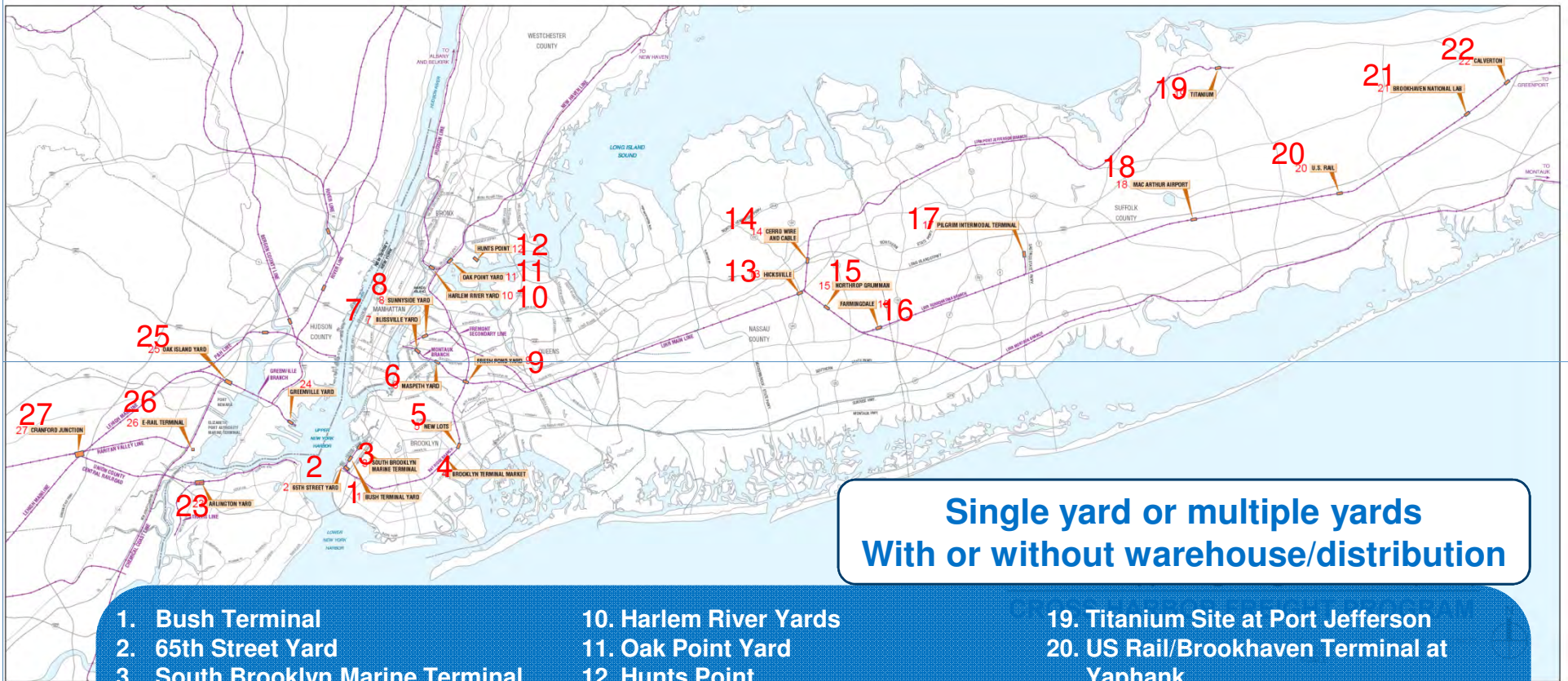
### ➤ Automated-Guided-Vehicle (AGV) Service



# Supporting Freight Facilities (Draft)

## Potential Build Alternatives

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**Single yard or multiple yards  
With or without warehouse/distribution**

1. Bush Terminal
2. 65th Street Yard
3. South Brooklyn Marine Terminal
4. Brooklyn Terminal Market
5. New Lots, East New York
6. Maspeth Yard & Phelps Dodge Site
7. Blissville Yard
8. Sunnyside Yard
9. Fresh Pond Yard

10. Harlem River Yards
11. Oak Point Yard
12. Hunts Point
13. Hicksville
14. Cerro Wire & Cable
15. Northrop Grumman
16. Farmingdale
17. Pilgrim
18. MacArthur Airport

19. Titanium Site at Port Jefferson
20. US Rail/Brookhaven Terminal at Yaphank
21. Brookhaven National Laboratory
22. Calverton
23. Arlington Yard
24. Greenville Yard
25. Oak Island Yard
26. E-Rail Terminal
27. Cranford Junction

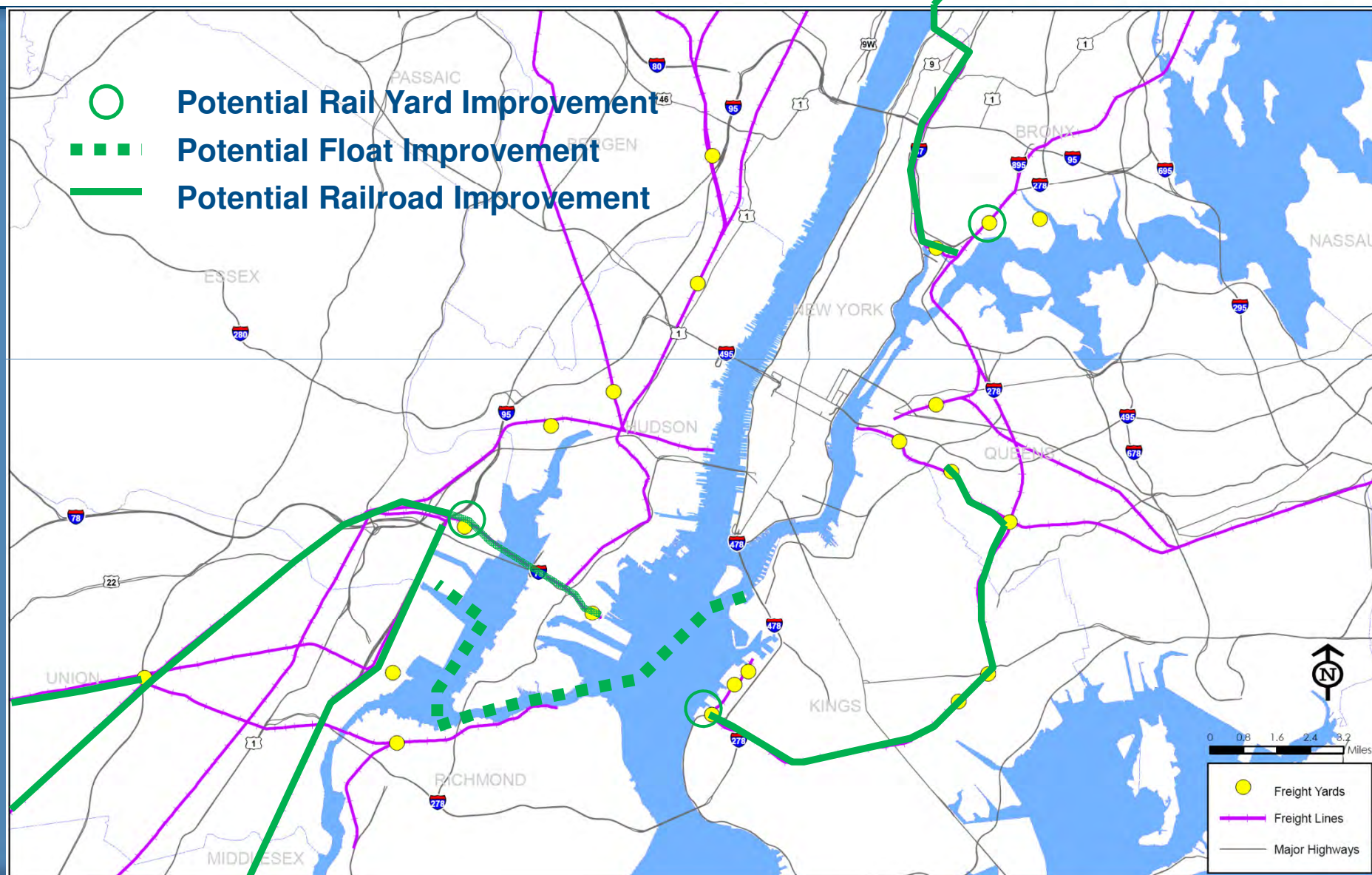
## ***Potential TSM Alternative***

- Transportation System Management (TSM) – maximize utilization and efficiency of existing transportation network with relatively low-cost projects to improve its functional capacity
- Provide additional freight movement capacity beyond those committed projects included in No Action Alternative



## Potential TSM Alternative

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## ***TDM Alternative***

- Aims to reduce, redistribute or “better fit” the amount of demand to the available capacity.
- Includes measures such as:
  - Truck congestion pricing incentives
  - Passenger vehicle congestion pricing incentives
  - Other fees, regulations or policies similarly affecting transportation behavior and choices

# *No Action Alternative*

Projects currently programmed, planned, or reasonably expected for the study area by 2035, independent of the Cross Harbor Freight Program.

## ➤ Highway and Bridge Improvements

- “Existing and committed” build scenarios from NYMTC and NJTPA highway models
- Sources: NYMTC, NYSDOT, NJTPA, NJDOT, or other agencies.

## ➤ Railroad Improvements

- Remaining PANYNJ East and West of Hudson rail program not yet constructed
- Other “independent utility” projects being advanced by PANYNJ, particularly at Greenville Yard
- Programmed or planned rail improvements of NJDOT or NYSDOT
- Region’s freight and passenger railroads.

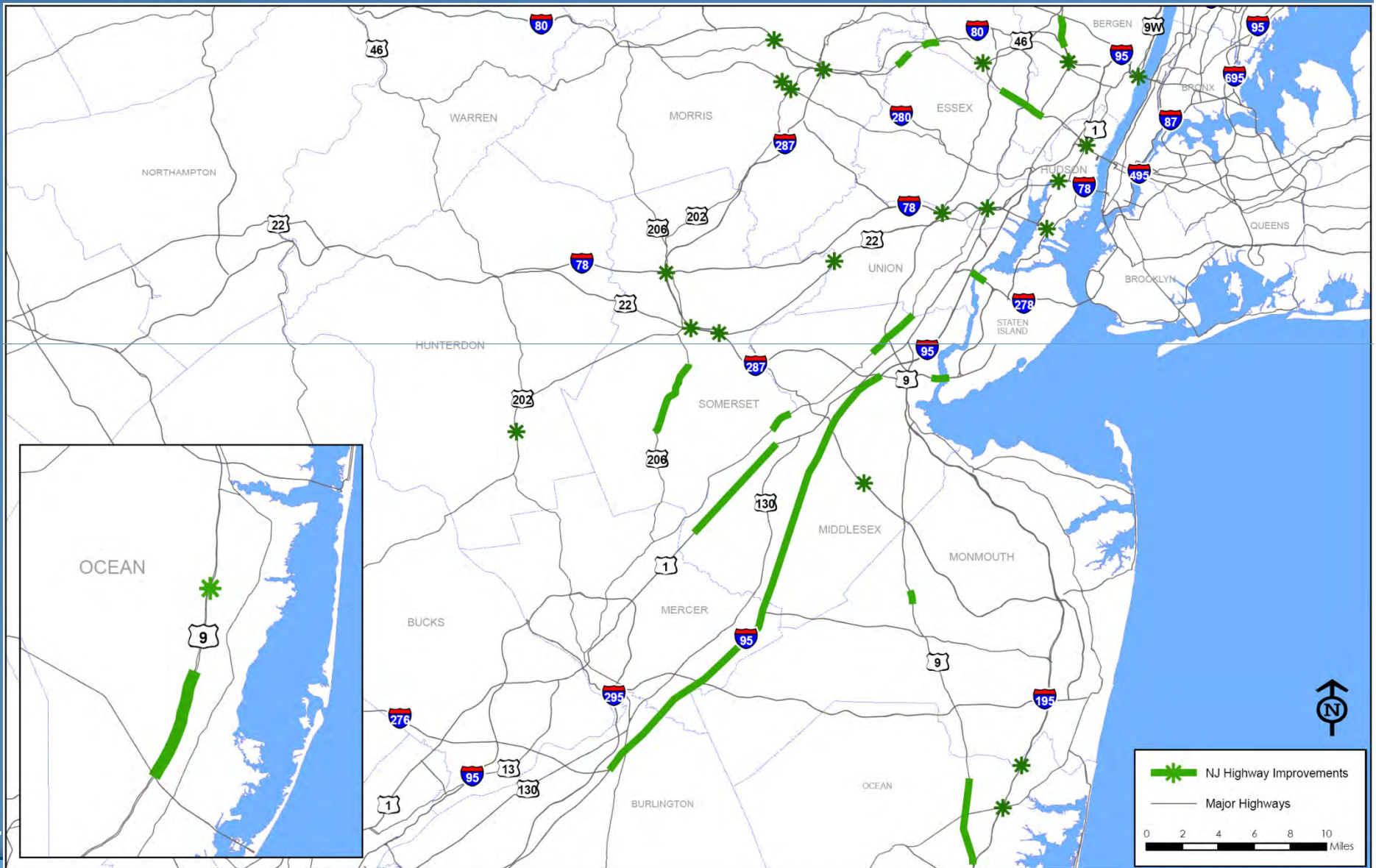
## ➤ Port and Airport Projects



# No Action Alternative

## Capacity Enhancements in NJ (Draft)

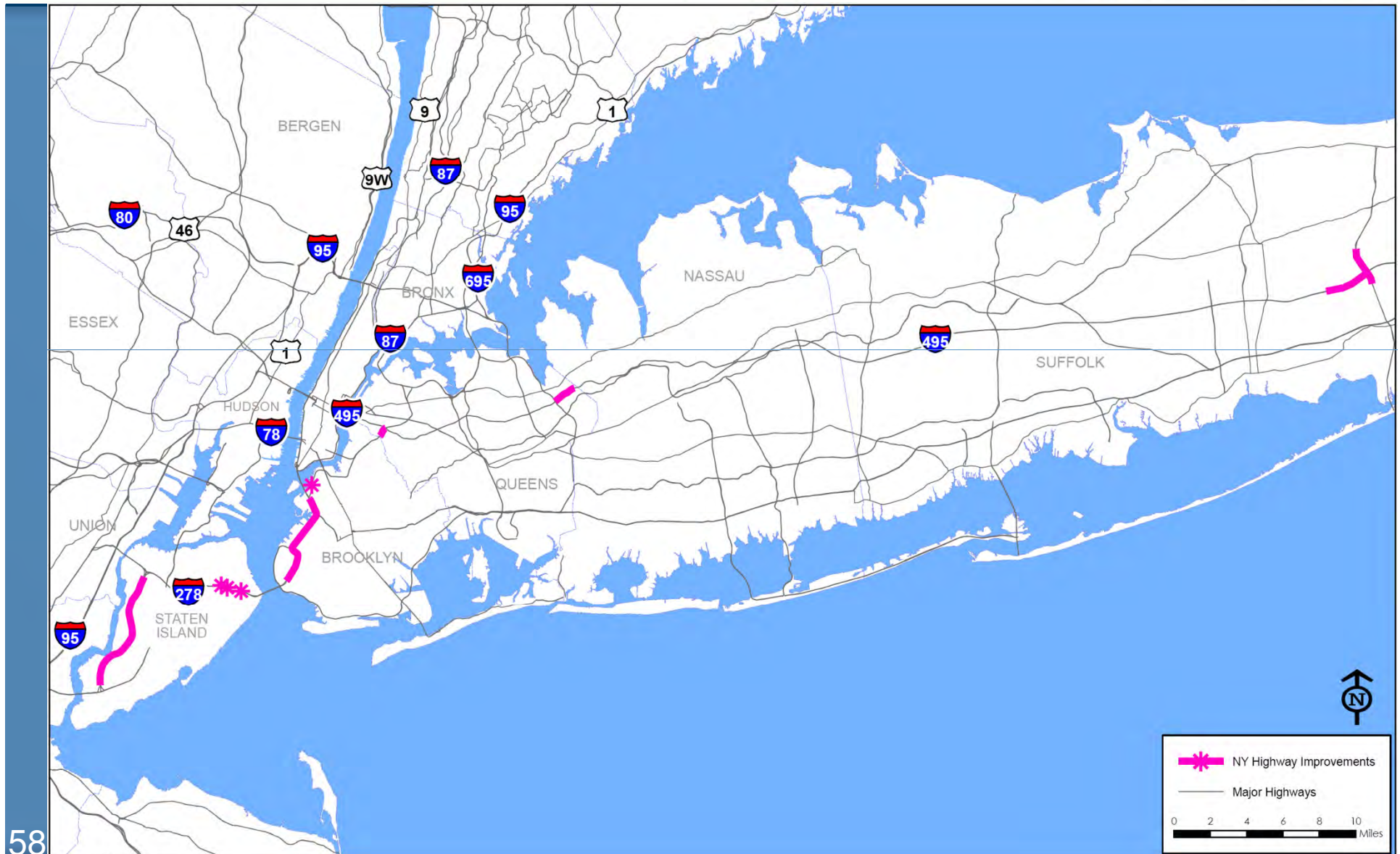
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# No Action Alternative

## Capacity Enhancements in NY (Draft)

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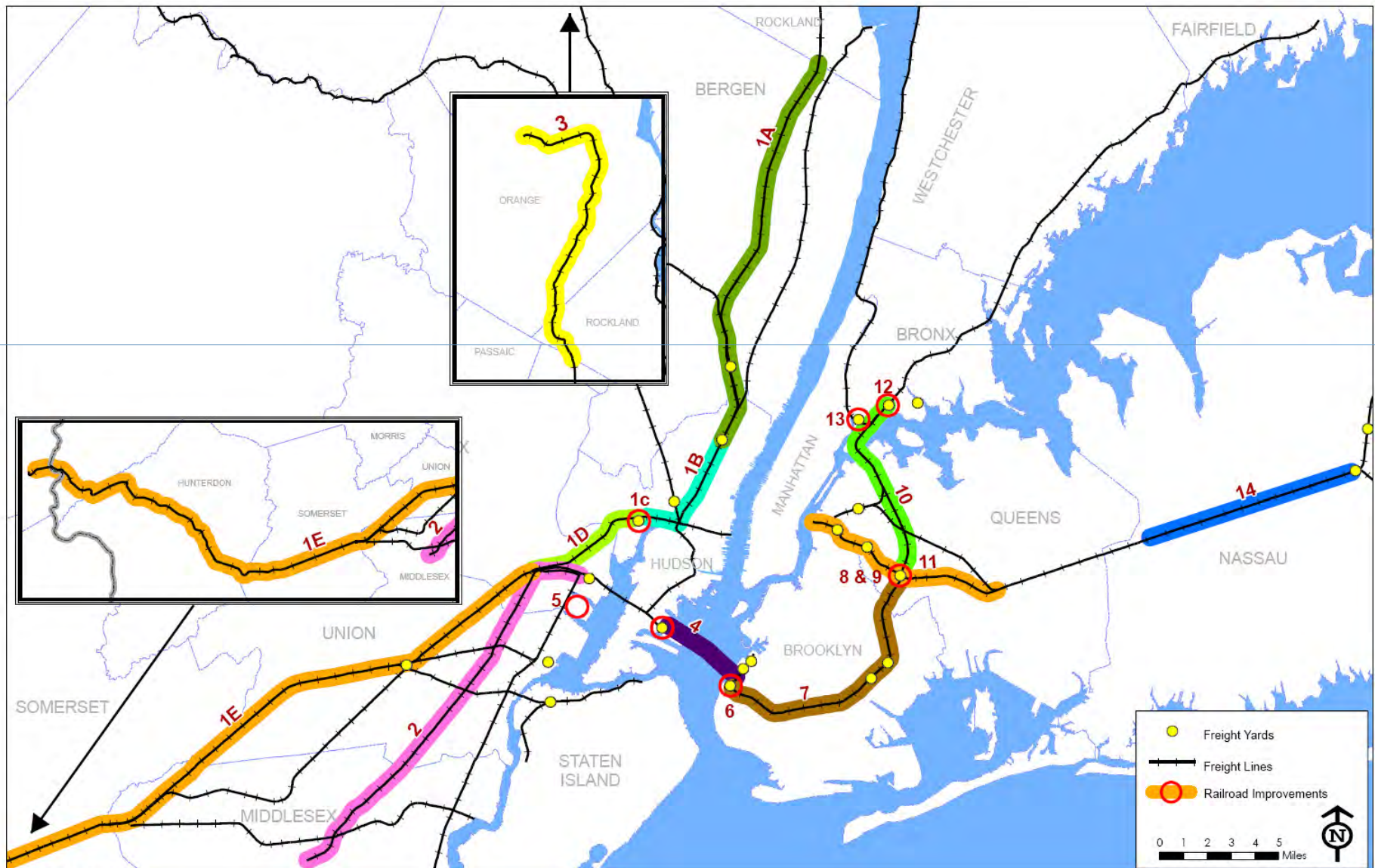




# No Action Alternative

## Railroad Improvements (Draft)

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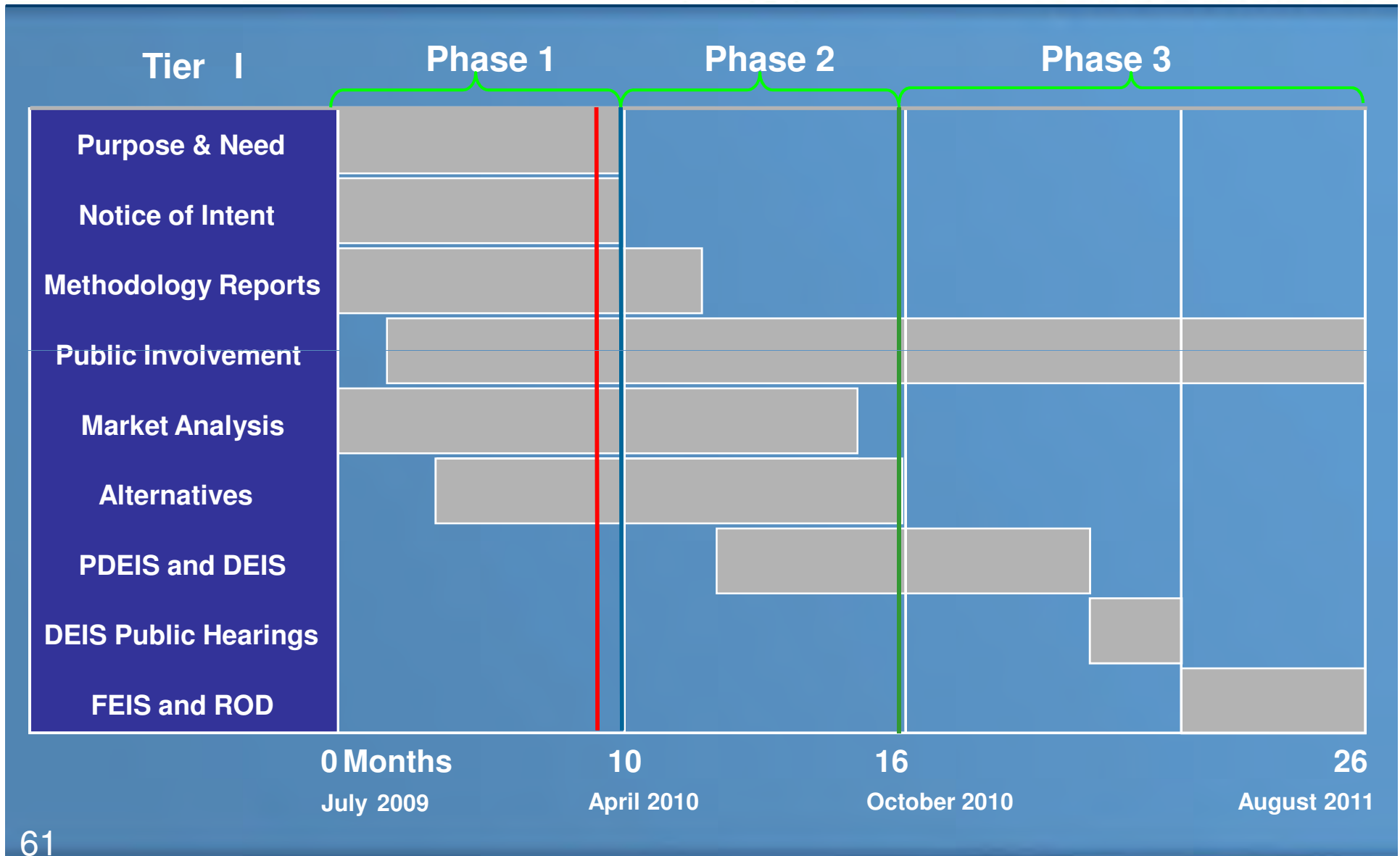
*Questions?*

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# EIS Schedule

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# *Summary and Next Steps*

## Keywords to take home

- Working Assumptions
- Alternatives Methodology
- Potential Alternatives

## We will seek your input

- ✓ In Scoping Process
- ✓ In Alternatives Screening
- ✓ In Detailed Evaluation
- ✓ In Tier I EIS

A-1.3 October 2010  
Scoping Information  
Session

## Welcome to the Cross Harbor Freight Program Public Scoping Information Session

### MEETING REGISTRATION

Please sign in at the Registration Desk. By supplying your contact information, we will update you on project activities and future meetings.

We thank you for attending and welcome your valuable feedback. Comments are accepted throughout the meeting and can be submitted during the 30-day comment period ending on November 15, 2010.

### PROJECT INFORMATION

There will be a brief presentation providing an overview on the Cross Harbor Freight Program, the EIS process and the alternatives that will be evaluated. No questions will be taken during the presentation.

The Draft Scoping Document, Environmental Impact Statement (EIS) Methodology, and Needs Assessment are available on CD for your review.

Project team members will be present throughout the meeting to answer any questions you might have. Display areas showcase informational boards. Please visit each Station, identified as follows:

**Station 1** - Introduction and Background

**Station 2** - Float/Ferry Alternatives

**Station 3** - Rail Tunnel Alternatives

**Station 4** - Freight Markets

**Station 5** - Public Involvement

### SUBMITTING COMMENTS

Comment forms are available and may be submitted at any time during the meeting. You may hand your form to any project team member or place it in the Comment Box located at either the Registration Desk or Public Involvement Station.

Comments may also be emailed to **[feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com)** or mailed to: Cross Harbor Freight Program, c/o InGroup, Inc. PO BOX 206 Midland Park, NJ 07432.

The deadline for submitting comments is **November 15, 2010**. Earlier submissions are recommended.



## LEGAL NOTICE

### **Cross Harbor Freight Movement Program PUBLIC SCOPING INFORMATION SESSIONS**

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) are preparing a Tier I Environmental Impact Statement (EIS) to evaluate alternatives to enhance the movement of freight across New York Harbor.

Public Scoping provides an opportunity for the public and agencies to comment on and provide input to the EIS as it is initiated. Public scoping information sessions for the Cross Harbor Freight Movement Program will be held at the locations listed below.

The Draft Scoping Document, Environmental Impact Statement (EIS) Methodology, and Needs Assessment are available for review at [www.crossharborstudy.com](http://www.crossharborstudy.com). Printed copies of these documents will also be available until the end of the comment period at the PANYNJ offices located at 225 Park Avenue South, New York, NY 10003. Access to these materials will be available from 10:00 a.m. until 4:00 p.m. on weekdays and can be arranged by contacting Marlene Pissott at (201) 612-1230 or [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com).

Your comments on these documents are encouraged and may be provided in writing either at the information sessions or by mail to Cross Harbor Freight Program, c/o InGroup, Inc., PO Box 206 Midland Park, NJ 07432 or via email to [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com). The public comment period will remain open until November 15, 2010.

**Tuesday, October 5, 2010 • 6:00 to 8:00 p.m.**

Bronx Boro Hall  
851 Grand Concourse • Bronx, NY

**Thursday, October 7, 2010 • 1:00 to 3:00 p.m.**

North Jersey Transportation Planning Authority  
One Newark Center, 17th Fl. • Newark, NJ

**Thursday, October 7, 2010 • 6:00 to 8:00 p.m.**

Jersey City Council Chambers  
280 Grove St., 2nd Fl. • Jersey City, NJ

**Tuesday, October 12, 2010 • 6:00 to 8:00 p.m.**

Brooklyn Boro Hall  
209 Joralemon St. • Brooklyn, NY

**Wednesday, October 13, 2010 • 6:00 to 8:00 p.m.**

Queens Boro Hall  
120-55 Queens Blvd., Room 213 • Kew Gardens, NY

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For more information, visit our website at  
**[www.crossharborstudy.com](http://www.crossharborstudy.com)**



## **Programa de Movimiento de Carga Tras el Puerto SESIONES DE INFORMACIÓN DE ALCANCE PÚBLICA**

La Administración Federal de Carreteras (FHWA) y la Autoridad Portuaria de Nueva York y Nueva Jersey (PANYNJ) están preparando una Declaración de Impactos Ambientales (DIA) de primer escalón para evaluar alternativas con la meta de aumentar el movimiento de la carga tras el puerto de Nueva York.

El proceso del Alcance Pública da una oportunidad al público y a las agencias para comentar y proveer sus reacciones sobre la Declaración de Impactos Ambientales desde el principio. Las sesiones de alcance pública sobre el Programa de Movimiento de Carga Tras el Puerto ocurrirán en las ubicaciones detalladas abajo.

El público puede revisar el Documento Borrador de Alcance Pública, la Metodología de la Declaración de Impactos Ambientales, y la Evaluación de Necesidades en [www.crossharborstudy.com](http://www.crossharborstudy.com). Copias de los documentos también estarán disponibles hasta el final del período de comentarios en las oficinas de PANYNJ en 225 Park Avenue South, New York, NY 10003. El público puede obtener acceso a los materiales desde las 10 de la mañana hasta las 4 de la tarde por contactar a Marlene Pissott en (201) 612-1230 o [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com).

Les animamos a ofrecer sus comentarios en estos documentos. Comentarios escritos se pueden entregar en las sesiones de información o por correo al Cross Harbor Freight Program, c/o InGroup, Inc. PO Box 206 Midland Park, NJ 07432, o por email a [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com). El período de comentario público durará hasta el 15 de noviembre, 2010.

**martes, 5 de octubre, 2010 • 6:00 to 8:00 p.m.**

Bronx Boro Hall  
851 Grand Concourse • Bronx, NY

**jueves, 7 de octubre, 2010 • 1:00 to 3:00 p.m.**

North Jersey Transportation Planning Authority  
One Newark Center, 17th Fl. • Newark, NJ

**jueves, 7 de octubre, 2010 • 6:00 to 8:00 p.m.**

Jersey City Council Chambers  
280 Grove St., 2nd Fl. • Jersey City, NJ

**martes, 12 de octubre, 2010 • 6:00 to 8:00 p.m.**

Brooklyn Boro Hall  
209 Joralemon St. • Brooklyn, NY

**miércoles, 13 de octubre, 2010 • 6:00 to 8:00 p.m.**

Queens Boro Hall  
120-55 Queens Blvd., Room 213 • Kew Gardens, NY

**Carmen Costa**

---

**From:** Cross Harbor Freight Program [crossharborfreightprogram@ingroupinc.com]  
**Sent:** Thursday, August 19, 2010 3:50 PM  
**To:** carmen@ingroupinc.com  
**Subject:** Cross Harbor Freight Program Tier I EIS Draft Scoping Document

**THE PORT AUTHORITY**  
OF NY & NJ



## **Cross Harbor Freight Program: Tier I EIS Draft Scoping Document**

We are happy to announce that the Draft Scoping Document for the Cross Harbor Freight Program: Tier I EIS is now ready for your review and comment in advance of the Public Scoping Information Sessions scheduled this October. A copy of the draft document on CD has been mailed to your agency.

The Draft Scoping Document includes information on the project's purpose and need, goals and objectives, alternatives, the review process and social, economical and environment impacts.

The document is also available for download by using the link below:

<http://ftp.stvinc.com/stvftp.nsf/Transfers/CE55AF6146FC49C985257784005875A8>

To download the files, click on the link above. If the link does not work, paste the address into your web browser. Once you reach our website, you will be required to enter the password below to download the files. The password is case sensitive.

Password: E5F848

Please note: these files will only remain online for 72 hours until 9:00 AM 8/22/10. After that, the link above will no longer be valid.

We welcome your comments on the Draft Scoping Document. To allow us ample time to incorporate your comments and finalize the document for the Public Scoping Information Sessions, we ask that you send us your comments by **Friday, September 10, 2010**. Please email your comments to [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com) or use the comment form available with the document.

Thank you for your participation in this important transportation project.

225 PARK AVENUE SOUTH, 11th FLOOR • NEW YORK, NEW YORK 10003-1604 • [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com)

This message was sent from Cross Harbor Freight Program to [carmen@ingroupinc.com](mailto:carmen@ingroupinc.com). It was sent from: Cross Harbor Freight Movement Program, 225 Park Avenue South, 11th Floor, New York, NY 10003-1604. You can modify/update your subscription via the link below.

 [To be removed click here](#)

**From:** Cross Harbor Freight Program [crossharborfreightprogram@ingroupinc.com]  
**Sent:** Monday, September 20, 2010 6:10 PM  
**To:** carmen@ingroupinc.com  
**Subject:** Cross Harbor Freight Program Public Scoping Information Sessions



## **Cross Harbor Freight Movement Program Public Scoping Information Sessions**

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) are preparing a Tier I Environmental Impact Statement (EIS) to evaluate alternatives to improve the movement of goods in the region by enhancing freight transportation across New York Harbor.

Public Scoping provides an opportunity for the public and agencies to comment on and provide input to the EIS as it is initiated. Public scoping information sessions for the Cross Harbor Freight Movement Program will be held at the locations listed below.

The Draft Scoping Document, Environmental Impact Statement (EIS) Methodology, and Needs Assessment are available for review at [www.crossharborstudy.com](http://www.crossharborstudy.com). Printed copies of these documents will also be available until the end of the comment period at the PANYNJ offices located at 225 Park Avenue South, New York, NY 10003. Access to these materials will be available from 10:00 a.m. until 4:00 p.m. on weekdays and can be arranged by contacting Marlene Pissott at (201) 612-1230 or [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com).

Your comments on these documents are encouraged and may be provided in writing either at the information sessions or by mail to Cross Harbor Freight Program, c/o InGroup, Inc. PO Box 206 Midland Park, NJ 07432 or via email to [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com). The public comment period will remain open until November 15, 2010.

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Queens Boro Hall • 120-55 Queens Blvd., Room 213 • Kew Gardens, N.Y.

For more information, visit our website at [www.crossharborstudy.com](http://www.crossharborstudy.com).

Thank you for your interest in this important transportation study.

This message was sent from Cross Harbor Freight Program to [carmen@ingroupinc.com](mailto:carmen@ingroupinc.com). It was sent from: Cross Harbor Freight Movement Program, 225 Park Avenue South, 11th Floor, New York, NY 10003-1604. You can modify/update your subscription via the link below.

 [To be removed click here](#)

## Carmen Costa

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**From:** Cross Harbor Freight Program [crossharborfreightprogram@ingroupinc.com]  
**Sent:** Tuesday, July 19, 2011 3:00 PM  
**To:** carmen@ingroupinc.com  
**Subject:** Cross Harbor Freight Program Scoping Comment Summary Available

**THE PORT AUTHORITY**  
OF NY & NJ



### **The Cross Harbor Freight Program Scoping Comment Summary Is Now Available**

We are pleased to inform you that the Scoping Comment Summary for the Cross Harbor Freight Program Tier 1 Environmental Impact Statement (EIS) has been published.

These comments and associated responses are summarized from the public scoping process undertaken last fall, including five public information sessions, held by the Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) throughout the region.

To review the document, please [click here](#).

Thank you for your continued interest in the Cross Harbor Freight Program. For more information, please visit, [www.crossharborstudy.com](http://www.crossharborstudy.com).

225 PARK AVENUE SOUTH, 11th FLOOR • NEW YORK, NEW YORK 10003-1604 • [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com)

This message was sent to [carmen@ingroupinc.com](mailto:carmen@ingroupinc.com) from:

Cross Harbor Freight Movement Program | 225 Park Avenue South, 11th Floor | New York, NY 10003-1604

**Unsubscribe**



# ***Cross Harbor Freight Program Environmental Impact Statement***

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



## ***Public Scoping Information Session October 2010***

# Agenda

## Presentation

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

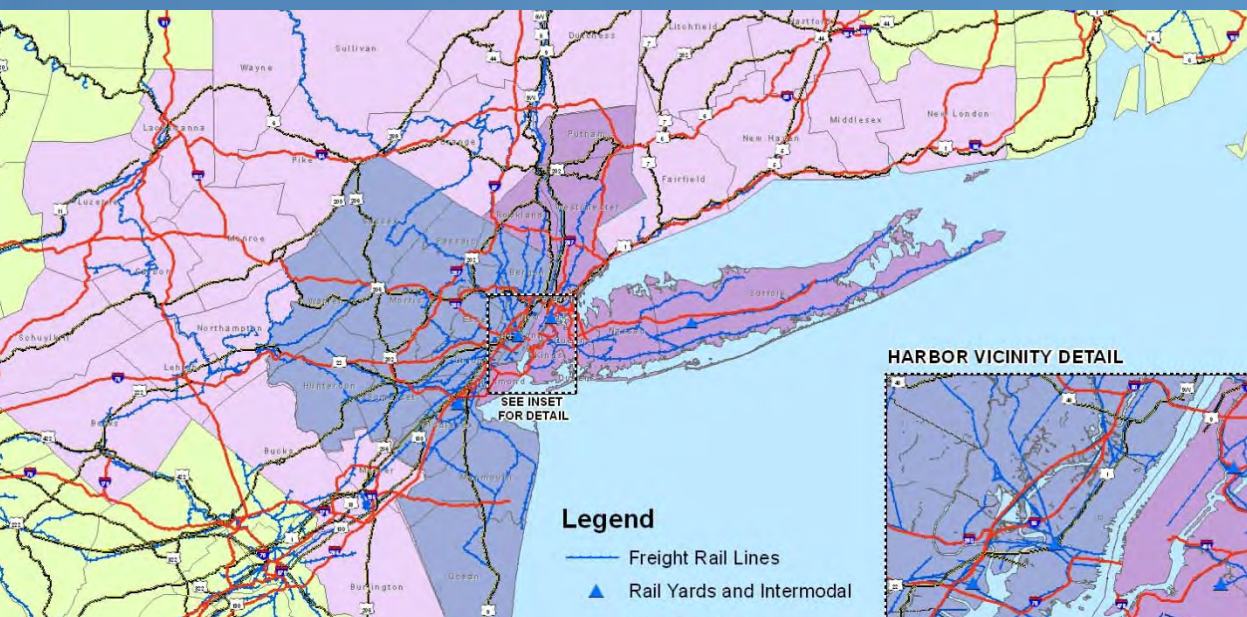
## Open House

- 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](mailto: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?

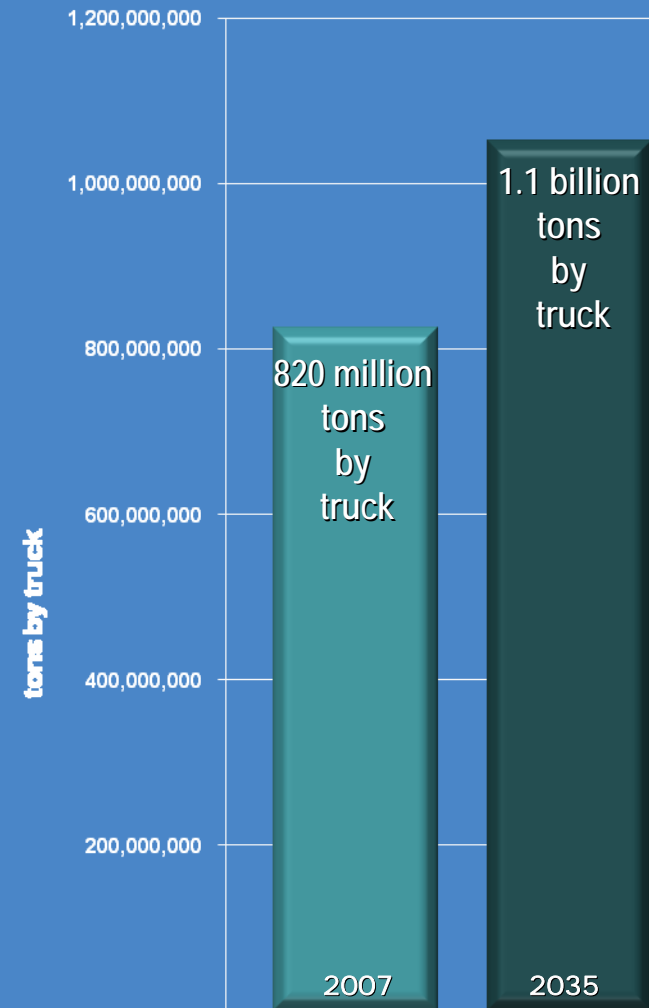
Region is home to more than 20 million people

**The nation's largest consumer market**

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

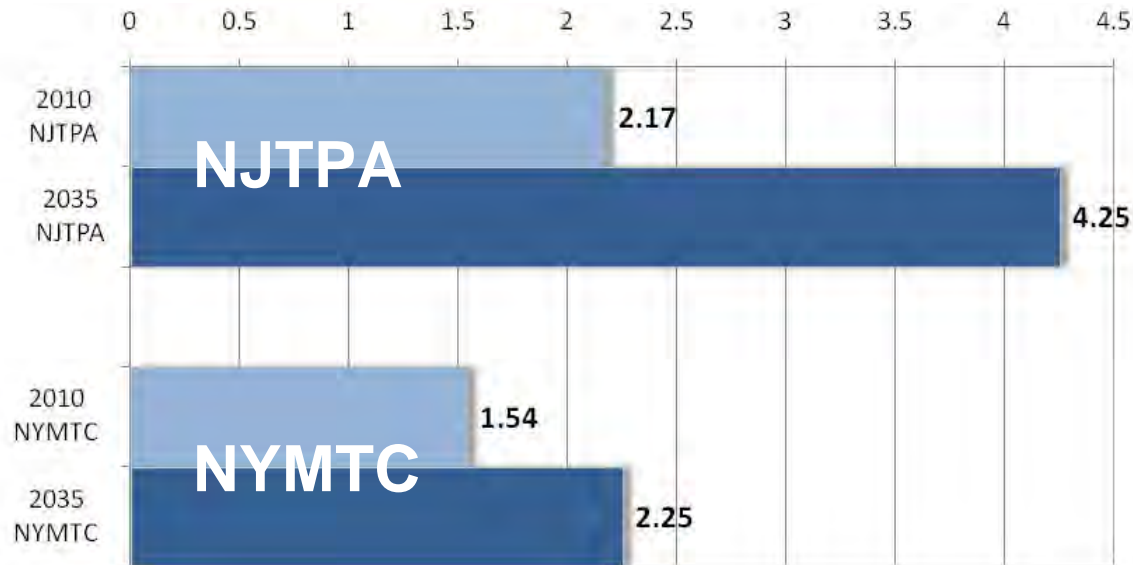


# Freight Growth = Truck Demand





# Regional Delays: Hours & Costs



**Hours (M) / Daily**



**Costs (\$M) / Daily**

# 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

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

U.S. Department of Transportation  
Federal Highway Administration  
**THE PORT AUTHORITY**  
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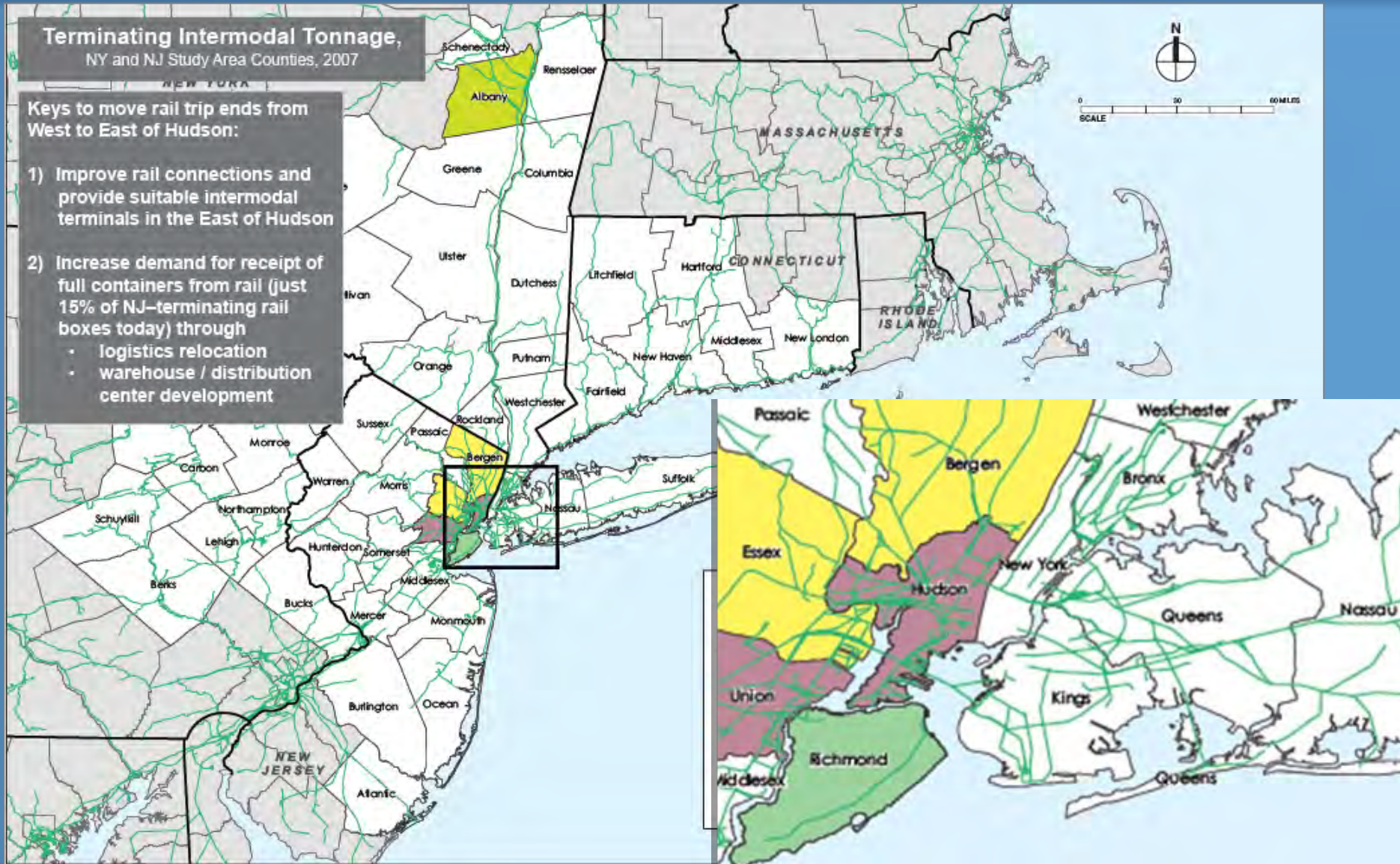


# Lack of Cross Harbor Intermodal Connections

## 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

**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






























# 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						

# 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

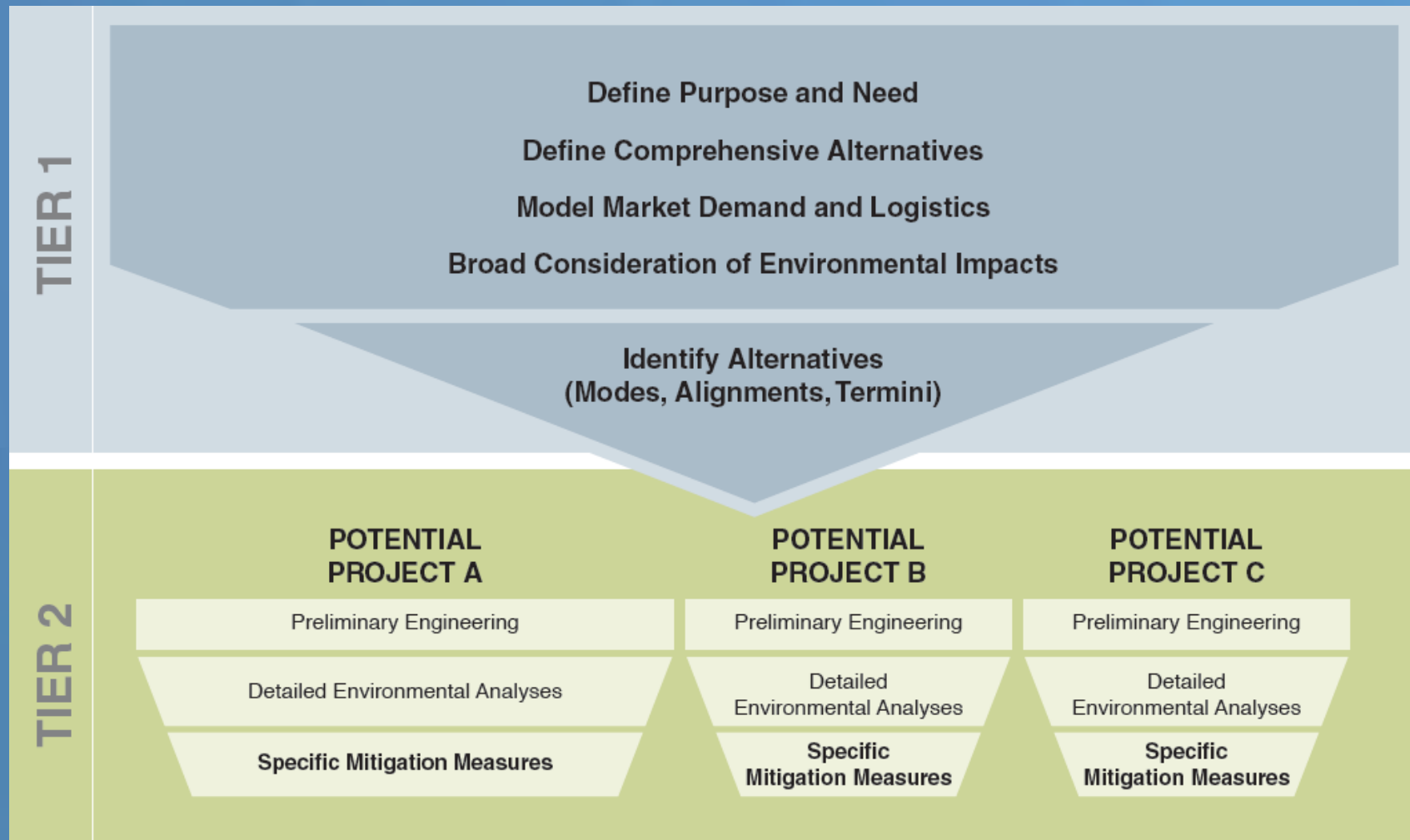
## Participating Agencies (22)

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

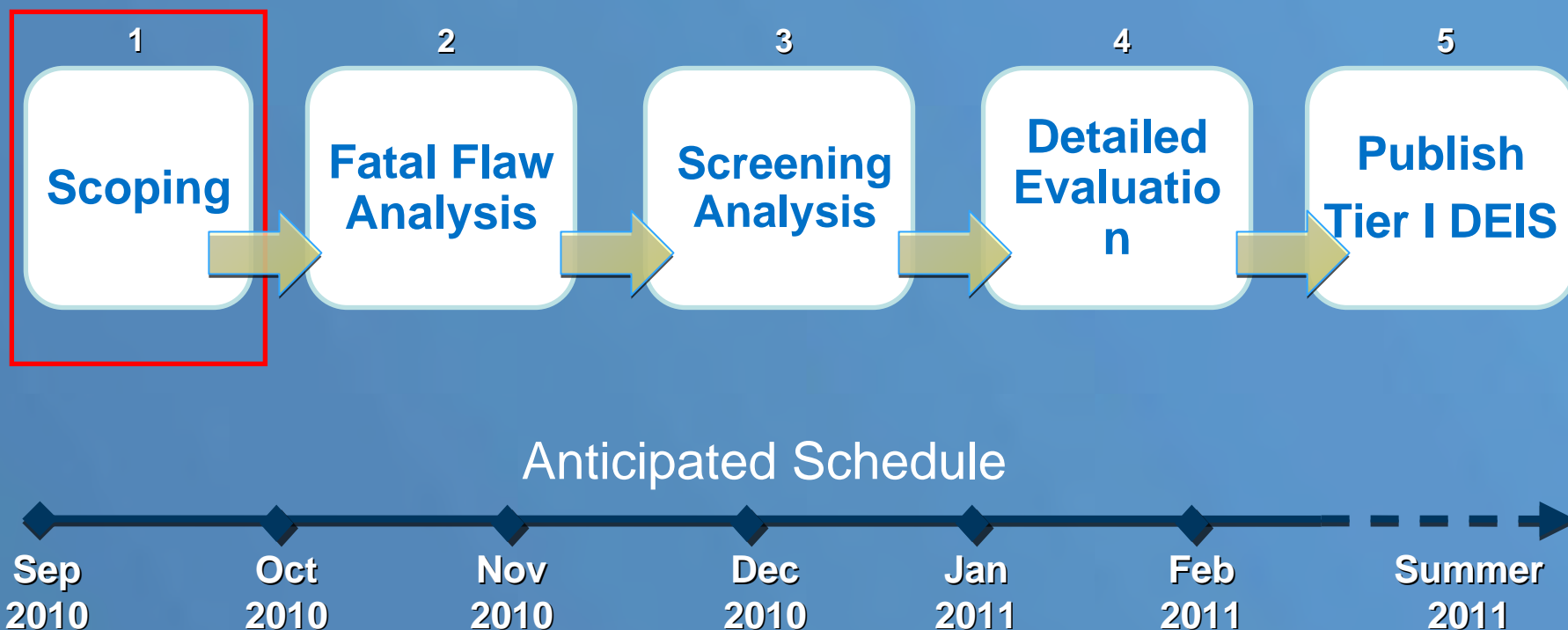
Staged process for environmental review of complex projects







# Alternatives Evaluation - Overview





# 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



# Feedback Options

- Interact directly with project team during the Open House segment
- Submit written comments at Station 5 or  
Email to: [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com)
- To access documents  
Website: <http://www.crossharborstudy.com>
- **Scoping Document comment period ends November 15**

**Thank You!**



## Scoping Comments Summary

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The Cross Harbor Freight Program Draft Scoping Document, Environmental Impact Statement (EIS) Methodology, and Needs Assessment were issued concurrently on September 15, 2010, which initiated the public scoping process. Five public scoping information sessions were held by the Port Authority of New York and New Jersey (PANYNJ) on October 5, 2010 at Bronx Borough Hall; October 7, 2010 at the North Jersey Transportation Authority (NJTPA) in Newark, New Jersey; October 7, 2010 at City Hall in Jersey City, New Jersey; October 12, 2010 at Brooklyn Borough Hall; and October 13, 2010 at Queens Borough Hall. Written comments on all three documents were received until November 15, 2010.

The following presents a summary of the comments on the Draft Scoping Document, EIS Methodology, and Needs Assessment. Section A lists alphabetically the elected officials, community boards, organizations, and individuals commenting on these documents. The following sections summarize these comments and respond to each comment, which are organized by subject matter. Where more than one commenter expressed a similar view, the comments have been grouped and addressed together. The commenter's name is listed in parentheses following each comment.

### **A. ORGANIZATIONS AND INDIVIDUALS WHO COMMENTED ON THE PROJECT DOCUMENTS**

1. Joseph P. Addabbo, Jr., Senate Member, District 15, letter dated 15 November 2010
2. Patricia Burkhart, President, Friends of the Edgewood Preserve, email dated 10 November 2010
3. Denis Byrne, email dated 14 November 2010
4. Patrick M. Centolanzi, email 1, dated 20 October 2010
5. Patrick M. Centolanzi, email 2, dated 2 December 2010
6. Jonathan Chung, email dated 14 November 2010
7. Gary Giordano, District Manager, Queens Community Board 5, email dated 15 November 2010
8. Douglas Greenfeld, Supervising Planner, Jersey City Department of Housing Economic Development and Commerce, email dated 15 November 2010
9. Leon Goodman, P.E., PTOE, Transportation Professor, Stevens Institute of Technology, written communication (Comment Sheet) dated 12 October 2010
10. Sam Goodman, Bronx Borough President's office, written communication (Comment Form) dated 5 October 2010
11. Assemblyman Andrew Hevesi, New York State Assembly 28th District, email dated 15 November 2010
12. Robert Holden, President Juniper Park Civic Association, email dated 15 November 2010
13. Antoinette Maggio, President, Citizens for a Better Ridgewood, email dated 11 November 2010

## Cross Harbor Freight Program

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14. John Maier, email dated 15 November 2010
15. Benjamin Miller, Senior Research Associate, Freight Programs, University Transportation Research Center, Region 2, email dated 15 November 2010
16. Michael Miller, New York State Assembly 38th District, email dated 15 November 2010
17. Joshua Nelson, Assistant Vice President, Maritime Department, New York City Economic Development Corporation (NYCEDC), letter dated 7 January 2011
18. Grace Musumeci, Chief, Environmental Review Section, United States Environmental Protection Agency, Region 2, written communication 17 November 2010.
19. Mary Parisen and Laura Zimmer, Co-Chairs CURES, emails dated 13 November 2010 and 17 November 2010
20. Jeffrey Reichman, email dated 28 September 2010
21. Arnold Reinhold, email dated 28 November 2010
22. Victoria Rutson, Director, Office of Environmental Analysis, Surface Transportation Board (STB), email dated 15 November 2010
23. Lydon Sleeper, Chief of Staff, Office of Councilmember Elizabeth Crowley, written communication (Comment Sheet), dated 13 October 2010
24. Joel Weber II, email dated 7 November 2010
25. Rep. Anthony Weiner, Congress 9th District, email dated 17 November 2010
26. Christina Wilkinson, email dated 17 November 2010
27. Jonathan Wolley, written communication (Comment Sheet), dated 7 October 2010
28. Anonymous member of Brooklyn Community Board 1, email dated 20 September 2010

## B. DRAFT SCOPING DOCUMENT

### GENERAL COMMENTS

**Comment 1:** Add language on page 2 of the Draft Scoping Document, under the section titled “Regulatory Context,” to specifically state that the Tier I EIS will comply, as necessary, with the STB’s regulations implementing the National Environmental Policy Act (NEPA) at 49 C.F.R. Part 1105. (Rutson)

**Response:** The Scoping Document will be revised to reflect this comment.

**Comment 2:** Change the language under the third major step of the alternatives evaluation process, titled “Screening Analysis,” to read as follows: “Reduces the range of reasonable and feasible alternatives that do not meet the goals and objectives based on freight demand forecasting, mode choice, and broad qualitative data.” (Rutson)

**Response:** The Scoping Document will be revised to reflect this comment.

**Comment 3:** A scoping meeting should be held on Long Island to address local concerns about expanded rail operations and potential intermodal facilities. (Byrne, Burkhart)

**Response:** A public information session was held on Long Island on May 5, 2011.

**Comment 4:** Please have the consultant outline a clear definition of the “east-of-Hudson” and “west-of-Hudson” regions in both the Draft Scoping Document and the EIS Methodology Report. It is unclear if the term “east-of-Hudson” is being used to identify (1) the area defined by Manhattan, King, Queens, Bronx, Nassau, and Suffolk counties or (2) the 17 counties in the study area that, technically, lie east of the Hudson River. (Nelson)

**Response:** The term “east-of-Hudson” refers to any counties and/or states located east of the Hudson River and the term “west-of-Hudson” refers to any counties and/or states located west of the Hudson River. Manhattan is east-of-Hudson. The study’s analyses and discussions consider various geographic scales—the officially designated PANYNJ Port District, the New York Metropolitan Transportation Council (NYMTC) and NJTPA regions, the 54-county Cross Harbor modeling study area, and the nation as a whole. Depending on the context, the terms “west-of-Hudson” and “east-of-Hudson” may refer to Port District counties west or east of the Hudson River, or NYMTC counties east or west of the Hudson River, etc.

#### **PURPOSE AND NEED/ GOALS AND OBJECTIVES**

**Comment 5:** The purpose and need statement may be too narrow and confusing. The geographical term “New York Harbor” would appear to define the body of water known as “Upper New York Bay” bounded by Bayonne, New Jersey, the tip of Manhattan, Brooklyn, New York and the Verrazano-Narrows Bridge—a rather small geographical area. At the same time, the Goals and Objectives Section states that the primary purpose of the project is “to improve the movement of freight across New York Harbor between the east-of-Hudson and west-of-Hudson regions.” By using the Hudson River in the narrative, it would appear that improving the freight movement destined for New England is part of the purpose and need. (Musumeci)

**Response:** The term “New York Harbor” includes the Lower Bay, Upper Bay, and their respective estuaries. Freight traffic that is crossing the Hudson River, including freight passing through the study area and destined to New England, will be considered in the analysis. The benefit and cost of accommodating pass through freight will be addressed and compared to the benefit and cost of accommodating freight with an origin or destination in the study area.

**Comment 6:** The Goals and Objectives do not include protecting and improving air quality and other environmental conditions in the communities impacted by the Cross Harbor Freight Program. (Parisen/Zimmer) There is no mention in the Goals and Objectives of energy or emissions reductions. Reducing energy use and reducing air pollution (emissions) should be extremely important in this study. (Centolanzi)



**Response:** As noted on page 1 of both the Draft Scoping Document and EIS Methodology Report, “The Cross Harbor Freight Program EIS will analyze alternatives that would provide near-term and long-term strategies for improving the regional freight network, reducing traffic congestion, improving air quality, and providing economic benefits.”

The potential effects of the proposed alternatives on air quality, energy, and emissions of greenhouse gases will be evaluated in the Tier I EIS. Furthermore, the detailed evaluation of alternatives will consider both quantitative and qualitative performance measures and provide a comparative analysis of the relative benefits and detriments of each alternative. One purpose of the detailed evaluation is to analyze potential regional and localized effects based on more quantified measures. Reduction in air pollution and energy use will be among the performance measures used to evaluate alternatives and determine which alternatives would best meet the project goals and objectives.

**Comment 7:** It is imperative that the EIS seriously analyze freight movement alternatives that would provide near-term and long-term strategies for improving the regional freight network, reduce traffic congestion, and improve air quality. Because trucks carry the overwhelming majority of goods into and out of communities east of the Hudson River, many communities are overwhelmed with truck traffic. Projections are that truck traffic is anticipated to increase substantially by 2035, and seems to be more of a problem each year.

In the short-term and ongoing, every effort needs to be sincerely made to get the movement of goods and waste by trucks to be as efficient as possible. (Giordano)

**Response:** Comment noted. The EIS Methodology Report provides a detailed description of the framework that will be undertaken for the development and evaluation of alternatives that are intended to provide near- and long-term strategies for improving the regional freight movement network, reduce truck traffic congestion, and improve air quality. As described in the Scoping Document, Goal 2 is to “[p]rovide Cross Harbor freight shippers, receivers, and carriers with additional attractive modal options to existing interstate trucking services.” The Tier I EIS will evaluate the movement of freight (including waste) and identify alternatives that meet the Goals and Objectives of the project.

## C. ALTERNATIVES

### MANAGEMENT ALTERNATIVES (TSM/TDM)

**Comment 8:** The EIS should include strong consideration of the Transportation Demand Management (TDM) Alternative, with an emphasis on congestion pricing options and regulatory approaches, since these are less costly than Build

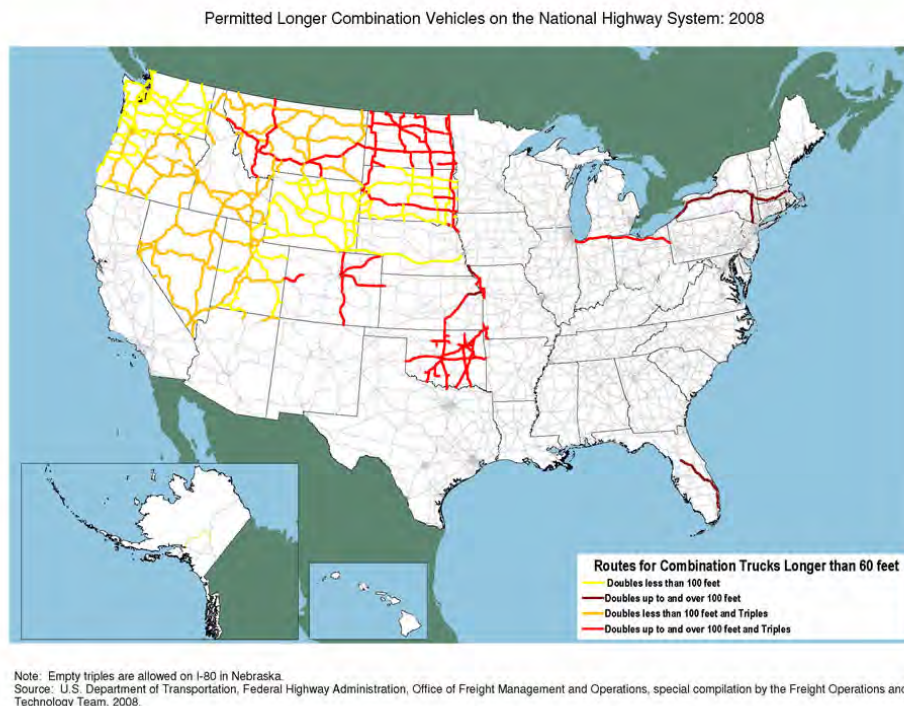
Alternatives and could generate revenue for more strategic infrastructure improvements in the future. (Maier)

Instituting congestion pricing on Hudson crossings, to take advantage of extra capacity at off peak hours, should be considered. Truck traffic, particularly drayage, is less sensitive to time of day than commuter traffic. Congestion priced tolls can provide an economic incentive to shift truck movements to times when there is less automobile traffic. (Reinhold)

**Response:** The study will consider a full range of appropriate Transportation Systems Management (TSM)/TDM Alternatives, including congestion pricing on the region's toll crossings.

**Comment 9:** Allowing multi-trailer trucks (truck trains) late at night on the Verrazano-Narrows Bridge should be considered. While they have long been prohibited in New York City, multi trailer-trucks are common on many state controlled toll roads. Vehicle configurations permitted could range from a 40 foot-20 foot combo, to double 53 foot container loads. Allowing their use on limited routes and only during late night hours could provide additional incentive for off peak drayage, while materially increasing the carrying capacity of the bridge and the Long Island highway network. (Reinhold)

**Response:** Many states currently allow twin 29-foot trailers (see map below). However, there are few routes east of the Mississippi River that allow combination trucks longer than 60 feet. New Jersey does not allow them, nor does New York except on the New York State Thruway. If these longer combination vehicles were permitted on the Verrazano-Narrows Bridge, they would also have to be permitted on access roads in New Jersey (Turnpike, I-278, I-287, NJ 440, etc.), and New York City (Staten Island Expressway, Gowanus Expressway); ideally they would also be permitted in other states (Pennsylvania, Maryland, Virginia) through which freight bound for the study area passes. The Cross Harbor study could consider the possibility of longer combination vehicles, but only if New Jersey Department of Transportation (NJDOT) and New York State Department of Transportation (NYSDOT) deem it a feasible option.



## BUILD ALTERNATIVES

### GENERAL COMMENTS

**Comment 10:** Consider need for new Tappan Zee Bridge to include track service for passenger and freight trains. (Goodman)

This study should look at the alternative of carrying rail freight over the replacement Tappan Zee bridge instead of through the Cross Harbor rail tunnel, as the approximately 25 mile trip to the Tappan Zee Bridge would eliminate the majority of the 140 mile detour via Selkirk, while having the cost savings of being a bridge instead of a tunnel. Furthermore, collaboration between various transportation agencies to move the replacement for the Tappan Zee Bridge a bit to the south has the potential to save money with a shorter bridge, while also further reducing that northward detour. (Weber)

**Response:** The Tappan Zee Bridge Alternatives Analysis, completed in January 2006, included three levels of screening of the alternatives. The Level 2 Alternatives Analysis considered 16 scenarios to improve conditions in the Tappan Zee Bridge/I-287 Corridor. The ability to accommodate rail freight on a commuter rail alignment was included in some scenarios. At the conclusion of the Level-3 screening process, officials from NYSDOT, New York State Thruway Authority (NYSTA), and Metro-North agreed to build a new Tappan Zee Bridge that

would accommodate vehicular, bus rapid transit, and commuter rail traffic. The Tappan Zee Bridge Freight Rail Alternative was not considered beyond the second level screening for several reasons, including the following:

- Limited capability of serving intermodal and commodity freight. Only trailer/container-on-flatcar (TOFC/COFC) freight with axle loadings of up to 65,000 lbs could be accommodated on the bridge without significant additional bridge strengthening.
- Additional costs for bridge strengthening estimated to be between \$300 and \$500 million. There are also a number of infrastructure improvements and support systems beyond the bridge that would be needed to accommodate larger freight vehicles, such as expanded capacity of the ventilation systems, intermodal rail yards and possible raising of clearances in the shoulder tunnels and elsewhere in the rail network, bringing the total estimated incremental cost to \$1 billion.
- Significant issues limit the movement of freight along the Hudson Line and Port Jervis Line, including weight restrictions, hours of operations, and operating rules.
- Vertical clearance restrictions and other infrastructure impediments are located along the Hudson Line.
- Circuitous rail routing is less cost-effective than over-the-road transport.
- Existence of a third rail for the commuter rail operation precludes double-stack intermodal service. The horizontal clearance is not adequate for the modern well cars used for double-stack intermodal service.

**Comment 11:** Consider the possibility of using either diesel or electric haulage in the tunnel (3rd rail or overhead wire). (Wolley) There should be some mention of electrifying freight trains that use a Cross Harbor freight tunnel. (Centolanzi)

We urge that the Tier I EIS Scoping Document include alternatives that incorporate freight rail electrification, both within the Management and Build Alternatives. As with passenger rail, electrification needs to be considered as a realistic option to mitigate impacts on the many residents who live near freight rail facilities. (Parisen and Zimmer)

Include an analysis of the prospects for electrified rail freight to reduce the environmental impact on our community. (Maggio)

**Response:** Any alternative that advances to preliminary engineering will be designed in such a way as to allow for future electrification. In addition, as noted in the Scoping Document, the EIS will consider a Rail Tunnel Alternative with Automated Guided Vehicles (AGVs). AGVs are self-guided power units that can carry loads or drag loads. Fleets of alternative-fuel AGVs could be used as truck cabs, hooking themselves to over-the-road truck chassis at designated transfer yards and dragging the chassis through a tunnel to transfer yards on the other side. The alternative-fuel AGVs could include electric motors running

## Cross Harbor Freight Program

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from on-board batteries or other options. The Tier I EIS will also consider other means to decrease pollution from diesel locomotives, including ultra low emission locomotives.

**Comment 12:** The project should make more use of the Oak Point Link. (Reinhold)

**Response:** Both the Harlem River Yard and Oak Point Yard are under consideration as potential rail yards or terminals to support the Build Alternatives. The Tier I EIS will identify preferred combination(s) of Build Alternatives and rail yards that have the potential to divert the most amount of freight from the Cross Harbor truck crossings.

**Comment 13:** To increase use of the Oak Point Link, it will be necessary to build one or more trainload facilities and intermodal yards on Long Island. Building the facilities first should be a minimal requirement for further major investment and a good way to test the potential for more rail freight. (Reinhold)

**Response:** As noted above, the Tier I EIS will analyze multiple potential rail yard or terminal sites to serve the range of Build Alternatives under consideration. As shown on Figure 5 of the Draft Scoping Document, at least 17 sites will be considered on geographic Long Island (Nassau and Suffolk counties, Brooklyn, and Queens).

**Comment 14:** Establish a rail siding bank to provide low interest loans to businesses and other organizations that wish to make use of existing rail lines east-of-Hudson. It would fund the expenses of installing new sidings or refurbishing existing sidings. (Reinhold)

**Response:** The Tier I EIS will examine various funding mechanisms for proposed infrastructure improvements. However, the Cross Harbor Freight Program study will not implement or establish specific rail assistance programs.

**Comment 15:** Consider instituting TOFC service to Long Island. The Oak Point Link was built with clearance for TOFC, and while TOFC traffic has declined nationwide compared to COFC, it still accounts for millions of shipments each year and could be used to bypass congested highway crossings between New Jersey and New York City. (Reinhold)

**Response:** The market analysis (see Appendix B of the EIS Methodology Report) will quantify the potential demand for intermodal (TOFC, COFC, Double Stack, and piggyback) and bulk rail service to Long Island.

**Comment 16:** Consider using fillet-toupee container service to Long Island. Fillet-toupee is a railroading practice where the top layer of a double stack container train is removed (filleted) at a yard outside a city, at the limits of double-stack

clearance, and the remainder of the train, which now meets ordinary clearance limits, proceeds to a second intermodal yard inside the city for unloading of the remaining containers. The process is reversed for outbound trains (toupee). (Reinhold)

**Response:** This technique may be required for intermodal containers to reach parts of the east-of-Hudson region by rail. The demand for intermodal shipments in those areas, and service alternatives, will be considered in the study.

**Comment 17:** Establish a container ferry between Brooklyn and a southern Atlantic port such as Norfolk, Virginia. There is currently a weekly barge carrying containers from the Port of New York to Boston. While this operation serves international traffic, a similar operation could be established to carry domestic containers. Such a service would scale well, with larger ships and more sailings added as traffic grew. It could also be extended further south to Charleston, South Carolina or Savannah, Georgia, both well established container ports. The barge service could handle both container-to-barge and container-to-train-to-barge movements, as all the above ports have on dock rail. Such a service would eliminate the Selkirk penalty for shipments from the south, and could handle as many containers as the proposed rail freight tunnel, subject to local traffic limitations, which affect the rail tunnel as well. Avoiding the numerous tolls along the I-95 corridor would go part way to paying for such a service. (Reinhold)

**Response:** The barge service between New York and Boston is no longer in operation. Barge services have costs associated with them and typically require significant public operating subsidies. Barge operations along the eastern seaboard are currently unproven as a viable alternative mode for all but a few bulk commodities, though a number of studies (separate from the Cross Harbor Freight Program) are under way to determine if there are workable service alternatives.

**Comment 18:** Segment east-of-Hudson international container shipments through the Brooklyn Port. More than half of all container movements on the North American rail network are international shipments, much of it land bridge traffic between west coast ports and markets further east. It makes no sense for the Port of New York and New Jersey to invest in infrastructure that allows more goods to come to the New York area from west coast ports. An alternative it to use Brooklyn's container port to handle a larger share of international containers arriving via New York Harbor and destined for east-of-Hudson markets. The savings in bridge tolls and shorter drayage alone should provide an economic incentive if marketed properly. (Reinhold)



**Response:** NYCEDC is currently studying the potential for developing a major container port in Brooklyn. As appropriate, the Cross Harbor Tier I EIS will incorporate the NYCEDC study findings and data.

**Comment 19:** Use the CSX Corporation (CSX) West Springfield Yard in south-central Massachusetts, which is being upgraded to a full double-stack intermodal facility. Containers could be offloaded there and drayed via I-91 and I-95 to Long Island and the Throgs Neck or Bronx Whitestone bridges. These routes still have significant off-peak capacity. Encouraging this new lane for freight to Long Island would reduce cross-Hudson truck movements and better distribute truck traffic on Long Island. Higher peak tolls on the Hudson crossings could be used to reduce tolls for such movements on the Long Island Sound crossings. No new facilities would be required. (Reinhold)

**Response:** This suggestion would relocate CSX rail trip ends from the west-of-Hudson to the east-of-Hudson; therefore, truck drays to geographic Long Island would occur entirely east-of-Hudson. The truck dray distances are comparable—152 miles from Selkirk, New York to a location such as Floral Park in Queens via the George Washington Bridge, versus 140 miles from West Springfield, Massachusetts to Floral Park via the Throgs Neck Bridge. The key questions are: how many truck drays to geographic Long Island are generated from Selkirk today? How many are captive to warehouse/distribution facilities in the Selkirk area, such that they could not be easily relocated to Springfield? What is the traffic benefit from continuing on rail beyond Selkirk to Springfield (another approximately 80 miles) such that freight can be trucked to geographic Long Island, as compared to the existing condition (continuing on rail another approximately 130 miles to northern New Jersey), as compared to other potential Cross Harbor alternatives (that could provide rail freight directly on Long Island)? The Cross Harbor Freight Program study datasets and choice models will enable these choices to be examined.

**Comment 20:** Research a new urban freight model. The container revolution began when the United States military rethought transitional logistics. It may be time for a similar effort for urban freight. Many cities share New York's twin problems of traffic congestion and underutilized freight rail lines that are too expensive to upgrade for double stack clearance. Current supply chain models favor large distribution centers in the outer suburbs (e.g., New Jersey and even eastern Pennsylvania) with many trucks distributing goods to freight end users. Funding for some out-of-the-box research in this area should be included in any Cross Harbor plan.

One possibility might be an automated vertical distribution facility designed to straddle rail tracks and automatically load and unload containers from railcars or transit vehicles. This might be coupled with a taxi drayage system that used

computerized vehicle and container tracking via GPS, along with computer dispatching, to minimize dwell time at the terminal and eliminate the need for large upland storage acreage. The Empire Corridor tracks north of Penn Station might be a candidate for such a facility, could also feature a retail component that would take advantage of the lower shipping costs. (Reinhold)

**Response:** Researching a new urban freight model is beyond the scope of this study. However, opportunities to automate processes and reduce the per-container space requirements at rail terminals will be considered at any and all candidate rail terminal sites.

**Comment 21:** The rail lines servicing New York on the New York side do not have the vertical clearances needed. This would create major disruptions to the local community. (Holden)

Modernizing the Bay Ridge Line in Brooklyn is a key element for the success of Cross Harbor freight rail. The present sub-standard clearances need to be upgraded to at least provide double stack clearances. But innovative use of the Bay Ridge Line right-of-way can also be the key to improved truck and transit services for the region. (Goodman)

**Response:** Engineering investigations were conducted during the previous 2004 Draft EIS (DEIS) effort that identified the location of each inadequate vertical clearance and proposed a method for achieving full vertical clearance of 22' 6" along the entire length of the Bay Ridge Branch. In every case, the vertical clearance was proposed to be achieved by undercutting the bridge, not disturbing the street profile. These previous engineering investigations will be updated as appropriate for the current Tier I EIS. However, detailed design work is beyond the scope of a Tier I EIS. A new engineering investigation will be undertaken for any alternative that advances to any Tier II environmental review.

**Comment 22:** PANYNJ should also explore whether freight service on Manhattan's West Side Line could reduce the number of trucks crossing the Hudson River by highway to unload in Manhattan. (Weber)

**Response:** There are no feasible locations in Manhattan that could accommodate a freight rail yard. The original freight rail yards along the west side of Manhattan were removed with the development of Riverside South and the Jacob Javits Convention Center.

**Comment 23:** Explore using the Penn Station tunnels for freight. This might require building a third Hudson River tunnel to Penn Station. A third Hudson River to Penn Station tunnel might open up opportunities for two tracks across the Hudson to normally be in service around the clock, and there are four existing tunnels from Penn Station into Long Island. This would likely lead to ample capacity for off-

peak freight service. A third Hudson River tunnel to Penn Station could also accommodate some additional rush hour peak direction New Jersey Transit service into Penn Station, with New Jersey Transit's trains deadheading through the existing tunnels to Sunnyside Yard on Long Island for mid-day storage. (Weber)

**Response:** This alternative was addressed and eliminated in the 2004 DEIS for reasons that are still valid. The Access to the Region's Core (ARC) project—third Hudson River to Penn Station tunnel—was terminated by the State of New Jersey in 2010. The following can be found on pages 2-37 of the DEIS:

The Access to the Region's Core (ARC) Major Investment Study (MIS) was a separate study of strategic investments to improve passenger rail transportation in the heart of the New York City metropolitan area. Members of the Cross Harbor Freight Movement Project's Steering Committee suggested that the freight component of the ARC study—known as the "AA" Alternative—be evaluated as a stand alone alternative in the Cross Harbor Freight Movement MIS. This alternative proposed a new rail tunnel (for both passenger and freight cars) under the Hudson River from Hoboken to Penn Station in Manhattan. The freight portion of this alternative would also involve a new track connection from Penn Station to Amtrak's West Side Line to Oak Point Yard in the Bronx. The second-tier screening analysis raised concerns about potential operational and scheduling constraints on rail freight imposed by sharing track with passenger service along the nation's most heavily used passenger corridor. Transportation analyses conducted under the second-level screening revealed that this alternative could be expected to do as well as the low capital-intensive railcar Float Alternative. Thus, this alternative was not advanced beyond the second tier of the screening process.

**Comment 24:** There would be value in studying whether the West Side Yard could be adapted so that during the day, it would continue to be used as mid-day storage for the Long Island Rail Road (LIRR), and at night, part of the West Side Yard could be used as an intermodal container transloading facility. Alternatively, with LIRR's East Side Access project, the passenger train use of the West Side Yard may decrease, which might allow part of the West Side Yard to be converted to full time intermodal freight activity. One additional challenge here is that New Jersey to West Side intermodal trains might need to be relatively short, perhaps 15 cars, to fit the length of Penn Station if they need to avoid partially entering the Long Island tunnels while reversing direction, and/or to fit the available space in the West Side Yard. (Weber)

**Response:** The West Side Rail Yard was originally used as freight terminal in the early 20th century. However, by the 1970s, freight operations fell into disuse, and the Triborough Bridge and Tunnel Authority (TBTA), the site was redeveloped in 1986 as a storage and maintenance complex for the LIRR's electric commuter

car fleet. The Western Rail Yard currently contains LIRR tracks for off-peak storage of LIRR commuter trains and facilities that support the daily operation of the LIRR. The LIRR must have continuous access to the LIRR train yard and its facilities. Any reintroduction of freight trains would need to ensure that LIRR operations are not impacted.

Most recently, in 2009, the Metropolitan Transportation Authority (MTA) and New York City Planning Commission approved the Western Rail Yard Project—a mixed-use development over the western section (“Western Rail Yard”) of the MTA-LIRR John D. Caemmerer Yard. For the Western Rail Yard project, a platform would be constructed above the rail yard and the mixed-use development would be constructed above the platform. According the *Western Rail Yard FEIS, October 2009*, the project has been carefully planned with the MTA-LIRR to ensure that the building foundations can be built while keeping interruptions of yard operations to a minimum. With the building foundations and the existing LIRR tracks and facilities located in the yard, there would be no space available within the Western Rail Yard to be used as an intermodal container transloading facility.

**Comment 25:** We would argue that the characteristics of the competitive circumstances in which rail freight service is offered in the region will have a significant effect on pricing and service and hence on demand and impacts. The alternative institutional arrangements in which rail operations will take place thus become an important consideration for the EIS analysis. Among the alternatives that should be considered in the scope are expansion of the currently defined “Conrail” area, which could include territory on both sides of the harbor, and open access, the system which is currently required throughout the European Union. (B. Miller)

**Response:** Institutional arrangements of asset ownership and operations will be examined as part of this study, and alternatives that could improve operational efficiency will be identified.

#### *YARDS AND ANCILLARY FACILITIES*

**Comment 26:** Based on the Project Purpose and Need in the Draft Scoping Document, the goal of the program is to increase rail’s share of the freight transportation in east-of-Hudson counties, possibly to the level in the west-of-Hudson counties—a six-fold increase. Currently, the Fresh Pond rail interchange and the rail corridor through our communities and near our homes is the only route for freight to enter and leave Long Island by rail. Unless the Cross Harbor Freight Program explores alternatives, the entire impact of this dramatic increase will fall on the neighborhoods where we live. (Parisen and Zimmer)

**Response:** As noted above, the Tier I EIS will analyze multiple potential rail yards or terminal sites to serve the range of Build Alternatives under consideration. The purpose of examining multiple locations is to distribute and disperse freight related traffic such that it is not concentrated in one neighborhood. As shown on Figure 5 of the Draft Scoping Document, at least 17 sites will be considered on geographic Long Island (Nassau and Suffolk counties, Brooklyn, and Queens). The Tier I EIS will evaluate the potential for both regional and local environmental impacts. Where potential adverse impacts of the Build Alternatives are identified in the Tier I EIS, mitigation measures would be presented as a range of options that would be designed to avoid, minimize, or mitigate potential adverse impacts. It is possible that multiple communities may have impacts, which could require mitigation.

**Comment 27:** The alternatives considered in the Tier I EIS should include rail upgrades, construction, and restoration projects that would create new routes that ensure that Fresh Pond rail interchange and nearby tracks would no longer be the bottleneck where there is an exceptionally high level of pollution resulting from the operation and idling of old diesel locomotives. (Parisen and Zimmer)

While the Fresh Pond Yard in Glendale, Queens was identified as a “Build Alternative” area, there is no mention of how this rail yard could be improved upon to accommodate projected increases of rail traffic from Long Island, Queens, and Brooklyn. The document specifically references an expected 26 percent increase in freight tonnage by 2035 in this region, yet makes no mention in the Build Alternative section of how the Fresh Pond Yard could be expanded or improved upon to accommodate the 1.6 percent increase that will directly affect rail traffic on the east-of-Hudson corridor. This terminal also currently accommodates almost all incoming rail traffic from Long Island, disproportionately affecting the surrounding residential communities in Queens. (Hevesi)

**Response:** The Tier I EIS analysis will identify a range of potential improvements to accommodate projected increases in rail demand, which could include improvements to Fresh Pond Yard as well as other locations. The Tier I EIS will also identify, as appropriate, mitigation measures associated with the environmental effects from these improvements.

**Comment 28:** Preserve and expand existing facilities at Oak Point. Policies should be put in place to ensure continued and expanded rail freight activity at Oak Point in the Bronx. Zoning and land use policies should be examined with an eye to keeping this rail freight hub in service long term. It would also be worthwhile to investigate ways additional rail freight traffic could be generated. In particular, the Hunts Point Terminal Market has extensive rail sidings that are only partially utilized. (Reinhold)

**Response:** Oak Point Yard is under consideration as a potential rail yard or terminal to support the Build Alternatives. If the demand analysis warrants expanding the existing yard, the need for additional land will be assessed. The Tier I EIS will identify the procedures necessary to facilitate and implement the Preferred Alternative(s) including any land use and zoning changes. However, any zoning changes, if necessary, would be undertaken by the New York City Planning Commission, a cooperating agency for the Cross Harbor Freight Program, as part of the Tier II evaluation.

**Comment 29:** CSX has an exclusive freight line which comes down from the Bronx near the Robert F. Kennedy Bridge (formerly known as the Triborough Bridge). In the Bronx, CSX has yards in Oak Point, Hunts Point, and near the Harlem River. They have access to the Major Deegan, the Bruckner, and the Cross Bronx. Why are these yards not being expanded and used for intermodal facilities? One large intermodal yard would place massive amounts of trucks on the highway in the local neighborhood. Disbursing that would be a much better idea, i.e., having several small intermodal yards including at least one on Long Island. (Holden)

**Response:** Harlem River Yard, Oak Point Yard, and Hunts Point are all under consideration as potential rail yards or terminals to support the Build Alternatives. As shown on Figure 5 of the Draft Scoping Document, at least 17 sites will be considered on geographic Long Island (Nassau and Suffolk counties, Brooklyn, and Queens) as well as three potential sites in the Bronx. These sites will be evaluated along with their access to arterial roads. The Tier I EIS will study a range of options for unloading and final distribution associated with the various Build Alternatives. The Tier I EIS will identify preferred combination(s) of Build Alternatives and rail yards that have the potential to divert the most amount of freight from the Cross Harbor truck crossings.

**Comment 30:** Build more transload facilities on Long Island. Transload yards facilitate the transfer of bulk commodities, such as chemicals, lumber, flower, and plastics, from railcar to truck. They are efficient for railroads to service as they minimize switching requirements, since multiple carloads at a time are sent to each trainload yard. This is particularly important on Long Island, as heavy passenger use of LIRR limits freight movements. The types of freight cars that would go to a trainload yard are already suitable for the Oak Point Link connection and would require no additional capital investment to upgrade clearances. (Reinhold)

**Response:** As noted above, the Tier I EIS will analyze multiple potential rail yard or terminal sites to serve the range of Build Alternatives under consideration. As shown on Figure 5 of the Draft Scoping Document, at least 17 sites will be considered on geographic Long Island (Nassau and Suffolk counties, Brooklyn, and Queens).



**Comment 31:** The locations identified on geographic Long Island as potential rail-truck transfer facilities include sites that the City University of New York (CUNY) Institute for Urban Systems study of the Long Island Truck-Rail Intermodal Facility on behalf of NYSDOT found did not meet what they considered minimum-acceptable screening criteria. Conversely they do not include sites that the CUNY Institute for Urban Systems (CIUS) study found most likely to be feasible. Nor does the list of potential yard locations include any in Connecticut, where it could be argued that there would be sufficient demand to make a yard desirable, nor the Bronx, which may likewise merit a yard. (B. Miller)

**Response:** The Scoping Document will be revised to include the facilities on geographic Long Island included in the CIUS study. The Long Island Truck-Rail Intermodal Facility study and its minimum-acceptable screening criteria will be reviewed and considered in the context of the goals and objectives of the Cross Harbor Freight Program. As noted in the Scoping Document, three existing facilities are included in the Bronx. These locations, which currently support freight rail, may require expansion to accommodate some alternatives.

The Tier I EIS will evaluate the demand for trips that begin and end in Connecticut. If the demand warrants the need for additional yards, further investigations will be undertaken to identify potential locations in Connecticut.

**Comment 32:** The discussion of potential transfer facilities should include the possibility (of special importance given the constraints on readily developable space in the region, particularly east-of-Hudson) of “linear” truck-rail transload facilities that could take advantage of existing rail right-of-way. (B. Miller)

**Response:** We agree with the comment. The analysis of alternatives will consider the amount of available transfer space. The transfer of bulk commodities between rail and truck can often be accomplished in less space than the transfer of containers. And “linear” transload facilities within constrained rights-of-way may be practical solutions.

**Comment 33:** While truck-rail transfer yards are mentioned in the scoping document, warehouses and other ancillary logistics facilities are not. It might be argued that such “secondary” facilities are more appropriately the focus of the Tier II effort, but we think deferring the consideration of these needs is not appropriate since the location of these facilities, and the demands and impacts they impose (and opportunities they create), given the tight spatial constraints and intensive land use demands in the region, particularly east-of-Hudson, will have a major determinative effect on the location of various types of transfer yards/facilities. They will also have a significant effect on market demand (and transport volume), and on a wide range of impacts (e.g., truck miles traveled, economic development effects, etc.). (B. Miller)

**Response:** We agree with the comment. It is important to consider warehouse/distribution facilities as part of the Tier I effort since they are a critical variable in determining what types of freight shipments could potentially be diverted from truck to rail. Dependency on warehouse/distribution space is one of the key questions in the market analysis survey. Warehouse/distribution capacity and operations are key considerations not only in the market analysis, but also in the design and operating requirements of any new rail, truck, or ferry terminals that might be developed east-of-Hudson.

**Comment 34:** The proposed scope should mention operational changes that would need to be made in west-of-Hudson yards—including, notably, yards in the Harrisburg/Chambersburg vicinity—to make trans-harbor shipments and transfer as efficient as possible. (B. Miller)

**Response:** To the extent required, analysis of the rail network beyond PANYNJ's Port District will be conducted, including identification of bottlenecks that could impact movements into and out of the region. In addition, the demand analysis will consider how much freight is moving directly from warehouse and distribution centers in Harrisburg/Chambersburg to the east-of-Hudson. Freight currently arriving by truck today would be a candidate to remain on rail, and arrive east-of-Hudson by rail.

**Comment 35:** There is mention of the consideration of alternative yard technology for the various transfer yards. It is important that these alternatives be considered at the Tier I stage since the throughput efficiency will vary significantly with various yard technologies and configurations, which will in turn have an effect on the spatial footprint required for yards (and hence on the identification of appropriate potential sites). Alternative design and operating configurations can also vary significantly in terms of other impacts, such as noise, vibrations, truck-traffic volume. (B. Miller)

**Response:** We agree with the comment. The Tier I EIS will consider alternative yard technology.

**Comment 36:** Page 10 of the Draft Scoping Document identifies the 65th Street Rail Yard as "a 33-acre facility." The rail yard is a 24-acre facility. (Nelson)

**Response:** The Scoping Document will be revised to reflect this comment.

**Comment 37:** Also on page 10, the New Lots facility is described as being located in Brooklyn "on Foster Avenue between East 83rd and East 87th Streets." This is the location of the Brooklyn Terminal Market. The New Lots facility is located, generally, between Linden Blvd, Rockaway Ave, and Avenue D in Brooklyn. (Nelson)

## **Cross Harbor Freight Program**

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**Response:** The Scoping Document will be revised to reflect this comment.

**Comment 38:** Again on page 10, the Draft Scoping Document describes Conrail-owned infrastructure at the Fresh Pond Yard in Queens. Please have the consultant update this to reflect CSX ownership. (Nelson)

**Response:** The Scoping Document will be revised to reflect this comment.

### *FLOAT/FERRY ALTERNATIVES*

**Comment 39:** Self-propelled freight ferries to termini at various locations in New Jersey as proposed by NJTPA should be explored as an alternative and efficient method for regional freight distribution. (Greenfeld)

**Response:** As noted in the Draft Scoping Document, container floats and truck ferries (self propelled or otherwise) between a number of New Jersey and New York termini will be analyzed.

**Comment 40:** Explore ways to improve water and rail services to Hunts Point Market to reduce vehicular traffic in Bronx. (S. Goodman)

**Response:** NYCEDC is currently working with the Hunts Point Terminal Produce Market Co-op on redeveloping the market and improving site access. As appropriate, the Cross Harbor Freight Program will coordinate with NYCEDC, a participating agency for the project.

**Comment 41:** The EIS should include alternative methods of sending freight directly by water from New Jersey to locations west-of-Hudson, with a strong emphasis on float and ferry options over a tunnel option. (Maier)

**Response:** As described in the Draft Scoping Document, a variety of float and ferry options will be considered. The market demand analysis addresses all options—management, float/ferry, and tunnel—using the same methods and tools, without emphasis on any particular solution or strategy, and with a high degree of transparency.

**Comment 42:** In the short-term, every effort should be made to utilize waterways in New York City, on Long Island and throughout the study region for freight transport. (Giordano)

**Response:** As previously noted, a variety of float and ferry options will be considered. One of the advantages of ferry services is the ability to implement them relatively quickly, typically without major investments in offsite infrastructure, making them well-suited to meet near-term demand.

**Comment 43:** New York City is surrounded by waterways and should fully utilize barging of goods rather than expensive tunnels and intermodals that will bring more truck traffic to western Queens neighborhoods. (Holden)

**Response:** As described in the Scoping Document, Float/Ferry Alternatives—alternatives that describe the movement of freight by water, across New York Harbor—will be considered and evaluated. Waterborne alternatives could include: expanded railcar float system, expanded container float system, truck float system, and truck ferry system. Figure 6 of the Scoping Document shows potential routes for the waterborne Float/Ferry Alternatives.

**Comment 44:** Long Island and the boroughs of New York City are surrounded by water yet there is no alternative being studied by the Cross Harbor Freight Program that would increase barging from New Jersey and the rest of the east coast to barging docks in towns along Long Island’s north and south shores. (Wilkinson)

Explore alternative methods of sending freight directly by water from New Jersey to the north and south shores of Long Island. (Maggio)

**Response:** As previously noted, a variety of float and ferry services will be considered, including services linking the west-of-Hudson region to Nassau/Suffolk counties.

**Comment 45:** Institute truck or container ferry service to Port Jefferson. Moving more freight through Port Jefferson would reduce congestion on the western Long Island roads and would keep the freight burden from falling entirely on Brooklyn and Queens. The existing ferries could be operated later at night for truck and container movements or additional ferries could be purchased. Trailers and containers could come from West Springfield, New London, or a new intermodal facility at Bridgeport, which is seeking to expand rail access to its port. (Reinhold)

**Response:** The study will consider a variety of ferry service locations in Nassau and Suffolk counties. The first step in the Cross Harbor Freight Program study is to determine the level of underlying freight demand; if demand warrants, the next step is to compare the cost, speed, and reliability of different freight services (such as ferry versus trucking) to determine if a Cross Harbor alternative offers a more attractive proposition.

**Comment 46:** The Draft Scoping Document includes technological methodology for highway and rail network analysis. However, there is no concomitant discussion of a marine network analysis. While the no-build options implicitly assume that the current floating barge link between New York and New Jersey would be retained, the alternatives do not consider the potential for expanding marine freight operations and implementing technological upgrades that would make

them more efficient. Any comprehensive planning project for the New York-New Jersey harbor region must consider the importance of marine freight operations. (Parisen and Zimmer)

A credible Tier I EIS scope must include a robust Marine Network analysis that yields scenarios and alternatives to trucks and trains. (CURES email)

**Response:** The Tier I EIS will include a robust analysis of marine-based alternatives. Based on the simplicity of the existing marine network, the methodology and technologies necessary to analyze the marine-based services are less complex than the rail and highway services. The study will consider the potential application of state-of-the-art vessels and transfer equipment.

**Comment 47:** Expanding barging operations would be more environmentally friendly than the current setup and less expensive than the proposed tunnel. Goods can be shipped from New Jersey, Connecticut, southern states or upstate directly to consumption points in Brooklyn, Queens, Nassau, and Suffolk. This would take thousands of trucks off the roads everywhere—not just in Manhattan. As far as longer-distance barging is concerned, PANYNJ seems to be limiting itself to looking at “international container traffic.” (Wilkinson)

**Response:** Float and ferry services have the potential to divert trucks, and as previously noted, a variety of float and ferry services will be considered for a range of freight traffic, including bulk, container, and other commodities.

**Comment 48:** What are the regulatory requirements for air emissions from barges? (Brooklyn CB1 member)

**Response:** The Tier I analysis will consider the current and future proposed emission standards for marine engines as regulated by the United States Environmental Protection Agency (USEPA). Any additional analysis, such as site-specific impact assessments near waterfront facilities would be conducted in any Tier II environmental review for a particular site.

**Comment 49:** The Draft Scoping Document indicates that the Tier I EIS will consider the expansion of the current railcar float and container float systems to move freight across New York Harbor, as well as the possible addition of a truck float system or truck ferry service. Because STB has jurisdiction only over certain rate matters involving ocean carriers in the noncontiguous domestic trade, which includes transportation between the U.S. mainland and Alaska, Hawaii, and various U.S. territories or possessions, STB would not have jurisdiction over water transport across New York Harbor unless such water transport is part of transportation by a rail carrier. STB has jurisdiction over transportation by a rail carrier that is by railroad and water, if the transportation is under common control, management, or arrangement for a continuous shipment. (Rutson)

**Response:** Comment noted.

*RAIL TUNNEL ALTERNATIVES*

**Comment 50:** On 18 November 2010, the *Queens Chronicle* reported that the tunnel option is suspended. What exactly does this mean? Are the tunnel options no longer in play? (Centolanzi email 2)

**Response:** As noted in the Scoping Document, the Build Alternatives include various rail tunnel options. These tunnel alternatives will be evaluated in the Tier I EIS for the Cross Harbor Freight Program.

NYCEDC was the project sponsor for a DEIS published in April 2004 by the Federal Highway Administration (FHWA) and the Federal Rail Administration (FRA), acting as co-lead agencies. The 2004 DEIS considered: a No Action Alternative; a TSM Alternative; an Expanded Float Operations Alternative, which involved the expansion of capacity for the existing railcar float system across New York Harbor; and a Rail Freight Tunnel Alternative with two possible alignments and two potential tunnel designs. The 2004 DEIS was the subject of public hearings in May and June in 2004 and an extended public comment period, with many substantive submittals by public agencies as well as stakeholder interests. Subsequent to the hearings, NYCEDC suspended active work on the DEIS. The *Queens Chronicle* article referenced that the 2004 DEIS tunnel plan was suspended after public hearings.

**Comment 51:** [Jersey City] restates its concern that the Jersey City Greenville Yards site is the only alternative that continues to be pursued further for a rail freight tunnel to Brooklyn. Jersey City's previous comments noted the disparity in the level of analysis of impacts on environmental justice communities in New Jersey versus New York. (Greenfeld)

**Response:** The environmental justice analysis presented in the 2004 DEIS followed all relevant applicable analysis methodologies: the U.S. Department of Transportation's (USDOT) *Final Order on Environmental Justice*, April 1997; the USEPA *Guidance for Incorporating Environmental Justice Concerns in USEPA's NEPA Compliance Analyses*, April 1998; the Council of Environmental Quality's *Environmental Justice: Guidance under the National Environmental Policy Act*, December 10, 1997; and the FHWA's *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, December 2, 1998. To identify minority and low-income populations within the project study area, demographic information was obtained from the U.S. Census Bureau for the year 2000. Population and race information was collected using the block level, the smallest geographic unit for which the income and poverty data were available. Data for median household



income and poverty status were collected using the block group level data, the smallest geographic unit for which data were available.

For the purposes of the environmental justice analysis, the most pervasive environmental impact—noise impacts for the double tunnel system—was used to determine whether the project would result in disproportionate adverse impacts on minority and low-income communities along the tunnel alignment. The Federal Transit Administration (FTA) guidance manual, *Transit Noise and Vibration Impact Assessment* (April 1995) was used to assess noise impacts from rail operations. The manual identifies three land use categories for which operational noise impacts are determined: Category 1, comprising tracts of land in which quiet is an essential element of the intended purpose; Category 2, which includes residences and buildings where people normally sleep; and Category 3, comprising institutional uses with primarily daytime and evening use. A detailed noise methodology was used to predict impacts and to evaluate the effectiveness of mitigation measures. Under this methodology, adverse noise impacts are categorized into “impacts” and “severe impacts.” Environmental justice guidance states that agencies should identify and address disproportionately high and adverse human health and environmental impacts. With respect to noise, “severe impacts” would be considered “high and adverse.” Factors such as the size of the impacted area, the number of residents affected, and the feasibility of mitigation measures should also be considered when determining impact severity.

For the Greenville Branch segment of the New Jersey alignment, a segment stretching approximately 6,000 feet within Jersey City, severe noise impacts would occur up to 181 feet from the right-of-way. The number of residents in this environmental justice community totaled 1,330. For the Staten Island alignment, two segments of the Staten Island Railroad, between Arlington Yard and Nicholas Avenue and Nicholas Avenue and Alaska Street, met the criteria for environmental justice communities. These two segments stretched for approximately 12,000 feet along the right-of-way. The noise impacted area for Segments 1 and 2 were 450 and 871 feet from the rail line, respectively. The two segments of the Staten Island study area contained a combined total population of 11,550; both segments also met the thresholds identified for environmental justice communities of concern.

Overall, the analysis found that for the New Jersey alignment of the Double Tunnel System, an estimated total of 151,000 residents would be adversely impacted by noise (without mitigation). Fifty-one percent of these residents are minority and approximately 17 percent live in poverty. For the Staten Island alignment of the Double Tunnel System, approximately 169,000 people would be adversely impacted by noise (without mitigation). Fifty-four percent of these residents are minority and about 18 percent live below the poverty level. However, while both alignments would result in adverse noise impacts along

many segments of the rights-of-way, not all segments would be impacted to the same degree. The New Jersey alignment would result in a noise impact along the Greenville Branch study area described above at a distance of 181 feet from the rail line. Impacts along this segment would be considered far less severe than impacts identified in other communities, would affect only Category 2 residential and other nighttime land uses within a short distance of the rail line, and would most likely be imperceptible. Under the Staten Island alignment, a severe impact would occur along Segments 1 and 2 for Category 2 land uses. Category 3 land uses in Segment 2 would also experience a severe impact; in Segment 1 the impact would not be severe. Due to the distance the noise impact would involve in Segment 2 (871 feet from the rail line), adverse neighborhood character impacts were also identified. Mitigation of impacts along this segment, such as the installation of noise barriers would not be feasible, due to the elevated nature of the Staten Island Railroad in this portion.

Due to the number of residents affected by each alignment overall, and in specific minority and low income communities, the environmental justice analysis concluded that the Staten Island Alignment (under both the double or single tunnel systems) would result in unmitigated severe impacts, which may be disproportionate in environmental justice communities. In accordance with NEPA guidance, the identification of a disproportionate adverse impact on a community of concern “does not preclude a proposed agency action from going forward, nor does it necessarily compel a conclusion that a proposed action is environmentally unsatisfactory. Rather, the identification of such an effect should heighten agency attention to alternatives (including alternative sites), mitigation strategies, monitoring needs, and preferences expressed by the affected community or population.”<sup>1</sup> Therefore potential impacts in other environmental analysis areas were also taken into account in moving forward the New Jersey alignment. In addition to minimizing potential noise impacts, the New Jersey alignment would avoid several significant environmental and neighborhood character impacts exclusive to the Staten Island alignment. The New Jersey alignment employed more direct routing to the western portal, resulting in a greater diversion of freight trucks to rail, subsequently yielding greater user benefits and travel efficiencies and creating greater business attraction than the Staten Island alignment. Overall, the 2004 DEIS found that the New Jersey alignment of the Tunnel Alternative achieved greater benefits than the Staten Island Tunnel Alternative and was more in line with the goals and objectives of the project.

**Comment 52:** The Rail/Vehicle Tunnel Alternatives should also include a single tunnel with rail tracks and managed roadway lanes, and associated connecting links, as

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<sup>1</sup> Council of Environmental Quality’s *Environmental Justice: Guidance under the National Environmental Policy Act*, December 10, 1997.

## Cross Harbor Freight Program

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outlined in “The Gateway Project” proposal [attached to the comment letter]. (Goodman)

**Response:** A combined rail freight/passenger vehicle tunnel is not under consideration in this study because the Goals and Objectives are focused on the movement of freight. Improvements focused on passenger movements are being studied in other initiatives. However, a rail freight tunnel with scheduled truck access is being evaluated in the Tier I EIS.

**Comment 53:** I support a Greenville Yard to Brooklyn tunnel alignment and a two-track, double-stacked rail tunnel. (Chung)

**Response:** Comment noted.

**Comment 54:** The freight tunnel should have multiple exits and entrances to ensure that not all traffic is dumped in the laps of our neighbors in Maspeth and Middle Village. Dispersing the freight and truck traffic is essential to making sure the project causes more good than harm. (Weiner)

**Response:** While any tunnel alternatives would have one portal on each side of the Harbor, this does not effect where the ultimate destination of freight would be. Due to concerns on concentrating the effects of proposed yards and related truck traffic in one neighborhood, the Tier I EIS will analyze multiple potential rail yard or terminal sites to serve the range of Build Alternatives under consideration. The purpose of examining multiple locations is to distribute and disperse freight related traffic such that it is not concentrated in one neighborhood. Based on the demand results from the screening analysis, the detailed evaluation will then consider up at least 17 potential yard sites on geographic Long Island (Nassau and Suffolk counties, Brooklyn, and Queens) as well as three potential sites in the Bronx. These sites are shown on Figure 5 of the Draft Scoping Document. The Tier I EIS will study a range of options for unloading and final distribution associated with the various Build Alternatives.

**Comment 55:** The construction and operation of a new rail line that would provide common carrier service, such as a rail freight tunnel under the Hudson River or any new rail line that would extend the territory or markets that the owner or operator serves would require a license from STB before construction could begin. STB approval would also be required for a proposal to construct an extension to an existing rail line if it would enable a rail carrier to serve a new market. STB approval, however, is not required to realign an existing rail line or to construct and operate ancillary, “spur,” industrial, team, switching, or side track, so long as the purpose and effect is not to extend the railroad’s territory. Nor would improvements (such as track or signal improvements, bridge rehabilitation, or improvements to existing rail yards to increase storage capacity) require STB authorization. (Rutson)

**Response:** Comment noted.

**Comment 56:** The Build Alternatives section of the Draft Scoping Document describes a Rail/Vehicle Tunnel Alternative that utilizes AGVs. While we are supportive of investigating new technological applications, we are unaware of a proven large-scale deployment of this technology in an industrial setting. Absent a proven case study, we would recommend revisiting the utility of evaluating this alternative. (Nelson)

**Response:** AGV technologies for freight movement are well-established and well-proven within factories, warehouse/distribution centers, and marine terminals (for example, the Port of Rotterdam). Their application to transportation networks would be a new, but logically foreseeable, step in their evolution and deployment. Passenger applications (Personal Rapid Transit) of AGVs using guideway systems have been studied since the 1960s; modern technology makes it possible for AGVs to be guided by buried wires, or by GPS signals, without fixed guideways.

#### **NO ACTION ALTERNATIVE**

**Comment 57:** Please have the consultant include rail improvements slated to be undertaken by the City of New York in Sunset Park, Brooklyn, specifically, the BAT West Track Replacement, S-Curve Elimination and the SBMT Rail Extension, in the No Action Alternative—Railroad Projects portion of Appendix A of the Draft Scoping Document. (Nelson)

**Response:** These will be included in the No Action Alternative.

**Comment 58:** Please have the consultant clarify which agencies and/or private entities are responsible for undertaking the specific projects identified under the No Action Alternative. Furthermore, we recommend that the projects be associated with specific initiatives as necessary (e.g., “independent utility projects” being forwarded by PANYNJ.) (Nelson)

**Response:** These will be included in the No Action Alternative.

#### **D. EIS METHODOLOGY**

##### **ALTERNATIVES EVALUATION PROCESS**

**Comment 59:** The methodology appendix lists “incompatible with existing or planned operations of current rail providers” as a fatal flaw criterion. We would argue that, since the public investment required to develop improved Cross Harbor rail freight connections is likely to total billions of dollars and the facilities themselves are likely to be in operation for upwards of a century,

incompatibility with existing operations of current rail providers—which are inherently not designed to accommodate trans-harbor operations—is not an appropriate fatal flaw. (B. Miller)

**Response:** This fatal flaw criterion is intended to address current passenger rail services and any associated long-term investments. The EIS Methodology Report will be revised accordingly to note this as passenger rail service. Currently, passenger rail services share infrastructure with and take precedence over freight rail services, such as on the Metro-North Hudson and Harlem Lines as well as the LIRR Main Line. Alternatives that would be incompatible with existing or future passenger rail services would be considered a fatal flaw alternative.

**Comment 60:** For the same reasons (see Comment 59 above), we would argue that “results in severe impacts and/or cost implications to existing rail or highway infrastructure” should not be considered a fatal flaw either. (B. Miller)

**Response:** We disagree with the comment. This fatal flaw criterion is intended to avoid alternatives that result in significant capital costs to other public agencies not associated with Cross Harbor infrastructure.

**Comment 61:** The Build Alternatives section of the Draft Scoping Document reveals a large number of Build Alternatives, including 20 potential sites for yards and terminals, four Float/Ferry Alternatives, four Rail Tunnel Alternatives and three Rail/Vehicle Tunnel Alternatives. Obviously, these alternatives represent a menu of items that can be selected and combined with one another. We presume, however, that not every combination of alternative will be analyzed as this would represent a very high number of possible permutations.

Please have the consultant describe exactly how each of these alternatives will be approached. How will the consultant create a methodology for identifying an optimum combination of improvements and eventually arrive at a manageable combination of alternatives to analyze? For example, are specific alternatives mutually exclusive of or in conflict with one another and, conversely, are there those that are complementary? (Nelson)

**Response:** The comment is correct that a large number of permutations and combinations of options will be developed and studied. The first step of the analysis is to identify alternatives that successfully meet the future demand forecast. While not every option will be tested in the demand model a series of options testing a number of modes, alignments, operational characteristics and termini will be evaluated using the demand forecasting tools developed by the project. Possibly 30-50 options may be initially evaluated for demand potential. Next, the best performing alternatives will be combined into packages for a second round of demand estimation, to determine whether alternatives are better performing as packages than as individual projects. Based on those results, a limited

combination of yards, modes, and routes will be examined in the detailed analysis. Once viable alternatives have been developed based on demand a more detailed evaluation looking at specific sites for yards will proceed. This is intended to avoid looking in detail at sites that would not generate any demand. Agency and stakeholder input will be an important consideration throughout this process.

**Comment 62:** The robust demand analysis associated with the Cross Harbor Freight Program Tier I EIS presents a unique opportunity to create a blueprint for Management and Build Alternatives that will offer tangible benefits to regional goods movement with or without any of the seven Rail Tunnel Alternatives. We recommend that the EIS be used to identify clear, specific, actionable, near- and long-term alternatives and rank them in order of their associated positive impacts, essentially pinpointing what investments the region should make, where and by whom. (Nelson)

**Response:** The Tier I EIS will identify specific actionable alternatives and improvements applicable to the project Goals and Objectives. The Record of Decision (ROD) for the Tier I EIS will select preferred mode(s) (waterborne, rail, or a combination) and alignment(s) based on its ability to improve regional freight movement. The alternative(s) listed in the ROD are expected to be actionable and would likely advance to a Tier II environmental review.

## MARKET ANALYSIS

**Comment 63:** The study does not clearly identify why people would change back to rail from truck. The private benefit cost analysis is totally misleading. (Holden)

**Response:** The description of the methodology for the benefit-cost analysis was not intended to be misleading. The Cross Harbor Freight Program study seeks to answer the question listed in the comment—determine how much freight could be diverted from truck movements. The purpose of the Cross Harbor Freight Program study and Tier I EIS, which has not yet been performed, is to determine at what cost, environmental effects, and benefits freight movements could be diverted from truck to rail or marine movements.

**Comment 64:** The study specifically recognizes that the CSX traffic coming down from Selkirk will not be diverted through the tunnel which begs the questions about calculating the number of cars that will go through the tunnel, if any. (Holden)

**Response:** The current Cross Harbor Freight Program study has not yet been performed, The project analyzed in the 2004 DEIS is not moving forward and is not part of the current Cross Harbor Freight Program Tier I EIS. As described in the response to the previous comment, the purpose of the Cross Harbor Freight Program study and Tier I EIS is to determine at what cost, environmental



effects, and benefits freight movements could be diverted from truck to rail or marine movements.

**Comment 65:** The Wikipedia article suggests that the Cross Harbor rail tunnel might carry as many as a million truckloads a year. This works out to roughly 3,000 truckloads a day. Given that a single train can probably carry 100-300 intermodal shipping containers, that would seem to imply that the tunnel is unlikely to carry much more than one train per hour per direction, assuming at least 100 intermodal containers per train, which would not seem to justify double tracking. However, the tunnel portals could be designed to accommodate a second tunnel being later added if freight volumes increase. (Weber)

**Response:** Demand estimates produced by previous studies, such as those cited in the Wikipedia article, are being updated with new baseline traffic data, shipper surveys and choice modeling tools, which may produce different estimates. However, it is important to note that as a result of the new analyses, the design of any recommended Cross Harbor improvements will be matched to the size of the demand.

**Comment 66:** The transport study area, as currently defined, does not succeed in capturing traffic that passes, or could pass, through the region, such as between Georgia and Maine, or between Los Angeles and Worcester. Not capturing this existing and potential traffic could have the effect of underestimating demand for an improved Cross Harbor connection. (B. Miller)

**Response:** As suggested in the comment, the study will consider the potential for pass-through rail traffic, originating or terminating in New England, to benefit from Cross Harbor improvements. Demand for this additional market will be assessed.

**Comment 67:** Market Analysis. This appendix lists only four types of demand. The following types of demand, which we believe should be included in the Scoping Document, are not among them:

- a. Short-haul trucking which might be less than 400 miles but is not defined as “local warehouse/terminal” traffic. We would specifically identify traffic along the heavily trafficked Northeast Corridor and traffic from the region’s major grounding points at Harrisburg/Chambersburg/Greencastle, Pennsylvania and Rotterdam, New York, if these trips are not already included.
- b. Municipal Solid Waste (MSW), C&D, recyclables, sewage sludge, and other “removables.”
- c. Freight transported to and from a port to be developed in Brooklyn.

- d. Freight transported between New Jersey port facilities and Long Island and New England.
- e. Freight hauled by CSX which currently travels south from Selkirk via the River Line (and is then trucked from grounding yards on the New Jersey shore) or the Hudson Line. We would argue that either of these streams might plausibly provide traffic for a trans-Hudson tunnel—particularly given the changed competitive situation that would ensue if other rail carriers were providing east-of-Hudson rail deliveries.
- f. We would likewise argue that CP and CN traffic should be considered as potential sources of demand for a tunnel or other improved crossing (again, particularly given the changed competitive dynamics that an improved harbor crossing would be likely to create). (B. Miller)

**Response:** All freight-carrying trucks crossing the Hudson River, from anywhere to anywhere, are part of the study. Traffic types identified in the comment are subcategories of the markets referenced in the Scoping Document and therefore will be examined.

**Comment 68:** Under the market analysis, level-of-service parameters will be identified for each alternative (EIS Methodology, page 8). One such parameter proposed is “Equipment availability – Equipment required for the shipment and storage of goods is available at the appropriate location.” We would argue that, for reasons cited previously (level of public investment, project life) this is not an appropriate screening criterion. (B. Miller)

**Response:** Shipper surveys have cited rail equipment availability as a key factor in their decision whether or not to use rail. If a railroad is unable to deliver cars within needed service windows on a reliable basis, the shipper has no choice but to use truck instead. Therefore, it is appropriate to include this factor in the demand modeling process. As the models are applied, the alternatives can include different assumptions regarding equipment availability, and therefore the effects of those assumptions can be quantified.

**Comment 69:** Please have the consultant include waste and recyclable commodities in the freight flow analysis described in Appendix B, “Technical Methodology—Screening Analysis of the EIS Methodology Report.” These commodities are often overlooked in traditional freight flow analyses, however, significant amounts of MSW, construction, and demolition waste and recyclables are exported outside of the region via truck and rail. Thus, the trips associated with this activity should be captured by the Cross Harbor Freight Program Tier I EIS. (Nelson)

**Response:** The demand analysis will consider both waste and recyclables.

## **Cross Harbor Freight Program**

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**Comment 70:** Please incorporate waste shippers—both from the public and private sectors—in the interviews, focus groups and surveys described in the Freight Market Research section of the same appendix. (Nelson)

**Response:** Waste shipments are an important factor in Cross Harbor movements. Freight data has been obtained for recyclables and MSW. Waste shippers may be part of the random selection pool for revealed/stated preference surveys. If not, and if further detail is required, we will consider supplemental interviews may be performed.

**Comment 71:** What assumptions will the EIS make about future economic conditions that will impact freight flows and modal distribution in the region (and the country) regardless of the adoption of any of the Management or Build Alternatives? Freight volumes, for example, are expected to rise, generally, with economic expansion. Fuel costs, as well, which have historically affected mode shifts between truck and rail, are also expected to rise in the foreseeable future as are tolls on the region's bridges, tunnels, and thoroughfares. (Nelson)

**Response:** Economic forecasts are being developed in consultation with PANYNJ and its study partners. The specific assumptions are not available at this time.

**Comment 72:** Will the freight flow research capture international freight that moves from West Coast ports via rail to west-of-Hudson destinations as a potential candidate for rail drayage reduction as described on page 6 of the EIS Methodology Report? (Nelson)

**Response:** Yes. The study considers all freight trips that cross the Hudson River by any mode, from anywhere, to anywhere. Truck crossings that originate at west-of-Hudson rail yards because of rail traffic that originates at West Coast ports are included. Note that upon arriving in the United States, at any port or airport, the “next leg” of the trip is always considered domestic.

## **RAIL OPERATIONS ANALYSIS**

**Comment 73:** The maps mentioned improvements would be necessary on the Amtrak line south of Oak Island Yard if the tunnel were to be built, but the study should examine how many cargo trains will really be able to use this line during daylight hours—or would cargo trains primarily use this line at night? Are the improvements going to impede or improve the operations of higher speed trains (Acela etc.) on the Amtrak line? (Wolley)

**Response:** The Tier I EIS will generally evaluate the daytime and nighttime capacity of freight train lines and analyze the potential effects. The Tier I EIS will not consider specific times or determine future operating schedules for specific

trains; however, it will examine the effects of daytime versus nighttime operations.

**Comment 74:** Operation of Global Terminal, Greenville Yards, and MOTBY properties must be analyzed holistically to determine if existing nearby regional rail infrastructure such as the National Docks Secondary has the capacity to support both the land side improvements in southern Jersey City and Bayonne as well as the Rail Tunnel Alternative. (Greenfeld)

**Response:** To the extent that these facilities have been planned or programmed by the PANYNJ, the No Action Alternative will assess estimates of future freight rail activity at those facilities and will be considered and assessed as part of the future freight network in evaluating the alternatives.

**Comment 75:** If there are plans to increase freight rail traffic into and out of New York City and Long Island, a great deal must be done to have freight travel on lines other than the Bay Ridge Line and Montauk Line of the LIRR. Unless there are reasonable freight rail alternatives to the already overwhelmed Fresh Pond Rail Yard in Glendale, into the CSX Line, the use of rail to carry more freight and waste places all of the burden on a few communities. (Giordano)

**Response:** The Bay Ridge Line and Montauk Line of the LIRR and Fresh Pond Yard are integral to the rail freight movement on geographic Long Island. The intent of the Tier I EIS is to examine various alternatives, determine how the alternatives would affect these existing freight lines and facilities, assess the potential environmental effects, and determine appropriate mitigation measures. The capacity of existing rail lines and rail yards east-of-Hudson, and the need for improvements to and/or alternatives to these lines and yards is a major part of the study.

**Comment 76:** The study area as proposed does not include the area that already produces a major proportion of the rail-to-truck transfers for goods arriving in the region, the Harrisburg/Chambersburg vicinity, where goods railed across the country or from the south by the region's two major Class I railroads, CSX and NS, are grounded and driven into the region. This area not only contains rail yards and warehousing/distribution facilities that serve the region's market (where impacts related to changed rail operations due to the development of new Cross Harbor shipping systems would be felt), but marks the beginning of the roadway corridor for the less-than-one-day drive that feeds New York City. Even from the perspective of the MSW market alone, the failure to include this trans-Pennsylvania corridor could significantly underestimate the beneficial impact on reduced truck traffic due to increased rail traffic. (B. Miller)

**Response:** We agree that Harrisburg/Chambersburg is an important freight-generating region. Freight movements between Harrisburg/Chambersburg and the 54-

county Cross Harbor modeling study area are being captured as part of the study process. All freight movements that generate Cross Harbor trips, from anywhere to anywhere, are captured in the demand analysis, and nothing is excluded. All trucks entering or leaving the region are represented in the highway network models (the national Freight Analysis Framework network, the regional North Jersey RTM-E, and the regional NYMTC Best Practice Model). All rail traffic entering or leaving the region is represented in a national rail network model. Therefore, current demand between Harrisburg/Chambersburg and the east-of-Hudson will be quantified, as will changes in demand resulting from improvements and alternatives and changes in rail and truck traffic.

**Comment 77:** Appendix B mentions “Rail terminal and warehouse/distribution facility surveys and observations aimed at developing defensible estimates of the volumes, types, and percentages of rail traffic that could proceed as full moves to the east-of-Hudson region, as opposed to rail traffic requiring handling in the west-of-Hudson region.” This apparently ignores the possibility that warehouse/distribution facilities developed east-of-Hudson (which would be expected with the development of Cross Harbor improvement[s], including transfer yards) would significantly change this analysis. (B. Miller)

**Response:** Warehouse/distribution facility availability in the east-of-Hudson definitely has an impact on the potential demand for Cross Harbor improvements. This is precisely why the study asks shippers about their needs for warehouse/distribution space. It allows the market to be segmented into one set of users who need warehouse/distribution space east-of-Hudson to utilize Cross Harbor improvements, and another set who do not.

## ENVIRONMENTAL ANALYSIS

**Comment 78:** Please deck over the CSX/New York and Atlantic Railway (NY&A) tracks between the Fresh Pond Rail Yard and the Long Island Expressway. (Sleeper)

**Response:** Once the potential environmental effects have been assessed, possible measures to minimize, mitigate, and avoid impacts will be identified. Decking over portions of the rail right-of-way will be one mitigation measure considered.

**Comment 79:** The Tier I EIS should qualitatively discuss sea level rise, and its general impacts on the alternatives that undergo a more detailed analysis. (Musumeci)

**Response:** As described in the EIS Methodology Report, Appendix C, “Technical Methodology – Detailed Evaluation,” the environmental analysis of Natural Resources in the Tier I EIS will discuss future conditions within the study areas associated with global climate change and the potential for sea level rise and flooding (page C-23).

**Comment 80:** FHWA should address the six livability principles when discussing alternative impacts. The principles include: provide more transportation choices; promote equitable, affordable housing; enhance economic competitiveness; support existing communities; coordinate and leverage federal policies and investment; and value communities and neighborhoods. For additional information on the Partnership, please refer to <http://www.dot.gov/livability/>. (Musumeci)

**Response:** The Tier I EIS will address the livability principles in the land use, zoning, and public policy analysis as part of the public policy assessment.

**Comment 81:** Numerous zoning and master plan changes that have been adopted by Jersey City since 2004 must be incorporated into the Tier I evaluation. (Greenfeld)

**Response:** As described in the EIS Methodology Report, Appendix C, “Technical Methodology – Detailed Evaluation,” the environmental analysis of Land Use, Zoning, and Public Policy will describe current land use and zoning within the local study area defined for the specific project element. These various study areas are described on page C-14. Appendix C also notes that current regional public policy goals will be described and areas in the region that are targeted for growth and development will be identified.

**Comment 82:** Since the DEIS was released in 2004 the New Jersey Turnpike Authority has undertaken concept development of several alternative improvements to the exit 14A interchange and toll plaza. Potential impacts on this congestion mitigation project must be incorporated into the Tier I evaluation. (Greenfeld)

**Response:** As described in the Scoping Document, the No Action Alternative includes projects that are currently programmed, planned, or reasonably expected for the study area, independent of the Cross Harbor Freight Program. The project team is coordinating with the New Jersey Turnpike Authority to determine if the proposed exit 14A interchange and toll plaza alternatives would adversely affect or be affected by any of the proposed Cross Harbor alternatives.

**Comment 83:** USEPA, when commenting on the proposed Long Island Rail-Truck Inter Modal (LITRIM) at Pilgrim in Brentwood, advised that the Cross Harbor tunnel and any intermodal on Long Island, especially the Pilgrim intermodal, should be reviewed under one EIS, for its cumulative impacts, since they are so intricately linked. Why has this not been addressed? (Burkhart)

It does not appear that a letter from USEPA that recommended that the separate EIS studies being done for the intermodal sites be combined with the larger Cross Harbor EIS was considered either. This may lead to an improperly segmented study, under State Environmental Quality Review Act (SEQRA) rules in place in New York State. (Byrne)



## Cross Harbor Freight Program

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**Response:** The LITRIM site in Brentwood is one of potential locations to be assessed in the Tier I EIS as potential intermodal or bulk yard sites on geographic Long Island. However, it should be noted that the Cross Harbor Freight Program and the NYSDOT's proposed LITRIM facility at Pilgrim are two separate and distinct initiatives that have independent utility. Either project could proceed without the other. The NYSDOT site at Pilgrim could receive goods as part of the current operating scenario wherein CSX uses the Hudson Line/Hellgate Bridge/Freemont Secondary to NY&A at Fresh Pond junction. Furthermore, any Cross Harbor alternative could proceed using a number of yard facilities that that may or may not include NYSDOT's proposed facility at Pilgrim. If the Pilgrim site is proposed for use in one or more Cross Harbor alternatives that site would be assessed similar to any other proposed yard location in the Tier I analysis.

**Comment 84:** I am concerned that the EIS Scoping Document does not account for the impact this might have on Queens residents whose neighborhoods sustain large volumes of freight rail traffic. (Addabbo)

A full accounting of quality of life issues, property value assessment, and safety concerns of [the communities of Ridgewood, Middle Village, Maspeth, and Glendale should be] included in any final EIS accounting for each of the different build options. (Maier) An increase in rail traffic would further degrade the quality of life in these neighborhoods, and should be considered as part of an Environmental Impact Statement. (Hevesi)

The EIS Scoping Document must include both a comprehensive study of the cumulative impact of increased freight rail traffic on the health and environmental welfare of communities along railroad corridors, as well as consideration of technologies that can mitigate adverse impacts. (Parisen and Zimmer)

There is a need to account for the pre-existing residential communities adjacent to the east-of-Hudson lines when proposing upgrades, improvements, and expansion. All of the data points incorporated in your analyses fail to capture this data in a way that highlights actual day to day effects on the people living adjacent to any and all of these proposed upgrades.

Countless references are made to the commercial effects on a local economy, but fail to recognize that the findings also need to be related to residential life. I propose that a specific section of your analysis and impending DEIS include "Residential Communities," or a title that PANYNJ and FHWA feels appropriately captures the cumulative effect of noise and vibration, diesel emissions, increased traffic, type of freight carried, construction, etc., will have on the health, economic, social, and environmental conditions of the residents of communities adjacent to these proposed upgrades. (Hevesi)

**Response:** As described in the Scoping Document, the Tier I EIS will include an analysis of cumulative effects. Cumulative impacts result from the incremental actions added to other past and reasonably foreseeable actions over time. As described in the Scoping Document cumulative effects of an action may be undetectable when viewed in an individual context but, when added to other actions, could eventually lead to a measurable environmental impact.

The Tier I EIS will evaluate the potential for both regional and local environmental impacts. As described in the Scoping Document, the study areas for the evaluation of local impacts will depend greatly on the elements of each specific alternative, and to a lesser extent, on the environmental analysis in question. For the Tier I EIS, the local study areas for the environmental analyses are described in the EIS Methodology Report, Appendix C, “Technical Methodology – Detailed Evaluation.” For a majority of the analysis areas, potential impacts will be evaluated for local study areas surrounding intermodal yards, float facilities, tunnel entrances, rail lines and tunnel alignments.

As described in the EIS Methodology Report, Appendix C, “Technical Methodology – Detailed Evaluation,” the environmental analysis of Land Use, Zoning, and Public Policy will describe existing land use and neighborhood character within the local study area defined for the specific project element. The Tier I EIS will assess potential local impacts from construction and operation of the project alternatives. The analysis will begin by discussing the compatibility of project elements with existing land use and neighborhood character and whether project elements would significantly alter the character of local study areas or block access to area amenities.

The Tier II evaluation will explore in greater detail those alternatives that fulfill the project purpose within the mode(s) and alignment(s) chosen in Tier I. The analysis will be based on more detailed engineering and operating data and site-specific environmental information to provide a more refined impact assessment, leading to the development of site-specific mitigation measures and their efficacy and cost, as appropriate.

Where potential adverse impacts of the Build Alternatives are identified in the Tier I EIS, mitigation measures would be presented as a range of options that would be available to avoid, minimize, or mitigate potential adverse impacts.

**Comment 85:** Include a comprehensive accounting of the environmental impact of increased rail freight during the last decade on the communities of Maspeth, Ridgewood, Middle Village, Glendale, and on Long Island as a whole. (Maier, Maggio)

Any study must include a retrospective look at the last ten years. Many of our communities in Queens have seen an unprecedented growth in freight both heading to and coming from Long Island. (Weiner)

The Tier I EIS should include a comprehensive study of the environmental impact of the past decade of expanded freight rail on Long Island. There has been no systematic study of the cumulative impact of all of these projects on increased rail traffic affecting communities throughout the railroad corridor. To accurately evaluate the impact of the Cross Harbor Freight Program, we urge the FHWA and PANYNJ to do a comprehensive scientific study of the air quality, water quality, noise, and health effects of freight rail as it is operating today in our communities. Many of these problems involve rail traffic on weekends and late at night. Therefore, a study cannot be limited to just sporadic measurements. It must include continuous monitoring of air quality, noise and vibration over a long enough period to adequately capture the scale of the impact on residents.

An appropriate baseline for the EIS should be carefully defined that does not allow past environmentally harmful activities to establish the grounds for future environmental damage to communities along the rail corridor.

An accurate EIS must have realistic assumptions, which should be based on current and recent experience with freight rail on Long Island, to accurately develop models for risk and future impact.

Moreover, analysis of environmental justice issues should consider the past impact of freight rail and other industrial activity on our communities. (Parisen and Zimmer)

**Response:** In order to understand the current existing conditions and its affect on the surrounding communities, the Tier I EIS will describe how freight rail in the region, particularly within the NY&A service area, has changed over the years. In order to assess potential impacts of the various project alternatives, the existing conditions will then be used to forecast the future condition. Specifically, the existing environmental and neighborhood conditions are forecasted into the future to assess whether any alternatives would result in adverse environmental impacts. This is determined by comparing the future condition with and without the alternatives in place.

**Comment 86:** The study must look at what kind of cargo will be carried. It is no secret that the impact on my neighbors is dramatically different if the majority of cargo is solid waste. Just ask those who live near the rail yards at Fresh Pond Road. (Weiner)

Include a full accounting of the environmental burden on communities along the rail corridors in light of the types of freight being moved, particularly demolition waste and MSW. (Maier, Maggio)

I also request that the EIS takes freight type into account. The increased frequency of trains carrying MSW, for example, is associated with several local issues. The smell is a matter of ongoing concern among my constituents. The vermin related to MSW also generates frequent complaints to my office. Please

include freight type in your EIS, so that it will fully reflect all aspects of the impact of the Cross Harbor Freight Program. (M. Miller)

While we agree that expansion of railroad traffic is a positive trend, it would be irresponsible to expand freight transportation by rail without first mitigating its negative impacts, which include noxious odors that emanate from poorly sealed and contained MSW, adversely affecting my constituents' quality of life. (Addabbo)

The Tier I EIS Scoping Document should include an analysis of the environmental impacts of the kinds of cargo that will likely be carried by rail, such as solid waste. The EIS Scoping Document must be designed to recognize that there are in fact two sources of potential environmental impacts: (1) air quality impacts due to diesel emission from locomotives, noise and vibration of trains, and other impacts that are due to the traffic itself, and (2) the impact of the cargo that is actually carried by the trains, such as the result of increasing the amount of waste and other toxic traffic carried by rail. We are concerned that the Draft Scoping Document ignores this critical issue completely, since so much of the freight that is currently and will in the future be carried by rail consists of waste. For example, the document includes no reference to the Clean Railroads Act of 2008, which addresses issues related to solid waste rail transfer stations. (Parisen and Zimmer)

**Response:** The Tier I EIS will assess freight transport by commodity, including MSM. The Tier I EIS will evaluate potential impacts from both the facilities and operations associated with the Build Alternatives, which will account for the type of commodity associated with the alternative. The evaluation will assume that the Build Alternatives, and any associated facilities, will operate in accordance with all applicable laws and regulations, including the Clean Railroads Act of 2008.

**Comment 87:** In addition to waste trains, our residents must deal with the presence of tanker cars that often sit on rails for extended periods of time without any security. The Tier I EIS should consider the potential impact of security risks due to the kind of cargo transported. (Parisen and Zimmer)

While it would be impossible to predict which accidents will happen where, the EIS should acknowledge the aging infrastructure and the other factors contributing to accidents. (M. Miller)

While we agree that expansion of railroad traffic is a positive trend, it would be irresponsible to expand freight transportation by rail without first mitigating its negative impacts, which include increased potential for accidents due to a higher volume of rail traffic (Addabbo)

**Response:** In accordance with FHWA Guidance for Preparing and Processing Environmental and Section 4(f) Documents (October 30, 1987), the Tier I EIS will evaluate potential social impacts. The assessment of social impacts will

include the evaluation of potential impacts of alternatives on highway and traffic safety as well as on overall public safety and security. The Scoping Document will be revised to reflect this. The Tier I EIS will also include an analysis of safety and security. The Scoping Document will be revised to reflect this.

**Comment 88:** The proposed scope for the analysis of air quality emphasizes the analysis of mesoscale impacts. As our experience has shown, it is the localized regions near the rail yard and tracks where severe health impacts occur. Even today, the residents who live near the rail corridor and experience emissions from diesel locomotives experience high asthma rates.

Recently, proximity analysis by GIS (geographic information systems) has been applied to develop a more sophisticated and accurate approach to assessing localized environmental impacts. Modern mapping technology can be used to integrate information and develop a distance-based model of impact that avoids the homogenization of regional mesoscale models that “wash out” potentially severe health problems at the local level. Notably, proximity analysis is essential for modeling and measuring impacts in an urban area with residential areas located close to polluting sources. We therefore strongly urge that the final Tier I EIS Scoping Document ensure that new construction and rail operation will comply with the Clean Air Act by using this more appropriate and modern methodology. (Parisen and Zimmer)

**Response:** As described in the Scoping Document, the Tier I EIS will assess potential regional effects and potential local effects from the proposed alternatives on ambient air quality. The local study area for the air quality analysis is described in the EIS Methodology Report, Appendix C, “Technical Methodology – Detailed Evaluation.” The potential for local air quality impacts from operation of alternatives include:

- a. **Rail traffic associated with the proposed project.** Potential impacts will be estimated based on the number of locomotives passing sensitive receptors.
- b. **Intermodal facilities and bulk yards.** Potential impacts will be estimated based on the size of the yards and their location near sensitive receptors.
- c. **Truck traffic associated with project elements.** A screening of impacts for the rail yards, located in the east-of-Hudson region, will be conducted utilizing procedures outlined in the NYSDOT Environmental Procedures Manual.

This analysis will be conducted to a level of detail appropriate for a Tier I NEPA document. It should be noted that the information developed within this study does not include the refined engineering and operating data that would be necessary to predict ambient pollution concentrations in the vicinity of the rail

yards as well as any proposed barge and intermodal facilities. However, while detailed dispersion modeling is beyond the scope of this study, potential mitigation measures will be discussed to avoid, minimize or mitigate any potential adverse effects. Furthermore, additional studies would be suggested, where appropriate, that would be required in any Tier II document if a Build Alternative was suggested for further consideration.

**Comment 89:** We are concerned that the DEIS Scoping Document fails to adequately address the modeling of health impacts resulting from expanded freight rail. Health risks need to be modeled over a sufficiently long period of time. Expanded freight rail will impact neighboring residents throughout their lifetimes. This means that cancer risk due to diesel locomotive emissions needs to be modeled based on decades of exposure. We urge PANYNJ and FHWA to develop a proximity-based model of cancer risk near the Fresh Pond rail interchange, rail corridor, and other rail yards that takes into account an adequately long time period for diesel particulate matter exposure. We strongly recommend consideration of the 30- and 70-year exposure durations and other aspects of the methodology used in the Roseville Rail Yard Study conducted by the California Environmental Protection Agency. (Parisen and Zimmer)

I urge that any study accurately investigates the localized impact of increased rail traffic on the health of our community. I share the concern expressed by my constituents CURES that the negative health impacts of increased exposure to diesel fumes cannot be ignored. (Weiner)

**Response:** A detailed quantitative health risk assessment is beyond the scope of a Tier I EIS. It requires detailed information about the physical layout, operating scenarios, and equipment roster that is not available at this point in the study. Quantitative risk assessments have been conducted for operating rail yards where all the input parameters are available and are used to evaluate alternate future emission scenarios. Typically, even project specific (Tier II) EISs do not conduct quantitative risk assessments—rather they utilize comparisons against the National Ambient Air Quality Standards (NAAQS) as a measure of a project’s potential health risk. Mitigation measures are then used to lower the predicted air quality concentrations until the predicted concentrations are within acceptable levels. However, the PANYNJ recognizes the concern of the potentially affected communities and will examine previous health risk assessments to determine the order-of-magnitude risk associated with facilities of a certain size in close proximity to residential uses. Most importantly, the Tier I analysis will focus on measures to reduce any potential health risk including changes in operations and equipment to lower future emissions of harmful air pollutants and noise.



**Comment 90:** In its consideration of environmental justice and other social impacts, we urge that the analysis be based on a comprehensive and current study of the population within the affected areas. Currently, the proposed EIS methodology relies heavily on the 2000 Census. However, any social impact analysis should recognize that there has potentially been significant demographic change since then and update demographic and other critical data accordingly. (Parisen and Zimmer)

**Response:** The 2010 Census data is now available and will be used in the Tier I EIS.

**Comment 91:** While we agree that expansion of railroad traffic is a positive trend, it would be irresponsible to expand freight transportation by rail without first mitigating its negative impacts, which include outdated locomotive engines, some dating back to 1978, which creates large emissions of diesel fumes that have a detrimental impact on air quality. (Addabbo)

There also should be some mention of minimizing noise and vibrations from diesel hauled freight trains that are new with the implementation of this project. (Centolanzi)

Because railroads have great latitude in how they do business, the Scoping Document needs more refined scenarios that reveal impacts near the rail corridor—what happens when railroads use different types of equipment—in addition to looking at the number of tracks and trains, routes and infrastructure. (Wilkinson)

The deterioration of tracks and bridges exacerbate the environmental impacts described above, such as adding to noise and vibration and slowing the transit of noxious cargo through residential neighborhoods.

In our experience with waste trains and the transportation of toxic chemicals by rail, we have consistently seen that railcars are older and in poorer condition than trucks. (Parisen and Zimmer)

**Response:** The ROD for the Tier I EIS will select preferred mode(s) (waterborne, rail, or a combination) and alignment(s) based on its ability to improve regional freight movement. The alternative(s) listed in the ROD, would likely advance to a Tier II environmental review—the primary purpose of Tier II is to analyze the localized environmental impacts of the alternative. This would include detailed air quality and noise/vibration modeling along rail lines and around the selected rail yards. It should be noted that in January 2012, new regulations will go into effect that require a 50 percent reduction in particulate matter emissions in newly manufactured locomotives.

As mentioned previously, an engineering study was conducted during the previous 2004 DEIS effort that showed a complete rebuilding of the Bay Ridge Branch along its entire 11.5-mile length, including the installation of

continuously welded rail and dynamic fasteners to dampen noise. To the extent appropriate, these previous engineering studies will be used for the current Tier I EIS. However, detailed design work is beyond the scope of a Tier I EIS. A new engineering investigation will be undertaken for any alternative that advances to a Tier II environmental review.

**Comment 92:** The social and environmental impact analysis of the Tier I EIS should include realistic projections of the impacts of freight carried by rail as they are likely to be operated under current regulations. (Parisen and Zimmer)

**Response:** The environmental effects of the proposed alternatives must consider not only current operating regulations but also those that are expected to occur by the future analysis years. This is a standard practice for developing the future No Action condition. For example, the emissions from all fossil-fueled mobile sources including autos, trucks, buses, non-road construction equipment, marine engines and locomotives are regulated by the USEPA pursuant to the 1970 Clean Air Act and its subsequent amendments. As such, equipment manufactured in the past will emit higher levels of a pollutant than those currently produced. Moreover, some of the allowable emission levels continue to decrease in the future and a critical issue is how quickly those vehicles or equipment will penetrate the market. For example, it will take longer for the newer cleaner locomotives to completely penetrate the market than it does in the automobile market. For any impact assessment, USEPA data will be used to determine future emissions based on vehicle turnover (i.e., the replacement of older higher polluting vehicles with new less polluting ones).

**Comment 93:** Appendix C, in the section on detailed evaluation, environmental effects: land use, zoning, and public policy: study areas, says “a. Rail yards – land use and zoning will be described within 1000 feet from the boundaries of existing and proposed sites; b. Intermodal yards – land use and zoning will be described within 1000 feet from the boundaries of the proposed yard sites, and within 400 feet from any truck routes connected to the regional highway network.” These statements apparently ignore the fact that warehouses and other ancillary logistics facilities mentioned above would be expected to be developed in conjunction with such yards. Such ancillary facilities would be expected to have significant effects and would require that land use and zoning characteristics at distances considerably greater than 1,000 feet be considered. (B. Miller)

**Response:** The impact assessment for the Tier I analysis is intended to focus on the direct effects of the proposed facilities such as rail line and yards, float/ferry and intermodal facilities and tunnel. Hence the land use study area of 1000 feet. In the Tier I analysis, the potential effects of possible secondary effects, such as from the development of warehousing and other ancillary logistics facilities, would be assessed on a more regional basis. Depending upon the alternative, it

may be possible to approximate the amount of ancillary facilities that may be developed; however, the analysis may be restricted to determining if properly zoned land is available within a given distance. Detailed analysis of these uses would not be possible in the Tier I study.

## **ECONOMIC AND FINANCIAL ANALYSIS**

**Comment 94:** What are the economic costs to the Bronx due to the inter-state highways that pass through our borough? (S. Goodman)

**Response:** Benefit-cost analyses will be performed as part of the EIS. The analyses will focus on the incremental effects of potential Cross Harbor alternatives. The analysis will not specifically address the totality of effects from all interstate highways traversing the Bronx.

**Comment 95:** Serious consideration needs to be given to realistic funding at a time of great deficits, and realistic recovery of funds spent on infrastructure from railroads and shippers should also be studied in greater detail. Serious vetting of all the listed alternatives also needs to be evaluated more in depth to reveal a true cost-benefit analysis. (Byrne)

**Response:** We agree that cost is a fundamental consideration for the alternatives. Costs for the alternatives will be weighed against their potential benefits. However, as a Tier I analysis, the identification of a specific funding mechanism for some or all of the alternatives may not be known at this time. Therefore, viable alternatives in the Tier I analysis will not be eliminated for consideration in Tier II based only on the uncertainty of funding. While the process proceeds and more costly alternatives are deemed viable cost funding mechanisms may need to be discussed more fully in the FEIS or the Tier 1 Record of Decision. The cost-benefit analysis will not include an evaluation of the risk of available funding options. It will be solely based on the capital and operation costs as well as benefits from the movement of goods.

**Comment 96:** The current Draft Scoping Document emphasizes the analysis of relative economic benefit accrued by each of the various alternatives, such as assessing increased employment due to construction, expanded rail operations, and subsequent growth in industrial activity. We are concerned that in the methodology for economic impact analysis, specific categories are established for Asset Providers, Service Providers, and End Users as project stakeholders—while community residents are folded in with other businesses in an “Other Impacted Parties” section.

It is critical that the EIS Scoping Document for analysis of all the alternatives include realistic estimates for the generation of unmitigated environmental damage in predictive modeling potential reduction of residential property

values. The reality of rail on Long Island and in particular Queens and Brooklyn communities is that heavily used rail yards and corridors go through what are principally residential areas inhabited by people who are employed in many different sectors throughout the region. (Parisen and Zimmer)

**Response:** In accordance with FHWA Guidance for Preparing and Processing Environmental and Section 4(f) Documents (October 30, 1987), the Tier I EIS will evaluate potential social impacts. The assessment of social impacts will include the evaluation of changes in the neighborhoods or community cohesion for the various social groups as a result of the alternatives. These changes may be beneficial or adverse. The Scoping Document will be revised to reflect this.

## E. GENERAL COMMENTS

**Comment 97:** More rail freight and barge should be used by government agencies. Government agencies, including PANYNJ, can directly contribute to reducing Cross Harbor truck movement by making greater use of rail freight and barge themselves. Opportunities for such use should be cataloged and explored. (Reinhold)

**Response:** As described in the response to Comment 45, Float/Ferry Alternatives—alternatives that describe the movement of freight by water, across New York Harbor—will be considered and evaluated. The EIS will also consider the types of freight movement, including those generated by government agencies.

**Comment 98:** Encourage more barge facilities, especially on the Gowanus Canal and Newton Creek. Major efforts are under way to remediate past pollution on the Gowanus Canal and Newton Creek. PANYNJ should be vigilant to insure that opportunities for commercial use of these waterways are preserved. (Reinhold)

**Response:** The Cross Harbor Freight Program will study the use of barges at the system level by looking at demand over a larger geographic area and then focusing on suitable waterfront sites. The City of New York is exploring use of the Gowanus Canal and Newtown Creek for the expansion of maritime support services, such as barge berthing, along with retention and expansion of marine cargo handling. These plans will be reflected in the Cross Harbor Freight Program study.

**Comment 99:** Allow trash to energy plants on Long Island. These would reduce net on-island truck traffic for trash haulage, while at the same time providing local electric energy generation. Such plants have been quite successful in environmentally conscious Europe. (Reinhold)

**Response:** As described in the Scoping Document, the Tier I EIS will evaluate alternatives to enhance the movement of freight across New York Harbor. The comment does not refer to an alternative that would address the purpose of this project.

## **Cross Harbor Freight Program**

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This suggestion is beyond the scope of this study and is not within the purview of FHWA and PANYNJ to develop or approve these facilities.

**Comment 100:** The Cross Harbor study should not be limited to freight facilities. Expanded passenger rail could shift commuter movements from car to public transportation and free bridge capacity for trucks. Projects that should be considered in this regard include:

- The recently canceled ARC tunnel to midtown Manhattan.
- The proposal to extend the New York Subway No. 7 line to Secaucus, New Jersey.
- Extending the LIRR to lower Manhattan. While this does not affect cross-Hudson traffic, it would reduce road congestion in Brooklyn.

The possibility of a freight component to the first two should at least be considered. Note that the Secaucus station is adjacent to a large NS intermodal rail yard and a major U.S. Postal Service facility. (Reinhold)

**Response:** As described in the Scoping Document, the primary purpose of the proposed project is to enhance the movement of freight across New York Harbor. There are numerous projects, some under construction and others in various stages of planning, to expand rail passenger service between New Jersey, Manhattan, and Long Island. The Cross Harbor Freight Program is the only project in the NEPA planning process that is examining the movement of goods through this corridor and as such is focused on the freight component.

**Comment 101:** Overall, we are deeply concerned that the Tier I EIS Scoping Document should not be neutral with regards to rail operations generally. Moreover, if current regulations are inadequate to prevent rail operators from polluting the environment and threatening the health of local residents, then any comprehensive regional Freight Program must include provisions for new and more strongly enforced regulations as a means of mitigating adverse impacts. (Parisen and Zimmer)

**Response:** As previously discussed (see Comment 92), the air quality impact assessment will be based on the expected level of emissions from rail operations using USEPA estimates of future emission levels from locomotives. The future emission levels are based upon the market penetration of newer, lower emitter locomotives replacing older higher-polluting equipment. In addition, the Tier I EIS will identify additional improvements that can be made using best available technology to further improve emissions including alternate technologies, increased penetration of newer less-polluting equipment into the market, and further emission controls suggested by USEPA among others.

**Comment 102:** PANYNJ has engaged Halcrow, Ltd. to conduct a comprehensive study of goods movement in the region. Since this study will presumably provide an overall strategic context which may affect specific proposals for improved Cross Harbor rail freight connections, it would be appropriate to describe how the EIS will be guided by this study. Or, if it will not, to explain why not. (B. Miller)

**Response:** Both the Cross Harbor Freight Program study and the goods movement study are being carried out in coordination by the same agency.

**Comment 103:** There is no need for a billion dollar freight tunnel. The freight tracks pass through residential areas of Brooklyn and Queens and would, if heavily utilized, bring noise, dirt, foul odor and disturbance to the lives of thousands and drastically reduce property values along the tracks by millions of dollars. It would be a disaster to increase usage with the tunnel. Dangerous cargoes and trash will be hauled through residential areas. (Reichman)

Any scenario proposed, either the Cross Harbor tunnel or an alternative plan, would have a large impact on our community. We are more than a way station for rail or truck traffic and deserve to be given full consideration before we are subjected to a proposal that would benefit other communities at the expense of ours. (Maggio)

**Response:** Comment noted. The Tier I EIS is intended to address both the beneficial and adverse effects of the project alternatives including the No Action Alternative.

**Comment 104:** There is a problem with putting intermodal yard in an area of greatest congestion, in a place of largest population. Every square mile is already built on. No one wants a truck yard near them. (Schatz)

**Response:** Comment noted. The project will evaluate the benefits of the proposed alternatives along with the adverse effects on local communities that would be subject to new or expanded rail facilities. The Tier I EIS will also include measures to avoid, minimize, and mitigate adverse impacts.

**Comment 105:** This issue is never put up to a vote—it is always dealt with in some quiet meeting and funding is quietly obtained by Congressman Nadler to keep this alive. If this was ever put up to public vote it would be voted down by a landslide. Any public official or agency that moves forward with this will, I predict, eventually be removed and stopped by public outrage. Please oppose the Cross Harbor freight tunnel. (Reichman)

**Response:** Comment noted

**Comment 106:** In summary, this whole project has obviously been pre-determined to be a rail-to-truck plan and PANYNJ will come up with the data to support its feasibility



## **Cross Harbor Freight Program**

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and minimize its impact on affected communities. That is how studies for these megaprojects generally work. They certainly are not doing a study to choose the No Action Alternative that they already rejected once and it is obvious they are not looking very closely at real alternatives that do not involve building the tunnel or shipping via rail. (Wilkinson)

**Response:** Comment noted

**Comment 107:** Citizens for a Better Ridgewood (CBR) is a civic association based in western Ridgewood, Queens near the railroad line that runs into the Glendale Yard. All rail freight traffic on Long Island (Kings, Queens, Nassau, and Suffolk counties) must go through our community. If the Cross Harbor Freight Program proceeds as originally proposed, not only will we be subject to increased rail traffic, we will suffer from vastly increased truck traffic. Accordingly, we oppose this proposal. (Maggio)

**Response:** The Scoping Document submitted for public review is associated with the Cross Harbor Freight Program Tier I EIS. The project analyzed in the 2004 DEIS is not moving forward and is not part of the current Cross Harbor Freight Program Tier I EIS. The Tier I EIS is intended to address both the beneficial and adverse effects of the project alternatives including the No Action Alternative.

In addition, a number of comments on the 2004 DEIS were submitted during the scoping process for the current Tier I EIS. The Scoping Document submitted for public review is associated with the Cross Harbor Freight Program Tier I EIS. The project analyzed in the 2004 DEIS is not moving forward and is not part of the current Cross Harbor Freight Program Tier I EIS. Therefore, those comments are not applicable and not addressed.

✱

**MEDIA ADVISORY – PORT AUTHORITY SCHEDULES SCOPING INFORMATION SESSIONS TO DISCUSS ENVIRONMENTAL REVIEW FOR CROSS HARBOR FREIGHT PROGRAM**

**Date:** Month X, 2010

**Press Release Number:** xx-2010

**Scoping Information Sessions for Cross Harbor Freight Program  
in Jersey City, Newark, Bronx, Brooklyn and Queens**

The Port Authority and Federal Highway Administration have scheduled four public scoping information sessions and one agency scoping information session to discuss the environmental review for the Cross Harbor Freight Program. Key components of the Tier I Environmental Impact Statement (EIS) for the Cross Harbor Freight Program will be presented.

During the sessions, the public and agencies can learn more about the Tier I EIS and will be encouraged to submit comments. The primary purpose of this project is to enhance freight movement across New York Harbor.

The metropolitan tri-state region relies on trucks traveling on an aging and congested highway network to move goods across the New York Harbor. Regional forecasts of truck traffic growth anticipate that truck tonnage will increase substantially by 2035. In the absence of highway network or goods movement system improvements, this growth and the region's increased dependence on trucking for freight distribution will result in more serious regional highway congestion and extended travel delays.

The public is invited to attend the following public scoping information sessions:

Tuesday, October 5, 2010

Bronx Boro Hall

851 Grand Concourse

Bronx, N.Y.

6:00 to 8:00 p.m.

Thursday, October 7, 2010

North Jersey Transportation Planning Authority

One Newark Center, 17<sup>th</sup> Floor

Newark, NJ

1:00 to 3:00 p.m.

Thursday, October 7, 2010  
Jersey City Council Chambers  
280 Grove St.  
Jersey City, NJ  
6:00 to 8:00 p.m.

Tuesday, October 12, 2010  
Brooklyn Boro Hall  
209 Joralemon St.  
Brooklyn, N.Y.  
6:00 to 8:00 p.m.

Wednesday, October 13, 2010  
Queens Boro Hall  
120-55 Queens Blvd.  
Kew Gardens, N.Y.  
6:00 to 8:00 p.m.

Comments of the Project are encouraged. The public comment period will remain open until November 15, 2010. For more information on the Cross Harbor Freight Movement Program visit the project website at [www.crossharborstudy.com](http://www.crossharborstudy.com).

# # #

Contact: Name  
Port Authority  
Phone

## Cross Harbor Scoping Information Sessions PSA / Drafts 9/2/10

### Version1 –short version

The Federal Highway Administration and the Port Authority of New York and New Jersey are preparing a Tier I Environmental Impact Statement to evaluate alternatives to enhance the movement of freight across New York Harbor. Public scoping information sessions for the Cross Harbor Freight Program have been scheduled in the Bronx, Brooklyn and Queens, New York as well as Newark and Jersey City, New Jersey.

The Draft Scoping Document, Environmental Impact Statement (EIS) Methodology, and Needs Assessment are available for review at [www.crossharborstudy.com](http://www.crossharborstudy.com). Your comments on these documents are encouraged and may be provided in writing. The public comment period will remain open until November 15, 2010.

For more information on meeting dates and times or to provide comments, please visit [www.crossharborstudy.com](http://www.crossharborstudy.com)

### Version2 –long version

The metropolitan tri-state region relies on trucks traveling on an aging and congested highway network to move goods across the New York Harbor. Regional forecasts of truck traffic growth anticipate that truck tonnage will increase substantially by 2035. In the absence of highway network or goods movement system improvements, this growth and the region's increased dependence on trucking for freight distribution will result in more serious regional highway congestion and extended travel delays.

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Draft Media List - Oct 2010  
Cross Harbor Freight Program

**Cross Harbor Freight Program - Tier I EIS / Public Information Scoping Sessions, Fall 2010: DRAFT Media List**

Target Area	Publication name/Type	Comments
<b>Hudson Cty, NJ</b>	The Star-Ledger / Newspaper	Ad of legal notice
	Jersey Journal / Newspaper	Ad of legal notice
<b>New York, general</b>	New York Daily News / Newspaper	has special borough sections
		Ad of legal notice
<b>Queens, NY</b>	Ledger / Newspaper	Ad of legal notice
	Chronicle / Newspaper	Ad of legal notice
<b>Brooklyn, NY</b>	Courier Publications / Newspaper	Neighborhood editions
		Ad of legal notice
<b>Bronx, NY</b>	Bronx Times / Newspaper	Ad of legal notice
<b>NY</b>	El diario / Newspaper	Spanish Lang. Ad
<b>NJ</b>	Cambio / Newspaper	Spanish Lang. Ad
<b>NY/NJ</b>	WCBS-AM /Radio	PSA submission
<b>NY/NJ</b>	WINS-AM / Radio	PSA submission
<b>Jersey City</b>	WFMU-FM /Radio	PSA submission
<b>New Jersey</b>	News 12 NJ /TV	Community Calendar / PSA submission
<b>New York</b>	News 12 NY /TV	Community Calendar / PSA submission
	NY1 /TV	PSA submission

A-1.4 June 2010  
Maspeth Bus Tour



## COMET Civic Association and Cross Harbor Freight Movement Program Maspeth Bus Tour

**June 9, 2011**

**10:00 a.m. – 11:00 a.m**

### Location

Maspeth, NY 11378

Departure **(A/L)**- Office of Assembly Member Margaret Markey, 55-19 69th Street, Maspeth, NY 11378

First Stop **(B)**-Maspeth Yard, 56th Rd/Laurel Hill Blvd

Second Stop **(C)**- Blissville Yard, Railroad Avenue and Greenpoint Avenue

Third Stop **(D)**- Waste Management, 38-50 Review Avenue, Long Island City, NY 11101

Fourth Stop **(E)**- Phelps Dodge Site, 44-02 57<sup>th</sup> Avenue, Maspeth, NY 11378

Fifth Stop **(F)**- UPS, 56-13 48<sup>th</sup> Street, Maspeth, NY 11368

Sixth Stop **(G)**- FedEx Ground, 55-90 48<sup>th</sup> Street, Maspeth, NY 11368

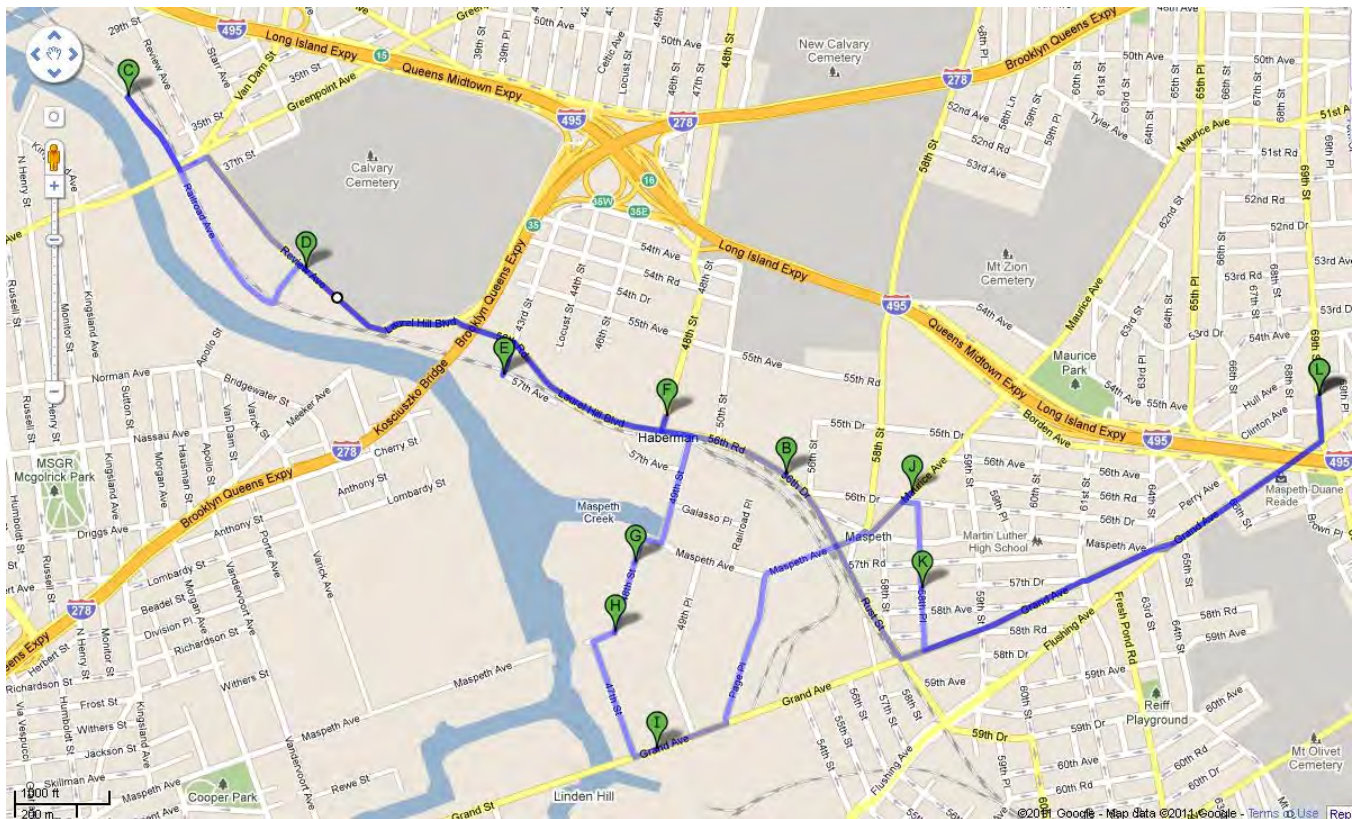
Seventh Stop **(H)**- DSNY, 47-01 48<sup>th</sup> Street, Maspeth, NY 11368

Eighth Stop **(I)**- MTA Grand Avenue Depot, 48-05 Grand Avenue, Maspeth, NY 11368

Ninth Stop **(J)**- FedEx Express Ship Center, 58-59 Maurice Avenue, Maspeth, NY 11368

Tenth Stop **(K)**- NYCDOT, 57-39 58<sup>th</sup> Place, Maspeth, NY 11368

Final Destination **(A/L)**- Office of Assembly Member Margaret Markey, 55-19 69th Street, Maspeth, NY 11378





August 15, 2011

Joe Kenton  
47-01 Queens Boulevard  
Sunnyside, NY 11104

Dear Joe Kenton:

Thank you for joining the Cross Harbor Freight Program (CHFP) project team on the June 9, 2011 bus tour of the West Maspeth and Long Island City industrial zone. This tour was an important opportunity for members of the project team to learn about the current state of traffic and transportation in your area as well as the potential opportunities for improvement.

Currently, the CHFP is considering an array of alternatives to improve the movement of goods throughout the New York metropolitan area and reduce truck congestion on the region's roadways, a condition that currently undermines economic prosperity and harms the health of our citizens. Members of the CHFP team will continue to study these issues and evaluate possible solutions as the CHFP Tier I Environmental Impact Statement (EIS) proceeds.

The Port Authority of New York and New Jersey and the Federal Highway Administration are committed to working with local communities, like yours, throughout the duration of the CHFP. Regular project updates will be shared as they become available.

Please contact me at (212) 435-4441, or Edward Kiernan from the outreach team at 917-438-4613, should you have questions or concerns.

Thank you for your continued interest and participation in this project.

Sincerely,

A handwritten signature in black ink that reads "Laura Shabe". The signature is fluid and cursive, with the first name "Laura" and last name "Shabe" clearly distinguishable.

Laura Shabe  
Manager, Cross Harbor Freight Program  
The Port Authority of New York and New Jersey

A-1.5 May 2011  
Scoping Information  
Session

## **LEGAL NOTICE**

### **Cross Harbor Freight Movement Program Public Information Session**

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) are preparing a Tier I Environmental Impact Statement (EIS) to evaluate alternatives to improve the movement of goods in the region by enhancing freight transportation across New York Harbor. Potential alternatives could have an effect on the freight network on geographic Long Island.

A Public Information Session will be held on  
**Thursday, May 5, 2011 • 6:00 to 8:00 p.m. at  
Courtyard Marriott Republic Airport  
Two Marriott Plaza, Farmingdale, NY**

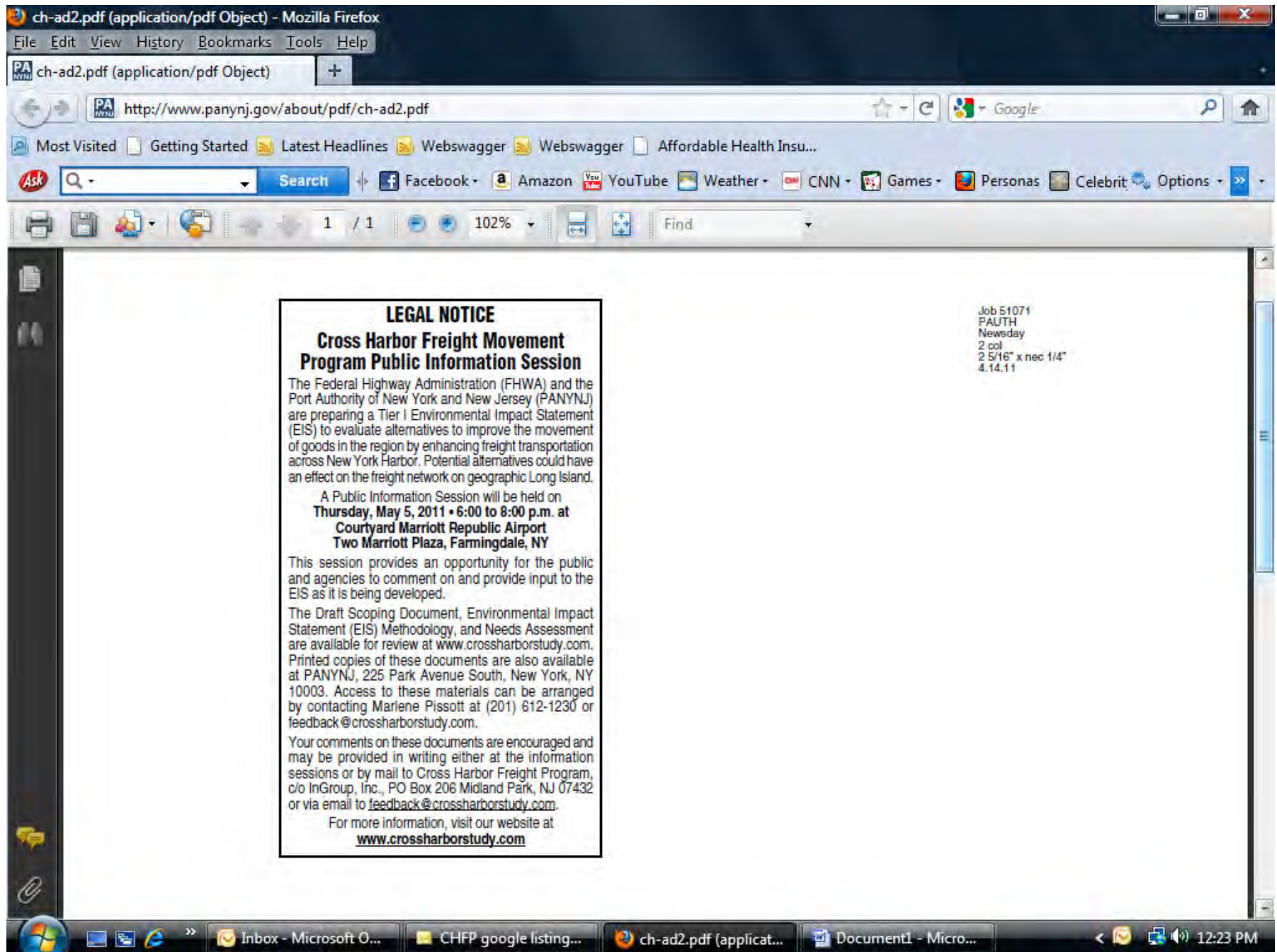
This session provides an opportunity for the public and agencies to comment on and provide input to the EIS as it is being developed.

The Draft Scoping Document, Environmental Impact Statement (EIS) Methodology, and Needs Assessment are available for review at [www.crossharborstudy.com](http://www.crossharborstudy.com). Printed copies of these documents are also available at PANYNJ, 225 Park Avenue South, New York, NY 10003. Access to these materials can be arranged by contacting Marlene Pissott at (201) 612-1230 or [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com).

Your comments on these documents are encouraged and may be provided in writing either at the information sessions or by mail to Cross Harbor Freight Program, c/o InGroup, Inc., PO Box 206 Midland Park, NJ 07432 or via email to [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com).

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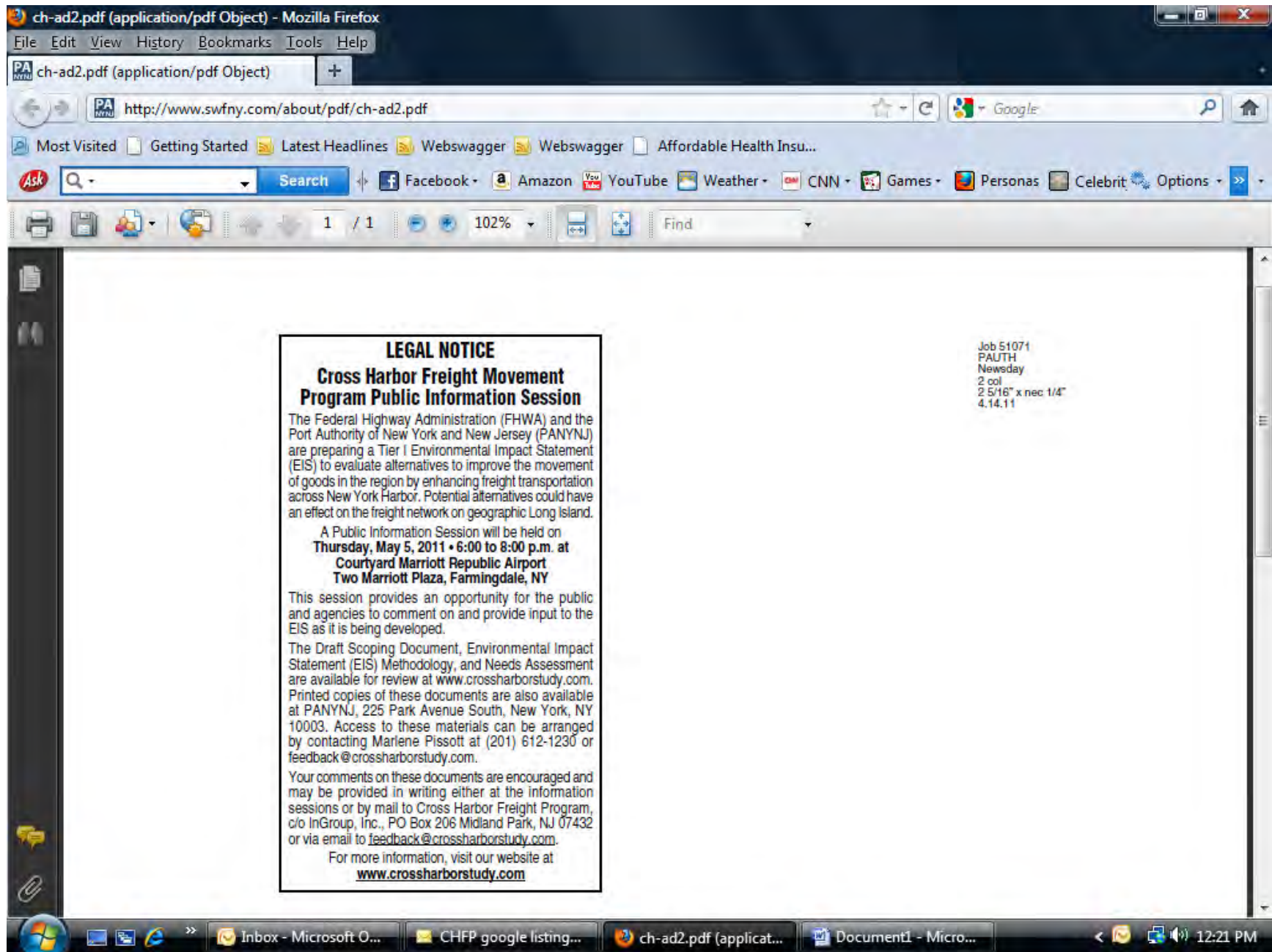
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For more information visit our website at [www.crossharborstudy.com](http://www.crossharborstudy.com).  
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billion in high speed rail and I refuse to take a back seat," Israel says. "Infrastructure investments like East Side Access create jobs, expand our economy and improve productivity. Every \$1 billion invested in infrastructure creates 47,500 jobs and more than \$6 billion in economic activity. East Side Access remains a priority for Long Islanders and a key factor in our future economic growth."

For more information on the Eastside Access project and to read about the Long Island Press' fascinating journey underneath Manhattan, read the [full article in the Long Island Press](#).

## Cross Harbor Freight Movement Program to hold Long Island Public Information Session on May 5th

The Federal Highway Administration and the Port Authority of NY and NJ are currently preparing the Tier 1 Environmental Impact Study in order to address the growing need for a more efficient movement of goods in the New York Harbor area. They hope to enhance freight transportation – some alternatives could affect Long Island's existing freight infrastructure. There will be a public information session on Thursday, May 5th from 6pm – 8pm at the Courtyard Marriott Republic Airport in Farmingdale where the public and other agencies can comment and provide input for the EIS.



Read the Draft Scoping document, the Environmental Impact Statement methodology and Needs Assessment on the [Cross Harbor Study's website](#), or contact Marlene Pissott at 201-612-1230 or via email. If you cannot attend the meeting and wish to submit a comment, mail it to Cross Harbor Freight Program, c/o InGroup Inc., PO Box 206, Midland Park, NJ 07432 or email it to [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com)

# COMMUNITY UPDATES

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Now that tax day has come and passed, many people are staring at the pile of accumulated documents and are asking themselves: "What do I do with this mess—can't I just toss it all?" Normally, tax records should be kept for three years, but some documents—such as records relating to a home purchase, improvements or sale, stock transactions, IRAs and business or rental property—should be kept longer. You should keep copies of tax returns you have filed and the tax forms package as part of your records. They may be helpful in amending already filed returns or preparing future returns.

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Bellmore, NY 11710  
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**Farmingdale State College**  
State University of New York

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You're going to need at least two hours of studying for each hour you spend in the classroom; if you're taking 15 credits, you're going to need 30 hours of studying. You might be able to study less if you have already taken a similar course in high school. However, many students need this amount or more to do well in college. Further, you'll need more study time as you move into junior and senior years because the work gets harder.

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**Cross Harbor Freight Movement Program Public Information Session**

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For more information, visit our website at  
[www.crossharborstudy.com](http://www.crossharborstudy.com)

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## Save the Date!



**Cross Harbor Freight Movement Program: Long Island Public Information Session - May 5th**

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) are preparing a Tier I Environmental Impact Statement (EIS) to evaluate alternatives to improve the movement of goods in the region by enhancing freight transportation across New York Harbor. Potential alternatives could involve effects and possible improvements to the freight network on geographic Long Island.

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## NY-CT Sustainable Communities Initiatives Launched by HUD Regional Administrator

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**Carmen Costa**

---

**From:** Cross Harbor Freight Program [crossharborfreightprogram@ingroupinc.com]  
**Sent:** Friday, April 15, 2011 2:47 PM  
**To:** carmen@ingroupinc.com  
**Subject:** Cross Harbor Freight Movement Program Long Island Public Scoping Information Session



## **Cross Harbor Freight Movement Program Long Island Public Information Session**

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) are preparing a Tier I Environmental Impact Statement (EIS) to evaluate alternatives to improve the movement of goods in the region by enhancing freight transportation across New York Harbor. Potential alternatives could have an effect on the freight network on geographic Long Island.

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For more information, visit the project website at <http://www.crossharborstudy.com/>

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# ***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](mailto: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

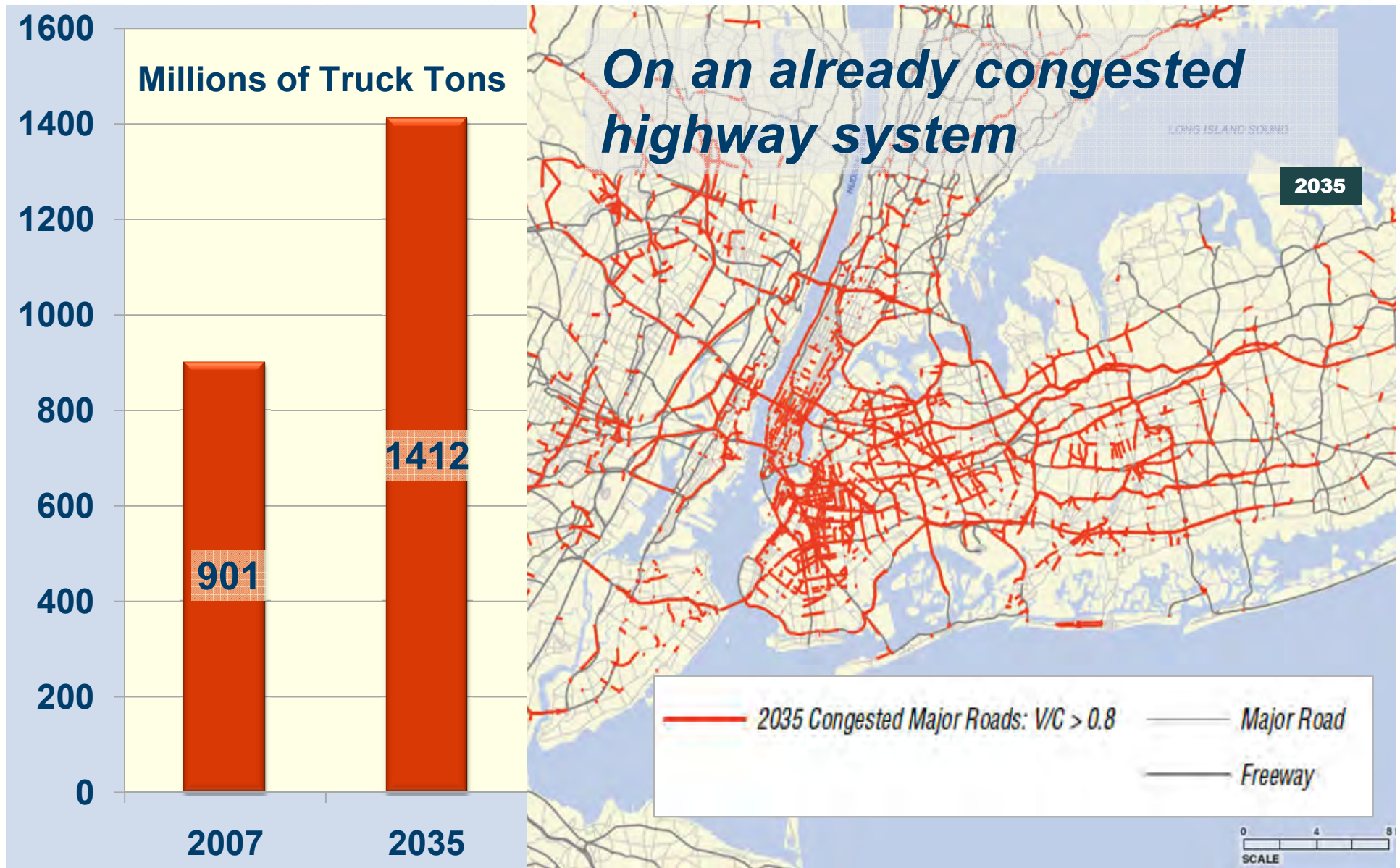
**The nation's largest consumer market**

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





# Freight Growth = Truck Demand



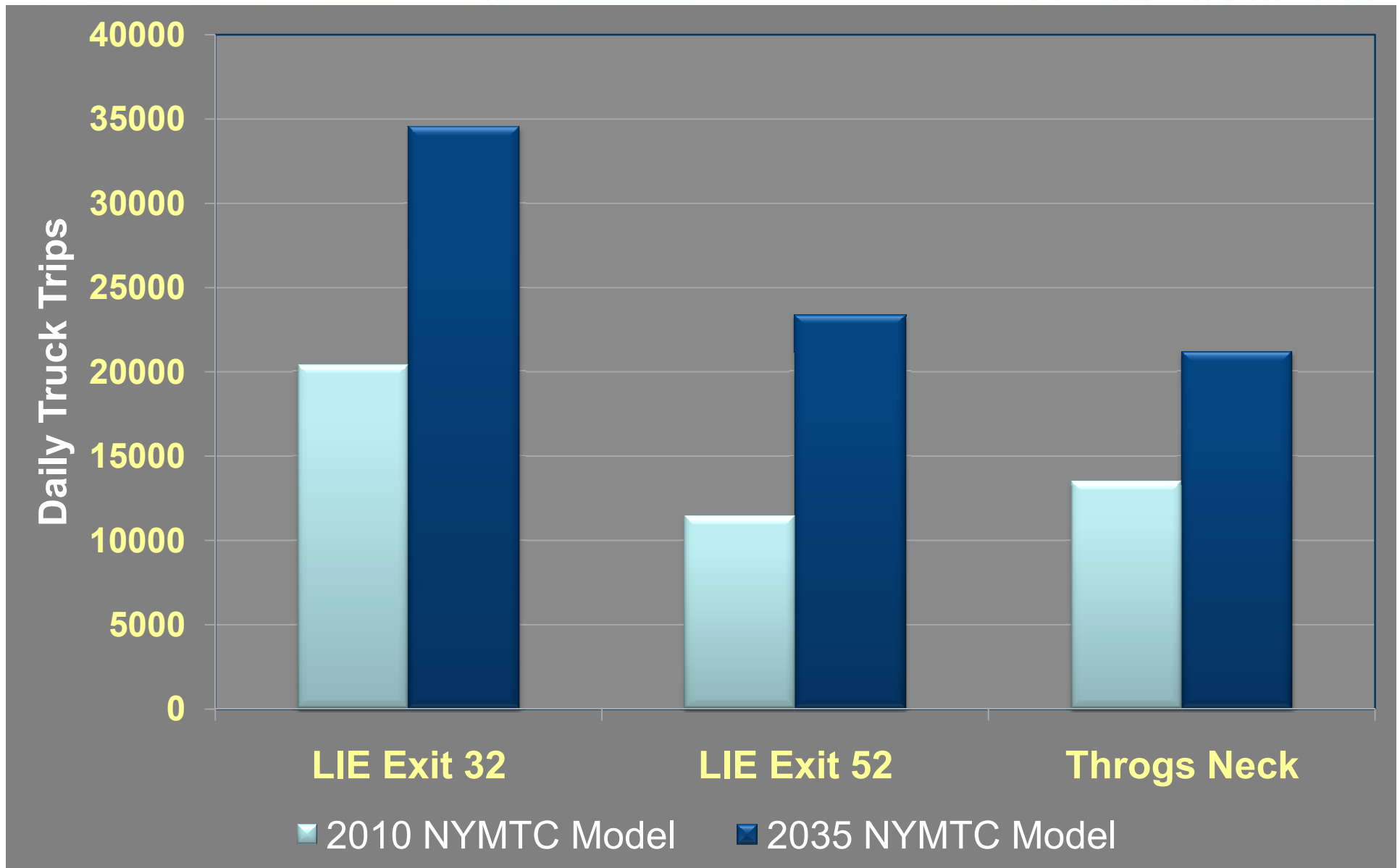
# Delays on Hudson Crossings

- **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

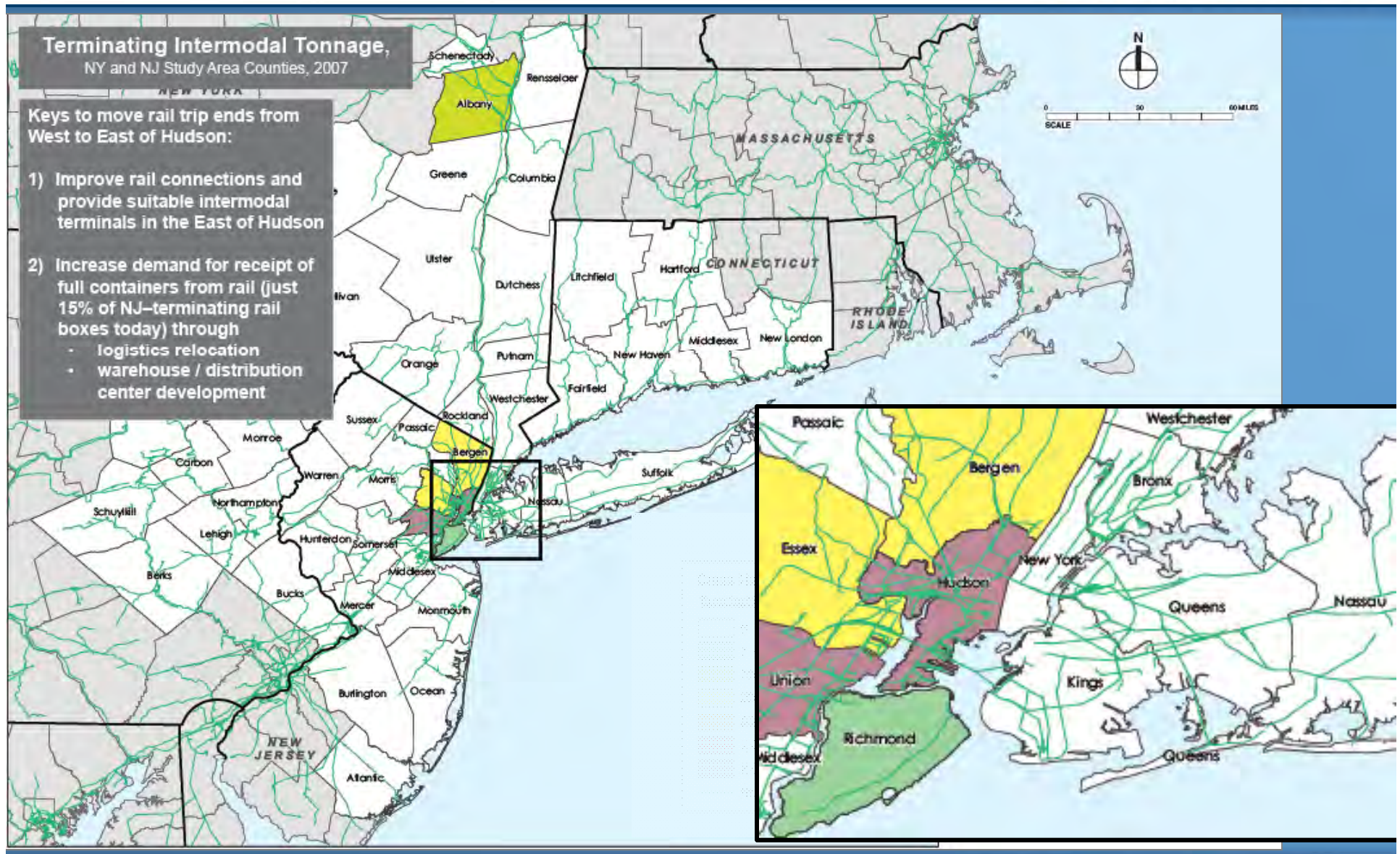
U.S. Department of Transportation  
Federal Highway Administration  
**THE PORT AUTHORITY  
OF NY & NJ**





# Lack of Cross Harbor Intermodal Connections

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



# 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

## 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

**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

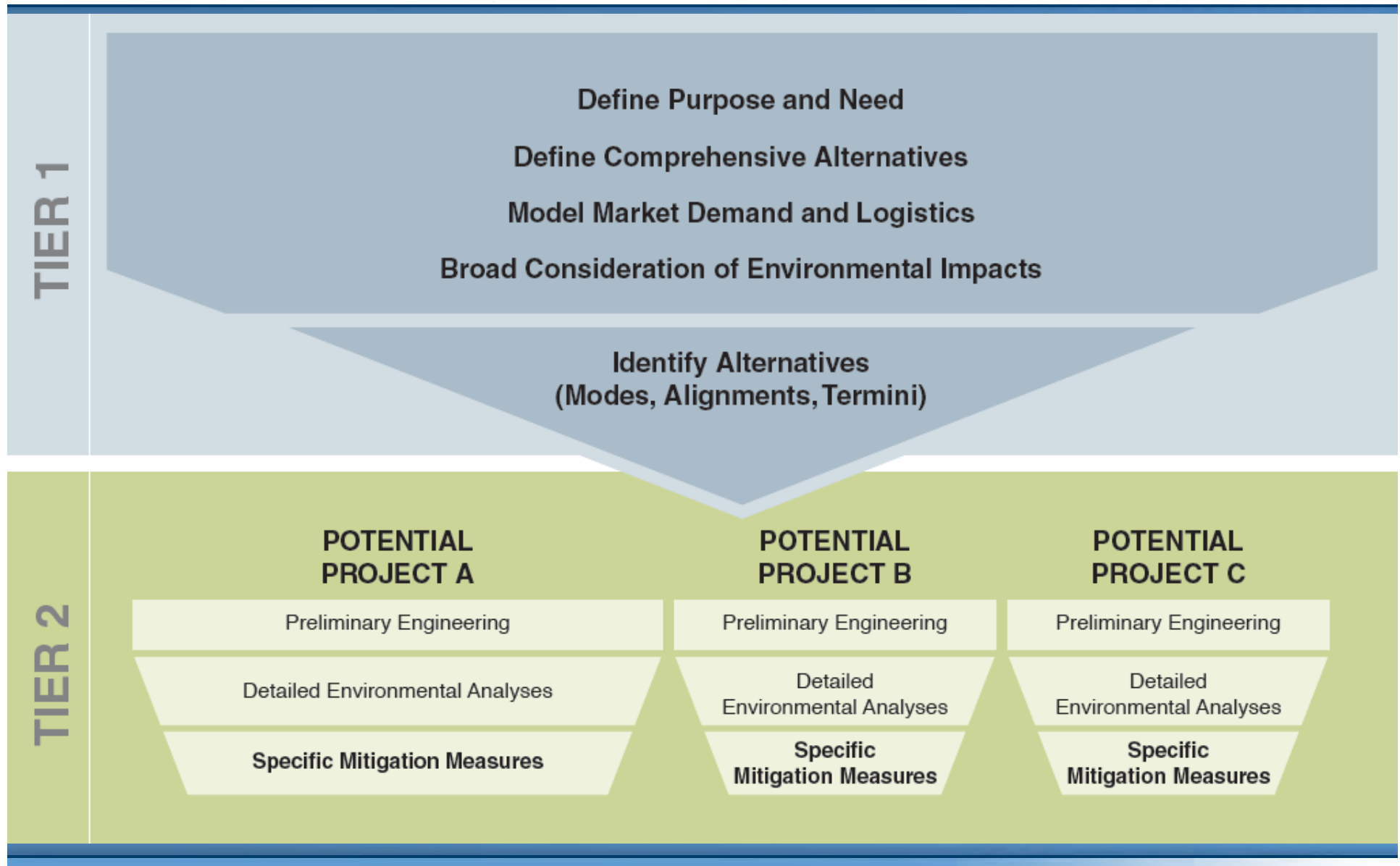
MTA – Metro North Railroad  
MTA – Bridges and Tunnels  
Federal Surface Transportation Board  
Hudson County Engineering  
Middlesex County Department of Planning  
Union County Department of Engineering & Public Works  
NY Metropolitan Transportation Planning Council  
NJ Transportation Planning Authority  
Jersey City Dept. of Housing, Economic Development, and Commerce  
South Western Regional Planning Agency (CT)  
Connecticut Department of Transportation



# Tiered EIS

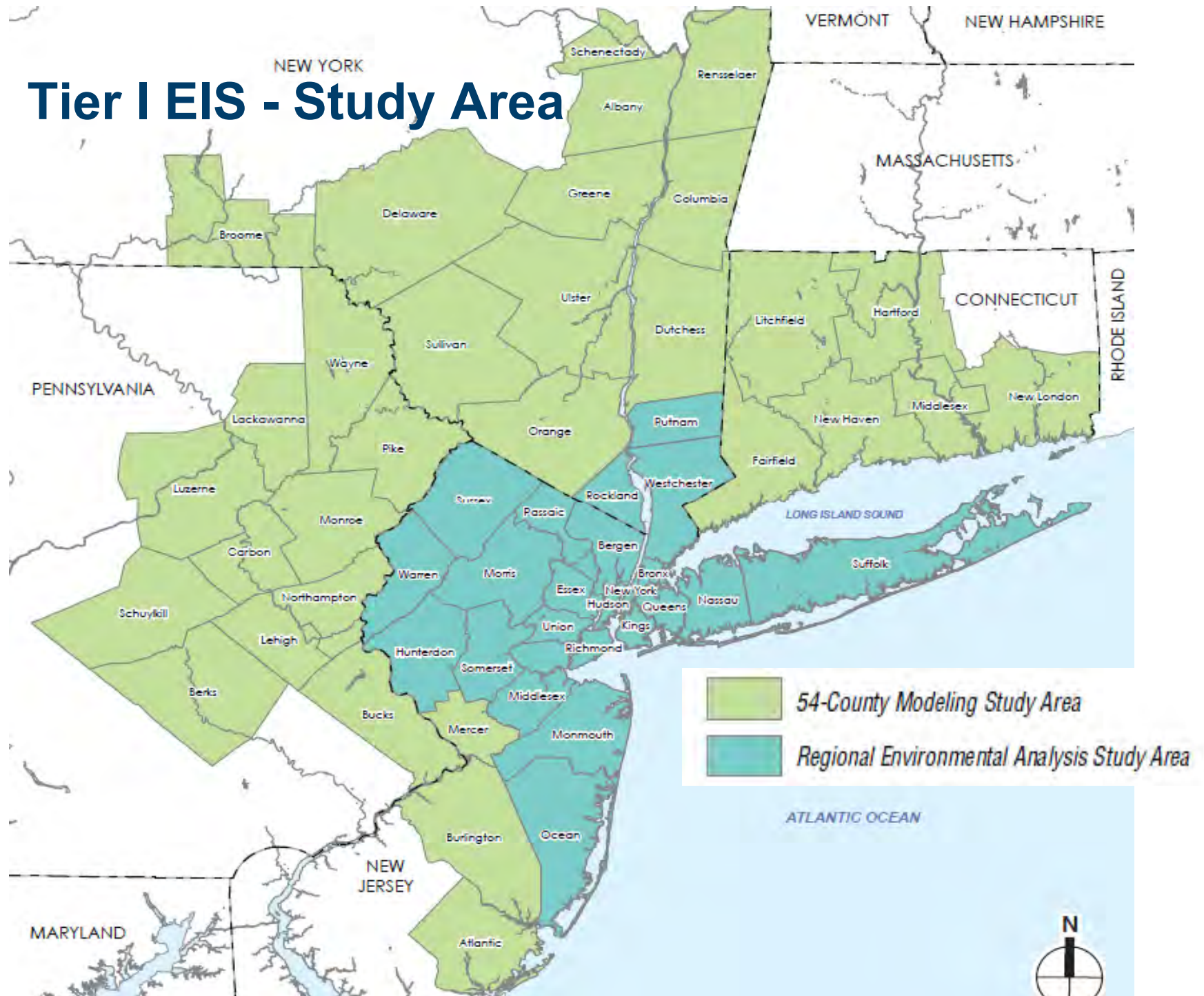
## Staged process for complex projects

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





# Tier I EIS - Study Area









# Market Opportunities:

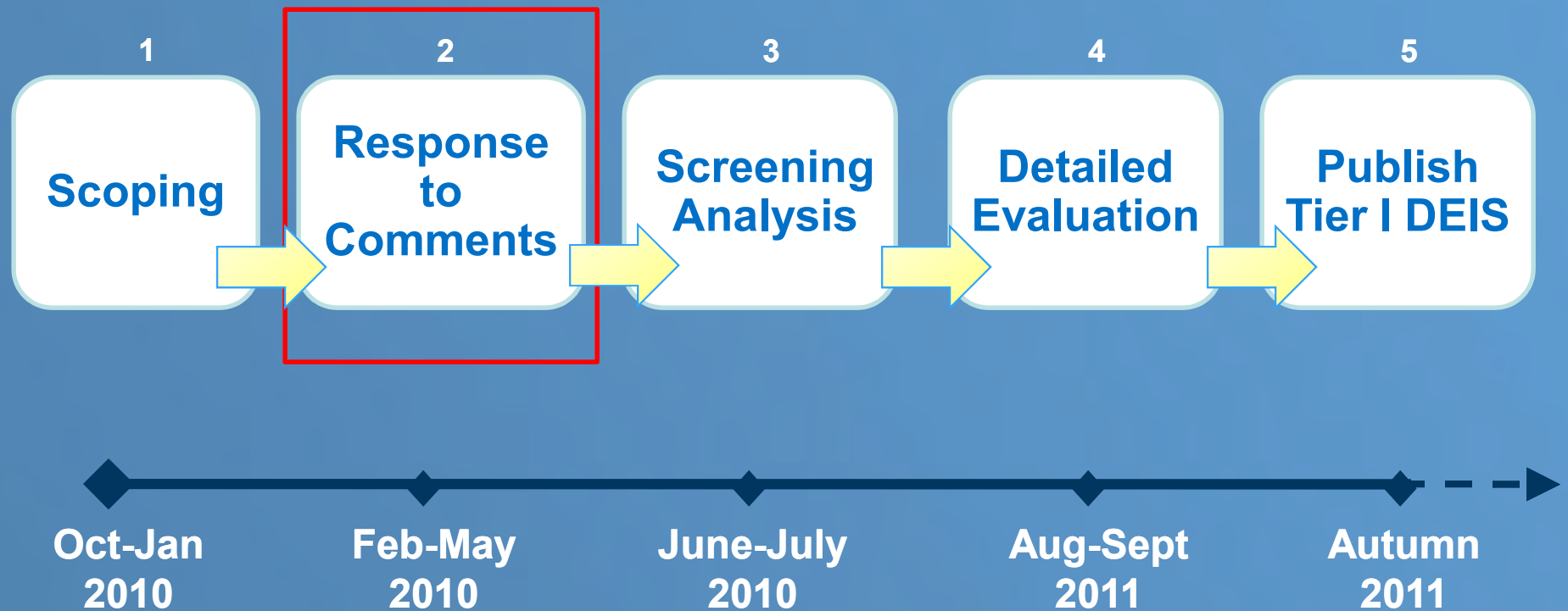
## Four main categories

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



**Anticipated Schedule**

# 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





# Feedback Options

- Interact directly with project team during tonight's **Open House** segment
- Submit written comments at Station 5 or  
Email to: [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com)
- To access documents  
Website: <http://www.crossharborstudy.com>
- **Sign up for email communications**



**Thank You!**





Contact: Marlene Bauer Pissott (201) 612-1230 x. 11

April 29, 2011

**\*\*Media Advisory\*\***

**Cross Harbor Freight Movement Program  
holding Long Island Public Information Session**

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) are preparing a Tier I Environmental Impact Statement (EIS) to evaluate alternatives to improve the movement of goods in the region by enhancing freight transportation across New York Harbor. Potential alternatives could have an effect on the freight network on geographic Long Island.

A Public Information Session will be held on **Thursday, May 5, 2011 at 6:00 to 8:00 p.m. at Courtyard Marriott Republic Airport, Two Marriott Plaza, Farmingdale, NY**. This session provides an opportunity for the public and agencies to comment on and provide input to the EIS as it is being developed.

The Draft Scoping Document, Environmental Impact Statement (EIS) Methodology, and Needs Assessment are available for review at [www.crossharborstudy.com](http://www.crossharborstudy.com). Your comments on these documents are encouraged and may be provided in writing either at the information sessions or by mail to Cross Harbor Freight Program, c/o InGroup, Inc., PO Box 206 Midland Park, NJ 07432 or via email to [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com). For more information, visit our website at [www.crossharborstudy.com](http://www.crossharborstudy.com)

# # #

**Long Island May 2011 Scoping Meeting****Newspaper**

Long Island Press	media advisory
Patch.com	media advisory
Herald Community Newspapers	
Farmingdale Observer	
Suffolk Times	
Long Island Advance	
Long Island Herald	media advisory
The Leader Online	media advisory
The Leader	
Anton News	media advisory
The Babylon Beacon	
News Day	media advisory
RCN	media advisory
Times Review	media advisory

# A-1.6 Community Outreach Meeting Log

<b>Date</b>	<b>Organization/Meeting Description</b>
14-Sep-2010	United Puerto Rican Organization of Sunset Park
24-Sep-2010	Environmental Defense Fund
17-Sep-2010	Regional Plan Association
24-Sep-2010	Tri-State Transportation Campaign
30-Sep-2010	Long Island Association
16-Sep-2010	New Jersey Sierra Club
28-Sep-2010	Sustainable South Bronx
5-Oct-2010	Public Scoping Information Session: Bronx Boro Hall, NY
5-Oct-2010	Public Scoping Information Session: NJTPA
5-Oct-2010	Public Scoping Information Session: Jersey City Council Chambers, NJ
12-Oct-2010	Public Scoping Information Session: Brooklyn Boro Hall, NY
13-Oct-2010	Public Scoping Information Session: Queens Boro Hall, NY
26-Oct-2010	CURES (Civics United for Railroad Environmental Solutions) & Community Board 5 Queens Transportation Committee
27-Oct-2010	Queens Community Board 5 Transportation Committee Meeting
15-Nov-2010	Assemblywoman Margaret Markey
22-Nov-2010	US Representative Joseph Crowley (7th Congressional District - Bronx, Queens)
30-Nov-2010	Vision Long Island (VLI)
14-Dec-2010	Senator Joseph P. Addabbo
28-Jan-2011	Council Member Elizabeth Crowley
17-Feb-2011	Assembly Member Michael Miller
17-Feb-2011	Assembly Member Margaret Markey
24-Feb-2011	Assembly Member Andrew Hevesi
24-Mar-2011	New York and Atlantic in Jamaica
4-May-2011	Partnership for New York City (the Partnership)
5-May-2011	Public Information Session: Farmingdale, Long Island, NY
9-Jun-2011	Maspeth Bus Tour: Commencing at Assembly Member Margaret Markey Office

## A-2.0 TAC Meetings



# A-2.1 September 2009 Meeting

# ***Cross Harbor Freight EIS Technical Advisory Committee***

**September 30, 2009**



## ***Agenda***

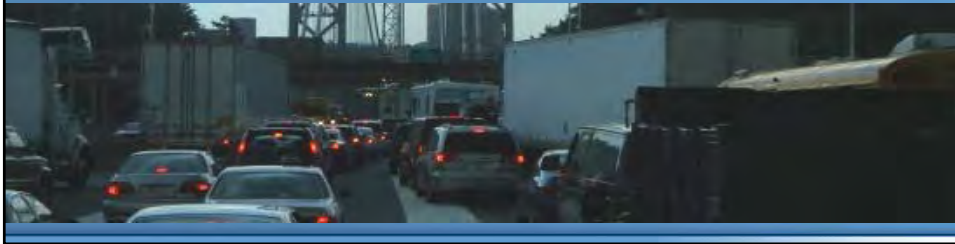


- Introductions
- Challenges to Freight Movement
- The Port Authority's Role
- Technical Advisory Committee
- The EIS
- Break for Questions and Coffee ---
- Market Analysis Update
- Comments
- Next Steps

## ***Regional Freight Movement***



- Dependence on trucking for goods movement threatens the economic vitality and the quality of life in the New York region.
- Future increases in freight demand will require a modally diverse approach that takes advantage of underutilized freight capacity.
- The rehabilitation of the existing rail freight network would support a shift from truck to the more sustainable mode of rail for goods movement.



## ***Challenges to Movement by Rail***



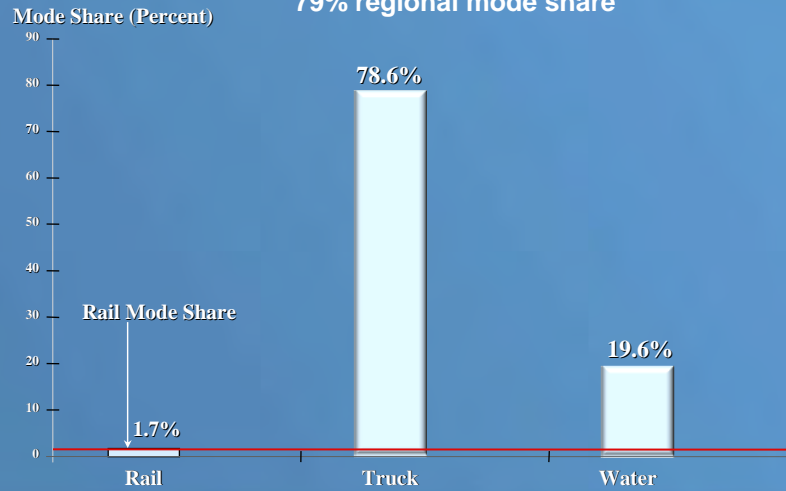
- Lack of Direct Connectivity between W and E of Hudson
- Failing Rail Infrastructure
- Passenger Services Dominate
- Limited Rail Support Facilities
- Need for Greater Coordination and Overall Strategy



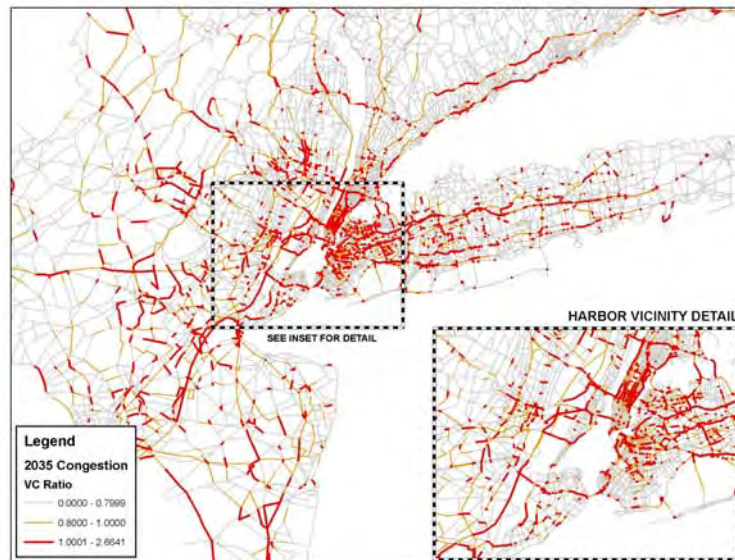
## Existing Freight Movement



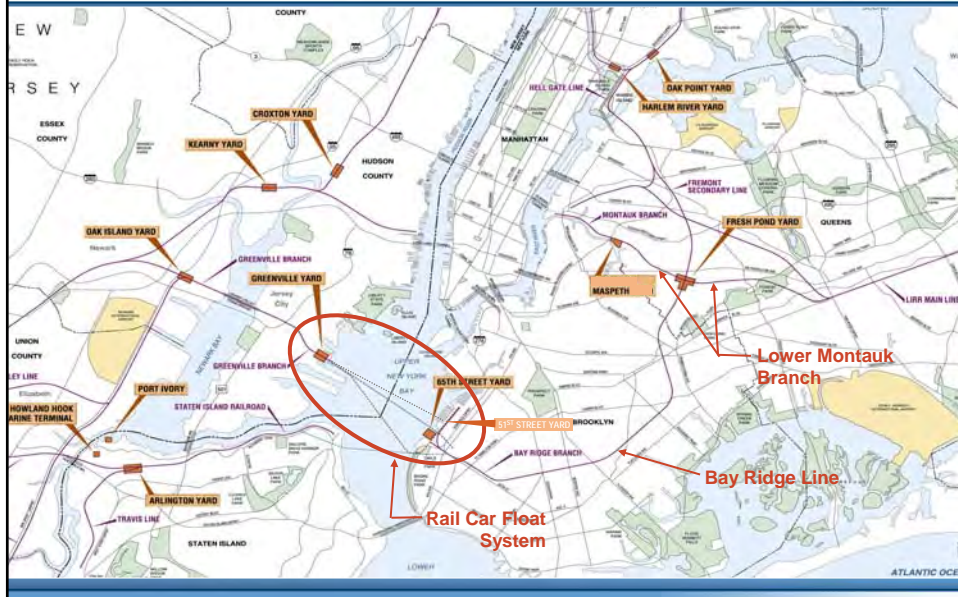
- Overwhelming dependence on trucking—79% regional mode share



## Projected Highway Congestion



## Cross Harbor Freight Network



## Port Authority Approach



- Redirect the previous efforts
- Mindful of potential local impacts
- Develop comprehensive bi-state solutions





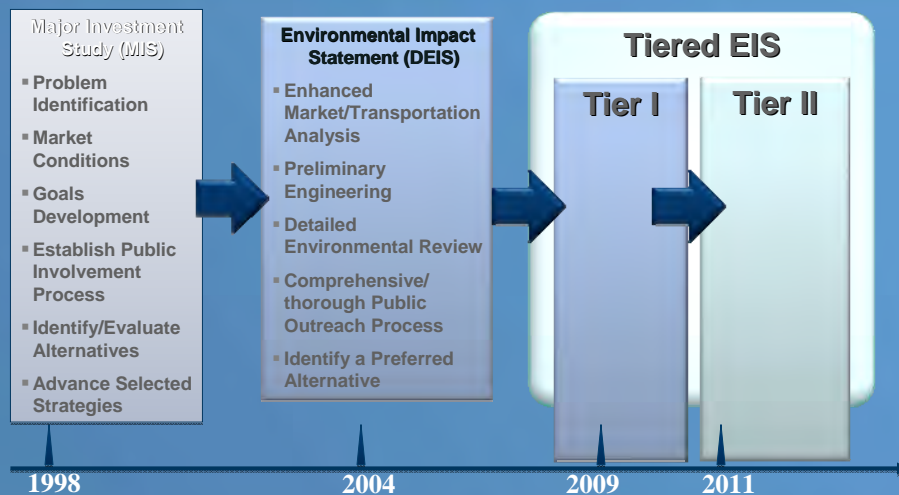
## Recent Cross Harbor Activity



- PA acquires railcar float operation and Greenville Yard lease
- Repairs to Barge #19
- Repairs to Greenville Transfer Bridge
- Successful 65<sup>th</sup> Street Test
- EIS Team
- Data Purchase

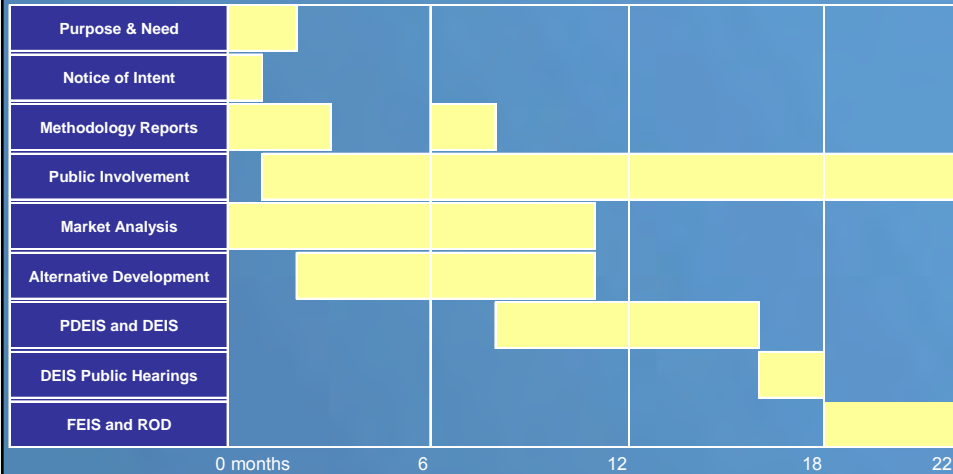


## MIS → DEIS → Tiered EIS





## Tier I EIS Timeline



## TAC Responsibilities



- Technical Advisory Committee Members
  - Strategic Group
  - Provide the PA and the Consultant Team with upfront transportation expertise



## ***Public Involvement***



### ➤ ***Technical Advisory Committee***

- Key transportation agencies + federal and state resource agencies + the Railroads active in New York and New Jersey

### ➤ ***Stakeholder Committee***

- Community boards, elected officials, business, civic & advocacy groups

### ➤ ***Joint Committee Workshops***

- Discussion of market analysis assumptions & findings
- Development of comprehensive alternatives

*These Committees are in addition to SAFETEA-LU Coordination*

## ***NEPA Process***



- ***What is the difference this time?***
- Comprehensive Alternatives
- Tiering
- Draft NOI
- SAFETEA-LU Section 6002 Coordination

## ***Cross Harbor Tier I EIS***



- **What is the difference in this new DEIS**
  - **More transparency**
  - **Comprehensive alternatives**
  - **Updated market analysis and demand forecasts**
  - **New mode choice analysis**
  - **Refined rail operations analysis**
  - **Tiered Approach to NEPA process**

## ***Project Alternatives***



### ***Comprehensive Alternatives***

- **Development will be mindful of local impacts**
- **End to End solution**
- **Combine elements from previous DEIS and new thinking**
- **Effort to capture a variety of potential freight markets**
- **Determination of Logical Endpoints**

## ***Project Alternatives***



### **➤ No Action Alternative**

- Planned upgrades to existing infrastructure (e.g. railcar float operations)
- Committed and programmed improvements to rail lines and rail yards

### **➤ TSM Alternative**

- Repair or upgrade of existing float bridges
- Scheduling improvements to allow both freight and passenger rail traffic

### **➤ TDM Alternative**

## ***Project Alternatives***



### **➤ Build Alternatives may include**

- Expanded railcar float system
- Tunnel (several versions) & all ancillary facilities
- Combination railcar float/tunnel & all ancillary facilities

**---Will be the subject of a joint committee workshop---**

## ***Tiering***



### ➤ **What?**

- Staged process for environmental review of complex projects

*“...Agencies are encouraged to tier their environmental impact statements to eliminate repetitive discussions of the same issues and to focus on the actual issues ripe for decision at each level of environmental review...” (CEQ Section 1502.20)*

## ***Tiering***



### ➤ **Why?**

- Allows agency to prepare NEPA documents with the appropriate level of detail at different stages
- Encourages Corridor level decision-making
- Sets project milestones at interim stages
- Stakeholders to influence decision-making at various points

## ***Cross Harbor Tier I***



### ➤ **Corridor-level analysis of alternatives**

- A broad examination of goals and objectives
- An assessment of regional and corridor-level transportation effects
- Similar to an Alternatives Analysis (FTA)

### ➤ **RESULT:**

- Record of Decision with mode, alignment and logical termini
- Regional and corridor-level assessment of economic and transportation effects
- Definition of alternatives to proceed into Tier II EIS or other environmental documents and permits

## ***Cross Harbor Tier II***



### ➤ **Site-specific impacts analysis**

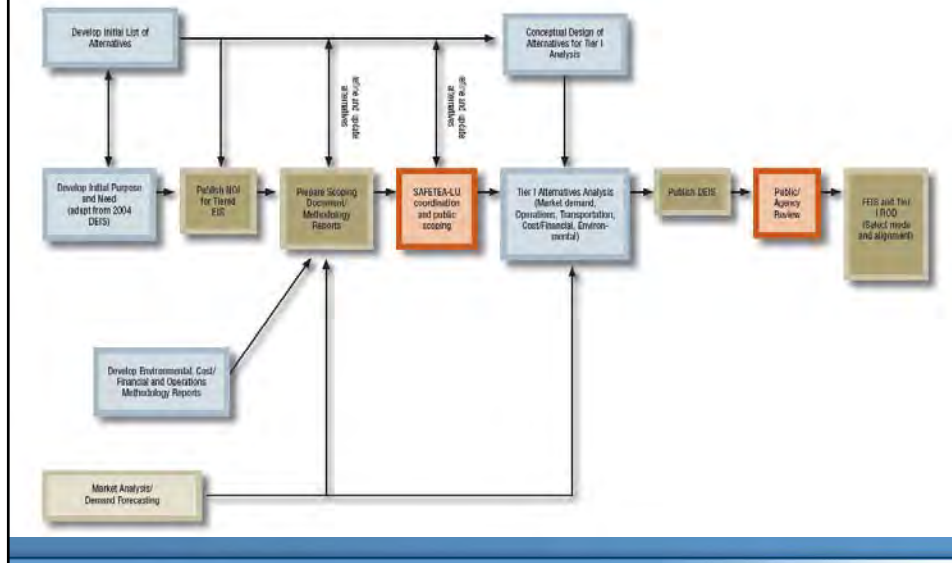
- In-depth look at alternatives selected in Tier I
- Quantitative analysis of environmental impacts
- Refinement of logistics and costs

### ➤ **RESULT**

- *Project specific NEPA documentation*



## Tier I EIS Flow



## Draft NOI - Approach



- **Effort to create a general statement**
  - Allow for development of purpose and need after TAC and Stakeholder input
  - Broad definition of alternatives until more is known about the markets
- Currently the PA is the local sponsor with FHWA as the lead agency
- Possibility for FRA and NJDOT and NYSDOT to redefine their roles later in the process
- Intent is to publish in the Federal Register within 6 weeks

## ***Draft NOI – Need and Purpose***



### **Need**

- Heavy reliance on truck movement contributes to serious regional highway congestion and travel delays, especially on the crossings
- Current estimates predict a substantial increase in truck tonnage through 2035
- Continuation of this trend without improvements will threaten the economic vitality of the greater NY/NJ/CT region

### ***Purpose***

*To improve the movement of freight across the Harbor*

## ***Draft Project Goals***



- Reduction in congestion on the Verrazano-Narrows and George Washington bridges
- Congestion relief on the major freight corridors leading to Harbor crossings
- Reduction in travel time for the freight movement between the regions
- Increase in cross-harbor freight movement capacity

### ***-- Opportunity --***

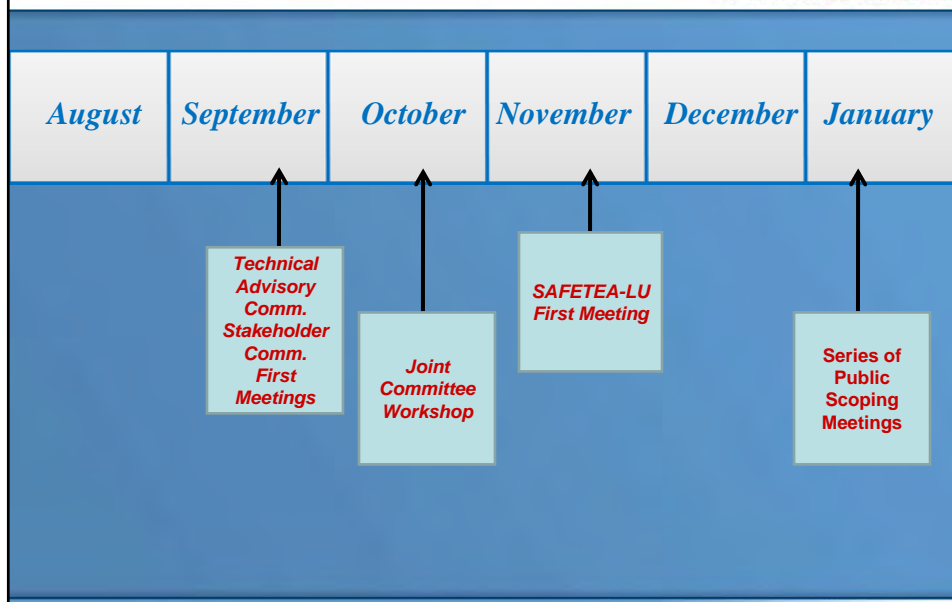
*Non-trucking freight movement modes are under-utilized*

## **SAFETEA-LU Section 6002 Coordination**



- In addition to the TAC and Stakeholder Committees
- Allows for an Efficient Environmental Review
- Works to Expedite Approvals of Transportation Improvements
- Project team will seek input from the SAFETEA-LU Committee at key coordination points throughout the NEPA process
  - Cooperating
  - Participating

## **Public Involvement Timeline**

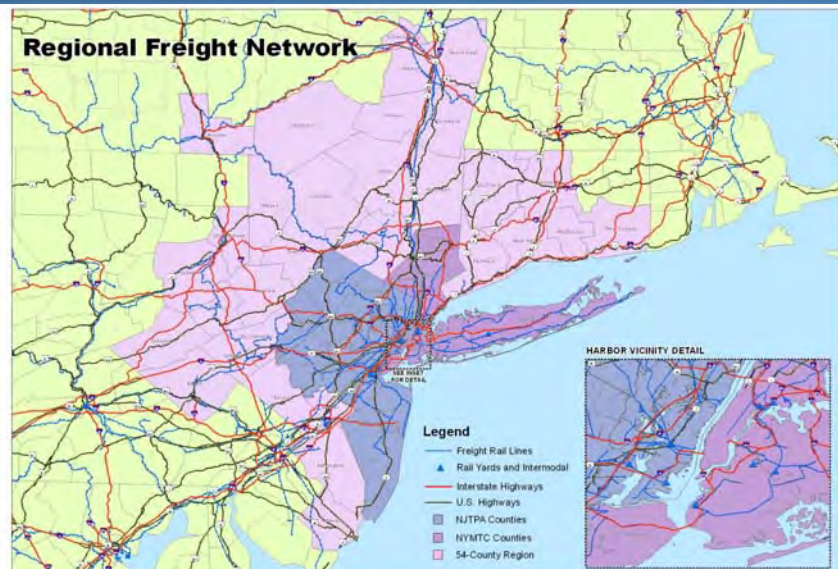


## Market Analysis Scope



- Accurate, defensible, and explainable market demand estimates are critical inputs to outreach, engineering design, and environmental investigations
- Market analysis work is led by CS and supported by Oliver Wyman Group and SBRI Inc.
- Three major work tracks
  - Logistics and Market Demand
  - Rail Operations and Multimodal Network Analysis
  - Economic and Financial Analysis

## Data Analysis Framework



## ***Market Analysis Schedule***



### **First Six Months – Develop Tools**

- Collect and analyze freight and logistics data
- Prepare highway and rail network modeling tools
- Prepare economic impact modeling tools
- Develop current and future “no action” freight flows
- Conduct interviews for mode choice models

### **Second Six Months – Apply Tools**

- Complete mode choice models
- Formulate alternatives
- Apply models to test market capture, highway and rail network impacts, economic impacts
- Refine alternatives and re-test

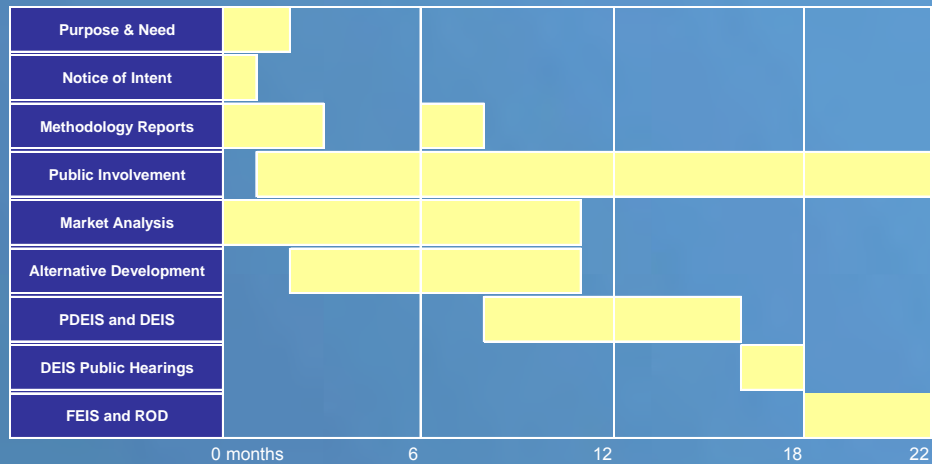
## ***Key Market Identification***



### **Four key market opportunities:**

- #1 Grow direct rail service to/from customers East of Hudson, focusing on proven rail commodities**
- #2 Shift the ‘middle’ segment of long-haul truck trips to/from the East of Hudson from truck to rail**
- #3 For rail traffic that currently terminates in the West of Hudson and is trucked to the East of Hudson, move the rail trip end to the East of Hudson**
- #4 Provide an alternative river crossing for short-haul freight trips within the region**

## Tier I Next Steps



## ▪ Questions?

Written comments on the NOI can be submitted to  
 Laura Shabe  
[lshabe@panynj.gov](mailto:lshabe@panynj.gov)



# ***Cross Harbor Freight Program Technical Advisory Committee Market Analysis Update***

**September 30, 2009**



## ***Overview***



- Scope
- Schedule
- Work to Date
- Market Opportunities

## Scope



- Accurate, defensible, and explainable market demand estimates are critical inputs to outreach, engineering design, and environmental investigations
- Market analysis work is led by CS and supported by Oliver Wyman Group and SBRI Inc.
- Three major work tracks
  - Logistics and Market Demand
  - Rail Operations and Multimodal Network Analysis
  - Economic and Financial Analysis

## Schedule



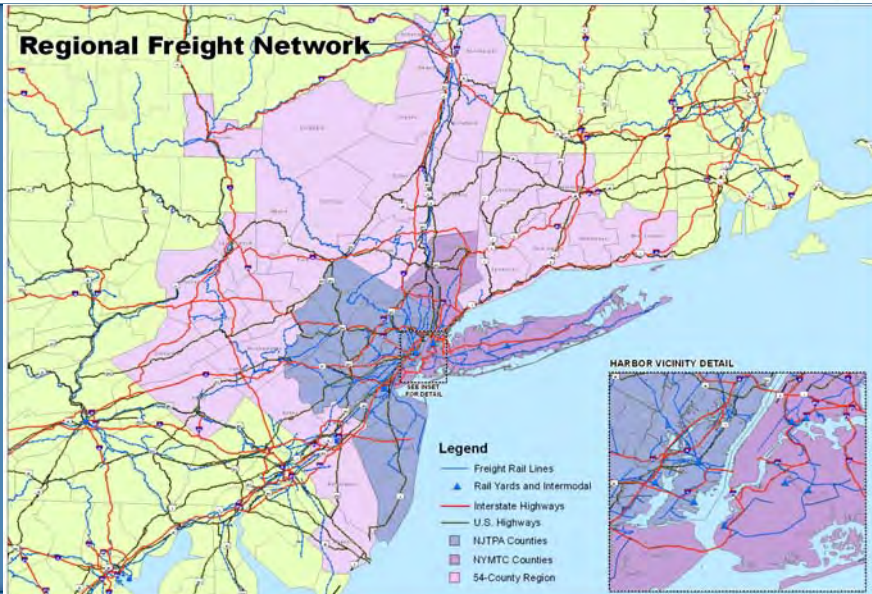
### First Six Months – Develop Tools

- Collect and analyze freight and logistics data
- Prepare highway and rail network modeling tools
- Prepare economic impact modeling tools
- Develop current and future “no action” freight flows
- Conduct interviews for mode choice models

### Second Six Months – Apply Tools

- Complete mode choice models
- Formulate alternatives
- Apply models to test market capture, highway and rail network impacts, economic impacts
- Refine alternatives and re-test

## Data Analysis Framework



## Work to Date— Key Market Identification



### Four Key Market Opportunities:

1. Grow direct rail service to/from customers East of Hudson, focusing on proven rail commodities
2. Shift the 'middle' segment of long-haul truck trips to/from the East of Hudson from truck to rail
3. For rail traffic that currently terminates in the West of Hudson and is trucked to the East of Hudson, move the rail trip end to the East of Hudson
4. Provide an alternative river crossing for short-haul freight trips within the region

***Work to Date—Collection and Analysis  
of Freight and Logistics Data***



- Rail Waybill – obtaining required permissions
- Truck O-D surveys –  
PANYNJ conducting at crossings in Autumn ‘09
- Facility/customer surveys –  
CS conducting Autumn ‘09
- Transearch commodity flow data purchased by  
PANYNJ for years 2007 and 2035 – to/from 54  
counties – all modes except rail received
- Initial “reality checking” underway

***What Does Available Data Say About  
Market Opportunity #1?***



➤ **Opportunity #1**

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

- Grow existing rail business, recover historic rail business that has been lost, find new and emerging opportunities in commodities that are typically well served by rail

➤ **Sizing the opportunity**

- After receiving Waybill permissions, we will review the full Waybill sample and the Transearch rail data
- We will validate with facility and customer interviews

## What Does Available Data Say About Market Opportunity #2?



### ➤ Opportunity #2

#### Shift the 'middle' segment of long-haul truck trips to/from the East of Hudson from truck to rail

- Shippers and receivers at each end still see trucks, but the long 'middle' part of the trip is shifted from rubber tires to steel wheels
- Adds handling costs, transfer delays, and local drayage costs but reduces per-mile linehaul costs and delays from driver rest hours
- Rail with two truck transfers is usually competitive at 400-500 miles or more (what a driver covers under one day's "hours of service")
- Depends on having effective, well-sited transfer facilities

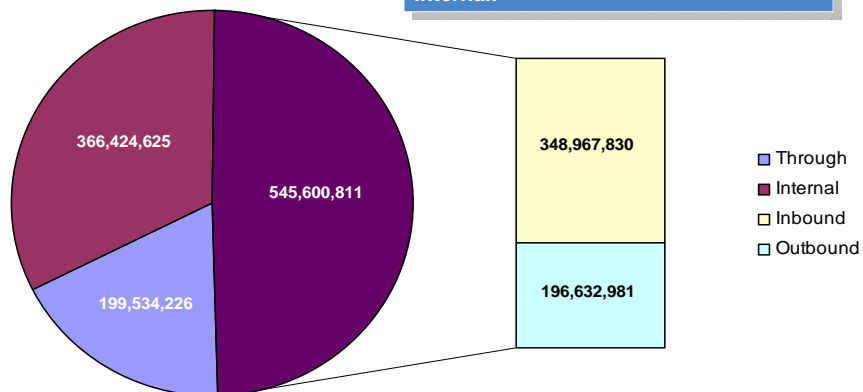
### ➤ Sizing the opportunity

- Initial Transearch data on long-haul truck movement has been received and analyzed
- Transearch findings will be validated, or modified as appropriate, by PANYNJ truck O-D surveys and by facility/customer interviews

## 54-County Analysis Zone -- Truck Tons by Type of Move (In, Out, Within, Through)



Over 1.1 billion total truck tons in 2007; around half (546 million) is inbound or outbound, the other half is through or internal.



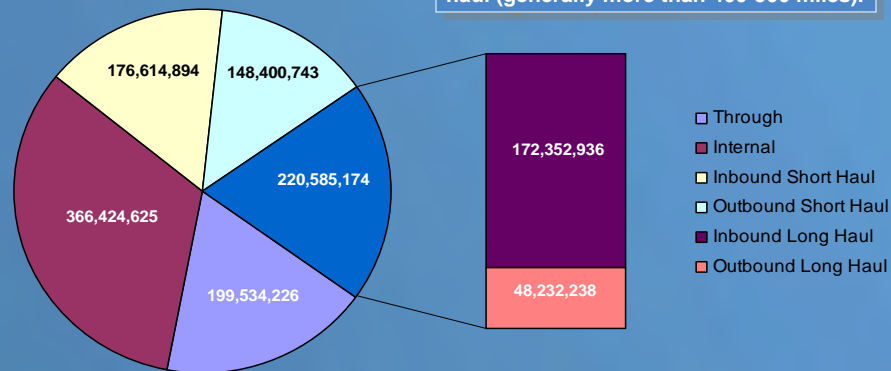
FIRST APPROXIMATION ONLY, SUBJECT TO MODIFICATION



## 54-County Analysis Zone – Truck Tons by Type and Length of Haul



Of the 546 million inbound and outbound truck tons, around 221 million is long-haul (generally more than 400-500 miles).

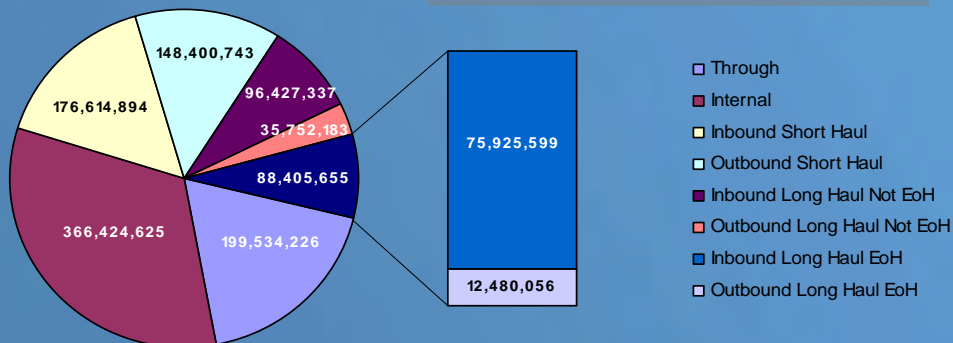


FIRST APPROXIMATION ONLY, SUBJECT TO MODIFICATION

## East of Hudson\* Origins and Terminations Truck Tons by Type and Length of Haul



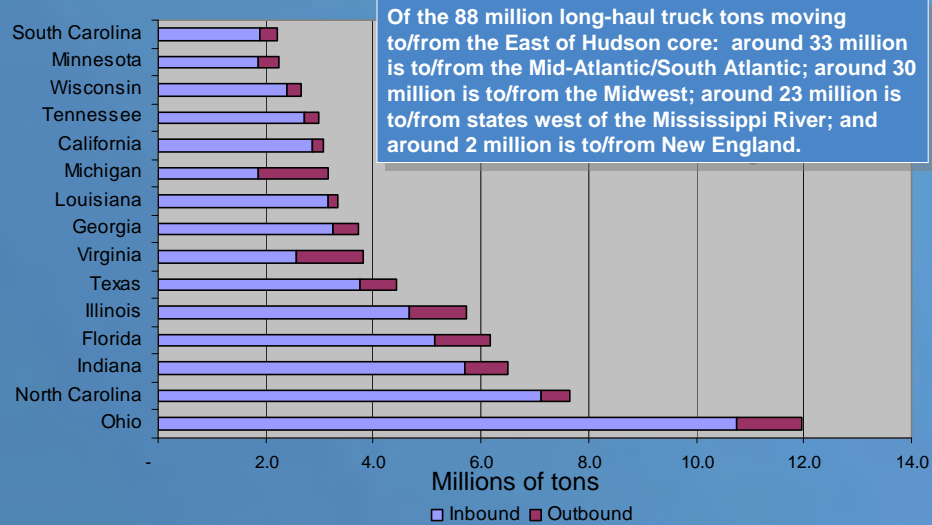
Of the 221 million inbound and outbound long-haul truck tons, around 88 million is moving to/from East of Hudson core counties.



FIRST APPROXIMATION ONLY, SUBJECT TO MODIFICATION

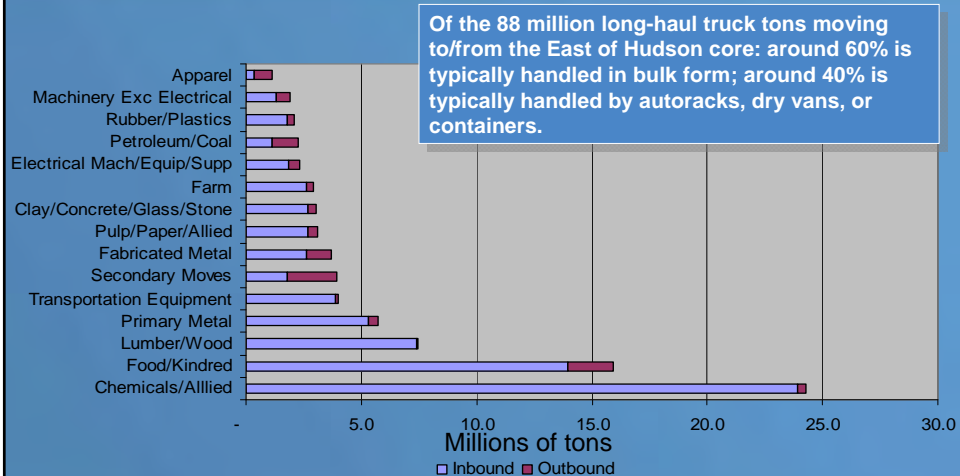


### East of Hudson Origins and Terminations Truck Tons by Trade Partner



FIRST APPROXIMATION ONLY, SUBJECT TO MODIFICATION

### East of Hudson Origins and Terminations Truck Tons by Commodity Type



FIRST APPROXIMATION ONLY, SUBJECT TO MODIFICATION

### ***What Does Currently Available Data Say About Market Opportunity #3?***



#### **➤ Opportunity #3**

**For rail traffic that currently terminates in the West of Hudson and is trucked to the East of Hudson, move the rail trip end to the East of Hudson**

- Shippers at each end still see trucks, but the river crossing is on steel wheels, not rubber tires
- Depends on having effective, well-sited transfer facilities

#### **➤ Sizing the opportunity**

- Transearch data on 'rail drayage' (trucks moving from West of Hudson rail yards to East of Hudson customers) is being analyzed; need to link it up to the 'rail leg' of the trip
- Transearch findings will be validated, or modified as appropriate, by PANYNJ truck O-D surveys and by facility/customer interviews

### ***What Does Currently Available Data Say About Market Opportunity #4?***



#### **➤ Opportunity #4**

**Provide an alternative river crossing for short-haul freight trips within the region**

- Today, short-haul crossings are mostly by truck, or by barge (mostly fuel and other bulk, with some containers)
- Capturing short-haul truck market may involve advanced technologies, logistics, and system management – such as dual-use tunnel with AGV's, a "Chunnel Shuttle," etc.

#### **➤ Sizing the opportunity**

- Transearch is more accurate for long-haul trips than for short-haul trips, so we will rely primarily on the PANYNJ Truck O-D surveys to size this opportunity

## ***Next Steps for the Market Analysis***



- **Finish sizing the market opportunities**
  - Complete data collection and analysis
  - Conduct validation studies and interviews
- **Determine what share of these market opportunities can actually be captured under each of the alternatives**
  - Conduct preference surveys and build mode choice models
  - Develop “level of service” profiles (cost, speed, reliability, frequency) for current modes and Cross Harbor alternatives
  - Run models to see how well the alternatives perform
- **Test transportation effects on highway and rail networks**
- **Test economic impacts and business plausibility**



▪ Questions

# A-2.2 March 2010 Meeting



## **TECHNICAL ADVISORY COMMITTEE**

### **ALTERNATIVES DEVELOPMENT AND SCREENING WORKSHOP**

NJTPA - One Newark Center, 17th Floor, Newark, NJ  
Wednesday, March 24, 2010, 10:00 AM - 12:30 PM

## **AGENDA**

1. Project Goals
2. EIS Schedule
3. Alternatives Methodology
  - a. Fatal Flaw Analysis
  - b. First- and Second-Level Screenings
  - c. Environmental Assessment

## **BREAK**

4. Presentation of Potential Alternatives
  - a. Build Alternatives (Float, Tunnel, Combination)
  - b. TSM / TDM
  - c. No Action
5. Committee Input and Discussion

**From:** "Cross Harbor Freight Program" <crossharborfreightprogram@ingroupinc.com>  
**Subject:** Technical Advisory Committee Workshop Handouts  
**Date:** March 23, 2010 5:21:32 PM EDT  
**To:** jenna@ingroupinc.com



March 23, 2010

Ms. Jenna Minutoli  
INGROUP  
230 Braen Avenue  
Wyckoff, NJ 7481

Dear Ms. Minutoli:

As a member of the Technical Advisory Committee for the Cross Harbor Freight Program, you are invited to preview information about our upcoming workshop.

<http://ftp.stvinc.com/stvftp.nsf/Transfers/AFB0007DE805D774852576EF006F03B13B1>

To download the files, click on the link above. If the link does not work, paste the address into your web browser.

Once you reach our website, you will be required to enter the password below to download the files. The password is case sensitive.

Password: F601EE

*Please note: these files will only remain online for 72 hours. After that, the link above will no longer be valid.*

Just as a reminder, the Technical Advisory Committee Cross Harbor Freight Program Workshop is scheduled for:

**Wednesday, March 24, 10:00 AM – 12:30 PM at  
NJTPA, One Newark Center, 17th Floor  
Newark, New Jersey**

As always, please do not hesitate to contact me directly with any questions or comments on the Cross Harbor Freight Program. On behalf of the project team, we look forward to seeing you on Wednesday.

Best regards,

Laura Shabe  
Manager, Cross Harbor Freight Program  
Port Authority of New York & New Jersey

225 PARK AVENUE SOUTH, 11th FLOOR • NEW YORK, NEW YORK 10003-1604 • 212-435-4441 • [crossharbor@panynj.gov](mailto:crossharbor@panynj.gov)

This message was sent from Cross Harbor Freight Program to jenna@ingroupinc.com. It was sent from: Cross Harbor Freight Movement Program, 225 Park Avenue South, 11th Floor, New York, NY 10003-1604. You can modify/update your subscription via the link below.

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**From:** "Cross Harbor Freight Program" <crossharborfreightprogram@ingroupinc.com>  
**Subject:** **Technical Advisory Committee Workshop for Cross Harbor Freight Program**  
**Date:** March 17, 2010 5:26:16 PM EDT  
**To:** jenna@ingroupinc.com



March 17, 2010

Ms. Jenna Minutoli  
INGROUP  
230 Braen Avenue  
Wyckoff, NJ 7481

Dear Ms. Minutoli:

As a member of the Technical Advisory Committee for the Cross Harbor Freight Program, you are invited to join us for an Alternatives Workshop on

**Wednesday, March 24, 10:00 AM – 12:30 PM at  
NJTPA, One Newark Center, 17th Floor  
Newark, New Jersey**

The Workshop will focus on a range of feasible project Alternatives to be evaluated in a first-level screening. The Alternatives currently under consideration by the Port Authority of New York & New Jersey offer short-term and long-term strategies for improving the regional freight network, reducing traffic congestion, enhancing modal diversity and system redundancy, improving air quality, and providing economic benefits. They include a No Action Alternative, a Transportation Systems Management (TSM) Alternative, a Transportation Demand Management (TDM) Alternative and a long list of Build Alternatives. The categories of Build Alternatives under development include an improved railcar float system, a rail tunnel, a ferry/barge system, as well as combinations of these where feasible. Within these categories, multiple rail-yard scenarios, modal choice and phasing scenarios will result in the identification of multiple alternatives. The project team will also describe our current thinking for a multi-stage Alternatives screening methodology, which includes a fatal flaw screening, a freight shipment mode choice model, and a transportation network assessment.

During this workshop, we welcome your input into the ongoing development of project Goals, project Alternatives, and our proposed screening methodology. Further information for this meeting will follow via an FTP-site link on Monday, March 22. We will provide color printouts of all information at the workshop.

As always, please do not hesitate to contact me directly with any questions or comments on the Cross Harbor Freight Program. On behalf of the project team, we look forward to an informative and lively discussion next Wednesday.

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Laura Shabe  
Manager, Cross Harbor Freight Program  
Port Authority of New York & New Jersey

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**CROSS HARBOR FREIGHT PROGRAM  
TECHNICAL ADVISORY COMMITTEE**

**ALTERNATIVES DEVELOPMENT AND SCREENING WORKSHOP**

NJTPA - One Newark Center, 17th Floor, Newark, NJ  
Wednesday, March 24, 2010 – 10 AM-12:30 PM

**AGENDA**

1. Project Goals

2. EIS Schedule
3. Alternatives Methodology
  - a. Fatal Flaw Analysis
  - b. First- and Second-Level Screenings
  - c. Environmental Assessment

BREAK

4. Presentation of Potential Alternatives
  - a. Build Alternatives (Float, Tunnel, Combination)
  - b. TSM / TDM
  - c. No Action
5. Committee Input and Discussion

[Directions to NJTPA](#)

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March 17, 2010

Salutation First Last  
Title  
Organization  
Address  
Address 2  
City, State Zip

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Best regards,

Laura Shabe  
Manager, Cross Harbor Freight Movement Program  
Port Authority of New York & New Jersey

# CROSS HARBOR FREIGHT PROGRAM

## Alternatives Workshop

### Development and Screening

March 24, 2010



### *Purpose of Today's Workshop*

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Engaged discussion of potential alternatives

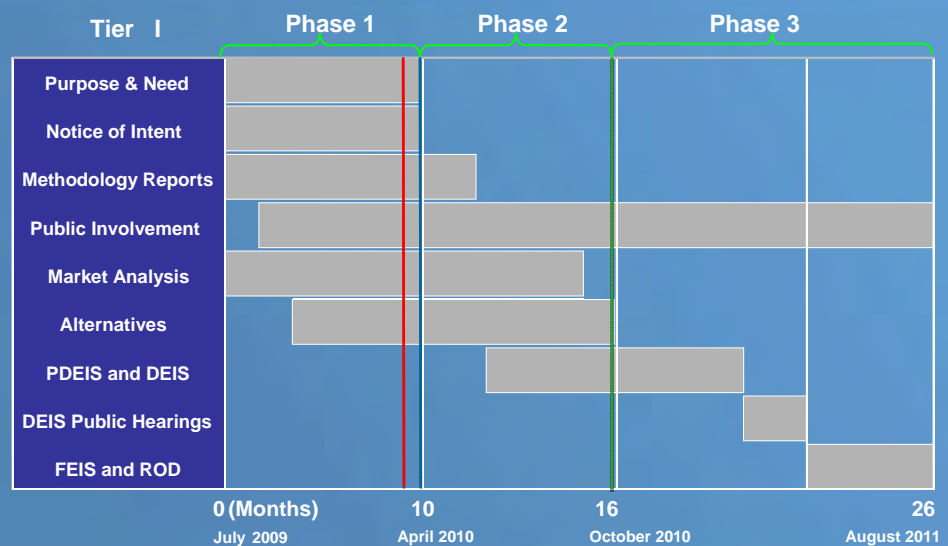
- A forum for open, general discussion of alternatives that may be considered in the Cross Harbor Freight Program
- Review methods and approaches for defining and evaluating Alternatives, and how these fit into the overall project process
- Address questions, concerns, or critical issues

Two main goals:

- To ensure the process is understandable and transparent
- To ensure we have your input

## EIS Schedule

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## Key Questions

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- How will the information from the previous Major Investment Study (MIS) and DEIS be utilized?
- How should we proceed to ensure the project leads to the best possible transportation investment choices?
- What are our freight markets?
- What kinds of alternatives are on the table?
- How will alternatives be evaluated?

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## ***Agenda***



- Introduction
- Markets and Alternatives
- Alternatives Evaluation
- Break (10 Minutes)
- Potential Alternatives
- Issues #1 and #2
- Summary and Next Steps

5

## ***Working Assumptions Market Opportunities***



Four main “families” of market demand for Cross Harbor freight:

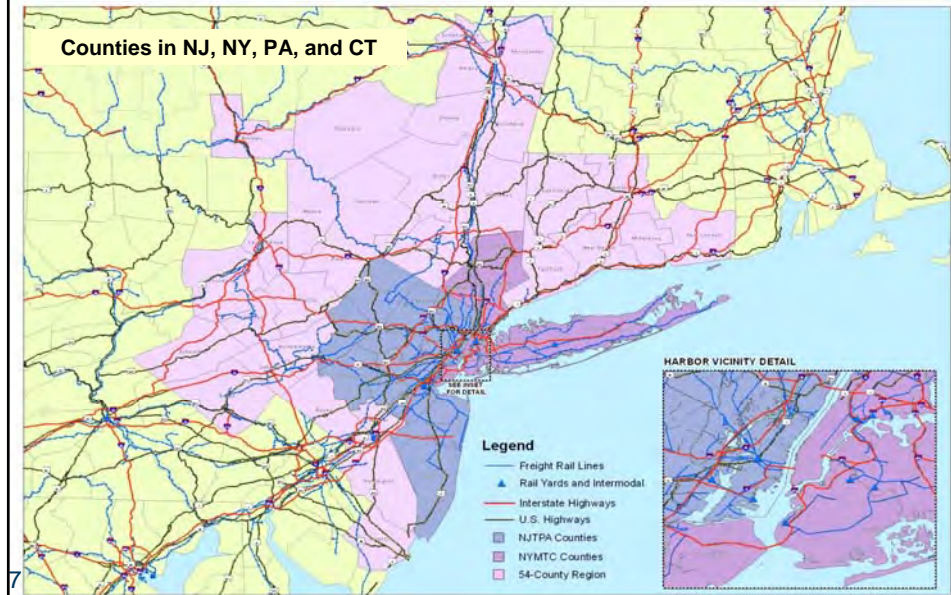
1. Grow direct rail service to/from customers East of Hudson, focusing on proven rail commodities
2. For rail traffic terminating West of Hudson and then trucked East of Hudson, move the rail trip end to East of Hudson
3. Shift the ‘middle’ segment of long-haul East of Hudson truck trips to rail, and terminate the rail trip East of Hudson
4. For shorter-haul “in region” truck trips, provide an alternative to existing bridge and tunnel crossings

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## Working Assumptions 54-County Data Analysis Region

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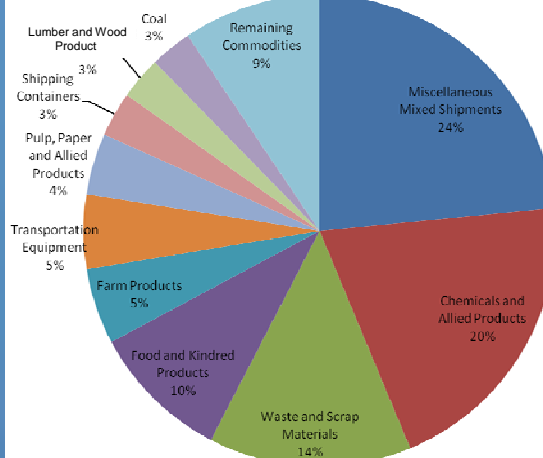
## Working Assumptions Opportunity #1, Grow Existing Rail Markets

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### Rail Tonnage, NY and NJ Study Region Counties, 2007

Direction	Carload Units	Intermodal Units
Inbound	821,819	518,720
Outbound	602,852	523,668
Intra-regional	7,304	80
Through	n/a	n/a
<b>Total</b>	<b>1,431,975</b>	<b>1,042,468</b>

Source: Surface Transportation Board  
Carload Waybill Sample, 2007



## Working Assumptions

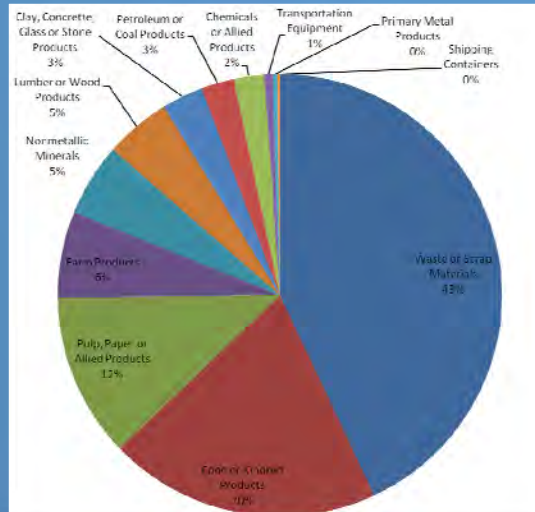
### Opportunity #1, Grow Existing Rail Markets

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Rail Tonnage for Selected East of Hudson Counties, 2007  
(Bronx, Kings, Nassau, Queens, Suffolk, and Westchester)

Direction	Carload Units	Intermodal Units
Inbound	24,208	0
Outbound	19,912	0
Intra-regional	0	0
Through	-	-
Total	44,120	0

Source: Surface Transportation Board  
Carload Waybill Sample, 2007



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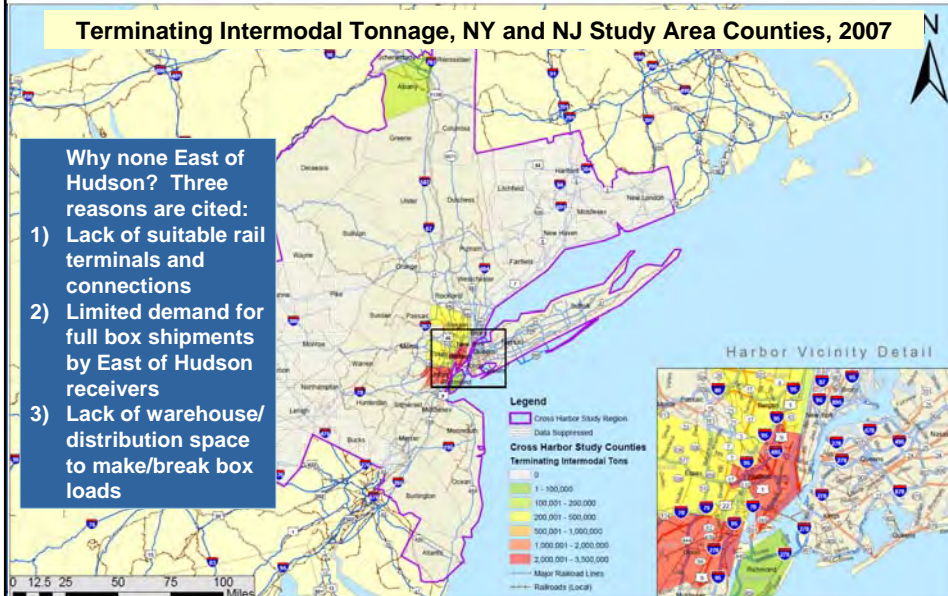
## Working Assumptions

### Opportunity #2, Move Rail Trip Ends

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

- Why none East of Hudson? Three reasons are cited:
- 1) Lack of suitable rail terminals and connections
  - 2) Limited demand for full box shipments by East of Hudson receivers
  - 3) Lack of warehouse/distribution space to make/break box loads



## Working Assumptions

### Opportunity #2, Move Rail Trip Ends

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#### Truck Counts, Six Non-Consecutive Days During Three-Month Periods

NS Croxton	Total Gate Units	George Washington
October - December 2001	2,419	296 (12%)
January - March 2002	2,356	294 (12%)
July - September 2002	2,422	402 (17%)

CSX Kearny/Little Ferry/North Bergen	Total Gate Units	George Washington
September - November 2001	3,281	386 (12%)
January - March 2002	2,913	345 (12%)
April - June 2002	3,135	322 (10%)
July - September 2002	2,423	432 (18%)

In 2001-2002, between 82% and 90% of trucks moving to and from West of Hudson intermodal rail yards did not cross the GWB.

Source: Surface Transportation Board electronic filings

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## Working Assumptions

### Opportunity #3, Divert Long-Haul Trucks

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Transearch Data	2007 (Tons)	2035 (Tons)	Growth	Rate
All Truck Tonnage	1,097,721,109	1,535,076,042	40%	1.2%
Long Haul Inbound to Study Area	160,248,704	277,021,275	73%	2.0%
Long Haul Outbound from Study Area	48,224,764	75,617,511	57%	1.6%
Long Haul Inbound from WOH to Study Area EOH	78,881,196	141,883,428	80%	2.1%
Long Haul Outbound to WOH from Study Area EOH	14,142,654	19,712,048	39%	1.2%

Long-haul trips are 500 miles or more, on average.

This diversion opportunity represents around 10% of all truck tonnage.

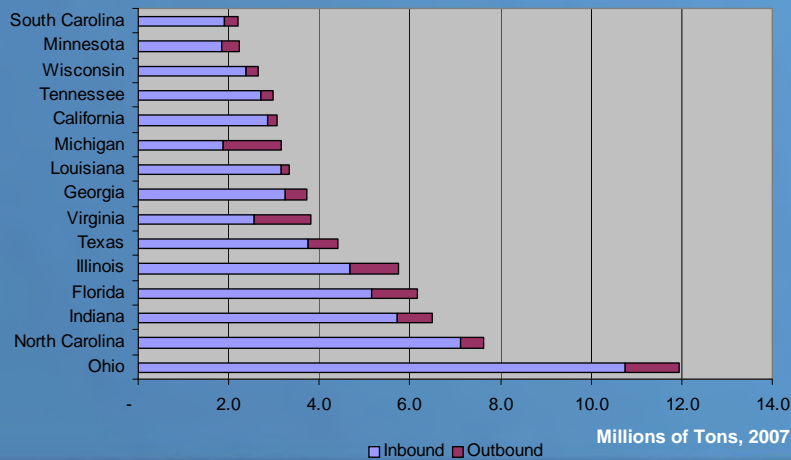
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## Working Assumptions

### Opportunity #3, Divert Long-Haul Trucks

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- Long haul trucks to EOH are mostly originating in Ohio, North Carolina, Indiana, Florida, Illinois, and Texas.
- Long haul trucks from EOH are terminating in a variety of states.



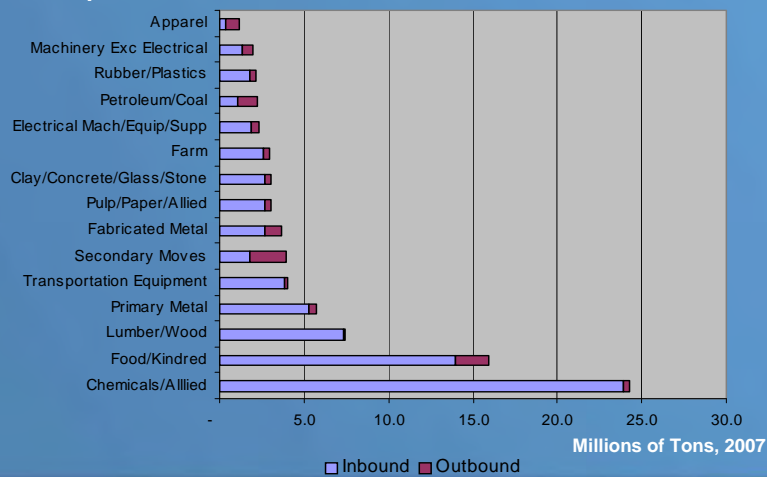
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## Working Assumptions

### Opportunity #3, Divert Long-Haul Trucks

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- Long haul trucks to EOH carry mostly chemicals and food.
- Long haul trucks from EOH mostly carry secondary traffic, food, fuel, and other products.



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## Working Assumptions

### Opportunity #4, Address Shorter-Haul Trucks

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Transearch Data	2007	2035	Growth	Rate
All Truck Tonnage	1,097,721,109	1,535,076,042	40%	1.2%
Mid-Haul Inbound from WOH to Study Area EOH	63,401,213	84,107,644	33%	1.0%
Mid-Haul Outbound to WOH from Study Area EOH	21,264,190	25,148,309	18%	0.6%
Short-Haul Inbound from Study Area WOH to Study Area EOH	80,357,857	108,026,772	34%	1.1%
Short-Haul Outbound to Study Area WOH from Study Area EOH	30,884,990	38,179,755	24%	0.8%

- Short-haul trips are defined as trips within the 54-county study area.
- Mid-haul trips are other trips of less than 500 miles, on average.
- This diversion opportunity represents around 17% of all truck tonnage.

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## Working Assumptions

### Families of Potential Alternatives

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General classes of alternatives:

- 1.No Action
- 2.Transportation System Management (TSM)
- 3.Transportation Demand Management (TDM)
- 4.Float and Ferry
- 5.Rail Tunnel
- 6.Multimodal Tunnel

We will address each after the break

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## Working Assumptions

Alternatives Have to Match Market Opportunities

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	TSM/TDM	Float/Ferry	Tunnel	
			Rail	Multimodal
Proven Rail Markets	●	●	●	●
Relocate Rail Trip Ends				
Intermodal	●	●	●	●
Other	●	●	●	●
Divert Long Haul Trucks	●	●	●	●
Divert Other Trucks	●	●	●	●

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## Questions?

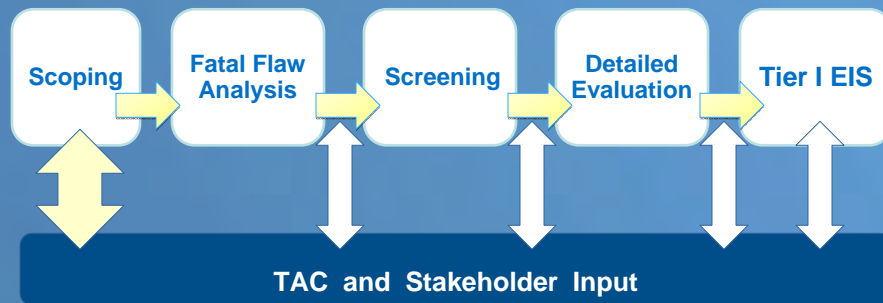
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## Alternatives Evaluation

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## Scoping Goals and Objectives

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- Develop project goals and objectives with stakeholders
- Proposed goals
  - Reduce congestion on major freight corridors within NY/NJ/CT metropolitan area
  - Improve performance of Cross Harbor freight transportation system for freight shippers, receivers, and carriers
  - Provide flexibility and reliability in regional freight movement
  - Improve safety and security on regional transportation network
  - Improve regional environmental quality



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## Scoping Methodologies

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- Agree upon methodologies to be used in the project
- Development of EIS methodology, comprised of:
  - Alternatives Evaluation
  - Conceptual Engineering and Cost Estimating
  - Market Demand Forecasting
  - Highway and Rail Network Analysis
  - Environmental Assessment
  - Economic Analysis



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## Scoping Long List of Project Alternatives

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- 1999 MIS and 2004 DEIS
- Understanding of freight markets and the kinds of services necessary to serve them
- Meetings held with PANYNJ, NJTPA, NYMTC, NJDOT, NJ Transit, LIRR, NJ Turnpike Authority to identify no-action projects for 2035
- Inventory of potential TSM/TDM strategies
- Inventory of potential float/ferry and railyard sites
- Awareness of innovative technologies and services



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## Fatal Flaw Analysis

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- Eliminates clearly infeasible alternatives based on:
  - Relationship to goals
  - Engineering and technological feasibility
  - Institutional feasibility
  - Public and agency input from scoping process
- Level of expected demand is not part of the fatal flaw analysis

- **Outcome:** A range of potentially feasible alternatives that can be advanced to screening

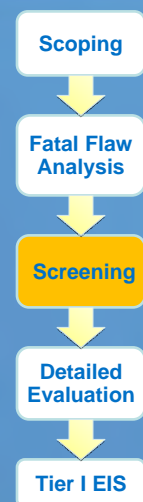


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## Screening Analysis Logistics and Market Demand

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- Screening based on logistics and market demand
  - Does the alternative meet shipper/receiver needs?
  - How much demand would it generate?
- Estimate demand for every alternative based on:
  - (a) its specific performance criteria
  - (b) factor weights from the Mode Choice Model, and
  - (c) underlying freight volumes (current and future) by commodity class and origin-destination pair



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## Screening Analysis

### Highway and Rail Network Analysis

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Estimate high-level highway and rail effects

- Number of truck trips added/subtracted
- Number of trains added/subtracted

Comprehensive network modeling occurs in  
Detailed Evaluation

Scoping

Fatal Flaw  
Analysis

Screening

Detailed  
Evaluation

Tier I EIS

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## Screening Analysis

### Economic and Financial Performance

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- Likelihood of generating public benefit
- Likelihood of generating private benefit
  - Shipper/receiver cost savings
  - Carrier benefits

Scoping

Fatal Flaw  
Analysis

Screening

Detailed  
Evaluation

Tier I EIS

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## Screening Analysis

### Threshold Criteria

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- Previous steps provide key metrics for each alternative based on logistics and market demand, highway and rail network performance, and economic and financial effects
- Need to set threshold criteria, representing the minimum level of performance for an alternative to be carried forward into detailed evaluation
- Need to see results of screening analyses
- Need to work iteratively with study partners to develop these criteria



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## Detailed Evaluation

### Highway and Rail Network Analysis

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- Highway network -- travel time and congestion
  - Based on NJRTM-E and NYMTC BPM, with crossing trips matched and new truck trip tables
  - Can model alternatives by (a) changing highway links, and/or (b) changing truck trip tables
- Rail network – capacity and chokepoints
  - New planning level model of the freight rail network in 54 counties, with national flows included
  - Determine current and future line-level capacity (trains per day) and volumes (freight and pax)
  - Estimate “V/C” (analogous to highways), and change links and/or volumes to test alternatives



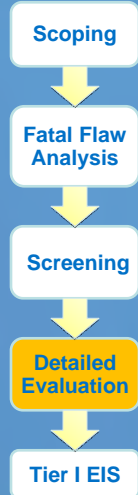
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## ***Detailed Evaluation***

### ***Economic Impact Analysis***

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- Detailed analysis of public benefit
  - Highway network model outputs (changes in VMT, delay, emissions) can be monetized
  - Jobs, taxes from increased freight movement, intermediate handling, and business attraction
- Detailed analysis of private benefit
  - Shipper/receiver cost savings
  - Carrier benefits (must be a profit incentive for truckers, railroaders and others in the logistics chain to actually use the alternative)



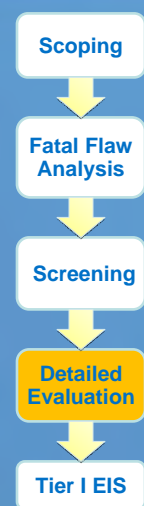
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## ***Detailed Evaluation***

### ***Engineering and Environment***

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- Conceptual engineering and operational analysis
  - Infrastructure requirements
  - Yard locations and dimensions
  - Capital and O&M cost estimating
- Environmental analysis
  - Indirect effects
  - Direct effects



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## Detailed Evaluation Refinement of Alternatives

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- Iterative refinement of alternatives
  - Fine-tuning of locations and routes, service characteristics and pricing
  - Sensitivity Analysis
  - Maximize market capture and economic benefit, minimize highway and rail network impacts
  - Benefit/cost



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## Tier I Environmental Impact Statement

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Documentation of the Assessment Results

### Preliminary Draft EIS

Review and comment by co-lead and cooperating agencies



### Draft EIS

Public review and comment period  
Public hearings



### Final EIS

Response to comments  
Record of Decision



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## Questions?

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## Development of Potential Alternatives

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- 1999 MIS and 2004 DEIS
- Comments generated in response to the 2004 DEIS
- New agency inputs
- Understanding of freight markets and service
- Inventory of potential float/ferry and railyard sites
- Awareness of innovative technologies and services
- Outreach to Agencies and Stakeholders will continue

## Potential Alternatives

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- Build Alternatives
  - Float
  - Ferry
  - Rail Tunnel
  - Multimodal Tunnel
- Transportation System Management Alternative
- Transportation Demand Management Alternative
- No Action Alternative



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## Potential Build Alternatives

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1. Float
2. Ferry
3. Rail Tunnel
4. Multimodal Tunnel

All alternatives include the  
required supporting  
landside facilities



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## Float and Ferry Options

### Potential Build Alternatives

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- A. Expanded Rail Car Float System
- B. Container Float
- C. Truck Float System
- D. Truck Ferry



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## Expanded Rail Car Float System

### Potential Build Alternatives

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Greenville



Turkey



65<sup>th</sup> Street Yard



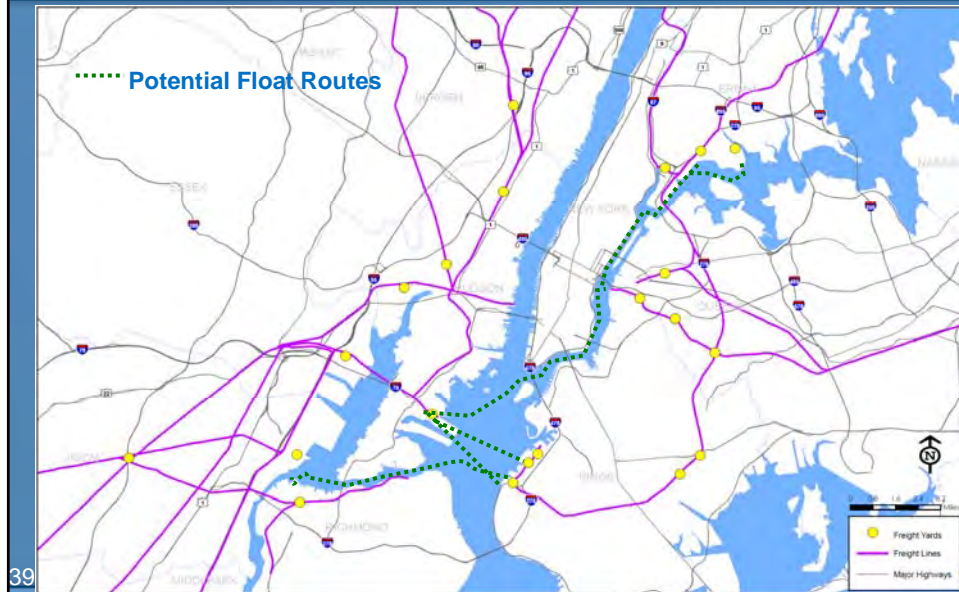
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## Expanded Rail Car Float System Potential Build Alternatives

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## Other Float and Ferry Options Potential Build Alternatives

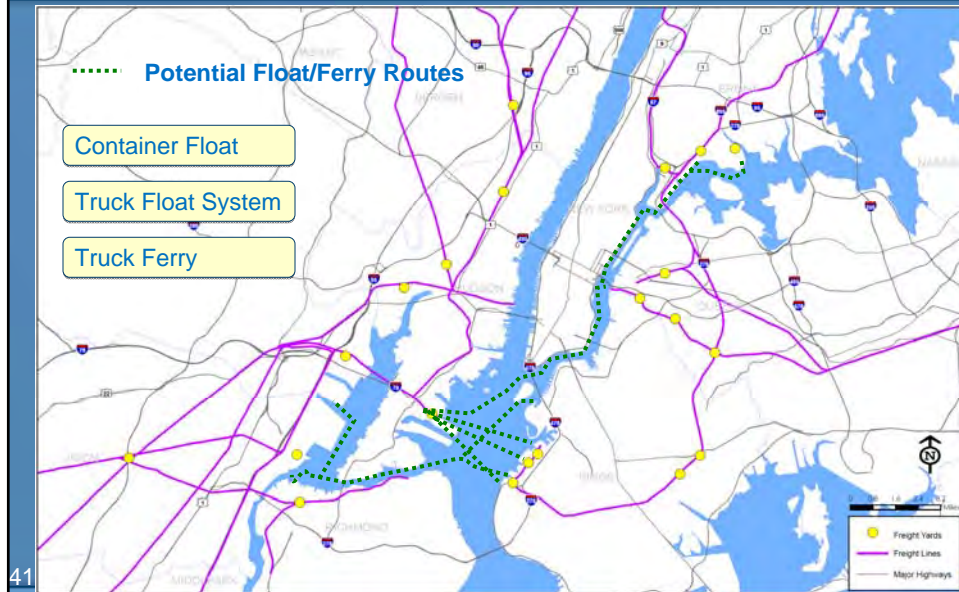
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## Other Float and Ferry Options

### Potential Build Alternatives

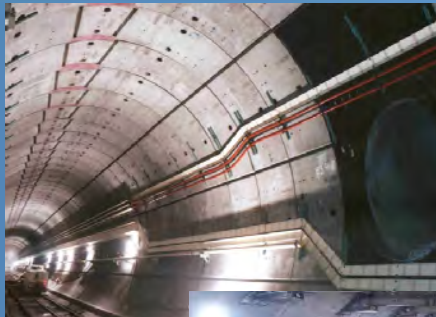
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## Rail Tunnel Options

### Potential Build Alternatives

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Single-track  
versus  
Double-track

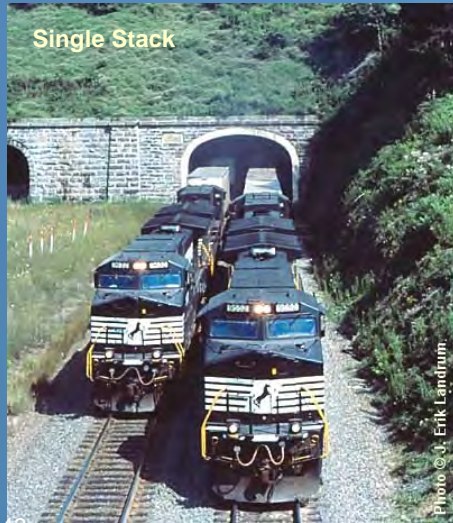




## Rail Tunnel Options

### Potential Build Alternatives

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## Rail Tunnel Options

### Potential Build Alternatives

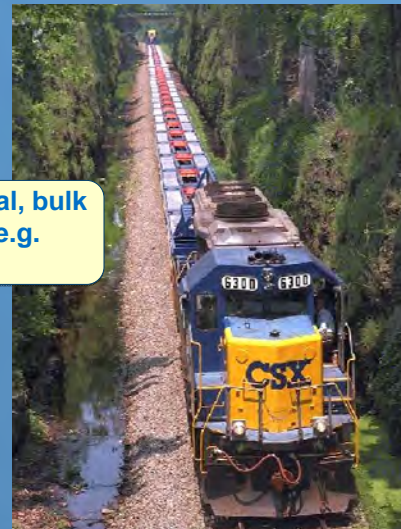
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Conventional rail car service (intermodal, bulk unit train) versus "Open Technology" (e.g. truck bodies on rail flatcars)



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## Chunnel Shuttle Potential Build Alternatives

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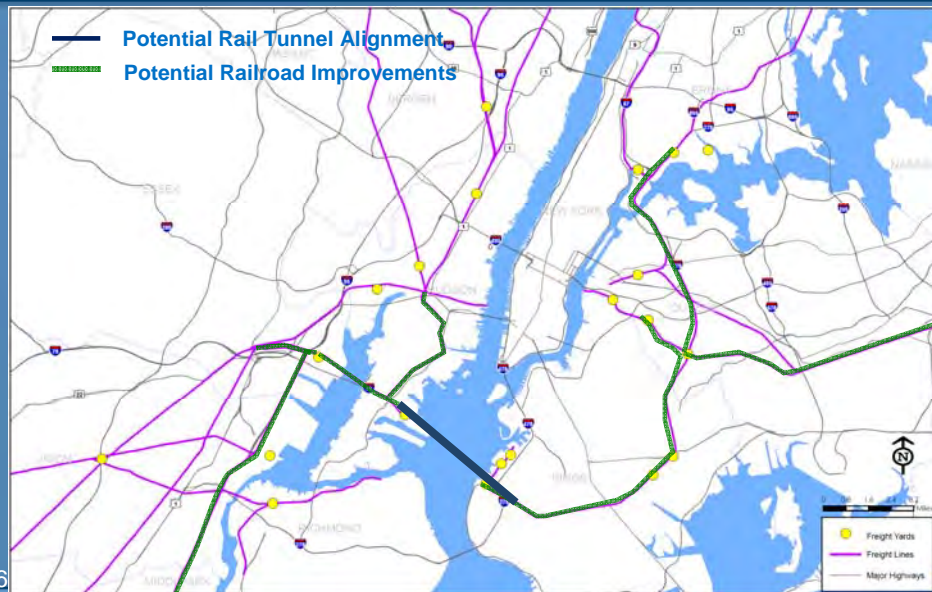


Traditional Long-Haul Service versus Non-Traditional Shorter-Haul “Shuttle Rail” Services

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## Potential Build Alternatives Rail Tunnel Options

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## ***Multimodal Tunnel Options Potential Build Alternatives***

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- A. Emergency Access for Vehicles
- B. Scheduled Truck Access
- C. Roll-On/Roll-Off Vehicle Trains
- D. Automated-Guided-Vehicle Service

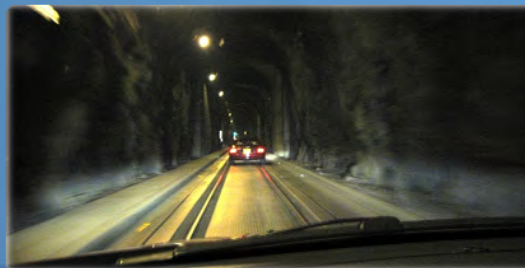
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## ***Dual-Use Tunnel Potential Build Alternatives***

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**Alaska Anton Anderson  
Memorial Tunnel**





## Automated Guided Vehicles

### Potential Build Alternatives

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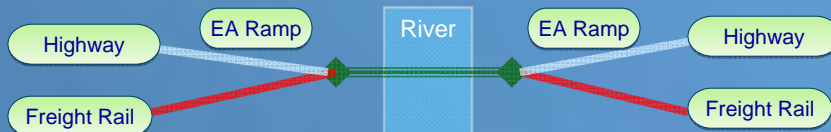
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## Multimodal Tunnel Options

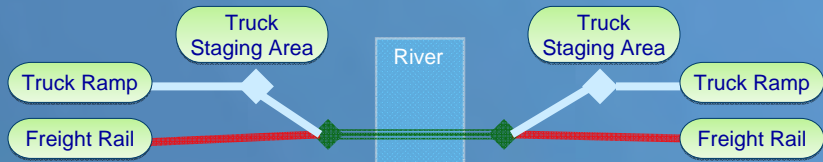
### Potential Build Alternatives

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#### ➤ Emergency Access for All Vehicles



#### ➤ Scheduled Truck Access



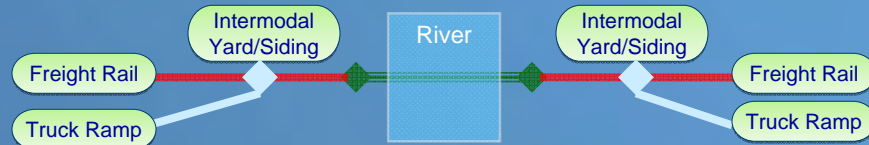
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## Multimodal Tunnel Options

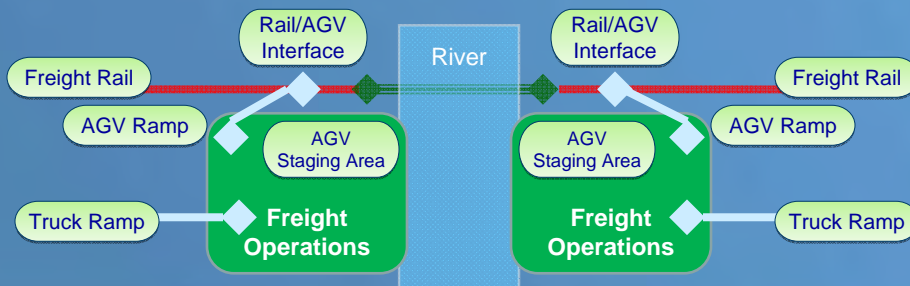
### Potential Build Alternatives

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#### ➤ Roll-On/Roll-Off Vehicle Trains



#### ➤ Automated-Guided-Vehicle (AGV) Service



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## Supporting Freight Facilities (Draft)

### Potential Build Alternatives

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## Potential TSM Alternative

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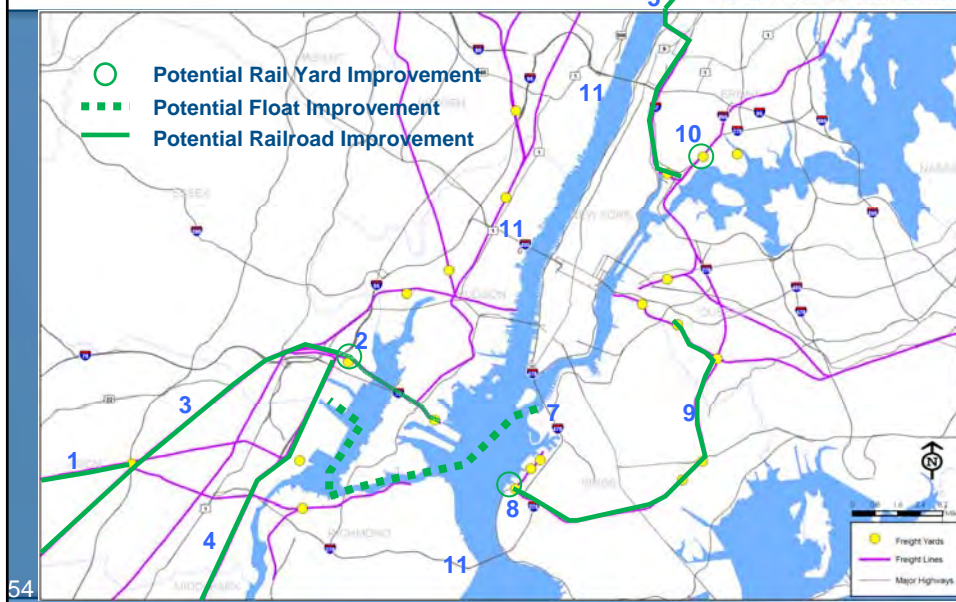
- Transportation System Management (TSM) – maximize utilization and efficiency of existing transportation network with relatively low-cost projects to improve its functional capacity
- Provide additional freight movement capacity beyond those committed projects included in No Action Alternative

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## Potential TSM Alternative

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- Potential Rail Yard Improvement
- Potential Float Improvement
- Potential Railroad Improvement





## ***TDM Alternative***



- Aims to reduce, redistribute or “better fit” the amount of demand to the available capacity.
- Includes measures such as:
  - Truck congestion pricing incentives
  - Passenger vehicle congestion pricing incentives
  - Other fees, regulations or policies similarly affecting transportation behavior and choices

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## ***No Action Alternative***



Projects currently programmed, planned, or reasonably expected for the study area by 2035, independent of the Cross Harbor Freight Program.

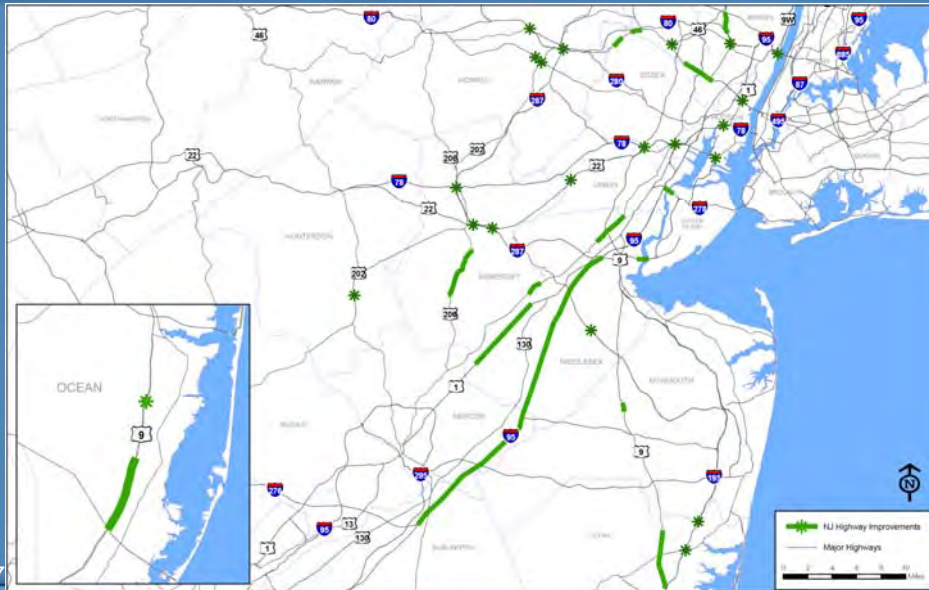
- Highway and Bridge Improvements
  - “Existing and committed” build scenarios from NYMTC and NJTPA highway models
  - Sources: NYMTC, NYSDOT, NJTPA, NJDOT, or other agencies.
- Railroad Improvements
  - Remaining PANYNJ East and West of Hudson rail program not yet constructed
  - Other “independent utility” projects being advanced by PANYNJ, particularly at Greenville Yard
  - Programmed or planned rail improvements of NJDOT or NYSDOT
  - Region’s freight and passenger railroads.
- Port and Airport Projects

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## No Action Alternative

### Capacity Enhancements in NJ (Draft)

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## No Action Alternative

### Capacity Enhancements in NY (Draft)

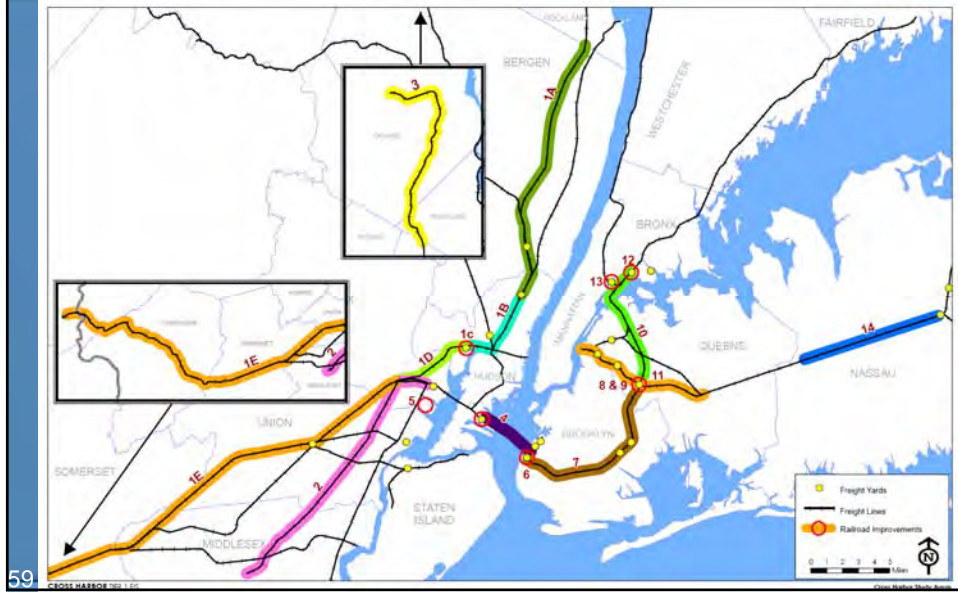
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## No Action Alternative Railroad Improvements (Draft)

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Questions?

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## Issue #1

### Feedback on Goals

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#### Proposed Goals

- Reduce congestion on major freight corridors within NY/NJ/CT metropolitan area
- Improve performance of Cross Harbor freight transportation system for freight shippers, receivers, and carriers
- Provide flexibility and reliability in regional freight movement
- Improve safety and security on regional transportation network
- Improve regional environmental quality and sustainability

**Will the proposed goals serve the project purpose and meet the need of the region?**

**What objectives could help to achieve each of these goals?**

## Issue #2

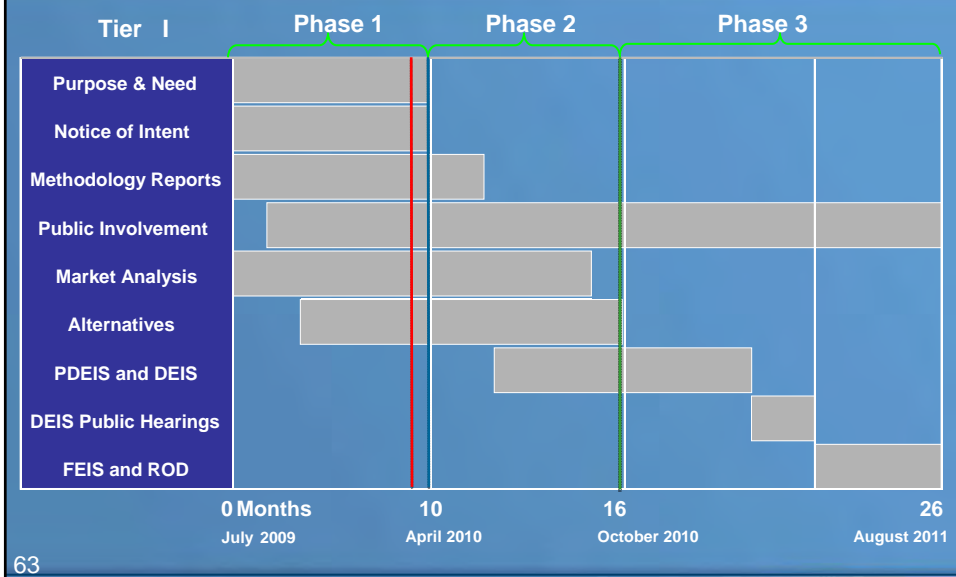
### Feedback on Preliminary "Long List" Alternatives

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Alternatives	Service/Strategy	Route / Alignment	Supporting Terminals and Facilities
TSM	.....	.....	.....
TDM	.....	.....	.....
Ferry/Float	Railcar Floats	Greenville to Port Newark	New Jersey Brooklyn Queens Bronx Others
	Container Floats	Howland Hook	
	Truck Floats	SBMT/51 <sup>st</sup> St/65 <sup>th</sup> St	
	Truck Ferry	Greenpoint/Hunters Point Oak Point Yard/Hunts Point Others	
Rail Tunnel and Service	Single Stack	Greenville to 65 <sup>th</sup> St.	New Jersey Brooklyn Queens Bronx Long Island Others
	Double Stack		
	Open Technology		
	Short Haul		
Multimodal Tunnel	Emerg. Access	Greenville to 65 <sup>th</sup> St.	New Jersey Brooklyn Queens Bronx Long Island Others
	Scheduled Trucks		
	Ro-Ro Shuttle		
	AGVs		

## EIS Schedule

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## Summary and Next Steps

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### Keywords to take home

- Working Assumptions
- Alternatives Methodology
- Potential Alternatives

### We will seek your input

- ✓ In Scoping Process
- ✓ In Alternatives Screening
- ✓ In Detailed Evaluation
- ✓ In Tier I EIS

# A-2.3 June 2011 Meeting



# AGENDA

## Cross Harbor Freight Movement Program Technical Advisory Committee Meeting

**June 28, 2011**  
**10:00 a.m. – Noon**

### Location

PANYNJ Board Room, 225 Park Avenue South, 15th Floor, New York, NY

*Please be sure to sign-in at the registration desk.*

---

### 1. Registration

---

### 2. Presentation

- Welcome
- Project Overview
- Alternatives
  - TSM/TDM
  - Build Alternatives
- Freight Flow and Demand Forecasts
  - 2007 Baseline
  - 2035 Forecast
  - Mode Choice Survey
- Q&A

---

### 3. Follow-up Checklist

- a. Alternatives listing available – please take a copy.
  - b. Submit general feedback/comments (in writing) to:  
e-mail – [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com) or fax: (201) 612.1232
-

# ***Cross Harbor Freight Program Environmental Impact Statement***



***Technical Advisory Committee Meeting  
June 28, 2011 (revised)***

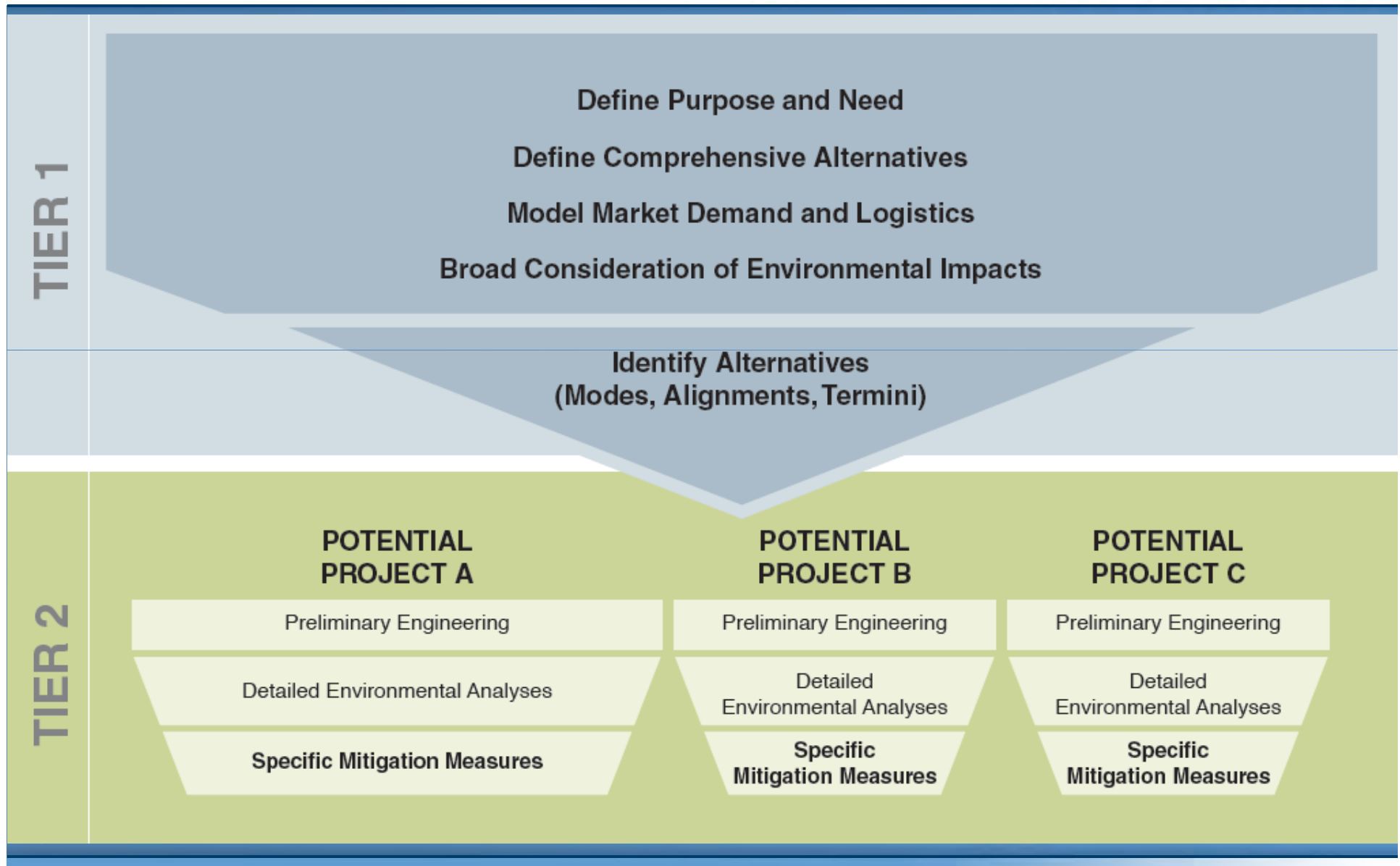
# Agenda

- Project Overview
- Freight Data
- Mode Choice Survey
- Demand Forecasts
- Questions and Answers

# Tiered EIS

## Staged process for complex projects

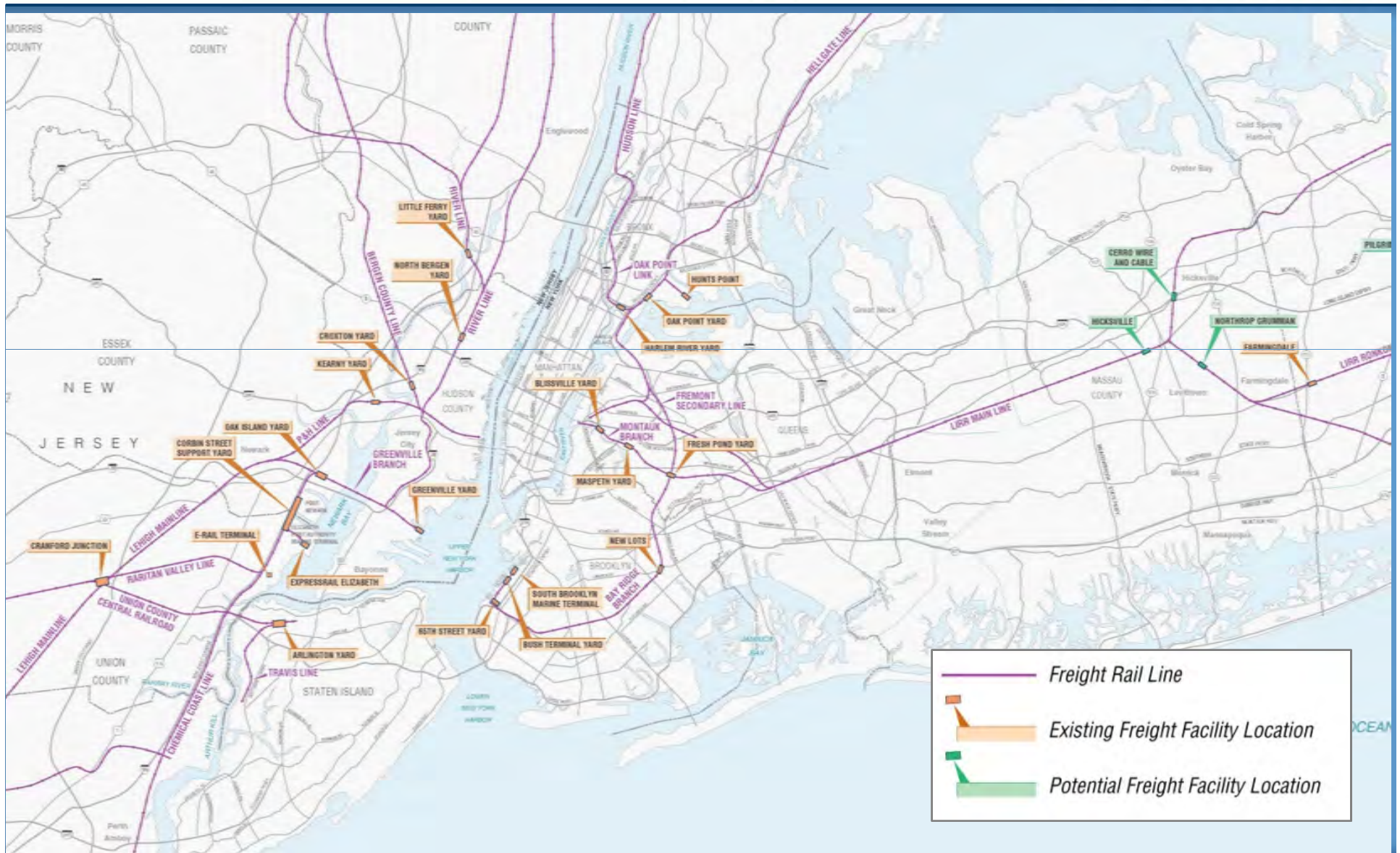
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## ***Rail Freight Network: Rail Lines and Yards***

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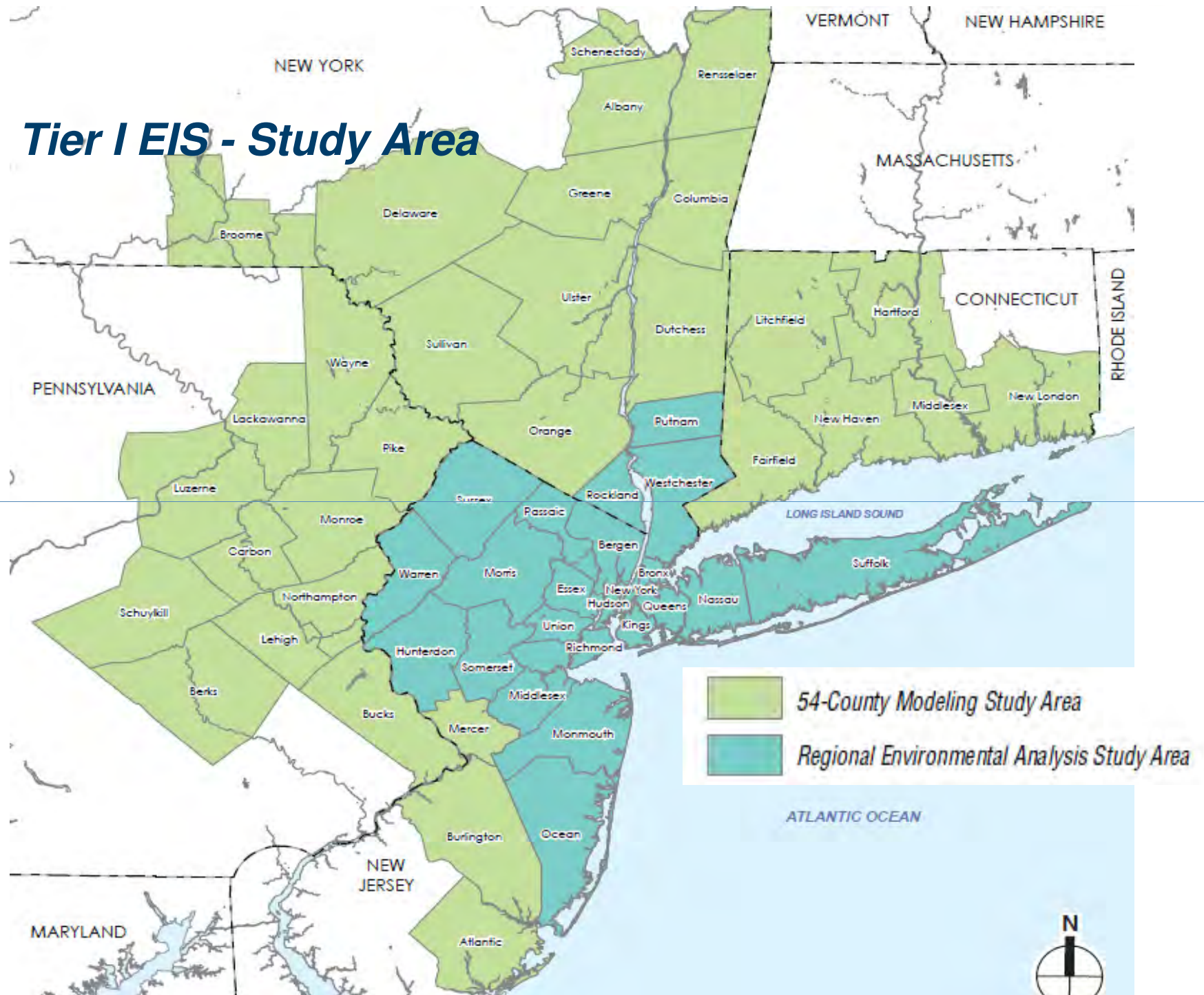
## ***Project Purpose and Need***

**Improve the movement of goods in the greater New York/New Jersey region by enhancing the transportation of freight across New York Harbor.**



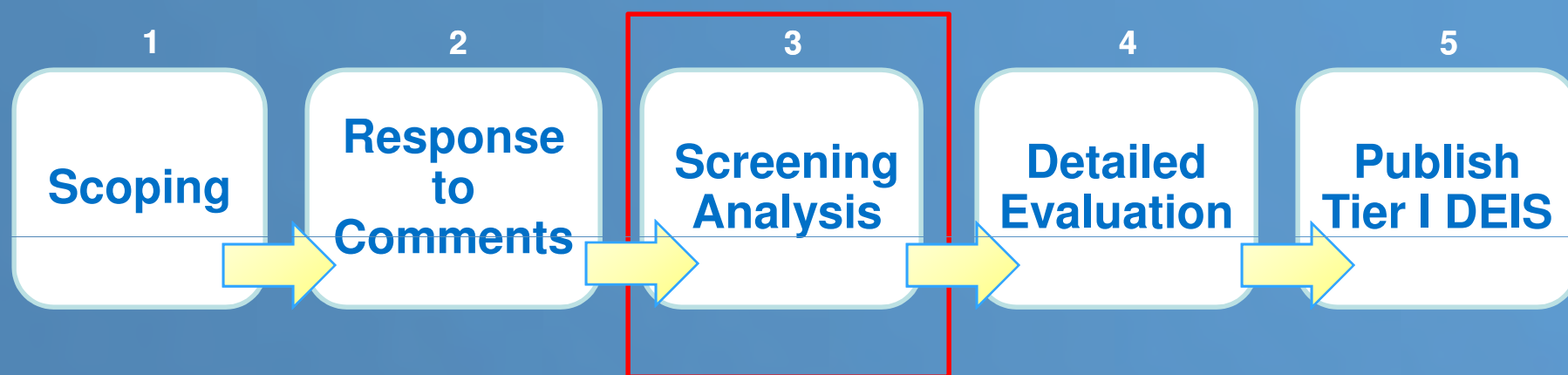


## ***Tier I EIS - Study Area***



# Alternatives Evaluation Overview

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Federal Highway Administration  
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**Anticipated Schedule**

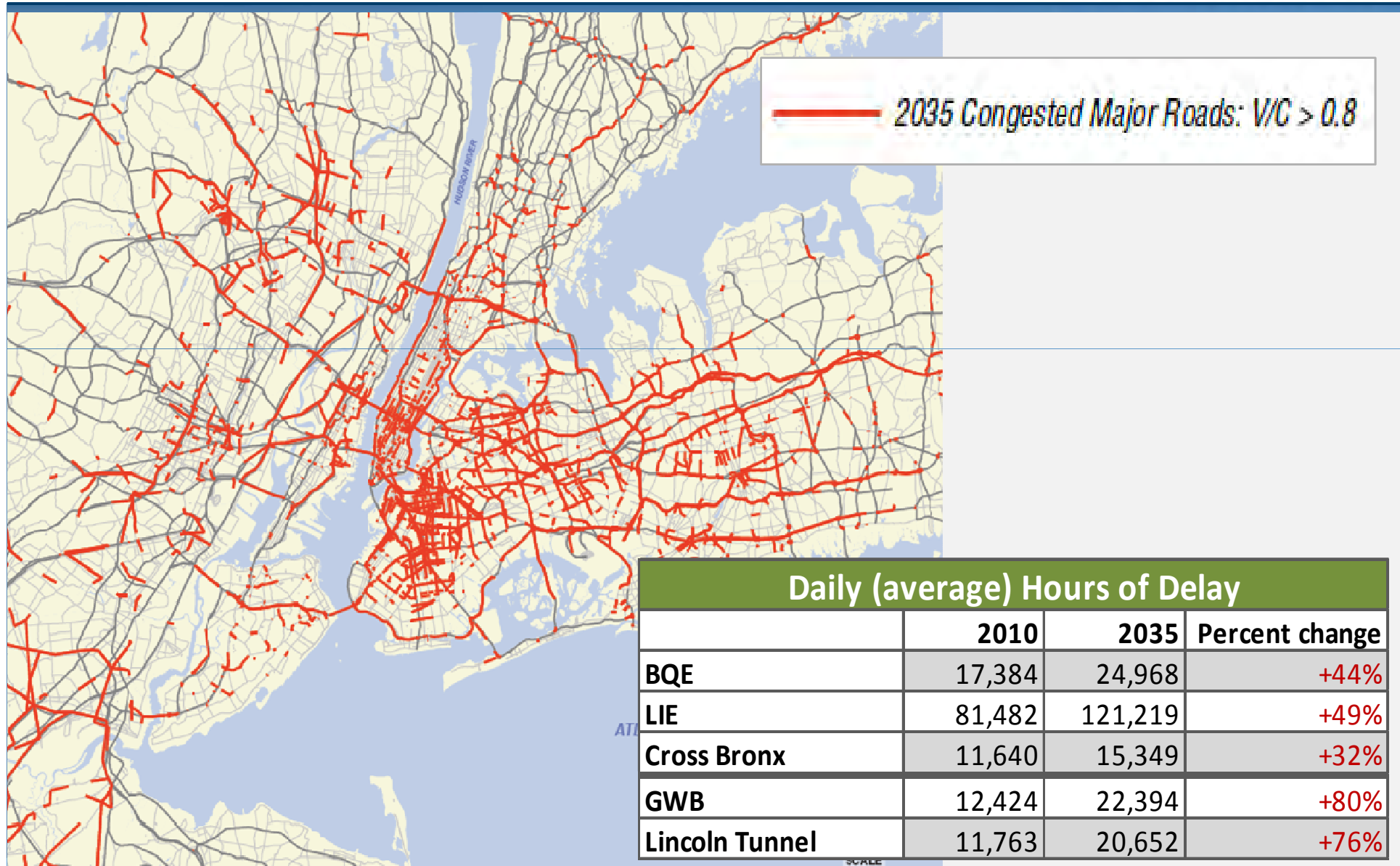
# Quick Review of Alternatives

See handout for comprehensive list





# Freight Growth = More Congestion



# ***Truck Traffic on PA Crossings***

## ***GWB, Lincoln, Bayonne, Goethals, Outerbridge***

U.S. Department of Transportation  
Federal Highway Administration  
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<b>Eastbound Truck Crossings/Day</b>	<b>27,090</b>	
Tractor-Trailers	<b>14,239</b>	53%
Single-Unit Trucks	<b>12,193</b>	45%
Bobtail/Other	<b>658</b>	2%
Long-Haul (> 400 miles)	<b>2,791</b>	10%
Short Haul (< 400 miles)	<b>24,299</b>	90%
Destination State		
NY	22,672	84%
CT	1,369	5%
(blank)	1,256	5%
MA	1,181	4%
RI	293	1%

PA crossings oriented to local service with mix of large & small trucks

Crossings further north (Tappan Zee, I-84, I-90) oriented to long-distance trucking and large trucks

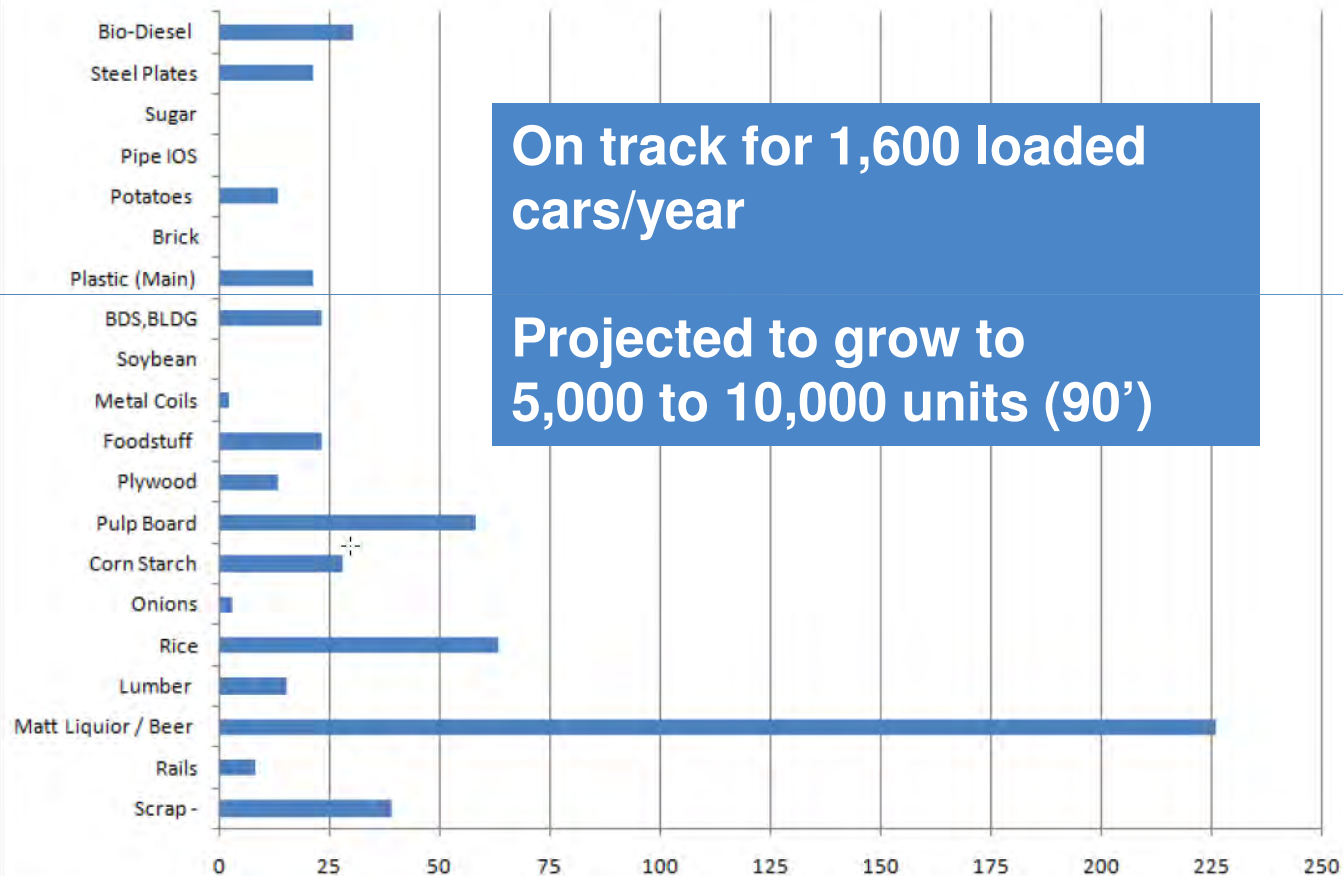
Cross Harbor data captures crossings between I-90 and Outerbridge

# Current NYNJ Rail Traffic



New York New Jersey Rail, LLC  
 MARINERAIL  
 JANUARY to MAY 2011  
 Commodities Chart

Based on  
 RMI Data



\* Revenue rail cars only from 1-1-2011 to 5-31-2011



[The drag of Bio-Deisel Tank Arrive - and are immediately loaded]



[ Being unloaded at 51st Street Float Bridge ]



[ Heading from 51 Street Street - Bush Terminal to 65th Street Interchange with NY&A ]



# ***Purpose and Need can be met by Alternatives***

Preserve and Grow Existing EoH Rail	Divert Truck Crossing VMT to Rail and/or Water Modes	Reduce Peak Truck VMT on Existing Crossings
<b>No Action</b> -- Greenville float/yard -- 65 <sup>th</sup> St. float/yard -- RR projects  <b>TSM</b> -- Clearance, capacity -- Speed, safety  <b>Expanded Railcar Floats</b>  <b>Double Stack Rail Tunnel</b>	<b>Expanded Railcar Float System</b>  <b>Double Stack Rail Tunnel</b> -- Standard IMX and Carload -- Plus Shuttle Train service -- Plus Chunnel / AGV service -- With/out DC relocation -- With/out hinterland upgrades  <b>Truck Float or Ferry Services</b>  <b>Container Barge/Feeder Services</b>	<b>TDM</b> -- Pricing, management  <b>Combined Rail–Truck Tunnel</b> -- 24/7 unrestricted access -- 12/7 alternating access

# Sizing Markets with Freight Data

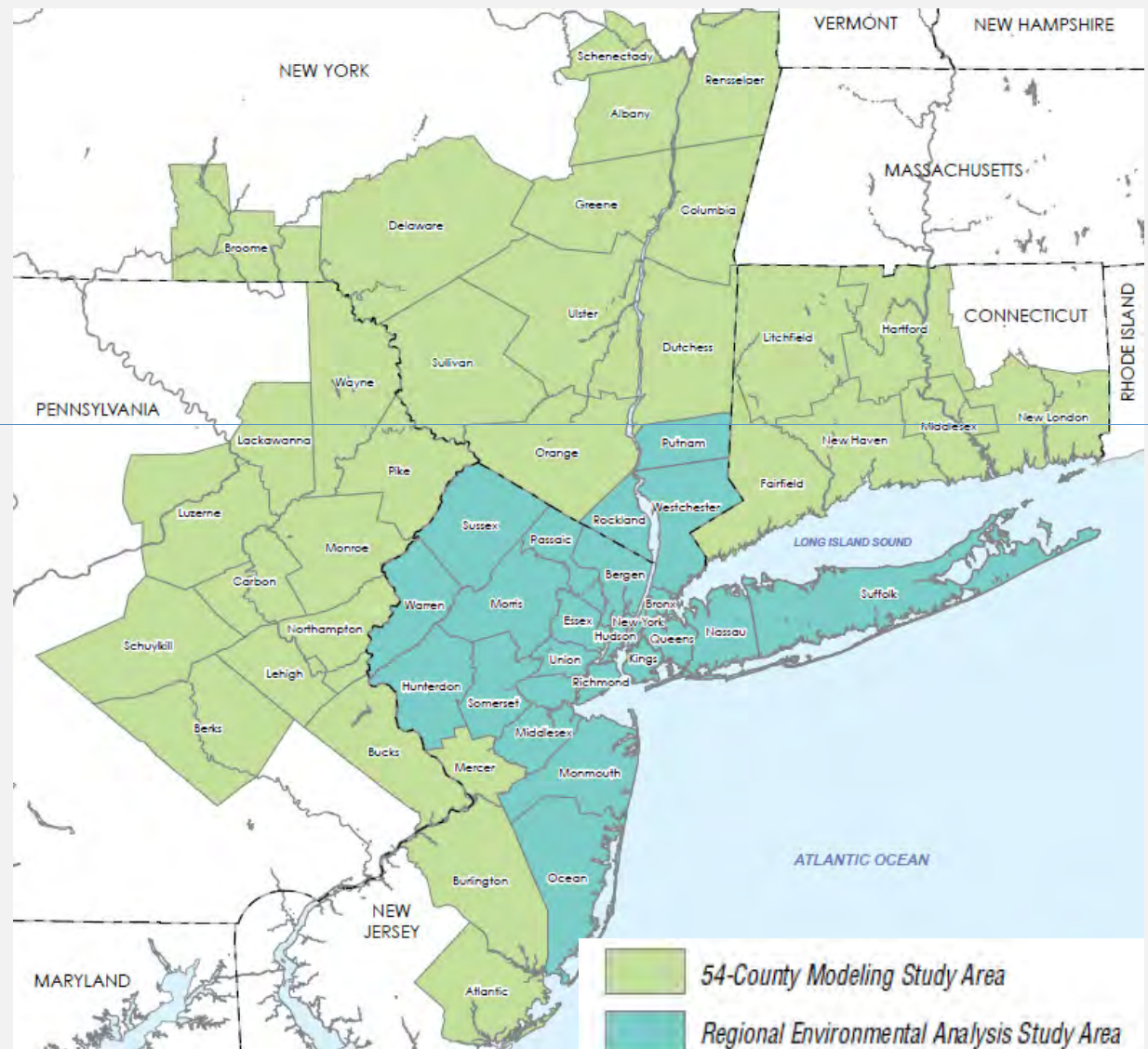
U.S. Department of Transportation  
Federal Highway Administration  
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## Capture truck and rail flows “touching” any of the 54 counties

- Internal
- Inbound and outbound
- Pass through region (New England & Canada)

## Data sources:

- Transearch
- USDOT Freight Analysis Framework
- STB Rail Waybill
- PANYNJ surveys
- Regional highway models



# *Alternatives can draw from different pools of Demand*

## *Target Submarkets*

### **Preserve and Grow Existing EoH Rail**

#### **Proven rail O+D traffic**

- Selkirk, Greenville
- Carload and IMX

#### **Through rail service**

### **Divert Truck Crossing VMT to Rail and/or Water Modes**

#### **Long-haul freight trucks (> 500 miles)**

- to/from study area
- Pass through trips

#### **Short-haul trucks (< 500 miles)**

- West of Hudson railyards
- West of Hudson ports
- All other freight-carrying trucks
- Non-freight trucks

### **Reduce Peak Truck VMT on Existing Crossings**

#### **All trucks on crossings**

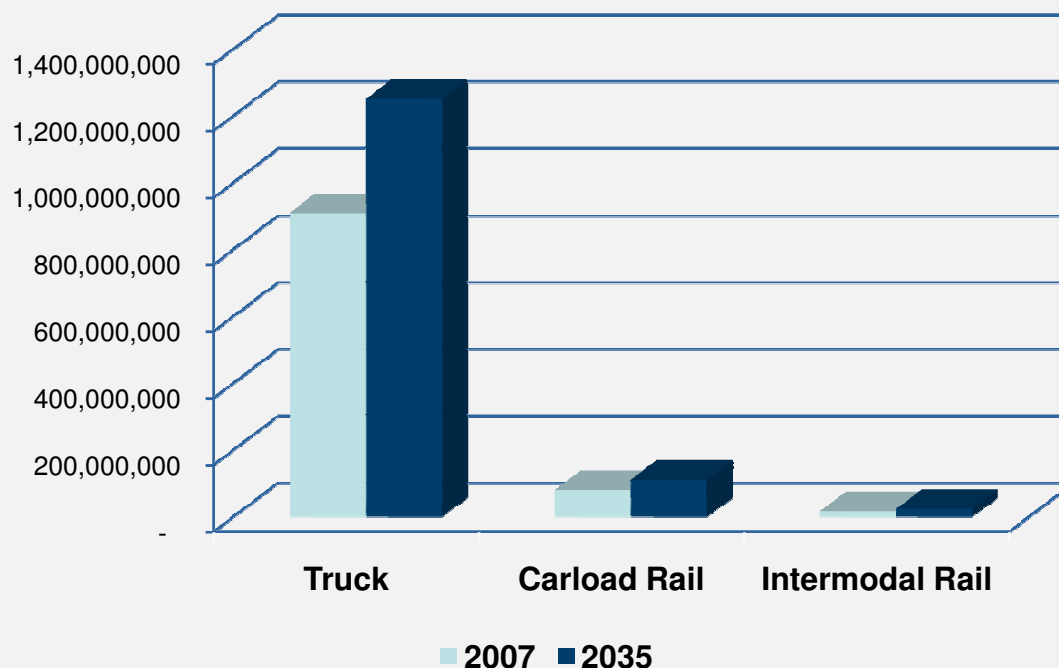
# 2007 and 2035 Freight Flows

## 54-County Data Analysis Area

U.S. Department of Transportation  
Federal Highway Administration  
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**Total Surface Tons, 2007 and 2035**

	2007	2035	Ratio
Truck	909,564,463	1,249,927,226	137%
Carload Rail	80,024,997	111,023,787	139%
Intermodal Rail	16,733,420	23,652,766	141%
<b>Grand Total</b>	<b>1,006,322,880</b>	<b>1,384,603,779</b>	<b>138%</b>



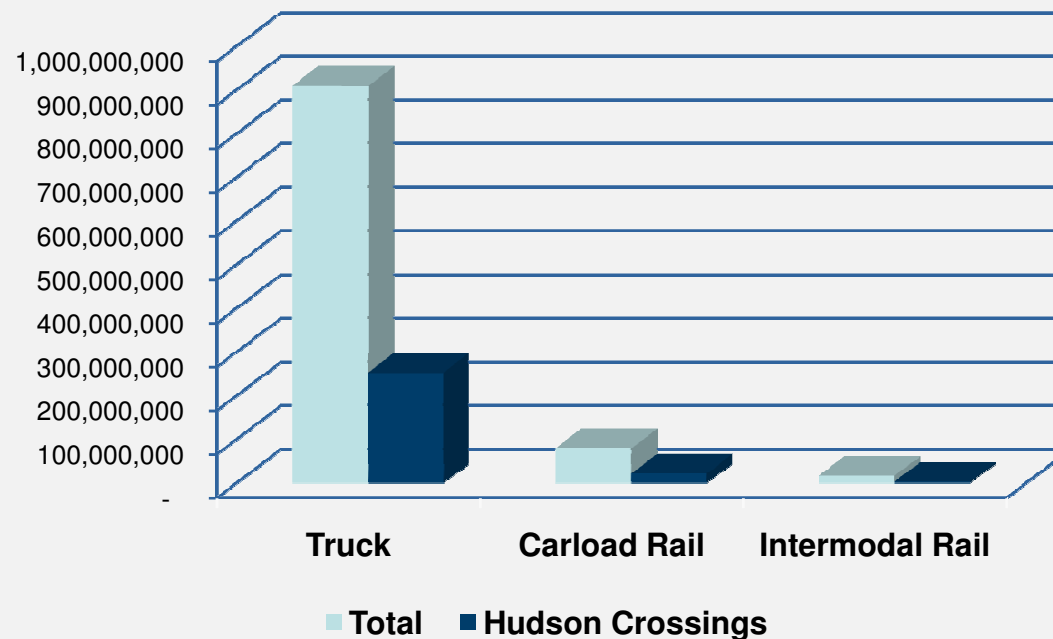
# Total Flows vs. Crossing Flows

## Crossing Flows = Potential Demand

U.S. Department of Transportation  
Federal Highway Administration  
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**Total Surface Tons, 2007 Total and 2007 on Hudson Crossings**

	Total	Hudson Crossing	Crossing Share
Truck	909,564,463	<b>252,352,782</b>	<b>28%</b>
Carload Rail	80,024,997	21,426,688	27%
Intermodal Rail	16,733,420	2,938,800	18%
<b>Grand Total</b>	<b>1,006,322,880</b>	<b>276,718,270</b>	<b>27%</b>





# Estimated 2007 Crossing Flows

## Freight Truck Tons

U.S. Department of Transportation  
Federal Highway Administration  
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### Truck Tons on Hudson Crossings, 2007

	To Study Area	To SH Markets	To LH Markets	Grand Total
From Study Area	79,604,693	16,584,484	21,330,762	117,519,939
From Short Haul Markets	15,292,646	25,881,905	15,148,468	56,323,019
From Long Haul Markets	14,851,906	52,097,558	11,560,360	78,509,824
<b>Grand Total</b>	<b>109,749,245</b>	<b>94,563,947</b>	<b>48,039,590</b>	<b>252,352,782</b>

Internal	79,604,693	32%
Short Haul to/from Study Area	31,877,130	13%
Long Haul to/from Study Area	36,182,669	14%
Pass Through	104,688,290	41%
<b>Total</b>	<b>252,352,782</b>	<b>100%</b>



# Cross Harbor Submarkets

## Short-Haul Trucks

### Truck Tons on Hudson Crossings, 2007

	To Study Area	To SH Markets	To LH Markets	Grand Total
From Study Area	79,604,693	16,584,484	-	96,189,177
From Short Haul Markets	15,292,646	-	-	15,292,646
From Long Haul Markets	-	-	-	-
<b>Grand Total</b>	<b>94,897,339</b>	<b>16,584,484</b>	<b>-</b>	<b>111,481,823</b>

	2007 Actual	2035 Projected
Internal	79,604,693	110,440,672
Short Haul	31,877,130	44,225,177
Long Haul	-	-
Pass Through	-	-
<b>Total</b>	<b>111,481,823</b>	<b>154,665,849</b>

<b>Local (&lt; 100 miles) Share (59%)</b>	66,144,344	91,766,271
<b>Other Short Haul (&gt;100 miles) Share (41%)</b>	45,337,479	62,899,579

**8 M from Rail Drayage  
(5 M to/from Study Area)**

Top Commodities, 2007	Share of Tons	Directionality, 2007	
Food	18%	West to East	72%
Refined Petroleum Products	15%	East to West	28%
Clay, Concrete, Glass	13%		
Nonmetallic Minerals	13%		
Chemical Products	7%		
Truck Secondary and Drayage	6%		
Metal	3%		
MSW	3%		
Lumber	3%		
Paper	3%		
All Other	14%		
<b>Grand Total</b>	<b>100%</b>		

**3 M from Port Drayage  
(Half to BQNS,  
half to NE)**

BKNQSW Only	2007 Tons	2007 Share
Bronx County	8,265,175	4%
Kings County	28,136,273	15%
Nassau County	5,273,537	3%
Queens County	11,843,588	6%
Suffolk County	8,295,072	4%
Westchester	2,273,929	1%
<b>Total</b>	<b>64,087,575</b>	<b>34%</b>

(internal tons counted at both ends)

# Cross Harbor Submarkets

## Long-Haul Trucks, O+D Traffic

### Truck Tons on Hudson Crossings, 2007

	To Study Area	To SH Markets	To LH Markets	Grand Total
From Study Area	-	-	21,330,762	21,330,762
From Short Haul Markets	-	-	-	-
From Long Haul Markets	14,851,906	-	-	14,851,906
<b>Grand Total</b>	<b>14,851,906</b>	<b>-</b>	<b>21,330,762</b>	<b>36,182,669</b>

	2007 Actual	2035 Projected
Internal	-	-
Short Haul	-	-
Long Haul	36,182,669	50,198,526
Pass Through	-	-
<b>Total</b>	<b>36,182,669</b>	<b>50,198,526</b>

### Top Commodities, 2007

Commodity	Share of Tons	Directionality, 2007
Food	17%	West to East 41%
Chemical Products	13%	East to West 59%

Metal	10%
MSW	9%
Paper	8%
Rubber/Plastics	5%
Refined Petroleum Products	4%
Metal Products	4%
Lumber	3%
Agriculture	3%
All Other	23%
<b>Grand Total</b>	<b>100%</b>

### BKNQSW Only

	2007 Tons	2007 Share
Bronx County	1,632,301	5%
Kings County	7,281,870	20%
Nassau County	1,327,986	4%
Queens County	2,541,544	7%
Suffolk County	1,632,581	5%
Westchester County	1,382,954	4%
<b>Total</b>	<b>15,799,236</b>	<b>44%</b>

# Cross Harbor Submarkets

## Long-Haul Trucks, Through Traffic

### Truck Tons on Hudson Crossings, 2007

	To Study Area	To SH Markets	To LH Markets	Grand Total
From Study Area	-	-	-	-
From Short Haul Markets	-	25,881,905	15,148,468	41,030,373
From Long Haul Markets	-	52,097,558	11,560,360	63,657,917
<b>Grand Total</b>	<b>-</b>	<b>77,979,463</b>	<b>26,708,828</b>	<b>104,688,290</b>

	2007 Actual	2035 Projected
Internal	-	-
Short Haul	-	-
Long Haul	-	-
Pass Through	104,688,290	145,240,748
<b>Total</b>	<b>104,688,290</b>	<b>147,977,382</b>

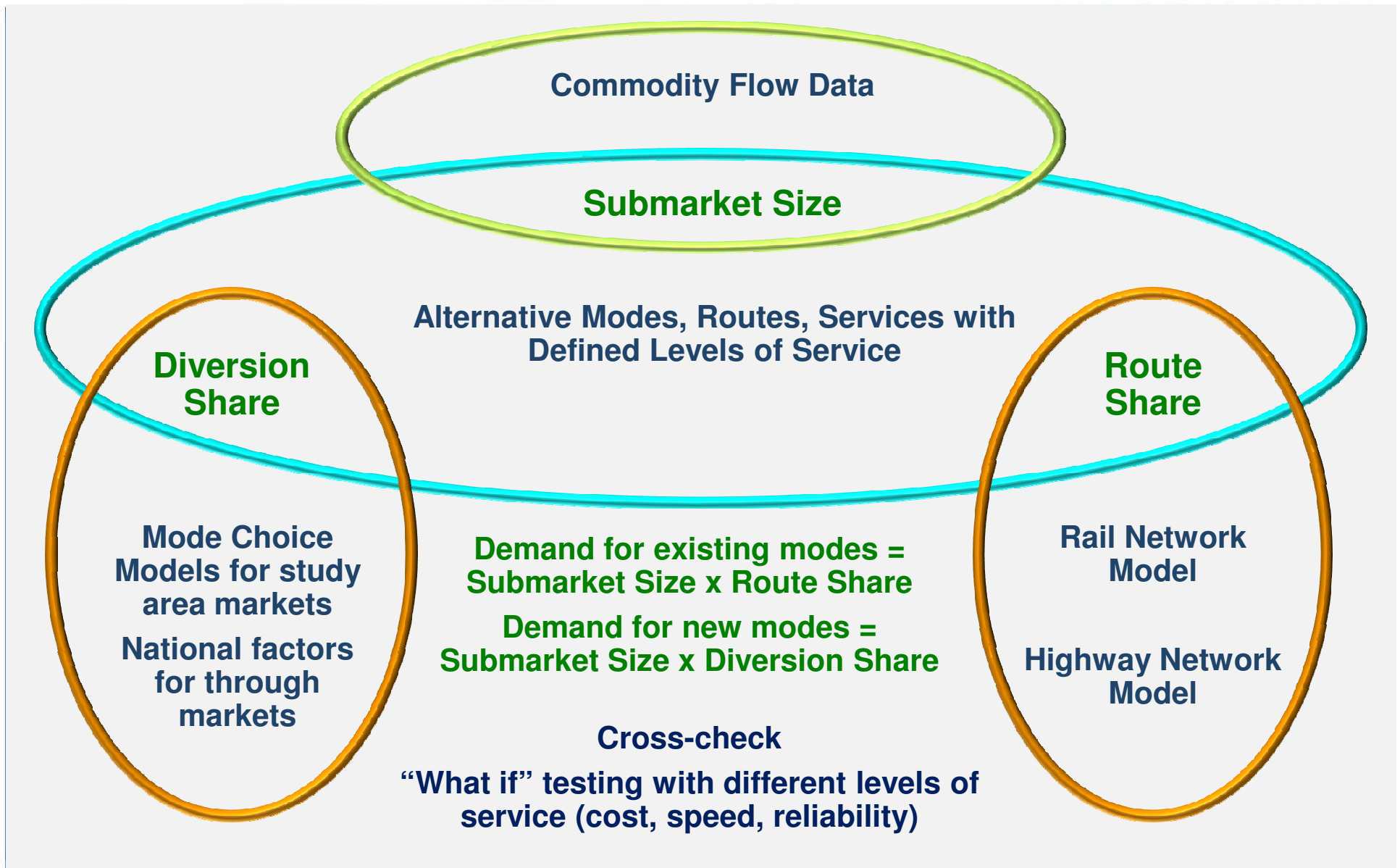
**Long-Haul (>500 miles) Share (78%)**                      81,723,504                      113,380,234

**Split to PANYNJ Crossings (est. 5%)**                      4,086,175                      5,669,012

**Split to Other Crossings (est 95%)**                      77,637,329                      107,711,222

Top Origin-Destination Pairs	Share of Tons	Cumulative Share
OH                      MA	8%	8%
PA                      MA	5%	13%
FL                      MA	3%	16%
IL                      MA	3%	19%
WI                      MA	2%	21%
GA                      MA	2%	23%
KY                      MA	2%	26%
TX                      MA	2%	28%
MI                      MA	2%	29%
NC                      MA	2%	31%

# Framework for Estimating Demand



# ***Survey and Mode Choice Models Analysis Steps***

1. Industry interviews and focus groups
2. Survey research program
  - Revealed preference surveys, stated preference surveys
3. Estimate mode choice models from survey data
4. Validate mode choice models
5. Apply choice models to initial alternatives
6. Refine alternatives through iterative process
  - Vary routes and terminals; vary service cost, speed, frequency, reliability, etc. and re-test with models

# ***Revealed Preference and Stated Preference Surveys***

## **Firms were recruited, then surveyed in-depth**

- 400 completed Revealed Preference (RP) Surveys
- 2,400 completed Stated Preference (SP) “choice experiments”

## **RP surveys**

- Basic information about current user attributes and freight transportation
- Allowed segmentation of results by industry, size, volume

## **SP surveys**

- Respondents offered choice between their current modes and services (tailored to each respondent based RP results) and alternatives

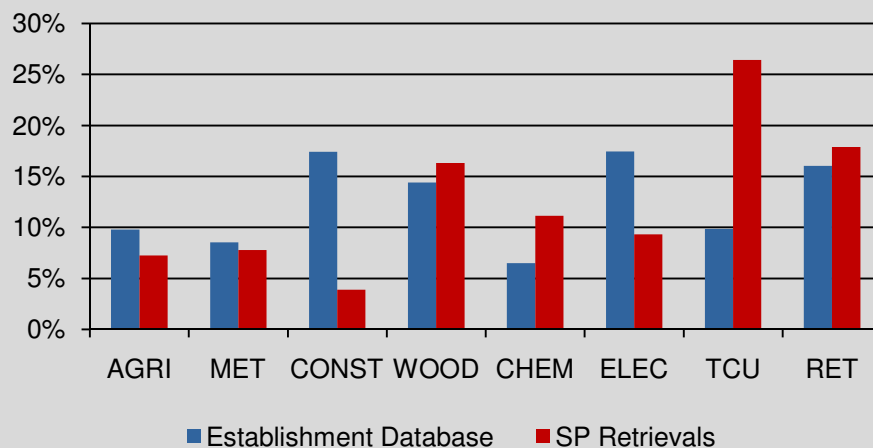


## Who Was Surveyed?

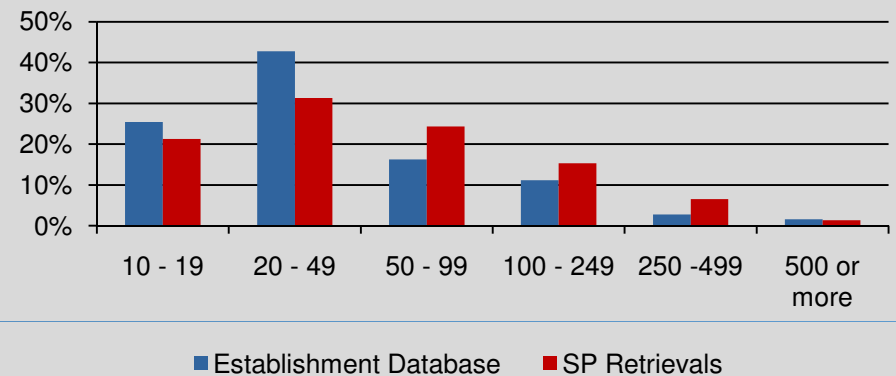
400 respondents from the 840 initial recruits

Achieved good representation across different industry categories, sizes, freight volumes

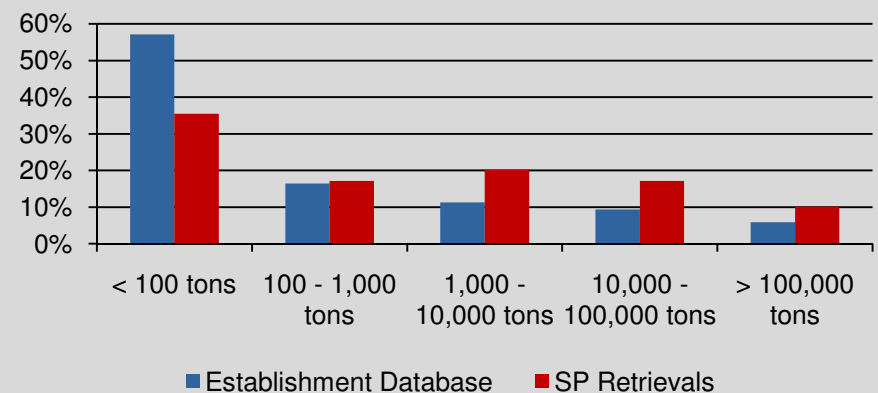
**Figure 1. Industry Category**



**Figure 2. Number of Employees**



**Figure 3. Freight moved by Establishment**



## ***Choice Experiment Sets***

### **Six choice exercises per respondent**

- Exercise 1 and 2 – trade-offs within current mode
- Exercise 3 – night-time delivery interest
- Exercise 4, 5 and 6 – current versus new modes

### **Result**

- Quantitative data on how freight shippers and receivers make transportation decisions, by industry type and size and volume
  - » What are they willing to pay?
  - » How fast do they want their goods?
  - » What level of reliability do they demand?
  - » What modes do they prefer, all other factors being equal?
  - » What trade-offs are they willing to accept?
  - » What would make them change routes, times, or modes?

## ***Final Choice Modeling Product***

### **Forecasting tool with spreadsheet inputs**

- Coded with choice coefficients
- Inputs/links to analysis year freight flows
- Inputs/links to performance attributes of Cross Harbor alternatives

### **Generates demand estimates for each alternative**

- By mode, by shipment type, by market segment
- Sensitive to user changes in input variables, especially LOS

**Used to test and refine variations in location and performance of alternatives through the remainder of the study**

# ***Demand: Work in Progress, First Estimates***

U.S.Department of Transportation  
Federal Highway Administration  
**THE PORT AUTHORITY**  
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Alternative	Submarket	2035 Market (tons)	Capture Share	2035 Demand (tons)
Rail Float	Carload O+D	9,491,573		
	IMX Rail O+D	380,742		
	Long-Haul Truck O+D	50,198,526		
	Rail Dray O+D	5,117,338		

# ***Demand: Work in Progress, First Estimates***

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

Alternative	Submarket Size	2035 Market (tons)	Capture Share	2035 Demand (tons)
Rail Tunnel	Carload O+D	9,491,573		
	IMX Rail O+D	380,742		
	Long Haul Truck O+D	50,198,526		
	Rail Dray O+D	5,117,338		
	Carload Thru	10,117,519		
	IMX Rail Thru	1,851,742		
	Long Haul Truck Thru	113,380,234		
	Rail Dray Thru	2,684,047		
Rail Tunnel plus Short Haul Shuttle, Chunnel, or AGV	Same as Rail Tunnel <u>plus</u> Short Haul Truck other than Rail Dray	146,864,464	--	--

# ***Demand: Work in Progress, First Estimates***

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

Alternative	Submarket	2035 Market (units/day)	Capture Share	2035 Demand (units/day)
Trucks in a Tunnel, NJTPK 14B to Linden	6 tires or more	79,297		
Truck Float or Ferry	6 tires or more	79,297		
Container Barge	Port Drayage to EoH	~650 boxes/day, EB to BQNS		
		~628 boxes/day, EB to NE		



## Next Analysis Steps

- Finalize demand estimates with sensitivity ranges
- Complete screening
- Environmental, transportation, economic analyses
- Documentation / Memoranda

# Questions!



**Carmen Costa**

---

**From:** Carmen Costa [carmen@ingroupinc.com]  
**Sent:** Monday, June 27, 2011 11:04 AM  
**To:** rhrobins@nscorp.com  
**Cc:** careteam@ingroupinc.com  
**Subject:** FW: Cross Harbor Freight Program TAC Meeting Invitation

**THE PORT AUTHORITY**  
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## **Cross Harbor Freight Program Tier I Environmental Impact Statement TAC Meeting Invitation**

As a member of the Technical Advisory Committee for the Cross Harbor Freight Program, you are invited to join us for a meeting on:

**Tuesday, June 28, 2011, 10:00 AM – 12:30 PM at  
PANYNJ Board Room, 225 Park Avenue South, 15th Floor  
New York, NY**

The team will provide an update on the project including existing and estimated future commodity flow data; the alternative modes and alignments and service options being evaluated; mode choice and network modeling considerations and survey findings; as well as a discussion of the initial demand estimates.

**Please notify us by email if you or a representative will be attending the meeting no later than Wednesday, June 22, 2011 to [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com)**

Thank you for your continued interest in the Cross Harbor Freight Program. We look forward to an informative and lively discussion.

225 PARK AVENUE SOUTH, 11th FLOOR • NEW YORK, NEW YORK 10003-1604 • [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com)

This message was sent to [carmen@ingroupinc.com](mailto:carmen@ingroupinc.com) from:

Cross Harbor Freight Movement Program | 225 Park Avenue South, 11th Floor | New York, NY 10003-1604

**Unsubscribe**

**Carmen Costa**

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**From:** Carmen Costa [carmen@ingroupinc.com]  
**Sent:** Tuesday, June 21, 2011 1:11 PM  
**To:** 'Christina Alexiou-Hidalgo'; 'Nancy Doon'  
**Cc:** 'careteam@ingroupinc.com'  
**Subject:** Reminder: Cross Harbor Freight Program TAC Meeting

## **Cross Harbor Freight Program Tier I Environmental Impact Statement TAC Meeting Reminder**

A reminder for the Technical Advisory Committee for the Cross Harbor Freight Program. The meeting is scheduled for the following date and time:

**Tuesday, June 28, 2011, 10:00 AM – 12:30 PM at  
PANYNJ Board Room, 225 Park Avenue South, 15th Floor  
New York, NY**

If you have already replied to the invitation, thank you for your response. If you have not yet replied to the invitation, please notify us by email if you or a representative will be attending the meeting no later than **Wednesday, June 22, 2011** to [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com)

The team will provide an update on the project including existing and estimated future commodity flow data; the alternative modes and alignments and service options being evaluated; mode choice and network modeling considerations and survey findings; as well as a discussion of the initial demand estimates.

Thank you for your continued interest in the Cross Harbor Freight Program. We look forward to an informative and lively discussion.

Kind Regards,

*Carmen Costa*

**Cross Harbor Freight Program Outreach Team**

201-612-1230 x 17

201-612-1232 fx

[www.crossharborstudy.com](http://www.crossharborstudy.com)

## Carmen Costa

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**From:** Carmen Costa [carmen@ingroupinc.com]  
**Sent:** Monday, June 27, 2011 4:07 PM  
**To:** Douglas@jcnj.org  
**Cc:** careteam@ingroupinc.com  
**Subject:** Confirmation: Cross Harbor Freight Program TAC Meeting

### **Cross Harbor Freight Program Tier I Environmental Impact Statement TAC Meeting Confirmation**

Thank you for your RSVP. Your confirmation details are as follows:

**Tuesday, June 28, 2011, 10:00 AM – 12:30 PM at  
PANYNJ Board Room, 225 Park Avenue South, 15th Floor  
New York, NY**

Thank you for your continued interest in the Cross Harbor Freight Program. We look forward to an informative and lively discussion.

Kind Regards,

*Carmen Costa*

InGroup Inc. / WebSwagger.com

201-612-1230 x 17

201-612-1232 fx

[www.ingroupinc.com](http://www.ingroupinc.com)

[www.WebSwagger.com](http://www.WebSwagger.com)

## Carmen Costa

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**From:** Carmen Costa [carmen@ingroupinc.com]  
**Sent:** Friday, July 15, 2011 4:47 PM  
**To:** careteam@ingroupinc.com  
**Subject:** Cross Harbor Freight Program TAC Meeting Follow-up

**THE PORT AUTHORITY**  
OF NY & NJ



### Cross Harbor Freight Program Tier I Environmental Impact Statement TAC Meeting Follow-up

Thank you for your continued participation in the Cross Harbor Freight Program.

Please find the following materials from the Cross Harbor Freight Program TAC meeting held on June 28, 2011 at PANYNJ.

- [List of Alternatives](#)
- [Presentation](#)  
*Note: Preliminary numbers (on a few slides) have been redacted until analysis is completed.*
- [Meeting Agenda](#)

Please email any questions or comments to [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com).

225 PARK AVENUE SOUTH, 11th FLOOR • NEW YORK, NEW YORK 10003-1604 • [feedback@crossharborstudy.com](mailto:feedback@crossharborstudy.com)

This message was sent to [carmen@ingroupinc.com](mailto:carmen@ingroupinc.com) from:

Cross Harbor Freight Movement Program | 225 Park Avenue South, 11th Floor | New York, NY 10003-1604

**Unsubscribe**



# A-3.0 SAFETEA-LU Meetings