

**THE PORT AUTHORITY
OF NY & NJ**



U.S. Department of Transportation
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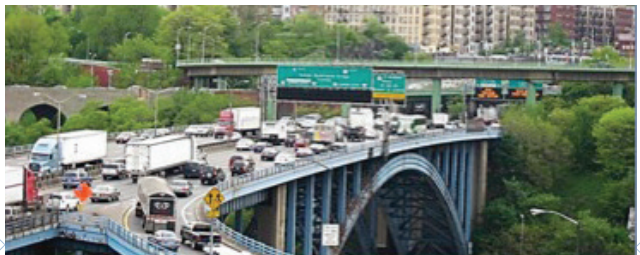
CHFP: Considering a Range of
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Cross Harbor Freight Program: Finding Solutions for Improving Regional Freight Transport

There are only a few ways to cross New York Harbor and the lower Hudson River. Those crossings are shared by private vehicles, buses, and freight carriers. Trucks currently account for approximately 90% of all freight movement in the region. As demand for goods increases, truck vehicle miles traveled (VMT) will also increase. The region's major roadways are already at capacity during peak hours. As VMT rises with increasing freight demand, the duration of the peak periods will stretch to more hours during the day, increasing delays, transportation costs, highway damage, and air pollution. The extent of the region's dependence on trucks could be balanced by shifting freight movement from trucks to other transportation modes; however, the existing rail, waterborne and domestic air systems in the region are also constrained. Alternative ways are needed to move goods more efficiently in the region.

The primary purpose of the Cross Harbor Freight Program (CHFP) is to evaluate alternatives designed to improve the movement of freight across the New York Harbor between the east-of-Hudson and west-of-Hudson regions. Such improvements would strengthen the regional freight network, reduce truck traffic, improve air quality, and provide economic benefits. The project's four goals (listed below) provide the basis for developing the criteria used in evaluating the project alternatives.

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CHFP Goals

- Reduce the contribution of cross-harbor truck trips to congestion along major freight corridors
- Provide cross-harbor freight shippers, receivers, and carriers attractive new alternatives to existing interstate trucking services
- Expand facilities for cross-harbor goods movement to improve system resiliency, safety, and security, and to protect our infrastructure
- Support development of integrated freight transportation and land use strategies

The project will evaluate how the alternatives being evaluated would achieve these goals.

FAST FACT ■

By 2035, freight to, from and through our region is expected to increase 37 percent.

■ Tier 1 Environmental Impact Statement (EIS)

The CHFP is proceeding with a “tiered” Environmental Impact Statement (EIS) that aligns with National Environmental Policy Act (NEPA) regulations. Tiering is a staged process applied to the environmental review of complex projects. Port Authority of New York and New Jersey (PANYNJ) and the Federal Highway Administration (FHWA) recently released the Tier 1 Draft EIS (DEIS) for the project. The DEIS presents the regional benefits and potential environmental effects of 10 Build Alternatives and a No Action Alternative.

The public comment period will remain open through February 27, 2015. A Final EIS, which will incorporate feedback from partner agencies and the public is expected to be released in Spring 2015. A Record of Decision (ROD) that will document the alternatives selected for further study will be prepared after the FEIS is released.

Public Hearing Dates

Friday, January 23, 2015 • 10:00 a.m. to 2:00 p.m.

Baruch College / CUNY • William and Anita Newman
151 East 25th Street • H750 & Faculty Lounge
New York, NY 10010

Wednesday, January 28, 2015 • 4:00 p.m. to 8:00 p.m.

Suffolk County Legislature • W.H. Rogers Legislature Building
725 Veterans Memorial Highway • Smithtown, NY 11787

Thursday, January 29, 2015 • 4:00 p.m. to 8:00 p.m.

Queens Borough Hall
120-55 Queens Boulevard • Room 213
Kew Gardens, NY 11415

Tuesday, February 3, 2015 • 4:00 p.m. to 8:00 p.m.

Brooklyn Borough Hall
209 Joralemon Street • Brooklyn, NY 11201

Thursday, February 5, 2015 • 4:00 p.m. to 8:00 p.m.

Bronx Borough Hall
851 Grand Concourse • Bronx, NY 10451

Tuesday, February 10, 2015 • 10:00 a.m. to 2:00 p.m.

North Jersey Transportation Planning Authority
One Newark Center • 17th Floor • Newark, NJ 07102

Tuesday, February 10, 2015 • 4:00 p.m. to 8:00 p.m.

Mary McLeod Bethune Life Center
140 Martin Luther King Jr. Drive • Jersey City, NJ 07305

Cross Harbor Freight Program: Considering a Range of Alternatives

The Cross Harbor Freight Program is evaluating 10 Build Alternatives (including five Waterborne Alternatives and five Rail Tunnel Alternatives) and a No Action Alternative to address the movement of freight across New York Harbor, between the east-of-Hudson and west-of-Hudson regions:

Waterborne Alternatives

These alternatives all entail the movement of freight using a barge, ferry, or float between points west and east of New York Harbor.

- Enhanced Railcar Float
- Truck Float
- Truck Ferry
- Lift On-Lift Off (LOLO) Container Barge
- Roll On-Roll Off (RORO) Container Barge

Rail Tunnel Alternatives

These alternatives all entail the movement of freight through a tunnel that would be constructed from New Jersey to Brooklyn.

- Rail Tunnel
- Rail Tunnel with Shuttle Service
- Rail Tunnel with Chunnel Service
- Rail Tunnel with Automated Guided Vehicle (AGV) Technology
- Rail Tunnel with Truck Access

“No Action” Alternative

Considering the “No Action” Alternative is a requirement of the environmental review process, which is being conducted in accordance with the National Environmental Policy Act. The “No Action” Alternative assumes none of the CHFP alternatives will be implemented, and that only those projects already committed and programmed in regional transportation and other plans would be implemented. For example, we assume that under the “No Action” Alternative certain near-term improvements to the Cross Harbor railcar float operation, both at Greenville and at 65th Street Yard in Brooklyn, would be constructed.

No Action



Waterborne Alternatives



Rail Car Float



Truck Float



Truck Ferry



LOLO Container Barge



RORO Container Barge

Rail Tunnel Alternatives



Rail Tunnel



With Shuttle Service



With Chunnel Service



With AGV Technology



With Truck Access



What has been completed 2010 - 2014:

- Publication of Notice of Intent in the Federal Register
- Publication of Draft Scoping Document
- Public Scoping Information Sessions and Public Scoping Comments
- Freight demand modeling and presentation of results to agencies and stakeholders
- Tier 1 Environmental Analyses
- Tier 1 Draft Environmental Impact Statement
- Public comment period opened in November 2014

What is happening next:

- Ongoing stakeholder engagement
- Public Hearings, early 2015 (see page 2 for dates and times)
- Public comment period closes February 27, 2015
- Response to comments on Tier 1 DEIS and completion of FEIS, Spring 2015
- Record of Decision, Summer 2015

Please visit crossharborstudy.com for updated information.



Get Involved

Public involvement from the communities throughout the designated study area is very important to the project. The public comment period will be open to the end of February 2015. A series of formal public hearings are scheduled for early 2015, as specified above. Your input is encouraged and welcomed.

Questions? Contact: **Mark D. Hoffer**
Director, New Port Initiatives
Port Commerce Department
Port Authority of New York and New Jersey
E-mail: feedback@crossharborstudy.com