Cross Harbor Freight EIS Stakeholder Committee

September 30, 2009

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Agenda

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

Regional Freight Movement

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- 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

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- 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

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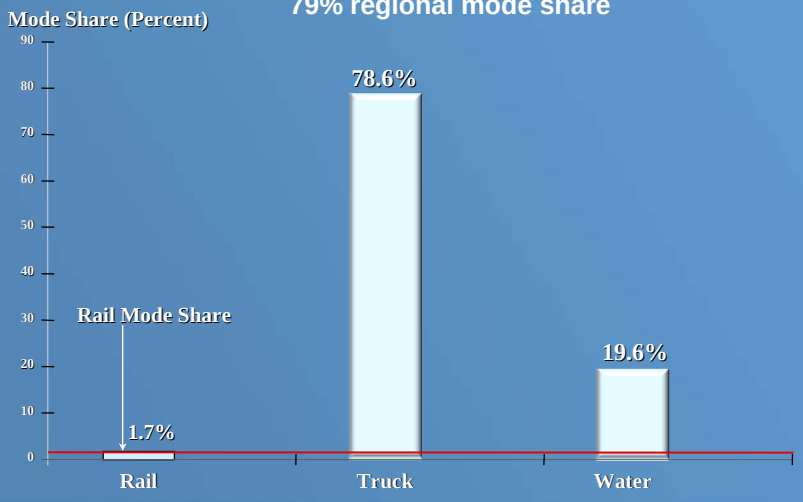
- Overwhelming dependence on trucking—79% regional mode share



Projected Highway Congestion

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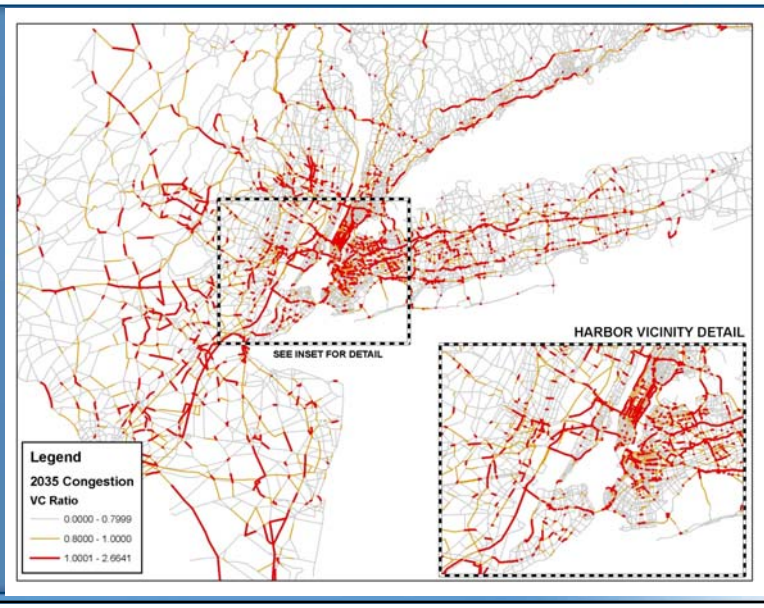

Cross Harbor Freight Network

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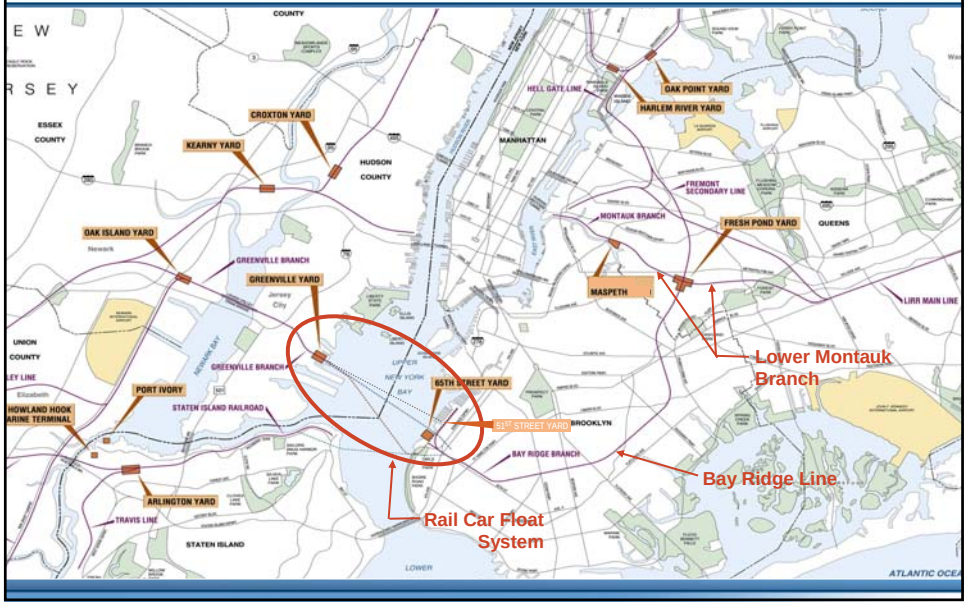

Port Authority Approach

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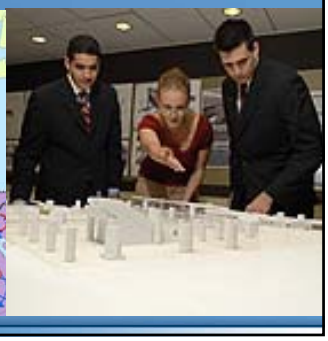
- Redirect the previous efforts
- Mindful of potential local impacts
- Develop comprehensive bi-state solutions



Recent Cross Harbor Activity

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

MIS → DEIS → Tiered EIS

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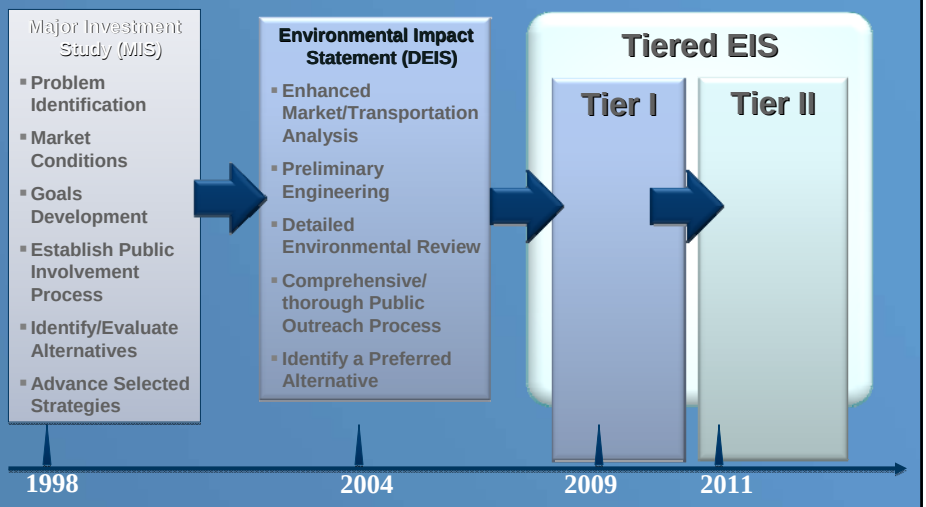

Tier I EIS Timeline

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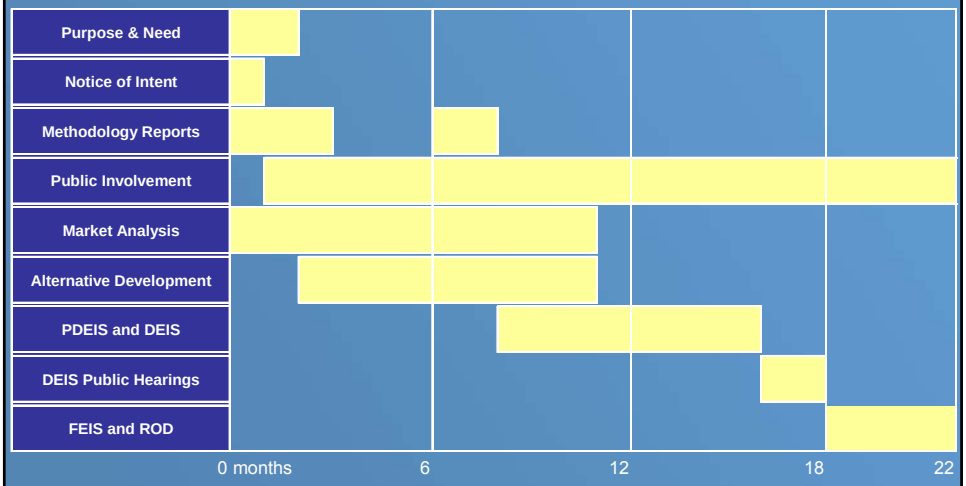

STK Responsibilities

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

Public Involvement

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- ***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

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

Cross Harbor Tier I EIS

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- 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

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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

Draft Project Alternatives

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- **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**

Draft Project Alternatives

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- **Build Alternatives may include**
  - Expanded railcar float system
  - Tunnel (several versions) & ancillary facilities
  - Combination railcar float/tunnel & ancillary facilities

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

Tiering

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- **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

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- **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

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- **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

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- **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

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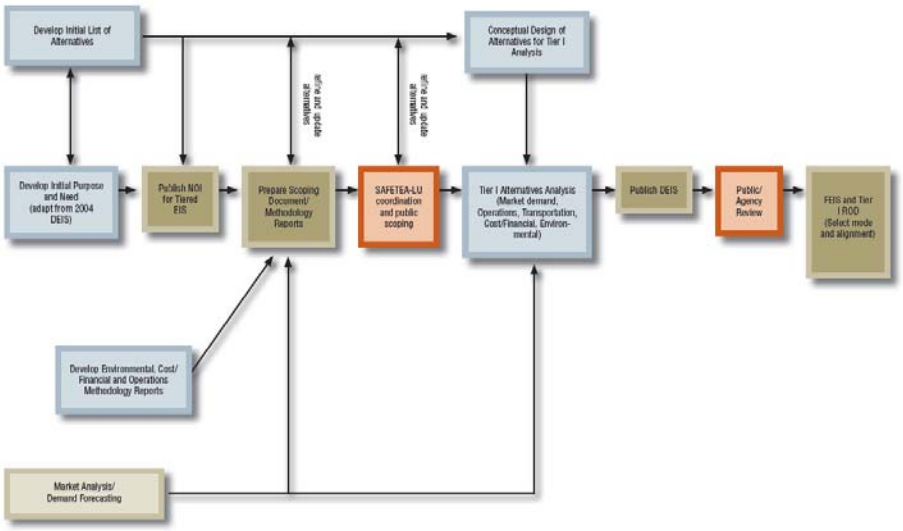

Draft NOI – Need and Purpose

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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

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- **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

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- 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

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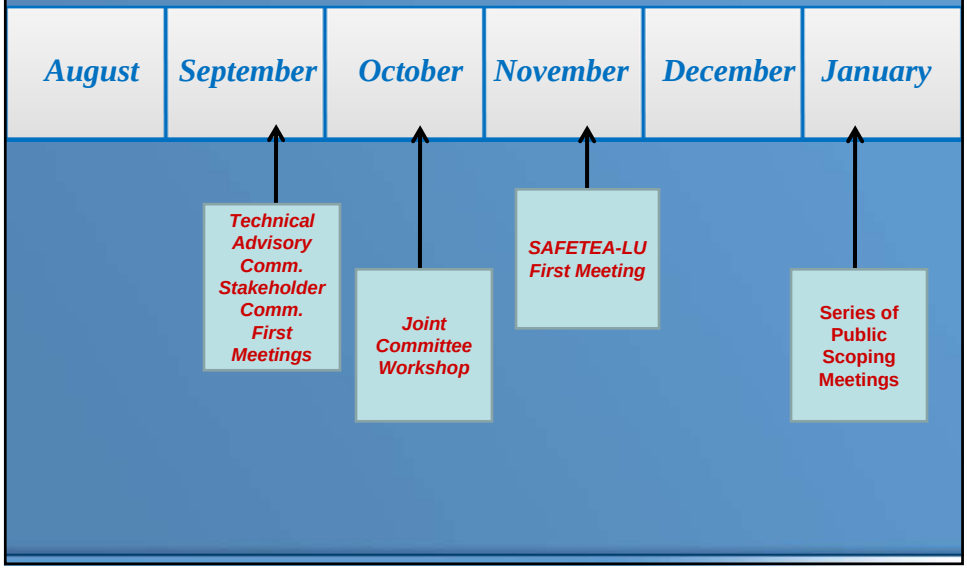

Market Analysis Scope

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- 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

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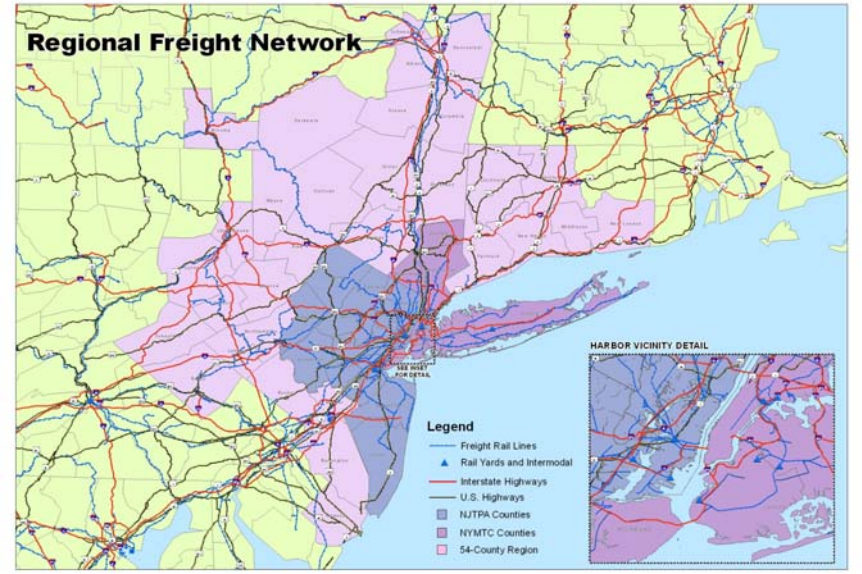

Market Analysis Schedule

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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

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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

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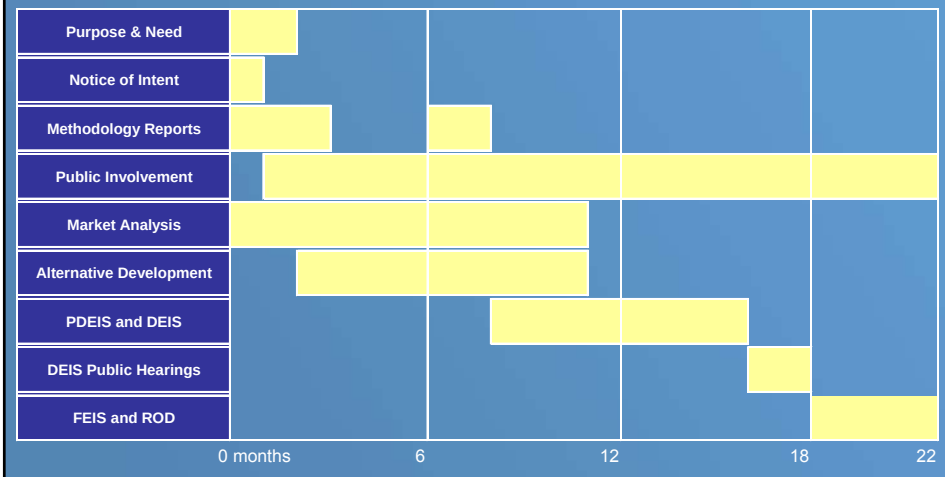

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- Questions?

Tier II EIS Flow

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