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D-1.0 Meetings with the Technical Advisory Committee (TAC) & Stakeholders
D-1.1 November 2014
Meetings
Meeting Invitation
November 5, 2014

American Highway Users Alliance
Mr. Greg Cohen
President & CEO
1101 14th St, NW, Suite 750
Washington, DC 20005

Dear Mr. Cohen:

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 the transportation of freight across New York Harbor. Types of freight include commodities, raw materials, agricultural and consumer products and other industrial and finished goods. The Cross Harbor Freight Program (CHFP) would provide near-term and long-term improvements to the regional freight network by reducing truck traffic congestion, improving air quality, and providing economic benefits.

As a member of the Cross Harbor Freight Program Stakeholder Advisory Committee (SAC), you are invited to a joint meeting with the Technical Advisory Committee (TAC). We will hold two sessions of the joint TAC / SAC meeting, one each in New York and New Jersey. You are welcome to attend the one that best fits your schedule, as the information presented will be identical. The two sessions will be held on:

**Thursday, November 20, 2014, 10:00 a.m. - 12:00 p.m. at**
Baruch College / CUNY
William and Anita Newman Conference Center - Room H750/H760 – 7th Floor
151 East 25th Street, New York, NY 10010

or

**Friday, November 21, 2014, 10:00 a.m. – 12:00 p.m. at**
Port Authority of New York and New Jersey (PANYNJ)
Christopher Columbus Conference Room
2 Montgomery Street, Jersey City, NJ 07306

These meetings will provide a project overview including the purpose and need, and the alternatives under consideration. Following that, the team will present the findings of the technical analyses included in the Draft Tier I EIS, which is in the final stages of completion.

Please notify us by email if you or a representative will be attending the meeting no later than Friday, November 14, 2014 to crosshaborstudy@ingroupinc.com. Please note, if you are planning to attend the meeting on November 21, 2014, ID is required.

As always, please do not hesitate to contact us with any questions or comments on the Cross Harbor Freight Program. For information on the Cross Harbor Freight Program, please visit [http://www.panynj.gov/about/cross-harbor.html](http://www.panynj.gov/about/cross-harbor.html).

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

Best regards,

Mark D. Hoffer
Director, New Port Initiatives
Port Commerce Department
Port Authority of New York & New Jersey
Meeting Agenda
AGENDA

Locations
Baruch College / CUNY– William and Anita Newman, 151 East 25th Street, NY, NY 10010
Conference Room H750 / H760 – 7th Floor

Please be sure to sign-in at the registration desk.

1. Registration

2. Presentation
   a. Introduction
   b. Project Timeline
   c. Tiering
   d. Purpose and Need
   e. Project Alternatives
   f. Environmental Analyses
   g. Next Steps
   h. Q&A

3. Follow-up Checklist
   a. Submit general feedback/comments (in writing) to:
      e-mail – feedback@crossharborstudy.com or fax: (201) 612.1232
STAKEHOLDER ADVISORY COMMITTEE MEETING
&
TECHNICAL ADVISORY COMMITTEE MEETING
November 21, 2014 - 10:00 a.m. - 12:00 p.m.

AGENDA

Locations
PANYNJ – 2 Montgomery Street, Christopher Columbus Conference Room, Jersey City, NJ 07306

Please be sure to sign-in at the registration desk.

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Meeting Presentation
Agenda

- Introduction
- Project Timeline
- Tiering
- Purpose and Need
- Project Alternatives
- Environmental Analyses
- Next Steps
- Q&A
EIS Timeline

- **Revised NOI**: May 2010
- **Scoping**: Oct-Nov 2010
- **Response to Comments**: June-July 2011
- **Screening Analysis**: 2011-2014
- **Detailed Evaluation**: 2011-2014
- **Public Comment Period and Hearings**: Winter 2014/15
- **Publish Tier I DEIS**: Nov 2014
- **Pubic Comment Period and Hearings**: Summer 2015
- **Publish Tier I FEIS**: Spring 2015
- **Tier 1 ROD**: Summer 2015
## What is a Tiered EIS?

<table>
<thead>
<tr>
<th>Tier I</th>
<th>Tier II</th>
</tr>
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<tbody>
<tr>
<td>Complex regional projects</td>
<td>Depending on alternative(s) selected, could be a CE, EA or EIS</td>
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<td>Cost-efficient evaluation of a broad range of alternatives</td>
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<td>Assessment of alternatives when level of detail is limited</td>
<td>Project-specific mitigation measures</td>
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<td>Selection of mode, alignment, and termini</td>
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</table>
Freight Growth = More Trucks

- 909 Million Truck Tons in 2007
- Projected to reach 1,400 Million Truck Tons by 2035

Roadway Network
Freight Growth = More Trucks

Existing Congestion

2007 2035

Millions of Truck Tons

909
Freight Growth = More Trucks

- Millions of Truck Tons
  - 2007: 909
  - 2035: 1,272

- Congestion 2035
Existing Modes

- Over 90 percent of freight crossing between the west-of-Hudson and east-of-Hudson regions is moved by truck.
- In 2007, just over 1.1 billion tons of freight moved to, from, within, and through the 54-county freight modeling study area.
  - 81% moved by truck
  - 9% moved by rail
  - 9.4% by water
  - 0.1% by air
  - 0.5% via other modes (e.g., pipelines)
- For long-haul tonnage, the east-of-Hudson region has a rail share of just 3 percent compared to 24 percent for the west-of-Hudson region.
Existing Rail Options: NS

Long Route
524 Miles
Existing Rail Options: NS

**Long Route**
524 Miles

**Short Route**
(with Cross Harbor connection)
176 Miles
Existing Rail Options: CSX
Existing Rail Options: CSX

- **Long Route**: 350 Miles
- **Short Route** (with Cross Harbor connection): 58 Miles
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.
Purpose and Need

- **Goal 1:** Reduce truck trips on freight corridors.
- **Goal 2:** Provide modal options.
- **Goal 3:** Enhance resiliency, safety and security, and infrastructure protection.
- **Goal 4:** Support development of integrated freight transportation/land use strategies.
Development of Alternatives

- Long List of Alternatives
- Initial Screening/Fatal Flaw
- Screening Using Project Goals
- Detailed Evaluations

Number of Build Alternatives:
- 27
- 14
- 10
Wide Range of Alternatives Under Consideration

No Action

Waterborne Alternatives

- Railcar 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
Reductions In Daily Volumes On East-West Crossings

- Waterborne Alternatives: 600 trucks
- Rail Tunnel Alternative: 1,400 to 1,800 trucks
- Rail Tunnel With Chunnel
- Rail Tunnel With AGV 1,800 to 2,500 trucks
- Rail Tunnel With Shuttle
- Rail Tunnel With Truck Access 5,000 trucks
It’s More than a Crossing…

- Rail yards
- Clearances
- Other freight facilities
Numerous Rail Yard Locations Considered
Cost and Implementation

- **Cost:**
  - Waterborne Alternatives: $100 to $600 million
  - Rail Tunnel Alternatives: $7 to $11 billion

- **Construction Duration:**
  - Waterborne Alternatives: 2-4 years
  - Rail Tunnel Alternatives: 8 years
DEIS Environmental Analyses

- Land Use, Neighborhood Character, and Social Conditions
- Economic Conditions and Effects
- Cultural Resources
- Visual and Aesthetic Conditions
- Energy and Climate Change
- Air Quality
- Noise
- Natural Resources
- Water Resources
- Hazardous Materials
- Environmental Justice
- Coastal Zone Management (CZM)
# Next Steps

<table>
<thead>
<tr>
<th>Event</th>
<th>Dates</th>
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<tbody>
<tr>
<td>One-on-one meetings w/ Elected Officials, Community Groups and other Interested Parties</td>
<td>November 2014 – January 2015</td>
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<tr>
<td>Draft Tier I EIS Public Hearings</td>
<td>Winter 2015</td>
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<tr>
<td>Comment Period Closes</td>
<td>February 27, 2015</td>
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<tr>
<td>Final Tier I EIS</td>
<td>Spring 2015</td>
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<td>Tier I Record of Decision</td>
<td>Summer 2015</td>
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</tbody>
</table>
The alternative(s) selection will incorporate public comments and input and be made in the Tier 1 ROD

PLEASE HELP IMPROVE THE CROSS HARBOR FREIGHT MOVEMENT PROJECT BY PROVIDING YOUR FEEDBACK

- Email comments to: crossharborstudy@ingroupinc.com
- Mail comments to:
  Cross Harbor Freight Program
  c/o InGroup, Inc.
  P.O. Box 206
  Midland Park, NJ 07432
- Oral or written testimony at the public hearings
Thank You!
http://www.crosssharborstudy.com
Meeting Request for Special Briefing
# REQUEST FOR SPECIAL BRIEFING

<table>
<thead>
<tr>
<th>Name</th>
<th>Title / District</th>
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D-1.2 November 2014
Elected Officials Meetings
Meeting Invitation
October 22, 2014

City of Bayonne Mayor
Honorable James M. Davis
Mayor
630 Avenue C
Bayonne, NJ 07002

Dear Honorable Mayor Davis:

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) are preparing a Tier 1 Environmental Impact Statement (EIS) to evaluate alternatives to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor. The Cross Harbor Freight Program (CHFP) would provide near-term and long-term improvements to the regional freight network by reducing truck traffic congestion, improving air quality, and providing economic benefits.

The CHFP Project Team cordially invites you to attend one of two private briefings held in New York and New Jersey for elected representatives within the CHFP study corridor. These briefings are being held in advance of an upcoming general stakeholder meeting. Meeting details as follows:

**Thursday, November 13, 2014**
9:30 a.m. – 11:30 a.m.
U.S. General Services Administration (GSA)
Jacob K. Javits Federal Office Building
Conference Room A/B – 6th Floor
26 Federal Plaza, New York, NY 10278

or

**Friday, November 14, 2014**
10:00 a.m. – 12:00 p.m.
NJ TRANSIT Headquarters
Boardroom – 9th Floor
1 Penn Plaza East
Newark, NJ 07105

These meetings will provide a project overview including the purpose and need, and the alternatives under consideration. Following that, the team will present a summary of the Draft Tier 1 EIS, which is in the final stages of completion.

As an elected representative with unique knowledge of the needs of your community and constituents, we encourage you to provide us with your insights and comments. Your ongoing involvement is crucial to improving the movement of freight.

**Please RSVP if you or a representative will be attending by Friday, November 7, 2014** by calling Carmen Costa, outreach coordinator, at (201) 612-1230 x 17 or emailing feedback@crossharborstudy.com. Please note, if you are planning to attend the meeting on November 13, 2014, all guests should allow ten-to-fifteen minutes for security.
As always, please do not hesitate to contact me at 212-435-7276 with any questions or comments. On behalf of the project team, we look forward to an informative and lively discussion.

Best regards,

Mark D. Hoffer
Director, New Port Initiatives
Port Commerce Department
Port Authority of New York & New Jersey
October 22, 2014

U.S. Congressman Hakeem Jeffries, 8th District
Honorable Hakeem Jeffries
U.S. Congressman
55 Hanson Place, Suite 603
Brooklyn, NY 11385

Dear Honorable U.S. Congressman Jeffries:

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) are preparing a Tier 1 Environmental Impact Statement (EIS) to evaluate alternatives to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor. The Cross Harbor Freight Program (CHFP) would provide near-term and long-term improvements to the regional freight network by reducing truck traffic congestion, improving air quality, and providing economic benefits.

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Best regards,

Mark D. Hoffer  
Director, New Port Initiatives  
Port Commerce Department  
Port Authority of New York & New Jersey
Meeting Agenda
ELECTED OFFICIALS BRIEFING
November 14, 2014 - 10:00 a.m. - 12:00 p.m.

AGENDA

Locations
NJ Transit – 1 Penn Plaza East, Newark, NJ 07105
Boardroom, 9th Floor

Please be sure to sign-in at the registration desk.

1. Registration

2. Presentation
   - Introduction
   - Project Timeline
   - Tiering
   - Purpose and Need
   - Project Alternatives
   - Environmental Analyses
   - Next Steps
   - Q&A

3. Follow-up Checklist
   a. Submit general feedback/comments (in writing) to:
      e-mail – feedback@crossharborstudy.com or fax: (201) 612.1232
AGENDA

Locations
Jacob Javitz Federal Building – 26 Federal Plaza, NY, NY 10278
Conference Room A/B – 6th Floor

Please be sure to sign-in at the registration desk.

1. Registration

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   - Introduction
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   - Q&A

3. Follow-up Checklist
   a. Submit general feedback/comments (in writing) to:
      e-mail – feedback@crossharborstudy.com or fax: (201) 612.1232
The presentation was identical to that given at the November 2014 TAC / SAC Meetings. Please refer to Section D-1.1.
Meeting E-Alert
Cross Harbor Freight Program
Briefing Follow-Up

Thank you for your continued interest in the Cross Harbor Freight Program (CHFP).

In response to your request for a copy of the presentation given to elected officials and their staff on November 13, 2014 (Jacob Javitz Federal Building, NY) and November 14, 2014 (New Jersey Transit headquarters, NJ), we are pleased to provide you with a link so that you may download the presentation at your convenience.

Please click here to download a copy of the presentation from the CHFP briefings. The link will remain active through Wednesday, November 26, 2014.

The Port Authority of New York and New Jersey (PANYNJ) is pleased to announce the release of the Cross Harbor Freight Program Tier 1 Draft Environmental Impact Statement (DEIS). The complete document is available for download at www.crossharborstudy.com.

The public comment period is now open and will close on Friday, February 27, 2015 at 5pm. Public hearings will take place in winter 2015 (dates to be announced).

Please email any questions or comments to feedback@crossharborstudy.com.
Meeting Request for Special Briefing
REQUEST FOR SPECIAL BRIEFING

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D-1.3 2014-2015 Meetings with Elected Officials and Other Interested Parties
Presentations
The following presentation was given during meetings with:

- State Senator Simcha Felder – December 4, 2014
- NYC Mayor’s Office of Sustainability – December 11, 2014
- Queens Elected Officials – December 18, 2014
Agenda

- Introduction
- Project Timeline
- Tiering
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- Project Alternatives
- Environmental Analyses
- Next Steps
- Q&A
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- **Tier 1 ROD**: Summer 2015
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2035 National Highway Congestion

Recurring Peak-Period Congestion
- Uncongested
- Congested
- Highly Congested
Freight Growth = More Trucks

Millions of Truck Tons

- 2007: 909
- 2035: 1,400

Roadway Network
Freight Growth = More Trucks

Existing Congestion

Millions of Truck Tons

2007 2035

909
Freight Growth = More Trucks

2007: 909 Millions of Truck Tons
2035: 1,272 Millions of Truck Tons

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Existing Rail Options: NS

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524 Miles

Short Route (with Cross Harbor connection)
176 Miles
Existing Rail Options: CSX
Existing Rail Options: CSX
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.
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- **Goal 1:** Reduce truck trips on freight corridors.
- **Goal 2:** Provide modal options.
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Long List of Alternatives

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Number of Build Alternatives

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Wide Range of Alternatives Under Consideration

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- Truck Float
- Truck Ferry
- LOLO Container Barge
- RORO Container Barge

Rail Tunnel Alternatives
- Rail Tunnel
- With Shuttle Service
- With Chunnel Service
- With AGV Technology
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2035 National Highway Congestion

Recurring Peak-Period Congestion
- Uncongested
- Congested
- Highly Congested
Freight Growth = More Trucks

Millions of Truck Tons

2007 2035

909

Roadway Network
Freight Growth = More Trucks

Existing Congestion

Millions of Truck Tons

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Long Route
524 Miles
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Long Route
524 Miles

Short Route
(with Cross Harbor connection)
176 Miles
Existing Rail Options: CSX
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Long Route
350 Miles

Short Route
(with Cross Harbor connection)
58 Miles
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Improve the movement of goods in the greater New York/New Jersey region by enhancing the transportation of freight across New York Harbor.
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#### Truck Vehicle-Miles Traveled (VMT) Reductions by Subregion

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<td>Daily</td>
<td>-35,000</td>
<td>-6,400</td>
<td>-46,000</td>
<td>-154,000</td>
<td>-241,000</td>
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<tr>
<td>Annual</td>
<td>-10.3 million</td>
<td>-1.9 million</td>
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Presentation to Queens Borough Board
January 12, 2015
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- New Jersey Non-Governmental Organizations – January 20, 2015
- Brooklyn Borough Board 6 – January 22, 2015
- New Jersey Elected Officials – February 3, 2015
- Partnership for NY – February 12, 2015
- NJTPA Freight Initiatives Committee – February 17, 2015
- NYMTC Freight Committee – February 20, 2015
- Nassau County Executive – February 25, 2015
- Suffolk County Executive – March 2, 2015
- Brooklyn Community Board 14 – March 2, 2015
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CROSS HARBOR FREIGHT PROGRAM

NEW YORK

NEW JERSEY
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PLEASE HELP IMPROVE THE CROSS HARBOR FREIGHT MOVEMENT PROJECT BY PROVIDING YOUR FEEDBACK

- Email comments to: crossharborstudy@ingroupinc.com
- Mail comments to:
  Cross Harbor Freight Program
  c/o InGroup, Inc.
  P.O. Box 206
  Midland Park, NJ 07432
- Oral or written testimony at the public hearings
Thank You!
www.crosssharborstudy.com
D-1.4 Community Outreach Meeting Log
<table>
<thead>
<tr>
<th>Date</th>
<th>Outreach Meeting</th>
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<tbody>
<tr>
<td>11/13/2014</td>
<td>Elected Officials Briefing - NY</td>
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<tr>
<td>11/14/2014</td>
<td>Elected Officials Briefing - NJ</td>
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<tr>
<td>12/4/2014</td>
<td>State Senator Simcha Felder Briefing</td>
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<tr>
<td>12/5/2014</td>
<td>New York State Office of Parks, Recreation &amp; Historic Preservation Webinar Briefing</td>
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<td>12/10/2014</td>
<td>NY Congressional delegation Briefing in DC</td>
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<td>12/11/2014</td>
<td>NYC Office of Environmental Coordination - NYC CEQR Task Force Briefing</td>
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<td>1/9/2015</td>
<td>State Senator Velmanette Montgomery Briefing, Brooklyn electeds</td>
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<tr>
<td>1/12/2015</td>
<td>Queens Borough Board Briefing</td>
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<tr>
<td>1/20/2015</td>
<td>NJ Non-Government Organizations Briefing</td>
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<td>1/22/2015</td>
<td>Brooklyn Borough Board Briefing</td>
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<tr>
<td>2/3/2015</td>
<td>NJ Elected Officials Briefing</td>
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<td>2/12/2015</td>
<td>Partnership for NY Briefing</td>
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<td>2/17/2015</td>
<td>NJTPA Freight Initiatives Committee Briefing</td>
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<td>2/20/2015</td>
<td>NYMTC Briefing</td>
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<td>2/25/2015</td>
<td>Nassau County Executive Briefing</td>
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<td>3/2/2015</td>
<td>Suffolk County Executive Briefing</td>
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<tr>
<td>3/2/2015</td>
<td>Brooklyn Community Board 14 Briefing</td>
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<tr>
<td>3/3/2015</td>
<td>Meeting with Elizabeth Crowley and staff.</td>
</tr>
<tr>
<td>3/4/2015</td>
<td>New York City Council Briefing</td>
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<td>3/9/2015</td>
<td>Brooklyn Community Board 10 Briefing</td>
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<td>3/11/2015</td>
<td>Queens Community Board 5 Briefing</td>
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<tr>
<td>3/13/2015</td>
<td>NY State Assembly - Transportation Committee Members Briefing</td>
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D-2.0 SAFETEA-LU Meetings
D-2.1 November 2014
Meeting
Meeting Invitation
October 13, 2014

Federal Railroad Administration
Mr. John Winkle
Competitive Grants
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: SAFETEA-LU Section 6002 for the Cross Harbor Freight Program: Invitation to Participate as a Cooperating Agency

Dear Mr. Winkle:

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

A Notice of Intent (NOI) for the Cross Harbor Freight Tier I EIS (CHFEIS) was published in the Federal Register on May 13, 2010 and the project team has been working to prepare a Draft Tier I EIS. Agency coordination meetings have been taking place throughout the project; the most recent meeting to discuss preliminary demand modeling results took place on October 26, 2011 at NYMTC. As we are now in the final stages of completing the Draft EIS, it is appropriate to request that Cooperating and Participating Agencies confirm their interest in continuing to serve in those roles, and to reconvene a meeting of such Agencies to update them on our progress.

The Cross Harbor Freight Program (CHFP) has been following the agency coordination process laid out in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6002. Section 6002 requires that the project leaders identify Cooperating Agencies, i.e., any Federal, State, or local agency that has jurisdiction by law or special expertise with respect to any environmental impact that may result from a proposed project. The law also provides for Participating Agency status, for those agencies that have an interest in the project.

Because the construction and implementation of the CHFP may eventually require a permit from your agency or otherwise involve your agency’s jurisdiction, FHWA and PANYNJ would like to extend another invitation to your agency to become a Cooperating Agency in the environmental review process for the CHFEIS in accordance with SAFETEA-LU.

Pursuant to Section 6002 of SAFETEA-LU, cooperating agencies are responsible for identifying, as early as practical, any issues of concern regarding the project’s potential environmental, social, or economic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Typically, a cooperating agency’s role in the development of the above project could include the following as they relate to the agency’s area of expertise:

1. Provide meaningful and early input to the methodologies and level of detail required in the
alternatives analysis and environmental assessment, as referenced above.

2. Identify issues that could substantially delay or prevent granting of permits/approvals.

3. Identify opportunities for collaboration, including participating in coordination meetings and joint field reviews, as appropriate.

4. 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.

We would expect your agency’s involvement to focus specifically on those aspects of the project which fall under the agency’s jurisdiction.

Please sign in the appropriate location on the attached form to confirm or deny your acceptance of Cooperating Agency status and return the form on or before October 31, 2014 via:

- Email at feedback@crossharborstudy.com
- fax at 201-612-1232
- or by regular mail at:
  Cross Harbor Freight Program
c/o InGroup, Inc.
  PO BOX 206
  Midland Park, NJ 07432

If you choose to accept this invitation, please identify your organization’s key contact for this project and provide us with their contact information. If you should choose to decline the invitation, please be advised that your agency will continue to receive information on the project and invitations to project meetings. The next agency coordination meeting has been scheduled for the date and time shown below. Please RSVP for the meeting on or before November 7, 2014 via email to feedback@crossharborstudy.com.

Wednesday, November 12, 2014
10:00a.m. – 12:00p.m.
Port Authority Boardroom
PANYNJ
225 Park Avenue South, 15th Floor, NY, NY 10003

Please do not hesitate to contact us at feedback@crossharborstudy.com with any questions or comments on your agency’s respective roles and responsibilities or the Cross Harbor Freight Program. We look forward to your participation in this important transportation project.

Sincerely,

Mark D. Hoffer
Director, New Port Initiatives
Port Commerce Department
Port Authority of New York & New Jersey
Cross Harbor Freight Program Tier I Environmental Impact Statement (EIS)
SAFETEA-LU Cooperating Agency

Please return this on or before October 31, 2014

Mail: Cross Harbor Freight Program
c/o InGroup, Inc.
PO Box 206
Midland Park, NJ 07432

Federal Railroad Administration
Mr. John Winkle
Competitive Grants
1200 New Jersey Avenue, SE
Washington, DC 20590

Please check the correct box:

[ ] We accept the invitation to be a Cooperating Agency in the environmental review process for the Cross Harbor Freight Program.

[ ] We decline the invitation to be a Cooperating Agency but would like to be a Participating Agency in the environmental review process for the Cross Harbor Freight Program.

Please provide the following information for the key contact person from your organization:

Name:__________________________________   Title:_____________________________
Address:____________________________________________________________________
City:___________________________________    State:________________   Zip:________
Phone:__________________________________   Email:____________________________

[ ] We decline the invitation to be a Cooperating or Participating Agency in the environmental review process for the Cross Harbor Freight Program.

Pursuant to SAFETEA-LU Sec. 6002, any agency that chooses to decline the invitation must specifically state that the agency:

• Has no jurisdiction or authority with respect to the project;
• Has no expertise or information relevant to the project; and
• Does not intend to submit comments on the project.

If you are declining both Cooperating and Participating Agency status, please attach a signed document stating your reason for declining this invitation.

_________________________________________ __________________
Print name       Title

_________________________________________ __________________
Signature      Date
Meeting Agenda
WELCOME
CROSS HARBOR FREIGHT PROGRAM
SAFETEA-LU COMMITTEE MEETING
November 12, 2014 - 10:00 a.m. - 12:00 p.m.

AGENDA

Location
PANYNJ – 225 Park Avenue South, 15th Floor, NY, NY 10003
Boardroom

Please be sure to sign-in at the registration desk.

1. Registration

2. Presentation
   - Introduction
   - Project Purpose and Need
   - Project Timeline
   - Tier I Process
   - Project Alternatives
   - Environmental Effects
   - Q & A

3. Follow-up Checklist
   a. Submit general feedback/comments (in writing) to:
      e-mail – crossharborstudy@ingroupinc.com or fax: (201) 612.1232
Meeting Presentation
This presentation was also used for the December 2014 Webinar since NYS Office of Parks, Recreation and Historic Preservation – State Historic Preservation Office was unable to attend the SAFETEA-LU meeting in person.
Agenda

- Introduction
- Project Purpose and Need
- Project Timeline
- Tier 1 Process
- Project Alternatives
- Environmental Effects
- Q&A
Freight Growth = Truck Demand

Millions of Truck Tons

Roadway Network

2007 2035

909
Freight Growth = Truck Demand

Millions of Truck Tons

2007 2035

Existing Congestion

909
Freight Growth = Truck Demand

Millions of Truck Tons

- 2007: 909
- 2035: 1,272

2035 Congestion
Existing Modes

- Over 90 percent of freight crossing between the west-of-Hudson and east-of-Hudson regions is moved by truck.

- In 2007, just over 1.1 billion tons of freight moved to, from, within, and through the 54-county freight modeling study area.
  - 81% moved by truck
  - 9% moved by rail
  - 9.4% by water
  - 0.1% by air
  - 0.5% via other modes (e.g., pipelines)

- For long-haul tonnage, the east-of-Hudson region has a rail share of just 3 percent compared to 24 percent for the west-of-Hudson region.
Existing Rail Options: NS

Long Route
524 Miles
Existing Rail Options: NS

Long Route
524 Miles

Short Route
(with Cross Harbor connection)
176 Miles
Existing Rail Options: CSX
Existing Rail Options: CSX
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.
Purpose and Need

- **Goal 1**: Reduce truck trips on freight corridors.
- **Goal 2**: Provide modal options.
- **Goal 3**: Enhance resiliency, safety and security, and infrastructure protection.
- **Goal 4**: Support development of integrated freight transportation/land use strategies.
Near-Term Improvements
EIS Timeline

1. Revised NOI
   - May 2010

2. Scoping
   - Oct-Nov 2010

3. Response to Comments
   - June-July 2011

4. Screening Analysis
   - 2011-2014

5. Detailed Evaluation
   - 2011-2014

6. Public Comment Period and Hearings
   - Winter 2014/15

7. Publish Tier I DEIS
   - Nov 2014

8. Publish Tier I FEIS
   - Spring 2015

9. Tier 1 ROD
   - Summer 2015
### Tiering

<table>
<thead>
<tr>
<th>Tier I</th>
<th>Tier II</th>
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<tbody>
<tr>
<td>Complex regional projects</td>
<td>Depending on alternative(s) selected, could be a CE, EA or EIS</td>
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<td>Cost-efficient evaluation of a broad range of alternatives</td>
<td>Assessment of potential effects associated with a specific facility or activity</td>
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<tr>
<td>Assessment of alternatives when level of detail is limited</td>
<td>Project-specific mitigation measures</td>
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<tr>
<td>Selection of mode, alignment, and termini</td>
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Freight Modeling Area
Development of Alternatives

Long List of Alternatives

Initial Screening/Fatal Flaw

Screening Using Project Goals

Detailed Evaluations

Number of Build Alternatives

- 27
- 14
- 10
Project Alternatives

No Action

Waterborne Alternatives

- Railcar 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
Project Alternatives

No Action

Waterborne Alternatives

- Railcar Float
  +2.8
- Truck Float
  +1.7
- Truck Ferry
  +1.7
- LOLO Container Barge
  +0.4
- RORO Container Barge
  +0.4

Rail Tunnel Alternatives

- Rail Tunnel
  +9.6
- With Shuttle Service
  +8.7
- With Chunnel Service
  +10.5
- With AGV Technology
  +8.9
- With Truck Access
  +24.1
Project Alternatives

No Action

Waterborne Alternatives

- Railcar Float: +2.8
- Truck Float: +1.7
- Truck Ferry: +1.7
- LOLO Container Barge: +0.4
- RORO Container Barge: +0.4

Waterborne Alternatives Cost: $100 to $600 million

Rail Tunnel Alternatives

- Rail Tunnel: +9.6
- With Shuttle Service: +8.7
- With Chunnel Service: +10.5
- With AGV Technology: +8.9
- With Truck Access: +24.1

Rail Tunnel Alternatives Cost: $7 to $11 billion
Numerous Locations Considered
Reductions In Daily Volumes On East-West Crossings

- Waterborne Alternatives: 600 trucks
- Rail Tunnel Alternative: 1,400 to 1,800 trucks
- Rail Tunnel With Chunnel
- Rail Tunnel With AGV: 1,800 to 2,500 trucks
- Rail Tunnel With Shuttle
- Rail Tunnel With Truck Access: 5,000 trucks
DEIS Environmental Analyses

- Land Use, Neighborhood Character, and Social Conditions
- Economic Conditions and Effects
- Cultural Resources
- Visual and Aesthetic Conditions
- Energy and Climate Change
- Air Quality
- Noise
- Natural Resources
- Water Resources
- Hazardous Materials
- Environmental Justice
- Coastal Zone Management (CZM)
Land Use, Neighborhood Character and Social Conditions

- Project sites are in keeping with existing waterfront, rail and freight transport-related uses
- Direct effects to land use due to potential property acquisitions
  - Further information and study in Tier 2 required
- Indirect effects limited to
  - Potential indirect localized effects of construction and operation traffic
  - Changes in freight facility operations
  - Construction within existing freight facilities and rail corridors
Potential Land Acquisition by Facility per Alternative

- Waterborne Alternatives
  - Up to 10 acres at terminals and other freight facilities

- Rail Tunnel Alternatives
  - Rail Tunnel Alternative: up to 60 acres
  - Rail Tunnel with Shuttle Service
  - Rail Tunnel with AGV Technology
  - Rail Tunnel with Chunnel Service
  - Rail Tunnel with Truck Access
  - Further Analysis Required in Tier 2

- Up to 80 acres
Cultural Resources
Visual and Aesthetic Considerations

- Historic resources
  - Potential construction effects on historic resources

- Archaeological resources
  - Potential effects on archaeological resources

- Visual and Aesthetic
  - Potential effects for alternatives that include tall structures (e.g. cranes, tunnel ventilation shafts)

- Tier 2 assessment needed to specify effects and develop mitigation
<table>
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<tr>
<th>Alternative Class</th>
<th>Alternative</th>
<th>Energy Use (Billion BTU)</th>
<th>GHG Emissions (Metric Tons CO₂e)</th>
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<td>Other Waterborne</td>
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<td>Rail Tunnel</td>
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<td>-1,000 to -1,600</td>
<td>-80,000 to -110,000</td>
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</table>
Air Quality

- Regional air quality benefits
  - VMT reduction
  - Reduced Idling on Crossings
- Localized emission increases
  - Freight Facilities
  - Rail corridor, tug boats/ferries
- Mitigation options for local effects exist and will be explored further in Tier 2
Noise

- Yard locations within allowable noise limits.
- Potential effects
  - Rail corridor noise increase up to 11 dBA
  - Localized truck increases near certain freight facilities
- Tier 2 will study mitigation options to address potential localized noise and vibration impacts
  - Mitigation options could include: sound walls, continuous welded rail, construction activity noise attenuation
  - Vibration attenuation would be required for all Rail Tunnel alternatives
Natural Resources

- Increase in noise and human activity is not expected to impact wildlife near freight facilities at most locations.

- Potential Effects of Operation
  - Long Island: certain species may be more sensitive to human disturbance, and shifts in wildlife community composition toward more disturbance-tolerant generalist species may occur near freight facilities.

- Tier 2 will study mitigation options to address potential impacts to Natural Resources.
  - Mitigation options could include: sound walls, continuous welded rail, construction activity noise attenuation, lighting that is protective of adjacent habitats.
Water Resources

- Operation not expected to have an adverse effect on floodplains, groundwater, or surface water.

- Potential effects on aquatic biota during tunnel construction if any Rail Tunnel Alternatives are selected
  - Excavation below water table and/or dewatering
  - Re-suspension of bottom sediment during construction of tunnel tube with potential to affect dissolved oxygen and water quality

- Potential effects on aquatic biota during construction if any Waterbourne Alternatives are selected
  - Potential excavation below water table and/or dewatering

- Mitigation measures to be further developed
### Other Technical Areas Considered

- **Hazardous Materials:**
  - Standard remediation to avoid impacts from contamination

- **Environmental Justice**
  - EJ communities have been identified
  - Tier 2 traffic, air quality, and noise studies needed to delineate potential effects and identify mitigation

- **Coastal Zone Management**
  - Parts of the study area are subject to Coastal Zone Management policy
  - Detailed evaluation in Tier 2
Indirect and Cumulative Effects

- Indirect benefits: additional jobs

- Potential cumulative impacts from operation of:
  - Greenville Yard Master Plan, Global Marine Terminal, and 65th Street Yard

- Potential cumulative impacts for Tier 2 study from construction of:
  - PANYNJ’s Harbor Deepening Project
  - New NY Bridge Project spanning the Hudson River at Tappan Zee
  - Bayonne Bridge Navigational Clearance Program
  - New Jersey Turnpike Interchange 14A
  - Newark Bay-Hudson County Bridge
  - Goethals Bridge
Each alternative under consideration has pros and cons regarding ability to meet project goals, environmental effects, cost, and ease of implementation.

The alternative selection will incorporate public comments and input and be made in the Tier 1 ROD.

Please help improve the Cross Harbor Freight Movement Project by providing your feedback.
Thank You!
crossharborstudy.com
Meeting E-Alerts
Invitation to the Cross Harbor Freight Program
SAFETEA-LU Meeting

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

A Notice of Intent (NOI) for the Cross Harbor Freight Tier I EIS (CHFEIS) was published in the Federal Register on May 13, 2010 and the project team has been working to prepare a Draft Tier I EIS. Agency coordination meetings have been taking place throughout the project; the most recent meeting to discuss preliminary demand modeling results took place on October 26, 2011 at NYMTC. As we are now in the final stages of completing the Draft EIS, we invite you to a meeting to update you on our progress.

A SAFETEA-LU agency coordination meeting has been scheduled for:

**Wednesday, November 12, 2014**
10:00 AM - 12:00 PM
Port Authority Boardroom
PANYNJ
225 Park Avenue South, 15th Floor
New York, NY 10003

Please notify us by **Friday, November 7, 2014**, if you or a representative will be attending the meeting via email at crossharborstudy@ingroupinc.com

As always, please do not hesitate to contact me at 212-435-7276 with any questions or comments. On behalf of the project team, we look forward to an informative and lively discussion.

Best Regards,

Mark D. Hoffer
Director, New Port Initiatives
Cross Harbor Freight Program
SAFETEA-LU Meeting Follow-Up

Thank you for your continued participation in the Cross Harbor Freight Program (CHFP).

In response to your request for a copy of the presentation given to SAFETEA-LU agencies on November 12, 2014 at the Port Authority of New York and New Jersey, we are pleased to provide a link so that you may download the presentation at your convenience.

Please click here to download a copy of the presentation from the CHFP SAFETEA-LU meeting. The link will remain active through Wednesday, November 26, 2014.

The Port Authority of New York and New Jersey (PANYNJ) is pleased to announce the release of the Cross Harbor Freight Program Tier 1 Draft Environmental Impact Statement (DEIS). The complete document is available for download at www.crossharborstudy.com.

The public comment period is now open and will close on Friday, February 27, 2015 at 5pm. Public hearings will take place in winter 2015 (dates to be announced).

Please email any questions or comments to feedback@crossharborstudy.com.
Meeting Request for Special Briefing
# REQUEST FOR SPECIAL BRIEFING

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<th>Title / District</th>
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D-2.2 January 2015
Workshop
Workshop Invitation
Cross Harbor Freight Program
SAFETEA-LU Workshop Invitation

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) have released a NEPA Tier 1 Draft Environmental Impact Statement (DEIS) to evaluate alternatives to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor. The Cross Harbor Freight Program (CHFP) DEIS evaluates both near-term and long-term improvements to the regional freight network.

The CHFP team cordially invites you to attend a SAFETEA-LU Agency Workshop on:

Wednesday, January 07, 2015
10:00 a.m. - 4:00 p.m
STV Incorporated
Fourth Floor Training Room
225 Park Avenue South
New York, NY 10003

The workshop's agenda includes a discussion of Tiering and the roles of Cooperating and Participating Agencies; an examination of the regional freight movement problem; a discussion of the ten Build Alternatives under consideration; and, a discussion of the screening analysis, modeling effort and demand analysis whose findings informed the Port Authority’s winnowing of the initial long list of alternatives. A light lunch will be served.

As always, please do not hesitate to contact us at feedback@crossharborstudy.com with any questions or comments. On behalf of the project team, we look forward to seeing you at the workshop.

Best Regards,
Cross Harbor Freight Program
SAFETEA-LU Workshop
Invitation Reminder

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) have released a NEPA Tier 1 Draft Environmental Impact Statement (DEIS) to evaluate alternatives to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor. The Cross Harbor Freight Program (CHFP) DEIS evaluates both near-term and long-term improvements to the regional freight network.

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If you haven't already sent in your RSVP, please notify us by Wednesday, December 24, 2014, if you or a representative will be attending the meeting via email at feedback@crossharborstudy.com.

As always, please do not hesitate to contact us at feedback@crossharborstudy.com with any questions or comments. On behalf of the project team, we look forward to seeing you at the workshop.

Best Regards,
Mark D. Hoffer  
Director, New Port Initiatives  
Port Commerce Department  
Port Authority of New York & New Jersey
Workshop Agenda
WELCOME
CROSS HARBOR FREIGHT PROGRAM
SAFETEA-LU AGENCY WORKSHOP
January 7, 2015 - 10:00 a.m. - 4:00 p.m.

AGENDA

Location
STV Incorporated – 225 Park Avenue South, 4th Floor, NY, NY 10003
4th Floor Training Room

Please be sure to sign-in at the registration desk.

1. Morning Session
   - The Cross Harbor Freight Movement Program
   - Tier I EIS Process
     i. Cooperating & Participating Agencies and Their Roles
   - Alternatives Screening
     i. Initial Screening / Fatal Flaw Analysis
     ii. Detailed Screening
     iii. Identifying the ten Build Alternatives

2. Lunch

3. Afternoon Session
   - Freight Modeling and Demand Results
   - Analyzing the Build Alternatives

4. Follow-up
   a. Submit general feedback/comments (in writing) to:
      e-mail – crossharborstudy@ingroupinc.com or fax: (201) 612.1232
Workshop Presentation
Workshop Agenda

- Project Introduction
- Tier I EIS Process
- Alternative Screening
- Break for Lunch
- Freight Modeling and Demand Results
- Alternatives Analysis
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.
Purpose and Need

- **Goal 1**: Reduce truck trips on freight corridors.
- **Goal 2**: Provide modal options.
- **Goal 3**: Enhance resiliency, safety and security, and infrastructure protection.
- **Goal 4**: Support development of integrated freight transportation/land use strategies.
Tiering

- **What?**
  - staged process for environmental review of complex projects

- **Why?**
  - “...Agencies are encouraged to tier their NEPA evaluations to eliminate repetitive discussions of the same issues and to focus on the actual issues that are ripe for decision at each level of environmental review...” (CEQ Section 1502.20)
  - allows agency to prepare NEPA documents with the appropriate level of detail at different stages
  - allows stakeholders to influence decision making at various points
Tier I EIS “Roadmap”
Tier I EIS Timeline

- **Revised NOI**
  - May 2010

- **Scoping**
  - Oct-Nov 2010

- **Response to Comments**
  - June-July 2011

- **Screening Analysis**
  - 2011-2014

- **Detailed Evaluation**
  - 2011-2014

- **Public Comment Period and Hearings**
  - Nov 2014

- **Publish Tier I DEIS**
  - Winter 2014/15

- **Publish Tier I FEIS**
  - Spring 2015

- **Tier 1 ROD**
  - Summer 2015
## Tiering

### Tier I
- Complex regional projects
- Cost-efficient evaluation of a broad range of alternatives
- Assessment of alternatives when level of detail is limited
- Selection of mode, alignment, and termini

### Tier II
- Depending on alternative(s) selected, could be a CE, EA or EIS
- Assessment of potential effects associated with a specific facility or activity
- Project-specific mitigation measures
Alternatives Development

- Long List of Alternatives
- Initial Screening/Fatal Flaw
- Screening Using Project Goals
- Detailed Evaluations

Number of Build Alternatives:
- 27
- 14
- 10

Project Introduction  Process  Alternatives Screening  Freight Modeling and Demand Results  Alternatives Analysis
### Long List of Alternatives (27)

<table>
<thead>
<tr>
<th>Class</th>
<th>No. and Source</th>
<th>Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>TSM</td>
<td>(2004 DEIS – modified)</td>
<td>1  Freight Movement Efficiency/Safety Improvements</td>
</tr>
<tr>
<td></td>
<td>(MIS – modified)</td>
<td>2  Railcar Float Efficiency/Safety Improvements</td>
</tr>
<tr>
<td></td>
<td>(MIS)</td>
<td>3  High-Speed Loading and Unloading of Railcar Floats</td>
</tr>
<tr>
<td>TDM</td>
<td>(MIS – modified)</td>
<td>4  Bridge/Tunnel Pricing</td>
</tr>
<tr>
<td></td>
<td>(New)</td>
<td>5  &quot;Managed Trucking&quot; Facilities/Franchises</td>
</tr>
<tr>
<td>Waterborne</td>
<td>(MIS)</td>
<td>6  &quot;Hub Tub&quot; Concept for Port Activities Alternative/Strategy</td>
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<tr>
<td></td>
<td>(MIS)</td>
<td>7  Use of a Containment Island for Port Activities</td>
</tr>
<tr>
<td></td>
<td>(MIS/2004 DEIS)</td>
<td>8  Enhanced Railcar Float</td>
</tr>
<tr>
<td></td>
<td>(New)</td>
<td>9  Railcar Float Port Ivory Service</td>
</tr>
<tr>
<td></td>
<td>(New)</td>
<td>10 Truck Ferry</td>
</tr>
<tr>
<td></td>
<td>(New)</td>
<td>11 Truck Float</td>
</tr>
<tr>
<td></td>
<td>(New)</td>
<td>12 Roll On-Roll Off (RORO) Container Barge</td>
</tr>
<tr>
<td></td>
<td>(New)</td>
<td>13 Lift On-Lift Off (LOLO) Container Barge</td>
</tr>
<tr>
<td></td>
<td>(New)</td>
<td>14 &quot;Hub Tub&quot; Concept for Port Activities Alternative/Strategy</td>
</tr>
<tr>
<td>Airborne</td>
<td>(MIS)</td>
<td>15 Link to JFK International Airport for Air Cargo Movements</td>
</tr>
<tr>
<td>And Air</td>
<td>(MIS)</td>
<td>16 Access to the Region’s Core with Freight Rail</td>
</tr>
<tr>
<td>Cargo</td>
<td>(MIS)</td>
<td>17 Staten Island to Brooklyn Shared Passenger and Freight Rail Tunnel</td>
</tr>
<tr>
<td>Related</td>
<td>(MIS/2004 DEIS)</td>
<td>18 Staten Island to Brooklyn Rail Tunnel</td>
</tr>
<tr>
<td>Rail Tunnel</td>
<td>(MIS/2004 DEIS – modified)</td>
<td>19 Rail Tunnel</td>
</tr>
<tr>
<td></td>
<td>(New)</td>
<td>20 Rail Tunnel with Shuttle (&quot;Open Technology&quot;) Service</td>
</tr>
<tr>
<td></td>
<td>(New)</td>
<td>21 Rail Tunnel with Chunnel Service</td>
</tr>
<tr>
<td></td>
<td>(New)</td>
<td>22 Rail Tunnel with AGV Technology</td>
</tr>
<tr>
<td></td>
<td>(New)</td>
<td>23 Rail Tunnel from New Jersey to Brooklyn Waterfront, near Owl’s Head Park</td>
</tr>
<tr>
<td></td>
<td>(MIS – modified)</td>
<td>24 Rail Tunnel with Truck Access</td>
</tr>
<tr>
<td></td>
<td>(MIS – modified)</td>
<td>25 Rail Tunnel with Continuous Truck Access</td>
</tr>
<tr>
<td>Other Rail</td>
<td>(MIS)</td>
<td>26 Rail Freight Connection to the Brooklyn Navy Yard</td>
</tr>
<tr>
<td></td>
<td>(TZB)</td>
<td>27 Tappan Zee Bridge Freight Rail</td>
</tr>
</tbody>
</table>
Initial Screening / Fatal Flaw

- Clearly inconsistent with or unlikely to meet the project purpose and need.
- Requires technologies, service concepts, etc., whose feasibility and effects cannot be reliably tested through the evaluation process.
- Requires the use of resources or properties which are highly unlikely to be available.
- Clearly incompatible with existing or planned operations of current passenger rail services and any associated long-term investments.
### Alternatives Eliminated in Fatal Flaw Screening

<table>
<thead>
<tr>
<th>Alternative Class</th>
<th>No.</th>
<th>Alternative</th>
<th>Fatal Flaw Screening Criteria</th>
</tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>a</td>
</tr>
<tr>
<td><strong>Waterborne</strong></td>
<td>3</td>
<td>High Speed Loading and Unloading of Railcar Floats</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>“Hub Tub” Concept for Port Activities Alternative/Strategy</td>
<td></td>
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<tr>
<td></td>
<td>7</td>
<td>Use of a Containment Island for Port Activities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>9</td>
<td>Railcar Float Port Ivory Service</td>
<td></td>
</tr>
<tr>
<td><strong>Airborne and Air Cargo Related</strong></td>
<td>14</td>
<td>Vertical Takeoff and Landing (VTOL)</td>
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</tr>
<tr>
<td></td>
<td>15</td>
<td>Link to JFK International Airport for Air Cargo Movements</td>
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<tr>
<td><strong>Rail Tunnel</strong></td>
<td>16</td>
<td>Access to the Region’s Core with Freight Rail and/or Amtrak’s Gateway Project</td>
<td></td>
</tr>
<tr>
<td></td>
<td>17</td>
<td>Staten Island to Brooklyn Shared Passenger and Freight Rail Tunnel</td>
<td></td>
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<tr>
<td></td>
<td>18</td>
<td>Staten Island to Brooklyn Rail Tunnel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>23</td>
<td>Rail Tunnel from New Jersey to Brooklyn Waterfront, near Owl’s Head Park</td>
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<tr>
<td></td>
<td>25</td>
<td>Rail Tunnel with Continuous Truck Access</td>
<td></td>
</tr>
<tr>
<td><strong>Other Rail</strong></td>
<td>26</td>
<td>Rail Freight Connection to the Brooklyn Navy Yard</td>
<td></td>
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<tr>
<td></td>
<td>27</td>
<td>Tappan Zee Bridge Freight Rail</td>
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</table>

<table>
<thead>
<tr>
<th><strong>Criteria</strong></th>
<th>a</th>
<th>b</th>
<th>c</th>
<th>d</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Clearly inconsistent with or unlikely to meet the project purpose and need.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Requires technologies, service concepts, etc., whose feasibility and effects cannot be reliably tested through the evaluation process.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>c. Requires the use of resources or properties which are highly unlikely to be available.</td>
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</tr>
<tr>
<td>d. Clearly incompatible with existing or planned operations of current passenger rail services and any associated long-term investments.</td>
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</table>
## Alternatives Screening

<table>
<thead>
<tr>
<th>Goals</th>
<th>Objectives</th>
<th>TSM</th>
<th>TDM</th>
<th>Waterborne</th>
<th>Rail Tunnel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal 1: Reduce the contribution of Cross Harbor trucks to congestion.</td>
<td>a Reduce the VMT from Cross Harbor trucks</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>c Maximize use of existing infrastructure</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>d Maintain or improve regional freight network</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goal 2: Provide modal options to trucking services.</td>
<td>a Increase modal options for Cross Harbor freight</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b Provide modal options and choices that offer attractive and competitive performance</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goal 3: Expand facilities for Cross Harbor goods movement to enhance system resiliency, safety and security, and infrastructure protection.</td>
<td>a Provide Cross Harbor freight facilities and services that improve system redundancy and resilience</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b Support contingency planning for emergency Cross Harbor operations</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>c Reduce the number of freight vehicle-related accidents</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>d Develop effective alternative options for transporting overweight/non-standard cargo</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goal 4: Support development of integrated freight transportation/land use strategies.</td>
<td>a Maximize use of underutilized freight infrastructure and land</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b Support existing freight distribution centers</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Alternatives Analyzed in Tier I Draft EIS

No Action

Waterborne Alternatives
- Railcar 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
Market Analysis

- Sequential steps to identify demand for each alternative:
  - Market Identification
    - What are the divertible markets?
  - Commodity Flow Analysis
    - How large are the divertible markets?
  - Market Research
    - How do cost/speed/reliability factors influence logistics decision-making?
  - Diversion Analysis
    - How much of the market can the alternatives capture?
    - How will the alternatives affect truck and rail route choices?
    - What are the effects?
Framework for Estimating Demand

Commodity Flow Data

Submarket Size

Alternative Modes, Routes, Services with Defined Levels of Service

Diversion Share

Mode Choice Models for study area markets
National factors for through markets

Route Share

Rail Network Model
Highway Network Model

Demand for existing modes = Submarket Size x Route Share
Demand for new modes = Submarket Size x Diversion Share

Cross-check
“What if” testing with different levels of service (cost, speed, reliability)
Five 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

#5 Provide an alternative route for through rail traffic
Working Assumptions
Alternatives Have to Match Market Opportunities

<table>
<thead>
<tr>
<th></th>
<th>No Action</th>
<th>Waterborne Alternatives</th>
<th>Tunnel Alternatives</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rail</td>
<td>Other Tunnel Alternatives</td>
<td></td>
</tr>
<tr>
<td>Proven Rail Markets</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Relocate Rail Trip Ends</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intermodal</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Divert Long Haul Trucks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Divert Other Trucks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Divert Through Rail Traffic</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Project Introduction
Process
Alternatives Screening
Freight Modeling and Demand Results
Alternatives Analysis
Success of Alternatives Depends on Level of Service

Each Cross Harbor alternative has a defined “level of service”

- End to end cost
- End to end speed
- End to end reliability

If an alternative mode or route offers improved Level of Service for the parameter(s) that matter to users, it will attract traffic

For example:

- Rail tunnel would provide significantly faster rail service from Mid-Atlantic, South, and Southwest
- Most competitive in those markets
SUBMARKETS ANALYSIS
Sizing Markets with Freight Data

Identify 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
Data Analysis Challenges

- Different commodity classification schemes
- Different analysis zone definitions
- Volume and nature of truck flows
- Initial and corrected versions of Transearch
- Poor information on multi-modal “linked” trips and moves through distribution centers
- Counts and models report all trucks, including trucks we aren’t interested in (non-freight service trucks, empties, etc.)
- Transearch and FAF omit some trucks we are very interested in (MSW, shorter hauls, smaller loads)
Base Year 2007 Estimates

- To establish reliable 2007 baseline
  - Started with Transearch
  - Reconciled and “cross walked” different zone and commodity schemes
  - Converted tonnages to loaded trucks
  - Calibrated crossing truck tonnage to toll counts, regional model estimates, and FAF-3 estimates
  - Adjusted O-D tonnage based on PANYNJ O-D surveys
  - Added truck MSW data from original research
  - Estimating rail-truck shares from NNJ, Selkirk, Harrisburg, Allentown

- Process was longer and more involved than expected, but produced a good high-level fit to empirical data
  - 15,000 EB heavy truck crossings to “NY Part NYNJ” FAF-3 Zone
  - 26,000 to 32,000 EB total heavy truck crossings
### Total Surface Tons, 2007 and 2035

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2035</th>
<th>Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck</td>
<td>909,564,463</td>
<td>1,272,414,974</td>
<td>140%</td>
</tr>
<tr>
<td>Carload Rail</td>
<td>80,024,997</td>
<td>102,272,694</td>
<td>128%</td>
</tr>
<tr>
<td>Intermodal Rail</td>
<td>16,733,420</td>
<td>23,330,482</td>
<td>139%</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>1,006,322,880</strong></td>
<td><strong>1,398,018,150</strong></td>
<td><strong>139%</strong></td>
</tr>
</tbody>
</table>

![Graph showing freight flows for 2007 and 2035]
# Crossing Flows = Potential Demand

<table>
<thead>
<tr>
<th>Mode</th>
<th>2007 Tons</th>
<th>2035 Tons</th>
<th>Change</th>
<th>% Change</th>
<th>CAGR 2007-2035</th>
<th>CAGR 2012-2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck</td>
<td>221.0</td>
<td>292.5</td>
<td>71.5</td>
<td>32.4%</td>
<td>1.0%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Carload Rail</td>
<td>21.4</td>
<td>29.7</td>
<td>8.3</td>
<td>38.8%</td>
<td>1.2%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Intermodal Rail</td>
<td>2.9</td>
<td>4.2</td>
<td>1.3</td>
<td>44.8%</td>
<td>1.2%</td>
<td>1.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>245.4</strong></td>
<td><strong>326.4</strong></td>
<td><strong>81.0</strong></td>
<td><strong>33.0%</strong></td>
<td><strong>1.0%</strong></td>
<td><strong>1.2%</strong></td>
</tr>
</tbody>
</table>

- **Within Study Area**: 32%
- **Pass Through**: 41%
- **Long Haul O/D**: 14%
- **Short Haul O/D**: 13%
Profile of Cross Harbor Submarkets: Within-Study-Area and Short-Haul Trucks

- 111.5 million tons in 2007
- 154.7 million tons in 2035
- (39% growth)

**Distance:**
- Less than 100 miles: 59%
- 100 or more miles: 41%

**Direction:**
- West to East: 72%
- East to West: 28%

**East of Hudson Core Counties**

<table>
<thead>
<tr>
<th>County</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronx</td>
<td>4%</td>
</tr>
<tr>
<td>Kings</td>
<td>15%</td>
</tr>
<tr>
<td>Nassau</td>
<td>3%</td>
</tr>
<tr>
<td>Queens</td>
<td>6%</td>
</tr>
<tr>
<td>Suffolk</td>
<td>4%</td>
</tr>
<tr>
<td>Westchester</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>34%</td>
</tr>
</tbody>
</table>

**Commodities**

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Food</td>
<td>18%</td>
</tr>
<tr>
<td>Refined Petroleum Products</td>
<td>15%</td>
</tr>
<tr>
<td>Clay, Concrete, Glass</td>
<td>12%</td>
</tr>
<tr>
<td>Nonmetallic Minerals</td>
<td>12%</td>
</tr>
<tr>
<td>Chemical Products</td>
<td>7%</td>
</tr>
<tr>
<td>Truck Secondary and Drayage</td>
<td>6%</td>
</tr>
<tr>
<td>Metal</td>
<td>3%</td>
</tr>
<tr>
<td>Municipal Solid Waste</td>
<td>3%</td>
</tr>
<tr>
<td>Lumber</td>
<td>3%</td>
</tr>
<tr>
<td>Paper</td>
<td>3%</td>
</tr>
<tr>
<td>All Other</td>
<td>14%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
Profile of Cross Harbor Submarkets: Long-Haul Origin/Destination Trucks

- 36.2 million tons in 2007
- 50.2 million tons in 2035
- (39% growth)
- Direction:

| East of Hudson Core Counties |  
|------------------------------|---|
| Bronx                        | 5% |
| Kings                        | 20%|
| Nassau                       | 4% |
| Queens                       | 7% |
| Suffolk                      | 5% |
| Westchester                  | 4% |
| Total                        | 44%|

<table>
<thead>
<tr>
<th>Commodities</th>
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</thead>
<tbody>
<tr>
<td>Food</td>
<td>17%</td>
</tr>
<tr>
<td>Chemical Products</td>
<td>13%</td>
</tr>
<tr>
<td>Metal</td>
<td>10%</td>
</tr>
<tr>
<td>Municipal Solid Waste</td>
<td>9%</td>
</tr>
<tr>
<td>Paper</td>
<td>8%</td>
</tr>
<tr>
<td>Rubber/Plastics</td>
<td>5%</td>
</tr>
<tr>
<td>Refined Petroleum Products</td>
<td>4%</td>
</tr>
<tr>
<td>Metal Products</td>
<td>4%</td>
</tr>
<tr>
<td>Lumber</td>
<td>3%</td>
</tr>
<tr>
<td>Agriculture</td>
<td>3%</td>
</tr>
<tr>
<td>All Other</td>
<td>23%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
</tr>
</tbody>
</table>
Profile of Cross Harbor Submarkets: Pass-Through Trucks

- 104.7 million tons in 2007
- 148.0 million tons in 2035
- (41% growth)

Distance:
- Less than 500 miles: 22%
- More than 500 miles: 78%

Hudson/ Harbor Crossing:
- PANYNJ Crossings: 5%
- Other Crossings: 95%

Top Origin-Destination Pairs

<table>
<thead>
<tr>
<th>State1</th>
<th>State2</th>
<th>Share of Tons</th>
<th>Cumulative Share</th>
</tr>
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<tbody>
<tr>
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<td>North Carolina</td>
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</table>
DIVERSION ANALYSIS
Diversion Analysis Objectives

- Objective: Determine how much freight might “divert” from the current mode to each of the alternatives

- Tools:
  - Market research (focus groups and surveys)
  - Choice model
Survey and Mode Choice Models Analysis Steps

- Industry interviews and focus groups
- Survey research program
  - Revealed preference surveys, stated preference surveys
- Estimate mode choice models from survey data
- Validate mode choice models
- Apply choice models to initial alternatives
- 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?

 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?
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

Project Introduction  Process  Alternatives Screening  Freight Modeling and Demand Results  Alternatives Analysis
ROUTE SHARE ANALYSIS
Route Share Analysis

- **Objective:** Determine how the alternatives may change truck and rail routing.

- **Tools:**
  - Rail Diversion and Network Model
  - Highway Network Model
Rail Diversion Model

- Estimates shift in routing of rail traffic due to improved efficiency each alternative offers
- Oak Ridge National Labs rail network
- 2007 Rail traffic database using STB Waybill database
- Changes in time/cost associated with each alternative are coded into network
Highway Network Model

- **Process Steps:**
  - No-Action 2035 Truck Trip Tables using Transearch forecast
  - With-project network modifications for each alternative
  - With-project truck trip tables using mode choice model results for each alternative
  - Reconcile differences between RTM-E and BPM
  - Estimate VMT, VHT, VHD, change in travel time, peak period traffic and truck volumes, link-level volumes and LOS
**Divertible Tonnage**

- **I-84**
  - Berkshire Connector
  - CSX Selkirk
  - NS Mechanicville
  - Study Area O-D
    - New York to Albany and CT to Hartford
  - Tappan Zee
  - GWB
  - NYNJ Rail
  - VNB

**Freight Markets**

Short haul and local (< 400 mi) markets:
- Rail trips terminated west-of-Hudson then drayed east
- International containers landed west-of-Hudson then drayed east
- Trucks

Long haul (> 400 mi) markets
- Trucks
- Rail
DEMAND RESULTS
Project Alternatives Demand

No Action

Waterborne Alternatives

- Railcar Float (+2.8)
- Truck Float (+1.7)
- Truck Ferry (+1.7)
- LOLO Container Barge (+0.4)
- RORO Container Barge (+0.4)

Rail Tunnel Alternatives

- Rail Tunnel (+7.2 to +9.6)
- With Shuttle Service (+8.7)
- With Chunnel Service (+10.5)
- With AGV Technology (+8.9)
- With Truck Access (+24.1)
## 2035 Demand by Alternative

<table>
<thead>
<tr>
<th>Alt. Class</th>
<th>Alternative</th>
<th>West of Hudson Crossing Terminals</th>
<th>East of Hudson Terminals</th>
<th>Rail Drayage</th>
<th>Container Drayage</th>
<th>Other Short-Haul Truck</th>
<th>Study Area Long-Haul Truck</th>
<th>Rail via Selkirk</th>
<th>Through Trip Truck</th>
<th>Total</th>
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<td>Enhanced Railcar Float</td>
<td>Greenville</td>
<td>Brooklyn</td>
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<td>0.6</td>
<td>1.2</td>
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<td>Greenville</td>
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<td>Truck Float/Truck Ferry</td>
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<td>Rail Tunnel (Base) with Shuttle Service</td>
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<td>Brooklyn</td>
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<td>0.5</td>
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<td>0.7</td>
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<td>Brooklyn</td>
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<td>Rail Tunnel (Base) with AGV Technology</td>
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<td>3.3</td>
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<td>Rail Tunnel (Base) with Truck Access</td>
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</table>

Note: The values reflect incremental demand as compared with the No Action Alternative. The total diversion shown in the table may be slightly different than the sum of the diversion by market, due to rounding. * Includes Truck Reroute market.
Regional Study Area

For Assessment of:

- Transportation (VMT)
- Air Quality (Regional Emissions)
- Energy and GHG
- Economic Effects of Transportation Improvements
Potential Truck Traffic Reductions

Projected Change in Daily Commodity Truck Vehicle-Miles Traveled (VMT)

<table>
<thead>
<tr>
<th>Project Introduction</th>
<th>Process</th>
<th>Alternatives Screening</th>
<th>Freight Modeling and Demand Results</th>
<th>Alternatives Analysis</th>
</tr>
</thead>
</table>

1. New York City
2. Long Island
3. Hudson Valley
4. Northern New Jersey

All Subregions

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<td>-4,000 to -7,000</td>
<td>-700 to -1,800</td>
<td>-600 to -1,900</td>
<td>-12,000 to -17,500</td>
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<table>
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<td>-3,400 to -3,600</td>
<td>-18,600 to -35,000</td>
<td>-72,000 to -97,000</td>
<td>-111,000 to -157,000</td>
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</table>
Reductions In Daily Volumes On East-West Crossings

- Waterborne Alternatives: 600 trucks
- Rail Tunnel Alternative: 1,400 to 1,800 trucks
- Rail Tunnel With Chunnel
- Rail Tunnel With AGV: 1,800 to 2,500 trucks
- Rail Tunnel With Shuttle
- Rail Tunnel With Truck Access: 5,000 trucks
## 2035 Net Change in Annual Energy Use and GHG Emissions

<table>
<thead>
<tr>
<th>Alternative Class</th>
<th>Alternative</th>
<th>Energy Use (Billion BTU)</th>
<th>GHG Emissions (Metric Tons CO₂e)</th>
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<td>Enhanced Railcar Float</td>
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<td>Other Waterborne</td>
<td>Negligible</td>
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<td>Rail Tunnel</td>
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<td>-1,000 to -1,600</td>
<td>-80,000 to -110,000</td>
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</table>
Numerous Locations Considered
Freight Facility Selection Criteria

- Industrial Area
- Rail and/or Water Access
- Proximity of Truck Routes
- Potential Availability of Land
- Shape of Land Potentially Available
- Minimal Effect on Environment
Potential Termini by Alternative

**FIGURE 4-1 Alternative Termini**
Greenville Conceptual Tunnel Portal and Ventilation Shaft
Brooklyn Conceptual Tunnel Portal and Ventilation Shaft
65th Street and 51st Street Yards
Maspeth Yard
East New York Site
No Action Daily Operations
Enhanced Railcar Float (to The Bronx) Daily Operations

Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative.
Truck Float/Truck Ferry Daily Operations

Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

- Truck Float / Ferry Operation
- Destination and Number of Average Daily Truck Trips

Truck Float/Truck Ferry Alternative Projected 2035 Daily Operations

CROSS HARBOR FREIGHT PROGRAM
Rail Tunnel with Chunnel Service Daily Operations

Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative.

- **Freight Rail Line and Average Daily Train Passbys**
- **Rail Tunnel with Chunnel Service**
- **Average Daily Truck Trips**

Rail Tunnel with Chunnel Service Alternative Daily Operations

CROSS HARBOR FREIGHT PROGRAM
Rail Tunnel with AGV Service Daily Operations

Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative.

- **Freight Rail Line and Average Daily Train Passbys**
- **Rail Tunnel with AGV Technology**
- **Average Daily Truck Trips**

Rail Tunnel with AGV Service Alternative Daily Operations

CROSS HARBOR FREIGHT PROGRAM
Rail Tunnel with Truck Access
Daily Operations

Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative.
**Estimated Capital Costs**

- **No Action**
  - Waterborne Alternatives
    - Railcar Float
    - Truck Float
    - Truck Ferry
    - LOLO Container Barge
    - RORO Container Barge
    - Estimated Capital Costs: $100 to $600 million

- Rail Tunnel Alternatives
  - Rail Tunnel
  - With Shuttle Service
  - With Chunnel Service
  - With AGV Technology
  - With Truck Access
  - Estimated Capital Costs: $7 to $11 billion
Environmental Concerns to be Addressed in Tier II Study

OPERATIONS

- Local Truck Traffic (near freight facilities)
- Air Quality
  - Near freight facilities (on-site equipment and truck traffic)
  - Along the rail corridor (locomotives)
  - Tunnel vents and portals
- Noise and Vibration
  - Ground borne noise and vibration from tunnel
  - Noise from above ground trains
  - Potential effects on sensitive uses
- Potential Effects on EJ Communities

Mitigation options were identified and will be developed in Tier II
CONSTRUCTION

- Water and natural resources – potential effects from construction of Tunnel Alternatives or in-water work needed for Waterborne Alternatives
- Land acquisition and remediation
- Construction related traffic, air, noise and vibration effects from equipment and delivery of materials
- Potential vibration effects on historic resources
- Potential effects on natural resources to construct facilities on Long Island (depending on location)

Mitigation options were identified and will be developed in Tier II
What if we do “nothing?”

- In 2035, truckers and motorists in the region will lose:
  - 4-11 million vehicle-hours in congestion avoidance compared to the Rail Tunnel Alternative scenarios
  - Up to 2 million vehicle-hours in congestion avoidance compared to the Waterborne Alternative scenarios

- Other potential costs include:
  - Lack of transportation redundancy/options
  - Pavement damage
  - Shipper/receiver transportation costs
  - Carbon emissions and air quality
  - Fuel consumed
  - Highway crashes, injuries, and fatalities
The alternative(s) selection will incorporate public comments and input and be made in the Tier 1 ROD

PLEASE HELP IMPROVE THE CROSS HARBOR FREIGHT MOVEMENT PROJECT BY PROVIDING YOUR FEEDBACK

- Email comments to: crossharborstudy@ingroupinc.com
- Mail comments to:
  Cross Harbor Freight Program
c/o InGroup, Inc.
P.O. Box 206
Midland Park, NJ 07432
- Oral or written testimony at the public hearings
Thank You! Any Questions?
Workshop Follow-Up
Cross Harbor Freight Program
SAFETEA-LU Workshop Follow-Up

The Port Authority of New York and New Jersey (PANYNJ) and the Federal Highway Administration (FHWA) thank you for your continued participation in the Cross Harbor Freight Program (CHFP).

Below, please find a link to the presentation materials from the CHFP SAFETEA-LU Workshop held on Wednesday, January 7, 2015.

SAFETEA-LU Workshop Presentation Link: Click here to download

Click here for a link to the I-66 Record of Decision referenced by FHWA during the workshop as a good model of Agency comments on a Tier I EIS. Agency comments are found on pages 7-15 to 7-18.

The PANYNJ and FHWA released the Tier 1 Draft Environmental Impact Statement (DEIS) for the Cross Harbor Freight Program (CHFP) in November 2014. The Tier 1 DEIS is available for download at www.crossharborstudy.com.

The public comment period is now open and will close on Friday, February 27, 2015. Please click here for a list of the upcoming CHFP public hearings.

Please email any questions or comments to feedback@crossharborstudy.com.
D-2.3 May 2015 Workshop
Workshop Invitation
Cross Harbor Freight Program
SAFETEA-LU Workshop Invitation

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) are preparing a National Environmental Policy Act (NEPA) Tier 1 Final Environmental Impact Statement (FEIS) for the Cross Harbor Freight Program (CHFP). The FEIS will identify the preferred alternative(s) for further evaluation in Tier 2. The purpose of the project is to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor. The Draft Environmental Impact Statement (DEIS), completed in November 2014, evaluated both near-term and long-term improvements to the regional freight network.

The CHFP team cordially invites you to attend and collaborate at the SAFETEA-LU Agency Workshop on:

Friday, May 15, 2015
10:00 a.m. - 4:00 p.m.
STV Incorporated
Fourth Floor Training Room
225 Park Avenue South
New York, NY 10003

The workshop’s agenda includes a review of the DEIS comments received and a discussion on the alternatives advancing for further study. A light lunch will be served.

Please notify us by Tuesday, May 12, 2015 if you or a representative will be attending the meeting. You can RSVP via email at feedback@crossharborstudy.com.

As always, please do not hesitate to contact us at feedback@crossharborstudy.com with any questions or comments. On behalf of the project team, we look forward to seeing you at the workshop.

Best Regards,
Cross Harbor Freight Program
SAFETEA-LU Workshop Details

Thank you for your RSVP. The Cross Harbor Freight Program (CHFP) SAFETEA-LU Agency Workshop will take place tomorrow, Friday, May 15, 2015.

Upon arrival, please proceed to the fifth (5th) floor and you will be directed to the training room. For your convenience, the workshop details can be found below:

Friday, May 15, 2015
10:00 a.m. - 4:00 p.m.
STV Incorporated
Fourth Floor Training Room (please check-in at the 5th floor lobby)
225 Park Avenue South
New York, NY 10003

The workshop's agenda includes a review of the DEIS comments received and a discussion on the alternatives advancing for further study. A light lunch will be served.

On behalf of the project team, we look forward to seeing you at the workshop.

Kind regards,
Carmen Costa
Cross Harbor Freight Program
Outreach team
Workshop Agenda
WELCOME
CROSS HARBOR FREIGHT PROGRAM
SAFETEA-LU AGENCY WORKSHOP
May 15, 2015 - 10:00 a.m. - 4:00 p.m.

AGENDA

Location
STV Incorporated – 225 Park Avenue South, 5th Floor, NY, NY 10003
4th Floor Training Room

Please be sure to sign-in at the registration desk.

1. Morning Session
   - Summary Comments on the Draft EIS
     i. Comments related to Alternatives
     ii. Comments related to Transportation
     iii. Comments related to Environmental Effects
     iv. Agency comments

2. Lunch

3. Afternoon Session
   - Methodology for the selection of the Preferred Alternatives
   - Preferred Alternatives recommended for Tier II evaluation
   - Alternatives not advanced for further consideration

4. Follow-up
   a. Submit general feedback/comments (in writing) to:
      e-mail – feedback@crossharborstudy.com or fax: (201) 612.1232
Workshop Presentation
Workshop Agenda

- **Morning Session**
  - Project Introduction (Refresher)
  - Summary of Tier I DEIS Comments
    - Comments on Alternatives
    - Comments on Transportation
    - Comments on Environmental Effects
    - Agency Comments

- **Afternoon Session**
  - Preferred Alternative Selection Criteria
  - Alternatives Not Advanced for Further Consideration
  - Preferred Alternatives Selected
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.
Purpose and Need

- **Goal 1:** Reduce truck trips on freight corridors.
- **Goal 2:** Provide modal options.
- **Goal 3:** Enhance resiliency, safety and security, and infrastructure protection.
- **Goal 4:** Support development of integrated freight transportation/land use strategies.
**Tier I EIS Timeline**

- **Revised NOI**: May 2010
- **Scoping**: Oct-Nov 2010
- **Response to Comments**: June-July 2011
- **Screening Analysis**: 2011-2014
- **Detailed Evaluation**: 2011-2014
- **Publish Tier I DEIS**: Nov 2014
- **Public Comment Period and Hearings**: Winter 2014/15
- **Publish Tier I FEIS**: Spring 2015
- **Tier 1 ROD**: Summer 2015
Alternatives Analyzed in Tier I Draft EIS

Waterborne Alternatives

- Railcar 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

No Action
Preferences for or Objections to Alternatives Analyzed:

- For Rail Tunnel Alternative(s)
- For Enhanced Railcar Float in the short-term, and Rail Tunnel Alternative in the long-term
- For other Alternatives considered in the DEIS, or variations on those Alternatives
- No Action

Preference for Alternatives that were screened out or variations

- Different Alignments
- Passenger /Freight Alternatives
Comments Summary - Transportation

- **Concerns that Alternatives Provide Insufficient Benefit:**
  - Shifting trucks from crossings to local streets
  - VMT reduction not worth the project
  - Need to coordinate passenger and freight movements on LIRR track

- **Concerns about Local Truck or Rail Traffic:**
  - Bay Ridge
  - Fresh Pond/Glendale
  - Greenville
**Comments Summary - Environmental**

- **Air, Noise, Vibration, EJ:**
  - Fresh Pond, Greenville – existing rail traffic, concerns with growth
  - Queens, Brooklyn, Greenville – local truck traffic
  - Requests for detailed local impact information and mitigation

- **Hazardous materials:**
  - Greenville concerns about materials transported and accidents

- **Agency Comments:**
  - Permits and coordination
  - Requests for evaluation/mitigation in Tier II
  - Technical comments
Alternatives Analyzed in Tier I Draft EIS

No Action

Waterborne Alternatives

Railcar 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
Alternatives Selection Criteria

- **Goals and Objectives**
- **Benefits**
  - Annual demand (tons per year) and VMT Reduction
  - Energy savings, GHG Reduction, Air Quality
  - Economic benefits
- **Potential for adverse impacts:**
  - Need for land, local rail and truck traffic, effect on noise, AQ
  - Likely extent of impacts and feasibility of mitigation
- **Public and agency comments:**
  - Interest in the alternatives and their benefits
  - Substantiated concerns regarding potential impacts
### Preferred Alternatives Selection Criteria

<table>
<thead>
<tr>
<th>Goals</th>
<th>Objectives</th>
<th>Enhanced Railcar Float</th>
<th>Truck Ferry</th>
<th>Truck Float</th>
<th>RORO Container Barge</th>
<th>LOLO Container Barge (Double Stack, Double Track)</th>
<th>Rail Tunnel</th>
<th>With Shuttle Service</th>
<th>With Chunnel Service</th>
<th>With AGV Technology</th>
<th>With Truck Access</th>
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</thead>
<tbody>
<tr>
<td>Goal 1: Reduce the contribution of Cross Harbor trucks to congestion.</td>
<td>a  Reduce the VMT from Cross Harbor trucks</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
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<td></td>
<td>b  Maximize use of existing infrastructure</td>
<td>✔</td>
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<td></td>
<td>c  Maintain or improve regional freight network</td>
<td>✔</td>
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<tr>
<td>Goal 2: Provide modal options to trucking services.</td>
<td>a  Increase modal options for Cross Harbor freight</td>
<td>✔</td>
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<td></td>
<td>b  Provide modal options and choices that offer attractive and competitive performance</td>
<td>✔</td>
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<tr>
<td>Goal 3: Expand facilities for Cross Harbor goods movement to enhance system resiliency, safety and security, and infrastructure protection.</td>
<td>a  Provide Cross Harbor freight facilities and services that improve system redundancy and resilience</td>
<td>✔</td>
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<tr>
<td></td>
<td>b  Support contingency planning for emergency Cross Harbor operations</td>
<td>✔</td>
<td>✔</td>
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<td>✔</td>
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<td>c  Reduce the number of freight vehicle-related accidents</td>
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<td>d  Develop effective alternative options for transporting overweight/non-standard cargo</td>
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<tr>
<td>Goal 4: Support development of integrated freight transportation/land use strategies.</td>
<td>a  Maximize use of underutilized freight infrastructure and land</td>
<td>✔</td>
<td>✔</td>
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<td>b  Support existing freight distribution centers</td>
<td>✔</td>
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</tr>
</tbody>
</table>
Project Alternatives Demand

No Action

Waterborne Alternatives

- Railcar 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

Percentage Changes:

- Railcar Float: +2.8
- Truck Float: +1.7
- Truck Ferry: +1.7
- LOLO Container Barge: +0.4
- RORO Container Barge: +0.4
- Rail Tunnel: +7.2 to +9.6
- Shuttle Service: +8.7
- Chunnel Service: +10.5
- AGV Technology: +8.9
- Truck Access: +24.1

Total:

+1.6
+2.8
+1.7
+1.7
+0.4
+0.4
+7.2 to +9.6
+8.7
+10.5
+8.9
+24.1
+8.7
+10.5
+8.9
+24.1

U.S. Department of Transportation
Federal Highway Administration
THE PORT AUTHORITY
OF NY & NJ
Reductions In Daily Volumes On East-West Crossings

- Waterborne Alternatives: 600 trucks
- Rail Tunnel Alternative: 1,400 to 1,800 trucks
- Rail Tunnel With Chunnel
- Rail Tunnel With AGV: 1,800 to 2,500 trucks
- Rail Tunnel With Shuttle
- Rail Tunnel With Truck Access: 5,000 trucks
## Energy and Climate Change

### 2035 Net Change in Annual Energy Use and GHG Emissions

<table>
<thead>
<tr>
<th>Alternative Class</th>
<th>Alternative</th>
<th>Energy Use (Billion BTU)</th>
<th>GHG Emissions (Metric Tons CO\textsubscript{2}e)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waterborne</td>
<td>Enhanced Railcar Float</td>
<td>-106</td>
<td>-7,700</td>
</tr>
<tr>
<td>Waterborne</td>
<td>Other Waterborne</td>
<td>Negligible</td>
<td>Negligible</td>
</tr>
<tr>
<td>Rail Tunnel</td>
<td></td>
<td>-1,000 to -1,600</td>
<td>-80,000 to -110,000</td>
</tr>
</tbody>
</table>
No Action Daily Operations
Enhanced Railcar Float
(to Brooklyn) Daily Operations

*The range shown reflects carload only service at the low end of the range and intermodal service in addition to carload at the high end of the range.

Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative.
Truck Float/Truck Ferry Daily Operations

Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

- Truck Float / Ferry Operation
- Destination and Number of Average Daily Truck Trips

Truck Float/Truck Ferry Alternative Projected 2035 Daily Operations

CROSS HARBOR FREIGHT PROGRAM
LOLO/RORO Container Barge Daily Operations

Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative.
Rail Tunnel (Limited to Seamless) Daily Operations

Notes: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative. The ranges shown for truck and train movements represent operational variations (Limited, Base, Seamless).

- **Freight Rail Line and Average Daily Train Passbys**
- **Rail Tunnel**
- **Average Daily Truck Trips**

Rail Tunnel Alternative Daily Operations
CROSS HARBOR FREIGHT PROGRAM
Rail Tunnel with Shuttle Service
Daily Operations

Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative.
Rail Tunnel with Chunnel Service Daily Operations

Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative
Rail Tunnel with AGV Service Daily Operations

Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative.

- **Freight Rail Line and Average Daily Train Passbys**
- **Rail Tunnel with AGV Technology**
- **Average Daily Truck Trips**
Rail Tunnel with Truck Access
Daily Operations

**Note:** Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative.

- **Freight Rail Line and Average Daily Train Passbys**
- **Rail Tunnel with Truck Access**
- **Average Daily Truck Trips**

**Scale:**
- 0 1 2 3 MILES

**CROSS HARBOR FREIGHT PROGRAM**

**THE PORT AUTHORITY OF NY & NJ**
Preferred Alternatives

- Enhanced Railcar Float Alternative
- Rail Tunnel Alternative (double track, double stack)

Selection based on:
- Benefits
- Comments (public support and interest)
- Likely magnitude and extent of impacts and mitigation

Alternatives could be phased, or developed independently

Implementation of other alternatives or variations on those alternatives by others not precluded.
Alternatives not Advanced

- Truck Float / Truck Ferry
- LOLO/RORO Container Barge
- Rail Tunnel with Shuttle Service
- Rail Tunnel with Chunnel Service
- Rail Tunnel with AGV Technology
- Rail Tunnel with Truck Access
Thank you

Thank You!
Any Questions?
Workshop Follow-Up
Cross Harbor Freight Program
SAFETEA-LU Workshop Follow-Up

The Port Authority of New York and New Jersey (PANYNJ) and the Federal Highway Administration (FHWA) thank you for your continued participation in the development of the Cross Harbor Freight Program (CHFP) Tier 1 Environmental Impact Statement (EIS).

Below, please find a link to the presentation materials from the CHFP SAFETEA-LU Workshop held on Friday, May 15, 2015.

SAFETEA-LU May 2015 Workshop Presentation Link: Click here to download

The CHFP SAFETEA-LU Committee will be notified once FHWA and PANYNJ release the Tier 1 Final Environmental Impact Statement (FEIS), anticipated in the summer of 2015.

Please email any questions or comments to feedback@crossharborstudy.com.
D-3.0 2015 Public Hearings
Public Hearings
Legal Notice Original
Cross Harbor Freight Program
PUBLIC HEARING NOTICE

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) have released a NEPA Tier 1 Draft Environmental Impact Statement (DEIS) to evaluate alternatives to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor. The Cross Harbor Freight Program (CHFP) DEIS evaluates both near-term and long-term improvements to the regional freight network. Public Hearings provide an opportunity for the public and agencies to comment on and provide input on the DEIS. Public Hearings for the CHFP will be held at the New York and New Jersey locations listed below:

**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

The DEIS is available to download at [www.crossharborstudy.com](http://www.crossharborstudy.com). Hardcopies are located at numerous repositories throughout the region. A complete list of repositories can be found on the project website.

Your comments are encouraged and may be provided in writing either at the public hearing 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. The public comment period will remain open until 5:00 p.m. on February 27, 2015.

All public hearing dates, times and locations are subject to change due to inclement weather conditions. An informational recording regarding any change in the hearing schedule will be available at (201) 820-2170 at least two hours before the scheduled start time of the hearing.

The public hearings are accessible to people who are mobility impaired. Sign language interpreter services or other translation services are available, upon advance request. To make arrangements for such services, please contact the Port Authority’s outreach consultant at (201) 612-1230 or via email at feedback@crossharborstudy.com no later than three (3) days before the hearing for which the services are being requested.

For more information about the Cross Harbor Freight Program or to download a copy of the DEIS document, please visit the project website at [www.crossharborstudy.com](http://www.crossharborstudy.com).
La Administración Federal de Carreteras (Federal Highway Administration, FHWA) y la Autoridad Portuaria de New York y New Jersey (Port Authority of New York and New Jersey, PANYNJ) han hecho público un borrador de una Declaración de Impacto Medioambiental (DEIS) para evaluar las alternativas de mejoramiento del movimiento de mercadería en la región, mediante la mejor implementación del transporte de carga en el Puerto de New York.

La DEIS del Programa de Transporte de Carga a Través del Puerto evalúa mejoras de corto y largo plazo para la red regional de carga. Las audiencias públicas proveen una oportunidad para que el público y las agencias puedan comentar y dar sus devoluciones sobre la DEIS. Las audiencias públicas para el CHFP tendrán lugar en las siguientes locaciones de New York y New Jersey:

Viernes 23 de enero de 2015 • 10:00 a.m. hasta 2:00 p.m.
Baruch College / CUNY • William and Anita Newman
151 East 25th Street • H750 & Faculty Lounge • New York, NY 10010

Miércoles 28 de enero de 2015 • 4:00 p.m. hasta 8:00 p.m.
Suffolk County Legislature • W.H. Rogers Legislature Building
725 Veterans Memorial Highway • Smithtown, NY 11787

Jueves 29 de enero de 2015 • 4:00 p.m. hasta 8:00 p.m.
Queens Borough Hall
120-55 Queens Boulevard • Room 213 • Kew Gardens, NY 11415

Martes 3 de febrero de 2015 • 4:00 p.m hasta 8:00 p.m.
Brooklyn Borough Hall
209 Joralemon Street • Brooklyn, NY 11201

Jueves 5 de febrero de 2015 • 4:00 p.m hasta 8:00 p.m.
 Bronx Borough Hall
851 Grand Concourse • Bronx, NY 10451

Martes 10 de febrero de 2015 • 10:00 a.m. hasta 2:00 p.m.
North Jersey Transportation Planning Authority
One Newark Center • 17th Floor • Newark, NJ 07102

Martes 10 de febrero de 2015 • 4:00 p.m. hasta 8:00 p.m.
Mary McLeod Bethune Life Center
140 Martin Luther King Jr. Drive • Jersey City, NJ 07305


Se alientan los comentarios del público, y es posible entregarlo por escrito en la audiencia pública y también por correo a Cross Harbor Freight Program, c/o InGroup, Inc., PO Box 206 Midland Park, NJ 07432, o por mail a feedback@crossharborstudy.com.
El periodo para recibir comentarios del público termina el 27 de febrero de 2015 a las 5:00 p.m.

Todas las fechas, tiempos y locaciones de las audiencias públicas están sujetos a cambios debido a inclemencias del tiempo. Se puede recibir información sobre cambios al menos dos horas antes de la hora de inicio programada por teléfono: (201) 820-2170.

Las audiencias públicas serán accesibles para las personas con movilidad reducida. Los servicios de intérprete de lenguaje de signos y otros servicios de traducción están disponibles si se solicitan con anticipación. Para solicitar tal servicio, por favor, póngase en contacto con los asesores de divulgación de la Autoridad Portuaria a (201) 612-1230 o por mail a feedback@crossharborstudy.com por lo menos con tres (3) días de anticipación respecto de la audiencia para la cual se pide los servicios.

Para obtener más información sobre el Programa de Transporte de Carga a Través del Puerto o para conseguir una copia del documento de la DEIS, por favor, visite la página web del proyecto: www.crossharborstudy.com.
紐約與新澤西港務局
跨港貨運計劃
公開聽證會通知

聯邦公路管理局 (FHWA) 及紐約與新澤西港務局 (PANYNJ) 聯合發佈了 NEPA 第一階段環境影響報告草案 (DEIS)。此報告評估了透過改善紐約港貨運運輸，促進本地區貨物流動的各種方案。跨港貨運計劃的環境影響報告草案 (CHFP) DEIS 評估了本地區貨運網絡的短期及長期改進項目。公開聽證會將讓公眾及各方機構有機會就 DEIS 發表意見及提供建議。CHFP 公開聽證會將分別於紐約及新澤西的以下地址舉行：

2015年1月23日週五 • 上午10時至下午2時
Baruch College / CUNY • William and Anita Newman
151 East 25th Street • H750 & Faculty Lounge • New York, NY 10010

2015年1月28日週三 • 下午4時至晚上8時
Suffolk County Legislature • W.H. Rogers Legislature Building
725 Veterans Memorial Highway • Smithtown, NY 11787

2015年1月29日週四 • 下午4時至晚上8時
Queens Borough Hall
120-55 Queens Boulevard • Room 213 • Kew Gardens, NY 11415

2015年2月3日週二 • 下午4時至晚上8時
Brooklyn Borough Hall
209 Joralemon Street • Brooklyn, NY 11201

2015年2月5日週四 • 下午4時至晚上8時
Bronx Borough Hall
851 Grand Concourse • Bronx, NY 10451

2015年2月10日週二 • 上午10時至下午2時
North Jersey Transportation Planning Authority
One Newark Center • 17th Floor • Newark, NJ 07102

2015年2月10日週二 • 下午4時至晚上8時
Mary McLeod Bethune Life Center
140 Martin Luther King Jr. Drive • Jersey City, NJ 07305
You can download DEIS at [www.crossharborstudy.com](http://www.crossharborstudy.com). Local offices have copies available for review.

We welcome your input and suggestions. You can submit written comments at public hearings, or mail them to InGroup, Inc. (PO Box 206 Midland Park, NJ 07432), or email feedback@crossharborstudy.com. Public comments are due by 5:00 PM on February 27, 2015.

If the weather is unsuitable, public hearings may be rescheduled. You may call (201) 820-2170 in advance of a hearing to verify the hearing’s rescheduling.

Public hearings also provide facilities for the hearing-impaired and provide signers or other interpreters. Please contact the Port Authority Public Information Office at (201) 612-1230, or email feedback@crossharborstudy.com.

For more information about the Cross Harbor Freight Program, visit [www.crossharborstudy.com](http://www.crossharborstudy.com).
The Port Authority of NY & NJ

Crane Harbor Freight Program

Public Hearing Notice/NEPA DEIS

This Federal Highway Administration (FHWA) and Port Authority of NY & NJ (PANYNJ) environmental study for the Crane Harbor Freight Program (CHFP) DEIS is to be conducted under the federal NEPA process. The purpose of this study is to develop a Final Environmental Impact Statement (FEIS) and conduct a public hearing to inform and involve the community in discussions of the DEIS.

A public hearing is scheduled to be held to inform the community of the impact of the proposed project.

Date: Monday, February 9, 2015
Time: 4:00 to 8:00 pm
Location: Kew Gardens, NY

Date: Monday, February 16, 2015
Time: 4:00 to 8:00 pm
Location: Bronx, NY

Date: Monday, February 23, 2015
Time: 4:00 to 8:00 pm
Location: Newark, NJ

For more information, visit www.crossharborstudy.com.

Public hearings are open to the public and will be conducted in accordance with federal and state requirements.
Diニー באמערקונגון ענש ממענש און קעוו ועור געבעטן און קען ווערן צוגעשטעלט אין שרייבן אדער ביי די ציבור הירינה אדער דורך דאק פאסט צו Cross Harbor Freight Program, c/o InGroup, Cross Harbor Freight Program, Inc., PO Box 206 Midland Park, NJ 07432. אדער דורך איימיל צו feedback@crossharborstudy.com. אדער דורך אימיל צו feedback@crossharborstudy.com. די ציבור באמערקונגון ייט ווט בילינב אמאצ' די פארט אימיל און פלעצער קענען זיך טוישן צוליב שלעכטע וועטער. און איינפארמאציע יוטקארדיגן ווטג אנדערנטונגין אן די הירינג פלאן ווטיג זיך אייווילב צי צום וויינסטן צוויי שעה איידער די פלאמראט אנדערונגען אין די הירינג פלאן וועט זיין אוויילב ביי 820-2170 (201) צום וויינסטן טוויד שעה איבע רזעצער באדינונגען אדער אינער איבערזעצונג באדינונגען זענען דא צו באקומען, מיט פריערדיגע מעלדונג. צו ערליידיגן פאר אזא באדינונגען,/bitש קאמעקט ד פארט איינפארמהציע אוטוריזייט קאמעקטייט צי (3) טעג נישט שפעטער ווי דרי (3) טעג שפמעוטער יוי דרי. פאר מער איינפארמאציע בעינן די קריאס האברע פארטי פארנס ראנדר פארטי פארנס אדער צו דאנלאידע א קאמפ פון דער DEIS. אקמקומט, ביטש באהאוך די פאריווקט והביסיט ביי www.crossharborstudy.com.
Public Hearings
Legal Notice Re-Scheduled
Cross Harbor Freight Program
UPDATED PUBLIC HEARING SCHEDULE AND COMMENT PERIOD EXTENSION NOTICE

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) have released a NEPA Tier 1 Draft Environmental Impact Statement (DEIS) to evaluate alternatives to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor. The Cross Harbor Freight Program (CHFP) DEIS evaluates both near-term and long-term improvements to the regional freight network. Public Hearings provide an opportunity for the public and agencies to comment on and provide input on the DEIS.

Due to severe weather conditions and anticipated travel disruptions, two public hearings that were originally scheduled for the week of January 26, 2015, are rescheduled. The FHWA and PANYNJ remain committed to a robust outreach and public participation process. The public comment period on the Draft DEIS has been extended and will remain open until 5 p.m. on March 20, 2015. Your comments are encouraged and may be provided orally or in writing at the public hearings, 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.

Public Hearings for the CHFP will be held at the New York and New Jersey locations listed below:

**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

**RESCHEDULED FOR: Wednesday, February 25, 2015 – 4 p.m. to 8 p.m.**
Suffolk County Legislature • W.H. Rogers Legislature Building
725 Veterans Memorial Highway • Smithtown, NY 11787

**RESCHEDULED FOR: Tuesday, March 3, 2015 – 4 p.m. to 8 p.m.**
Queens Borough Hall
120-55 Queens Boulevard • Room 213 • Kew Gardens, NY 11415

The DEIS is available to download at www.crossharborstudy.com. Hardcopies are located at numerous repositories throughout the region. A complete list of repositories can be found on the project website.
All public hearing dates, times and locations are subject to change due to inclement weather conditions. An informational recording regarding any change in the hearing schedule will be available at (201) 820-2170 at least two hours before the scheduled start time of the hearing.

The public hearings are accessible to people who are mobility impaired. Sign language interpreter services or other translation services are available, upon advance request. To make arrangements for such services, please contact the Port Authority’s outreach consultant at (201) 612-1230 or via email at feedback@crossharborstudy.com no later than three (3) days before the hearing for which the services are being requested.

For more information about the Cross Harbor Freight Program or to download a copy of the DEIS document, please visit the project website at www.crossharborstudy.com.
La Administración Federal de Carreteras (Federal Highway Administration, FHWA) y la Autoridad Portuaria de New York y New Jersey (Port Authority of New York and New Jersey, PANYNJ) han hecho público un borrador de Declaración de Impacto Medioambiental (DEIS) para evaluar las alternativas de mejoramiento del movimiento de mercaderías en la región mediante la mejor implementación del transporte de carga en el Puerto de New York. La DEIS del Programa de Transporte de Carga a Través del Puerto evalúa mejoras de corto y largo plazo para la red regional de carga. Las audiencias públicas proveen una oportunidad para que el público y las agencias puedan comentar y dar sus devoluciones sobre la DEIS.

Debido a las severas condiciones del clima y los inconvenientes imprevistos para viajar, dos de las audiencias públicas agendadas originalmente para la semana del 26 de enero de 2015, serán reprogramadas. La FHWA y la PANYNJ mantienen su compromiso de llevar a cabo un proceso serio de divulgación y participación del público. Por lo tanto, se ha extendido el periodo para recibir comentarios del público sobre el borrador de la DEIS hasta las 5 p.m. del 20 de marzo de 2015. Se alientan los comentarios del público, y es posible hacer una presentación oral o por escrito en las audiencias públicas, y también por correo a Cross Harbor Freight Program, c/o InGroup, Inc., PO Box 206 Midland Park, NJ 07432, o por mail a feedback@crossharborstudy.com.

Las audiencias públicas para el CHFP tendrán lugar en las siguientes locaciones de New York y New Jersey:

**Martes 3 de febrero de 2015 • 4:00 p.m hasta 8:00 p.m.**
Brooklyn Borough Hall
209 Joralemon Street • Brooklyn, NY 11201

**Jueves 5 de febrero de 2015 • 4:00 p.m hasta 8:00 p.m.**
Bronx Borough Hall
851 Grand Concourse • Bronx, NY 10451

**Martes 10 de febrero de 2015 • 10:00 a.m. hasta 2:00 p.m.**
North Jersey Transportation Planning Authority
One Newark Center • 17th Floor • Newark, NJ 07102

**Martes 10 de febrero de 2015 • 4:00 p.m hasta 8:00 p.m.**
Mary McLeod Bethune Life Center
140 Martin Luther King Jr. Drive • Jersey City, NJ 07305

**REPROGRAMADA PARA: miércoles 25 de febrero de 2015 – 4 p.m hasta 8 p.m.**
Suffolk County Legislature • W.H. Rogers Legislature Building
725 Veterans Memorial Highway • Smithtown, NY 11787

**REPROGRAMADA PARA: martes 3 de marzo de 2015 – 4 p.m hasta 8 p.m.**
Queens Borough Hall
120-55 Queens Boulevard • Room 213 • Kew Gardens, NY 11415

Todas las fechas, horarios y locaciones de las audiencias públicas están sujetos a cambios debido a inclemencias del tiempo. Se puede recibir información sobre cambios hasta dos horas antes del horario de inicio programado por teléfono: (201) 820-2170.

Las audiencias públicas serán accesibles para las personas con movilidad reducida. Los servicios de intérprete de lenguaje de signos y otros servicios de traducción están disponibles si se solicitan con antelación. Para solicitar tal servicio, por favor, póngase en contacto con los asesores de divulgación de la Autoridad Portuaria a (201) 612-1230 o por mail a feedback@crossharborstudy.com por lo menos con tres (3) días de anticipación respecto de la audiencia para la cual se pide los servicios.

Para obtener más información sobre el Programa de Transporte de Carga a Través del Puerto o para conseguir una copia del documento de la DEIS, por favor, visite la página web del proyecto: www.crossharborstudy.com.
跨港貨運計劃
公開聽證會最新時間表及意見徵求期延長通知

聯邦公路管理局(FHWA)及紐約與新澤西港務局(PANYNJ)聯合發佈 NEPA 一級環境影響報告草案(DEIS)，評估透過改善紐約港貨運運輸、促進本地區貨物流動的替代方案。跨港貨運計劃(CHFP)DEIS 評估本地區貨運網絡的短期及長期改進方案。公開聽證會將讓公眾及各方機構有機會就 DEIS 發表意見及提供建議。

因惡劣天氣及預期將會出現的交通中斷，原本定於 2015 年 1 月 26 日當週舉行的兩次公開聽證會將改期舉行。FHWA 及 PANYNJ 致力於推動外展工作和公眾參與進程的順利進行。現已延長 DEIS 草案公開意見徵求期，將持續至 2015 年 3 月 20 日下午 5 時。歡迎大家建言獻策。您可在公開聽證會上發表口頭意見或提交書面意見,或者郵寄至跨港貨運計劃,同時抄送 InGroup, Inc. (地址為 PO Box 206 Midland Park, NJ 07432)，或發送電郵至 feedback@crossharborstudy.com。

CHFP公開聽證會將分別於紐約與新澤西的以下地址舉行：

2015年2月3日週二 • 下午4時至晚上8時
Brooklyn Borough Hall
209 Joralemon Street • Brooklyn, NY 11201

2015年2月5日週四 • 下午4時至晚上8時
Bronx Borough Hall
851 Grand Concourse • Bronx, NY 10451

2015年2月10日週二 • 上午10時至下午2時
North Jersey Transportation Planning Authority
One Newark Center • 17th Floor • Newark, NJ 07102

2015年2月10日週二 • 下午 4時至晚上8時
Mary McLeod Bethune Life Center
140 Martin Luther King Jr. Drive • Jersey City, NJ 07305

重新安排時間： 2015 年 2 月 25 日週三 – 下午 4時至晚上 8 時
Suffolk County Legislature• W.H. Rogers Legislature Building
725 Veterans Memorial Highway • Smithtown, NY 11787

重新安排時間： 2015 年 3 月 3 日週二 – 下午 4時至晚上 8 時
Queens Borough Hall
120-55 Queens Boulevard • Room 213 • Kew Gardens, NY 11415

您可前往www.crossharborstudy.com下載DEIS。本地區多家資料處備有複印件以供索閱。資料處完整列表請參見項目網站。
如遇惡劣天氣，公開聽證會的日期、時間及地點或有變更。您可於聽證會原定開始時間前至少兩個小時，致電 (201) 820-2170 查詢有關聽證會時間表變更的資訊記錄。

公開聽證會亦將提供便利設施，方便行動不便者參加。聽證會同時提供手語翻譯服務或其他翻譯服務，惟需提前申請。預約有關服務，請至少於聽證會前三天聯絡港務局外展顧問，電話號碼為 (201) 612-1230，電郵地址為 feedback@crossharborstudy.com。

欲知關於跨港貨運計劃的更多資訊或下載DEIS文件，請瀏覽項目網站 www.crossharborstudy.com。
Cross Harbor Freight Program, c/o InGroup, Inc., PO Box 206, 32074, NJ ParkMidland, NJ 07432

CrossHarborStudy.com

DEIS is a joint program of DEIS.

To access the study, visit www.crossharborstudy.com.

For more information, email feedback@crossharborstudy.com.
Public Hearings
Social Media
Announcements
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<td><a href="https://twitter.com/PANYNJ/status/559757253604290560">Twitter</a></td>
<td>Cross Harbor DEIS hearings for 1/28 &amp; 1/29 (Suffolk County &amp; Queens) rescheduled due to weather (more details, visit <a href="http://www.crossharborstudy.com">http://www.crossharborstudy.com</a>)</td>
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<td>Tomorrow, two public hearings (10am &amp; 4pm) on Draft #EIS for Cross Harbor #Freight Program <a href="http://www.panynj.gov/about/cross-harbor.html">http://www.panynj.gov/about/cross-harbor.html</a> ...</td>
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Public Hearings E-Alerts
Cross Harbor Freight Program
Draft Environmental Impact Statement
Public Hearing Schedule

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) have released a National Environmental Policy Act (NEPA) Tier 1 Draft Environmental Impact Statement (DEIS) to evaluate alternatives to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor. The Cross Harbor Freight Program (CHFP) DEIS evaluates both near-term and long-term improvements to the regional freight network. Public Hearings provide an opportunity for the public and agencies to comment on and provide input on the DEIS.

Seven public hearings will be held throughout the region:

**Friday, January 23, 2015 • 10:00 a.m. to 4:00 p.m.**
Baruch College / CUNY • William and Anita Newman
151 East 25th Street • H750 & Faculty Lounge • New York, NY 10001

**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 11424

**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.**
All public hearing dates, times and locations are subject to change due to inclement weather conditions. An informational recording regarding any change in the hearing schedule will be available at (201) 820-2170 at least two hours before the scheduled start time of the hearing.

Input from communities within the study area is very important to the program and we encourage your input and participation.

Comments may be provided in writing either at the public hearings 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. The public comment period will remain open until 5:00 p.m. on February 27, 2015. The DEIS is available to download at www.crossharborstudy.com.

The public hearings are accessible to people who are mobility impaired. Sign language interpreter services or other translation services are available upon advance request. To make arrangements for such services, please contact the Port Authority’s outreach consultant at (201) 612-1230 or via email at feedback@crossharborstudy.com no later than three (3) days before the hearing for which the services are being requested.

We are eager to hear from you and excited about how this program can help transform and improve the freight distribution system in our region.

Best Regards,

Mark D. Hoffer
Director, New Port Initiatives
Port Commerce Department
Port Authority of New York & New Jersey
CROSS HARBOR FREIGHT PROGRAM
PUBLIC HEARINGS POSTPONED
DUE TO INCLEMENT WEATHER

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) have released a NEPA Tier 1 Draft Environmental Impact Statement (DEIS) to evaluate alternatives to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor. The Cross Harbor Freight Program (CHFP) DEIS evaluates both near-term and long-term improvements to the regional freight network. Public Hearings provide an opportunity for the public and agencies to comment on and provide input on the DEIS.

The CHFP is committed to a robust level of public outreach and participation. As a result, public hearings scheduled for the week of February 9, 2015 have been postponed due to forecasted inclement weather. The affected hearings include:

POSTPONED: Tuesday, February 10, 2015 • 4:00 p.m. to 8:00 p.m. 
RESCHEDULED TO: Thursday, February 26, 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

All public hearing dates, times and locations are subject to change due to inclement weather conditions. An informational recording regarding any change in the hearing schedule will be available at (201) 820-2170 at least two hours before the scheduled start time of the hearing.

Input from communities within the study area is very important to the program and we
encourage your input and participation. Comments may be provided in writing either at the public hearings 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. The public comment period has been extended and will remain open until 5:00 p.m. on March 20, 2015. The DEIS is available to download at www.crossharborstudy.com.

The public hearings are accessible to people who are mobility impaired. Sign language interpreter services or other translation services are available upon advance request. To make arrangements for such services, please contact the Port Authority’s outreach consultant at (201) 612-1230 or via email at feedback@crossharborstudy.com no later than three (3) days before the hearing for which the services are being requested.

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Best Regards,

Mark D. Hoffer  
Director, New Port Initiatives  
Port Commerce Department  
Port Authority of New York & New Jersey
CROSS HARBOR FREIGHT PROGRAM
PUBLIC HEARINGS POSTPONED
DUE TO SEVERE WEATHER CONDITIONS

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) have released a NEPA Tier 1 Draft Environmental Impact Statement (DEIS) to evaluate alternatives to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor. The Cross Harbor Freight Program (CHFP) DEIS evaluates both near-term and long-term improvements to the regional freight network. Public Hearings provide an opportunity for the public and agencies to comment on and provide input on the DEIS.

The CHFP is committed to a robust level of public outreach and participation. As a result, public hearings scheduled for the week of January 26, 2015 have been postponed due to severe weather conditions. The affected hearings include:

POSTPONED: Wednesday, January 28, 2015 • 4:00 p.m. to 8:00 p.m.
RESCHEDULED: Wednesday, February 25, 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

POSTPONED: Thursday, January 29, 2015 • 4:00 p.m. to 8:00 p.m.
RESCHEDULED: Tuesday, March 3, 2015 • 4:00 p.m. to 8:00 p.m.
Queens Borough Hall
120-55 Queens Boulevard • Room 213 • Kew Gardens, NY 11424

All public hearing dates, times and locations are subject to change due to inclement weather conditions. An informational recording regarding any change in the hearing schedule will be available at (201) 820-2170 at least two hours before the scheduled start time of the hearing.

Input from communities within the study area is very important to the program and we
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The public hearings are accessible to people who are mobility impaired. Sign language interpreter services or other translation services are available upon advance request. To make arrangements for such services, please contact the Port Authority’s outreach consultant at (201) 612-1230 or via email at feedback@crossharborstudy.com no later than three (3) days before the hearing for which the services are being requested.

We are eager to hear from you and excited about how this program can help transform and improve the freight distribution system in our region.

Best Regards,

Mark D. Hoffer  
Director, New Port Initiatives  
Port Commerce Department  
Port Authority of New York & New Jersey
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...
How Can I Be Involved?

• Visit the project website at www.crossharborstudy.com
• Sign up for e-news / e-alerts related to the project
• Take part in public hearings. Please see the public hearing dates below

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

Public Hearing Dates
Friday, January 23, 2015, 10am-2pm at Baruch College / CUNY

Wednesday, January 28, 2015, 4pm-8pm at Suffolk County Legislature

Thursday, January 29, 2015, 4pm-8pm Queens Borough Hall

Tuesday, February 3, 2015, 4m-8pm at Brooklyn Borough Hall

Thursday, February 5, 2015, 4pm-8pm at Bronx Borough Hall

Tuesday, February 10, 2015, 10am-2pm at North Jersey Transportation Planning Authority

Tuesday, February 10, 2015, 4pm-8pm at Mary McLeod Bethune Life Center

Click here for more information

For more information, visit the project website at www.crossharborstudy.com.
Carmen Costa

Subject: FW: Cross Harbor Press Release

View this message in a browser.

PUBLIC INPUT SOUGHT ON ALTERNATIVES TO IMPROVE FREIGHT MOVEMENT ACROSS NEW YORK HARBOR

Seven public hearings scheduled in the next month on Draft Environmental Impact Statement for Cross Harbor Freight Program

The next phase in a significant public outreach campaign to gather public input on the Tier 1 Draft Environmental Impact Statement (DEIS) for the Cross Harbor Freight Program will begin later this month when seven public hearings will be held in New York and New Jersey. The hearings will continue to gather important input into a variety of alternatives identified to solve a critical regional issue - the need for more efficient, cost-effective movement of goods across the Hudson River and New York Harbor.

The public comment period on the Tier 1 DEIS began on November 13 when the document was released at www.crossharborstudy.com and made available at numerous repositories throughout the region and will continue until February 27. Input gathered from the upcoming hearings - to be held in Newark, Jersey City, Manhattan, Brooklyn, Queens, the Bronx and Long Island - will provide important feedback in the process to identify an alternative or alternatives that merit further review in a Tier 2 study that will be done after the Record of Decision is issued closing out the Tier 1.

The issue of Cross Harbor freight movement dates back decades as increased cargo coming to the region has continued to result in worsening road conditions stemming from the region’s almost total reliance on trucks to transport goods. These worsening conditions included traffic congestion, severe wear and tear on highways and interstate crossings, consumption of fossil fuels and resulting air emissions. The problem is expected to worsen over the next 20 years, given that freight movement in the region is projected to increase by 37 percent. The DEIS specifically targets the movement of freight such as commodities, raw materials, agricultural and consumer products and other industrial and finished goods.

The process of developing potential solutions to the problem began with the compilation of 27 possible alternatives by Port Authority and Federal Highway Administration staff and consultant team, considering previous studies and incorporating input from public participation and stakeholders. After two rounds of
screening, the DEIS identified a group of 10 “build” alternatives as the most viable. The DEIS then analyzed each of the 10 alternatives, along with a “no action” alternative, based on their ability to capture a portion of the freight traffic now moving by truck, as well as a high-level consideration of potential environmental effects.

The 10 “build” alternatives each entail the movement of freight across New York Harbor either via barge, ferry or float, or via a rail tunnel. They are:

- An Enhanced Railcar Float Operation;
- A Lift-on, Lift-off Container Barge;
- A Roll-on, Roll-off Container Barge;
- A Truck Float;
- A Truck Ferry;
- A Double-Stack, Double-Track Rail Tunnel;
- Rail Tunnel with Shuttle service;
- Rail tunnel with a Chunnel service. This alternative would carry trucks through a tunnel on special rail cars, similar to the English Channel Tunnel. Trucks would be positioned on the railcars at two terminals located at the Oak Island Yard in New Jersey and the East New York Yard in Brooklyn;
- Rail Tunnel with Automated Guided Vehicle (AGV);
- Rail Tunnel with Truck Access Alternative

The "no action" alternative assumes that none of the "build" options are implemented and that only projects already committed and programmed in regional transportation and other plans would be implemented.

Since 2008, the Port Authority already has invested in ways to more efficiently move cargo throughout the region. The agency has owned and operated New York-New Jersey Rail, LLC, since late 2008, the only railcar float operation in New York Harbor. The operation moves cargo by both water and rail between New Jersey and markets east of the Hudson River, including New York City and Long Island. In September 2014, the agency's Board of Commissioners approved a redevelopment of Greenville Yard - which is the western terminal of the railcar float operation - and will invest in major upgrades to the facility, including the development of a new ExpressRail facility.

Following is the schedule for the seven public hearings:

**Manhattan - January 23, 10 a.m. - 2 p.m.**
Baruch College Room H750 & Faculty Lounge
151 E. 25th Street New York, NY

**Long Island - January 28, 4 p.m. to 8 p.m.**
W.H. Rogers Legislative Building
725 Veterans Memorial Highway
Smithtown, N.Y.

**Queens - January 29, 4 p.m. to 8 p.m.**
Queens Borough Hall Room 213 - 2nd Floor
120-55 Queens Boulevard
Kew Gardens, N.Y.

**Brooklyn - February 3, 4 p.m. to 8 p.m.**
Brooklyn Borough Hall Community Room and Courtroom
209 Joralemon Street
Brooklyn, N.Y.

Bronx - February 5, 4 p.m. to 8 p.m.
Bronx Borough Hall Veteran's Memorial Hall
851 Grand Concourse
Bronx, N.Y.

Newark - February 10, 10 a.m. to 2 p.m.
NJTPA Headquarters
1 Newark Center 17th Floor
Newark, N.J.

Jersey City - February 10, 4 p.m. to 8 p.m.
Mary McLeod Bethune Life Center
140 Martin Luther King Jr. Drive
Jersey City, N.J.

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11th Floor
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THANK YOU FROM THE CROSS HARBOR FREIGHT PROGRAM

The Public Hearings on the Cross Harbor Freight Program’s Tier 1 Draft Environmental Impact Statement (DEIS) all have taken place, but the public comment period will remain open until 5:00 p.m. on March 20, 2015.

On behalf of the CHFP team at the Port Authority of New York and New Jersey (PANYNJ) and the Federal Highway Administration (FHWA), I thank those of you who have provided comments on this important initiative and invite those who wish to comment to please do so before 5:00 pm on March 20.

Feedback from the public and all interested stakeholders is very important to this project. We received many comments on a wide range of topics, including (among others) concerns about potential environmental effects on local communities. We take all public input on the CHFP seriously and we will review all comments on the record and respond to them in writing as part of the FEIS that will be made available to the public. More importantly, all such comments received will inform, and be taken into consideration during, our deliberations with FHWA on which alternatives are recommended to be advanced to Tier 2 for further study. It is important to note that no decision to proceed with construction of any of the build alternatives will be made until completion of Tier 2, which will include more detailed analysis and evaluation of potential environmental effects and, where appropriate, consideration of mitigation to avoid or minimize such effects.

The next steps in the CHFP process are the issuance of a Tier 1 Final Environmental Impact Statement (FEIS), and a Tier 1 Record of Decision, which we expect to occur by the Spring and Summer of 2015, respectively. For the latest information on the Cross Harbor Freight Program, please visit www.crossharborstudy.com.

Once again, we encourage everyone who has not yet commented on the record, or who wishes to supplement comments already given, to send us your input by the close of the
public comment period, which is 5:00 pm on March 20, 2015. Comments can be sent via:

- **email to:** feedback@crossharborstudy.com
- **mail to:** Cross Harbor Freight Program  
  c/o InGroup, Inc. P.O. Box 206  
  Midland Park, NJ 07432  
- **fax to:** 201-612-1232

We are eager to hear from you and excited about how this program can help transform and improve the freight distribution system in our region.

Best Regards,

Mark D. Hoffer  
Director, New Port Initiatives  
Port Commerce Department  
Port Authority of New York & New Jersey
Public Hearings Speaker Card
Cross Harbor Freight Program

Public Hearing

Date:

If you wish to speak at today’s meeting, please complete this card.

Please Print Legibly

Name:____________________________________ 
Mailing Address:_____________________________________
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E-mail: ______________________________________
Affiliation:________________________________________
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Cross Harbor Freight Program

Public Hearing

Date:

If you wish to speak at today’s meeting, please complete this card.

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Public Hearings
Speaker Card Registration
**Cross Harbor Freight Program**  
**Public Hearings**  
**Speaker Card Registration**

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Venue | Date
Public Hearings
Information Flyer
CROSS HARBOR FREIGHT PROGRAM
UPDATED PUBLIC HEARING SCHEDULE AND
COMMENT PERIOD EXTENSION NOTICE

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) have released a NEPA Tier 1 Draft Environmental Impact Statement (DEIS) to evaluate alternatives to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor. The Cross Harbor Freight Program (CHFP) DEIS evaluates both near-term and long-term improvements to the regional freight network. Public Hearings provide an opportunity for the public and agencies to comment on and provide input on the DEIS.

The FHWA and PANYNJ remain committed to a robust and public participation process. The public comment period on the Draft DEIS has been extended and will remain open until 5 p.m. on March 20, 2015. Your comments are encouraged and may be provided orally or in writing at the public hearings, 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

Your comments are encouraged and may be provided orally or in writing at the public hearings, 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

Public Hearings for the CHFP will be held at the New York and New Jersey locations listed below:

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuesday, February 3, 2015</td>
<td>4:00 p.m. to 8:00 p.m.</td>
<td>Brooklyn Borough Hall, 209 Joralemon Street, Brooklyn, NY 11201</td>
</tr>
<tr>
<td>Tuesday, February 5, 2015</td>
<td>4:00 p.m. to 8:00 p.m.</td>
<td>Bronx Borough Hall, 851 Grand Concourse, Bronx, NY 10451</td>
</tr>
<tr>
<td>Thursday, February 26, 2015</td>
<td>4:00 p.m. to 8:00 p.m.</td>
<td>Mary McLeod Bethune Life Center, 140 Martin Luther King Jr. Drive, Jersey City, NJ 07305</td>
</tr>
<tr>
<td>Tuesday, March 3, 2015</td>
<td>4:00 p.m. to 8:00 p.m.</td>
<td>Queens Borough Hall, 120-55 Queens Boulevard, Room 213, Kew Gardens, NY 11415</td>
</tr>
</tbody>
</table>

RESCHEDULED FOR: Wednesday, February 25, 2015 • 4:00 p.m. to 8:00 p.m.
Suffolk County Legislature • W.H. Rogers Legislative Building
725 Veterans Memorial Highway • Smithtown, NY 11787

RESCHEDULED FOR: Thursday, February 26, 2015 • 10:00 a.m. to 2:00 p.m.
North Jersey Transportation Planning Authority
One Newark Center • 17th Floor, Newark, NJ 07102

RESCHEDULED FOR: Thursday, February 26, 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

RESCHEDULED FOR: Tuesday, March 3, 2015 • 4:00 p.m. to 8:00 p.m.
Queens Borough Hall
120-55 Queens Boulevard • Room 213 • Kew Gardens, NY 11415

The DEIS is available to download at www.crossharborstudy.com. Hardcopies are located at numerous repositories throughout the region. A complete list of repositories can be found on the project website.

All public hearing dates, times and locations are subject to change due to inclement weather conditions. An informational recording regarding any change in the hearing schedule will be available at (201) 820-2170 at least two hours before the scheduled start time of the hearing.

The public hearings are accessible to people who are mobility impaired. Sign language interpreter services or other translation services are available, upon advance request. To make arrangements for such services, please contact the Port Authority’s outreach consultant at (201) 612-1230 or via email at feedback@crossharborstudy.com no later than three (3) days before the hearing for which the services are being requested.

For more information about the Cross Harbor Freight Program or to download a copy of the DEIS document, please visit the project website at www.crossharborstudy.com.
Programa de transporte de cargas a través del puerto
NOTIFICACIÓN ACTUALIZADA DE CALENDARIO DE AUDIENCIAS PÚBLICAS
Y EXTENSIÓN DEL PERÍODO PARA RECIBIR COMENTARIOS DEL PÚBLICO

La Administración Federal de Carreteras (Federal Highway Administration, FHWA) y la Autoridad Portuaria de New York y New Jersey (Port Authority of New York and New Jersey, PANYNJ) han hecho público un borrador de Declaración de Impacto Ambiental (DEIS) para evaluar las alternativas de manejo del movimiento de mercancías en la región mediante la mejora de la eficiencia del transporte de carga en el Puerto de New York. La DEIS del Programa de Transporte de Carga a Traves del Puerto suelen mejorar el servicio de carga y disminuir el congestionamiento del puerto para el público. Las audiencias públicas que se llevarán a cabo en diferentes localidades proporcionan una oportunidad para que el público y las agencias puedan conocer y plantear sus observaciones sobre la DEIS.

La FHWA y la PANYNJ mantienen su compromiso de ofrecer una participación activa del público. Para ello, se han extendido el periodo para recibir comentarios del público sobre el borrador de la DEIS hasta las 5 p.m. del 20 de marzo de 2015. Se alientan a los ciudadanos interesados en participar en las audiencias públicas, y entre los lugares en los que se realizarán las audiencias públicas, mencionaremos las siguientes ubicaciones:

- Brooklyn Borough Hall
- Jueves 6 de febrero de 2015, 6:00 p.m.
- 851 Grand Concourse - Bronx
- 10451
- Reprogramada para: miércoles 25 de febrero de 2015, 6:00 p.m.
- Suffolk County Legislature - W. H. Rogers Legislative Building
- 726 Veterans Memorial Highway - Smithtown, NY 11787
- Reprogramada para: Jueves 6 de febrero de 2015, 6:00 p.m.
- Reina del Norte Transporation Planning Authority
- One Newark Center - 17th Floor - Newark, NJ 07102
- Reprogramada para: Jueves 6 de febrero de 2015, 6:00 p.m.
- Mary McLeod Bethune Life Center
- 130 Martin Luther King Jr. Drive - Jersey City, NJ 07306
- Reprogramada para: miércoles 3 de marzo de 2015, 6:00 p.m.
- Quincy Borough Hall
- 120-55 Queens Boulevard - Room 231 - Kew Gardens, NY 11415


En lo que respecta a los horarios, fechas y localizaciones de las audiencias públicas están sujetos a cambios debido a incidencias del tiempo. Se puede recibir información sobre cambios hasta dos horas antes del horario de inicio programado por teléfono: (201) 820-2170.

Los ciudadanos interesados en participar en el Programa de Transporte de Carga a Traves del Puerto para conseguir una copia del documento de la DEIS, por favor, visite la página web del proyecto:

跨港貨運計劃
公開聽證會最新時間表及意見徵求期延長通知

聯邦公路管理局（FHWA）及紐約與新澤西港務局（PANYNJ）聯合發佈NEPA一級環境影響報告草案（DEIS），評估透過改善紐約港貨運運輸，促進本地區貨物流通的替代方案。跨港貨運計劃（CHFP）DEIS評估本地區貨運網絡的現狀及長期改進方案。公開聽證會將讓公眾及各方機構有機會就DEIS發表意見及提供建議。

FHWA及PANYNJ致力於推動外展工作及公眾參與項目，順利進行。
現已延長DEIS草案公開意見徵求期，將其延續至2015年3月20日下午6時。歡迎大家建言獻策。您可在公開聽證會上發表口頭意見或提交書面意見；或者郵寄至跨港貨運
計劃，同時抄送InGroup, Inc.（地址為PO Box 206 Midland Park, NJ 07432），或發送電郵至feedback@crossharborstudy.com。

CHFP公開聽證會將分別於紐約與新澤西的以下地址舉行：

2015年2月3日週二・下午4時至晚上8時
Brooklyn Borough Hall
209 Joralemon Street • Brooklyn, NY 11201

2015年2月5日週四・下午4時至晚上8時
Bronx Borough Hall
851 Grand Concourse • Bronx, NY 10451

重新安排時間：2015年2月25日週三・下午4時至晚上8時
Suffolk County Legislature W.H. Rogers Legislative Building
725 Veterans Memorial Highway • Smithtown, NY 11787

重新安排時間：2015年2月26日週四・上午10時至下午2時
North Jersey Transportation Planning Authority
One Newark Center • 17th Floor • Newark, NJ 07102

重新安排時間：2015年2月26日週四・下午4時至晚上8時
Mary McLeod Bethune Life Center
140 Martin Luther King Jr. Drive • Jersey City, NJ 07306

重新安排時間：2015年3月3日週二・下午4時至晚上8時
Queens Borough Hall
120-55 Queens Boulevard • Room 213 • Kew Gardens, NY 11415

您可前往www.crossharborstudy.com下載DEIS。本地區多家資料處有印製版以供索取。資料處還會提供參與項目網站。

如遇惡劣天氣，公開聽證會的日期、時間及地點或有變更。您可於聽證會定稿開始時間前至少兩個小時，致電（212）820-2170查詢有關聽證會時間及變更的資訊。
公開聽證會亦會提供便利設施，方便行動不便者參加。聽證會將提供手語翻譯服務或者

欲知關於跨港貨運計劃的更多資訊或下載DEIS文件，請瀏覽項目網站
www.crossharborstudy.com。
Public Hearings Plan
Cross Harbor Freight Program (CHFP) Hearing Plan (Draft)

Below is a draft CHFP meeting plan for the upcoming DEIS public hearings.

Listing of Public Hearing Locations:

<table>
<thead>
<tr>
<th>LOCATIONS</th>
<th>DATES</th>
<th>TIMES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baruch College / CUNY William and Anita Newman H750 &amp; Faculty Lounge 151 East 25th Street New York, NY 10010</td>
<td>Friday, January 23, 2015</td>
<td>10:00a.m. - 2:00p.m.</td>
</tr>
<tr>
<td>Suffolk County Legislature W.H. Rogers Legislature Building 725 Veterans Memorial Highway Smithtown, NY 11787</td>
<td>Wednesday, January 28, 2015</td>
<td>4:00p.m. - 8:00p.m.</td>
</tr>
<tr>
<td>Queens Borough Hall Room 213 120-55 Queens Boulevard Kew Gardens, NY 11415</td>
<td>Thursday, January 29, 2015</td>
<td>4:00p.m. - 8:00p.m.</td>
</tr>
<tr>
<td>Brooklyn Borough Hall 209 Joralemon Street Brooklyn, NY 11201</td>
<td>Tuesday, February 3, 2015</td>
<td>4:00p.m. - 8:00p.m.</td>
</tr>
<tr>
<td>Bronx Borough Hall 851 Grand Concourse Bronx, NY 10451</td>
<td>Thursday, February 5, 2015</td>
<td>4:00p.m. - 8:00p.m.</td>
</tr>
<tr>
<td>NJTPA 17th Floor One Newark Center Newark, NJ 07102</td>
<td>Tuesday, February 10, 2015</td>
<td>10:00a.m. - 2:00p.m.</td>
</tr>
<tr>
<td>Mary McLeod Bethune Life Center 140 Martin Luther King Jr. Drive Jersey City, NJ 07305</td>
<td>Tuesday, February 10, 2015</td>
<td>4:00p.m. - 8:00p.m.</td>
</tr>
</tbody>
</table>
PRE-MEETING
- Legal Notices (InGroup | PANYNJ)
  - Translations (InGroup)
  - Newspapers Insertion (PANYNJ)
    - Newark Star Ledger (daily)
    - Jersey Journal (daily)
    - Newsday (daily)
    - Daily News (daily)
    - Brooklyn Eagle (daily)
    - Staten Island Advance (daily)
    - Bayonne Community News (weekly)
    - Queens Courier (weekly)
    - Queens Gazette (weekly)
    - Queens Tribune & South East Queens Press (weekly)
    - Brooklyn Courier Life (weekly)
    - Straus Media (Manhattan papers) (weekly)
    - Bronx Times (weekly)
    - Brooklyn Paper (weekly)
    - El Diario (weekly) - Spanish
    - Chinese World Journal (weekly)
    - De Yid (weekly) - Yiddish
    - De Blatt (weekly) - Yiddish
    - Hamodia (weekly) - Yiddish
  - Post to project website (PANYNJ)
- E-blast of public hearings to project databases (TAC / SAC / SAFETEA-LU / ELECTED OFFICIALS) (InGroup)

MEETING
LOCATION / DATE / TIME: Listed above

Set-up Time
- Study team arrives for setup (InGroup | PANYNJ | Stenographer)
  - Registration table: Signage, sign-in, speaker registration, agenda, collateral, easels and boards etc. (InGroup)
  - Study team nametags (InGroup)
  - AV – microphones, projector & screen, laptop, PPT, Monitor and video (PANYNJ)
  - Set-up information station and project boards on easels (InGroup)
  - Public hearing floor plan
4:00 p.m. – 8:00 p.m. | 10:00 a.m. - 2 p.m.
- DEIS Public Hearing Registration and speaker sign-up opens

4:20 p.m. – 6:00 p.m. | 6:20 p.m. – 8 p.m. & 10:20 a.m. - 12 p.m. | 12:20 p.m. - 2 p.m.
- DEIS Public Hearing

**Attendees can view information boards and interact with study team.**
  - Hearing
    - Welcome and Intro
    - Hearing Rules of Engagement
    - Project Video
    - Testimony
  - Project boards
    - Welcome Board
    - EIS Timeline
    - Regional Freight Transportation Challenges
    - Purpose and Need
    - Project Alternatives
    - Reduced Truck Traffic on East-West Crossings
    - Submitting Comments
  - Information Materials Table
    - Newsletter (English / Spanish / Chinese / Yiddish)
    - Comment forms
    - FAQ
    - DEIS CD
    - Other materials (TBD)

*Study team members will be available to address any additional questions.*

**HEARING FORMAT**
The following is the suggested Public Hearing format:
- Hearing Officer / Moderator – Mark Hoffer
- Time Keeper – (TBD)
  - Suggestions: Christina Alexiou-Hidalgo or InGroup
- Testimony Table with 3 chairs and 3 microphones
VENUES
Below is a list of all the venues and respective information:

<table>
<thead>
<tr>
<th>LOCATIONS</th>
<th>VENUE SITE CHECK</th>
<th>PHOTO</th>
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</thead>
<tbody>
<tr>
<td>Baruch College / CUNY</td>
<td>Venue location for 2014 CHFP TAC / SAC meeting</td>
<td><img src="image1.jpg" alt="Venue Location" /></td>
</tr>
<tr>
<td>William and Anita Newman</td>
<td></td>
<td></td>
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<tr>
<td>H750 &amp; Faculty Lounge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>151 East 25th Street</td>
<td></td>
<td></td>
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<tr>
<td>New York, NY 10010</td>
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<tr>
<td>Suffolk County Legislature</td>
<td>InGroup utilized venue in 2014 for another project</td>
<td><img src="image2.jpg" alt="Venue Location" /></td>
</tr>
<tr>
<td>W.H. Rogers Legislature Building</td>
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<td></td>
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<tr>
<td>725 Veterans Memorial Highway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smithtown, NY 11787</td>
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<td></td>
</tr>
<tr>
<td>Queens Borough Hall</td>
<td>Venue location for CHFP 2010 Scoping meetings</td>
<td><img src="image3.jpg" alt="Venue Location" /></td>
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<tr>
<td>Room 213</td>
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<tr>
<td>120-55 Queens Boulevard</td>
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<tr>
<td>Kew Gardens, NY 11415</td>
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<tr>
<td>Venue Location</td>
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<td>Venue location for CHFP 2010 Scoping meetings</td>
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<tr>
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<td>17th Floor, One Newark Center, Newark, NJ 07102</td>
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<tr>
<td>Venue location for CHFP 2010 Scoping meetings</td>
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<td></td>
</tr>
<tr>
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<td>140 Martin Luther King Jr. Drive, Jersey City, NJ 07305</td>
<td></td>
</tr>
<tr>
<td>InGroup utilized venue in 2013 for another project</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
POST-MEETING

- Post Meeting Activities
  - General meeting minutes (InGroup)
    - Follow-up on any action items
  - Scan registration sign-in and speaker cards (InGroup)
  - Follow-up with stenographer
  - Log comments (InGroup)
  - Answer comments (EIS team)
Public Hearings
Media Advisories
FOR IMMEDIATE RELEASE
January 9, 2015

CONTACT: Port Authority of New York and New Jersey
212-435-7777

PUBLIC INPUT SOUGHT ON ALTERNATIVES TO IMPROVE FREIGHT MOVEMENT ACROSS NEW YORK HARBOR
Seven public hearings scheduled in the next month on Draft Environmental Impact Statement for Cross Harbor Freight Program

The next phase in a significant public outreach campaign to gather public input on the Tier 1 Draft Environmental Impact Statement (DEIS) for the Cross Harbor Freight Program will begin later this month when seven public hearings will be held in New York and New Jersey. The hearings will continue to gather important input into a variety of alternatives identified to solve a critical regional issue – the need for more efficient, cost-effective movement of goods across the Hudson River and New York Harbor.

The public comment period on the Tier 1 DEIS began on November 13 when the document was released at www.crossharborstudy.com and made available at numerous repositories throughout the region and will continue until February 27. Input gathered from the upcoming hearings – to be held in Newark, Jersey City, Manhattan, Brooklyn, Queens, the Bronx and Long Island – will provide important feedback in the process to identify an alternative or alternatives that merit further review in a Tier 2 study that will be done after the Record of Decision is issued closing out the Tier 1.

The issue of Cross Harbor freight movement dates back decades as increased cargo coming to the region has continued to result in worsening road conditions stemming from the region’s almost total reliance on trucks to transport goods. These worsening conditions included traffic congestion, severe wear and tear on highways and interstate crossings, consumption of fossil fuels and resulting air emissions. The problem is expected to worsen over the next 20 years, given that freight movement in the region is projected to increase by 37 percent. The DEIS specifically targets the movement of freight such as commodities, raw materials, agricultural and consumer products and other industrial and finished goods.

The process of developing potential solutions to the problem began with the compilation of 27 possible alternatives by Port Authority and Federal Highway Administration staff and consultant team, considering previous studies and incorporating input from public participation and stakeholders. After two rounds of screening, the DEIS identified a group of 10 “build” alternatives as the most viable. The DEIS then analyzed each of the 10 alternatives, along with a “no action” alternative, based on their ability to capture a
portion of the freight traffic now moving by truck, as well as a high-level consideration of potential environmental effects.

The 10 “build” alternatives each entail the movement of freight across New York Harbor either via barge, ferry or float, or via a rail tunnel. They are:

- An Enhanced Railcar Float Operation
- A Lift-on, Lift-off Container Barge
- A Roll-on, Roll-off Container Barge
- A Truck Float
- A Truck Ferry
- A Double-Stack, Double-Track Rail Tunnel
- Rail Tunnel with Shuttle service
- Rail tunnel with a Chunnel service. This alternative would carry trucks through a tunnel on special rail cars, similar to the English Channel Tunnel. Trucks would be positioned on the railcars at two terminals located at the Oak Island Yard in New Jersey and the East New York Yard in Brooklyn.
- Rail Tunnel with Automated Guided Vehicle (AGV)
- Rail Tunnel with Truck Access Alternative

The “no action” alternative assumes that none of the “build” options are implemented and that only projects already committed and programmed in regional transportation and other plans would be implemented.

Since 2008, the Port Authority already has invested in ways to more efficiently move cargo throughout the region. The agency has owned and operated New York-New Jersey Rail, LLC, since late 2008, the only railcar float operation in New York Harbor. The operation moves cargo by both water and rail between New Jersey and markets east of the Hudson River, including New York City and Long Island. In September 2014, the agency’s Board of Commissioners approved a redevelopment of Greenville Yard – which is the western terminal of the railcar float operation – and will invest in major upgrades to the facility, including the development of a new ExpressRail facility.

Following is the schedule for the seven public hearings:

**Manhattan – January 23, 10 a.m. – 2 p.m.**
Baruch College
Room H750 & Faculty Lounge
151 E. 25th Street
New York, N.Y.

**Long Island – January 28, 4 p.m. to 8 p.m.**
W.H. Rogers Legislative Building
725 Veterans Memorial Highway
Smithtown, N.Y.
Queens – January 29, 4 p.m. to 8 p.m.
Queens Borough Hall
Room 213 – 2nd Floor
120-55 Queens Boulevard
Kew Gardens, N.Y.

Brooklyn – February 2, 4 p.m. to 8 p.m.
Brooklyn Borough Hall
Community Room and Courtroom
209 Joralemon Street
Brooklyn, N.Y.

Bronx – February 5, 4 p.m. to 8 p.m.
Bronx Borough Hall
Veteran’s Memorial Hall
851 Grand Concourse
Bronx, N.Y.

Newark – February 10, 10 a.m. to 2 p.m.
NJTPA Headquarters
1 Newark Center
17th Floor
Newark, N.J.

Jersey City – February 10, 4 p.m. to 8 p.m.
Mary McLeod Bethune Life Center
140 Martin Luther King Jr. Drive
Jersey City, N.J.

# # #

Founded in 1921, the Port Authority of New York and New Jersey builds, operates, and maintains many of the most important transportation and trade infrastructure assets in the country. The agency’s network of aviation, ground, rail, and seaport facilities is among the busiest in the country, supports more than 550,000 regional jobs, and generates more than $23 billion in annual wages and $80 billion in annual economic activity. The Port Authority also owns and manages the 16-acre World Trade Center site, where the 1,776-foot-tall One World Trade Center is now the tallest skyscraper in the Western Hemisphere. The Port Authority receives no tax revenue from either the State of New York or New Jersey or from the City of New York. The agency raises the necessary funds for the improvement, construction or acquisition of its facilities primarily on its own credit. For more information, please visit http://www.panynj.gov.
FOR IMMEDIATE RELEASE
January 26, 2015

CONTACT: Port Authority of New York and New Jersey
212-435-7777

PORT AUTHORITY POSTPONES CROSS HARBOR FREIGHT PROGRAM PUBLIC HEARINGS DUE TO MAJOR SNOWSTORM

Due to forecasted record snowfall in the New York/New Jersey region, the Port Authority has postponed public hearings scheduled for the week of January 26 on the Tier 1 Draft Environmental Impact Statement (DEIS) for the Cross Harbor Freight Program. The affected hearings include:

POSTPONED: Wednesday, January 28, 2015 – 4 p.m. to 8 p.m.
RESCHEDULED: Wednesday, February 25, 2015 – 4 p.m. to 8 p.m.
  • Suffolk County Legislature – W.H. Rogers Legislature Building
    725 Veterans Memorial Highway
    Smithtown, NY 11787

POSTPONED: Thursday, January 29, 2015 – 4 p.m. to 8 p.m.
RESCHEDULED: Tuesday, March 3, 2015 – 4 p.m. to 8 p.m.
  • Queens Borough Hall
    120-55 Queens Borough Boulevard, Room 213
    Kew Gardens, NY 11424

The public comment period on the Draft DEIS has been extended and will remain open until 5 p.m. on March 20, 2015. Comments may be provided in writing either at the public hearings 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. The DEIS is available to download at www.crossharborstudy.com.

# # #

Founded in 1921, the Port Authority of New York and New Jersey builds, operates, and maintains many of the most important transportation and trade infrastructure assets in the country. The agency’s network of aviation, ground, rail, and seaport facilities is among the busiest in the country, supports more than 550,000 regional jobs, and generates more than $23 billion in annual wages and $80 billion in annual economic activity. The Port Authority also owns and manages the 16-acre World Trade Center site, where the 1,776-foot-tall One World Trade Center is now the tallest skyscraper in the Western Hemisphere. The Port Authority receives no tax revenue from either the State of New York or New Jersey or from the City of New York. The agency raises the necessary funds for the improvement, construction or acquisition of its facilities primarily on its own credit. For more information, please visit http://www.panynj.gov.
Public Hearings Video
OUTLINE SCRIPT FOR CROSS HARBOR FREIGHT PROGRAM VIDEO

Cross Harbor Freight Program
- Reduce truck traffic congestion
- Improve air quality
- Provide economic benefits

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.

2035 National Highway Congestion
- Truck traffic, which accounts for nearly 90% of all freight movement in the area, is expected to increase in both volume and duration in the coming years.
Freight Growth = More Trucks

Cross Harbor Freight Program Goals

- Goal 1: Reduce truck trips on freight corridors
- Goal 2: Provide modal options
- Goal 3: Enhance resilience, safety and security, and infrastructure protection
- Goal 4: Support development of integrated freight transportation/land use strategies

Tier 1 DEIS

Stage 1 Draft Environmental Impact Statement

Tier 1

- Complete regional projects
- Cost-efficient evaluation of a broad range of alternatives
- Assessment of alternatives when level of detail is limited
- Selection of mode, alignment, and terminal

Cross Harbor Freight Program Alternatives

Long List of Alternatives: 27

Initial Screening/Final Flow: 14

Screening Using Project Goals: 10

Detailed Evaluations:
E-1.0 Other Materials
Notice of Availability Ad
NOTICE OF AVAILABILITY FOR PUBLIC REVIEW OF THE TIER 1 DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE CROSS HARBOR FREIGHT PROGRAM

The Federal Highway Administration (FHWA) and the Port Authority of New York and New Jersey (PANYNJ) have prepared a Tier I Draft Environmental Impact Statement (DEIS) to evaluate alternatives to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor. The Cross Harbor Freight Program (CHFP) would provide near-term and long-term improvements to the regional freight network by reducing truck traffic congestion, improving air quality, and providing economic benefits.

The DEIS was prepared in compliance with applicable federal environmental laws, rules, and regulations, including Section 106 of the National Historic Preservation Act (NHPA) of 1966, Section 4(f) of the U.S. Department of Transportation Act (1966), and Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” among others, and identifies permits or approvals that may be required for the implementation of the Build Alternatives identified therein.

AVAILABILITY
The DEIS is now available on the project’s website at www.crossharborstudy.com. Printed or electronic copies are also available at the following viewing locations during normal business hours:

MANHATTAN (NEW YORK, NY)
Manhattan Borough President Gale A. Brewer
Municipal Building, 1 Centre Street, 19th Floor, New York, NY 10007
New York Metropolitan Transportation Council
25 Beaver Street, Suite 201, New York, NY 10004
New York Public Library - Mid-Manhattan Library
452 Fifth Avenue (at 40th Street), New York, NY 10016
New York Public Library - Science, Industry, and Business Library
188 Madison Avenue, New York, NY 10016
Port Authority of New York & New Jersey
225 Park Avenue South, 11th Floor, New York, NY 10003

BRONX, NY
Bronx Borough President Ruben Diaz Jr.
Borough Hall, 851 Grand Concourse, 3rd Floor, Bronx, NY 10451
New York Public Library - Hunts Point
877 Southern Boulevard (at Tiffany Street), Bronx, NY 10459
New York Public Library - Mott Haven
321 East 140th Street (at Alexander Avenue), Bronx, NY 10454
New York Public Library - Soundview
660 Soundview Avenue (at Seward Avenue), Bronx, NY 10473

BROOKLYN, NY
Brooklyn Borough President Eric L. Adams
209 Joralemon Street, Brooklyn, NY 11201
Brooklyn Public Library - Central Library
10 Grand Army Plaza, Brooklyn, NY 11208
Brooklyn Public Library - Bay Ridge
7223 Ridge Blvd at 73rd Street, Brooklyn, NY 11209
Brooklyn Public Library - Borough Park
1263 35th Street at 13th Avenue, Brooklyn, NY 11219
Brooklyn Public Library - Flatbush
2055 Flatbush Avenue at Avenue P, Brooklyn, NY 11234
Brooklyn Public Library - Kensington
4207 18th Avenue, Brooklyn, NY 11218
Brooklyn Public Library - Kings Highway
2115 Ocean Avenue (nr. Kings Highway), Brooklyn, NY 11229
Brooklyn Public Library - Lebanon
61 Devoe Street at Leonard Street, Brooklyn, NY 11211
Brooklyn Public Library - Mapleton
1702 60th Street, Brooklyn, NY 11204
Brooklyn Public Library - McKinley Park
6802 Fort Hamilton Pkwy (at 68th Street), Brooklyn, NY 11219
Brooklyn Public Library - Midwood
975 East 16th Street at Avenue J, Brooklyn, NY 11230
Brooklyn Public Library - New Lots
665 New Lots Avenue at Barbee Street, Brooklyn, NY 11207
Brooklyn Public Library - Paerdegat
855 E. 59th Street at Paerdegat Avenue South, Brooklyn, NY 11234
Brooklyn Public Library - Ryder
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Brooklyn Public Library - Sunset Park
5108 4th Avenue at 51st Street, Brooklyn, NY 11220

QUEENS, NY
Queens Borough President Melinda Katz
Borough Hall, 120-95 Queens Boulevard, Kew Gardens, NY 11424
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78-60 73 Place, Glendale, NY 11385
Queens Public Library - Maspeth
69-70 Grand Avenue, Maspeth, NY 11378
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43-06 Greenpoint Avenue, Long Island City, NY 11104
Queens Public Library - Woodside
54-22 Skillman Avenue, Woodside, NY 11377

STATEN ISLAND, NY
Staten Island Borough President James S. Oddo
Borough Hall, 10 Richmond Terrace, Staten Island, NY 10301
New York Public Library - St. George Library Center
5 Central Avenue, Staten Island, NY 10301

LONG ISLAND
Nassau County Planning Commission
1194 Prospect Avenue, Westbury, NY 11590
Suffolk County Clerk
310 Center Drive, Riverhead, NY 11901

NEW JERSEY
North Jersey Transportation Planning Authority
One Newark Center, 17th Floor, Newark, NJ 07102
City of Bayonne City Clerk
630 Avenue C, Bayonne, NJ 07002
City of Jersey City City Clerk
280 Grove Street, Jersey City, NJ 07302
City of Newark City Clerk
920 Broad Street, Room 309, Newark, NJ 07102
City of Elizabeth City Clerk
50 Winfield Scott Plaza, Elizabeth, NJ 07201
Essex County Clerk
Hall of Records, 465 Martin Luther King Jr. Boulevard, Room 247, Newark, NJ 07101
Union County Clerk
Union County Courthouse, 2 Broad Street, Elizabeth, NJ 07207
Hudson County Economic Development Corporation
830 Bergen Avenue, Jersey City, NJ 07306
Newark Public Library
5 Washington Street, Newark, NJ 07101
Jersey City Free Public Library - Main Library
472 Jersey Avenue, Jersey City, NJ 07305
Jersey City Free Public Library - Greenville Branch
1841 Kennedy Boulevard, Jersey City, NJ 07305
Jersey City Free Public Library - Five Corners
678 Newark Avenue, Jersey City, NJ 07308

COMMENTS
Written comments on the Tier 1 DEIS should be provided on or before 5:00PM, February 27, 2015. Public hearings are scheduled to occur in late January and early February 2015 in Brooklyn, Queens, Manhattan, and Long Island in New York; and Newark and Jersey City in New Jersey. For further details, please reference the CHFP Web site at: www.crossharborstudy.com.

Comments or additional information on the Tier 1 DEIS can be submitted in multiple ways: Mailed directly to Cross Harbor Freight Program, c/o InGroup, Inc. P.O. Box 206, Midland Park, NJ 07432; submitted electronically through the crossharborstudy.com Web site; submitted electronically via email to crossharborstudy@ingrouppnc.com with “Tier 1 DEIS Comment” in the subject line; or provided orally or in writing at the in-person public hearing(s).

FOR FURTHER INFORMATION, CONTACT:
Mark D. Hoffer, Director, New Port Initiatives
Port Commerce Department, Port Authority of New York and New Jersey
225 Park Avenue South, 11th Floor, New York, NY 10003
Telephone: 212-435-7276  Fax: 212-435-4201

THE PORT AUTHORITY OF NY & NJ
THE PORT AUTHORITY OF NY & NJ
(AUTORIDAD PORTUARIA DE NY Y NJ)
NOTIFICACIÓN DE DISPONIBILIDAD PARA REVISIÓN PÚBLICA DEL BORRADOR DE LA DECLARACIÓN DE IMPACTO MEDIOAMBIENTAL DE NIVEL 1 PARA EL PROGRAMA DE TRANSPORTE DE CARGA A TRAVÉS DEL PUERTO (Cross Harbor Freight Program).

La Administración Federal de Carreteras (Federal Highway Administration, FHWA) y la Autoridad Portuaria de New York y New Jersey (Port Authority of New York and New Jersey, PANYNJ) han preparado un borrador de una Declaración de Impacto Medioambiental (DEIS) para evaluar las alternativas para mejorar la red de transporte de carga en el Puerto de New York. El Programa de Transporte de Carga a Través del Puerto ofrecería mejoras a la red existente de transporte de carga regional para evitar el aumento de la congestión de tráfico, el mejoramiento de la calidad del aire, y la creación de beneficios económicos.

La DEIS está disponible actualmente en la página web: www.crossharborstudy.com. También se puede conseguir copias electrónicas e impresas en las siguientes ubicaciones durante horas normales de atención:

MANHATTAN (NEW YORK, NY)
Manhattan Borough President Gale A. Brewer
Municipal Building, 1 Centre Street, 19th Floor, New York, NY 10037
New York Metropolitan Transportation Council
25 Beaver Street, Suite 200, New York, NY 10004
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225 Park Avenue South, 11th Floor, New York, NY 10003

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Brooklyn Public Library - Sunset Park
5108 4th Avenue at 51st Street, Brooklyn, NY 11220

QUEENS, NY
Queens Borough President Melinda Katz
Borough Hall, 120-55 Queens Boulevard, Kew Gardens, NY 11424

COMENTARIOS
Los comentarios por escrito sobre el Nivel 1 de la DEIS podrán presentarse ante o hasta 5:00 pm, del día 27 de febrero de 2015. Aquí tendrán lugar audiencias públicas en las ubicaciones propias de las instituciones de referencia, así como en el Puerto de New York.

Se puede presentar comentarios u otra información sobre el Nivel 1 de la DEIS a través de:
- CARTA: Mailed directly to Cross Harbor Freight Program, c/o InGroup, Inc. P.O. Box 206, Midland Park, NJ 07432; submitted electronically via email to crossharborstudy@ingroupinc.com
- WEB: www.crossharborstudy.com
- TELEFONO: 212-435-7276  Fax: 212-435-4201
- E-MAIL: Public comments or additional information on the Tier 1 DEIS can be submitted in multiple ways:
  - CrossHarborStudy.com página web; mandado por email a crossharborstudy@ingroupinc.com poniendo “Tier 1 DEIS Comment” en el asunto del correo; o de manera oral o por escrito en durante las audiencias públicas.

PARA MÁS INFORMACIÓN, CONTACTA:
Mark D. Hofter, Director, New Port Initiatives
Port Commerce Department, Port Authority of New York and New Jersey
225 Park Avenue South, 11th Floor, New York, NY 10003
Teléfono: 212-435-7276  Fax: 212-435-4201
紐約及紐澤西港務局
一級環境影響報告書案可行性通知

美國聯邦公路管理局（FHWA）及紐約及紐澤西港務局（PANYNJ）已編製一級環境影響報告書案（DEIS），以對備選方案進行評估，從而透過加強紐約市的貨物運輸、改善該地區的商業活動，將跨港貨運計劃（CHFP）將透過減少卡車交通擁堵，改善空氣品質及創造經濟效益，為該區域貨運網絡帶來短期和長期改善。

DEIS 乃根據適用的聯邦環境法律、規則和法規（其中包括 1966 年《國家歷史保護法》（NHPA）第 106 條、《美國運輸部法案》（1966 年）第 4(f) 條，以及 12898 稿執行令：「在少數民族人群和低收入人群中解決環境公正的聯邦行動」）編製，並且已載列執行其中所載建設備選方案可能需取得的許可或批准。

可用性

DEIS 現已載於該專案的網址上，網址為 www.crossharborstudy.com。以下檢視點地亦於正常營業時間提供列印或電子副本：

MANHATTAN (NEW YORK, NY)

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89-11 Merrick Boulevard, Jamaica, NY 11432
Queens Public Library - Astoria
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QUEENS, NY

Queens Borough President Melinda Katz
Borough Hall, 120-55 Queens Boulevard, Kew Gardens, NY 11424

意見

有關一級 DEIS 的書面意見應於 2015 年 2 月 27 日下午 5:00 之前提交。公眾聽證會擬定於 2015 年一月下旬及二月初旬在紐約州的 Brookyn、Queens、Manhattan 及 Long Island 及紐澤西州的 Newark 和 Jersey City 舉行，如需瞭解進一步詳情，請參見 CHFP 網站：www.crossharborstudy.com。

有關一級 DEIS 的意見或其他資料可透過以下幾種方式提交:

- 直接郵寄至 Cross Harbor Freight Program, c/o InGroup, Inc. P.O. Box 206, Midland Park, NJ 07432；
- 透過電子郵件提交至 crossharborstudy@ingroupinc.com。
Notice of Availability Letters
November 10, 2014

New York State Senate, 25th District
Honorable Velmanette Montgomery
Senator
Legislative Office Building, Room 903
Albany, NY 12247

RE: Cross Harbor Freight Program – Tier 1 Draft Environmental Impact Statement

Dear Honorable Montgomery:

As you are aware, the Port Authority of New York and New Jersey (PANYNJ) and the Federal Highway Administration (FHWA) are preparing a Tier 1 Environmental Impact Statement (EIS) for the Cross Harbor Freight Program, pursuant to the National Environmental Policy Act (NEPA). The project purpose and need is to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor. As part of this process, a Tier 1 Draft Environmental Impact Statement (DEIS) has been prepared. Enclosed, you will find a Compact Disc containing the Tier 1 DEIS. The DEIS is also available at the project website: www.crossharborstudy.com.

The DEIS was prepared in compliance with applicable federal environmental laws, rules, and regulations, including Section 106 of the National Historic Preservation Act (NHPA) of 1966, Section 4(f) of the U.S. Department of Transportation Act (1966), and Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” among others, and identifies permits or approvals that may be required for the implementation of the Build Alternatives.

In 2010, scoping meetings were held on this effort to solicit public comments. Throughout the course of this project, the project team has used a variety of forums to engage stakeholders.

Public hearings are planned for early 2015 to provide an opportunity to reach the public and solicit input on the DEIS. The hearings will take place in Brooklyn, Queens, Manhattan, and Long Island in New York; and Newark and Jersey City in New Jersey. Further details will be announced on the project website at www.crossharborstudy.com.

Based on the findings of the DEIS and the written and oral comments received at the public hearings, as well as during the DEIS public comment period (ending on February 27, 2014), PANYNJ and FHWA will prepare a Tier 1 Final Environmental Impact Statement (FEIS) and a Tier 1 Record of Decision (ROD) which will identify the alternative or alternatives selected to advance for more detailed, site-specific review and analysis. Comments received during the public comment period, including those received at the public hearings, will be addressed in the FEIS.

PANYNJ and FHWA encourage the public, interested individuals and organizations, and Federal, State, and local agencies to comment on the DEIS, by February 27, 2014. The DEIS will be available to the public during normal business hours at the locations on the enclosed list. In addition, the document is available on the project website at www.crossharborstudy.com.

There are many ways to provide comments:

- Verbally or in writing at the public hearings.
- Via email: crossharborstudy@ingroupinc.com with “Tier 1 DEIS Comment” in the Subject line
If you have any questions regarding this information, please feel free to email us at the contact information indicated above. Thank you for your interest and participation in the Cross Harbor Freight Program.

Sincerely yours,

Mark D. Hoffer
Director, New Port Initiatives
Port Commerce Department
November 10, 2014

New Jersey State Assembly, District 20
Honorable Annette Quijano
Assemblymember
985 Stuyvesant Ave.
Union, NJ 07083

RE: Cross Harbor Freight Program – Tier 1 Draft Environmental Impact Statement

Dear Honorable Quijano:

As you are aware, the Port Authority of New York and New Jersey (PANYNJ) and the Federal Highway Administration (FHWA) are preparing a Tier 1 Environmental Impact Statement (EIS) for the Cross Harbor Freight Program, pursuant to the National Environmental Policy Act (NEPA). The project purpose and need is to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor. As part of this process, a Tier 1 Draft Environmental Impact Statement (DEIS) has been prepared. Enclosed, you will find a Compact Disc containing the Tier 1 DEIS. The DEIS is also available at the project website: www.crossharborstudy.com.

The DEIS was prepared in compliance with applicable federal environmental laws, rules, and regulations, including Section 106 of the National Historic Preservation Act (NHPA) of 1966, Section 4(f) of the U.S. Department of Transportation Act (1966), and Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” among others, and identifies permits or approvals that may be required for the implementation of the Build Alternatives.

In 2010, scoping meetings were held on this effort to solicit public comments. Throughout the course of this project, the project team has used a variety of forums to engage stakeholders.

Public hearings are planned for early 2015 to provide an opportunity to reach the public and solicit input on the DEIS. The hearings will take place in Brooklyn, Queens, Manhattan, and Long Island in New York; and Newark and Jersey City in New Jersey. Further details will be announced on the project website at www.crossharborstudy.com.

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There are many ways to provide comments:

- **Verbally or in writing at the public hearings.**
- **Via email:** crossharborstudy@ingroupinc.com with “Tier 1 DEIS Comment” in the Subject line
- **Via website:** www.crossharborstudy.com
If you have any questions regarding this information, please feel free to email us at the contact information indicated above. Thank you for your interest and participation in the Cross Harbor Freight Program.

Sincerely yours,

Mark D. Hoffer
Director, New Port Initiatives
Port Commerce Department
November 7, 2014

U.S. EPA - Region 2
Environmental Review Section
Ms. Lingard Knutson
Environmental Scientist
290 Broadway, 25th Floor
New York, NY 10007-1866

RE: Cross Harbor Freight Program – Tier 1 Draft Environmental Impact Statement

Dear Ms. Knutson:

As you are aware, the Port Authority of New York and New Jersey (PANYNJ) and the Federal Highway Administration (FHWA) are preparing a Tier 1 Environmental Impact Statement (EIS) for the Cross Harbor Freight Program, pursuant to the National Environmental Policy Act (NEPA). The project purpose and need is to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor. As part of this process, a Tier 1 Draft Environmental Impact Statement (DEIS) has been prepared. Enclosed, you will find (1) printed copy and (2) Compact Discs containing the Tier 1 DEIS. The DEIS is also available at the project website: www.crossharborstudy.com.

The DEIS was prepared in compliance with applicable federal environmental laws, rules, and regulations, including Section 106 of the National Historic Preservation Act (NHPA) of 1966, Section 4(f) of the U.S. Department of Transportation Act (1966), and Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” among others, and identifies permits or approvals that may be required for the implementation of the Build Alternatives.

In 2010, scoping meetings were held on this effort to solicit public comments. Throughout the course of this project, the project team has used a variety of forums to engage stakeholders.

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- Via website: www.crossharborstudy.com
If you have any questions regarding this information, please feel free to email us at the contact information indicated above. Thank you for your interest and participation in the Cross Harbor Freight Program.

Sincerely yours,

Mark D. Hoffer  
Director, New Port Initiatives  
Port Commerce Department
November 7, 2014

Advisory Council on Historic Preservation
Mr. John Fowler
Executive Director
401 F Street NW, Suite 308
Washington, DC 20001

RE: Cross Harbor Freight Program – Tier 1 Draft Environmental Impact Statement

Dear Mr. Fowler:

As you are aware, the Port Authority of New York and New Jersey (PANYNJ) and the Federal Highway Administration (FHWA) are preparing a Tier 1 Environmental Impact Statement (EIS) for the Cross Harbor Freight Program, pursuant to the National Environmental Policy Act (NEPA). The project purpose and need is to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor. As part of this process, a Tier 1 Draft Environmental Impact Statement (DEIS) has been prepared. Enclosed, you will find a Compact Disc containing the Tier 1 DEIS. The DEIS is also available at the project website: www.crossharborstudy.com.

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Public hearings are planned for early 2015 to provide an opportunity to reach the public and solicit input on the DEIS. The hearings will take place in Brooklyn, Queens, Manhattan, and Long Island in New York; and Newark and Jersey City in New Jersey. Further details will be announced on the project website at www.crossharborstudy.com.

Based on the findings of the DEIS and the written and oral comments received at the public hearings, as well as during the DEIS public comment period (ending on February 27, 2015), PANYNJ and FHWA will prepare a Tier 1 Final Environmental Impact Statement (FEIS) and a Tier 1 Record of Decision (ROD) which will identify the alternative or alternatives selected to advance for more detailed, site-specific review and analysis. Comments received during the public comment period, including those received at the public hearings, will be addressed in the FEIS.

PANYNJ and FHWA encourage the public, interested individuals and organizations, and Federal, State, and local agencies to comment on the DEIS, by February 27, 2015. The DEIS will be available to the public during normal business hours at the locations on the enclosed list. In addition, the document is available on the project website at www.crossharborstudy.com.

There are many ways to provide comments:

- Verbally or in writing at the public hearings.
- Via email: crossharborstudy@ingroupinc.com
- Via website: www.crossharborstudy.com
If you have any questions regarding this information, please feel free to email us at the contact information indicated above. Thank you for your interest and participation in the Cross Harbor Freight Program.

Sincerely yours,

Mark D. Hoffer
Director, New Port Initiatives
Port Commerce Department
Notice of Availability Eblasts
Cross Harbor Freight Program
Release Tier I Draft Environmental Impact Statement (EIS)

The Port Authority of New York and New Jersey (PANYNJ) is pleased to announce the release of the Tier 1 Draft Environmental Impact Statement (DEIS) for the Cross Harbor Freight Program (CHFP). Prepared in coordination with PANYNJ’s federal partner, the Federal Highway Administration (FHWA), the Tier 1 DEIS evaluates alternatives to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor.

The public comment period is now open and will close on Friday, February 27, 2015 at 5pm. Public hearings will take place in winter 2015 (dates to be announced). The Tier 1 DEIS is available for download at http://www.panynj.gov/about/CHFP_draft_Tier_1_EIS/CHFP_Tier1_EIS_downloads.html.

Please email any questions or comments to feedback@crossharborstudy.com.

Cross Harbor Freight Program, crossharborstudy@ingroupinc.com, Cross Harbor Freight Program | 225 Park Avenue South, 11th Floor | New York, NY 10003-1604
Unsubscribe
Carmen Costa

From: Cross Harbor Freight Program <crossharborstudy@ingroupinc.com>
Sent: Friday, November 14, 2014 9:53 AM
To: carmen@ingroupinc.com
Subject: Cross Harbor Freight Program Release Tier I Draft Environmental Impact Statement (EIS)

Cross Harbor Freight Program
Release Tier I Draft Environmental Impact Statement (EIS)

The Port Authority of New York and New Jersey (PANYNJ) is pleased to announce the release of the Tier 1 Draft Environmental Impact Statement (DEIS) for the Cross Harbor Freight Program (CHFP). Prepared in coordination with PANYNJ's federal partner, the Federal Highway Administration (FHWA), the Tier 1 DEIS evaluates alternatives to improve the movement of goods in the region by enhancing the transportation of freight across New York Harbor.

The public comment period is now open and will close on Friday, February 27, 2015. Public hearings will take place in winter 2015 (dates to be announced). The Tier 1 DEIS is available for download at www.crossharborstudy.com.

As always, please do not hesitate to contact me at 212-435-7276 with any questions or comments.

Best Regards,

Mark D. Hoffer
Director, New Port Initiatives
Port Commerce Department
Port Authority of New York & New Jersey

225 PARK AVENUE SOUTH, 11th FLOOR • NEW YORK, NEW YORK 10003-1604 • crossharborstudy@ingroupinc.com

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Comment Forms
Cross Harbor Freight Program

Comment Form

Name: ___________________________ Affiliation: ___________________________

Address: ___________________________

City: ___________________________ State: ___________________________ Zip: ___________________________

Telephone: ___________________________ Fax: ___________________________

E-mail: ___________________________

Please provide your comments in the space provided below:

Mail To: Cross Harbor Freight Program
c/o InGroup, Inc.
P.O. Box 206
Midland Park, NJ 07432

Fax: (201) 612-1232

E-mail: feedback@crossharborstudy.com
Programa de Movimiento de Carga Tras el Puerto

PLANILLA DE COMENTARIO

Nombre: 

Afiliación: 

Dirección: 

Ciudad: 

Estado: 

Código postal: 

Teléfono: 

Fax: 

Correo Electrónico: 

Escríbanos por favor con sus comentarios.

Correo: Cross Harbor Freight Program
c/o InGroup, Inc.
P.O. Box 206
Midland Park, NJ 07432

Fax: (201) 612-1232

Correo Electrónico: feedback@crossharborstudy.com
Newsletter
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.

Continued on page 2
By 2035, freight to, from and through our region is expected to increase 37 percent.

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.

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.
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
La participación del público de las comunidades de la zona definida de investigación es muy importante para el proyecto. El período de comentario del público está abierto hasta fines de febrero de 2015. Una serie de audiencias públicas formales está agendada para principios de 2015, véase en la página 2. Sus sugerencias son sumamente importantes y serán bienvenidas.

Visite crossharborstudy.com para obtener más información.

**Participe**

La participación del público de las comunidades de la zona definida de investigación es muy importante para el proyecto. El período de comentario del público está abierto hasta fines de febrero de 2015. Una serie de audiencias públicas formales está agendada para principios de 2015, véase en la página 2. Sus sugerencias son sumamente importantes y serán bienvenidas.

**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

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**Etapas finalizadas entre 2010 - 2014:**

- Publicación de un Aviso de Intención en el Registro Federal (*Federal Register*)
- Publicación de un Documento Borrador sobre la Determinación de Alcance (*Scoping*)
- Sesiones Informativas Públicas y Comentarios Públicos sobre la Determinación de Alcance
- Elaboración de modelos de flujos de carga y presentación de los resultados a las agencias y partes interesadas
- Análisis Medioambiental de Nivel 1
- Borrador de la Declaración de Impacto Ambiental de Nivel 1 (*Tier 1 EIS*)
- Período de comentarios del público comenzó en noviembre de 2014

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**Lo que va a suceder después:**

- Compromiso continuado con las partes interesadas
- Audiencias Públicas, a principios de 2015 (véase página 2 para fechas y horarios)
- Período de comentarios del público: cierra el 27 de febrero de 2015
- Respuestas a comentarios sobre el Borrador de la Declaración de Impacto Ambiental de Nivel 1 y realización de versión Final de la Declaración: en la primavera de 2015
- Registro de decisión (ROD): en el verano 2015

**Visite crossharborstudy.com para obtener más información.**
**Objetivos del CHFP**

- Reducir la congestión causada por el tránsito de camiones que cruzan la región del puerto por las rutas principales de carga
- Proveer nuevas alternativas atractivas a los remitentes, los receptores y los portadores, para reemplazar los servicios existentes de camiones interestatales
- Expandir las facilidades para el transporte de bienes por la región del puerto para mejorar la resiliencia y seguridad del sistema y para proteger la infraestructura
- Apoyar el desarrollo del transporte de carga integrado y las estrategias para la utilización de las tierras

El proyecto va a evaluar cómo las alternativas propuestas podrían lograr estos objetivos.

**La Declaración de Impacto Ambiental de Nivel 1 (EIS)**

El CHFP está llevando a cabo una Declaración de Impacto Ambiental (EIS) "tiered" ("de niveles") de acuerdo con las reglas de la Ley de Política Nacional en Materia de Medio Ambiente (National Environmental Policy Act, NEPA). Tiering es un proceso dividido en etapas que se aplica a la evaluación del impacto ambiental de proyectos complejos. La Autoridad Portuaria de New York y New Jersey (Port Authority of New York and New Jersey, PANYNJ) y la Administración Federal de Carreteras (Federal Highway Administration, FHWA) recientemente hicieron público un borrador de una Declaración de Impacto Medioambiental (DEIS) del proyecto. La DEIS presenta los potenciales beneficios e impactos ambientales para la región de las 10 alternativas que requieren alguna obra ("Build Alternatives"), así como las consecuencias de no tomar ninguna acción ("No Action").

El período para recibir comentarios del público termina el 27 de febrero de 2015.

**Programa de Transporte de Carga a Través del Puerto: tomando en cuenta una gama de alternativas**

El Programa de Transporte de Carga a Través del Puerto está evaluando 10 "Build Alternatives" (alternativas que requieren obras) y una "No Action" (que quiere decir que no llevarán adelante ninguna acción). Las Build Alternatives consisten en cinco alternativas de sistemas navegables y cinco túneles para el sistema de ferrocarriles. Todas las alternativas buscan abordar los desafíos del transporte de carga a través del Puerto de New York entre las regiones de "El este del Hudson" y "Oeste del Hudson."

**Alternativas de sistemas navegables**

Todas estas alternativas requieren el transporte de carga por barcazas, lanchas o balsas entre sitios al este y al oeste del Puerto de New York.

- Mejorado flotante para ferrocarriles
- Balsas para camiones
- Lanchas para camiones
- Barcazas con contenedores con sistema de grúa para subir y bajar (Lift On-Lift Off, LOLO)
- Barcazas con contenedores con sistema de rodillos para subir y bajar (Roll On-Roll Off, RORO)

**Alternativas de túneles ferroviarios**

Todas estas alternativas requieren el transporte de carga a través de un túnel construido entre New Jersey y Brooklyn.

- Túnel ferroviario
- Túnel ferroviario con servicio de traslado por shuttle
- Túnel ferroviario con servicio de chunnel
- Túnel ferroviario con tecnología de vehículo con guía automatizada (Automated Guided Vehicle, AGV)
- Túnel ferroviario con acceso para camiones

**Fechas para la audiencias públicas**

<table>
<thead>
<tr>
<th>Fecha</th>
<th>Horario</th>
<th>Ubicación</th>
</tr>
</thead>
<tbody>
<tr>
<td>Martes 3 de febrero de 2015</td>
<td>4:00 p.m. a 8:00 p.m.</td>
<td>Brooklyn Borough Hall 209 Joralemon Street • Brooklyn, NY 11201</td>
</tr>
<tr>
<td>Jueves 5 de febrero de 2015</td>
<td>4:00 p.m. a 8:00 p.m.</td>
<td>Bronx Borough Hall 851 Grand Concourse • Bronx, NY 10451</td>
</tr>
<tr>
<td>Martes 10 de febrero de 2015</td>
<td>10:00 a.m. a 2:00 p.m.</td>
<td>North Jersey Transportation Planning Authority One Newark Center • Newark, NJ 07102</td>
</tr>
<tr>
<td>Martes 3 de febrero de 2015</td>
<td>4:00 p.m. a 8:00 p.m.</td>
<td>Mary McLeod Bethune Life Center 140 Martin Luther King Jr. Drive • Jersey City, NJ 07305</td>
</tr>
<tr>
<td>Jueves 29 de enero de 2015</td>
<td>4:00 p.m. a 8:00 p.m.</td>
<td>Queens Borough Hall 120-55 Queens Boulevard • Room 213 New York, NY 11415</td>
</tr>
</tbody>
</table>

**Información de interés**

Hacia el 2035, se estima que aumentará un 37 porcentaje el transporte de carga a, desde y a través de la región.
2010-2014年完成事項：
- 於聯邦公告公佈意向通知書(NOIs)
- 公佈範圍劃定文件草案
- 範圍劃定資訊公眾簡報會及範圍劃定公眾意見徵求
- 貨運需求建模及向各方機構與利益相關方公告結果
- 一級環境分析
- 一級環境影響報告草案
- 公眾意見徵求期於2014年11月開始

即將開始：
- 利益相關方的持續參與
- 2015年初公眾聽證會（日期及時間參見第2頁）
- 公眾意見徵求期將於2015年2月27日結束
- 戰略案開發及啟動
- 2015年夏季發布決策報告

建言獻策
在本項目特定研究區域所包含社區的公眾參與對於項目具有十分重要的意義。公眾意見徵求期將持續至2015年2月底此項目將於2015年初舉行一系列正式公開聽證會，詳情參見上文。歡迎您踴躍建言獻策。

如有問題，敬請聯絡：
Mark D. Hoffer
新港口計劃主任
港口商務科
紐約與新澤西港務局
電子郵箱：feedback@crossharborstudy.com

通訊
第2期•2015年1月
本期內容
CHFP: 尋找改善本地區貨運交通之解決方案
一級環境影響報告(EIS)
CHFP: 考慮多種替代方案

跨港貨運計劃: 尋找改善本地區貨運交通之解決方案
跨港貨運計劃(CHFP)的主要目的是評估旨在改善連接哈德遜以東與哈德遜以西地區之間的紐約港貨物運輸情況的替代方案。這些將增強本地區的貨運網絡，減少貨運運輸，提高空氣質量及增加經濟效益。項目設有四大目標（載列如下），為制定用於項目替代方案評估的標準提供基礎。

請瀏覽crossharborstudy.com了解最新資訊。
CROSS HARBOR FREIGHT PROGRAM

NEW YORK NEW JERSEY

跨港貨運計劃：考慮多種替代方案

跨港貨運計劃評估10個建設替代方案（包括5個水路替代方案及5個鐵路隧道替代方案）及一個無行動替代方案，以解決連接哈德遜以東與哈德遜以西地區之間的紐約港貨運問題。

水路替代方案

該等替代方案是在紐約港東西兩岸之間，利用躉船、渡輪或浮裝式載躉船運輸貨物。

- 增強鐵路車廂駁船
- 貨車浮裝式駁船
- 貨車渡輪
- 吊裝式 (LOLO) 集裝箱駁船
- 滾裝式 (RORO) 集裝箱駁船

鐵路隧道替代方案

該等替代方案是修建一條從新澤西至布魯克林的隧道，用於運輸貨物。

- 鐵路隧道
- 增加短途服務的鐵路隧道
- 增加海峽隧道服務的鐵路隧道
- 增加自動導引車 (AGV) 服務的鐵路隧道
- 允許貨車分時使用的鐵路隧道

快速參考

1. 預計到2035年，往來本地區的貨運將增長37%。

一級環境影響報告 (EIS)

CHFP以符合“國家環境政策法”的“分級”環境影響報告的方式進行。分級是一個階段式程序，適用於複雜項目的環境審核。紐約與新澤西港務局(PANYNJ)及聯邦公路管理局(FHWA)近期發佈了項目的一級EIS草案(DeIS)。DeIS呈現了10個建設替代方案（Build Alternative）及一個無行動替代方案（No Action Alternative）的地區效益及潛在環境影響。

公眾意見徵求期將一直持續至2015年2月27日。最終EIS(FeIS)將綜合夥伴機構及公眾意見，於2015年春季公佈。在FeIS公佈後，將有一個決策記錄(ROD)，記述選定替代方案以供進一步研究。
The Port Authority of NY & NJ

CROSS HARBOR FREIGHT PROGRAM

NEW YORK
NEW JERSEY

Feedback:

email: feedback@crossharborstudy.com

Continued on page 2
Project Boards
CROSS HARBOR FREIGHT PROGRAM

NEW YORK

TIER 1 DEIS

NEW JERSEY
Options for Submitting Comments

Email to:
feedback@crossharborstudy.com

Fax to:
201-612-1232

Mail to:
Cross Harbor Freight Program
c/o InGroup, Inc.
P.O. Box 206
Midland Park, NJ 07432

Oral or written testimony at the public hearings listed below:

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

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

The public comment period will remain open until 5:00 p.m. on February 27, 2015
Project Alternatives

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
EIS Timeline

- Revised NOI
  - May 2010
- Scoping
  - Oct-Nov 2010
- Response to Comments
  - June-July 2011
- Screening Analysis
  - 2011-2014
- Detailed Evaluation
  - 2011-2014

- Publish Tier I DEIS
  - Nov 2014
- Public Comment Period and Hearings
  - Winter 2014/15
- Publish Tier I FEIS
  - Spring 2015
- Tier I ROD
  - Summer 2015
**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.*

**GOAL 1** Reduce truck trips on freight corridors.

**GOAL 2** Provide modal options.

**GOAL 3** Enhance resiliency, safety and security, and infrastructure protection.

**GOAL 4** Support development of integrated freight transportation/land use strategies.
Reduced Truck Traffic on East-West Crossings

- **Waterborne Alternatives**: 600 fewer trucks per day
- **Rail Tunnel Alternative**: 1,400 to 1,800 fewer trucks per day
- **Rail Tunnel With Chunnel**: 1,800 to 2,500 fewer trucks per day
- **Rail Tunnel With AGV**: 5,000 fewer trucks per day
- **Rail Tunnel With Shuttle**: 5,000 fewer trucks per day
- **Rail Tunnel With Truck Access**: 5,000 fewer trucks per day

Image of heavy truck traffic on a bridge.
## Potential Truck Traffic Reductions

### Projected Change in Daily Commodity Truck Vehicle-Miles Traveled (VMT)

<table>
<thead>
<tr>
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<td><strong>Waterborne Alternatives</strong></td>
<td>-4,000 to -7,000</td>
<td>-700 to -1,800</td>
<td>-600 to -1,900</td>
<td>-12,000 to -17,500</td>
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<tr>
<td><strong>Rail Tunnel Alternatives</strong></td>
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