SUPPLEMENT TO APPENDIX B
UPDATES TO AGENCY COORDINATION AND PUBLIC PARTICIPATION
Additions to Appendix B

D-1.0 Meetings with the Technical Advisory Committee (TAC) & Stakeholders

D-1.1 November 2014 Meetings

Meeting Invitation
Meeting Agenda
Meeting Presentation
Meeting Request for Special Briefing

D-1.2 November 2014 Elected Officials Meetings

Meeting Invitation
Meeting Agenda
Presentation
Meeting E-Alert
Meeting Request For Special Briefing

D-1.3 2014-2015 Meetings with Elected Officials, and Other Interested Parties

Presentations

D-1.4 Community Outreach Meeting Log

D-2.0 SAFETEA-LU Meeting

D-2.1 November 2014 Meeting

Meeting Invitation
Meeting Agenda
Meeting Presentation
Meeting E-Alerts
Meeting Request For Special Briefing

D-2.2 January 2015 Workshop
Workshop Invitation.................................................................................................................. Section D-2
Workshop Agenda.................................................................................................................. Section D-2
Workshop Presentation ......................................................................................................... Section D-2
Workshop Follow-Up........................................................................................................... Section D-2
D-2.3 May 2015 Workshop..................................................................................................... Section D-2
Workshop Invitation................................................................................................................ Section D-2
Workshop Agenda................................................................................................................ Section D-2
Workshop Presentation ......................................................................................................... Section D-2
Workshop Follow-Up........................................................................................................... Section D-2
D-3.0 2015 Public Hearings .................................................................................................. Section D-1
Public Hearings Legal Notice Original / English, Spanish, Chinese, Yiddish...................... Section D-1
Public Hearings Legal Notice Re-Scheduled / English, Spanish, Chinese, Yiddish............. Section D-1
Public Hearings Social Media Announcements.................................................................... Section D-1
Public Hearings E-Alert(s)..................................................................................................... Section D-1
Public Hearings Speaker Card............................................................................................. Section D-1
Public Hearings Speaker Card Registration......................................................................... Section D-1
Public Hearings Information Flyer / English, Spanish, Chinese, Yiddish............................. Section D-1
Public Hearings Plan............................................................................................................ Section D-1
Public Hearings Media Advisories....................................................................................... Section D-1
Public Hearings Video........................................................................................................ Section D-1
E-1.0 Other Materials ........................................................................................................ Section E-1
Notice of Availability (NOA): Ad / English, Spanish and Chinese........................................ Section E-1
Notice of Availability (NOA): Letters ..............................................................Section E-1
Notice of Availability (NOA): eblasts ...............................................................Section E-1
Comment Forms / English & Spanish..........................................................Section E-1
Newsletter / English, Spanish, Chinese, and Yiddish .................................Section E-1
Project Boards ..................................................................................Section E-1

F-1.0 Databases ..................................................................................Section F-1
SAC Database ..................................................................................Section F-1
TAC Database ..................................................................................Section F-1
SAFETEA-LU Database .........................................................................Section F-1
Interested Parties ................................................................................Section F-1
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.

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
AGENDA

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

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
Meeting Presentation
Agenda

- Introduction
- Project Timeline
- Tiering
- Purpose and Need
- Project Alternatives
- Environmental Analyses
- Next Steps
- Q&A
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. Publish Tier I DEIS
   - Nov 2014

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

8. Publish Tier I FEIS
   - Spring 2015

9. Tier 1 ROD
   - Summer 2015
### What is a Tiered EIS?

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

Millions of Truck Tons

<table>
<thead>
<tr>
<th>Year</th>
<th>2007</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>909</td>
<td></td>
</tr>
</tbody>
</table>

Roadway Network

U.S. Department of Transportation
Federal Highway Administration
THE PORT AUTHORITY
OF NY & NJ
Freight Growth = More Trucks

Exists Congestion

Millions of Truck Tons

<table>
<thead>
<tr>
<th>Year</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>909</td>
</tr>
</tbody>
</table>

2007-2035

Freight Growth = More Trucks
Freight Growth = More Trucks

Millions of Truck Tons

2007: 909
2035: 1,272

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

Harrisburg

New York

Selkirk

Albany

Schenectady

Binghamton

Syracuse

Seneca
Existing Rail Options: NS

- **Long Route**: 524 Miles
- **Short Route**: 176 Miles (with Cross Harbor connection)

Map showing routes from Harrisburg to New York via Schenectady and Selkirk.
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.
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>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>One-on-one meetings w/ Elected Officials, Community Groups and other Interested Parties</td>
<td>November 2014 – January 2015</td>
</tr>
<tr>
<td>Draft Tier I EIS Public Hearings</td>
<td>Winter 2015</td>
</tr>
<tr>
<td>Comment Period Closes</td>
<td>February 27, 2015</td>
</tr>
<tr>
<td>Final Tier I EIS</td>
<td>Spring 2015</td>
</tr>
<tr>
<td>Tier I Record of Decision</td>
<td>Summer 2015</td>
</tr>
</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.crossharborstudy.com
Meeting Request for Special Briefing
REQUEST FOR SPECIAL BRIEFING

<table>
<thead>
<tr>
<th>Name</th>
<th>Title / District</th>
<th>Phone</th>
<th>E-Mail</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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.

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
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

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@crossharborsstudy.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

<table>
<thead>
<tr>
<th>Name</th>
<th>Title / District</th>
<th>Phone</th>
<th>E-Mail</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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
Tier 1 DEIS

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

Cross Harbor Freight Program

New York

New Jersey
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
- 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
## What is a Tiered EIS?

<table>
<thead>
<tr>
<th>Tier I</th>
<th>Tier II</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complex regional projects</td>
<td>Depending on alternative(s) selected, could be a CE, EA or EIS</td>
</tr>
<tr>
<td>Cost-efficient evaluation of a broad range of alternatives</td>
<td>Assessment of potential effects associated with a specific facility or activity</td>
</tr>
<tr>
<td>Assessment of alternatives when level of detail is limited</td>
<td>Project-specific mitigation measures</td>
</tr>
<tr>
<td>Selection of mode, alignment, and termini</td>
<td></td>
</tr>
</tbody>
</table>
2035 National Highway Congestion
Freight Growth = More Trucks

Millions of Truck Tons

2007 2035

Roadway Network
Freight Growth = More Trucks

- Existing Congestion

- Millions of Truck Tons

- 2007: 909
- 2035:

- U.S. Department of Transportation
  Federal Highway Administration

- The Port Authority
  of NY & NJ
Freight Growth = More Trucks

Million 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

- 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.
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
Potential Truck Traffic Reductions

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

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

Waterborne Alternatives
-4,000 to -7,000
-700 to -1,800
-600 to -1,900
-12,000 to -17,500
-17,000 to -30,000

Rail Tunnel Alternatives
-17,000 to -23,000
-3,400 to -3,600
-18,600 to -35,000
-72,000 to -97,000
-111,000 to -157,000
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>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>One-on-one meetings w/ Elected Officials, Community Groups and other Interested Parties</td>
<td>November 2014 – January 2015</td>
</tr>
<tr>
<td>Draft Tier I EIS Public Hearings</td>
<td>Winter 2015</td>
</tr>
<tr>
<td>Comment Period Closes</td>
<td>February 27, 2015</td>
</tr>
<tr>
<td>Final Tier I EIS</td>
<td>Spring 2015</td>
</tr>
<tr>
<td>Tier I Record of Decision</td>
<td>Summer 2015</td>
</tr>
</tbody>
</table>
We Want to Hear From You

- 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.crossharborstudy.com
Presentation to the New York and New Jersey Congressional Delegation
December 10, 2014
Agenda

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

- **Scoping**: Oct-Nov 2010
- **Response to Comments**: June-July 2011
- **Screening Analysis**: 2011-2014
- **Detailed Evaluation**: 2011-2014
- **Published Tier I DEIS**: Nov 2014
- **Public Comment Period and Hearings**: Winter 2014/15
- **Published Tier I FEIS**: Spring 2015
- **Tier 1 ROD**: Summer 2015

- Revised NOI: May 2010

**U.S. Department of Transportation**
**Federal Highway Administration**
**THE PORT AUTHORITY OF NY & NJ**
### What is a Tiered EIS?

<table>
<thead>
<tr>
<th>Tier I</th>
<th>Tier II</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Complex regional projects</td>
<td>- Depending on alternative(s) selected, could be a CE, EA or EIS</td>
</tr>
<tr>
<td>- Cost-efficient evaluation of a broad range of alternatives</td>
<td>- Assessment of potential effects associated with a specific facility or activity</td>
</tr>
<tr>
<td>- Assessment of alternatives when level of detail is limited</td>
<td>- Project-specific mitigation measures</td>
</tr>
<tr>
<td>- Selection of mode, alignment, and termini</td>
<td></td>
</tr>
</tbody>
</table>
2035 National Highway Congestion
Freight Growth = More Trucks

Millions of Truck Tons

2007 2035

909

Roadway Network
Freight Growth = More Trucks

- Existing Congestion

Millions of Truck Tons

- 2007: 909
- Projected for 2035: Not specified

Freight Growth = More Trucks
Freight Growth = More Trucks

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

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

Harrisburg
Schenectady
Selkirk
New York
Existing Rail Options: NS

- **Long Route**
  - 524 Miles

- **Short Route**
  - 176 Miles
  - (with Cross Harbor connection)
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.
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
### Potential Truck Reductions: Base Tunnel Alternative

#### Truck Vehicle-Miles Traveled (VMT) Reductions by Subregion

<table>
<thead>
<tr>
<th></th>
<th>NYC</th>
<th>Long Island</th>
<th>Lower Hudson Valley</th>
<th>Northern NJ</th>
<th>All Subregions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>-35,000</td>
<td>-6,400</td>
<td>-46,000</td>
<td>-154,000</td>
<td>-241,000</td>
</tr>
<tr>
<td>Annual</td>
<td>-10.3 million</td>
<td>-1.9 million</td>
<td>-13.6 million</td>
<td>-45.3 million</td>
<td>-71.1 million</td>
</tr>
</tbody>
</table>

#### Truck Volume Reductions on Hudson/Harbor Crossings

<table>
<thead>
<tr>
<th></th>
<th>All Crossings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>-1,700</td>
</tr>
<tr>
<td>Annual</td>
<td>-514,000</td>
</tr>
</tbody>
</table>
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>
</tr>
</thead>
<tbody>
<tr>
<td>One-on-one meetings w/ Elected Officials, Community Groups and other Interested Parties</td>
<td>November 2014 – January 2015</td>
</tr>
<tr>
<td>Draft Tier I EIS Public Hearings</td>
<td>Winter 2015</td>
</tr>
<tr>
<td>Comment Period Closes</td>
<td>February 27, 2015</td>
</tr>
<tr>
<td>Final Tier I EIS</td>
<td>Spring 2015</td>
</tr>
<tr>
<td>Tier I Record of Decision</td>
<td>Summer 2015</td>
</tr>
</tbody>
</table>
We Want to Hear From You

- 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
Presentation to Queens Borough Board
January 12, 2015
Tier 1 DEIS

January 2015

Presentation to the Queens Borough Board
Agenda

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

May 2010
- Revised NOI

Oct-Nov 2010
- Scoping

June-July 2011
- Response to Comments

2011-2014
- Screening Analysis

2011-2014
- Detailed Evaluation

Winter 2014/15
- Publish Tier I DEIS

Public Comment Period and Hearings
- Tier 1 ROD

Spring 2015
- Publish Tier I FEIS

Summer 2015
What is a Tiered EIS?

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
Freight Growth = More Trucks

Millions of Truck Tons

2007  2035

909

Roadway Network
Freight Growth = More Trucks

Existing Congestion

Millions of Truck Tons

2007 2035

909

0 200 400 600 800 1,000 1,200 1,400
Freight Growth = More Trucks

- 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

Short Route
(with Cross Harbor connection)
176 Miles
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.
Development of Alternatives

1. Long List of Alternatives
2. Initial Screening/Fatal Flaw
3. Screening Using Project Goals
4. 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**: 1,800 to 2,500 trucks
- **Rail Tunnel With AGV**: 1,800 to 2,500 trucks
- **Rail Tunnel With Shuttle**
- **Rail Tunnel With Truck Access**: 5,000 trucks
### Potential Truck Traffic Reductions

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

<table>
<thead>
<tr>
<th></th>
<th>New York City</th>
<th>Long Island</th>
<th>Hudson Valley</th>
<th>Northern New Jersey</th>
<th>All Subregions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waterborne Alternatives</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>
<td>-17,000 to -30,000</td>
</tr>
<tr>
<td>Rail Tunnel Alternatives</td>
<td>-17,000 to -23,000</td>
<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>
</tr>
</tbody>
</table>
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>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>One-on-one meetings w/ Elected Officials, Community Groups and other Interested Parties</td>
<td>November 2014 – January 2015</td>
</tr>
<tr>
<td>Tier I Draft EIS Public Hearings</td>
<td>Winter 2015</td>
</tr>
<tr>
<td>Comment Period Closes</td>
<td>February 27, 2015</td>
</tr>
<tr>
<td>Tier I Final EIS</td>
<td>Spring 2015</td>
</tr>
<tr>
<td>Tier I Record of Decision</td>
<td>Summer 2015</td>
</tr>
<tr>
<td>Location</td>
<td>Date and Time</td>
</tr>
<tr>
<td>---------------</td>
<td>---------------------------------------------------</td>
</tr>
<tr>
<td>Manhattan</td>
<td>Fri, January 23, 10 AM – 2 PM</td>
</tr>
<tr>
<td>Long Island</td>
<td>Wed, January 28, 4 – 8 PM</td>
</tr>
<tr>
<td>Queens</td>
<td>Thu, January 29, 4 – 8 PM</td>
</tr>
<tr>
<td>Brooklyn</td>
<td>Tue, February 3, 4 – 8 PM</td>
</tr>
<tr>
<td>Bronx</td>
<td>Thu, February 5, 4 – 8 PM</td>
</tr>
<tr>
<td>Newark</td>
<td>Tue, February 10, 10 AM – 2 PM</td>
</tr>
<tr>
<td>Jersey City</td>
<td>Tue, February 10, 4 – 8 PM</td>
</tr>
</tbody>
</table>
We Want to Hear From You

- 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
Tier 1 DEIS

Thank You!
http://www.crossharborstudy.com
The following presentation was given during meetings with:

- 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
- Brooklyn Community Board 10 – March 9, 2015
- Queens Community Board 5 – March 11, 2015
- NY State Assembly Transportation Committee – March 13, 2015
Tier 1 DEIS

CROSS HARBOR FREIGHT PROGRAM

NEW YORK NEW JERSEY

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

- Introduction
- Project Timeline
- 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**: Nov 2014
- **Publish Tier I DEIS**: Winter 2014/15
- **Publish Tier I FEIS**: Spring 2015
- **Tier 1 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.
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.
2035 National Highway Congestion
Freight Growth = More Trucks

Existing Congestion

Millions of Truck Tons

- 909

2007 2035

Freight Growth = More Trucks

U.S. Department of Transportation
Federal Highway Administration
THE PORT AUTHORITY
OF NY & NJ
Freight Growth = More Trucks

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

- 2035 Congestion

Source: U.S. Department of Transportation
Federal Highway Administration
THE PORT AUTHORITY OF NY & NJ
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: CSX
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
# Potential Truck Traffic Reductions

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

<table>
<thead>
<tr>
<th>Subregion</th>
<th>Waterborne Alternatives</th>
<th>Rail Tunnel Alternatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. New York City</td>
<td>-4,000 to -7,000</td>
<td>-17,000 to -23,000</td>
</tr>
<tr>
<td>2. Long Island</td>
<td>-700 to -1,800</td>
<td>-3,400 to -3,600</td>
</tr>
<tr>
<td>3. Hudson Valley</td>
<td>-600 to -1,900</td>
<td>-18,600 to -35,000</td>
</tr>
<tr>
<td>4. Northern New Jersey</td>
<td>-12,000 to -17,500</td>
<td>-72,000 to -97,000</td>
</tr>
<tr>
<td>All Subregions</td>
<td>-17,000 to -30,000</td>
<td>-111,000 to -157,000</td>
</tr>
</tbody>
</table>
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>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>One-on-one meetings w/ Elected Officials, Community Groups and other Interested Parties</td>
<td>November 2014 – January 2015</td>
</tr>
<tr>
<td>Draft Tier I EIS Public Hearings</td>
<td>Winter 2015</td>
</tr>
<tr>
<td>Comment Period Closes</td>
<td>March 20, 2015</td>
</tr>
<tr>
<td>Final Tier I EIS</td>
<td>Spring 2015</td>
</tr>
<tr>
<td>Tier I Record of Decision</td>
<td>Summer 2015</td>
</tr>
<tr>
<td>Location</td>
<td>Date and Time</td>
</tr>
<tr>
<td>--------------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>Manhattan</td>
<td>Fri, January 23, 10 AM – 2 PM</td>
</tr>
<tr>
<td>Brooklyn</td>
<td>Tue, February 3, 4 – 8 PM</td>
</tr>
<tr>
<td>Bronx</td>
<td>Thu, February 5, 4 – 8 PM</td>
</tr>
<tr>
<td>Newark</td>
<td>Tue, February 10, 10 AM – 2 PM</td>
</tr>
<tr>
<td>Jersey City</td>
<td>Tue, February 10, 4 – 8 PM</td>
</tr>
<tr>
<td>Long Island</td>
<td>Wed, February 25, 4 – 8 PM</td>
</tr>
<tr>
<td>Queens</td>
<td>Tue, March 3, 4 – 8 PM</td>
</tr>
</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!
www.crosssharborstudy.com
D-1.4 Community Outreach Meeting Log
<table>
<thead>
<tr>
<th>Date</th>
<th>Outreach Meeting</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/13/2014</td>
<td>Elected Officials Briefing - NY</td>
</tr>
<tr>
<td>11/14/2014</td>
<td>Elected Officials Briefing - NJ</td>
</tr>
<tr>
<td>12/4/2014</td>
<td>State Senator Simcha Felder Briefing</td>
</tr>
<tr>
<td>12/5/2014</td>
<td>New York State Office of Parks, Recreation &amp; Historic Preservation Webinar Briefing</td>
</tr>
<tr>
<td>12/10/2014</td>
<td>NY Congressional delegation Briefing in DC</td>
</tr>
<tr>
<td>12/11/2014</td>
<td>NYC Office of Environmental Coordination - NYC CEQR Task Force Briefing</td>
</tr>
<tr>
<td>1/9/2015</td>
<td>State Senator Velmanette Montgomery Briefing, Brooklyn electeds</td>
</tr>
<tr>
<td>1/12/2015</td>
<td>Queens Borough Board Briefing</td>
</tr>
<tr>
<td>1/20/2015</td>
<td>NJ Non-Government Organizations Briefing</td>
</tr>
<tr>
<td>1/22/2015</td>
<td>Brooklyn Borough Board Briefing</td>
</tr>
<tr>
<td>2/3/2015</td>
<td>NJ Elected Officials Briefing</td>
</tr>
<tr>
<td>2/12/2015</td>
<td>Partnership for NY Briefing</td>
</tr>
<tr>
<td>2/17/2015</td>
<td>NJTPA Freight Initiatives Committee Briefing</td>
</tr>
<tr>
<td>2/20/2015</td>
<td>NYMTC Briefing</td>
</tr>
<tr>
<td>2/25/2015</td>
<td>Nassau County Executive Briefing</td>
</tr>
<tr>
<td>3/2/2015</td>
<td>Suffolk County Executive Briefing</td>
</tr>
<tr>
<td>3/2/2015</td>
<td>Brooklyn Community Board 14 Briefing</td>
</tr>
<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>
</tr>
<tr>
<td>3/9/2015</td>
<td>Brooklyn Community Board 10 Briefing</td>
</tr>
<tr>
<td>3/11/2015</td>
<td>Queens Community Board 5 Briefing</td>
</tr>
<tr>
<td>3/13/2015</td>
<td>NY State Assembly - Transportation Committee Members Briefing</td>
</tr>
</tbody>
</table>
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

Fax:  
201-612-1232

E-mail:  
feedback@crossharborstudy.com

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
2035 National Highway Congestion

Recurring Peak-Period Congestion
- Uncongested
- Congested
- Highly Congested
Freight Growth = Truck Demand

Millions of Truck Tons

2007 2035

909

Roadway Network
Freight Growth = Truck Demand

 Millions of Truck Tons

- 2007: 909
- 2035: (Data not shown)

Existing Congestion
Freight Growth = Truck Demand

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

- **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.
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

- 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
## Tiering

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

$100 to $600 million

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

$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**: 1,800 to 2,500 trucks
- **Rail Tunnel With AGV**
- **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
### 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>
</tr>
</thead>
<tbody>
<tr>
<td>Waterborne</td>
<td>Enhanced Railcar Float</td>
<td>-106</td>
<td>-7,700</td>
</tr>
<tr>
<td></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>
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 Waterborne 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
This message was sent to carmen@ingroupinc.com from:

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

Unsubscribe
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

<table>
<thead>
<tr>
<th>Name</th>
<th>Title / District</th>
<th>Phone</th>
<th>E-Mail</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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,
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.

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,
Workshop Agenda
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.
2035 National Highway Congestion
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 Timeline

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

<table>
<thead>
<tr>
<th>Tier I</th>
<th>Tier II</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Complex regional projects</td>
<td>- Depending on alternative(s) selected, could be a CE, EA or EIS</td>
</tr>
<tr>
<td>- Cost-efficient evaluation of a broad range of alternatives</td>
<td>- Assessment of potential effects associated with a specific facility or activity</td>
</tr>
<tr>
<td>- Assessment of alternatives when level of detail is limited</td>
<td>- Project-specific mitigation measures</td>
</tr>
<tr>
<td>- Selection of mode, alignment, and termini</td>
<td></td>
</tr>
</tbody>
</table>
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) 1</td>
<td>Freight Movement Efficiency/Safety Improvements</td>
</tr>
<tr>
<td></td>
<td>(MIS – modified) 2</td>
<td>Railcar Float Efficiency/Safety Improvements</td>
</tr>
<tr>
<td></td>
<td>(MIS) 3</td>
<td>High-Speed Loading and Unloading of Railcar Floats</td>
</tr>
<tr>
<td>TDM</td>
<td>(MIS – modified) 4</td>
<td>Bridge/Tunnel Pricing</td>
</tr>
<tr>
<td></td>
<td>(New) 5</td>
<td>“Managed Trucking” Facilities/Franchises</td>
</tr>
<tr>
<td>Waterborne</td>
<td>(MIS) 6</td>
<td>“Hub Tub” Concept for Port Activities Alternative/Strategy</td>
</tr>
<tr>
<td></td>
<td>(MIS) 7</td>
<td>Use of a Containment Island for Port Activities</td>
</tr>
<tr>
<td></td>
<td>(MIS/2004 DEIS) 8</td>
<td>Enhanced Railcar Float</td>
</tr>
<tr>
<td></td>
<td>(2004 DEIS) 9</td>
<td>Railcar Float Port Ivory Service</td>
</tr>
<tr>
<td></td>
<td>(New) 10</td>
<td>Truck Ferry</td>
</tr>
<tr>
<td></td>
<td>(New) 11</td>
<td>Truck Float</td>
</tr>
<tr>
<td></td>
<td>(New) 12</td>
<td>Roll On-Roll Off (RORO) Container Barge</td>
</tr>
<tr>
<td></td>
<td>(New) 13</td>
<td>Lift On-Lift Off (LOLO) Container Barge</td>
</tr>
</tbody>
</table>

### Airborne and Air Cargo Related
- 14 (MIS): Vertical Takeoff and Landing (VTOL)
- 15 (MIS): Link to JFK International Airport for Air Cargo Movements
- 16 (MIS): Access to the Region’s Core with Freight Rail
- 17 (MIS): Staten Island to Brooklyn Shared Passenger and Freight Rail Tunnel
- 18 (MIS/2004 DEIS): Staten Island to Brooklyn Rail Tunnel

### Rail Tunnel
- 19 (MIS/2004 DEIS – modified): Rail Tunnel
- 20 (New): Rail Tunnel with Shuttle (“Open Technology”) Service
- 21 (New): Rail Tunnel with Chunnel Service
- 22 (New): Rail Tunnel with AGV Technology
- 23 (2004 DEIS): Rail Tunnel from New Jersey to Brooklyn Waterfront, near Owl’s Head Park
- 24 (MIS – modified): Rail Tunnel with Truck Access
- 25 (MIS – modified): Rail Tunnel with Continuous Truck Access

### Other Rail
- 26 (MIS): Rail Freight Connection to the Brooklyn Navy Yard
- 27 (TZB): Tappan Zee Bridge Freight Rail
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>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>abcd</td>
<td></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/Strategy</td>
<td>✓</td>
</tr>
<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>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>Link to JFK International Airport for Air Cargo Movements</td>
<td></td>
</tr>
<tr>
<td></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>
</tr>
<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>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>25</td>
<td>Rail Tunnel with Continuous Truck Access</td>
<td>✓</td>
</tr>
<tr>
<td><strong>Rail Tunnel</strong></td>
<td>26</td>
<td>Rail Freight Connection to the Brooklyn Navy Yard</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>27</td>
<td>Tappan Zee Bridge Freight Rail</td>
<td>✓</td>
</tr>
</tbody>
</table>

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

- **Route Share Analysis**
  - How will the alternatives affect truck and rail route choices?
Framework for Estimating Demand

1. Commodity Flow Data
2. Submarket Size
3. Alternative Modes, Routes, Services with Defined Levels of Service

4. Diversion Share
   - Mode Choice Models for study area markets
   - National factors for through markets

5. 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)
Identify Markets

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>Proven Rail Markets</th>
<th>No Action</th>
<th>Waterborne Alternatives</th>
<th>Tunnel Alternatives</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Rail</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Other Tunnel</td>
</tr>
<tr>
<td>Relocate Rail Trip</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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)
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
## 2007 and 2035 Freight Flows: 54-County Data Analysis Area

### 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>139%</td>
</tr>
</tbody>
</table>
### 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:
- East to West: 28%
- West to East: 72%

Commodities
- Food: 18%
- Refined Petroleum Products: 15%
- Clay, Concrete, Glass: 12%
- Nonmetallic Minerals: 12%
- Chemical Products: 7%
- Truck Secondary and Drayage: 6%
- Metal: 3%
- Municipal Solid Waste: 3%
- Lumber: 3%
- Paper: 3%
- All Other: 14%
- Total: 100%

East of Hudson Core Counties
- Bronx: 4%
- Kings: 15%
- Nassau: 3%
- Queens: 6%
- Suffolk: 4%
- Westchester: 1%
- Total: 34%
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:

<table>
<thead>
<tr>
<th>East of Hudson Core Counties</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronx</td>
<td>5%</td>
</tr>
<tr>
<td>Kings</td>
<td>20%</td>
</tr>
<tr>
<td>Nassau</td>
<td>4%</td>
</tr>
<tr>
<td>Queens</td>
<td>7%</td>
</tr>
<tr>
<td>Suffolk</td>
<td>5%</td>
</tr>
<tr>
<td>Westchester</td>
<td>4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>44%</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Commodities</th>
<th></th>
</tr>
</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><strong>Total</strong></td>
<td><strong>100%</strong></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>Origin</th>
<th>Destination</th>
<th>Share of Tons</th>
<th>Cumulative Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ohio</td>
<td>Massachusetts</td>
<td>8%</td>
<td>8%</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>Massachusetts</td>
<td>5%</td>
<td>13%</td>
</tr>
<tr>
<td>Florida</td>
<td>Massachusetts</td>
<td>3%</td>
<td>16%</td>
</tr>
<tr>
<td>Illinois</td>
<td>Massachusetts</td>
<td>3%</td>
<td>19%</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>Massachusetts</td>
<td>2%</td>
<td>21%</td>
</tr>
<tr>
<td>Georgia</td>
<td>Massachusetts</td>
<td>2%</td>
<td>23%</td>
</tr>
<tr>
<td>Kentucky</td>
<td>Massachusetts</td>
<td>2%</td>
<td>26%</td>
</tr>
<tr>
<td>Texas</td>
<td>Massachusetts</td>
<td>2%</td>
<td>28%</td>
</tr>
<tr>
<td>Michigan</td>
<td>Massachusetts</td>
<td>2%</td>
<td>29%</td>
</tr>
<tr>
<td>North Carolina</td>
<td>Massachusetts</td>
<td>2%</td>
<td>31%</td>
</tr>
</tbody>
</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
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
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

**Freight Modeling and Demand Results**
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

- 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>
</tr>
</thead>
<tbody>
<tr>
<td>Waterborne</td>
<td>Enhanced Railcar Float</td>
<td>Carload and Intermodal Carload Only</td>
<td>Greenville</td>
<td>Brooklyn</td>
<td>0.7</td>
<td>0.6</td>
<td>1.2</td>
<td>0.3</td>
<td>2.8</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Greenville</td>
<td>Bronx</td>
<td>0.7</td>
<td></td>
<td>0.7</td>
<td>0.1</td>
<td>1.6</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Greenville</td>
<td>Brooklyn</td>
<td>&lt;0.1</td>
<td></td>
<td>0.8</td>
<td>0.3</td>
<td>1.2</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Greenville</td>
<td>Bronx</td>
<td>0.4</td>
<td></td>
<td>0.4</td>
<td>0.1</td>
<td>0.5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Truck Float/Truck Ferry</td>
<td>New Jersey</td>
<td>Brooklyn Queens</td>
<td>1.7*</td>
<td></td>
<td></td>
<td>1.7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>New Jersey</td>
<td>Bronx</td>
<td>1.5*</td>
<td></td>
<td>1.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>LOLO/RORO Container Barge</td>
<td>New Jersey</td>
<td>Brooklyn</td>
<td>0.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.3</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>New Jersey</td>
<td>New England</td>
<td>0.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.4</td>
</tr>
<tr>
<td>Rail Tunnel</td>
<td>Limited</td>
<td>New Jersey</td>
<td>Brooklyn</td>
<td>0.8</td>
<td>0.6</td>
<td>3.3</td>
<td>3.3</td>
<td>0.5</td>
<td>2.0</td>
<td>7.2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>New Jersey</td>
<td>Brooklyn</td>
<td>0.8</td>
<td>0.6</td>
<td>3.3</td>
<td>3.3</td>
<td>0.7</td>
<td>2.8</td>
<td>8.1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>New Jersey</td>
<td>Brooklyn</td>
<td>0.8</td>
<td>0.6</td>
<td>3.3</td>
<td>3.3</td>
<td>0.8</td>
<td>4.0</td>
<td>9.6</td>
</tr>
<tr>
<td></td>
<td>Rail Tunnel (Base) with Shuttle Service</td>
<td>New Jersey</td>
<td>Brooklyn</td>
<td>0.8</td>
<td>0.6</td>
<td>0.5</td>
<td>0.5</td>
<td>0.7</td>
<td>2.8</td>
<td>8.7</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>New Jersey</td>
<td>Brooklyn</td>
<td>0.8</td>
<td>0.6</td>
<td>2.4</td>
<td>3.3</td>
<td>0.7</td>
<td>2.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>New Jersey</td>
<td>Brooklyn</td>
<td>0.8</td>
<td>0.6</td>
<td>0.8</td>
<td>3.3</td>
<td>0.7</td>
<td>2.8</td>
</tr>
<tr>
<td></td>
<td>Rail Tunnel (Base) with Truck Access</td>
<td>New Jersey</td>
<td>Brooklyn</td>
<td>0.8</td>
<td>0.6</td>
<td>16.0*</td>
<td>3.3</td>
<td>0.7</td>
<td>2.8</td>
<td>24.1</td>
</tr>
</tbody>
</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>Subregion</th>
<th>Waterborne Alternatives</th>
<th>Rail Tunnel Alternatives</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>-4,000 to -7,000</td>
<td>-17,000 to -23,000</td>
</tr>
<tr>
<td>1. New York City</td>
<td>-700 to -1,800</td>
<td>-3,400 to -3,600</td>
</tr>
<tr>
<td>2. Long Island</td>
<td>-600 to -1,900</td>
<td>-18,600 to -35,000</td>
</tr>
<tr>
<td>3. Hudson Valley</td>
<td>-12,000 to -17,500</td>
<td>-72,000 to -97,000</td>
</tr>
<tr>
<td>4. Northern New Jersey</td>
<td>-17,000 to -30,000</td>
<td>-111,000 to -157,000</td>
</tr>
<tr>
<td>All Subregions</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>-17,000 to -30,000</td>
<td>-111,000 to -157,000</td>
</tr>
</tbody>
</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>
</tr>
</thead>
<tbody>
<tr>
<td>Waterborne</td>
<td>Enhanced Railcar Float</td>
<td>-106</td>
<td>-7,700</td>
</tr>
<tr>
<td></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>
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
Greenville Conceptual Tunnel Portal and Ventilation Shaft
Brooklyn Conceptual Tunnel Portal and Ventilation Shaft
65th Street and 51st Street Yards
Fresh Pond Yard
Maspeth Yard
East New York Site
No Action Daily Operations

- OAK ISLAND YARD
- GREENVILLE YARD
- 51ST STREET YARD
- MASPEH YARD
- EAST NEW YORK
- PORT AUTHORITY OF NY & NJ

Freight Rail Line and Average Daily Train Passbys
Average Daily Truck Trips

No Action Alternative Daily Operations
CROSS HARBOR FREIGHT PROGRAM
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

Truck Float/Truck Ferry Alternative Projected 2035 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
LOLO/RORO Container Barge Daily Operations

LOLO/RORO Container Barge Alternative Projected 2035 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

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

Rail Tunnel with Chunnel Service Alternative 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

Scale: 1 inch = 3 miles

CROSS HARBOR FREIGHT PROGRAM
Rail Tunnel with AGV Service Daily Operations
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

$100 to $600 million

Rail Tunnel Alternatives
- Rail Tunnel
- With Shuttle Service
- With Chunnel Service
- With AGV Technology
- With Truck Access

$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
We Want to Hear From You

- 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
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](http://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](mailto: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,
Mark D. Hoffer  
Director, New Port Initiatives  
Port Commerce Department  
Port Authority of New York & New Jersey

This message was sent to carmen@ingroupinc.com from:  
Cross Harbor Freight Program, feedback@crossharborstudy.com, Cross Harbor Freight Program | 225 Park Avenue South, 11th Floor | New York, NY 10003-1604  
Unsubscribe
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
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

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
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>Waterborne</th>
<th>Rail Tunnel</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Enhanced Railcar Float</td>
<td>Truck Ferry</td>
</tr>
<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><img src="green.png" alt="Green Dot" /></td>
<td><img src="green.png" alt="Green Dot" /></td>
</tr>
<tr>
<td></td>
<td>c Maximize use of existing infrastructure</td>
<td><img src="green.png" alt="Green Dot" /></td>
<td><img src="green.png" alt="Green Dot" /></td>
</tr>
<tr>
<td></td>
<td>d Maintain or improve regional freight network</td>
<td><img src="green.png" alt="Green Dot" /></td>
<td><img src="green.png" alt="Green Dot" /></td>
</tr>
<tr>
<td>Goal 2: Provide modal options to trucking services.</td>
<td>a Increase modal options for Cross Harbor freight</td>
<td><img src="green.png" alt="Green Dot" /></td>
<td><img src="green.png" alt="Green Dot" /></td>
</tr>
<tr>
<td></td>
<td>b Provide modal options and choices that offer attractive and competitive performance</td>
<td><img src="green.png" alt="Green Dot" /></td>
<td><img src="green.png" alt="Green Dot" /></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><img src="green.png" alt="Green Dot" /></td>
<td><img src="green.png" alt="Green Dot" /></td>
</tr>
<tr>
<td></td>
<td>b Support contingency planning for emergency Cross Harbor operations</td>
<td><img src="green.png" alt="Green Dot" /></td>
<td><img src="green.png" alt="Green Dot" /></td>
</tr>
<tr>
<td></td>
<td>c Reduce the number of freight vehicle-related accidents</td>
<td><img src="green.png" alt="Green Dot" /></td>
<td><img src="green.png" alt="Green Dot" /></td>
</tr>
<tr>
<td></td>
<td>d Develop effective alternative options for transporting overweight/non-standard cargo</td>
<td><img src="green.png" alt="Green Dot" /></td>
<td><img src="green.png" alt="Green Dot" /></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><img src="green.png" alt="Green Dot" /></td>
<td><img src="green.png" alt="Green Dot" /></td>
</tr>
<tr>
<td></td>
<td>b Support existing freight distribution centers</td>
<td><img src="green.png" alt="Green Dot" /></td>
<td><img src="green.png" alt="Green Dot" /></td>
</tr>
</tbody>
</table>
Project Alternatives Demand

Waterborne Alternatives

No Action

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
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: 1,800 to 2,500 trucks
- Rail Tunnel With AGV
- 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$_2$e)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waterborne</td>
<td>Enhanced Railcar Float</td>
<td>-106</td>
<td>-7,700</td>
</tr>
<tr>
<td></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
LOLO/RORO Container Barge Daily Operations

116 TRUCKS (BROOKLYN)
143 TRUCKS (NEW ENGLAND)
116 TRUCKS (MASPETH)

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

LOLO/RORO Container Barge Alternative Projected 2035 Daily Operations
CROSS HARBOR FREIGHT PROGRAM
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 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

Map showing 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.
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 provide comment 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 entregarlos 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 período 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 sujetas 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 los 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
您可前往www.crossharborstudy.com下载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。

我們歡迎大家建言獻策。您可在公開聽證會上提交書面意見書，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。公開意見徵求將持續至2015年2月27日下午5時。

如遇惡劣天氣，公開聽證會的日期、時間及地點或有變更。您可至少提前於聽證會原定開始時間前兩個小時，致電(201) 820-2170查詢有關聽證會時間表變更的資訊記錄。

公開聽證會亦提供便利設施以方便行動不便者參加，並同時提供手語翻譯服務或其他翻譯服務，惟需提前申請。如需預約有關服務，請至少提前聽證會三(3)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。
The Port Authority of NY & NJ

Public Hearing Notice

The Port Authority of NY & NJ (the Port Authority) proposes to construct, maintain, and operate a new fixed link from New Jersey to New York City. The new link will help move more freight and reduce congestion in and around New Jersey.

The Port Authority, in cooperation with the New Jersey Department of Transportation (NJDOT) and the New York City Department of Transportation (NYCDOT), is seeking public input on the Draft Environmental Impact Statement (DEIS) for the New Jersey-NYC fixed link project. The DEIS is available for public review and comment through September 1, 2016.

Public Hearings

The DEIS will be available for public review and comment through September 1, 2016. The Port Authority will conduct the following public hearings to receive public comment:

- **Friday, January 23, 2015**
  - 10:00 a.m. - 2:00 p.m. at Barbry Kahl
    - **151 East 25th Street** • **H750 & Faculty Lounge** • **New York, NY 10010**

- **Wednesday, January 28, 2015**
  - 4:00 p.m. - 8:00 p.m. at George W. Smithson
    - **275 Veterans Memorial Highway** • **Smithtown, NY 11787**

- **Thursday, January 29, 2015**
  - 4:00 p.m. - 8:00 p.m. at The Queens Borough Hall
    - **120-55 Queens Boulevard** • **Room 213** • **Kew Gardens, NY 11415**

- **Thursday, February 5, 2015**
  - 4:00 p.m. - 8:00 p.m. at The Bronx Borough Hall
    - **851 Grand Concourse** • **Bronx, NY 10451**

- **Thursday, February 10, 2015**
  - 10:00 a.m. - 2:00 p.m. at The Newark Borough Hall
    - **17th Floor** • **One Newark Center** • **Newark, NJ 07102**

- **Thursday, February 10, 2015**
  - 4:00 p.m. - 8:00 p.m. at The Jersey City Borough Hall
    - **140 Martin Luther King Jr. Drive** • **Jersey City, NJ 07305**

More information about the DEIS and the project can be found at www.crossharborstudy.com. To provide comments, please send them in writing to the Port Authority. Public comments will be considered in the preparation of the final DEIS.
דיין באמערקורונג עוננו ומבעטש ואו קוף ועורفنادגסטעעלן און שרייב אדעער ביי די צ'ירר אלא ר橺
NJ 07432, Inc., PO Box 206 Midland Park, c/o InGroup, Cross Harbor Freight Program, feedback@crossharborstudy.com.
עדער דורך לקייליע רג' קמען די פאסט צו Cross Harbor Freight Program, c/o InGroup, PO Box 206 Midland Park  
2015.1.27
איך קמען צייט וועט בלייבן אפען ביז 5:00 נאכמיטאגל אוף פעברואר 27, 2015.
 злоו ויטינעס צרי
 учאיצדער די פלאנירטס אונטיחופ ייצ פינ די הירינג.
עד צ'ירר הירינג עוננו וטוגיילעצעל צו שעטש ושא עוננו באמערקורונג. צייכ שפראך איבערועער
בכרודן אדעער אנדערעער איבערועער באמערקורונג עוננו און בין באקירופ,_finished מיט פראינרעדעמעלונ. צו
ערפילעך פאר אזא באמערקורונג, בית קאמעקט די פארט אונראטשטע אוטריטש קאנשלסטטבי
מש שפועטער ווי דרי (3)טעג 
feudback@crossharborstudy.com. עדער דורקאמימליב (201) 612-1230
איידעער די הירינג פאר אפש די באמערקורונג חוטער עמעטש.
מייר מעל אימפראוציע עוננו די קראס האראבר פורטיר פראנארטס אדעער ג'אנד לי א שפראך ביי
DEIS
.反馈@crossharborstudy.com
www.crossharborstudy.com
Public Hearings
Legal Notice Re-Scheduled
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 Travers 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
Se puede bajar la DEIS de www.crossharborstudy.com. Es posible conseguir copias impresas en varias
locaciones en la región. Una lista completa de estas locaciones se encuentra en la misma página web.

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:
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，將其持續至 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。
如遇恶劣天气，公开听证会的日期、时间及地点或有变更。您可於听证会原定开始时间前至少两个小时，致电（201）820-2170查询有关听证会时间表变更的资讯记录。公开听证会亦将提供便利设施，方便行动不便者参加。听证会同时提供手语翻译服务或其他翻译服务，惟需提前申请。预约有关服务，请至少於听证会前三（3）天联络港务局外展顾问，电话号码为（201）612-1230，电邮地址为 feedback@crossharborstudy.com。

欲知关于跨港货运计划的更多资讯或下载DEIS文件，请浏览项目网站 www.crossharborstudy.com。
Cross Harbor Freight Program, c/o InGroup, Inc., PO Box 206, 32074, NJ ParkMidland, feedback@crossharborstudy.com.

Cross Harbor Freight Program CHFP (DEIS - Lang): PANYNJ (Arvisguggen) the four Environmental Impact Statement Plan (DEIS) of April 1, 2015, and DEIS for the public hearing in: DEIS.

February 3, 2015 • 4:00 - 8:00 PM
Brooklyn Borough Hall
209 Joralemon Street • Brooklyn, NY 11201

February 5, 2015 • 4:00 - 8:00 PM
Bronx Borough Hall
851 Grand Concourse • Bronx, NY 10451

February 10, 2015 • 10:00 - 2:00 PM
Mary McLeod Bethune Life Center
140 Martin Luther King Jr. Drive • Jersey City, NJ 07305

February 10, 2015 • 10:00 - 2:00 PM
New Jersey Transportation Planning Authority
One Newark Center • 17th Floor • Newark, NJ 07102

February 10, 2015 • 4:00 - 8:00 AM
Queens Borough Hall
120-55 Queens Boulevard • Room 213 • Kew Gardens, NY 11415
Public Hearings
Social Media
Announcements
<table>
<thead>
<tr>
<th>Date/Time</th>
<th>URL</th>
<th>Tweet Copy</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/26/15 11:58 AM</td>
<td><a href="https://twitter.com/PANYNJ/status/559757253604290560">https://twitter.com/PANYNJ/status/559757253604290560</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>
</tr>
<tr>
<td>1/28/15 12:00 AM</td>
<td><a href="https://twitter.com/PANYNJ/status/560483538110529537">https://twitter.com/PANYNJ/status/560483538110529537</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://crossharborstudy.com">http://crossharborstudy.com</a> )</td>
</tr>
<tr>
<td>2/2/15 10:02 AM</td>
<td><a href="https://twitter.com/PANYNJ/status/562264694426451968">https://twitter.com/PANYNJ/status/562264694426451968</a></td>
<td>Tomorrow! 2nd of 7 public hearings scheduled on Draft #EIS for Cross Harbor #Freight Program <a href="http://www.panynj.gov/press-room/press-item.cfm?headLine_id=2142">http://www.panynj.gov/press-room/press-item.cfm?headLine_id=2142</a> ...</td>
</tr>
<tr>
<td>Date/Time</td>
<td>URL</td>
<td>Tweet Copy</td>
</tr>
<tr>
<td>------------</td>
<td>----------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>2/25/15 3:58 PM</td>
<td><a href="https://twitter.com/PANYNJ/status/570689359227305985">https://twitter.com/PANYNJ/status/570689359227305985</a></td>
<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>
</tr>
</tbody>
</table>
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.**
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

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
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 • 10:00 a.m. to 2:00 p.m.
**RESCHEDULED TO:** 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

**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.

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 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
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.

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

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

This message was sent to carmen@ingroupinc.com from:
Cross Harbor Freight Program, feedback@crossharborstudy.com, Cross Harbor Freight Program | 225 Park Avenue South, 11th Floor | New York, NY 10003-1604
Unsubscribe
Cross Harbor Freight Program: Finding Solutions for Improving Regional Freight Transport

What is a Tier I 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.

What is a Tier I EIS?

The 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.

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.
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

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

Cross Harbor Freight: 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:

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.
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
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.
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

This message was sent to carmen@ingroupinc.com from:

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

Unsubscribe
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:_____________________________________

E-mail: _____________________
Affiliation:__________________________________________

___________________________________________________________________________

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:_____________________________________

E-mail: _____________________
Affiliation:__________________________________________

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

<table>
<thead>
<tr>
<th>Order</th>
<th>Name</th>
<th>Affiliation</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Venue | Date
Public Hearings
Information Flyer
CROSS HARBOR FREIGHT PROGRAM
UPD ATE D 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.

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

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 mejoramiento del movimiento de mercancías en la región mediante la mejora y ampliación del transporte de carga en el Puerto de New York. La DEIS del Programa de Transporte de Carga a Través del Puerto incluye mejoras de corso y largo plazo para el mejoramiento de la región. Las audiencias públicas ofrecen una oportunidad para que el público y las agencias puedan comentar y dar sus observaciones sobre la DEIS.

La FHWA y la PANYNJ mantienen su compromiso de llevar a cabo un proceso de consultas y participación del público. Por lo tanto, se ha extendido el periodo para recibir comentarios públicos sobre el borrador de la DEIS hasta las 5 p.m. del 20 de marzo de 2015. Se aclarará que los comentarios del público, y se podrá 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, Middletown, NJ 07742, o por correo a feedback@crossharborstudy.com. Las audiencias públicas para el CHFP tendrán lugar en las siguientes ubicaciones 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 Jailer Street • Brooklyn, NY 11201

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

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

REPROGRAMADA PARA: Jueves 26 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

REPROGRAMADA PARA: Jueves 26 de febrero de 2015 • 4:00 p.m. hasta 8:00 p.m.
Mary McDaid Bithune Life Center
140 Martin Luther King Jr. Drive • Jersey City, NJ 07306

REPROGRAMADA PARA: martes 3 de marzo de 2015 • 4 p.m. hasta 8 p.m.
Queens Borough Hall
120-55 Queens Boulevard • Room 215 • Kew Gardens, NY 11415


Todos los comentarios, incluyendo los de las audiencias públicas, se considerarán durante el periodo de desarrollo de la DEIS. Se puede recibir información sobre cambios hasta dos días antes del horario de inicio programado por teléfono: (201) 820-2170.

Los audiadores públicos serán accesibles para las personas con movilidad reducida. Se proporcionarán servicios de intérprete de lenguaje de señas y otros servicios de traducción disponibles si se solicitan con antelación. Para solicitar tal servicio, por favor, póngase en contacto con los servicios de traducción de la Autoridad Portuaria a (201) 612-1230 o por correo 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收集資延長通知

聯邦公路管理局( FHWA)及紐約州與新澤西河岸管理局 (PANYNJ) 聯合發佈 NEPA 一級環境影響報告案 (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 為推動民間工作及公眾參與過程的順利進行，現已延長 DEIS 草案公開意見徵集期，將延長至 2015 年 3 月 31 日下午 5 時。歡迎大家提出意見。您可在公開聽證會上發表公開意見或提交書面意見，或將意見寄至跨港貨運計劃，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 公開聽證會將於下列紐約與新澤西的以下地址舉行：

<table>
<thead>
<tr>
<th>日期</th>
<th>上午時間</th>
<th>地址</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015年2月1日</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015年2月2日</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015年2月3日</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015年2月4日</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015年2月5日</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015年2月6日</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015年2月7日</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

最新安排時間：2015年2月25日星期一 下午4時至晚上8時
Suffolk County Legislature W.H. Rogers Legislative Building 725 Veterans Memorial Highway • Smithtown, NY 11787

最新安排時間：2015年2月26日星期二 上午10時至下午2時
North Jersey Transportation Planning Agency One Newark Center • 17th Floor • Newark, NJ 07102

最新安排時間：2015年2月27日星期三 下午4時至晚上8時
Mary McLeod Bethune Life Center 140 Martin Luther King Jr. Drive • Jersey City, NJ 07305

最新安排時間：2015年2月28日星期四 下午4時至晚上8時
Queen's Borough Hall 120-55 Queens Boulevard • Room 213 • Kew Gardens, NY 11415

您可前往 www.crossharborstudy.com 下載 DEIS。本地區多家貨運業者有翻印件以供索取。資料處完整列表請參見項目網站。

如遇惡劣天候，公開聽證會的日期、時間或地點或有變更。您可於聽證會前公布開日期前至少兩個小時，致電 (201) 820-2170 查詢有關聽證會時間及變更的資料。

如遇惡劣天候，公開聽證會的日期、時間或地點或有變更。您可於聽證會前公布開日期前至少兩個小時，致電 (201) 820-2170 查詢有關聽證會時間及變更的資料。

跨港貨運計劃的更多資訊及下載 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.
  o Hearing
    ▪ Welcome and Intro
    ▪ Hearing Rules of Engagement
    ▪ Project Video
    ▪ Testimony
  o Project boards
    ▪ Welcome Board
    ▪ EIS Timeline
    ▪ Regional Freight Transportation Challenges
    ▪ Purpose and Need
    ▪ Project Alternatives
    ▪ Reduced Truck Traffic on East-West Crossings
    ▪ Submitting Comments
  o 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)
  o 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>
</tr>
</thead>
<tbody>
<tr>
<td>Baruch College / CUNY</td>
<td>Venue location for 2014 CHFP TAC / SAC meeting</td>
<td><img src="image1.jpg" alt="Baruch College" /></td>
</tr>
<tr>
<td>William and Anita Newman H750 &amp; Faculty Lounge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>151 East 25th Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New York, NY 10010</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Suffolk County Legislature</td>
<td>InGroup utilized venue in 2014 for another project</td>
<td><img src="image2.jpg" alt="Suffolk County Legislature" /></td>
</tr>
<tr>
<td>W.H. Rogers Legislature Building</td>
<td></td>
<td></td>
</tr>
<tr>
<td>725 Veterans Memorial Highway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smithtown, NY 11787</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Queens Borough Hall Room 213</td>
<td>Venue location for CHFP 2010 Scoping meetings</td>
<td><img src="image3.jpg" alt="Queens Borough Hall" /></td>
</tr>
<tr>
<td>120-55 Queens Boulevard</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kew Gardens, NY 11415</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Venue Name</td>
<td>Address</td>
<td>Venue Description</td>
</tr>
<tr>
<td>------------------------------------------------</td>
<td>----------------------------------------------</td>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td>Brooklyn Borough Hall</td>
<td>209 Joralemon Street, Brooklyn, NY 11201</td>
<td>Venue location for CHFP 2010 Scoping meetings</td>
</tr>
<tr>
<td>Bronx Borough Hall</td>
<td>851 Grand Concourse, Bronx, NY 10451</td>
<td>Venue location for CHFP 2010 Scoping meetings</td>
</tr>
<tr>
<td>NJTPA</td>
<td>17th Floor, One Newark Center, Newark, NJ 07102</td>
<td>Venue location for CHFP 2010 Scoping meetings</td>
</tr>
<tr>
<td>Mary McLeod Bethune Life Center</td>
<td>140 Martin Luther King Jr. Drive, Jersey City, NJ 07305</td>
<td>InGroup utilized venue in 2013 for another project</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 resiliency, safety and security, and infrastructure protection
- Goal 4: Support development of integrated freight transportation/land use strategies

Tier 1 DEIS
Stage Tier 2 Draft Environmental Impact Statement

Tier 1
- Complete regional projects
- Conduct 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

<table>
<thead>
<tr>
<th>Long List of Alternatives</th>
<th>Number of Build Alternatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial Screening/Preliminary</td>
<td>27</td>
</tr>
<tr>
<td>Screening Using Project Goals</td>
<td>14</td>
</tr>
<tr>
<td>Detailed Evaluations</td>
<td>10</td>
</tr>
</tbody>
</table>
Wide Range of Alternatives Under Consideration

Waterborne Alternatives
- Ocean Freights
- Truck Freights
- Truck Pery
- MISQ Container
- RWW Small Vessel

Rail Tunnel Alternatives
- Rail Tunnel
- MIS Truck Service
- MIS Truck Access

No Action

Reductions in Daily Volumes On East-West Crossings

- Waterborne Alternatives: 400 trucks
- Rail Tunnel Alternative: 1,400 to 1,800 trucks
- Rail Tunnel With Channel: 1,000 to 2,000 trucks
- Rail Tunnel With AGV: 1,000 to 2,000 trucks
- Rail Tunnel With Shuttle: 1,000 to 2,000 trucks
- Rail Tunnel With Truck Access: 1,000 to 2,000 trucks

Potential Truck Traffic Reductions
Projected Change in Daily Commodity Truck Vehcile Miles Traveled (VMT)

<table>
<thead>
<tr>
<th>Region</th>
<th>Waterborne Alternatives</th>
<th>Rail Tunnel Alternative</th>
<th>Rail Tunnel With Channel</th>
<th>Rail Tunnel With AGV</th>
<th>Rail Tunnel With Shuttle</th>
<th>Rail Tunnel With Truck Access</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York City</td>
<td>4,000 to 5,000</td>
<td>-700 to -1,500</td>
<td>-900 to -1,500</td>
<td>-1,000 to -1,500</td>
<td>-1,000 to -1,500</td>
<td>-1,000 to -1,500</td>
</tr>
<tr>
<td>Long Island</td>
<td>-500 to -1,000</td>
<td>-700 to -1,500</td>
<td>-900 to -1,500</td>
<td>-1,000 to -1,500</td>
<td>-1,000 to -1,500</td>
<td>-1,000 to -1,500</td>
</tr>
<tr>
<td>Hudson Valley</td>
<td>-1,000 to -1,500</td>
<td>-700 to -1,500</td>
<td>-900 to -1,500</td>
<td>-1,000 to -1,500</td>
<td>-1,000 to -1,500</td>
<td>-1,000 to -1,500</td>
</tr>
<tr>
<td>Northern New Jersey</td>
<td>-1,000 to -1,500</td>
<td>-700 to -1,500</td>
<td>-900 to -1,500</td>
<td>-1,000 to -1,500</td>
<td>-1,000 to -1,500</td>
<td>-1,000 to -1,500</td>
</tr>
<tr>
<td>All States</td>
<td>-1,000 to -1,500</td>
<td>-700 to -1,500</td>
<td>-900 to -1,500</td>
<td>-1,000 to -1,500</td>
<td>-1,000 to -1,500</td>
<td>-1,000 to -1,500</td>
</tr>
</tbody>
</table>

It's More than a Crossing...

- Rail yards
- Clearances
- Other freight facilities
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
453 Fifth Avenue (at 45th 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 11205
Brooklyn Public Library - Bay Ridge
7223 Ridge Blvd at 73rd Street, Brooklyn, NY 11209
Brooklyn Public Library - Borough Park
1265 30th Street at 13th Avenue, Brooklyn, NY 11219
Brooklyn Public Library - Flatlands
2065 Flatlands 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 - Lefferts
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 Barbey Street, Brooklyn, NY 11207
Brooklyn Public Library - Paerdegat
865 E. 55th Street at Paerdegat Avenue South, Brooklyn, NY 11234
Brooklyn Public Library - Ryder
5902 23rd Avenue (between 23rd Avenue at 59th Street), Brooklyn, NY 11204
Brooklyn Public Library - Sunset Park
5108 8th Avenue at 51st Street, Brooklyn, NY 11220

QUEENS, NY
Queens Borough President Melinda Katz
Borough Hall, 120-55 Queens Boulevard, Kew Gardens, NY 11424
Queens Public Library - Central Library
89-11 Merrick Boulevard, Jamaica, NY 11432
Queens Public Library - Astoria
14-01 Astoria Boulevard, Long Island City, NY 11102
Queens Public Library - Court Square
25-01 Jackson Avenue, Long Island City, NY 11101
Queens Public Library - Glendale
78-60 73 Place, Glendale, NY 11385
Queens Public Library - Masper
69-70 Grand Avenue, Maspeth, NY 11378
Queens Public Library - Middle Village
72-31 Metropolitan Avenue, Middle Village, NY 11379
Queens Public Library - Ridgewood
20-12 Madison Avenue, Ridgewood, NY 11385
Queens Public Library - Sunnyside
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 Civil 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 07306

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

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
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 los posibles efectos ambientales y sociales de una alternativa que incluiría la creación de un nuevo puente de carga en el Puerto de New York. El Programa de Transporte de Carga a Través del Puerto ofrecería mejores condiciones para el transporte de mercancías, la mejora de la rentabilidad económica y la creación de empleos.

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

MANHATTAN (NEW YORK, NY)
Brooklyn Borough 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
Queens Borough President Melinda Katz
120-55 Queens Boulevard, Kew Gardens, NY 11424

BRONX, NY
Bronx Borough President Ruben Diaz Jr.
Borough Hall, 651 Grand Concourse, 3rd Floor, Bronx, NY 10451
New York Public Library - Highbridge Branch
10 Grand Army Plaza, Brooklyn, NY 11238
New York Public Library - Bay Ridge
2113 Ocean Avenue (at Kings Highway), Brooklyn, NY 11229
New York Public Library - Kensington
4207 16th Avenue, Brooklyn, NY 11218
New York Public Library - Kings Highway
2113 Ocean Avenue (at Kings Highway), Brooklyn, NY 11229
New York Public Library - Oriental Park
6002 Fort Hamilton Parkway (at 68th Street), Brooklyn, NY 11219
New York Public Library - Midwood
975 East 16th Street at Avenue J, Brooklyn, NY 11230
New York Public Library - New Lots
665 New Lots Avenue at Barby Street, Brooklyn, NY 11207
New York Public Library - Paerdegat
851 E. 93rd Street at Paerdegat Avenue South, Brooklyn, NY 11234
New York Public Library - Snyder
5923 23rd Avenue (between 23rd Avenue at 99th Street), Brooklyn, NY 11204
Queens Borough President Melinda Katz
225 Park Avenue South, 11th Floor, New York, NY 10003

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 Autoridad Portuaria de New York y New Jersey (Port Authority of New York and New Jersey, PANYNJ) ha preparado un borrador de una Declaración de Impacto Medioambiental (DEIS) para evaluar los posibles efectos ambientales y sociales de un nuevo puente de carga en el Puerto de New York. El Programa de Transporte de Carga a través del Puerto ofrecería mejores condiciones para el transporte de mercancías, la mejora de la rentabilidad económica y la creación de empleos.

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

MANHATTAN (NEW YORK, NY)
Brooklyn Borough 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
Queens Borough President Melinda Katz
120-55 Queens Boulevard, Kew Gardens, NY 11424

BRONX, NY
Bronx Borough President Ruben Diaz Jr.
Borough Hall, 651 Grand Concourse, 3rd Floor, Bronx, NY 10451
New York Public Library - Highbridge Branch
10 Grand Army Plaza, Brooklyn, NY 11238
New York Public Library - Bay Ridge
2113 Ocean Avenue (at Kings Highway), Brooklyn, NY 11229
New York Public Library - Kensington
4207 16th Avenue, Brooklyn, NY 11218
New York Public Library - Kings Highway
2113 Ocean Avenue (at Kings Highway), Brooklyn, NY 11229
New York Public Library - Oriental Park
6002 Fort Hamilton Parkway (at 68th Street), Brooklyn, NY 11219
New York Public Library - Midwood
975 East 16th Street at Avenue J, Brooklyn, NY 11230
New York Public Library - New Lots
665 New Lots Avenue at Barby Street, Brooklyn, NY 11207
New York Public Library - Paerdegat
851 E. 93rd Street at Paerdegat Avenue South, Brooklyn, NY 11234
New York Public Library - Snyder
5923 23rd Avenue (between 23rd Avenue at 99th Street), Brooklyn, NY 11204
Queens Borough President Melinda Katz
225 Park Avenue South, 11th Floor, New York, NY 10003

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 Broadway, Room 309, Newark, NJ 07102
City of Elizabeth City Clerk
50 Weinfeld 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
50 Westfield Street, Elizabeth, NJ 07201
Jersey City Free Public Library - Five Corners
678 Newark Avenue, Jersey City, NJ 07306

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.

PARA MÁS INFORMACIÓN, CONTACTA:
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
Teléfono: 212-435-7276 Fax: 212-435-4201

Se puede presentar comentarios u otra información sobre el Nivel 1 de la DEIS de varias maneras:
- Por correo a: Cross Harbor Freight Program, c/o InGroup, Inc. P.O. Box 206, Midland Park, NJ 07432
- Por email a través del crossharborstudy.com
- Mandado por email a crossharborstudy@ingroupinc.com

La DEIS está preparada en cumplimiento de todas las leyes, reglamentos y normativas federales aplicables, que incluyen la Ley de Política Nacional en Materia de Preservación Histórica (NHPA) de 1966, sección 4(f) de la Acta del Departamento de Transporte de los EEUU (1966), y Orden Ejecutiva 12898, “Acciones Federales para Abordar la Justicia Ambiental en Poblaciones Minoritarias y de Bajos Recursos,” entre otras, e identifica las autorizaciones o aprobaciones que se requieren para la implementación de las “Alternativas para Construir” (“Build Alternatives”) identificadas por la investigación.

DISPONIBILIDAD
纽约及紐澤西港務局

公眾審議跨境貨運計劃

一級環境影響報告草案可用性通

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草案（DEIS），以對環境影響進行評估，從而透過加強紐約的貨物運輸，改善該地區的商品流動。該跨境貨運計劃（CHP）將透過減少卡車交通擁堵、改善空氣品質及創造經濟能力，為該區域貨運網絡帶來短期及長期改善。

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(b) 條，以及 12898 碼執令「在少數族群人民和低收入人群中解決環境公正的聯邦行動」）編製，並且已載入執行其中所載建設備選方案可能性需取得的許可或批准。

可用性

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

MANHATTAN (NEW YORK, NY)
Brooklyn Borough President Gale A. Brewer
Municipal Building, 1 Centre Street, 19th Floor, New York, NY 10007

New York Metropolitan Transportation Council
678 Newark Avenue, Jersey City, NJ 07306

New York Public Library - Mid-Manhattan Library
455 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 11219

Brooklyn Public Library - Bay Ridge
7223 Ridge Blvd at 73rd Street, Brooklyn, NY 11209

Brooklyn Public Library - Borough Park
1263 43rd Street at 13th Avenue, Brooklyn, NY 11219

Brooklyn Public Library - Flatbush
2065 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 - Leonard
81 Devoe Street at Leonard Street, Brooklyn, NY 11211

Brooklyn Public Library - Maplewood
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 Barby Street, Brooklyn, NY 11207

Brooklyn Public Library - Paerdegat
850 E. 59th Street at Paerdegat Avenue South, Brooklyn, NY 11234

Brooklyn Public Library - Ryder
5902 23rd Avenue (between 23rd Avenue at 59th Street), Brooklyn, NY 11204

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

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

Queens Public Library - Astoria
14-01 Astoria Boulevard, Long Island City, NY 11102

Queens Public Library - Court Square
25-01 Jackson Avenue, Long Island City, NY 11101

Queens Public Library - Glendale
78-60 73 Place, Glendale, NY 11385

Queens Public Library - Maspeth
69-70 Grand Avenue, Maspeth, NY 11378

Queens Public Library - Middle Village
72-31 Metropolitan Avenue, Middle Village, NY 11379

Queens Public Library - Ridgewood
20-12 Madison Avenue, Ridgewood, NY 11395

Queens Public Library - Sunnyside
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
240 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 07306

意見

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

有關一級 DEIS 的意見及其他資訊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；
以電子郵件方式透過 crossharborstudy.com 網站提交；
以電子郵信方式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,

[Signature]

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.

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
- **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.

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
  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

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.  

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, 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 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
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
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
Comment Forms
Cross Harbor Freight Program

Comment Form

Contact Information Optional

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
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
El Programa de Transporte de Carga a Través del Puerto: Encontrando soluciones para mejorar el transporte regional de carga

Sólo hay algunas maneras para cruzar el Puerto de New York y la parte baja del Río Hudson. Esas vías de crucero son utilizadas por vehículos particulares, autobuses y transportes de carga. Actualmente, los camiones transportan aproximadamente el 90% de toda la carga movilizada en la región. A medida que la demanda de bienes aumenta, las millas viajadas por camiones (‘vehicle miles traveled,’ VMT) también van a aumentar. Las carreteras principales de la región son utilizadas en su capacidad máxima durante las horas pico. En cuanto aumente la demanda de carga y por lo tanto la VMT, el período de “hora pico” se va a extender, ocupando más horas del día, y aumentarán las demoras, los costos de transporte, el daño a la infraestructura de las autopistas, y la contaminación del aire. Se puede equilibrar la dependencia de camiones como transporte de carga en la región con el uso de otros medios de transporte; aunque los sistemas existentes de transporte ferroviarios, aéreos domésticos y navegables también están llegando a sus límites. Se necesita encontrar alternativas para transportar bienes más eficientemente por la región.

El objetivo principal del Programa de Transporte de Carga a Través del Puerto (CHFP) es evaluar las alternativas diseñadas para mejorar el transporte de carga por el Puerto de New York (New York Harbor) entre las regiones del “Este del Hudson” y “Oeste del Hudson”. Tales mejoras podrían fortalecer la red de carga de la región, aliviar la congestión del tránsito de camiones, mejorar la calidad del aire, y proveer beneficios económicos. Los cuatro objetivos del proyecto (véase en la página 2) son la base para desarrollar los criterios que se usan para evaluar las alternativas presentadas en el proyecto.

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

Visite crossharborstudy.com para obtener más información.
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 “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 las audiencias públicas

<table>
<thead>
<tr>
<th>Evento</th>
<th>Fecha</th>
<th>Hora</th>
<th>Lugar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Martes 3 de febrero de 2015</td>
<td>4:00 p.m. to 8:00 p.m.</td>
<td>Brooklyn Borough Hall 209 Joralemon Street • Brooklyn, NY 11201</td>
<td></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>
<td></td>
</tr>
<tr>
<td>Martes 10 de febrero de 2015</td>
<td>10:00 a.m. to 2:00 p.m.</td>
<td>North Jersey Transportation Planning Authority One Newark Center • 17th Floor • Newark, NJ 07102</td>
<td></td>
</tr>
<tr>
<td>Martes 10 de febrero de 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>
<td></td>
</tr>
</tbody>
</table>

**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 a las 5:00 p.m. Se espera hacer pública la Declaración Final del EIS, que incluirá las devoluciones de las agencias socias y del público, en la primavera de 2015. Se va a preparar un Registro de decisión (ROD) que va a documentar las alternativas elegidas para profundizar la investigación luego de la presentación de la FEIS.

### 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.
CROSS HARBOR FREIGHT PROGRAM

2010 - 2014 完成事項：
- 於聯邦公告公佈意向通知書 (NOI)
- 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示結果
- 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月開版

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日關閉
- 回復關於一級DEIS的意見並於2015年春季完成FEIS
- 2015年夏季發布決策記錄

請瀏覽crossharborstudy.com了解最新資訊。

2010 - 2014年完成事項：
- 於聯邦公告公佈意向通知書 (NOI)
- 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示結果
- 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月開版

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日關閉
- 回復關於一級DEIS的意見並於2015年春季完成FEIS
- 2015年夏季發布決策記錄

請瀏覽crossharborstudy.com了解最新資訊。

廿 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

通訊
第 2 期

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 - 減少貨車運輸，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。
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

「無行動」替代方案

考慮「無行動」替代方案是環境審查程序的要求，依照《國家環境政策法》的程序進行「無行動」替代方案假設不執行CHFP替代方案，僅執行已在本地區交通及其他計劃中作出承諾及規劃的項目，例如「我們假設在「無行動」替代方案下，將實施格林威爾至布魯克林65街鐵路車場的鐵路駁船運營的一些短期改善工程。」

快速參考

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，將有一個決策紀錄 (ROD) 記述選定替代方案以供進一步研究。
Cross Harbor Freight Program: New York & New Jersey

The Port Authority of NY & NJ

Cross Harbor Freight Program

New York
New Jersey

The Cross Harbor Freight Program: New York & New Jersey

An Initiative of the Port Authority of New York & New Jersey

The Cross Harbor Freight Program (CHFP) is a multi-agency, multi-state effort to reduce congestion, improve safety, and promote energy efficiency and environmental sustainability on and around the Port of New York and New Jersey.

The CHFP is focused on reducing truck traffic, particularly during peak times, by encouraging alternative modes of transport, such as rail and barge, and by improving intermodal connections.

The CHFP is supported by a variety of stakeholders, including government agencies, private companies, and environmental groups.

The CHFP aims to achieve a 20% reduction in truck traffic by 2025, while also reducing emissions and improving safety for all modes of transportation.

Continued on page 2...
Project Boards
CROSS HARBOR FREIGHT PROGRAM
TIER 1 DEIS
NEW YORK 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

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 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
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.
<table>
<thead>
<tr>
<th>Alternative</th>
<th>Reduced Truck Traffic per Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waterborne Alternatives</td>
<td>600 fewer trucks per day</td>
</tr>
<tr>
<td>Rail Tunnel Alternative</td>
<td>1,400 to 1,800 fewer trucks per day</td>
</tr>
<tr>
<td>Rail Tunnel With Chunnel</td>
<td>1,800 to 2,500 fewer trucks per day</td>
</tr>
<tr>
<td>Rail Tunnel With AGV</td>
<td>5,000 fewer trucks per day</td>
</tr>
<tr>
<td>Rail Tunnel With Shuttle</td>
<td></td>
</tr>
<tr>
<td>Rail Tunnel With Truck Access</td>
<td></td>
</tr>
</tbody>
</table>
### Potential Truck Traffic Reductions

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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Waterborne Alternatives</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>
<td>-17,000 to -30,000</td>
</tr>
<tr>
<td>Rail Tunnel Alternatives</td>
<td>-17,000 to -23,000</td>
<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>
</tr>
</tbody>
</table>
F-1.0 Databases
SAC Database
<table>
<thead>
<tr>
<th>First Name</th>
<th>Last Name</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gary L.</td>
<td>Ackerman</td>
<td>United States Representative, District 5</td>
</tr>
<tr>
<td>Baye</td>
<td>Adofo-Wilson</td>
<td>City of Newark</td>
</tr>
<tr>
<td>Ian</td>
<td>AMr.itt</td>
<td>Bronx Community Board 2</td>
</tr>
<tr>
<td>Pam</td>
<td>Andes</td>
<td>Jersey City Council Secretary</td>
</tr>
<tr>
<td>Mary</td>
<td>Arnold</td>
<td>CURES</td>
</tr>
<tr>
<td>Ras</td>
<td>Baracka</td>
<td>City of Newark</td>
</tr>
<tr>
<td>Sandy</td>
<td>Batty</td>
<td>Association of New Jersey Environmental Commissioners (ANJEC)</td>
</tr>
<tr>
<td>Carmen</td>
<td>Bianco</td>
<td>Metropolitan Transportation Authority New York City Transit</td>
</tr>
<tr>
<td>Kevin</td>
<td>Bigley</td>
<td>International Brotherhood of Teamsters - Local 560</td>
</tr>
<tr>
<td>Timothy</td>
<td>Bishop</td>
<td>United States Representative, District 1</td>
</tr>
<tr>
<td>Rich</td>
<td>Boggiano</td>
<td>Jersey City Councilman, Ward C</td>
</tr>
<tr>
<td>Jay B.</td>
<td>Bond</td>
<td>Queens Borough President</td>
</tr>
<tr>
<td>Jacqueline</td>
<td>Boyce</td>
<td>Queens Community Board 12</td>
</tr>
<tr>
<td>Gale A.</td>
<td>Brewer</td>
<td>Manhattan Borough President</td>
</tr>
<tr>
<td>Richard</td>
<td>Burkett</td>
<td>Columbia Coastal Transport</td>
</tr>
<tr>
<td>Jane</td>
<td>Burn</td>
<td></td>
</tr>
<tr>
<td>Socrates</td>
<td>Caba</td>
<td>Bronx Community Board 7</td>
</tr>
<tr>
<td>Dolores</td>
<td>Capace</td>
<td>New York State Comptroller</td>
</tr>
<tr>
<td>Patrick M.</td>
<td>Centolarzi</td>
<td>DOT, Federal Transit Administration</td>
</tr>
<tr>
<td>Anthony</td>
<td>Chinini</td>
<td>Hudson County Chamber of Commerce</td>
</tr>
<tr>
<td>Albert J.</td>
<td>Cifelli</td>
<td>Hudson County, Freeholder District 9</td>
</tr>
<tr>
<td>Yvette D.</td>
<td>Clarke</td>
<td>United States Representative, District 11</td>
</tr>
<tr>
<td>Robert</td>
<td>Conway</td>
<td>AKRF, Inc</td>
</tr>
<tr>
<td>William</td>
<td>Cunningham</td>
<td>International Brotherhood of Teamsters - Local 641</td>
</tr>
<tr>
<td>Bill</td>
<td>DeBlasio</td>
<td>New York City Mayor</td>
</tr>
<tr>
<td>Jelanie</td>
<td>DeShong</td>
<td>New York City Council Member David G. Greenfield, 44th District</td>
</tr>
<tr>
<td>Doreen</td>
<td>DiDomenico</td>
<td>Hudson County, Freeholder District 1</td>
</tr>
<tr>
<td>Haig</td>
<td>Dikijian</td>
<td>Retired National Safety Mgr.</td>
</tr>
<tr>
<td>Joseph</td>
<td>Dileo</td>
<td>International Brotherhood of Teamsters - Local 408</td>
</tr>
<tr>
<td>Michael</td>
<td>Donchez</td>
<td>Lehigh Valley Planning Commission</td>
</tr>
<tr>
<td>Anthony</td>
<td>Drummond</td>
<td>Office of the Brooklyn Borough President</td>
</tr>
<tr>
<td>Robert</td>
<td>Fanuzzi</td>
<td>Bronx Community Board 8</td>
</tr>
<tr>
<td>Michele</td>
<td>Farrell</td>
<td>New York/New Jersey Foreign Freight Forwarders and Brokers Association Inc</td>
</tr>
<tr>
<td>Thomas</td>
<td>Feighery</td>
<td></td>
</tr>
<tr>
<td>Massiel</td>
<td>Ferrara, PP, AICP</td>
<td>Hudson County Planning</td>
</tr>
<tr>
<td>Michael</td>
<td>Fesen</td>
<td>Norfolk Southern Corporation</td>
</tr>
<tr>
<td>Tovia</td>
<td>Fleischman</td>
<td></td>
</tr>
<tr>
<td>Jeffrey</td>
<td>Flemignan</td>
<td>US. Dept of Transportation</td>
</tr>
<tr>
<td>Dealice</td>
<td>Fuller</td>
<td>Brooklyn Community Board 1</td>
</tr>
<tr>
<td>Steven</td>
<td>Fulop</td>
<td>Jersey City Mayor</td>
</tr>
<tr>
<td>Brian</td>
<td>Funkhouser, CDM Smith</td>
<td></td>
</tr>
<tr>
<td>Frank</td>
<td>Gajewski</td>
<td>Jersey City Council, Ward A</td>
</tr>
<tr>
<td>Anthony</td>
<td>Gamallo, AICP</td>
<td>Monmouth County Division of Planning</td>
</tr>
<tr>
<td>Dan</td>
<td>Garodnick</td>
<td>New York City Council, 4th Council District</td>
</tr>
<tr>
<td>John J</td>
<td>Gerow</td>
<td>International Brotherhood of Teamsters - Local 97</td>
</tr>
<tr>
<td>Tony</td>
<td>Giordano</td>
<td>SPRC</td>
</tr>
<tr>
<td>James</td>
<td>Greco</td>
<td>Columbia Coastal Transport</td>
</tr>
<tr>
<td>David</td>
<td>Greenfield</td>
<td>New York City Council, 44th Council District</td>
</tr>
<tr>
<td>Mark</td>
<td>Greenfogel</td>
<td>Environmental Defense Fund</td>
</tr>
<tr>
<td>Michael</td>
<td>Grimm</td>
<td>U.S. Congress, 11th District</td>
</tr>
<tr>
<td>Alfred</td>
<td>Gryszkiewicz</td>
<td>New York State Comptroller</td>
</tr>
<tr>
<td>Frank</td>
<td>Gulluscio</td>
<td>Queens Community Board 6</td>
</tr>
<tr>
<td>Elizabeth</td>
<td>Horvitz</td>
<td>Natural Resources Defense Council</td>
</tr>
<tr>
<td>Steve J.</td>
<td>Israel</td>
<td>United States Representative, District 2</td>
</tr>
<tr>
<td>Brook S.</td>
<td>Jackson</td>
<td>Partnership for New York City</td>
</tr>
<tr>
<td>Letitia</td>
<td>James</td>
<td>New York City Public Advocate</td>
</tr>
<tr>
<td>Annette</td>
<td>Juriao</td>
<td>U.S. Congress, 14th District</td>
</tr>
<tr>
<td>Andrew</td>
<td>Kalloch</td>
<td>Office of Manhattan Borough President</td>
</tr>
<tr>
<td>Melinda</td>
<td>Katz</td>
<td>Queens Borough President</td>
</tr>
<tr>
<td>Alan</td>
<td>Kears</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Position/Role</td>
<td></td>
</tr>
<tr>
<td>-----------------------------</td>
<td>-------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Brian Kieran</td>
<td>Brooklyn Community Board 10</td>
<td></td>
</tr>
<tr>
<td>Peter T. King</td>
<td>United States Representative, District 3</td>
<td></td>
</tr>
<tr>
<td>Justin Knutsen</td>
<td>NYPD</td>
<td></td>
</tr>
<tr>
<td>Bettie Kollock-Wallace</td>
<td>Brooklyn Community Board 16</td>
<td></td>
</tr>
<tr>
<td>April M. Kuzas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brad Lander</td>
<td>New York City Council, 39th Council District</td>
<td></td>
</tr>
<tr>
<td>Rolando Lavarro</td>
<td>Jersey City Council President</td>
<td></td>
</tr>
<tr>
<td>Thanh Le</td>
<td>NYS Dept of Transportation</td>
<td></td>
</tr>
<tr>
<td>Steven Levin Maldonado</td>
<td>New York City Council, 33rd Council District</td>
<td></td>
</tr>
<tr>
<td>Carolyn B. Maloney</td>
<td>United States Representative, District 14</td>
<td></td>
</tr>
<tr>
<td>Melissa Mark-Viverito</td>
<td>New York City Council Speaker</td>
<td></td>
</tr>
<tr>
<td>Cheryl Marrow</td>
<td>Bronx Community Board 9</td>
<td></td>
</tr>
<tr>
<td>Mike Martine</td>
<td>Marine Design Dynamics</td>
<td></td>
</tr>
<tr>
<td>Liam McCabe</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carolyn McCarthy</td>
<td>United States Representative, District 4</td>
<td></td>
</tr>
<tr>
<td>Graham McHugh</td>
<td>United Brotherhood of Carpenters and Joiners of America</td>
<td></td>
</tr>
<tr>
<td>Catherine McVay Hughes</td>
<td>Manhattan Community Board 1</td>
<td></td>
</tr>
<tr>
<td>Gregory Meeks</td>
<td>United States Representative, District 6</td>
<td></td>
</tr>
<tr>
<td>Cynthia Mellon</td>
<td>Ironbound Community Corporation</td>
<td></td>
</tr>
<tr>
<td>Carlos Menchaca</td>
<td>New York City Council, 38th Council District</td>
<td></td>
</tr>
<tr>
<td>Rosie Mendez</td>
<td>New York City Council, 2nd Council District</td>
<td></td>
</tr>
<tr>
<td>Grace Meng</td>
<td>U.S. Congress, 6th District</td>
<td></td>
</tr>
<tr>
<td>Debra Mesloh</td>
<td>BOC Network</td>
<td></td>
</tr>
<tr>
<td>Marlene Monterroso</td>
<td>International Union of Operating Engineers - Local 14-14B</td>
<td></td>
</tr>
<tr>
<td>Leah Mosall</td>
<td>MTA Planning</td>
<td></td>
</tr>
<tr>
<td>Jose C. Muñoz</td>
<td>Hudson County, Freeholder District 7</td>
<td></td>
</tr>
<tr>
<td>Tracy Oscavich</td>
<td>Lehigh Valley Planning Commission</td>
<td></td>
</tr>
<tr>
<td>Janeth Osorio</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Molly Parsons</td>
<td>Connecticut Department of Transportation</td>
<td></td>
</tr>
<tr>
<td>Bill Pascrell</td>
<td>U.S. Congress, 9th District</td>
<td></td>
</tr>
<tr>
<td>Donald Payne</td>
<td>United States Representative Donald Payne, 10th District</td>
<td></td>
</tr>
<tr>
<td>Yidel Perlstein</td>
<td>Brooklyn Community Board 12</td>
<td></td>
</tr>
<tr>
<td>Howard Permut</td>
<td></td>
<td></td>
</tr>
<tr>
<td>John Perricone</td>
<td>Queens Borough Board</td>
<td></td>
</tr>
<tr>
<td>Anne O. Poole</td>
<td>The New Jersey Environmental Lobby (NJEL)</td>
<td></td>
</tr>
<tr>
<td>Robert Previdi</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Michael A. Quinones</td>
<td>McGraw-Hill Construction</td>
<td></td>
</tr>
<tr>
<td>Charles B. Rangel</td>
<td>United States Representative, District 15</td>
<td></td>
</tr>
<tr>
<td>Gail Reed-Barnett</td>
<td>Brooklyn Community Board 17</td>
<td></td>
</tr>
<tr>
<td>William Reyes Jr.</td>
<td>Union County Department of Economic Development</td>
<td></td>
</tr>
<tr>
<td>Diana Reyna</td>
<td>New York City Council, 34th Council District</td>
<td></td>
</tr>
<tr>
<td>Jeffrey Rick</td>
<td>NYMTC</td>
<td></td>
</tr>
<tr>
<td>Tilo Rivas</td>
<td>Hudson County, Freeholder District 6</td>
<td></td>
</tr>
<tr>
<td>Morris Sacks</td>
<td>Brooklyn Community Board 14</td>
<td></td>
</tr>
<tr>
<td>Kamal Saleh</td>
<td>Union County</td>
<td></td>
</tr>
<tr>
<td>Carolina Salguero</td>
<td>PortSide NewYork</td>
<td></td>
</tr>
<tr>
<td>Kathleen Saunders</td>
<td>Bronx Community Board 4</td>
<td></td>
</tr>
<tr>
<td>William J. Schulte, Esq.</td>
<td>Eastern Environmental Law Center</td>
<td></td>
</tr>
<tr>
<td>Nicole Scott-Harris</td>
<td>New Jersey Environmental Justice Alliance</td>
<td></td>
</tr>
<tr>
<td>Heather Senison</td>
<td>Queens Ledger</td>
<td></td>
</tr>
<tr>
<td>Jose E Serrano</td>
<td>United States Representative, District 16</td>
<td></td>
</tr>
<tr>
<td>David Siesko</td>
<td>Manhattan Community Board 5</td>
<td></td>
</tr>
<tr>
<td>Brian Simon</td>
<td>PANYNJ</td>
<td></td>
</tr>
<tr>
<td>Kim Sims</td>
<td>City of Jersey City</td>
<td></td>
</tr>
<tr>
<td>Kevin Smith</td>
<td>Providence and Worcester Railroad</td>
<td></td>
</tr>
<tr>
<td>Anthony Valdner</td>
<td>International Brotherhood of Teamsters - Local 560</td>
<td></td>
</tr>
<tr>
<td>Elisa Velazquez</td>
<td>Queen's Borough President</td>
<td></td>
</tr>
<tr>
<td>Steven Vinci</td>
<td>Brierley Associates</td>
<td></td>
</tr>
<tr>
<td>Anthony Vitaliano</td>
<td>Bronx Community Board 11</td>
<td></td>
</tr>
<tr>
<td>Jim Vogel</td>
<td>New York State Senate, 25th District</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Title/Position</td>
<td></td>
</tr>
<tr>
<td>--------------------</td>
<td>-------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Victor Waldron</td>
<td>US Dept of Transportation</td>
<td></td>
</tr>
<tr>
<td>Robert Walker</td>
<td>Nassau County Executive</td>
<td></td>
</tr>
<tr>
<td>Adaline Walker-Santiago</td>
<td>Bronx Community Board 7</td>
<td></td>
</tr>
<tr>
<td>Joyce Watterman</td>
<td>Jersey City Councilwoman-at-Large</td>
<td></td>
</tr>
<tr>
<td>Harold Welsh</td>
<td>Teamsters, Chauffers, Warehouse &amp; Helpers, General and Industrial Employees - Local Union 560</td>
<td></td>
</tr>
<tr>
<td>Ryan White</td>
<td>NYC Economic Development Corporation</td>
<td></td>
</tr>
<tr>
<td>Jackson Whitmore</td>
<td>Regional Plan Association</td>
<td></td>
</tr>
<tr>
<td>Judah Wohlgelernter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charles Wowkanech</td>
<td>New Jersey State AFL-CIO</td>
<td></td>
</tr>
<tr>
<td>Jayne D. Yost, Aicp</td>
<td>Jacobs</td>
<td></td>
</tr>
<tr>
<td>Michael Yun</td>
<td>Jersey City Councilman, Ward D</td>
<td></td>
</tr>
<tr>
<td>Shitao Zhang</td>
<td>NYC Dept of Transportation</td>
<td></td>
</tr>
<tr>
<td>Laura Zimmer</td>
<td>AAA Automobile Club of New Jersey</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Brooklyn Borough President Eric L. Adams</td>
<td></td>
</tr>
<tr>
<td></td>
<td>International Brotherhood of Teamsters</td>
<td></td>
</tr>
<tr>
<td></td>
<td>New Jersey Public Interest Research Group (NJPIRG)</td>
<td></td>
</tr>
<tr>
<td>Richard</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TAC Database
<table>
<thead>
<tr>
<th>First Name</th>
<th>Last Name</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anna</td>
<td>Barry</td>
<td>Connecticut Department of Transportation</td>
</tr>
<tr>
<td>Audrey</td>
<td>Brook, P.E</td>
<td>Metropolitan Transportation Authority (MTA)</td>
</tr>
<tr>
<td>Solomor</td>
<td>Caviness</td>
<td>North Jersey Transportation Planning Authority</td>
</tr>
<tr>
<td>Rachael Gray</td>
<td>Crandley</td>
<td>Consolidated Rail Corporation (Conrail)</td>
</tr>
<tr>
<td>Terrence J</td>
<td>Culhane</td>
<td>Applied Science Foundation for Homeland Security</td>
</tr>
<tr>
<td>Andy</td>
<td>Davis</td>
<td>Connecticut Department of Transportation</td>
</tr>
<tr>
<td>Michae</td>
<td>Donchez</td>
<td>Lehigh Valley Planning Commission</td>
</tr>
<tr>
<td>David</td>
<td>Elder, AICf</td>
<td>Connecticut Department of Transportation</td>
</tr>
<tr>
<td>Jeffrey</td>
<td>English</td>
<td>NYS Department of Transportation</td>
</tr>
<tr>
<td>Samue</td>
<td>Erickson</td>
<td>Port Authority of New York &amp; New Jersey</td>
</tr>
<tr>
<td>Mark</td>
<td>Foran</td>
<td>Connecticut Department of Transportation</td>
</tr>
<tr>
<td>Ian</td>
<td>Francis</td>
<td>NYS Department of Transportation</td>
</tr>
<tr>
<td>Joseph</td>
<td>Giuliett</td>
<td>Metropolitan Transportation Authority-Metro-North Railroad</td>
</tr>
<tr>
<td>James</td>
<td>Greller</td>
<td>Hudson County Improvement Authority</td>
</tr>
<tr>
<td>Peg</td>
<td>Hanna</td>
<td>New Jersey Department of Environmental Protection</td>
</tr>
<tr>
<td>Ray</td>
<td>Hessinger</td>
<td>NYS Department of Transportation</td>
</tr>
<tr>
<td>Pau</td>
<td>Jaenichen, Sr.</td>
<td>Federal Maritime Administration</td>
</tr>
<tr>
<td>Alan</td>
<td>Kearns</td>
<td></td>
</tr>
<tr>
<td>April</td>
<td>Kuzas</td>
<td></td>
</tr>
<tr>
<td>Chris</td>
<td>Lamr</td>
<td>Cambridge Systematic</td>
</tr>
<tr>
<td>Thanh</td>
<td>Le</td>
<td>NYS Dept of Transportation</td>
</tr>
<tr>
<td>Cara</td>
<td>Longworth</td>
<td>Long Island Regional Planning Council</td>
</tr>
<tr>
<td>Andrew</td>
<td>Ludasi</td>
<td>New Jersey Department of Transportation</td>
</tr>
<tr>
<td>Matt</td>
<td>Masters</td>
<td>PANYNJ</td>
</tr>
<tr>
<td>Jelena</td>
<td>Matic</td>
<td>AKRF Inc</td>
</tr>
<tr>
<td>Ted</td>
<td>Mills</td>
<td>ETC Capita</td>
</tr>
<tr>
<td>Stephanie</td>
<td>Molder</td>
<td>Connecticut Department of Transportation</td>
</tr>
<tr>
<td>Glenn R</td>
<td>Murrell, P.E</td>
<td>NYS Department of Transportation, Region 1</td>
</tr>
<tr>
<td>Jim</td>
<td>Newell</td>
<td>Transload America</td>
</tr>
<tr>
<td>Pal</td>
<td>Nowakowski</td>
<td>Metropolitan Transportation Authority - Long Island Rail Road</td>
</tr>
<tr>
<td>Thomas</td>
<td>O'Brien</td>
<td>LIRF</td>
</tr>
<tr>
<td>Michae</td>
<td>O'Loughlin</td>
<td>M &amp; R strategic Services</td>
</tr>
<tr>
<td>Philip</td>
<td>Orphanidis</td>
<td>City of Jersey City</td>
</tr>
<tr>
<td>Tracy</td>
<td>Oscavich</td>
<td>Lehigh Valley Planning Commission</td>
</tr>
<tr>
<td>Molly</td>
<td>Parsons</td>
<td>Connecticut Department of Transportation</td>
</tr>
<tr>
<td>Frank</td>
<td>Pearson</td>
<td>NYS Department of Transportation, Region 1</td>
</tr>
<tr>
<td>Thomas F</td>
<td>Prendergast</td>
<td>Metropolitan Transportation Authority</td>
</tr>
<tr>
<td>Jeoffrey</td>
<td>Rick</td>
<td>NYMTC</td>
</tr>
<tr>
<td>Stephen</td>
<td>Ryba</td>
<td>US Army Corps of Engineers</td>
</tr>
<tr>
<td>Dina</td>
<td>Rybak, AICP 1</td>
<td>New York City Economic Development Corporation</td>
</tr>
<tr>
<td>Barry</td>
<td>Schoch, P.E</td>
<td>Pennsylvania Department of Transportation</td>
</tr>
<tr>
<td>Kim</td>
<td>Sims</td>
<td>City of Jersey City</td>
</tr>
<tr>
<td>Patrick</td>
<td>Stamato</td>
<td>Hudson County Improvement Authority</td>
</tr>
<tr>
<td>Victor</td>
<td>Waldron</td>
<td>US Dept of Transportation</td>
</tr>
<tr>
<td>John</td>
<td>Winkley</td>
<td>Federal Railroad Administration</td>
</tr>
<tr>
<td>Melanie</td>
<td>Zimyeski</td>
<td>Connecticut Department of Transportation</td>
</tr>
</tbody>
</table>
SAFETEA-LU Database
<table>
<thead>
<tr>
<th>First Name</th>
<th>Last Name</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shakil</td>
<td>Ahmed</td>
<td>New York City Department of Transportation (NYCDOT)</td>
</tr>
<tr>
<td>Christina</td>
<td>Alexiou-Hidalgo</td>
<td>STV, Inc</td>
</tr>
<tr>
<td>Melissa D.</td>
<td>Alvarez, PWS</td>
<td>NOAA Fisheries Service</td>
</tr>
<tr>
<td>Demetrio</td>
<td>Arencidia</td>
<td>Hudson County Engineering</td>
</tr>
<tr>
<td>Craig</td>
<td>Babowicz</td>
<td>Connecticut Department of Transportation (DOT)</td>
</tr>
<tr>
<td>Steven</td>
<td>Belkin</td>
<td>New York State Department of Transportation (NYSDOT)</td>
</tr>
<tr>
<td>Joseph</td>
<td>Bertoni</td>
<td>New Jersey Department of Transportation (NJDOT)</td>
</tr>
<tr>
<td>Robert J.</td>
<td>Boyce Jr.</td>
<td>New York City Fire Department (NYCFD)</td>
</tr>
<tr>
<td>William J.</td>
<td>Bratton</td>
<td>New York City Police Department (NYCPD)</td>
</tr>
<tr>
<td>Keith</td>
<td>Bray</td>
<td>New York City Department of Transportation (NYCDOT)</td>
</tr>
<tr>
<td>Michael</td>
<td>Bresnahan</td>
<td>Federal Emergency Management Agency, Region II (FEMA)</td>
</tr>
<tr>
<td>Kelly</td>
<td>Britt</td>
<td>FEMA - Region II</td>
</tr>
<tr>
<td>Audrey</td>
<td>Brook, P.E.</td>
<td>Metropolitan Transportation Authority (MTA)</td>
</tr>
<tr>
<td>Joseph</td>
<td>Brown, P.E.</td>
<td>New York State Department of Transportation (NYSDOT)</td>
</tr>
<tr>
<td>Luis</td>
<td>Calderon</td>
<td>New York State Department of Transportation (NYSDOT)</td>
</tr>
<tr>
<td>Solomon</td>
<td>Caviness</td>
<td>North Jersey Transportation Planning Authority (NJTPA)</td>
</tr>
<tr>
<td>Steve</td>
<td>Coleman</td>
<td>Port Authority of New York and New Jersey (PANYNJ)</td>
</tr>
<tr>
<td>Elena</td>
<td>Conte</td>
<td>Pratt Institute</td>
</tr>
<tr>
<td>Robert</td>
<td>Conway</td>
<td>AKRF, Inc</td>
</tr>
<tr>
<td>Robert</td>
<td>Cotter, PP, FAICP</td>
<td>City of Jersey City</td>
</tr>
<tr>
<td>Anthony</td>
<td>Cruz</td>
<td>Jersey City Department of Housing, Economic Development and</td>
</tr>
<tr>
<td>Beth</td>
<td>Cumming</td>
<td>New York State Office of Parks, Recreation &amp; Historic Preservation</td>
</tr>
<tr>
<td>Jack</td>
<td>Dean</td>
<td>Metropolitan Transportation Authority (MTA)</td>
</tr>
<tr>
<td>Patrick</td>
<td>Dougherty</td>
<td>Metropolitan Transportation Authority (MTA)</td>
</tr>
<tr>
<td>Ken</td>
<td>Dymond</td>
<td>Federal Highway Administration (FHWA)</td>
</tr>
<tr>
<td>Joseph</td>
<td>Ehrlich</td>
<td>Port Authority of New York and New Jersey (PANYNJ)</td>
</tr>
<tr>
<td>David</td>
<td>Elder, AICP</td>
<td>Connecticut Department of Transportation</td>
</tr>
<tr>
<td>Judith A.</td>
<td>Enck</td>
<td>United States Environmental Protection Agency (USEPA) - Region 2</td>
</tr>
<tr>
<td>Samuel</td>
<td>Erickson</td>
<td>Port Authority of New York and New Jersey (PANYNJ)</td>
</tr>
<tr>
<td>Massiel</td>
<td>Ferrara, AICP</td>
<td>Hudson County Division of Planning</td>
</tr>
<tr>
<td>John</td>
<td>Filipelli</td>
<td>United States Environmental Protection Agency (USEPA) - Region 2</td>
</tr>
<tr>
<td>Michelle</td>
<td>Fishburne</td>
<td>Federal Railroad Administration (FRA)</td>
</tr>
<tr>
<td>Kevin</td>
<td>Fleming</td>
<td>Connecticut Department of Transportation</td>
</tr>
<tr>
<td>Jeffrey</td>
<td>Flumignan</td>
<td>U.S. Department of Transportation</td>
</tr>
<tr>
<td>Ruth W.</td>
<td>Foster, PhD.</td>
<td>New Jersey Department of Environmental Protection (NJDEP)</td>
</tr>
<tr>
<td>John</td>
<td>Fowler</td>
<td>Advisory Council on Historic Preservation</td>
</tr>
<tr>
<td>Andrew</td>
<td>Genn</td>
<td>New York City Economic Development Corporation (NYCEDC)</td>
</tr>
<tr>
<td>Joseph</td>
<td>Giulietti</td>
<td>Metropolitan Transportation Authority (MTA)</td>
</tr>
<tr>
<td>Jennifer S.</td>
<td>Goebel</td>
<td>NOAA Fisheries Service</td>
</tr>
<tr>
<td>Robert</td>
<td>Gottheim, Esq.</td>
<td>Office of Jerrold Nadler, 10th NY District</td>
</tr>
<tr>
<td>David</td>
<td>Hopkins</td>
<td>New York City Economic Development Corporation (NYCEDC)</td>
</tr>
<tr>
<td>Paul</td>
<td>Jaenichen, Sr.</td>
<td>Federal Maritime Administration</td>
</tr>
<tr>
<td>Michelle</td>
<td>Jordan</td>
<td>Metropolitan Transportation Authority (MTA)</td>
</tr>
<tr>
<td>Alan D.</td>
<td>Kearsn</td>
<td>NJ Transit</td>
</tr>
<tr>
<td>Lawrence</td>
<td>King</td>
<td>Transportation Security Administration (TSA)</td>
</tr>
<tr>
<td>Mark</td>
<td>Kivelevitz, P.E.</td>
<td>Metropolitan Transportation Authority (MTA)</td>
</tr>
<tr>
<td>Ken</td>
<td>Koschek</td>
<td>NJ Department of Environmental Protection (NJDEP)</td>
</tr>
<tr>
<td>Miki</td>
<td>Krakauer</td>
<td>New Jersey Department of Transportation (NJDOT)</td>
</tr>
<tr>
<td>Eric</td>
<td>Kuchar</td>
<td>New York State Office of Parks, Recreation &amp; Historic Preservation</td>
</tr>
<tr>
<td>Thanh</td>
<td>Le</td>
<td>New Jersey Department of Transportation (NJDOT)</td>
</tr>
<tr>
<td>Donna</td>
<td>Leceo</td>
<td>United States Coast Guard (USCG)</td>
</tr>
<tr>
<td>Cara</td>
<td>Longworth</td>
<td>Long Island Regional Planning Council</td>
</tr>
<tr>
<td>Jeff</td>
<td>Lorde</td>
<td>New York City Department of Environmental Protection</td>
</tr>
<tr>
<td>Andrew</td>
<td>Ludasi</td>
<td>New Jersey Department of Transportation (NJDOT)</td>
</tr>
<tr>
<td>Uchenna</td>
<td>Madu</td>
<td>New York State Department of Transportation (NYSDOT)</td>
</tr>
<tr>
<td>Daniel</td>
<td>Mannone</td>
<td>NOAA Fisheries Service</td>
</tr>
<tr>
<td>Joan</td>
<td>McDonald</td>
<td>New York State Department of Transportation (NYSDOT)</td>
</tr>
<tr>
<td>Kyle</td>
<td>McGraw</td>
<td>Long Island Regional Planning Council</td>
</tr>
<tr>
<td>Name</td>
<td>Organization</td>
<td></td>
</tr>
<tr>
<td>-----------------------</td>
<td>------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>John McKee</td>
<td>Federal Transit Administration, Region 2 (FTA)</td>
<td></td>
</tr>
<tr>
<td>Tom McDonald</td>
<td>New York City Economic Development Corporation (NYCEDC)</td>
<td></td>
</tr>
<tr>
<td>Katy McShane</td>
<td>New York City Economic Development Corporation (NYCEDC)</td>
<td></td>
</tr>
<tr>
<td>Nilda Mesa</td>
<td>New York City Office of the Mayor's</td>
<td></td>
</tr>
<tr>
<td>Stephanie Molden</td>
<td>Connecticut Department of Transportation</td>
<td></td>
</tr>
<tr>
<td>Leah Mosall, AICP</td>
<td>Metropolitan Transportation Authority (MTA)</td>
<td></td>
</tr>
<tr>
<td>Glenn Murrell, P.E.</td>
<td>New York State Department of Transportation (NYSDOT)</td>
<td></td>
</tr>
<tr>
<td>Bik NG</td>
<td>Metropolitan Transportation Authority (MTA)</td>
<td></td>
</tr>
<tr>
<td>Daniel A. Nigro</td>
<td>New York City Fire Department (NYCFF)</td>
<td></td>
</tr>
<tr>
<td>Pat Nowakowski</td>
<td>Metropolitan Transportation Authority (MTA)</td>
<td></td>
</tr>
<tr>
<td>Thomas O'Brien</td>
<td>Metropolitan Transportation Authority (MTA)</td>
<td></td>
</tr>
<tr>
<td>Michael O'Loughlin</td>
<td>Metropolitan Transportation Authority (MTA)</td>
<td></td>
</tr>
<tr>
<td>Jeffrey Oswald</td>
<td>New York City Department of Transportation (NYCDOT)</td>
<td></td>
</tr>
<tr>
<td>Carlos Padilla</td>
<td>Federal Highway Administration (FHWA)</td>
<td></td>
</tr>
<tr>
<td>Molly Parsons</td>
<td>Connecticut Department of Transportation</td>
<td></td>
</tr>
<tr>
<td>Philip Perazio</td>
<td>New York State Office of Parks, Recreation &amp; Historic Preservation</td>
<td></td>
</tr>
<tr>
<td>Thomas Peterman</td>
<td>New York City Fire Department (NYCFF)</td>
<td></td>
</tr>
<tr>
<td>Sonia Pichardo</td>
<td>New York State Department of Transportation (NYSDOT)</td>
<td></td>
</tr>
<tr>
<td>Thomas F. Prendergast</td>
<td>Metropolitan Transportation Authority (MTA)</td>
<td></td>
</tr>
<tr>
<td>Michael Razzoli</td>
<td>Jersey City Department of Public Works</td>
<td></td>
</tr>
<tr>
<td>James Redeke</td>
<td>Connecticut Department of Transportation</td>
<td></td>
</tr>
<tr>
<td>Dave Rettig</td>
<td>Union County Department of Economic Development</td>
<td></td>
</tr>
<tr>
<td>Geofrey Rick</td>
<td>New York Metropolitan Transportation Planning Council (NYMTC)</td>
<td></td>
</tr>
<tr>
<td>Gerald Rohsler</td>
<td>Morris County Engineering and Transportation</td>
<td></td>
</tr>
<tr>
<td>John Ruiz</td>
<td>New York City Police Department (NYCPD)</td>
<td></td>
</tr>
<tr>
<td>Joe Russo</td>
<td>Morris County Engineering and Transportation</td>
<td></td>
</tr>
<tr>
<td>Stephen Ryba</td>
<td>United States Army Corps of Engineers</td>
<td></td>
</tr>
<tr>
<td>William Seeig</td>
<td>New York City Fire Department (NYCFF)</td>
<td></td>
</tr>
<tr>
<td>Snehaj D. Shah</td>
<td>New York State Department of Transportation (NYSDOT)</td>
<td></td>
</tr>
<tr>
<td>Michael T. Sheehan</td>
<td>New York City Police Department (NYCPD)</td>
<td></td>
</tr>
<tr>
<td>Snehaj Shukla, P.E.</td>
<td>New York State Department of Transportation (NYSDOT)</td>
<td></td>
</tr>
<tr>
<td>Kim Sims</td>
<td>City of Jersey City</td>
<td></td>
</tr>
<tr>
<td>Meenakshi Srinivasan</td>
<td>NYC Landmark Preservation Commission</td>
<td></td>
</tr>
<tr>
<td>Terra Stum</td>
<td>New York State Department of State</td>
<td></td>
</tr>
<tr>
<td>Daniel Sullivan</td>
<td>Union County Improvement Authority</td>
<td></td>
</tr>
<tr>
<td>Patrick Thrasher</td>
<td>New York City Economic Development Corporation (NYCEDC)</td>
<td></td>
</tr>
<tr>
<td>Paul Truban</td>
<td>New Jersey Department of Transportation (NJDOT)</td>
<td></td>
</tr>
<tr>
<td>Sanjeev Varghese, P.E.,</td>
<td>Essex County Department of Public Works</td>
<td></td>
</tr>
<tr>
<td>Victor L. Waldron</td>
<td>U.S. Department of Transportation</td>
<td></td>
</tr>
<tr>
<td>Harry J. Wedin</td>
<td>New York City Police Department (NYCPD)</td>
<td></td>
</tr>
<tr>
<td>Ryan White</td>
<td>New York City Economic Development Corporation (NYCEDC)</td>
<td></td>
</tr>
<tr>
<td>Sarah Wyss</td>
<td>Metropolitan Transportation Authority (MTA)</td>
<td></td>
</tr>
<tr>
<td>Shitao Zhang</td>
<td>New York City Department of Transportation (NYCDOT)</td>
<td></td>
</tr>
<tr>
<td>Melanie Zimy eski</td>
<td>Connecticut Department of Transportation</td>
<td></td>
</tr>
<tr>
<td>Christian Zisel</td>
<td>New York Fire Department</td>
<td></td>
</tr>
</tbody>
</table>
Interested Parties
<table>
<thead>
<tr>
<th>First Name</th>
<th>Last Name</th>
<th>Agency/Affiliation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robert</td>
<td>Adamski</td>
<td></td>
</tr>
<tr>
<td>Ivan</td>
<td>Ballard</td>
<td></td>
</tr>
<tr>
<td>Jane</td>
<td>Burn</td>
<td></td>
</tr>
<tr>
<td>Simcha</td>
<td>Chambreg</td>
<td>Enercon Technologies Corp</td>
</tr>
<tr>
<td>Armand</td>
<td>Crispino</td>
<td></td>
</tr>
<tr>
<td>Christina</td>
<td>Cuevas</td>
<td>Geocomp Corporation</td>
</tr>
<tr>
<td>Haig</td>
<td>Dikijian</td>
<td></td>
</tr>
<tr>
<td>Nancy</td>
<td>Doon</td>
<td></td>
</tr>
<tr>
<td>Thomas</td>
<td>Feighery</td>
<td></td>
</tr>
<tr>
<td>Michael</td>
<td>Fesen</td>
<td>Norfolk Southern Corp.</td>
</tr>
<tr>
<td>Joseph</td>
<td>Ficara</td>
<td></td>
</tr>
<tr>
<td>Stephen</td>
<td>Flanigan</td>
<td></td>
</tr>
<tr>
<td>Tovia</td>
<td>Fleischman</td>
<td></td>
</tr>
<tr>
<td>Capt. Jeffrey</td>
<td>Flumignan</td>
<td>Maritime Administration</td>
</tr>
<tr>
<td>Bill</td>
<td>Gerety</td>
<td></td>
</tr>
<tr>
<td>Tony</td>
<td>Giordano</td>
<td>SPRC</td>
</tr>
<tr>
<td>Philip</td>
<td>Healey</td>
<td>Biltmore Shores Civic association</td>
</tr>
<tr>
<td>Eirc</td>
<td>Herschkowitz</td>
<td>MO Trucking Inc.</td>
</tr>
<tr>
<td>Patricia</td>
<td>Hilliard</td>
<td></td>
</tr>
<tr>
<td>George</td>
<td>Hoffman</td>
<td>concerned citizen</td>
</tr>
<tr>
<td>Tarry</td>
<td>Hum</td>
<td>City University of New York</td>
</tr>
<tr>
<td>Andrew</td>
<td>Kalloch</td>
<td></td>
</tr>
<tr>
<td>Kyle</td>
<td>Kirschling</td>
<td>NYCEDC</td>
</tr>
<tr>
<td>James</td>
<td>Kocaba</td>
<td>Connecticut Department of Transportation</td>
</tr>
<tr>
<td>Martha</td>
<td>Larkins</td>
<td>South Greenville Neighborhood Association</td>
</tr>
<tr>
<td>Darian</td>
<td>Lewis</td>
<td></td>
</tr>
<tr>
<td>Darian</td>
<td>Lewis</td>
<td></td>
</tr>
<tr>
<td>Gene</td>
<td>Little</td>
<td>KS Engineers, PC</td>
</tr>
<tr>
<td>Kelvin</td>
<td>MacKavanagh</td>
<td>NJ Short Line RR Association</td>
</tr>
<tr>
<td>Richard</td>
<td>Mariotti</td>
<td></td>
</tr>
<tr>
<td>Bernie W</td>
<td>Martin</td>
<td>Parsons Brinckerhoff</td>
</tr>
<tr>
<td>Bernie W</td>
<td>Martin, PE, FASCE</td>
<td></td>
</tr>
<tr>
<td>Liam</td>
<td>McCabe</td>
<td></td>
</tr>
<tr>
<td>Debra</td>
<td>Mesloh</td>
<td>BOC Network</td>
</tr>
<tr>
<td>Arrie</td>
<td>Montgomery</td>
<td></td>
</tr>
<tr>
<td>Dorothy</td>
<td>Moore</td>
<td></td>
</tr>
<tr>
<td>William</td>
<td>Murphy</td>
<td>Newsday</td>
</tr>
<tr>
<td>Janeth</td>
<td>Osorio</td>
<td></td>
</tr>
<tr>
<td>Robert</td>
<td>Previdi</td>
<td></td>
</tr>
<tr>
<td>Christopher</td>
<td>Ragucci</td>
<td>Worldwide Group</td>
</tr>
<tr>
<td>John</td>
<td>Raha</td>
<td>Empire State Passengers Aspsciation</td>
</tr>
<tr>
<td>Harry</td>
<td>Ries</td>
<td></td>
</tr>
<tr>
<td>Norman</td>
<td>Silverman</td>
<td>Rockaway Transit Coalition</td>
</tr>
<tr>
<td>John</td>
<td>Smith</td>
<td></td>
</tr>
<tr>
<td>S</td>
<td>Smith</td>
<td>Construction DataFax, Inc.</td>
</tr>
<tr>
<td>John</td>
<td>Stackfleth</td>
<td></td>
</tr>
<tr>
<td>Paul</td>
<td>Victor</td>
<td>New York Atlantic Ry.</td>
</tr>
<tr>
<td>Steven Vinci</td>
<td>Brierley Associates</td>
<td></td>
</tr>
<tr>
<td>-------------</td>
<td>---------------------</td>
<td></td>
</tr>
<tr>
<td>Judah Wohl, lernter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wilman gordon</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frank</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Richard</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>