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PUBLIC HEARING ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR
CROSS HARBOR FREIGHT PROGRAM
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MY NAME IS RICHARD ANDERSON, PRESIDENT OF THE NEW YORK BUILDING CONGRESS.

THE CROSS HARBOR FREIGHT PROGRAM ADDRESSES THE MAJOR FREIGHT MOBILITY CHALLENGE OF THE METROPOLITAN TRI-STATE REGION: MOVING GOODS ACROSS THE HUDSON RIVER.

THE REGION'S ECONOMIC PROSPERITY IS A KEY DRIVER OF THE U.S. ECONOMY AND FUELS A TREMENDOUS DEMAND FOR GOODS MOVEMENT, NOWHERE MORE THAN IN THE NEW YORK REGION.

SOME OF THE DIFFICULTIES INHERENT IN THE CURRENT REGIONAL FREIGHT TRANSPORTATION SYSTEM INCLUDE:

1. OVERDEPENDENCE ON TRUCKS TO MOVE GOODS DESTINED FOR THE REGION;
2. CHRONIC CONGESTION THROUGHOUT MOST OF THE DAY;
3. ADDITIONAL COSTS AND UNRELIABILITY FOR REGIONAL BUSINESSES AND CONSUMERS;
4. SIGNIFICANT DETRIMENTAL IMPACTS TO LOCAL COMMUNITIES IN THE FORM OF TRUCK TRIPS DIVERTED THROUGH LOCAL STREETS; AND
5. LIMITED ABILITY TO AVOID MAJOR DISRUPTIONS, AND LACK OF REDUNDANCY AT A FEW KEY LINKS SUCH AS THE GEORGE WASHINGTON AND VERRAZANO-NARROWS BRIDGES, WHICH TOGETHER HANDLE 30,000 TRUCK CROSSINGS EACH DAY.

THE DRAFT EIS CONSIDERS VARIOUS ALTERNATIVES TO CURRENT CONDITIONS.

THE NEW YORK BUILDING CONGRESS HAS LONG ARGUED THAT A CROSS-HARBOR RAIL TUNNEL WOULD BE THE MOST EFFECTIVE MEANS OF IMPROVING FREIGHT TRANSPORTATION IN THIS REGION. WE URGE CAREFUL ANALYSIS OF THIS OPTION AND IMPLEMENTATION OF A NEW CROSS HARBOR FREIGHT TUNNEL.