NYSDOT

Consideration of Potential Intermodal Sites for Long Island

Draft Report

CUNY Institute for Urban Systems
University Transportation Research Center
City College of New York

Feasibility of Freight Villages in the NYMTC Region

Task 5 — Analyzing Freight Village Opportunities

prepared for

New York Metropolitan Transportation Council

Center for Advanced Infrastructure and Transportation
Freight and Maritime Program
Rutgers, The State University of New Jersey
100 Brett Road
Piscataway, NJ 08854
# FEASIBILITY STUDIES

## PURPOSE

**NYSDOT / UTRC** –

**Answer Target Questions:**

- Is a rail / truck Intermodal facility needed on LI?
- Where should it be?
- Can it mitigate unacceptable social and environmental impacts?

**NYMTC Freight Village Report:**

- Regional Freight Rail Plan Task 5 – Analyzing Freight Village Opportunities …
- …examine the feasibility of Freight Villages in the NYMTC Region…
FEASIBILITY STUDIES

CONCLUSIONS

One (1) or more Intermodal rail / truck facilities or Freight Villages would be viable on LI creating:

- Substantial local tax and job generation
- Public safety, health and fiscal benefits in connection with long haul truck traffic reduction
- Spawning of a new local / regional trucking industry
NYSDOT / UTRC and NYMTC Studies
Combined Selection Criteria

- Current Project Site Size, Environment, Infrastructure, Expandability
- Project Site Proximity to LIRR
- Project Site Proximity to Suitable Roads
- Access to Airports
- Current Site Use and Conditions
- Site Dimensional Suitability
- Suitability of Adjoining and Nearby Land Uses
- Proximity of Truck/Rail Intermodal Facility Customers
- Regulatory Feasibility
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### NYSDOT / UTRC and NYMTC Studies

**Combined Selection Criteria**

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**Current Site Use and Conditions**

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- Current Site Use and Conditions

**Site Dimension Suitability**

- Suitability of Adjoining and Nearby Land Uses
- Proximity of Truck/Rail Intermodal Facility Customers
- Regulatory Feasibility
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Suitability of Adjoining and Nearby Land Uses

- Proximity of Truck/Rail Intermodal Facility Customers
- Regulatory Feasibility
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NYSDOT Potential Long Island Intermodal Sites Study

USRail: 240 Acres
Gucci: 89 Acres
Suffolk County: 158 Acres

Exit 66
Preliminary Report by CIUS for Stakeholder Input
UTRC and NYMTC Criteria:

- STB Approved Project Site Size, Infrastructure & Expandability:
  - BRT – 28 Acres

NYSDOT Potential Long Island Intermodal Sites Study

- Suffolk County Land
- LIRR
- Other Private Land

Exit 66
Preliminary Report by CIUS for Stakeholder Input
UTRC and NYMTC Criteria:

- Project Site Proximity to LIRR, L.I.E. and CR101

NYSDOT Potential Long Island Intermodal Sites Study

Exit 66

Preliminary Report by CIUS for Stakeholder Input
UTRC and NYMTC Criteria:
Access to Airports

The BRT Site is Centrally Located to Four (4) Mid - Island Airports Including:
- Brookhaven (WSH) 4.6 miles;
- MacArthur (ISP) 11.8 miles;
- Calverton (CTO) 12.6 miles; and
- Suffolk County (FOK) 20.6 miles.
NYSDOT Potential Long Island Intermodal Sites Study

UTRC and NYMTC Criteria:
- Current Site Use and Conditions

Exit 66
Preliminary Report by CIUS for Stakeholder Input
UTRC and NYMTC Criteria:
- Site Dimension
- Suitability
UTRC and NYMTC Criteria:
- Suitability of Adjoining and Nearby Land Uses

NYSDOT Potential Long Island Intermodal Sites Study

Nearest SF Unit: 0.25 Miles

Nearest MF Dev.: 1.2 Miles
Regulatory Feasibility

- Appropriate Town of Brookhaven Zoning (L1)
- T/of Brookhaven Empire Zone (Sunset in 2010)
- T/of Brookhaven SEQR Neg / Dec (for 28 acre site)
- NEPA EA and FONSI by STB’s Section of Environmental Analysis
- STB Decision ID No. 41020 Granting Construction and Operating Authority (for 28 acre site) (August 20, 2010)
PUBLIC / PRIVATE COOPERATION

Public / Private Intermodal Facility Stakeholders

- Elected Officials
- NYSDOT / UTRC – “LI Intermodal” Study Completion
- NYMTC – “Freight Village” Study Completion
- Nassau Suffolk TCC and NYMTC for the 2011-2016 TIP
- NYSDOT for the 2011-2016 STIP and Rail Funding
- Port Authority of NY / NJ (main line or harbor facilities)
- USDOT
- Federal Railroad Administration
- Surface Transportation Board
- Long Island Regional Planning Council
- Class 1 and other RR Feeders and Freight Customers
PUBLIC / PRIVATE COOPERATION

Public Sector Intermodal Financial Role

- Provide Main Line and Freight Systems Upgrades (i.e.- LIRR Clearances and other upgrades)
- New Facilities (i.e. Harbor Tunnel and other facilities)
- Have a Public Participation role in the private financing
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