

BROOKHAVEN INTERMODAL RAIL TERMINAL (BRT)* Project Site Evaluation

*(Prepared by BRT and US Rail of NY, LLC - January, 2011)

SITE SELECTION CRITERIA — SITE CHARACTERISTICS

SELECTION CRITERIA Sources:

- NYSDOT-CIUS/UTRC - “ DRAFT Potential LI Intermodal Sites Study”
- NYMTC — “DRAFT Freight Villages Feasibility in NYMTC Region”

INTRODUCTION

Two (2) recent DRAFT intermodal facility feasibility studies have been issued for review:

1. The DRAFT “Long Island Intermodal Sites Study” by the CUNY University Transportation Research Center (UTRC), was commissioned by NYSDOT (Project# C-08-67) in compliance with a Governor’s directive to study truck rail freight capacity on LI. The Study asked: 1- Is a truck rail intermodal facility needed on LI? 2- Where should it be? And, 3- Can it mitigate unacceptable social and environmental impacts. Input from UTRC staff and stakeholders including agencies, local governments, community / environmental groups, and the industry - studied potential sites including Pilgrim, BRT and others and then evaluated them by nine (9) screening criteria.
2. The DRAFT “Feasibility of Freight Villages in the NYMTC Region” Study by NYMTC set forth five (5) categories of site selection criteria with twenty six (26) sub-selection criteria.

The studies conclude that one (1) or more intermodal rail / truck facilities or / Freight Villages would be viable on LI. These facilities would result in substantial local tax and job generation impacts and far reaching public safety, health and fiscal benefits in connection with long haul truck traffic reduction, the spawning of a new local/regional trucking industry, the creation or expansion of LI businesses based on the availability of rail based freight shipping and expansion economic opportunities for national and international distribution.

The material below including the attached BRT Site Aerial Photo and Land Use Map from the UTRC DRAFT Study is provided by Brookhaven Rail Terminal to COMPARE site data and characteristics of BRT to the Intermodal Facility/Village Screening and Selection Criteria contained in both the UTRC and NYMTC Studies.

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SITE SELECTION COMPARISON TABLE

UTRC & NYMTC – Studies	Brookhaven Rail Terminal (BRT)
SCREENING CRITERIA	SCREENING CRITERIA INFORMATION & DATA
<ul style="list-style-type: none"> • Project Site: Size, Control, Environmental, Infrastructure, other.... 	<p>The BRT Project site identified in the STB Decision is under control of BRT. Additional private and public lands totaling the UTRC Study estimated site size of 240 Acres are not under BRT control. Suitable environmental and land use considerations were evaluated under NEPA and SEQR and are discussed more fully below. The site adjoins a LIPA utility property which contains a natural gas line. Existing electrical substations are present near the BRT site.</p>
<ul style="list-style-type: none"> • Project Site Proximity to LIRR 	<p>The BRT site has direct LIRR main line frontage. The direct main line switch and 13,000 LF of yard rail are approved by the STB. BRT is believed to be the easternmost intermodal site <u>not</u> impacted by 17' 6" height constraints.</p>
<ul style="list-style-type: none"> • Access to Suitable Roads 	<p>The BRT entrance is 1200' to LIE Exit 66. –Ease of entry to or from the LIE results in minimal local truck traffic on local or County roads and ease of employee access. BRT has agreed to make signalization upgrades to the LIE Ramp/ CR 101 intersection and to make upgrades to an LIE de-acceleration lane.</p>
<ul style="list-style-type: none"> • Access to Airports 	<p>The BRT site is centrally located to four (4) mid - Island airports including: Brookhaven (WSH) 3.5 miles; MacArthur (ISP) 8.5 miles; Suffolk County (FOK) 9.4 miles; and Calverton (CTO) 10 miles.</p>
<ul style="list-style-type: none"> • Current Site Use and Conditions 	<p>The rail freight facility approved in the STB Decision is under construction. These facilities could be integrated into the future bulk and intermodal business if the additional lands identified in the UTRC Study were available and developed. Current non-BRT owned lands are vacant.</p>
<ul style="list-style-type: none"> • Suitability of Adjoining and Nearby Land Uses 	<p>There are no immediate residential neighbors. - The closest noise sensitive receptor is approx 1/4 mile across the LIE from the site. BRT land and potentially available adjoining lands would not present land use conflicts. The BRT site is part of the former Brookhaven Empire Zone, indicating that use of the land for job generating uses had already been determined to be part of an adopted Economic Development Plan and Program, and adjoining properties are vacant and zoned for commercial and light industrial uses.</p>

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SITE SELECTION COMPARISON TABLE (CONT'D)

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SCREENING CRITERIA	SCREENING CRITERIA INFORMATION & DATA
<ul style="list-style-type: none"> • Proximity of Truck/Rail Intermodal Facility Customers 	<p><u>Regarding incoming freight-</u> the BRT central LI location will be highly efficient for incoming materials and product distribution.</p> <p><u>Regarding outgoing product-</u> the BRT site is near businesses which with the potential of rail freight shipping economic efficiencies will generate BRT business. The availability of rail freight access to the rail system will be a powerful incentive for new and expanded businesses.</p>
<ul style="list-style-type: none"> • Potential for Site Expandability 	<p>The UTRC Study indicated a potential BRT site size of 240 acres for the Rail/truck intermodal facility or freight village. The 240 acres include private and public lands not under the control of BRT but which are properly zoned and undeveloped. Were the land to be made available, an intermodal project would be able to include best available technology bulk and intermodal freight handling infrastructure, additional job and tax generating value added assembly and clean light industrial facilities, warehousing, and material storage capacity which could comply with pertinent requirements. The site could also be suitable for regional or national governmental emergency preparedness (FEMA-type) receiving, warehousing and distribution facilities.</p>
<ul style="list-style-type: none"> • Site Dimensional Suitability 	<p>Existing BRT owned lands are suitable for the LIRR main line switch and 13,000 LF of track as approved by the STB allowing incoming freight trains to clear the LIRR main line. Additional potential lands are configured to layout into an efficient intermodal facility. The facility will be provided with security fencing and gates..</p>
<ul style="list-style-type: none"> • Regulatory Feasibility 	<p>The BRT STB Approval required a NEPA EA and FONSI and the Town of Brookhaven's unanimously adopted stipulated agreement necessitated a SEQR Negative Declaration. The STB's Section of Environmental Analysis (SEA). Decision ID No. 41020 served on August 20, 2010 included input from all relevant interested parties, determinations that particulate matter and ozone impacts were below statutory <i>de minimis</i> levels requiring no general conformity analysis and that there were no other air, water, biologic or historic resource impacts.</p>