

ABSTRACT

The U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, and Federal Highway Administration of the U.S. Department of Transportation have completed a programmatic Environmental Assessment (EA) for the Comprehensive Port Improvement Plan (CPIP) for the Port of New York and New Jersey. The EA has been prepared pursuant to the National Environmental Policy Act (NEPA) of 1969 and its implementing regulations, and associated rules and regulations of the Council on Environmental Quality.

The CPIP is a Port-wide plan that is intended to serve as a framework for the future development of the Port, over the next 60 years, in an environmentally sustainable, economically enhancing, and financially viable way. It addresses future cargo demand, port capacity, and potential future port improvements from the perspective of the Port, as a whole, while also considering the Port's individual facilities.

The Port sites in New York that are considered in the CPIP are Howland Hook Marine Terminal in the Borough of Staten Island and Red Hook/North Brooklyn Container Terminal and South Brooklyn Marine Terminal in the Borough of Brooklyn. The Port sites in New Jersey that are considered in the CPIP are Port Newark Marine Terminal in the City of Newark; Port Elizabeth Marine Terminal in the City of Elizabeth; Port Jersey (Global Marine and Auto Marine Terminal) in the City of Jersey City; and The Peninsula at Bayonne Harbor in the City of Bayonne.

The EA considers four alternative conceptual, long-term scenarios for port improvements and associated transportation improvements for seven Port facility sites included in the CPIP. The alternative scenarios represent combinations of port site-specific uses and Port-wide arrangements of uses that collectively would address future cargo-handling needs to 2060, the CPIP forecast horizon year. The scenarios do not define specific actions or projects that would be necessary to implement any of the scenarios.

The EA identifies the types of potential impacts to the natural and manmade environments that may be anticipated from future projects or actions that may be proposed in the vicinities of the CPIP port sites. The EA further identifies the environmental review processes and permits and approvals that may be required for future CPIP-related projects and actions. However, the qualitative assessments documented in this EA do not provide the basis or rationale for recommending a preferred alternative scenario, nor for making a finding at this time.