



Goethals Bridge:
A critical transportation
link in the NY/NJ region



Funding the Replacement Bridge: A Public/Private Partnership

On April 24, 2013, the Port Authority authorized the \$1.5 billion Goethals Bridge Replacement Public Private Partnership (P3). This P3 is a financial agreement between the private sector and the Port Authority to fund the replacement. The successful bidder, NYNJ Link Developer LLC, is comprised of a consortium formed by Macquarie Infrastructure and Real Assets, and Kiewit Infrastructure Company. NYNJ Link is responsible for the design, construction and financing of the replacement bridge, and will provide maintenance for 35 years after substantial completion of the bridge. The Port Authority will retain significant operation of the new bridge, including tolling.

About the Replacement Goethals Bridge:

- ▶ First true surface transportation Public-Private Partnership (P3) in the Northeast
- ▶ The project will utilize union craft labor for all construction operations
- ▶ The bridge will be located directly south of the existing bridge, and will continue to connect to the existing roadway network
- ▶ Construction is expected to take four years plus one year for demolition of the existing bridge

Economic Benefits:

- ▶ Construction jobs – 2,250
- ▶ Total economic activity for the region – \$872 million
- ▶ Wages – \$224 million

(Note: figures above are estimates.)





The original Goethals Bridge opened on June 29, 1928. The bridge was named in memory of Major General George W. Goethals, builder of the Panama Canal and the first consulting engineer of the Port Authority. This marked the successful completion of the then-fledgling Port Authority's first bistate development project.

The bridge, as originally conceived, is now functionally obsolete for the 21st century. A new development model of public/private sponsorship will deliver a modern bridge for generations to come.

The Goethals Bridge Replacement will include the following improvements:

- ▶ Three 12-foot wide lanes in each direction
- ▶ A 12-foot-wide outer shoulder and a 5-foot-wide inner shoulder in each direction
- ▶ A 10-foot-wide sidewalk/bikeway along the northern edge of the New Jersey-bound roadway
- ▶ Improved safety conditions and performance reliability that meet current geometric design, structural integrity, security and seismic standards, and reduce life-cycle cost
- ▶ Space sufficient to accommodate potential transit service between eastbound and westbound roadways
- ▶ State-of-the-art smart bridge technology, including: Roadway Weather Information Systems that collect environmental data such as wind speed, visibility, and pavement temperature



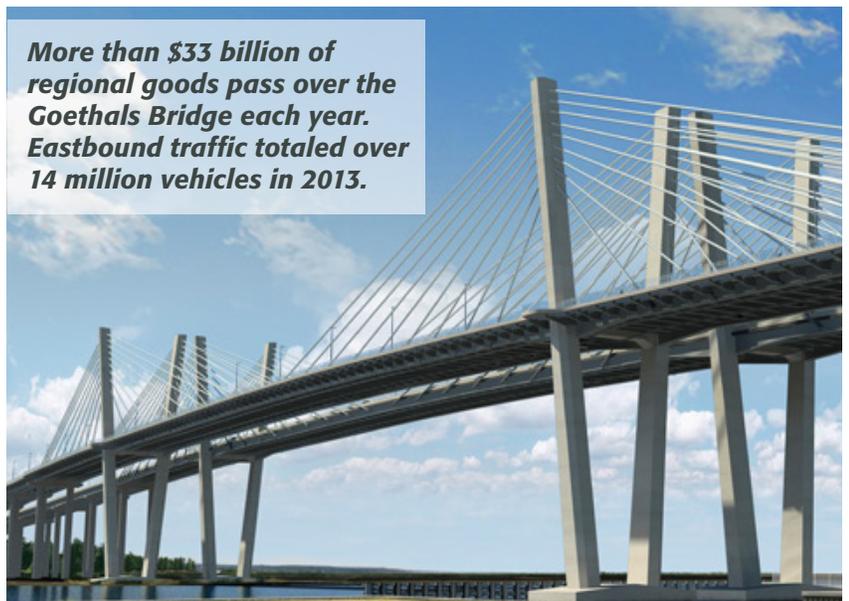
Job Information

- ▶ Disadvantaged Business Enterprise Opportunities (DBE): www.goethals-kwm.com
- ▶ Port Authority of NY & NJ Small Business Opportunities: www.panynj.gov/business-opportunities/sd-getting-started.html
- ▶ Employment opportunities: KWMEmployment@kwmjv.com
- ▶ Port Authority of NY & NJ Employment Opportunities: www.panynj.gov/careers

Contact Information

- ▶ Visit www.panynj.gov/goethalsreplacement
- ▶ Follow us on Twitter @PANYNJ
- ▶ Email GoethalsBridge@panynj.gov

More than \$33 billion of regional goods pass over the Goethals Bridge each year. Eastbound traffic totaled over 14 million vehicles in 2013.



Environmental Q&A:

Q: What are the key environmental considerations for the Goethals Bridge Replacement Project?

A: Completing this project in an environmentally sensitive manner is a top priority for The Port Authority of New York and New Jersey (Port Authority), the developer NYNJ Link (Link) and its partners. Both the New York and New Jersey sides of the Goethals Bridge present unique land, air and water considerations that have required close planning and coordination with a wide range of environmental experts and state and federal agencies.

In particular, special attention is being paid to preserving and protecting the wetlands around Old Place Creek in Staten Island. Link's bridge design maintains the same wetland impacts as identified in the Final Environmental Impact Statement and Record of Decision. All short-term construction impacts to wetlands will be mitigated with the replacement of in-kind wetlands. The Port Authority and Link will monitor the new plantings to ensure a successful wetland.

Further, the project participants are committed to minimizing any potential disturbance to wildlife in the area. Among the measures taken, access roads and security fences have been designed to minimize obstructions to animals moving through the wetland area.

The design of the Goethals Bridge will also allow for substantial pedestrian and bicycle use, an important environmental priority and a substantial improvement over the current bridge.

Q: What precautions have been taken to protect the Arthur Kill waterway and its ecosystem?

A: A number of measures have been implemented to minimize potential impacts to the Arthur Kill waterway during construction and post completion.

For example, no construction will take place in the waterway between January 1 and June 30 in order to avoid spawning impacts to endangered fish species. Prior to construction Link brought in fishery experts to temporarily relocate all fish from a sensitive part of the waterway near the construction.

Q: What is being done to protect air quality?

A: Measures being taken to help control emissions related to the project include:

- ▶ Retrofitting equipment with the best available emissions control technology, as verified by the US Environmental Protection Agency
- ▶ Limiting idling time for diesel-fueled vehicles
- ▶ Locating diesel exhausts away from sensitive areas

In order to mitigate dust and particles, dump trucks using public roadways will be covered at all times, open construction areas will be sprayed with water, and truck speeds at the construction site will be limited to five miles per hour or less.

Q: What kinds of experts were involved in environmental planning for the project?

A: A wide range of experts have been involved since the Notice of Intent was published on August 10, 2004 to replace the Goethals Bridge and embark on a National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS). Experts ranged from archeologists, to architectural historians, to wetland scientists, to noise and air quality specialists to wildlife biologists. The Federal Highway Administration (FHWA), as the lead federal agency, adopted the USCG FEIS and issued a Record of Decision on June 13, 2013.

Q: What environmental agencies were involved in the planning?

A: Environmental state and federal agencies involved in the project include:

- ▶ US Environmental Protection Agency
- ▶ US Department of Transportation
- ▶ National Marine Fisheries Service
- ▶ US Fish & Wildlife Service
- ▶ New York State Department of Environmental Protection
- ▶ New Jersey State Department of Environmental Protection
- ▶ New York City Department of Environmental Protection