

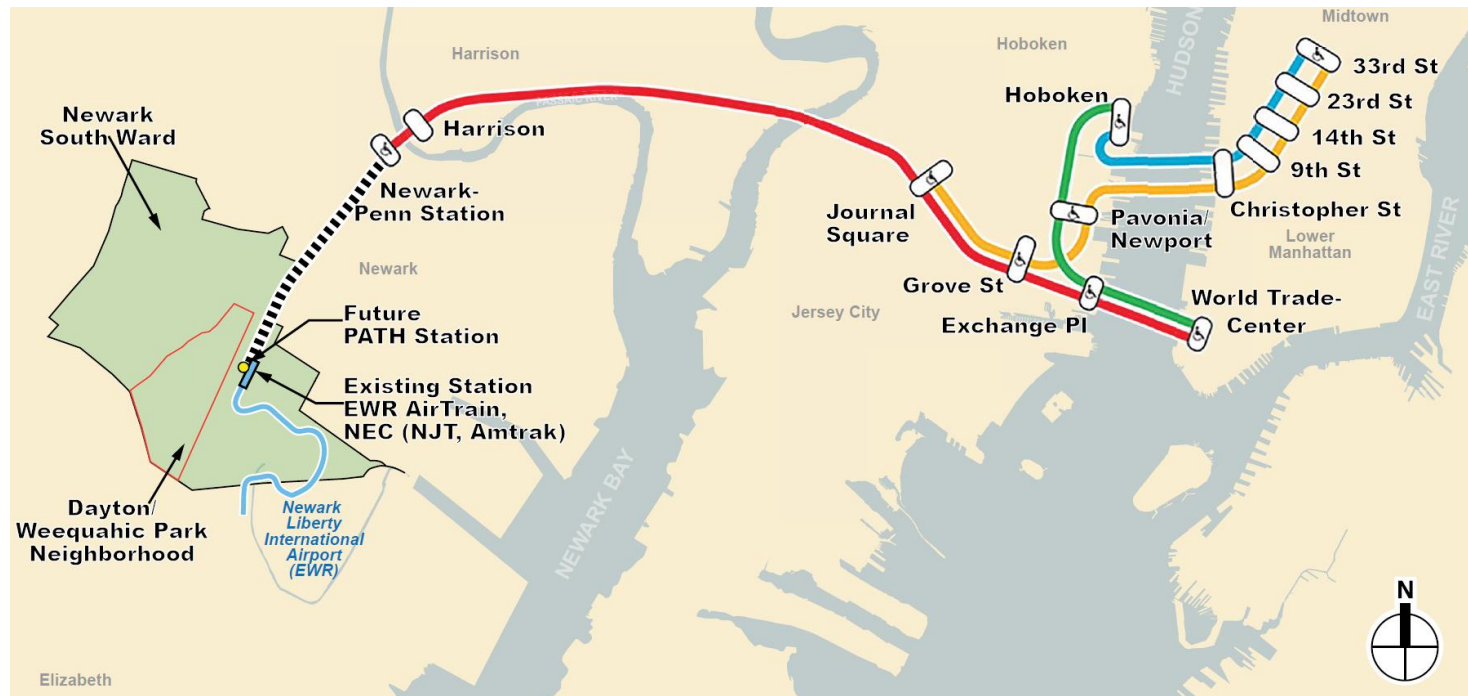
**PUBLIC SCOPING MEETINGS**  
**National Environmental Policy Act**  
**November 28 and 30, 2017**

# Public Scoping Meeting Format

- Purpose of Public Scoping is to obtain comments on the:
  - Purpose and need for the proposed action
  - Alternatives to be considered
  - Analyses needed to understand the potential impacts of the project
  - Agency and Public Coordination Plan
- Open house from 5 p.m. to 8 p.m.
  - Project team is available to provide information and answer questions
- Comments and questions can be provided, for the record, in one of the following ways:
  - Using a comment form
  - Speaking to one of the stenographers
  - Via email: [PATHextension@panynj.gov](mailto:PATHextension@panynj.gov)
- Brief presentation at 5:30 p.m. and repeated at 7 p.m.
- Spanish, Portuguese, and Haitian Creole interpreters available

# Project Overview

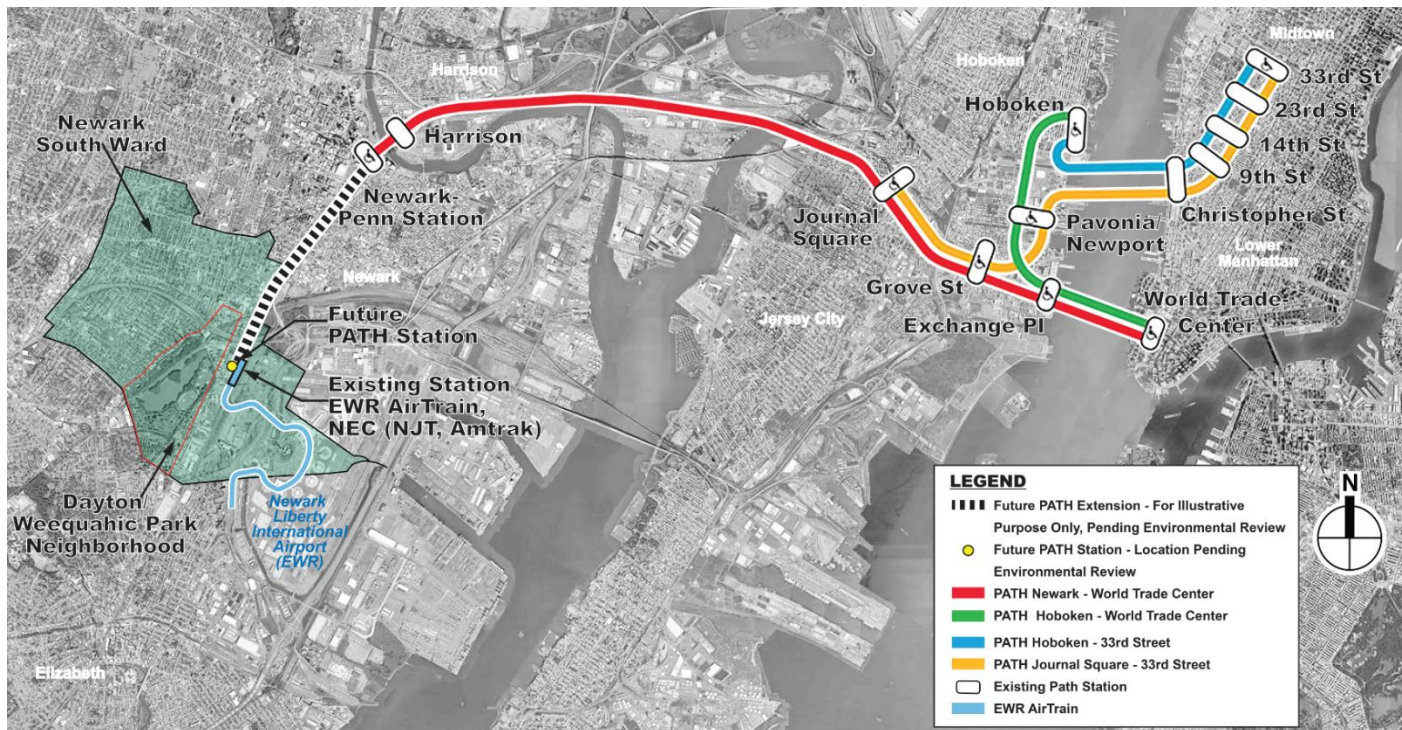
- Potential extension of PATH service to a new multi-modal station connected to the AirTrain Newark Station.
- PANYNJ expects to request federal funds administered through the Federal Transit Administration (FTA) and is preparing an Environmental Assessment (EA) in accordance with the **National Environmental Policy Act (NEPA)**.



# Draft Project Purpose

The **purpose** of the project is to:

1. Improve transit access to Newark, Jersey City, and New York City for New Jersey commuters, and
2. Increase transit options to Newark Liberty International Airport (EWR) for air travelers and airport employees





# Draft Need for the Project

1. To support the growing central business districts in Newark, Jersey City, and Lower Manhattan
  - Jersey City and Lower Manhattan are expanding business districts that depend on reliable public transportation.
2. To improve access to transit for the local community
  - Newark's Dayton neighborhood is largely disconnected from the region's employment centers and is served poorly by transit. The trip by bus to downtown Newark, for example, can take over an hour
  - The Newark Liberty International Airport Station is currently not accessible to the local community (Dayton) that hosts it
3. To increase transit options to Newark Liberty International Airport
  - Improved airport access from Hoboken, Jersey City, Lower Manhattan
  - Currently the trip on public transportation from these locations to the EWR terminals is a 3- or 4-seat ride

# Draft Project Goals and Objectives

- Enhance travel to Newark, Jersey City, and Lower Manhattan employment centers for New Jersey commuters:
  - Provide transit service that attracts new commuters
  - Provide services that optimize the use of regional transit assets
  - Support frequent, reliable, and convenient transit service
  - Reduce congestion in and around Newark Penn Station
- Expand transit access to communities near the Airport Station:
  - Increase rail and transit options for nearby residential communities
  - Compliment the City of Newark's transportation strategies and transit-oriented development plans

# Draft Project Goals and Objectives

- Increase transit service to EWR for travelers and employees:
  - Improve the frequency of transit service at the Airport Station;
  - Improve service to the markets currently underserved by transit access to the airport (Lower Manhattan, Hoboken, and Jersey City);
  - Provide seamless connections between transit services and AirTrain Newark;
  - Expand affordable transit options for airport employees and air passengers;
  - Implement new services in a reasonable timeframe and at a reasonable cost.

# Draft Project Goals and Objectives

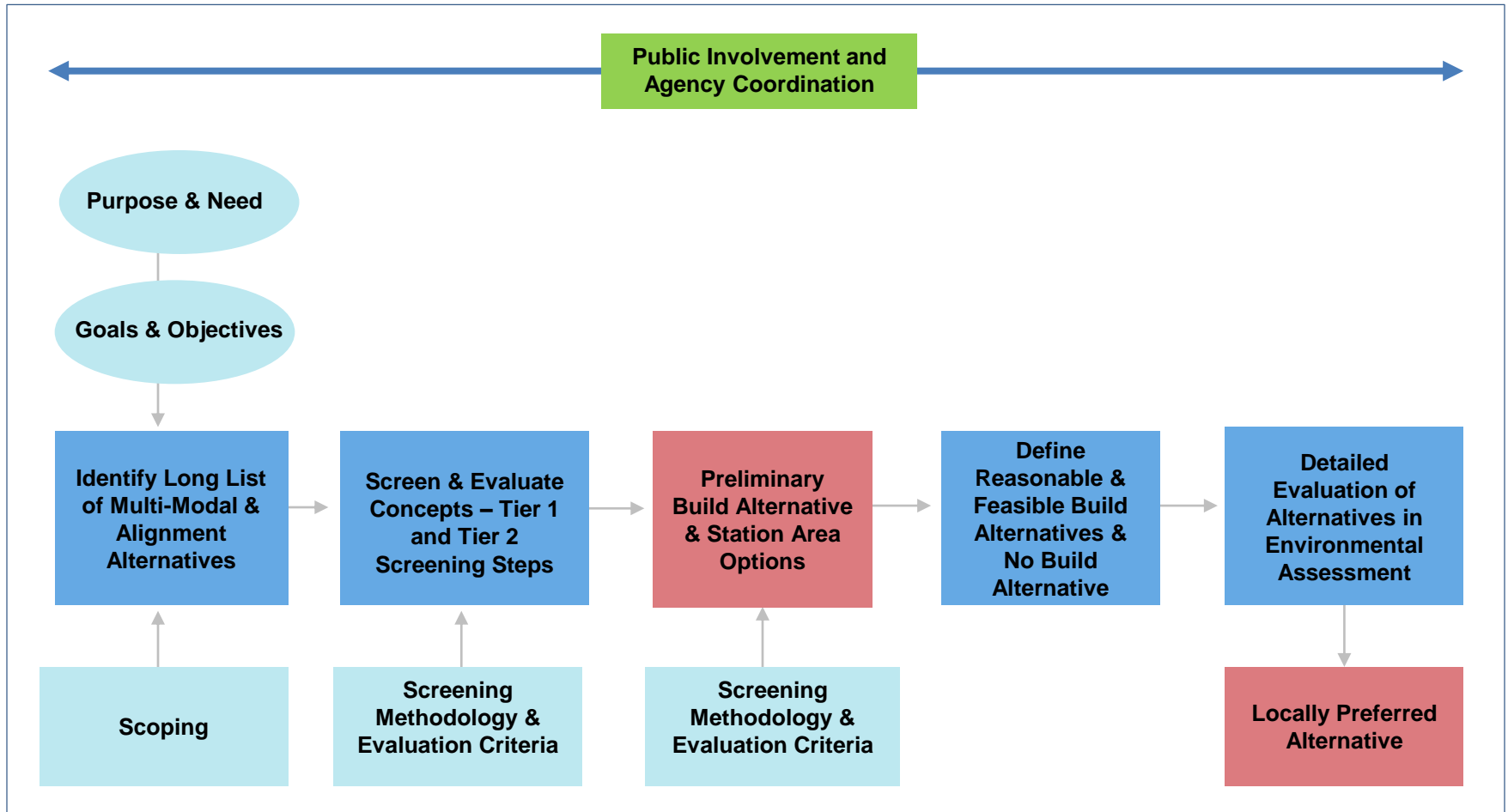
- Implement new transit service that complements and minimizes impacts to existing road and rail operations in the area:
  - Maximize use of existing transportation rights-of-way and leverage the region's existing transportation infrastructure to the extent practicable
  - Provide transit service that is compatible with AirTrain Newark service
  - Minimize long-term impacts on existing and future rail operations by NJ TRANSIT, Amtrak, Conrail, and others
  - Complement transportation plans for the NEC and other rail, bus, and road routes through the area
  - Avoid impacts on transit operations and pedestrian circulation at Newark Penn Station
  - Minimize impacts on existing PATH operations and support PATH's long-term needs
  - Minimize operations and maintenance costs for new transit service



# Draft Project Goals and Objectives

- Minimize adverse impacts on the built and natural environment:
  - Avoid, minimize, or mitigate adverse impacts on historic resources;
  - Avoid impacts on parklands, open space, natural and manmade features;
  - Minimize property acquisition to the maximum extent feasible;
  - Maintain access to nearby residences and businesses during construction;
  - Minimize construction impacts to the extent feasible.

# Alternatives Analysis Process

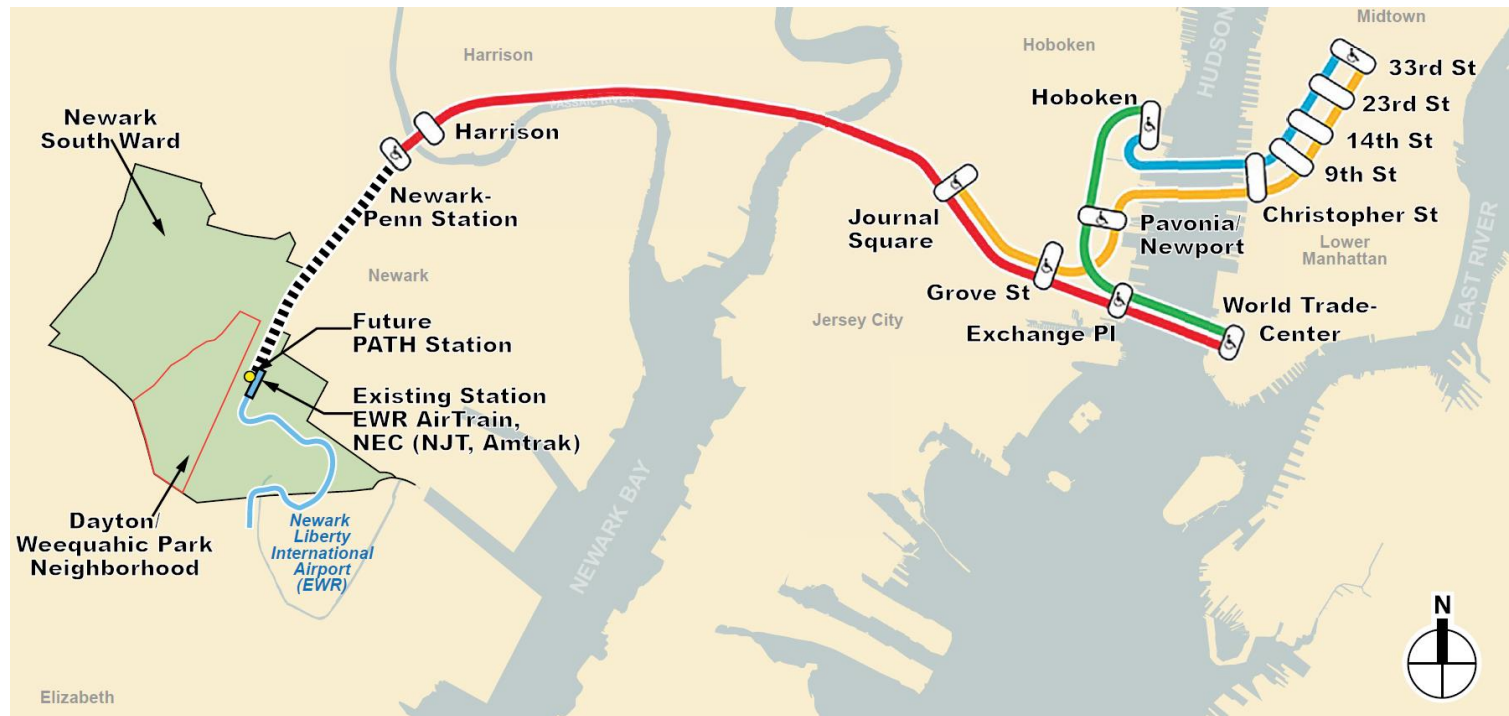


# Alternatives Analysis Process

1. Alternatives were identified that could potentially satisfy the project's purpose and need:
  - Modal alternatives (commuter rail, light rail, ferry, enhanced bus, AirTrain Newark, PATH)
  - PATH Alignment alternatives
2. Alternatives were evaluated with respect to screening criteria based on the project's goals and objectives
3. A preliminary alternative has been identified (PATH Extension)

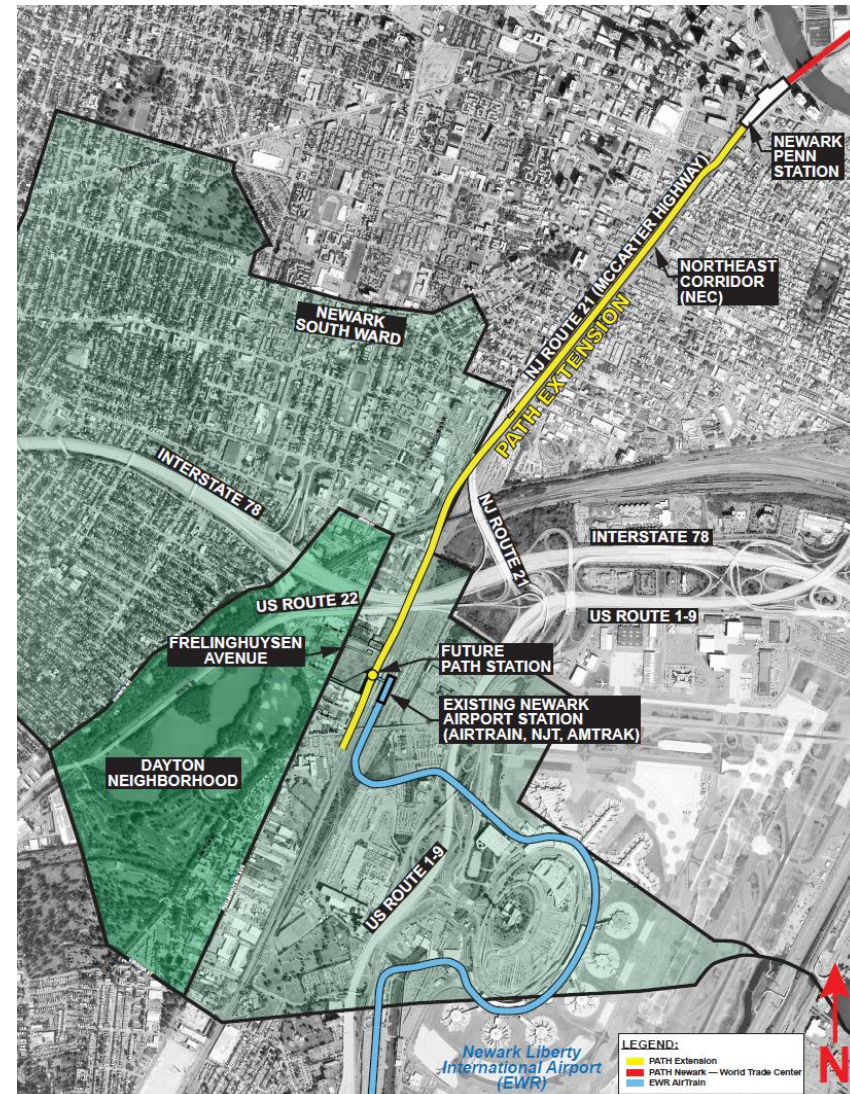
# Components of the Preliminary Alternative

- New and upgraded PATH tracks west of and parallel to the Northeast Corridor
- New multi-modal station east of Frelinghuysen Avenue (at Noble Street)
- Study the need for parking
- Rail storage yard and employee parking
- Electrical power substations and other railroad infrastructure



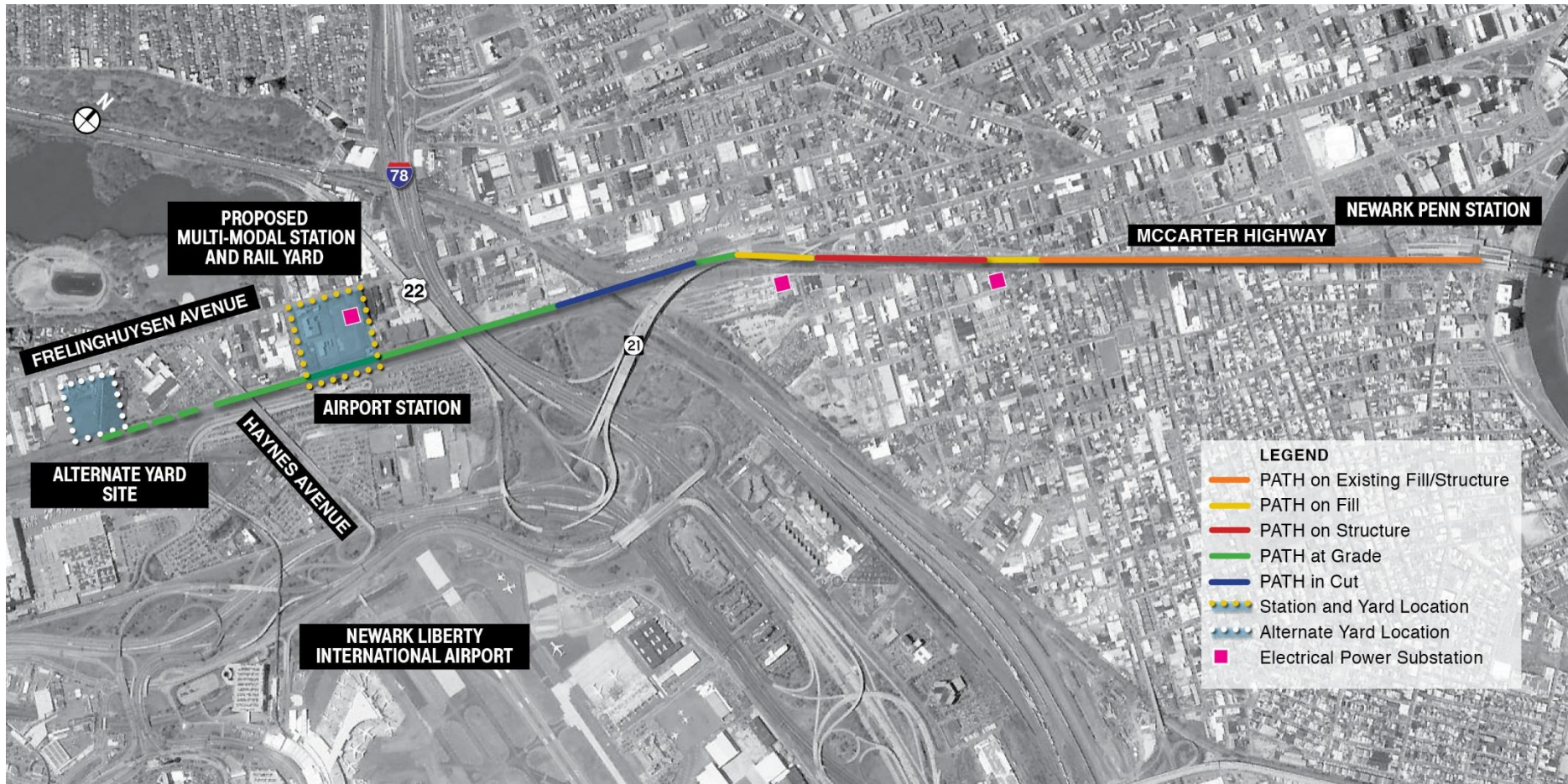
# Project Benefits

- **Provides Local Access to the Newark Liberty International Airport Station**
  - Local access to PATH, NJ Transit, Amtrak and AirTrain Newark to EWR
  - Reduces travel time to jobs in Newark, Jersey City, and Lower Manhattan for Dayton/South Ward residents
  - Improves roadway, sidewalk, and bicycle infrastructure
- **Expands Transit Connectivity**
  - Increases access to the PATH system
  - Provides local intermodal connections between rail, monorail, bus, bicycle, pedestrian, taxi, auto parking and auto drop off
- **Improves Quality of Life**
  - Reduces commute times
  - Improves connectivity to provide easier access to EWR, downtown Newark, Jersey City, and Manhattan





# Preliminary Alternative





# Preliminary Alternative – PATH on Viaduct



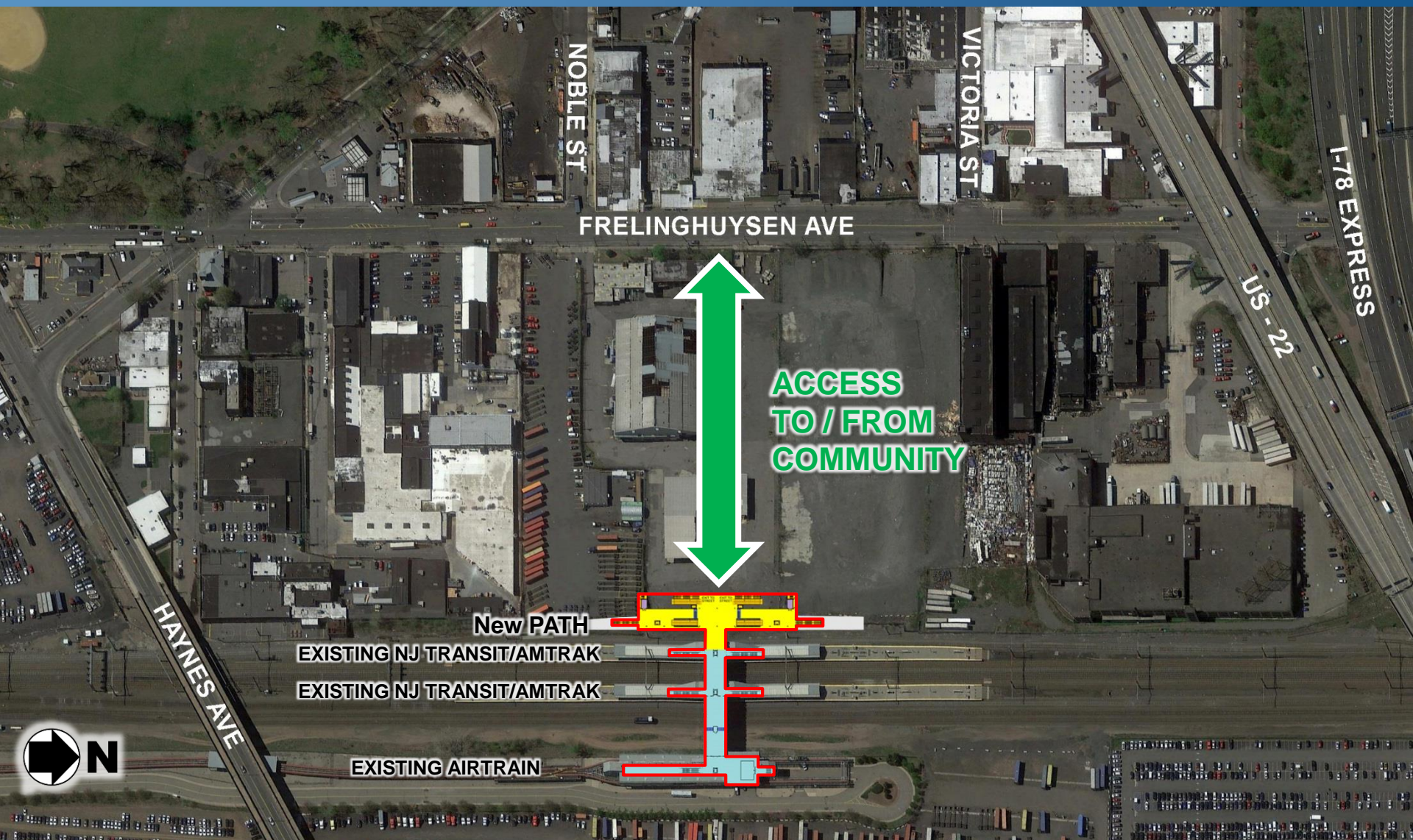


# Existing Conditions – Station Area

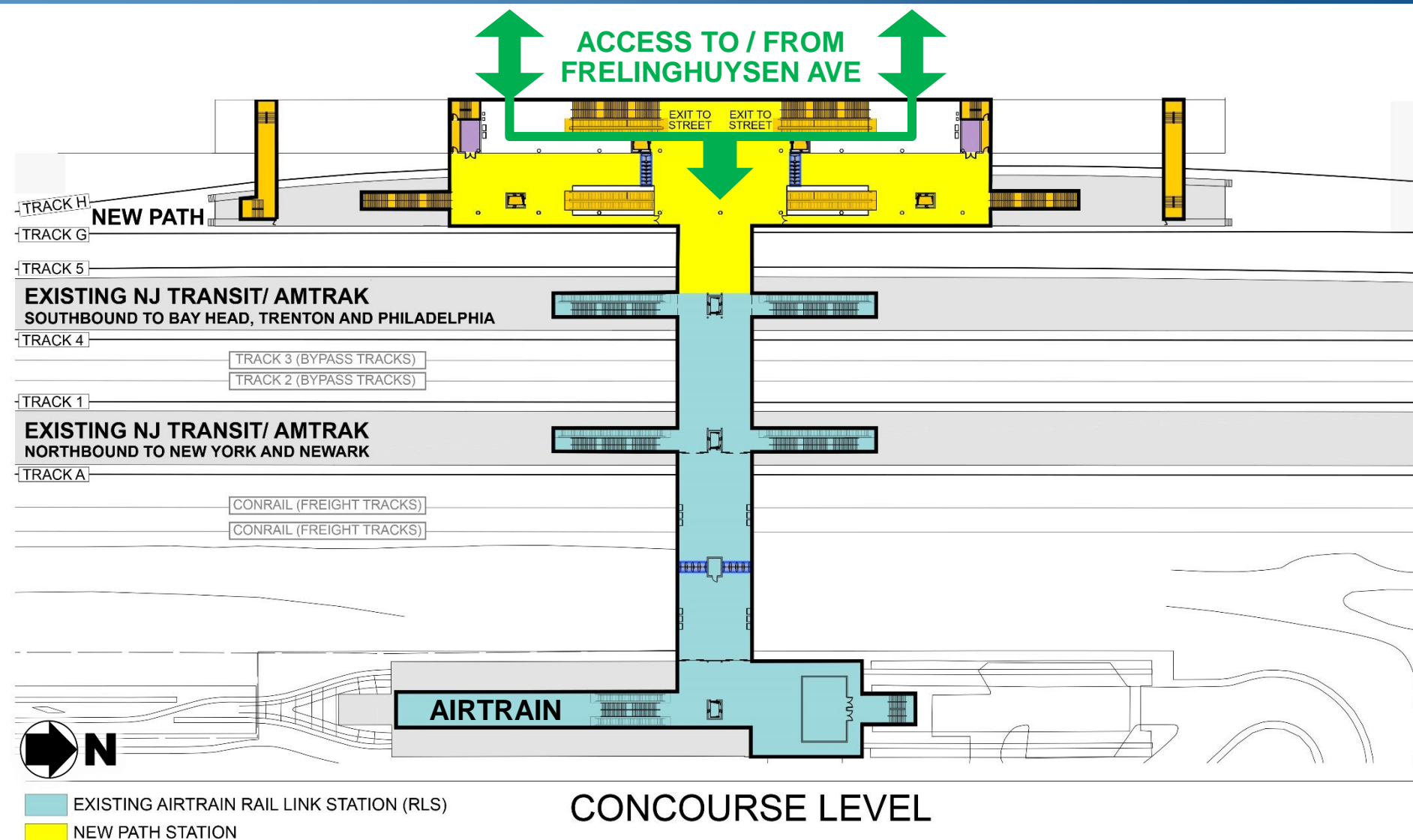




# Preliminary Alternative – Station Area



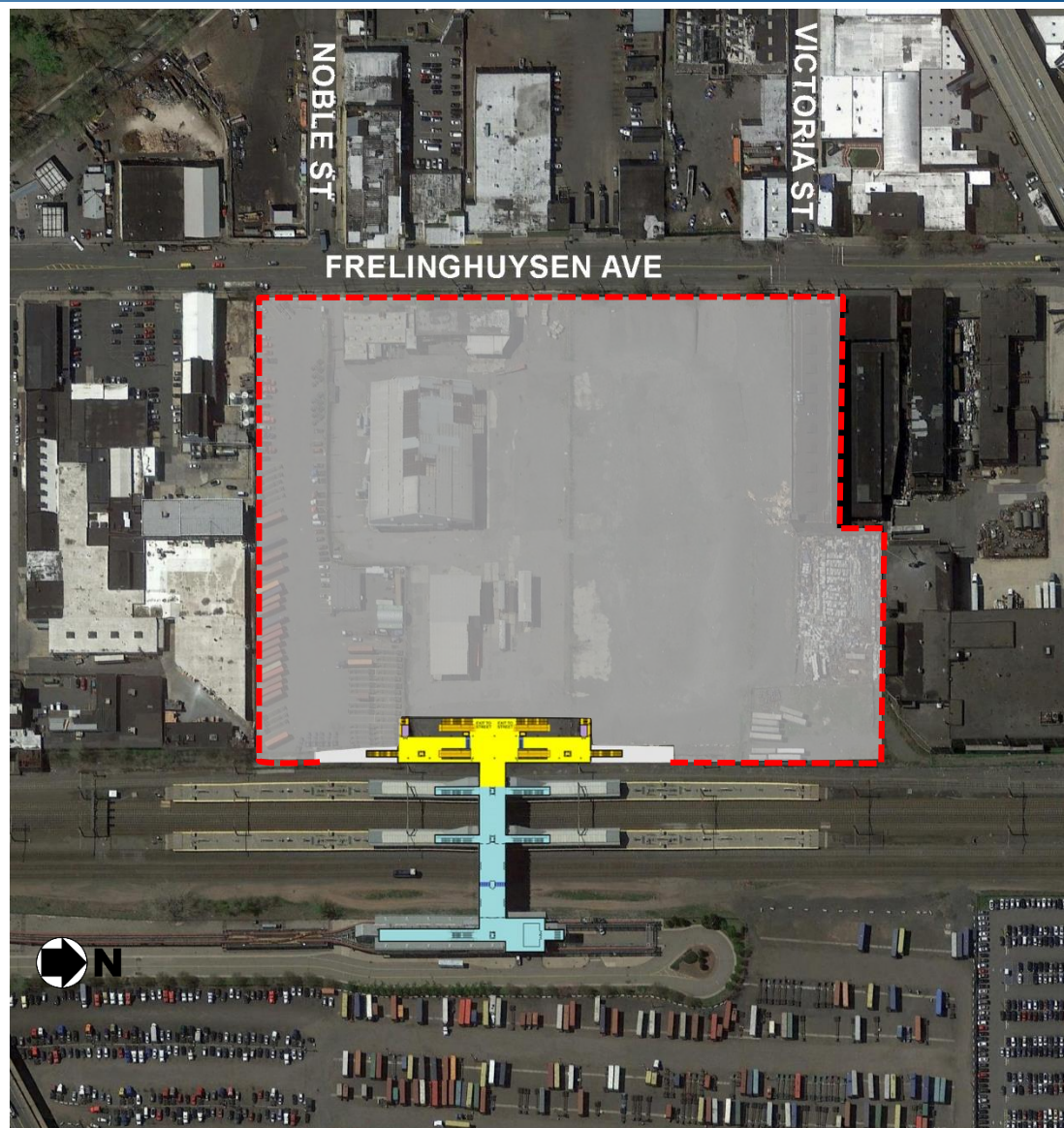
# Preliminary Alternative – Station Area





# Station Area Concepts – Station Area

- New station with pedestrian overpass connection to the Airport Station
- Pedestrian and bicycle pathways
- Bus, taxi and kiss-and-ride drop off areas
- Bike storage facilities
- Study the need for parking



# Environmental Assessment Analysis Areas

- Transportation
- Social & Economic Conditions
- Property Acquisition
- Visual & Aesthetic Resources
- Historic & Archaeological Resources (Section 106 review)
- Air Quality
- Greenhouse Gas Emissions & Resilience
- Noise & Vibration
- Parks & Recreational Resources
- Ecology
- Contaminated Materials
- Environmental Justice
- Indirect & Cumulative Effects
- Section 4(f) Evaluation (historic resources, parklands, and wildlife areas)

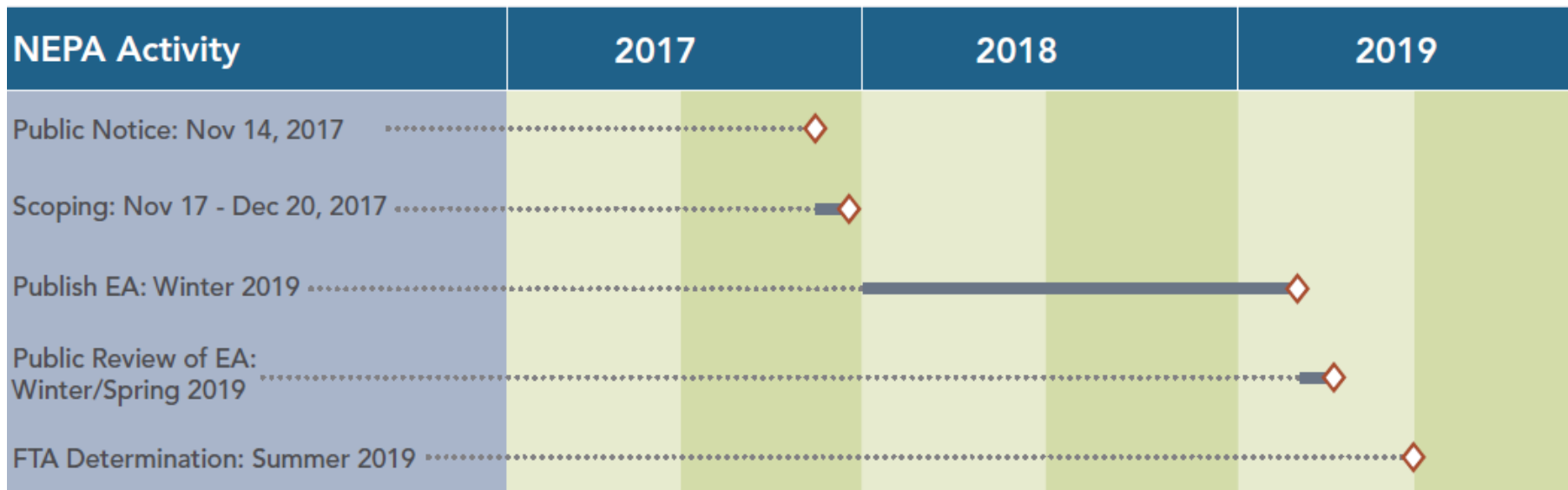


# Section 106 Review

- FTA and PANYNJ are also evaluating the project in accordance with Section 106 of the National Historic Preservation Act.
- Section 106 requires consultation with interested parties and the public on the project's effects on historic properties.
- Any information on cultural resources in the project area or issues to be considered is welcome.
- Parties with a specific interest in historic resources can request status as a Consulting Party under Section 106.



# National Environmental Policy Act (NEPA) Schedule



- **Scoping:** November 14 - December 20, 2017
- **Alternatives Analysis:** 1<sup>st</sup> Quarter 2018
- **Publication of Environmental Assessment (EA):** 1<sup>st</sup> Quarter 2019
- **Public Comment Period:** 1<sup>st</sup> Quarter 2019
- **FTA Determination:** 2<sup>nd</sup> Quarter 2019
  - Finding of No Significant Impact (FONSI); or
  - Preparation of Environmental Impact Statement (EIS) required.

# Project Comments

Comments may be submitted through **December 20, 2017**

- In person today: using a comment form or by speaking to a stenographer
- Via website: [www.panynj.gov/PATHextension](http://www.panynj.gov/PATHextension)
- Via email: [PATHextension@panynj.gov](mailto:PATHextension@panynj.gov)

# Thank You!

[www.panynj.gov/PATExtension](http://www.panynj.gov/PATExtension)