



# Newark Liberty International Airport AirTrain Replacement Program

DRAFT EA APPENDICES (VOLUME 3)

February 11, 2020

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# Appendix H

**Appendix H:** Parking & Traffic Assessment, June 2020, prepared by NV5, Inc.

Parking & Traffic Assessment  
Newark Airport AirTrain Replacement

Prepared by:

NV5 Inc.



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June, 2020

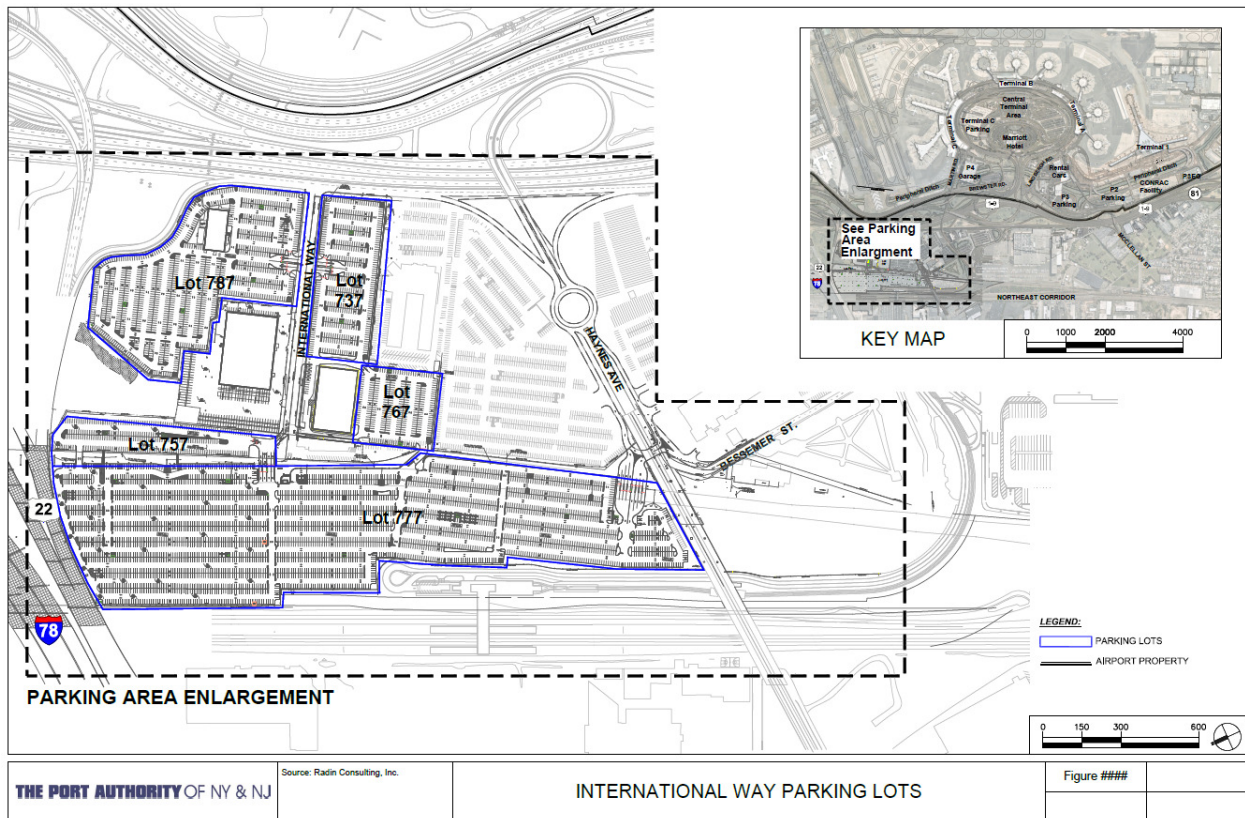
## Parking & Traffic Assessment

### Existing Conditions – Supply

In the vicinity of the Rail-link station, there are a series of parking lots identified as airline employee parking lots. The existing parking capacity of these lots are as follows:

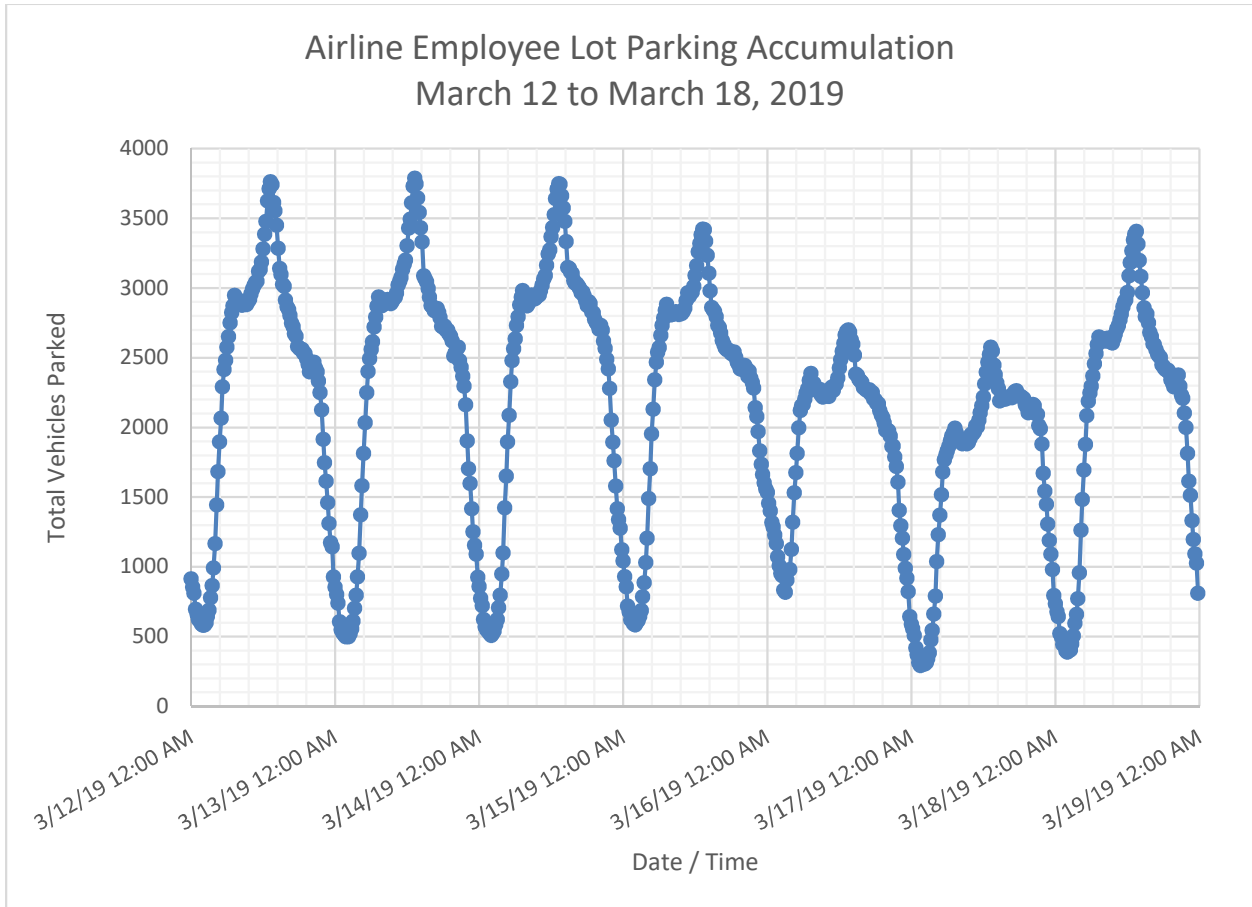
Parking Lot	Capacity
737	426 spaces
757	280 spaces
767	291 spaces
777	3,830 spaces
787	1,033 spaces
<b>Total</b>	<b>5,860 spaces</b>

As indicated above, there is a total airline employee parking supply of 5,860 spaces in the vicinity of the Rail-link station. The approximate areas encompassed by these parking areas is shown on the Figure below.



**Existing Conditions – Parking Demand**

To determine the actual demand for parking for airline employees, traffic counts were conducted by NV5 at each of the access locations for the 7 day period from March 12, 2019 to March 18, 2019. The Figure below indicates the parking profile over the course of the week.



The results of the parking accumulation indicates that over the course of the week, a maximum of 3,786 vehicles were parked within the lots. As indicated above, a total of 5,860 spaces are available, resulting in a surplus parking supply of 2,074 vehicles.

**Proposed Parking Reductions**

To facilitate the AirTrain project, parking spaces will be eliminated for the construction of the proposed MCF and supporting infrastructure. During construction, a total of 1,312 parking spaces will be eliminated on the airport employee lots plus 3 spaces from the adjacent Holiday Inn hotel and 16 trailer spaces on the adjacent Anheuser Busch site. After construction is complete, 217 spaces will be returned to the airport employee lots, resulting in a total permanent parking loss of 1,095 spaces on the airport employee lots, 3 spaces at the adjacent hotel, and 16 trailer spaces on the adjacent Anheuser Busch site.



### **Resulting Parking Impact**

Based on the analysis indicated herewith, the airline employee lots maintain 5,860 parking spaces, with a maximum of 3,786 occupied at any given time. This results in a net parking surplus of 2,074 spaces. The proposed AirTrain project will permanently reduce the parking surplus by a maximum of 1,095 spaces, leaving a surplus parking supply for the airline employee lot of 979 spaces. The 3 spaces lost at the adjacent hotel and 16 trailer spaces on the adjacent Anheuser Busch site are a nominal reduction and will not have a material impact on the operation of these facilities.

### **Traffic Impacts Due to Loss of Parking Spaces**

Since the airline employee lots will continue to have adequate parking throughout the project, traffic patterns for airline employees are not anticipated to change during or after construction. While individual drivers may need to park in different spaces than they do currently, the facility has adequate parking capacity where vehicles will not need to be redirected to other off-site parking facilities.

### **Traffic Associated with the Proposed MCF Facility**

As part of the AirTrain project, the existing MCF building will be relocated adjacent to the Rail Link building. Access to the new MCF for employees will be via the intersection of US 1&9 southbound and International Way, which is under the jurisdiction of NJDOT. Based on the NJDOT Access Code, changes in traffic are considered 'significant' if there is an increase of 100 or more vehicles trips in a single hour.

The proposed MCF building is anticipated to have a maximum of 60 parking spaces to accommodate employees and visitors. The facility is for maintenance purposes only and will not be open to the general public. Employees are anticipated to work in shifts with at most 36 employees on staff at any given time. In the unlikely event that all 36 employees change shifts within a single hour, a maximum of 72 trips would be added to the intersection of US 1&9 southbound and International Way, which does not constitute a significant increase in trips as per the NJDOT Access Code. Since the additional trips at this location are not considered significant no mitigation measures are required.

Technical Appendix - Parking Accumulation Counts





Date	Channel Direction	777				International Way Access		Haynes Ave Access		Min
		ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	Max
		Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	3786
3/12/2019 12:00 AM	3/12/19 12:00 AM	13	56	8	31	5	25	914		
3/12/2019 12:15 AM	3/12/19 12:15 AM	12	42	6	25	6	17	854		
3/12/2019 12:30 AM	3/12/19 12:30 AM	9	31	5	17	4	14	810		
3/12/2019 12:45 AM	3/12/19 12:45 AM	7	64	2	35	5	29	696		
3/12/2019 1:00 AM	3/12/19 1:00 AM	9	28	5	14	4	14	658		
3/12/2019 1:15 AM	3/12/19 1:15 AM	6	24	2	18	4	6	622		
3/12/2019 1:30 AM	3/12/19 1:30 AM	9	16	3	9	6	7	608		
3/12/2019 1:45 AM	3/12/19 1:45 AM	8	18	3	12	5	6	588		
3/12/2019 2:00 AM	3/12/19 2:00 AM	14	18	5	11	9	7	580		
3/12/2019 2:15 AM	3/12/19 2:15 AM	15	13	7	7	8	6	584		
3/12/2019 2:30 AM	3/12/19 2:30 AM	18	11	6	5	12	6	598		
3/12/2019 2:45 AM	3/12/19 2:45 AM	35	11	15	8	20	3	646		
3/12/2019 3:00 AM	3/12/19 3:00 AM	32	11	21	9	11	2	688		
3/12/2019 3:15 AM	3/12/19 3:15 AM	55	10	26	7	29	3	778		
3/12/2019 3:30 AM	3/12/19 3:30 AM	53	9	25	4	28	5	866		
3/12/2019 3:45 AM	3/12/19 3:45 AM	70	7	39	5	31	2	992		
3/12/2019 4:00 AM	3/12/19 4:00 AM	98	11	49	8	49	3	1166		
3/12/2019 4:15 AM	3/12/19 4:15 AM	146	7	77	5	69	2	1444		
3/12/2019 4:30 AM	3/12/19 4:30 AM	133	14	74	8	59	6	1682		
3/12/2019 4:45 AM	3/12/19 4:45 AM	123	16	80	13	43	3	1896		
3/12/2019 5:00 AM	3/12/19 5:00 AM	110	25	53	12	57	13	2066		
3/12/2019 5:15 AM	3/12/19 5:15 AM	147	35	91	18	56	17	2290		
3/12/2019 5:30 AM	3/12/19 5:30 AM	96	34	56	19	40	15	2414		
3/12/2019 5:45 AM	3/12/19 5:45 AM	62	29	35	20	27	9	2480		
3/12/2019 6:00 AM	3/12/19 6:00 AM	85	38	48	15	37	23	2574		
3/12/2019 6:15 AM	3/12/19 6:15 AM	73	35	41	20	32	15	2650		
3/12/2019 6:30 AM	3/12/19 6:30 AM	72	22	36	19	36	3	2750		
3/12/2019 6:45 AM	3/12/19 6:45 AM	66	30	37	20	29	10	2822		
3/12/2019 7:00 AM	3/12/19 7:00 AM	51	27	18	13	33	14	2870		
3/12/2019 7:15 AM	3/12/19 7:15 AM	62	24	30	19	32	5	2946		
3/12/2019 7:30 AM	3/12/19 7:30 AM	50	63	28	45	22	18	2920		
3/12/2019 7:45 AM	3/12/19 7:45 AM	44	63	28	44	16	19	2882		
3/12/2019 8:00 AM	3/12/19 8:00 AM	57	43	36	25	21	18	2910		
3/12/2019 8:15 AM	3/12/19 8:15 AM	27	39	17	27	10	12	2886		
3/12/2019 8:30 AM	3/12/19 8:30 AM	32	37	16	22	16	15	2876		
3/12/2019 8:45 AM	3/12/19 8:45 AM	43	29	28	20	15	9	2904		
3/12/2019 9:00 AM	3/12/19 9:00 AM	37	37	17	18	20	19	2904		
3/12/2019 9:15 AM	3/12/19 9:15 AM	27	39	12	31	15	8	2880		
3/12/2019 9:30 AM	3/12/19 9:30 AM	44	34	21	21	23	13	2900		
3/12/2019 9:45 AM	3/12/19 9:45 AM	34	24	19	19	15	5	2920		
3/12/2019 10:00 AM	3/12/19 10:00 AM	42	24	17	19	25	5	2956		
3/12/2019 10:15 AM	3/12/19 10:15 AM	52	35	22	20	30	15	2990		
3/12/2019 10:30 AM	3/12/19 10:30 AM	40	26	21	16	19	10	3018		
3/12/2019 10:45 AM	3/12/19 10:45 AM	42	30	24	22	18	8	3042		
3/12/2019 11:00 AM	3/12/19 11:00 AM	41	38	27	17	14	21	3048		
3/12/2019 11:15 AM	3/12/19 11:15 AM	61	26	39	14	22	12	3118		
3/12/2019 11:30 AM	3/12/19 11:30 AM	43	36	26	26	17	10	3132		
3/12/2019 11:45 AM	3/12/19 11:45 AM	60	33	38	24	22	9	3186		
3/12/2019 12:00 PM	3/12/19 12:00 PM	80	33	44	21	36	12	3280		
3/12/2019 12:15 PM	3/12/19 12:15 PM	90	38	50	23	40	15	3384		
3/12/2019 12:30 PM	3/12/19 12:30 PM	102	55	51	21	51	34	3478		
3/12/2019 12:45 PM	3/12/19 12:45 PM	119	46	66	26	53	20	3624		
3/12/2019 1:00 PM	3/12/19 1:00 PM	97	54	63	21	34	33	3710		
3/12/2019 1:15 PM	3/12/19 1:15 PM	93	67	56	35	37	32	3762		
3/12/2019 1:30 PM	3/12/19 1:30 PM	79	89	48	31	31	58	3742		
3/12/2019 1:45 PM	3/12/19 1:45 PM	66	131	41	76	25	55	3612		
3/12/2019 2:00 PM	3/12/19 2:00 PM	65	95	40	48	25	47	3552		
3/12/2019 2:15 PM	3/12/19 2:15 PM	49	100	27	56	22	44	3450		
3/12/2019 2:30 PM	3/12/19 2:30 PM	46	129	24	71	22	58	3284		
3/12/2019 2:45 PM	3/12/19 2:45 PM	55	127	35	82	20	45	3140		
3/12/2019 3:00 PM	3/12/19 3:00 PM	45	67	22	41	23	26	3096		
3/12/2019 3:15 PM	3/12/19 3:15 PM	43	79	22	35	21	44	3024		
3/12/2019 3:30 PM	3/12/19 3:30 PM	55	61	29	42	26	19	3012		
3/12/2019 3:45 PM	3/12/19 3:45 PM	44	94	25	57	19	37	2912		
3/12/2019 4:00 PM	3/12/19 4:00 PM	43	67	22	41	21	26	2864		
3/12/2019 4:15 PM	3/12/19 4:15 PM	46	56	28	32	18	24	2844		
3/12/2019 4:30 PM	3/12/19 4:30 PM	36	57	18	30	18	27	2802		
3/12/2019 4:45 PM	3/12/19 4:45 PM	25	52	8	31	17	21	2748		
3/12/2019 5:00 PM	3/12/19 5:00 PM	37	50	18	30	19	20	2722		
3/12/2019 5:15 PM	3/12/19 5:15 PM	24	49	13	26	11	23	2672		
3/12/2019 5:30 PM	3/12/19 5:30 PM	33	43	19	20	14	23	2652		
3/12/2019 5:45 PM	3/12/19 5:45 PM	30	66	19	34	11	32	2580		
3/12/2019 6:00 PM	3/12/19 6:00 PM	38	44	17	30	21	14	2568		
3/12/2019 6:15 PM	3/12/19 6:15 PM	26	31	15	16	11	15	2558		
3/12/2019 6:30 PM	3/12/19 6:30 PM	34	34	24	21	10	13	2558		
3/12/2019 6:45 PM	3/12/19 6:45 PM	32	46	25	27	7	19	2530		
3/12/2019 7:00 PM	3/12/19 7:00 PM	28	29	18	17	10	12	2528		
3/12/2019 7:15 PM	3/12/19 7:15 PM	30	48	16	24	14	24	2492		
3/12/2019 7:30 PM	3/12/19 7:30 PM	30	50	20	36	10	14	2452		

Date	Channel Direction	777				International Way Access		Haynes Ave Access		Min
		ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	Max
		Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	3786
3/12/2019 7:45 PM	3/12/19 7:45 PM	35	62	23	37	12	25			2398
3/12/2019 8:00 PM	3/12/19 8:00 PM	47	46	31	23	16	23			2400
3/12/2019 8:15 PM	3/12/19 8:15 PM	61	41	44	22	17	19			2440
3/12/2019 8:30 PM	3/12/19 8:30 PM	68	54	45	33	23	21			2468
3/12/2019 8:45 PM	3/12/19 8:45 PM	51	73	40	47	11	26			2424
3/12/2019 9:00 PM	3/12/19 9:00 PM	35	48	26	20	9	28			2398
3/12/2019 9:15 PM	3/12/19 9:15 PM	37	70	19	43	18	27			2332
3/12/2019 9:30 PM	3/12/19 9:30 PM	33	74	26	40	7	34			2250
3/12/2019 9:45 PM	3/12/19 9:45 PM	24	86	17	56	7	30			2126
3/12/2019 10:00 PM	3/12/19 10:00 PM	28	134	15	78	13	56			1914
3/12/2019 10:15 PM	3/12/19 10:15 PM	15	99	8	66	7	33			1746
3/12/2019 10:30 PM	3/12/19 10:30 PM	18	84	14	37	4	47			1614
3/12/2019 10:45 PM	3/12/19 10:45 PM	14	91	9	59	5	32			1460
3/12/2019 11:00 PM	3/12/19 11:00 PM	23	98	13	51	10	47			1310
3/12/2019 11:15 PM	3/12/19 11:15 PM	16	85	8	47	8	38			1172
3/12/2019 11:30 PM	3/12/19 11:30 PM	21	36	14	14	7	22			1142
3/12/2019 11:45 PM	3/12/19 11:45 PM	17	124	14	79	3	45			928
3/13/2019 12:00 AM	3/13/19 12:00 AM	11	48	4	25	7	23			854
3/13/2019 12:15 AM	3/13/19 12:15 AM	14	40	9	26	5	14			802
3/13/2019 12:30 AM	3/13/19 12:30 AM	11	43	7	22	4	21			738
3/13/2019 12:45 AM	3/13/19 12:45 AM	11	77	7	44	4	33			606
3/13/2019 1:00 AM	3/13/19 1:00 AM	8	37	3	21	5	16			548
3/13/2019 1:15 AM	3/13/19 1:15 AM	3	14	1	8	2	6			526
3/13/2019 1:30 AM	3/13/19 1:30 AM	12	18	5	10	7	8			514
3/13/2019 1:45 AM	3/13/19 1:45 AM	7	15	2	8	5	7			498
3/13/2019 2:00 AM	3/13/19 2:00 AM	9	8	2	2	7	6			500
3/13/2019 2:15 AM	3/13/19 2:15 AM	13	14	5	10	8	4			498
3/13/2019 2:30 AM	3/13/19 2:30 AM	21	10	6	3	15	7			520
3/13/2019 2:45 AM	3/13/19 2:45 AM	35	17	16	10	19	7			556
3/13/2019 3:00 AM	3/13/19 3:00 AM	36	9	15	6	21	3			610
3/13/2019 3:15 AM	3/13/19 3:15 AM	55	9	25	7	30	2			702
3/13/2019 3:30 AM	3/13/19 3:30 AM	54	7	24	5	30	2			796
3/13/2019 3:45 AM	3/13/19 3:45 AM	78	12	38	8	40	4			928
3/13/2019 4:00 AM	3/13/19 4:00 AM	96	11	46	9	50	2			1098
3/13/2019 4:15 AM	3/13/19 4:15 AM	152	15	90	12	62	3			1372
3/13/2019 4:30 AM	3/13/19 4:30 AM	119	14	64	8	55	6			1582
3/13/2019 4:45 AM	3/13/19 4:45 AM	131	15	77	10	54	5			1814
3/13/2019 5:00 AM	3/13/19 5:00 AM	130	20	76	11	54	9			2034
3/13/2019 5:15 AM	3/13/19 5:15 AM	143	36	87	25	56	11			2248
3/13/2019 5:30 AM	3/13/19 5:30 AM	102	26	59	15	43	11			2400
3/13/2019 5:45 AM	3/13/19 5:45 AM	61	15	37	12	24	3			2492
3/13/2019 6:00 AM	3/13/19 6:00 AM	68	34	34	18	34	16			2560
3/13/2019 6:15 AM	3/13/19 6:15 AM	80	53	43	39	37	14			2614
3/13/2019 6:30 AM	3/13/19 6:30 AM	72	19	41	16	31	3			2720
3/13/2019 6:45 AM	3/13/19 6:45 AM	68	33	34	27	34	6			2790
3/13/2019 7:00 AM	3/13/19 7:00 AM	56	17	25	12	31	5			2868
3/13/2019 7:15 AM	3/13/19 7:15 AM	64	30	36	18	28	12			2936
3/13/2019 7:30 AM	3/13/19 7:30 AM	53	68	33	55	20	13			2906
3/13/2019 7:45 AM	3/13/19 7:45 AM	43	61	25	39	18	22			2870
3/13/2019 8:00 AM	3/13/19 8:00 AM	43	38	26	28	17	10			2880
3/13/2019 8:15 AM	3/13/19 8:15 AM	40	25	19	18	21	7			2910
3/13/2019 8:30 AM	3/13/19 8:30 AM	37	36	24	29	13	7			2912
3/13/2019 8:45 AM	3/13/19 8:45 AM	29	27	17	19	12	8			2916
3/13/2019 9:00 AM	3/13/19 9:00 AM	26	28	11	13	15	15			2912
3/13/2019 9:15 AM	3/13/19 9:15 AM	30	42	19	29	11	13			2888
3/13/2019 9:30 AM	3/13/19 9:30 AM	38	32	14	13	24	19			2900
3/13/2019 9:45 AM	3/13/19 9:45 AM	42	30	20	21	22	9			2924
3/13/2019 10:00 AM	3/13/19 10:00 AM	32	27	14	21	18	6			2934
3/13/2019 10:15 AM	3/13/19 10:15 AM	52	37	29	24	23	13			2964
3/13/2019 10:30 AM	3/13/19 10:30 AM	44	16	25	10	19	6			3020
3/13/2019 10:45 AM	3/13/19 10:45 AM	47	33	26	21	21	12			3048
3/13/2019 11:00 AM	3/13/19 11:00 AM	47	33	22	19	25	14			3076
3/13/2019 11:15 AM	3/13/19 11:15 AM	65	37	35	24	30	13			3132
3/13/2019 11:30 AM	3/13/19 11:30 AM	57	38	33	25	24	13			3170
3/13/2019 11:45 AM	3/13/19 11:45 AM	53	38	24	23	29	15			3200
3/13/2019 12:00 PM	3/13/19 12:00 PM	79	28	44	18	35	10			3302
3/13/2019 12:15 PM	3/13/19 12:15 PM	104	41	63	28	41	13			3428
3/13/2019 12:30 PM	3/13/19 12:30 PM	83	51	47	26	36	25			3492
3/13/2019 12:45 PM	3/13/19 12:45 PM	123	64	80	33	43	31			3610
3/13/2019 1:00 PM	3/13/19 1:00 PM	108	48	61	25	47	23			3730
3/13/2019 1:15 PM	3/13/19 1:15 PM	96	68	62	42	34	26			3786
3/13/2019 1:30 PM	3/13/19 1:30 PM	65	85	35	36	30	49			3746
3/13/2019 1:45 PM	3/13/19 1:45 PM	59	110	35	55	24	55			3644
3/13/2019 2:00 PM	3/13/19 2:00 PM	61	112	37	64	24	48			3542
3/13/2019 2:15 PM	3/13/19 2:15 PM	47	103	34	57	13	46			3430
3/13/2019 2:30 PM	3/13/19 2:30 PM	64	114	31	57	33	57			3330
3/13/2019 2:45 PM	3/13/19 2:45 PM	47	169	30	105	17	64			3086
3/13/2019 3:00 PM	3/13/19 3:00 PM	49	59	27	39	22	20			3066
3/13/2019 3:15 PM	3/13/19 3:15 PM	58	69	37	28	21	41			3044
3/13/2019 3:30 PM	3/13/19 3:30 PM	47	72	30	46	17	26			2994

Date	Channel Direction	777				International Way Access		Haynes Ave Access		Min
		ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	292
		Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Max
3/13/2019 3:45 PM	3/13/19 3:45 PM	49	79	26	58	23	21	2934		
3/13/2019 4:00 PM	3/13/19 4:00 PM	46	76	26	43	20	33	2874		
3/13/2019 4:15 PM	3/13/19 4:15 PM	48	54	30	41	18	13	2862		
3/13/2019 4:30 PM	3/13/19 4:30 PM	37	50	20	24	17	26	2836		
3/13/2019 4:45 PM	3/13/19 4:45 PM	46	46	27	27	19	19	2836		
3/13/2019 5:00 PM	3/13/19 5:00 PM	41	33	19	25	22	8	2852		
3/13/2019 5:15 PM	3/13/19 5:15 PM	39	53	17	29	22	24	2824		
3/13/2019 5:30 PM	3/13/19 5:30 PM	27	46	15	34	12	12	2786		
3/13/2019 5:45 PM	3/13/19 5:45 PM	41	72	26	45	15	27	2724		
3/13/2019 6:00 PM	3/13/19 6:00 PM	34	37	18	21	16	16	2718		
3/13/2019 6:15 PM	3/13/19 6:15 PM	39	35	23	14	16	21	2726		
3/13/2019 6:30 PM	3/13/19 6:30 PM	29	44	16	28	13	16	2696		
3/13/2019 6:45 PM	3/13/19 6:45 PM	42	42	31	28	11	14	2696		
3/13/2019 7:00 PM	3/13/19 7:00 PM	32	45	20	22	12	23	2670		
3/13/2019 7:15 PM	3/13/19 7:15 PM	32	41	21	29	11	12	2652		
3/13/2019 7:30 PM	3/13/19 7:30 PM	44	61	26	24	18	37	2618		
3/13/2019 7:45 PM	3/13/19 7:45 PM	33	87	22	47	11	40	2510		
3/13/2019 8:00 PM	3/13/19 8:00 PM	58	46	41	18	17	28	2534		
3/13/2019 8:15 PM	3/13/19 8:15 PM	67	55	43	35	24	20	2558		
3/13/2019 8:30 PM	3/13/19 8:30 PM	78	70	48	43	30	27	2574		
3/13/2019 8:45 PM	3/13/19 8:45 PM	50	98	33	54	17	44	2478		
3/13/2019 9:00 PM	3/13/19 9:00 PM	39	63	26	30	13	33	2430		
3/13/2019 9:15 PM	3/13/19 9:15 PM	38	70	27	44	11	26	2366		
3/13/2019 9:30 PM	3/13/19 9:30 PM	28	64	19	29	9	35	2294		
3/13/2019 9:45 PM	3/13/19 9:45 PM	33	99	23	69	10	30	2162		
3/13/2019 10:00 PM	3/13/19 10:00 PM	24	154	15	86	9	68	1902		
3/13/2019 10:15 PM	3/13/19 10:15 PM	20	120	14	63	6	57	1702		
3/13/2019 10:30 PM	3/13/19 10:30 PM	22	74	14	40	8	34	1598		
3/13/2019 10:45 PM	3/13/19 10:45 PM	20	111	14	71	6	40	1416		
3/13/2019 11:00 PM	3/13/19 11:00 PM	17	100	7	50	10	50	1250		
3/13/2019 11:15 PM	3/13/19 11:15 PM	14	62	7	36	7	26	1154		
3/13/2019 11:30 PM	3/13/19 11:30 PM	16	48	11	21	5	27	1090		
3/13/2019 11:45 PM	3/13/19 11:45 PM	14	97	9	65	5	32	924		
3/14/2019 12:00 AM	3/14/19 12:00 AM	12	45	6	15	6	30	858		
3/14/2019 12:15 AM	3/14/19 12:15 AM	12	54	7	39	5	15	774		
3/14/2019 12:30 AM	3/14/19 12:30 AM	12	39	5	19	7	20	720		
3/14/2019 12:45 AM	3/14/19 12:45 AM	8	57	4	33	4	24	622		
3/14/2019 1:00 AM	3/14/19 1:00 AM	9	35	4	16	5	19	570		
3/14/2019 1:15 AM	3/14/19 1:15 AM	11	23	6	16	5	7	546		
3/14/2019 1:30 AM	3/14/19 1:30 AM	11	14	6	10	5	4	540		
3/14/2019 1:45 AM	3/14/19 1:45 AM	9	19	6	12	3	7	520		
3/14/2019 2:00 AM	3/14/19 2:00 AM	11	17	3	8	8	9	508		
3/14/2019 2:15 AM	3/14/19 2:15 AM	18	12	7	8	11	4	520		
3/14/2019 2:30 AM	3/14/19 2:30 AM	22	12	10	6	12	6	540		
3/14/2019 2:45 AM	3/14/19 2:45 AM	41	18	19	13	22	5	586		
3/14/2019 3:00 AM	3/14/19 3:00 AM	32	14	11	12	21	2	622		
3/14/2019 3:15 AM	3/14/19 3:15 AM	52	9	23	7	29	2	708		
3/14/2019 3:30 AM	3/14/19 3:30 AM	52	8	20	5	32	3	796		
3/14/2019 3:45 AM	3/14/19 3:45 AM	82	6	42	4	40	2	948		
3/14/2019 4:00 AM	3/14/19 4:00 AM	89	13	49	9	40	4	1100		
3/14/2019 4:15 AM	3/14/19 4:15 AM	171	10	93	8	78	2	1422		
3/14/2019 4:30 AM	3/14/19 4:30 AM	129	15	79	13	50	2	1650		
3/14/2019 4:45 AM	3/14/19 4:45 AM	135	12	79	10	56	2	1896		
3/14/2019 5:00 AM	3/14/19 5:00 AM	121	26	66	17	55	9	2086		
3/14/2019 5:15 AM	3/14/19 5:15 AM	148	27	101	17	47	10	2328		
3/14/2019 5:30 AM	3/14/19 5:30 AM	98	23	56	18	42	5	2478		
3/14/2019 5:45 AM	3/14/19 5:45 AM	65	22	35	15	30	7	2564		
3/14/2019 6:00 AM	3/14/19 6:00 AM	75	40	31	15	44	25	2634		
3/14/2019 6:15 AM	3/14/19 6:15 AM	82	33	50	23	32	10	2732		
3/14/2019 6:30 AM	3/14/19 6:30 AM	64	33	32	26	32	7	2794		
3/14/2019 6:45 AM	3/14/19 6:45 AM	64	22	33	17	31	5	2878		
3/14/2019 7:00 AM	3/14/19 7:00 AM	51	23	25	15	26	8	2934		
3/14/2019 7:15 AM	3/14/19 7:15 AM	48	24	23	14	25	10	2982		
3/14/2019 7:30 AM	3/14/19 7:30 AM	67	109	39	67	28	42	2898		
3/14/2019 7:45 AM	3/14/19 7:45 AM	34	42	19	30	15	12	2882		
3/14/2019 8:00 AM	3/14/19 8:00 AM	37	43	19	33	18	10	2870		
3/14/2019 8:15 AM	3/14/19 8:15 AM	44	33	23	18	21	15	2892		
3/14/2019 8:30 AM	3/14/19 8:30 AM	48	33	26	22	22	11	2922		
3/14/2019 8:45 AM	3/14/19 8:45 AM	44	31	24	25	20	6	2948		
3/14/2019 9:00 AM	3/14/19 9:00 AM	20	26	10	12	10	14	2936		
3/14/2019 9:15 AM	3/14/19 9:15 AM	30	37	14	26	16	11	2922		
3/14/2019 9:30 AM	3/14/19 9:30 AM	35	31	18	22	17	9	2930		
3/14/2019 9:45 AM	3/14/19 9:45 AM	35	27	14	17	21	10	2946		
3/14/2019 10:00 AM	3/14/19 10:00 AM	34	33	18	23	16	10	2948		
3/14/2019 10:15 AM	3/14/19 10:15 AM	51	34	32	20	19	14	2982		
3/14/2019 10:30 AM	3/14/19 10:30 AM	44	25	17	19	19	8	3020		
3/14/2019 10:45 AM	3/14/19 10:45 AM	49	27	27	15	22	12	3064		
3/14/2019 11:00 AM	3/14/19 11:00 AM	42	30	28	26	14	4	3088		
3/14/2019 11:15 AM	3/14/19 11:15 AM	74	37	39	23	35	14	3162		
3/14/2019 11:30 AM	3/14/19 11:30 AM	71	31	41	27	30	4	3242		

Date	Channel Direction	777				International Way Access		Haynes Ave Access		Min
		ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	Max
		Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	3786
3/14/2019 11:45 AM	3/14/19 11:45 AM	59	44	35	28	24	16		3272	
3/14/2019 12:00 PM	3/14/19 12:00 PM	78	31	44	18	34	13		3366	
3/14/2019 12:15 PM	3/14/19 12:15 PM	87	53	47	37	40	16		3434	
3/14/2019 12:30 PM	3/14/19 12:30 PM	99	53	65	29	34	24		3526	
3/14/2019 12:45 PM	3/14/19 12:45 PM	112	55	71	30	41	25		3640	
3/14/2019 1:00 PM	3/14/19 1:00 PM	97	63	59	30	38	33		3708	
3/14/2019 1:15 PM	3/14/19 1:15 PM	96	76	65	43	31	33		3748	
3/14/2019 1:30 PM	3/14/19 1:30 PM	85	87	50	31	35	56		3744	
3/14/2019 1:45 PM	3/14/19 1:45 PM	74	116	46	72	28	44		3660	
3/14/2019 2:00 PM	3/14/19 2:00 PM	64	107	34	54	30	53		3574	
3/14/2019 2:15 PM	3/14/19 2:15 PM	47	96	24	69	23	27		3476	
3/14/2019 2:30 PM	3/14/19 2:30 PM	52	124	29	70	23	54		3332	
3/14/2019 2:45 PM	3/14/19 2:45 PM	48	141	27	83	21	58		3146	
3/14/2019 3:00 PM	3/14/19 3:00 PM	57	60	38	35	19	25		3140	
3/14/2019 3:15 PM	3/14/19 3:15 PM	46	59	27	39	19	20		3114	
3/14/2019 3:30 PM	3/14/19 3:30 PM	64	70	41	47	23	23		3102	
3/14/2019 3:45 PM	3/14/19 3:45 PM	42	67	23	48	19	19		3052	
3/14/2019 4:00 PM	3/14/19 4:00 PM	48	57	22	29	26	28		3034	
3/14/2019 4:15 PM	3/14/19 4:15 PM	54	56	34	31	20	25		3030	
3/14/2019 4:30 PM	3/14/19 4:30 PM	42	50	26	27	16	23		3014	
3/14/2019 4:45 PM	3/14/19 4:45 PM	46	54	29	35	17	19		2998	
3/14/2019 5:00 PM	3/14/19 5:00 PM	43	59	26	31	17	28		2966	
3/14/2019 5:15 PM	3/14/19 5:15 PM	47	45	30	29	17	16		2970	
3/14/2019 5:30 PM	3/14/19 5:30 PM	30	43	16	27	14	16		2944	
3/14/2019 5:45 PM	3/14/19 5:45 PM	36	53	18	28	18	25		2910	
3/14/2019 6:00 PM	3/14/19 6:00 PM	28	46	13	26	15	20		2874	
3/14/2019 6:15 PM	3/14/19 6:15 PM	42	28	29	17	13	11		2902	
3/14/2019 6:30 PM	3/14/19 6:30 PM	38	46	22	25	16	21		2886	
3/14/2019 6:45 PM	3/14/19 6:45 PM	32	61	23	40	9	21		2828	
3/14/2019 7:00 PM	3/14/19 7:00 PM	38	42	29	20	9	22		2820	
3/14/2019 7:15 PM	3/14/19 7:15 PM	27	50	18	28	9	22		2774	
3/14/2019 7:30 PM	3/14/19 7:30 PM	41	52	28	21	13	31		2752	
3/14/2019 7:45 PM	3/14/19 7:45 PM	40	48	30	31	10	17		2736	
3/14/2019 8:00 PM	3/14/19 8:00 PM	49	65	34	34	15	31		2704	
3/14/2019 8:15 PM	3/14/19 8:15 PM	73	59	44	36	29	23		2732	
3/14/2019 8:30 PM	3/14/19 8:30 PM	61	79	39	42	22	37		2696	
3/14/2019 8:45 PM	3/14/19 8:45 PM	45	84	31	49	14	35		2618	
3/14/2019 9:00 PM	3/14/19 9:00 PM	27	53	18	27	9	26		2566	
3/14/2019 9:15 PM	3/14/19 9:15 PM	40	79	27	51	13	28		2488	
3/14/2019 9:30 PM	3/14/19 9:30 PM	28	63	23	27	5	36		2418	
3/14/2019 9:45 PM	3/14/19 9:45 PM	23	93	14	67	9	26		2278	
3/14/2019 10:00 PM	3/14/19 10:00 PM	25	138	12	79	13	59		2052	
3/14/2019 10:15 PM	3/14/19 10:15 PM	17	96	11	57	6	39		1894	
3/14/2019 10:30 PM	3/14/19 10:30 PM	22	89	17	47	5	42		1760	
3/14/2019 10:45 PM	3/14/19 10:45 PM	31	122	23	82	8	40		1578	
3/14/2019 11:00 PM	3/14/19 11:00 PM	18	99	11	42	7	57		1416	
3/14/2019 11:15 PM	3/14/19 11:15 PM	21	60	15	33	6	27		1338	
3/14/2019 11:30 PM	3/14/19 11:30 PM	19	50	14	25	5	25		1276	
3/14/2019 11:45 PM	3/14/19 11:45 PM	13	90	8	64	5	26		1122	
3/15/2019 12:00 AM	3/15/19 12:00 AM	14	54	8	34	6	20		1042	
3/15/2019 12:15 AM	3/15/19 12:15 AM	10	66	6	31	4	35		930	
3/15/2019 12:30 AM	3/15/19 12:30 AM	6	43	2	21	4	22		856	
3/15/2019 12:45 AM	3/15/19 12:45 AM	9	78	4	55	5	23		718	
3/15/2019 1:00 AM	3/15/19 1:00 AM	9	29	5	21	4	8		678	
3/15/2019 1:15 AM	3/15/19 1:15 AM	8	37	4	18	4	19		620	
3/15/2019 1:30 AM	3/15/19 1:30 AM	11	16	6	7	5	9		610	
3/15/2019 1:45 AM	3/15/19 1:45 AM	7	2	12	5	5	5		590	
3/15/2019 2:00 AM	3/15/19 2:00 AM	9	13	4	5	5	8		582	
3/15/2019 2:15 AM	3/15/19 2:15 AM	24	13	14	10	10	3		604	
3/15/2019 2:30 AM	3/15/19 2:30 AM	22	16	12	9	10	7		616	
3/15/2019 2:45 AM	3/15/19 2:45 AM	32	18	15	11	17	7		644	
3/15/2019 3:00 AM	3/15/19 3:00 AM	33	12	11	8	22	4		686	
3/15/2019 3:15 AM	3/15/19 3:15 AM	62	12	34	7	28	5		786	
3/15/2019 3:30 AM	3/15/19 3:30 AM	60	10	24	5	36	5		886	
3/15/2019 3:45 AM	3/15/19 3:45 AM	85	13	45	10	40	3		1030	
3/15/2019 4:00 AM	3/15/19 4:00 AM	100	13	53	10	47	3		1204	
3/15/2019 4:15 AM	3/15/19 4:15 AM	161	18	93	12	68	6		1490	
3/15/2019 4:30 AM	3/15/19 4:30 AM	127	21	75	17	52	4		1702	
3/15/2019 4:45 AM	3/15/19 4:45 AM	142	17	97	14	45	3		1952	
3/15/2019 5:00 AM	3/15/19 5:00 AM	110	21	60	14	50	7		2130	
3/15/2019 5:15 AM	3/15/19 5:15 AM	140	34	90	23	50	11		2342	
3/15/2019 5:30 AM	3/15/19 5:30 AM	88	26	54	13	34	13		2466	
3/15/2019 5:45 AM	3/15/19 5:45 AM	56	20	30	12	26	8		2538	
3/15/2019 6:00 AM	3/15/19 6:00 AM	53	36	24	11	29	25		2572	
3/15/2019 6:15 AM	3/15/19 6:15 AM	78	34	43	27	35	7		2660	
3/15/2019 6:30 AM	3/15/19 6:30 AM	64	29	30	18	34	11		2730	
3/15/2019 6:45 AM	3/15/19 6:45 AM	60	33	28	27	32	6		2784	
3/15/2019 7:00 AM	3/15/19 7:00 AM	56	28	28	17	28	11		2840	
3/15/2019 7:15 AM	3/15/19 7:15 AM	52	31	30	25	22	6		2882	
3/15/2019 7:30 AM	3/15/19 7:30 AM	57	84	36	55	21	29		2828	

Date	Channel Direction	777				International Way Access		Haynes Ave Access		Min
		ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	Max
		Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	3786
3/15/2019 7:45 AM	3/15/19 7:45 AM	45	54	25	37	20	17	2810		
3/15/2019 8:00 AM	3/15/19 8:00 AM	49	51	27	27	22	24	2806		
3/15/2019 8:15 AM	3/15/19 8:15 AM	45	42	25	27	20	15	2812		
3/15/2019 8:30 AM	3/15/19 8:30 AM	36	32	18	17	18	15	2820		
3/15/2019 8:45 AM	3/15/19 8:45 AM	36	31	24	24	12	7	2830		
3/15/2019 9:00 AM	3/15/19 9:00 AM	31	37	15	28	16	9	2818		
3/15/2019 9:15 AM	3/15/19 9:15 AM	41	46	21	31	20	15	2808		
3/15/2019 9:30 AM	3/15/19 9:30 AM	40	33	23	20	17	13	2822		
3/15/2019 9:45 AM	3/15/19 9:45 AM	35	38	19	28	16	10	2816		
3/15/2019 10:00 AM	3/15/19 10:00 AM	40	32	22	22	18	10	2832		
3/15/2019 10:15 AM	3/15/19 10:15 AM	56	45	33	27	23	18	2854		
3/15/2019 10:30 AM	3/15/19 10:30 AM	43	16	21	10	22	6	2908		
3/15/2019 10:45 AM	3/15/19 10:45 AM	59	30	27	23	32	7	2966		
3/15/2019 11:00 AM	3/15/19 11:00 AM	35	48	23	28	12	20	2940		
3/15/2019 11:15 AM	3/15/19 11:15 AM	53	37	30	24	23	13	2972		
3/15/2019 11:30 AM	3/15/19 11:30 AM	48	49	34	25	14	24	2970		
3/15/2019 11:45 AM	3/15/19 11:45 AM	64	43	36	26	28	17	3012		
3/15/2019 12:00 PM	3/15/19 12:00 PM	78	39	48	27	30	12	3090		
3/15/2019 12:15 PM	3/15/19 12:15 PM	78	43	46	31	32	12	3160		
3/15/2019 12:30 PM	3/15/19 12:30 PM	98	48	68	21	30	27	3260		
3/15/2019 12:45 PM	3/15/19 12:45 PM	97	68	62	40	35	28	3318		
3/15/2019 1:00 PM	3/15/19 1:00 PM	96	65	60	31	36	34	3380		
3/15/2019 1:15 PM	3/15/19 1:15 PM	94	73	57	43	37	30	3422		
3/15/2019 1:30 PM	3/15/19 1:30 PM	80	82	50	38	30	44	3418		
3/15/2019 1:45 PM	3/15/19 1:45 PM	59	101	32	54	27	47	3334		
3/15/2019 2:00 PM	3/15/19 2:00 PM	60	110	43	63	17	47	3234		
3/15/2019 2:15 PM	3/15/19 2:15 PM	51	115	25	73	26	42	3106		
3/15/2019 2:30 PM	3/15/19 2:30 PM	55	118	31	58	24	60	2980		
3/15/2019 2:45 PM	3/15/19 2:45 PM	50	110	29	70	21	40	2860		
3/15/2019 3:00 PM	3/15/19 3:00 PM	51	60	32	33	19	27	2842		
3/15/2019 3:15 PM	3/15/19 3:15 PM	58	64	37	43	21	21	2830		
3/15/2019 3:30 PM	3/15/19 3:30 PM	51	69	27	53	24	16	2794		
3/15/2019 3:45 PM	3/15/19 3:45 PM	48	79	27	56	21	23	2732		
3/15/2019 4:00 PM	3/15/19 4:00 PM	46	54	29	36	17	18	2716		
3/15/2019 4:15 PM	3/15/19 4:15 PM	41	61	23	41	18	20	2676		
3/15/2019 4:30 PM	3/15/19 4:30 PM	38	64	21	36	17	28	2624		
3/15/2019 4:45 PM	3/15/19 4:45 PM	37	51	23	35	14	16	2596		
3/15/2019 5:00 PM	3/15/19 5:00 PM	36	49	20	28	16	21	2570		
3/15/2019 5:15 PM	3/15/19 5:15 PM	37	44	18	19	19	25	2556		
3/15/2019 5:30 PM	3/15/19 5:30 PM	38	39	23	24	15	15	2554		
3/15/2019 5:45 PM	3/15/19 5:45 PM	44	47	24	29	20	18	2548		
3/15/2019 6:00 PM	3/15/19 6:00 PM	40	49	28	33	12	16	2530		
3/15/2019 6:15 PM	3/15/19 6:15 PM	38	40	24	30	14	10	2526		
3/15/2019 6:30 PM	3/15/19 6:30 PM	36	29	22	18	14	11	2540		
3/15/2019 6:45 PM	3/15/19 6:45 PM	34	53	22	26	12	17	2502		
3/15/2019 7:00 PM	3/15/19 7:00 PM	27	45	15	21	12	24	2466		
3/15/2019 7:15 PM	3/15/19 7:15 PM	33	41	22	22	11	19	2450		
3/15/2019 7:30 PM	3/15/19 7:30 PM	29	44	19	25	10	19	2420		
3/15/2019 7:45 PM	3/15/19 7:45 PM	37	39	26	30	11	9	2416		
3/15/2019 8:00 PM	3/15/19 8:00 PM	48	40	28	21	20	19	2432		
3/15/2019 8:15 PM	3/15/19 8:15 PM	51	45	31	28	20	17	2444		
3/15/2019 8:30 PM	3/15/19 8:30 PM	53	64	29	30	24	34	2422		
3/15/2019 8:45 PM	3/15/19 8:45 PM	39	67	29	43	10	24	2366		
3/15/2019 9:00 PM	3/15/19 9:00 PM	44	26	25	15	19	11	2402		
3/15/2019 9:15 PM	3/15/19 9:15 PM	39	64	29	41	10	23	2352		
3/15/2019 9:30 PM	3/15/19 9:30 PM	30	46	19	21	11	25	2320		
3/15/2019 9:45 PM	3/15/19 9:45 PM	19	38	10	26	9	12	2282		
3/15/2019 10:00 PM	3/15/19 10:00 PM	25	95	14	61	11	34	2142		
3/15/2019 10:15 PM	3/15/19 10:15 PM	19	52	13	30	6	22	2076		
3/15/2019 10:30 PM	3/15/19 10:30 PM	17	70	12	35	5	35	1970		
3/15/2019 10:45 PM	3/15/19 10:45 PM	21	90	13	54	8	36	1832		
3/15/2019 11:00 PM	3/15/19 11:00 PM	21	69	12	34	9	35	1736		
3/15/2019 11:15 PM	3/15/19 11:15 PM	14	51	10	32	4	19	1662		
3/15/2019 11:30 PM	3/15/19 11:30 PM	15	45	11	27	4	18	1602		
3/15/2019 11:45 PM	3/15/19 11:45 PM	16	38	9	27	7	11	1558		
3/16/2019 12:00 AM	3/16/19 12:00 AM	20	33	14	16	6	17	1532		
3/16/2019 12:15 AM	3/16/19 12:15 AM	15	53	11	33	4	20	1456		
3/16/2019 12:30 AM	3/16/19 12:30 AM	15	43	13	26	2	17	1400		
3/16/2019 12:45 AM	3/16/19 12:45 AM	12	53	8	27	4	26	1318		
3/16/2019 1:00 AM	3/16/19 1:00 AM	22	48	18	22	4	16	1286		
3/16/2019 1:15 AM	3/16/19 1:15 AM	16	45	10	35	6	10	1228		
3/16/2019 1:30 AM	3/16/19 1:30 AM	15	46	11	19	4	27	1166		
3/16/2019 1:45 AM	3/16/19 1:45 AM	15	62	10	36	5	26	1072		
3/16/2019 2:00 AM	3/16/19 2:00 AM	17	49	12	33	5	16	1008		
3/16/2019 2:15 AM	3/16/19 2:15 AM	22	50	14	25	8	25	952		
3/16/2019 2:30 AM	3/16/19 2:30 AM	30	38	12	19	18	19	936		
3/16/2019 2:45 AM	3/16/19 2:45 AM	31	82	14	61	17	21	834		
3/16/2019 3:00 AM	3/16/19 3:00 AM	29	37	8	17	21	20	818		
3/16/2019 3:15 AM	3/16/19 3:15 AM	67	24	39	19	28	5	904		
3/16/2019 3:30 AM	3/16/19 3:30 AM	64	30	26	11	38	19	972		

Date	Channel Direction	777				International Way Access		Haynes Ave Access		Min
		ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	Max
		Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	3786
3/16/2019 3:45 AM	3/16/19 3:45 AM	57	53	28	37	29	16		980	
3/16/2019 4:00 AM	3/16/19 4:00 AM	94	22	46	12	48	10		1124	
3/16/2019 4:15 AM	3/16/19 4:15 AM	144	46	83	26	61	20		1320	
3/16/2019 4:30 AM	3/16/19 4:30 AM	122	17	69	12	53	5		1530	
3/16/2019 4:45 AM	3/16/19 4:45 AM	92	19	60	16	32	3		1676	
3/16/2019 5:00 AM	3/16/19 5:00 AM	96	27	57	20	39	7		1814	
3/16/2019 5:15 AM	3/16/19 5:15 AM	120	29	77	16	43	13		1996	
3/16/2019 5:30 AM	3/16/19 5:30 AM	88	26	56	15	32	11		2120	
3/16/2019 5:45 AM	3/16/19 5:45 AM	47	29	27	21	20	8		2156	
3/16/2019 6:00 AM	3/16/19 6:00 AM	44	40	22	20	22	20		2164	
3/16/2019 6:15 AM	3/16/19 6:15 AM	50	30	24	17	26	13		2204	
3/16/2019 6:30 AM	3/16/19 6:30 AM	40	20	15	14	25	6		2244	
3/16/2019 6:45 AM	3/16/19 6:45 AM	47	31	20	23	27	8		2276	
3/16/2019 7:00 AM	3/16/19 7:00 AM	58	28	31	23	27	5		2336	
3/16/2019 7:15 AM	3/16/19 7:15 AM	45	20	22	13	23	7		2386	
3/16/2019 7:30 AM	3/16/19 7:30 AM	31	65	13	39	18	26		2318	
3/16/2019 7:45 AM	3/16/19 7:45 AM	29	30	17	17	12	13		2316	
3/16/2019 8:00 AM	3/16/19 8:00 AM	26	47	12	29	14	18		2274	
3/16/2019 8:15 AM	3/16/19 8:15 AM	25	28	11	15	14	13		2268	
3/16/2019 8:30 AM	3/16/19 8:30 AM	17	22	8	12	9	10		2258	
3/16/2019 8:45 AM	3/16/19 8:45 AM	23	16	10	13	13	3		2272	
3/16/2019 9:00 AM	3/16/19 9:00 AM	19	39	7	17	12	22		2232	
3/16/2019 9:15 AM	3/16/19 9:15 AM	25	33	12	26	13	7		2216	
3/16/2019 9:30 AM	3/16/19 9:30 AM	22	18	9	14	13	4		2224	
3/16/2019 9:45 AM	3/16/19 9:45 AM	27	23	11	10	16	13		2232	
3/16/2019 10:00 AM	3/16/19 10:00 AM	23	26	11	15	12	11		2226	
3/16/2019 10:15 AM	3/16/19 10:15 AM	27	29	11	20	16	9		2222	
3/16/2019 10:30 AM	3/16/19 10:30 AM	44	24	19	11	25	13		2262	
3/16/2019 10:45 AM	3/16/19 10:45 AM	40	27	23	14	17	13		2288	
3/16/2019 11:00 AM	3/16/19 11:00 AM	27	38	13	19	14	19		2266	
3/16/2019 11:15 AM	3/16/19 11:15 AM	44	26	23	16	21	10		2302	
3/16/2019 11:30 AM	3/16/19 11:30 AM	39	34	23	19	16	15		2312	
3/16/2019 11:45 AM	3/16/19 11:45 AM	53	32	26	27	27	5		2354	
3/16/2019 12:00 PM	3/16/19 12:00 PM	54	18	28	15	26	3		2426	
3/16/2019 12:15 PM	3/16/19 12:15 PM	65	35	34	22	31	13		2486	
3/16/2019 12:30 PM	3/16/19 12:30 PM	76	46	38	20	38	26		2546	
3/16/2019 12:45 PM	3/16/19 12:45 PM	65	37	43	24	22	13		2602	
3/16/2019 1:00 PM	3/16/19 1:00 PM	69	39	42	21	27	18		2662	
3/16/2019 1:15 PM	3/16/19 1:15 PM	70	56	42	37	28	19		2690	
3/16/2019 1:30 PM	3/16/19 1:30 PM	68	64	37	28	31	36		2698	
3/16/2019 1:45 PM	3/16/19 1:45 PM	69	77	40	50	29	27		2682	
3/16/2019 2:00 PM	3/16/19 2:00 PM	59	86	29	43	30	43		2628	
3/16/2019 2:15 PM	3/16/19 2:15 PM	42	58	23	32	19	26		2596	
3/16/2019 2:30 PM	3/16/19 2:30 PM	49	88	29	55	20	33		2518	
3/16/2019 2:45 PM	3/16/19 2:45 PM	26	94	15	56	11	38		2382	
3/16/2019 3:00 PM	3/16/19 3:00 PM	41	45	22	26	19	19		2374	
3/16/2019 3:15 PM	3/16/19 3:15 PM	48	62	30	27	18	35		2346	
3/16/2019 3:30 PM	3/16/19 3:30 PM	36	42	20	26	16	16		2334	
3/16/2019 3:45 PM	3/16/19 3:45 PM	43	49	21	35	22	14		2322	
3/16/2019 4:00 PM	3/16/19 4:00 PM	30	48	15	25	15	23		2286	
3/16/2019 4:15 PM	3/16/19 4:15 PM	24	28	12	21	12	7		2278	
3/16/2019 4:30 PM	3/16/19 4:30 PM	39	44	19	26	20	18		2268	
3/16/2019 4:45 PM	3/16/19 4:45 PM	39	41	30	17	9	24		2264	
3/16/2019 5:00 PM	3/16/19 5:00 PM	43	40	30	19	13	21		2270	
3/16/2019 5:15 PM	3/16/19 5:15 PM	27	42	16	28	11	14		2240	
3/16/2019 5:30 PM	3/16/19 5:30 PM	37	32	19	19	18	13		2250	
3/16/2019 5:45 PM	3/16/19 5:45 PM	28	51	18	39	10	12		2204	
3/16/2019 6:00 PM	3/16/19 6:00 PM	32	36	18	17	14	19		2196	
3/16/2019 6:15 PM	3/16/19 6:15 PM	26	39	17	20	9	19		2170	
3/16/2019 6:30 PM	3/16/19 6:30 PM	35	36	18	26	17	10		2168	
3/16/2019 6:45 PM	3/16/19 6:45 PM	24	48	18	20	6	28		2120	
3/16/2019 7:00 PM	3/16/19 7:00 PM	29	45	18	28	11	17		2088	
3/16/2019 7:15 PM	3/16/19 7:15 PM	24	34	14	17	10	17		2068	
3/16/2019 7:30 PM	3/16/19 7:30 PM	29	48	17	26	12	22		2030	
3/16/2019 7:45 PM	3/16/19 7:45 PM	28	54	16	35	12	19		1978	
3/16/2019 8:00 PM	3/16/19 8:00 PM	42	41	27	23	15	18		1980	
3/16/2019 8:15 PM	3/16/19 8:15 PM	48	51	26	24	22	27		1974	
3/16/2019 8:30 PM	3/16/19 8:30 PM	52	70	33	30	19	40		1938	
3/16/2019 8:45 PM	3/16/19 8:45 PM	42	79	30	54	12	25		1864	
3/16/2019 9:00 PM	3/16/19 9:00 PM	50	49	30	25	20	24		1866	
3/16/2019 9:15 PM	3/16/19 9:15 PM	33	72	21	39	12	33		1788	
3/16/2019 9:30 PM	3/16/19 9:30 PM	16	51	11	32	5	19		1718	
3/16/2019 9:45 PM	3/16/19 9:45 PM	27	83	18	52	9	31		1606	
3/16/2019 10:00 PM	3/16/19 10:00 PM	20	121	8	65	12	56		1404	
3/16/2019 10:15 PM	3/16/19 10:15 PM	21	76	17	46	4	30		1294	
3/16/2019 10:30 PM	3/16/19 10:30 PM	25	70	15	32	10	38		1204	
3/16/2019 10:45 PM	3/16/19 10:45 PM	26	84	15	57	11	27		1088	
3/16/2019 11:00 PM	3/16/19 11:00 PM	21	70	11	36	10	34		990	
3/16/2019 11:15 PM	3/16/19 11:15 PM	25	61	19	36	6	25		918	
3/16/2019 11:30 PM	3/16/19 11:30 PM	14	62	7	25	7	37		822	

Date	Channel Direction	777				International Way Access		Haynes Ave Access		Min
		ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	Max
		Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	3786
3/16/2019 11:45 PM	3/16/19 11:45 PM	10	100	7	65	3	35			642
3/17/2019 12:00 AM	3/17/19 12:00 AM	16	43	9	24	7	19			588
3/17/2019 12:15 AM	3/17/19 12:15 AM	11	27	6	17	5	10			556
3/17/2019 12:30 AM	3/17/19 12:30 AM	15	39	10	22	5	17			508
3/17/2019 12:45 AM	3/17/19 12:45 AM	12	57	8	39	4	18			418
3/17/2019 1:00 AM	3/17/19 1:00 AM	13	37	6	23	7	14			370
3/17/2019 1:15 AM	3/17/19 1:15 AM	7	36	2	22	5	14			312
3/17/2019 1:30 AM	3/17/19 1:30 AM	7	17	3	9	4	8			292
3/17/2019 1:45 AM	3/17/19 1:45 AM	12	9	5	8	7	1			298
3/17/2019 2:00 AM	3/17/19 2:00 AM	19	15	10	8	9	7			306
3/17/2019 2:15 AM	3/17/19 2:15 AM	13	15	4	7	9	8			302
3/17/2019 2:30 AM	3/17/19 2:30 AM	17	11	9	7	8	4			314
3/17/2019 2:45 AM	3/17/19 2:45 AM	26	12	10	7	16	5			342
3/17/2019 3:00 AM	3/17/19 3:00 AM	30	9	14	6	16	3			384
3/17/2019 3:15 AM	3/17/19 3:15 AM	57	11	30	8	27	3			476
3/17/2019 3:30 AM	3/17/19 3:30 AM	45	11	23	8	22	3			544
3/17/2019 3:45 AM	3/17/19 3:45 AM	67	8	36	5	31	3			662
3/17/2019 4:00 AM	3/17/19 4:00 AM	78	14	39	11	39	3			790
3/17/2019 4:15 AM	3/17/19 4:15 AM	132	8	69	5	63	3			1038
3/17/2019 4:30 AM	3/17/19 4:30 AM	108	12	57	8	51	4			1230
3/17/2019 4:45 AM	3/17/19 4:45 AM	83	13	45	11	38	2			1370
3/17/2019 5:00 AM	3/17/19 5:00 AM	98	25	51	18	47	7			1516
3/17/2019 5:15 AM	3/17/19 5:15 AM	111	29	60	17	51	12			1680
3/17/2019 5:30 AM	3/17/19 5:30 AM	64	20	36	12	28	8			1768
3/17/2019 5:45 AM	3/17/19 5:45 AM	44	23	23	17	21	10			1802
3/17/2019 6:00 AM	3/17/19 6:00 AM	58	47	33	20	25	23			1832
3/17/2019 6:15 AM	3/17/19 6:15 AM	45	29	24	17	21	12			1864
3/17/2019 6:30 AM	3/17/19 6:30 AM	45	26	19	19	26	7			1902
3/17/2019 6:45 AM	3/17/19 6:45 AM	41	24	19	19	22	5			1936
3/17/2019 7:00 AM	3/17/19 7:00 AM	34	22	22	16	12	6			1960
3/17/2019 7:15 AM	3/17/19 7:15 AM	31	14	17	10	14	4			1994
3/17/2019 7:30 AM	3/17/19 7:30 AM	43	59	14	42	29	17			1962
3/17/2019 7:45 AM	3/17/19 7:45 AM	24	39	15	24	9	15			1932
3/17/2019 8:00 AM	3/17/19 8:00 AM	28	34	12	22	16	12			1920
3/17/2019 8:15 AM	3/17/19 8:15 AM	26	31	16	21	10	10			1910
3/17/2019 8:30 AM	3/17/19 8:30 AM	22	36	13	22	9	14			1882
3/17/2019 8:45 AM	3/17/19 8:45 AM	23	12	13	8	10	4			1904
3/17/2019 9:00 AM	3/17/19 9:00 AM	22	29	9	13	13	16			1890
3/17/2019 9:15 AM	3/17/19 9:15 AM	23	27	10	19	13	8			1882
3/17/2019 9:30 AM	3/17/19 9:30 AM	29	24	17	12	12	12			1892
3/17/2019 9:45 AM	3/17/19 9:45 AM	31	18	13	12	18	6			1918
3/17/2019 10:00 AM	3/17/19 10:00 AM	29	13	14	9	15	4			1950
3/17/2019 10:15 AM	3/17/19 10:15 AM	27	26	15	19	12	7			1952
3/17/2019 10:30 AM	3/17/19 10:30 AM	35	26	17	13	18	13			1970
3/17/2019 10:45 AM	3/17/19 10:45 AM	40	20	22	14	18	6			2010
3/17/2019 11:00 AM	3/17/19 11:00 AM	35	38	23	25	12	13			2004
3/17/2019 11:15 AM	3/17/19 11:15 AM	54	30	28	18	26	12			2052
3/17/2019 11:30 AM	3/17/19 11:30 AM	51	25	28	17	23	8			2104
3/17/2019 11:45 AM	3/17/19 11:45 AM	46	21	26	18	20	3			2154
3/17/2019 12:00 PM	3/17/19 12:00 PM	71	39	45	28	26	11			2218
3/17/2019 12:15 PM	3/17/19 12:15 PM	84	37	53	26	31	11			2312
3/17/2019 12:30 PM	3/17/19 12:30 PM	86	44	47	26	39	18			2396
3/17/2019 12:45 PM	3/17/19 12:45 PM	94	59	56	30	38	29			2466
3/17/2019 1:00 PM	3/17/19 1:00 PM	81	53	51	29	30	24			2522
3/17/2019 1:15 PM	3/17/19 1:15 PM	72	45	47	27	25	18			2576
3/17/2019 1:30 PM	3/17/19 1:30 PM	68	82	44	36	24	46			2548
3/17/2019 1:45 PM	3/17/19 1:45 PM	59	110	40	70	19	40			2446
3/17/2019 2:00 PM	3/17/19 2:00 PM	41	75	23	33	18	42			2378
3/17/2019 2:15 PM	3/17/19 2:15 PM	48	78	31	48	17	30			2318
3/17/2019 2:30 PM	3/17/19 2:30 PM	48	69	28	35	20	34			2276
3/17/2019 2:45 PM	3/17/19 2:45 PM	37	80	24	49	13	31			2190
3/17/2019 3:00 PM	3/17/19 3:00 PM	47	42	25	24	22	18			2200
3/17/2019 3:15 PM	3/17/19 3:15 PM	44	39	25	22	19	17			2210
3/17/2019 3:30 PM	3/17/19 3:30 PM	41	44	25	19	16	25			2204
3/17/2019 3:45 PM	3/17/19 3:45 PM	41	41	24	33	17	8			2204
3/17/2019 4:00 PM	3/17/19 4:00 PM	36	30	24	17	12	13			2216
3/17/2019 4:15 PM	3/17/19 4:15 PM	34	34	21	22	13	12			2216
3/17/2019 4:30 PM	3/17/19 4:30 PM	34	16	20	18	11	11			2222
3/17/2019 4:45 PM	3/17/19 4:45 PM	38	43	21	25	17	18			2212
3/17/2019 5:00 PM	3/17/19 5:00 PM	42	29	24	18	18	11			2238
3/17/2019 5:15 PM	3/17/19 5:15 PM	35	26	17	16	18	10			2256
3/17/2019 5:30 PM	3/17/19 5:30 PM	33	29	21	19	12	10			2264
3/17/2019 5:45 PM	3/17/19 5:45 PM	24	39	9	27	15	12			2234
3/17/2019 6:00 PM	3/17/19 6:00 PM	30	33	20	21	10	12			2228
3/17/2019 6:15 PM	3/17/19 6:15 PM	40	43	24	29	16	14			2222
3/17/2019 6:30 PM	3/17/19 6:30 PM	33	38	20	22	13	16			2212
3/17/2019 6:45 PM	3/17/19 6:45 PM	29	32	22	19	7	13			2206
3/17/2019 7:00 PM	3/17/19 7:00 PM	23	45	14	24	9	21			2162
3/17/2019 7:15 PM	3/17/19 7:15 PM	29	38	21	19	8	19			2144
3/17/2019 7:30 PM	3/17/19 7:30 PM	26	46	18	23	8	23			2104

Date	Channel Direction	777				International Way Access		Haynes Ave Access		Min
		ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	Max
		Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	3786
3/17/2019 7:45 PM	3/17/19 7:45 PM	43	37	31	27	12	10			2116
3/17/2019 8:00 PM	3/17/19 8:00 PM	43	39	27	21	16	18			2124
3/17/2019 8:15 PM	3/17/19 8:15 PM	69	49	46	28	23	21			2164
3/17/2019 8:30 PM	3/17/19 8:30 PM	53	58	29	35	24	23			2154
3/17/2019 8:45 PM	3/17/19 8:45 PM	40	68	26	33	14	35			2098
3/17/2019 9:00 PM	3/17/19 9:00 PM	42	44	27	24	15	20			2094
3/17/2019 9:15 PM	3/17/19 9:15 PM	24	65	13	30	11	35			2012
3/17/2019 9:30 PM	3/17/19 9:30 PM	33	44	23	26	10	18			1990
3/17/2019 9:45 PM	3/17/19 9:45 PM	28	83	18	51	10	32			1880
3/17/2019 10:00 PM	3/17/19 10:00 PM	28	133	19	74	9	59			1670
3/17/2019 10:15 PM	3/17/19 10:15 PM	18	82	9	46	9	36			1542
3/17/2019 10:30 PM	3/17/19 10:30 PM	21	68	15	34	6	34			1448
3/17/2019 10:45 PM	3/17/19 10:45 PM	24	95	16	61	8	34			1306
3/17/2019 11:00 PM	3/17/19 11:00 PM	19	78	13	37	6	41			1188
3/17/2019 11:15 PM	3/17/19 11:15 PM	15	64	8	40	7	24			1090
3/17/2019 11:30 PM	3/17/19 11:30 PM	11	66	8	37	3	29			980
3/17/2019 11:45 PM	3/17/19 11:45 PM	13	106	7	64	6	42			794
3/18/2019 12:00 AM	3/18/19 12:00 AM	14	8	8	28	6	16			734
3/18/2019 12:15 AM	3/18/19 12:15 AM	12	41	8	32	4	9			676
3/18/2019 12:30 AM	3/18/19 12:30 AM	9	26	6	14	3	12			642
3/18/2019 12:45 AM	3/18/19 12:45 AM	9	69	3	41	6	28			522
3/18/2019 1:00 AM	3/18/19 1:00 AM	9	22	4	18	5	4			496
3/18/2019 1:15 AM	3/18/19 1:15 AM	5	31	4	15	1	16			444
3/18/2019 1:30 AM	3/18/19 1:30 AM	8	10	4	8	4	2			440
3/18/2019 1:45 AM	3/18/19 1:45 AM	6	28	2	17	4	11			396
3/18/2019 2:00 AM	3/18/19 2:00 AM	11	15	2	6	9	9			388
3/18/2019 2:15 AM	3/18/19 2:15 AM	18	12	9	8	9	4			400
3/18/2019 2:30 AM	3/18/19 2:30 AM	20	18	9	7	11	11			404
3/18/2019 2:45 AM	3/18/19 2:45 AM	32	10	12	8	20	2			448
3/18/2019 3:00 AM	3/18/19 3:00 AM	35	7	15	4	20	3			504
3/18/2019 3:15 AM	3/18/19 3:15 AM	56	11	27	9	29	2			594
3/18/2019 3:30 AM	3/18/19 3:30 AM	40	8	21	4	19	4			658
3/18/2019 3:45 AM	3/18/19 3:45 AM	69	13	40	8	29	5			770
3/18/2019 4:00 AM	3/18/19 4:00 AM	104	11	53	8	51	3			956
3/18/2019 4:15 AM	3/18/19 4:15 AM	164	11	90	8	74	3			1262
3/18/2019 4:30 AM	3/18/19 4:30 AM	120	10	60	7	60	3			1482
3/18/2019 4:45 AM	3/18/19 4:45 AM	118	12	73	8	45	4			1694
3/18/2019 5:00 AM	3/18/19 5:00 AM	118	26	64	14	54	12			1878
3/18/2019 5:15 AM	3/18/19 5:15 AM	131	28	80	20	51	8			2084
3/18/2019 5:30 AM	3/18/19 5:30 AM	78	27	44	16	34	11			2186
3/18/2019 5:45 AM	3/18/19 5:45 AM	53	23	27	12	26	11			2246
3/18/2019 6:00 AM	3/18/19 6:00 AM	62	38	39	17	23	21			2294
3/18/2019 6:15 AM	3/18/19 6:15 AM	84	45	45	28	39	19			2368
3/18/2019 6:30 AM	3/18/19 6:30 AM	61	17	28	14	33	3			2456
3/18/2019 6:45 AM	3/18/19 6:45 AM	63	23	33	22	30	5			2528
3/18/2019 7:00 AM	3/18/19 7:00 AM	56	27	32	18	24	5			2594
3/18/2019 7:15 AM	3/18/19 7:15 AM	46	19	24	12	22	7			2648
3/18/2019 7:30 AM	3/18/19 7:30 AM	46	52	29	32	17	20			2636
3/18/2019 7:45 AM	3/18/19 7:45 AM	49	53	32	35	17	18			2628
3/18/2019 8:00 AM	3/18/19 8:00 AM	39	38	24	25	15	13			2630
3/18/2019 8:15 AM	3/18/19 8:15 AM	27	33	13	22	14	11			2618
3/18/2019 8:30 AM	3/18/19 8:30 AM	35	26	21	18	14	8			2636
3/18/2019 8:45 AM	3/18/19 8:45 AM	35	33	23	19	12	14			2640
3/18/2019 9:00 AM	3/18/19 9:00 AM	22	25	8	17	14	8			2634
3/18/2019 9:15 AM	3/18/19 9:15 AM	36	47	18	21	18	26			2612
3/18/2019 9:30 AM	3/18/19 9:30 AM	26	16	16	17	10	13			2604
3/18/2019 9:45 AM	3/18/19 9:45 AM	41	20	20	14	21	11			2636
3/18/2019 10:00 AM	3/18/19 10:00 AM	41	25	21	20	20	5			2668
3/18/2019 10:15 AM	3/18/19 10:15 AM	44	25	25	17	19	8			2706
3/18/2019 10:30 AM	3/18/19 10:30 AM	40	28	19	20	21	8			2730
3/18/2019 10:45 AM	3/18/19 10:45 AM	44	23	26	18	18	5			2772
3/18/2019 11:00 AM	3/18/19 11:00 AM	47	26	29	17	18	9			2814
3/18/2019 11:15 AM	3/18/19 11:15 AM	58	33	39	22	19	11			2864
3/18/2019 11:30 AM	3/18/19 11:30 AM	51	32	31	17	20	15			2902
3/18/2019 11:45 AM	3/18/19 11:45 AM	45	39	27	29	18	10			2914
3/18/2019 12:00 PM	3/18/19 12:00 PM	62	35	34	21	28	14			2968
3/18/2019 12:15 PM	3/18/19 12:15 PM	94	35	61	25	33	10			3086
3/18/2019 12:30 PM	3/18/19 12:30 PM	103	55	61	27	42	28			3182
3/18/2019 12:45 PM	3/18/19 12:45 PM	103	61	59	34	44	27			3266
3/18/2019 1:00 PM	3/18/19 1:00 PM	81	42	53	25	28	17			3344
3/18/2019 1:15 PM	3/18/19 1:15 PM	86	65	55	30	31	35			3386
3/18/2019 1:30 PM	3/18/19 1:30 PM	83	73	52	37	31	36			3406
3/18/2019 1:45 PM	3/18/19 1:45 PM	64	110	39	61	25	49			3314
3/18/2019 2:00 PM	3/18/19 2:00 PM	49	107	31	58	18	49			3198
3/18/2019 2:15 PM	3/18/19 2:15 PM	42	100	25	66	17	34			3082
3/18/2019 2:30 PM	3/18/19 2:30 PM	51	109	28	54	23	55			2966
3/18/2019 2:45 PM	3/18/19 2:45 PM	51	105	33	63	18	42			2858
3/18/2019 3:00 PM	3/18/19 3:00 PM	36	69	19	53	17	16			2792
3/18/2019 3:15 PM	3/18/19 3:15 PM	59	48	32	24	27	24			2814
3/18/2019 3:30 PM	3/18/19 3:30 PM	52	84	32	46	20	38			2750



Date	Channel Direction	777				International Way Access		Haynes Ave Access		Min
		ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	Max		
		Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound			
3/18/2019 3:45 PM	3/18/19 3:45 PM	39	74	23	56	16	18	2680		
3/18/2019 4:00 PM	3/18/19 4:00 PM	38	53	22	28	16	25	2650		
3/18/2019 4:15 PM	3/18/19 4:15 PM	34	60	22	30	12	30	2598		
3/18/2019 4:30 PM	3/18/19 4:30 PM	44	46	27	32	17	14	2594		
3/18/2019 4:45 PM	3/18/19 4:45 PM	54	71	36	50	18	21	2560		
3/18/2019 5:00 PM	3/18/19 5:00 PM	30	45	17	27	13	18	2530		
3/18/2019 5:15 PM	3/18/19 5:15 PM	42	51	20	32	22	19	2512		
3/18/2019 5:30 PM	3/18/19 5:30 PM	33	38	19	27	14	11	2502		
3/18/2019 5:45 PM	3/18/19 5:45 PM	28	55	11	31	17	24	2448		
3/18/2019 6:00 PM	3/18/19 6:00 PM	34	40	20	23	14	17	2436		
3/18/2019 6:15 PM	3/18/19 6:15 PM	37	45	23	24	14	21	2420		
3/18/2019 6:30 PM	3/18/19 6:30 PM	33	38	19	25	14	13	2410		
3/18/2019 6:45 PM	3/18/19 6:45 PM	37	37	23	27	14	10	2410		
3/18/2019 7:00 PM	3/18/19 7:00 PM	26	35	16	21	10	14	2392		
3/18/2019 7:15 PM	3/18/19 7:15 PM	27	52	18	24	9	28	2342		
3/18/2019 7:30 PM	3/18/19 7:30 PM	32	44	18	22	14	22	2318		
3/18/2019 7:45 PM	3/18/19 7:45 PM	32	46	23	31	9	15	2290		
3/18/2019 8:00 PM	3/18/19 8:00 PM	53	38	37	24	16	14	2320		
3/18/2019 8:15 PM	3/18/19 8:15 PM	60	35	43	27	17	8	2370		
3/18/2019 8:30 PM	3/18/19 8:30 PM	78	75	55	42	23	33	2376		
3/18/2019 8:45 PM	3/18/19 8:45 PM	35	75	26	43	9	32	2296		
3/18/2019 9:00 PM	3/18/19 9:00 PM	35	68	16	33	19	35	2230		
3/18/2019 9:15 PM	3/18/19 9:15 PM	33	44	19	31	14	13	2208		
3/18/2019 9:30 PM	3/18/19 9:30 PM	24	77	18	32	6	45	2102		
3/18/2019 9:45 PM	3/18/19 9:45 PM	29	80	21	48	8	32	2000		
3/18/2019 10:00 PM	3/18/19 10:00 PM	22	116	12	65	10	51	1812		
3/18/2019 10:15 PM	3/18/19 10:15 PM	13	112	9	77	4	35	1614		
3/18/2019 10:30 PM	3/18/19 10:30 PM	14	65	9	33	5	32	1512		
3/18/2019 10:45 PM	3/18/19 10:45 PM	25	116	18	75	7	41	1330		
3/18/2019 11:00 PM	3/18/19 11:00 PM	15	82	8	49	7	33	1196		
3/18/2019 11:15 PM	3/18/19 11:15 PM	16	68	10	34	6	34	1092		
3/18/2019 11:30 PM	3/18/19 11:30 PM	15	48	10	29	5	19	1026		
3/18/2019 11:45 PM	3/18/19 11:45 PM	9	117	3	58	6	59	810		

# Appendix I

**Appendix I:** EWR AirTrain Preferred Alignment – Draft Conceptual Schedule, August 2020, PANYNJ

EWR AIRTRAIN PREFERRED ALIGNMENT - DRAFT CONCEPTUAL SCHEDULE EXECUTIVE SUMMARY BY WBS



#	Activity ID	Activity Name	Original Duration	Start	Finish	2021				2022				2023				2024				2025				2026				2027				2028				2029				2030				J31
						Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q					
1	<b>EWR AirTrain Preferred Alignment Schedule (EA Backup Current)</b>			1352	1-Jun-21	15-Mar-27	EWR AirTrain Preferred Alignment Schedule (EA Backup Current)																																							
2	<b>Executive Summary</b>			1475	1-Jun-21	15-Mar-27	Executive Summary																																							
3	A1000	NTP (01-Jun-2021)	0	1-Jun-21		◆ NTP (01-Jun-2021)																																								
4	A1040	G/W, Station Foundations & Structure Design 50% Complete	197	1-Jun-21	2-Mar-22	■ G/W, Station Foundations & Structure Design 50% Complete																																								
5	A1120	Site Survey	44	1-Sep-21	1-Nov-21	■ Site Survey																																								
6	A1020	Mobilization	66	1-Dec-21	2-Mar-22	■ Mobilization																																								
7	A1500	Guideway Construction Start	0	3-Mar-22		◆ Guideway Construction Start																																								
8	A1589	Integration Testing Summary	248	14-Jul-25	2-Jul-26	■ Integration Testing Summary																																								
9	A1590	Substantial Completion	0		2-Jul-26	◆ Substantial Completion																																								
10	A1610	Start Service for New AirTrain	0		2-Jul-26	◆ Start Service for New AirTrain																																								
11	A1600	As-Builts, Close out & Punchlist	44	3-Jul-26	3-Sep-26	■ As-Builts, Close out & Punchlist																																								
12	A1620	Demo Existing AirTrain Guideway & Stations	176	3-Jul-26	15-Mar-27	■ Demo Existing AirTrain Guideway & Stations																																								
13	A1630	Project Finish	0		15-Mar-27	◆ Project Finish																																								
14	<b>Detailed Summary</b>			861	18-Feb-22	9-Jul-25	Detailed Summary																																							
15	<b>Design</b>			390	1-Jun-21	15-Feb-23	Design																																							
16	<b>Utility Relocations, Permits &amp; Property</b>			515	1-Jun-21	1-Jun-23	Utility Relocations, Permits & Property																																							
17	<b>Submittals / Shopdrawings</b>			120	1-Oct-21	17-Mar-22	Submittals / Shopdrawings																																							
18	<b>Major Procurement</b>			235	24-Dec-21	22-Nov-22	Major Procurement																																							
19	<b>Construction</b>			1006	18-Feb-22	2-Jul-26	Construction																																							
20	<b>Stations</b>			720	3-Mar-22	2-Jan-25	Stations																																							
21	Station 1		693	3-Mar-22	20-Nov-24	Station 1																																								
22	Station 2		148	3-Jan-24	30-Jul-24	Station 2																																								
23	Station 3		597	25-Aug-22	2-Jan-25	Station 3																																								
24	Rail Link Station		395	17-Nov-22	10-Jun-24	Rail Link Station																																								
25	<b>Maintenance &amp; Control Facility (MCF)</b>			696	3-Mar-22	25-Nov-24	Maintenance & Control Facility (MCF)																																							
26	<b>Pedestrian Bridges</b>			679	3-Mar-22	31-Oct-24	Pedestrian Bridges																																							
27	Ped. Bridge to Term B @ Station 3		468	27-Jul-22	29-May-24	Ped. Bridge to Term B @ Station 3																																								
28	Ped. Bridge to Term C @ Station 3		307	18-Aug-23	31-Oct-24	Ped. Bridge to Term C @ Station 3																																								
29	B-C Connector Bridge		366	3-Mar-22	9-Aug-23	B-C Connector Bridge																																								
30	Station 3 - Ped. Bridge to P4		98	17-May-24	4-Oct-24	Station 3 - Ped. Bridge to P4																																								
31	<b>Misc. Construction</b>			378	3-Mar-22	25-Aug-23	Misc. Construction																																							
32	<b>Guideway Construction</b>			476	18-Feb-22	19-Mar-24	Guideway Construction																																							
33	Area A		398	19-Feb-22	13-Nov-23	Area A																																								
34	Area B		306	23-Apr-22	23-Aug-23	Area B																																								
35	Area C		410	3-Mar-22	17-Dec-23	Area C																																								
36	Area E		288	17-Dec-22	19-Mar-24	Area E																																								
37	Area F		385	18-Feb-22	24-Oct-23	Area F																																								
38	<b>System Schedule</b>			848	28-Oct-22	2-Jul-26	System Schedule																																							
39	General		10	28-Oct-22	10-Nov-22	General																																								
40	Area A Wayside Systems		419	11-Nov-22	8-Jul-24	Area A Wayside Systems																																								
41	Area B Wayside Systems		534	29-Nov-22	6-Jan-25	Area B Wayside Systems																																								
42	Area C Wayside Systems		442	27-Feb-23	19-Nov-24	Area C Wayside Systems																																								
43	Area E Wayside Systems		424	30-Aug-23	1-May-25	Area E Wayside Systems																																								
44	Area F Wayside Systems		534	1-Mar-23	7-Apr-25	Area F Wayside Systems																																								
45	MCF Building Wayside Systems		258	7-Jun-24	12-Jun-25	MCF Building Wayside Systems																																								
46	Communication Rooms Systems		234	7-Jun-24	8-May-25	Communication Rooms Systems																																								
47	APM Vehicles		360	12-Feb-24	10-Jul-25	APM Vehicles																																								
48	<b>Low Level &amp; Integration Testing</b>			461	5-Jul-24	2-Jul-26	Low Level & Integration Testing																																							

■ Remaining Level of Effort    
 ■ Remaining Work    
 ◆ Milestone    
 ■ Actual Work    
 ■ Critical Remaining Work    
     Summary

# Appendix J

**Appendix J:** Agency Consultation

**Appendix J**

**Table J-1: AirTrain Replacement Program - Agency Coordination Summary**

Agency	PANYNJ Correspondence Date	Agency Response/ Information Provided	Agency Response Date	Reply to Agency Response
The United States Fish and Wildlife Service (USFWS)	1/31/2020	No federally listed species within or in vicinity of the proposed project site; no further consultation required	2/6/2020	No reply required. Information was used in assessing impacts of the Proposed Action on biological resources in <b>Section 4.3.</b>
National Marine Fisheries Service (NOAA Fisheries)	1/23/2020	<p><u>Magnuson-Stevens Fishery Conservation and Management Act - Essential Fish Habitat (EFH):</u> Tidal, estuarine waterways and wetlands in the vicinity of the project may have EFH. Information on EFH and the consultation process available at: <a href="https://www.fisheries.noaa.gov/new-england-mid-atlantic/habitat-conservation/conserving-habitat-greater-atlantic-region">https://www.fisheries.noaa.gov/new-england-mid-atlantic/habitat-conservation/conserving-habitat-greater-atlantic-region</a></p> <p><u>Endangered Species Act (ESA):</u> No federally listed or proposed threatened or endangered species are known to exist in the proposed project's location; therefore, no consultation under Section 7 of the ESA is necessary.</p>	3/12/2020	<p>No tidal, estuarine waterways or wetlands are located within the Project Area; wetlands in the Project Area are freshwater wetlands. No discharges to tidal, estuarine waterways or wetlands are part of the Proposed Action.</p> <p>No reply required. Information was used in assessing impacts of the Proposed Action on biological resources in <b>Section 4.3.</b></p>
New Jersey Department of Environmental Protection (NJDEP) Office of Permit Coordination and Environmental Review	1/23/2020	<p>Projects that disturb more than one acre require a general permit for construction activities.</p> <p>Construction related dewatering of over 100,000 gallons/day would be regulated under a short-term water use permit by rule (less than 31 days) or under a dewatering permit (greater than 31 days).</p> <p>Any well drilling activities are required to be performed by a New Jersey licensed well driller.</p> <p>A dewatering permit by rule may be applicable if the dewatering occurs from within a coffer dam, or similar confined space.</p> <p>Discharge of uncontaminated construction dewatering water to surface water, including wetlands, would require a Construction Dewatering general permit. Information regarding this permit is available at: <a href="https://www.nj.gov/dep/dwq/gp_dewater.htm">https://www.nj.gov/dep/dwq/gp_dewater.htm</a></p> <p>Discharge of contaminated construction dewatering water must be treated and could then potentially be discharged to surface water through the Groundwater Remediation Cleanup (BGR) general permit. Information regarding this permit is available at: <a href="https://www.nj.gov/dep/dwq/gp_bgr.htm">https://www.nj.gov/dep/dwq/gp_bgr.htm</a></p>	2/24/2020	<p>The Proposed Action will disturb more than one acre. Permits will be acquired by the contractor as discussed in <b>Section 4.1.</b></p> <p>Construction related dewatering is not expected to exceed 100,000 gallons of water per day. Specific permitting needs for dewatering will be defined during the design phase of the project.</p> <p>Although well drilling activities are not anticipated as part of the Proposed Action; if required, well drilling activities will be performed by a NJ licensed well driller.</p> <p>The specific need for a construction general dewatering permit and/or a BGR general permit will be evaluated by the contractor during the design phase of the project. As discussed in <b>Section 4.6</b>, if installation of the pile caps and foundations require excavation below the seasonal groundwater table elevation, dewatering using a sediment filter bag may be required. During any dewatering operations, contaminated groundwater would be collected and treated to levels required by the PANYNJ NJPDES Permit prior to discharge.</p> <p>As discussed in <b>Section 4.6</b>, the fill and groundwater beneath the project area are known to contain various levels of contamination. During project implementation, if contaminated soil and groundwater are encountered they will be removed and disposed of in accordance with applicable regulations.</p>

Agency	PANYNJ Correspondence Date	Agency Response/ Information Provided	Agency Response Date	Reply to Agency Response
NJDEP Bureau of Air Planning*	1/23/2020	<p>The Air Quality Bureau of Evaluation and Planning (BEP) has the following comments:</p> <ul style="list-style-type: none"> <li>- Essex County and Union County are part of the New York-Northern New Jersey-Long Island (NY-NJ-CT) nonattainment area; this area has been reclassified to serious nonattainment for the 2008 ozone NAAQS.</li> <li>- Project will require a General Conformity Applicability Analysis and possibly a Conformity Determination.</li> </ul> <p>Air Preconstruction Permits:</p> <ul style="list-style-type: none"> <li>- Stationary permitting requirements would apply if stationary construction equipment or emergency generators are on site for longer than one year (NJAC 7:27-8.2 (c) 1-21)</li> <li>- Any vehicles involved on the project must adhere to idling standards of less than 3 minutes (NJAC 7:27-14 and 15)</li> <li>- Air pollution including odors that are detectable offsite that are injurious to human health or would result in citizen complaints are prohibited (NJAC 7:27-5.2)</li> <li>- Dust emissions either windblown or generated from construction activities should be controlled to prevent offsite impacts or material tracked onto the roadways (NJAC 7:27-5.2)</li> </ul> <p>The Bureau of Mobile Sources has the following comments:</p> <ol style="list-style-type: none"> <li>1. Heavy duty equipment used for construction on airport-owned employee parking lots must adhere to the No Idling regulations, including not idling for more than 15 minutes above 25 deg. F.</li> <li>2. Any and all light duty vehicles on the premises during construction cannot idle for more than 3 minutes.</li> <li>3. Heavy duty equipment used for construction of employee parking deck must adhere to the No Idling regulations as identified in number 1</li> <li>4. Heavy duty equipment used for construction should meet the USEPA Tier 4 non-road emission standards and should use Ultra Low Sulfur Diesel (ULSD) fluid when applicable.</li> </ol> <p>No Idling Regulations:</p> <ul style="list-style-type: none"> <li>- All on-road vehicles and non-road construction equipment operating at, or visiting, the construction site shall comply with the three-minute idling limit (NJAC 7:27-14 and 15). Consider purchasing “no idling” signs to post at the site to remind contractors to comply with the idling limits. Signs are available for purchase from the Bureau of Mobile Sources.</li> <li>- All non-road diesel construction equipment greater than 100 horsepower used on the project for more than ten days should have engines that meet the USEPA Tier 4 non-road emission standards, or the best available emission control technology that is technologically feasible for that application and is verified by the USEPA or the CARB as a diesel emission control strategy for reducing particulate matter and/or NOx emissions.</li> <li>- All on-road diesel vehicles used to haul materials or traveling to and from the construction site should use designated truck routes that are designed to minimize impacts on residential areas and sensitive receptors such as hospitals, schools, daycare facilities, senior citizen housing, and convalescent facilities.</li> </ul>	02/24/2020	<p>A General Conformity Applicability Analysis was completed using the <i>de minimis</i> thresholds associated with a serious nonattainment area for ozone. As detailed in <b>Section 4.2</b>, construction and operational emissions for all years of the Proposed Action are below the <i>de minimis</i> thresholds for all nonattainment and maintenance parameters.</p> <p>Stationary permitting requirements for emergency generators are listed in <b>Section 4.15</b> (List of Anticipated Permits, Approvals, or Reviews).</p> <p>All comments within the Air Preconstruction Permits, Bureau of Mobile Sources comments, and No Idling Regulations sections of this comment letter are provided in <b>Table 4-6</b> (Avoidance and Minimization Measures and Best Management Practices) of the EA.</p>
NJDEP Division of Fish & Wildlife*	1/23/2020	<p>Potential adverse impacts to fish and wildlife should be identified; timing restrictions for construction should be utilized to avoid adverse impacts to migratory birds.</p> <p>County Soil Conservation District best management practices (BMPs) for prevention of sediment movement should be utilized.</p>	2/24/2020	<p>Sensitive species that may occur within the Project Area have been identified (<b>Table 3-2</b>). Potential impacts to those species are discussed in <b>Section 4.3</b> (biological resources). The need for BMPs for soil erosion and sediment control are discussed in <b>Section 4.1</b> (construction overview) and <b>Section 4.12</b> (water resources).</p>

Agency	PANYNJ Correspondence Date	Agency Response/ Information Provided	Agency Response Date	Reply to Agency Response
NJDEP NJ State Historic Preservation Office (HPO)*	1/23/2020	<p>The HPO reviewed submitted cultural resource survey reports that were prepared for the project (Phase IA Archaeological Survey, Historic Architectural Sites Survey).</p> <p>Information provided by HPO is considered as informal notes and does not constitute identification level cultural resources survey under Section 106 of the National Historic Preservation Act or other law or regulation. These notes do not constitute project review under any state or federal law.</p> <p>Projects that involve federal funding, licensing, or permitting or projects requiring various permits issued by DLUR (including Freshwater Wetlands, Waterfront Development, Upland Development, CAFRA, and Highland Preservation Area Approval) require HPO review. Consequently, if this project requires HPO review, an initial Phase IB archaeological survey would be requested in the area between Bessemer Street and Haynes Avenue. The HPO would not request additional information regarding architectural resources.</p>	2/24/2020	Section 106 review was initiated with HPO on March 25, 2020. As discussed in <b>Section 3.5.6</b> and <b>Section 4.7</b> , consultation with the HPO is ongoing.
NJDEP Bureau of Tidelands Management*	1/23/2020 3/2/2020 (initial email correspondence)	<p>Letter response from Office of Permit Coordination and Environmental Review indicated “For questions, please contact Randy Bearce”.</p> <p>Initial email from Patrick McHugh of NV5 was sent to Randy Bearce to verify that there are no tideland conveyance issues with the Proposed Action. Randy Bearce provided conveyance maps and indicated that he would follow up to see if the Project Area is covered by any grants that have been issued.</p>	2/24/2020 3/11/2020 (reply to email correspondence)	As discussed in <b>Section 3.4.1</b> , based upon conveyance mapping supplied by NJDEP’s Bureau of Tidelands, it appears that the majority, if not all, of the lands formerly flowed by the tide that are located within the project limits are covered by existing conveyances, primarily grants. The NJDEP Bureau of Tidelands has indicated that the need for tidelands conveyance will be evaluated during the regulatory permitting phase of the project. If determined to be necessary, the PANYNJ will obtain any required tideland conveyances prior to the start of construction.
NJDEP Division of Land Use Regulation (DLUR)*	1/23/2020	<p>Project may require permits to address freshwater wetlands and flood hazard area impacts. Recommend requesting a pre-application meeting with the DLUR.</p> <p>For any activity under the jurisdiction of the Waterfront Development Law and within New Jersey’s coastal zone, a consistency certification is required.</p> <p>Consider climate resiliency; evaluate impacts on the project in the event of potential storm surge or sea level rise</p>	2/24/2020	<p>A pre-application meeting between NJDEP, DLUR, and PANYNJ will be conducted to clarify permitting needs for the project.</p> <p>As discussed in <b>Section 3.4.1</b> (coastal resources), the mean high water line (MHW) terminates at the tide gate located near the far eastern boundary of the Airport. This tide gate controls the Peripheral Ditch drainage to the Elizabeth Channel. Because the Proposed Action is located more than 500 feet from the MHW and is located outside of the Coastal Area Facility Review Act (CAFRA) Zone, no impacts to the coastal zone would occur, and no Coastal Zone Management Consistency Certification is anticipated to be required.</p> <p>As discussed in <b>Section 4.12</b> (water resources), the proposed AirTrain system will be elevated on its guideway and would be designed to ride above the 100-year flood elevation. The support infrastructure would be designed according to standards to withstand flood waters.</p>
NJDEP, Site Remediation office of Brownfield Redevelopment*	1/23/2020	The project will not have any site remediation issues as proposed.	2/24/2020	No reply required. Information has been included in <b>Section 4.6</b> .
NJDEP Green Acres Program*	1/23/2020	Project will not occur on or near Green Acres encumbered parkland; project is not contrary to Green Acres rules.	2/24/2020	No reply required. Information has been included in <b>Section 3.4.5</b> (Land Use)

Agency	PANYNJ Correspondence Date	Agency Response/ Information Provided	Agency Response Date	Reply to Agency Response
NJDEP Natural Heritage Program (NHP)	2/27/20	<p>There are no records of the following on or within ¼ mile of the project site: rare plant species and ecological communities currently recorded in the NHP database; natural heritage priority sites; vernal pool habitat; rare wildlife species or wildlife habitat (Landscape Project 3.3: Stream Habitat File), or additional animal species tracked by Endangered and Nongame Species Program.</p> <p>The NHP reported the presence of several State threatened, endangered, or special concern bird species (black-crowned Night-heron, cattle egret, glossy ibis, least tern, little blue heron, savannah sparrow, snowy egret, upland sandpiper) and one State-threatened butterfly species on the project site (checkered white)</p>	3/6/2020	Information resulting from the NHP database search was used in assessing impacts of the Proposed Action on biological resources in <b>Section 4.3</b> .
NJDEP NJ State Historic Preservation Office (HPO) (Section 106 Consultation)	3/25/2020	<p>Based upon HPO's review of the Phase 1A Cultural Resources Survey, HPO indicated that given the high archaeological sensitivity, a Phase 1B archaeological survey, and as necessary Phase 2 archaeological survey with a HPO approved work plan, must be conducted within the APE from Bessemer Street to Haynes Avenue.</p> <p>Based upon HPO's review of the Historic Architectural Sites Survey and Effects Assessment, HPO concurs with the findings of the survey and no additional consideration of architectural historic properties is necessary unless project plans substantially change in the future.</p>	5/12/20	As discussed in <b>Section 3.5.6</b> and <b>Section 4.7</b> , consultation with the HPO is ongoing.
	8/24/2020 (correspondence prepared by FAA; Phase 1B/II Work Plan submittal)	HPO concurred with the FAA's assessment that the program of Phase 1B archaeological survey backhoe trenching and any subsequent Phase II archaeological testing of any identified, potentially significant archaeological resources is appropriate. HPO also concurred that the provisions for treating any inadvertent discovery of human remains or burials is appropriate (see Appendix D).	9/22/20	No reply required.
	11/27/2020 (correspondence prepared by FAA; Phase 1B Report submittal)			
NJ Transit	1/30/2020	No comments received		No reply required
Amtrak	1/31/2020	No comments received		No reply required
Consolidated Rail Corporation (CONRAIL)	2/3/2020	No comments received		No reply required
North Jersey Transportation Planning Authority (NJTPA)	2/4/2020	No comments received		No reply required
Ms. Diane Gutierrez-Scaccetti, Commissioner NJDOT	2/24/2020	No specific comments at this time. Identified Elkins Green, Director of the Division of Environmental Resources at NJDOT, as the primary contact for any future NEPA collaboration.	3/31/20	No reply required
Honorable Ras J. Baraka, Mayor, City of Newark City of Newark	2/24/2020	No comments received		No reply required
Mr. Eric Pennington, Business Administrator City of Newark	2/24/2020	No comments received		No reply required
Honorable J. Christian Bollwage, Mayor City of Elizabeth	2/24/2020	No comments received		No reply required
Honorable Joseph DiVincenzo Jr., County Executive Essex County	2/24/2020	No comments received		No reply required



Agency	PANYNJ Correspondence Date	Agency Response/ Information Provided	Agency Response Date	Reply to Agency Response
Honorable Edward Oatman, County Manager, Union County	2/24/2020	No comments received		No reply required
Section 106 Consultation: Ms. Kathy Kakalettris, Administrator, Union County Office of Cultural and Heritage Affairs	3/31/2020	No comments received		No reply required
Section 106 Consultation: Mr. Gregory Lattanzi, Archaeological Society of New Jersey c/o New Jersey State Museum Bureau of Archaeology & Ethnography	4/1/2020	No comments received		No reply required
Section 106 Consultation: Honorable J. Christian Bollwage, Mayor City of Elizabeth	5/5/2020	No comments received		No reply required
Section 106 Consultation: Mr. Eric Pennington, Business Administrator City of Newark	5/5/2020	No comments received		No reply required
Section 106 Consultation: Honorable Ras J. Baraka, Mayor, City of Newark	5/5/2020	No comments received		No reply required
Section 106 Consultation: Honorable Joseph DiVincenzo Jr., County Executive Essex County	5/5/2020	No comments received		No reply required
Section 106 Consultation: Honorable Brendan Gill, Freeholder President-at-Large, Essex County	5/5/2020	No comments received		No reply required
Section 106 Consultation: Honorable Edward Oatman, County Manager, Union County	5/5/2020	No comments received		No reply required
Section 106 Consultation: Honorable Alexander Mirabella, Freeholder Chairperson, Union County	5/5/2020	No comments received		No reply required
Section 106 Consultation: Mr. Richard Partyka, Chairperson, Newark Landmarks and Historic Preservation Commission	4/3/2020	No comments received		No reply required
Section 106 Consultation: Ms. Elizabeth Del Tufo, Newark Landmarks and Historic Preservation Commission	4/3/2020	No comments received		No reply required

*\*These offices have been contacted through the NJDEP Office of Permit Coordination and Environmental Review.  
Source: Radin Consulting, Inc.*

January 31, 2020

United States Fish and Wildlife Service  
New Jersey Field Office  
4 E. Jimmie Leeds Road, Suite No. 4  
Galloway, New Jersey 08205

Re: AirTrain Newark Replacement Project  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Sir or Madam:

The Port Authority of New York and New Jersey (PANYNJ) is in the planning and National Environmental Policy Act (NEPA) documentation stages of AirTrain Newark Replacement Project (Project). The main hub for the airport is located at Block 1, Lot 2104 in Elizabeth City, Union County, New Jersey and Block 5094, Lot 1 in Newark City, Essex County, New Jersey. The existing AirTrain extends off the main hub and crosses Block 5088, Lot 126.03; Block 5090, Lots 1.06, 44.02, 8.02, and 26; and Block and Lots lacking parcel data information in Essex County, New Jersey and Block 1, Lot 2104 in Union County, New Jersey. The project area is shown in the attached figures.

***Project Description***

The Project includes replacing the existing AirTrain with a new automated people mover system. The proposed replacement system would enhance capacity, provide service between on-airport facilities, and maintain the connection to the NJ TRANSIT and Amtrak rail lines via an improved and expanded Rail Link Station. The proposed replacement system would serve Terminals B, C, and new Terminal 1, as well as parking areas (with hotel shuttle transportation), the Consolidated Rent-A-Car Facility, and the Rail Link Station.

The proposed replacement system would be a 2.4-mile dual guideway system located primarily on airport property. The distance between the two guideways is expected to be approximately 50 feet at the stations and approximately 16 feet in stretches between stations. As part of the Project, PANYNJ anticipates acquiring land (lease or title) near the Rail Link Station to accommodate permanent structures to support the proposed replacement system (e.g., a Maintenance and Control Facility [MCF]). The general areas considered for acquisition by PANYNJ are either vacant or used for airport employee parking. In addition, PANYNJ would have to obtain temporary easements for construction of the replacement system.

The Project involves the construction of all facilities and infrastructure for the replacement system including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, MCF, vehicles, train control, and a power distribution system. A parking deck for airport employees is also included.

**As part of our NEPA documentation, we respectfully request confirmation that the Project as proposed is not likely to impact federally listed threatened or endangered species or their habitats. Additionally, we are requesting confirmation that the Project as proposed is not likely to impact migratory bird species of concern.**

We have attached documentation for your review, including a "not for consultation" IPaC report and associated maps. In order to maintain the schedule for environmental planning for this project, we would appreciate your response to this inquiry by February 28, 2020. If you have any questions or require any additional information, please contact me at 973-565-5529 or by email at [wlaventhal@panynj.gov](mailto:wlaventhal@panynj.gov). Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read 'William Laventhal', with a stylized, wavy underline.

William Laventhal  
Program Manager  
Newark Redevelopment – AirTrain  
PANYNJ

cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Ralph D'Apuzzo, Program Director, Newark Redevelopment – AirTrain, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA

Enclosures:  
IPac Report  
Existing Conditions Figure  
Proposed Action Figure  
Regional Location Map

# IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

## Location

Essex and Union counties, New Jersey



## Local office

New Jersey Ecological Services Field Office

☎ (609) 646-9310

📠 (609) 646-0352

4 E. Jimmie Leeds Road, Suite 4  
Galloway, NJ 08205

<http://www.fws.gov/northeast/njfieldoffice/Endangered/consultation.html>

# Endangered species

**This resource list is for informational purposes only and does not constitute an analysis of project level impacts.**

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species<sup>1</sup> and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries<sup>2</sup>).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

- 
1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
  2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

THERE ARE NO ENDANGERED SPECIES EXPECTED TO OCCUR AT THIS LOCATION.

# Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE.

"BREEDS ELSEWHERE" INDICATES  
 THAT THE BIRD DOES NOT LIKELY  
 BREED IN YOUR PROJECT AREA.)

<p><b>Bald Eagle</b> <i>Haliaeetus leucocephalus</i>        This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.  <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a></p>	Breeds Sep 1 to Jul 31
<p><b>Blue-winged Warbler</b> <i>Vermivora pinus</i>        This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p>	Breeds May 1 to Jun 30
<p><b>Eastern Whip-poor-will</b> <i>Antrostomus vociferus</i>        This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 1 to Aug 20
<p><b>King Rail</b> <i>Rallus elegans</i>        This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.  <a href="https://ecos.fws.gov/ecp/species/8936">https://ecos.fws.gov/ecp/species/8936</a></p>	Breeds May 1 to Sep 5
<p><b>Long-eared Owl</b> <i>asio otus</i>        This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.  <a href="https://ecos.fws.gov/ecp/species/3631">https://ecos.fws.gov/ecp/species/3631</a></p>	Breeds elsewhere
<p><b>Prairie Warbler</b> <i>Dendroica discolor</i>        This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 1 to Jul 31
<p><b>Red-headed Woodpecker</b> <i>Melanerpes erythrocephalus</i>        This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Sep 10
<p><b>Rusty Blackbird</b> <i>Euphagus carolinus</i>        This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds elsewhere
<p><b>Wood Thrush</b> <i>Hylocichla mustelina</i>        This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Aug 31

## Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is  $0.25/0.25 = 1$ ; at week 20 it is  $0.05/0.25 = 0.2$ .
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

### Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

### Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

### No Data (—)

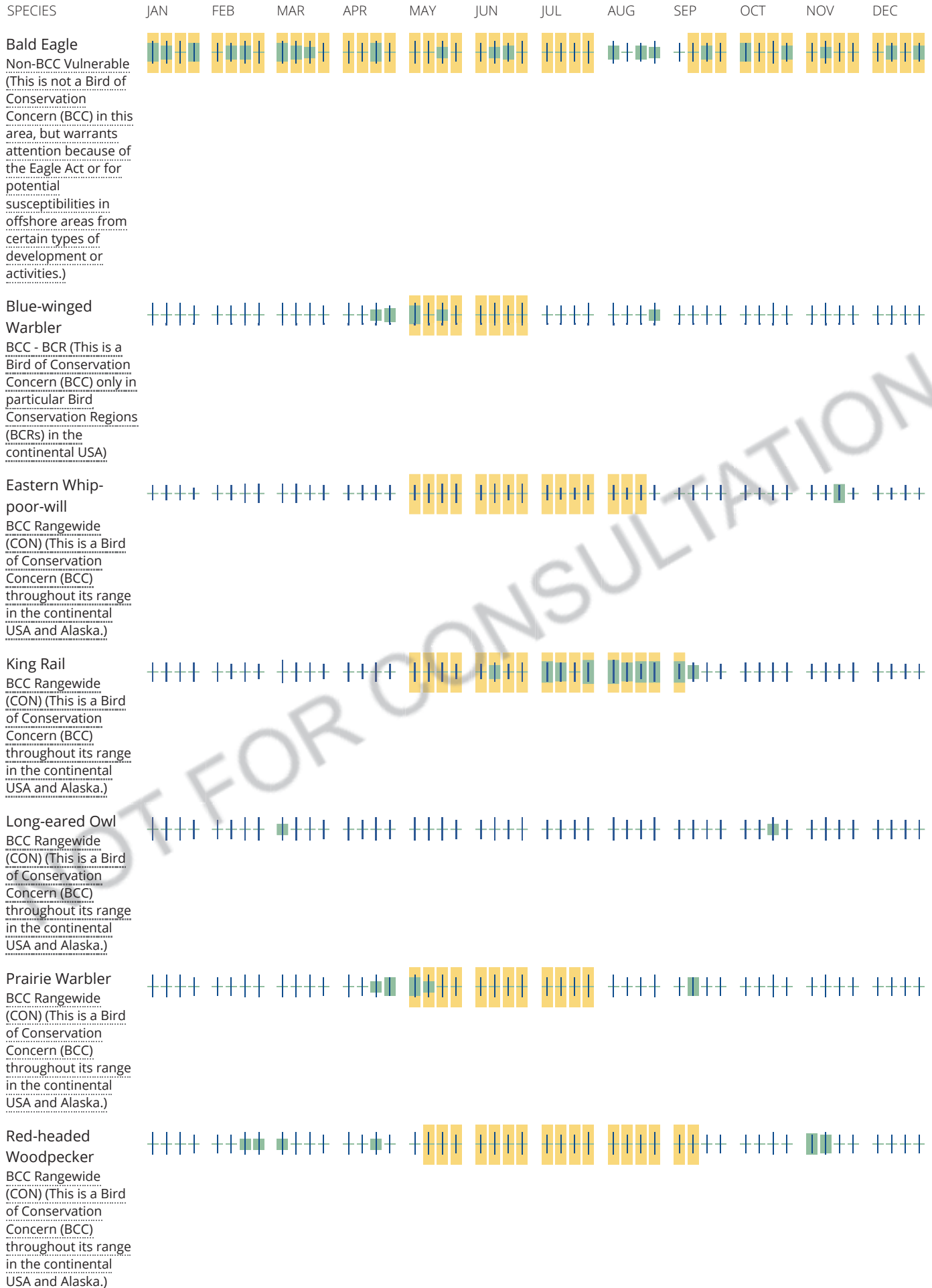
A week is marked as having no data if there were no survey events for that week.

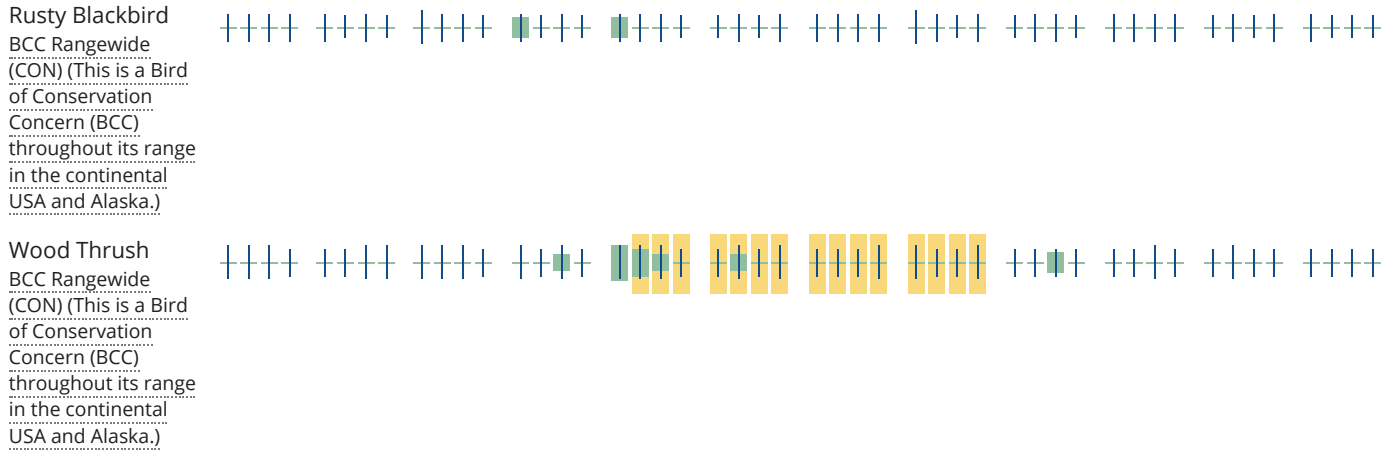
### Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

■ probability of presence ■ breeding season | survey effort — no data







### Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

### What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

### What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

### How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds](#)

[guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

### What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

### Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

### What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

### Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or

minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

## Facilities

### National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

### Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

### Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

ESTUARINE AND MARINE DEEPWATER

[E1UBLx](#)

[E1UBL](#)

[E1UBLx6](#)

ESTUARINE AND MARINE WETLAND

[E2EM5P6](#)

[E2EM5P](#)

[E2EM1Nx](#)

[E2EM1P](#)

[E2EM1N](#)[E2USNx](#)[E2USN](#)

## FRESHWATER EMERGENT WETLAND

[PEM5R](#)[PEM1E](#)[PEM1R](#)[PEM1Fx](#)[PEM1A](#)[PEM1C](#)

## FRESHWATER FORESTED/SHRUB WETLAND

[PSS1E](#)

## FRESHWATER POND

[PUBVx](#)[PUBHx](#)[PUSC](#)

## RIVERINE

[R1UBVx](#)[R3UBH](#)[R2UBHx](#)[R5UBH](#)

A full description for each wetland code can be found at the [National Wetlands Inventory website](#)

**Data limitations**

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

**Data exclusions**

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

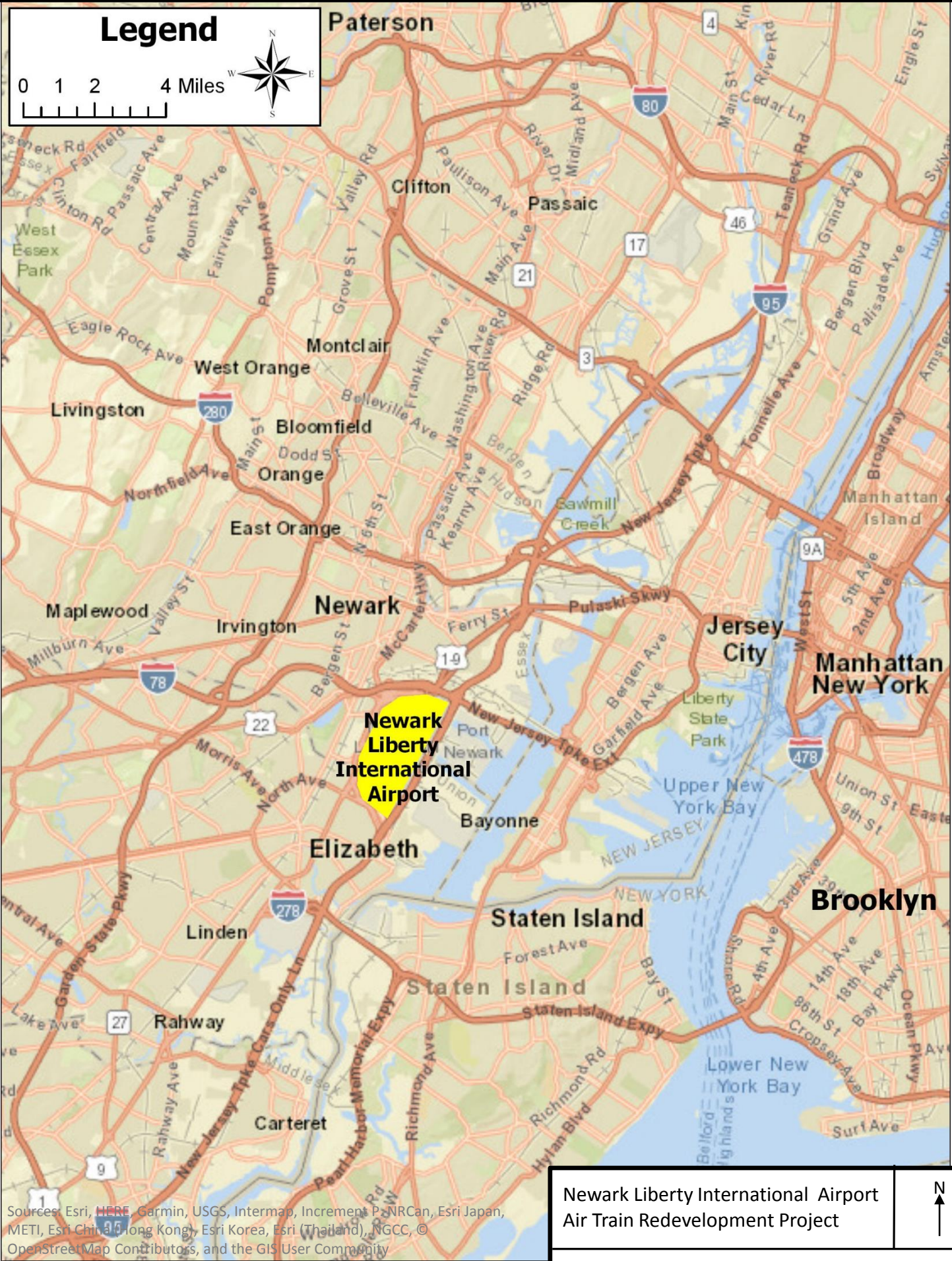
**Data precautions**

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

**Legend**

0 1 2 4 Miles



Sources: Esri, HERE, Garmin, USGS, Intermap, Increment P, NRCAn, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap Contributors, and the GIS User Community

Newark Liberty International Airport  
Air Train Redevelopment Project



Map 1-1 : Regional Location Map

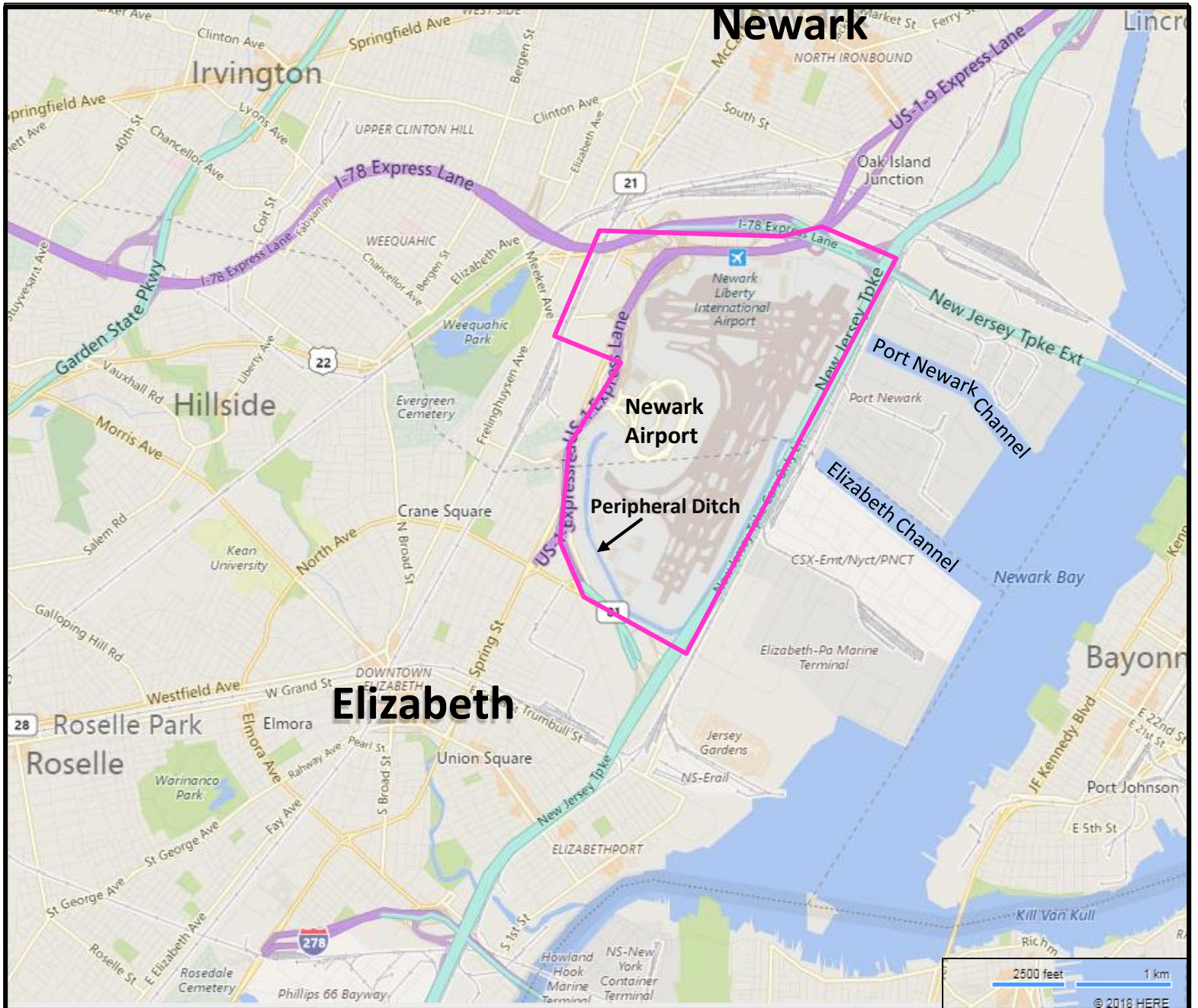
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**THE PORT AUTHORITY OF NY & NJ**









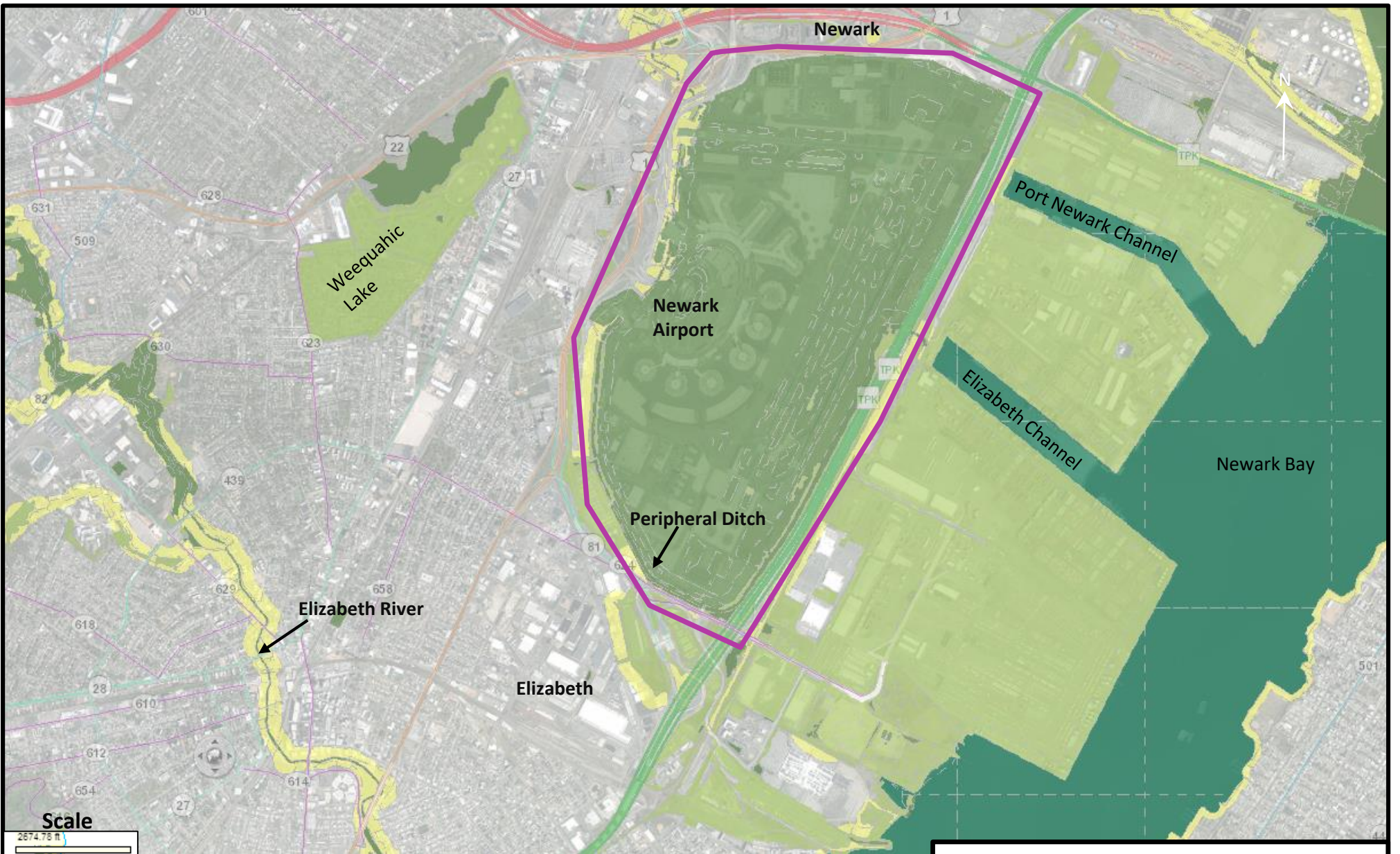
— Approximate Site Boundary

Figure 2 – Street Map

Newark Liberty International Airport  
Air Train Replacement Project

N  
 ↑

**THE PORT AUTHORITY OF NY & NJ**

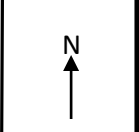


- Rank 1 – Habitat Specific Requirements
- Rank 2 – Special Concern
- Rank 3 – State Threatened
- Rank 4 – State Endangered
- Rank 5 – Federal Listed

Approximate Site Boundary<sup>23</sup>

Figure 10 – Potential Threatened and Endangered Protected Species Map

Newark Liberty International Airport  
Air Train Replacement Project



**THE PORT AUTHORITY** OF NY & NJ

# Estimated Range of Atlantic Sturgeon Distinct Population Segments (DPSs)

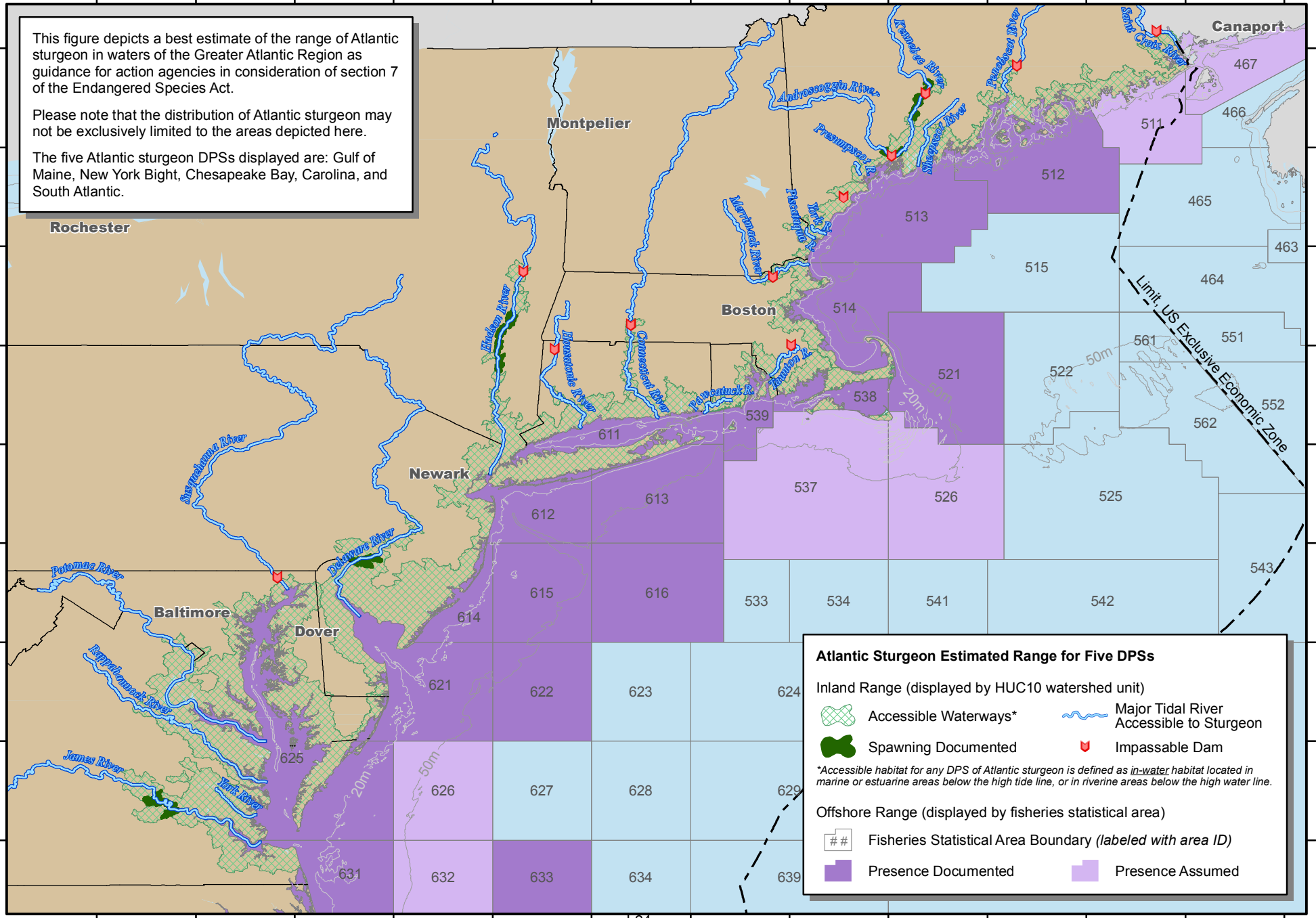
78°W 77°W 76°W 75°W 74°W 73°W 72°W 71°W 70°W 69°W 68°W 67°W 66°W

45°N  
44°N  
43°N  
42°N  
41°N  
40°N  
39°N  
38°N  
37°N

This figure depicts a best estimate of the range of Atlantic sturgeon in waters of the Greater Atlantic Region as guidance for action agencies in consideration of section 7 of the Endangered Species Act.

Please note that the distribution of Atlantic sturgeon may not be exclusively limited to the areas depicted here.

The five Atlantic sturgeon DPSs displayed are: Gulf of Maine, New York Bight, Chesapeake Bay, Carolina, and South Atlantic.



**Atlantic Sturgeon Estimated Range for Five DPSs**

Inland Range (displayed by HUC10 watershed unit)

- Accessible Waterways\*
- Spawning Documented

Offshore Range (displayed by fisheries statistical area)

- Fisheries Statistical Area Boundary (labeled with area ID)
- Presence Documented
- Presence Assumed

Major Tidal River Accessible to Sturgeon

Impassable Dam

\*Accessible habitat for any DPS of Atlantic sturgeon is defined as in-water habitat located in marine or estuarine areas below the high tide line, or in riverine areas below the high water line.


# Estimated Range of Shortnose Sturgeon


79°W 78°W 77°W 76°W 75°W 74°W 73°W 72°W 71°W 70°W 69°W 68°W


This figure depicts a best estimate of the range of shortnose sturgeon in waters of the Greater Atlantic Region as guidance for action agencies in consideration of section 7 of the Endangered Species Act.

Please note that the distribution of shortnose sturgeon may not be exclusively limited to the areas depicted here.

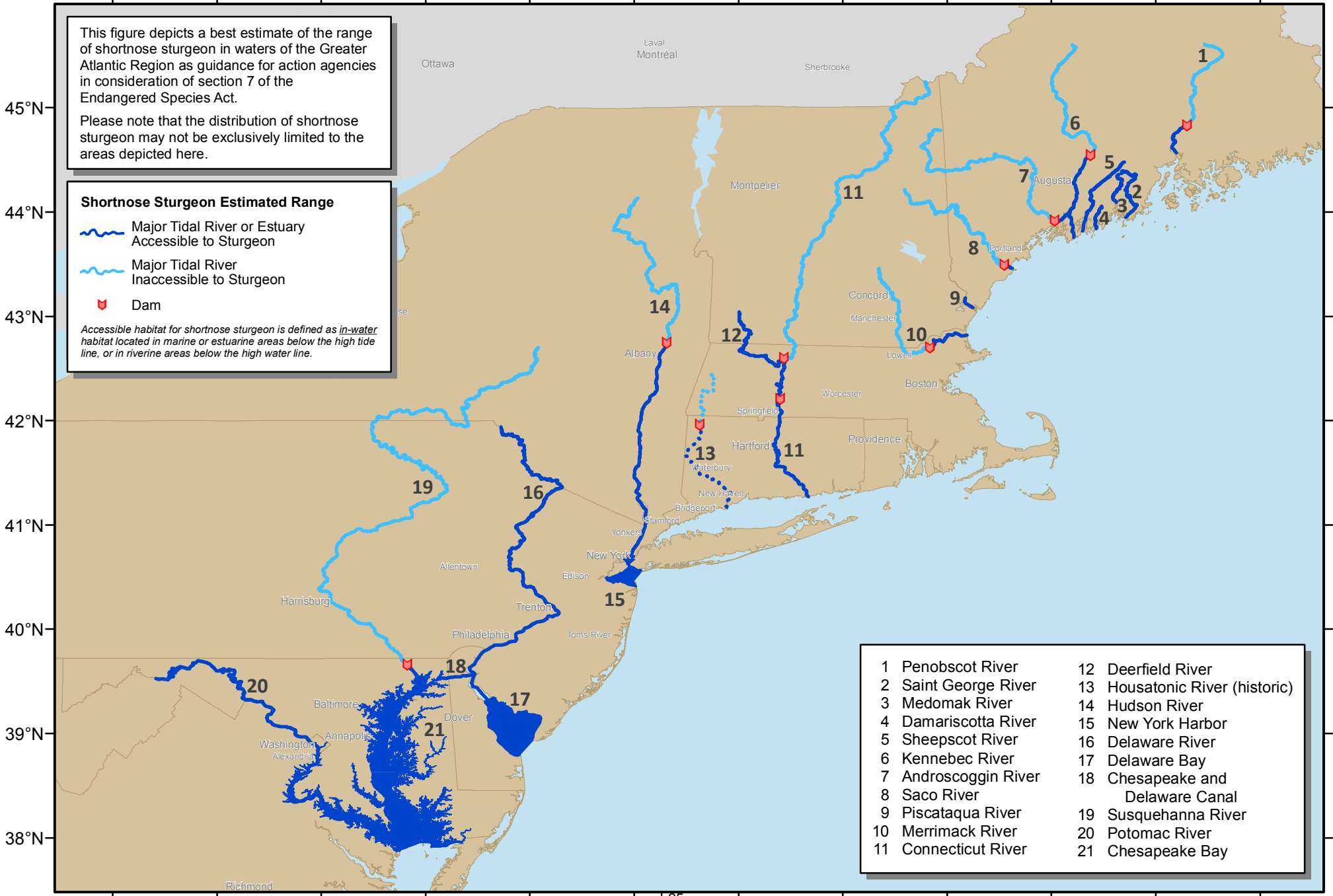
## Shortnose Sturgeon Estimated Range

 Major Tidal River or Estuary Accessible to Sturgeon

 Major Tidal River Inaccessible to Sturgeon

 Dam

Accessible habitat for shortnose sturgeon is defined as *in-water* habitat located in marine or estuarine areas below the high tide line, or in riverine areas below the high water line.



- |                      |                                  |
|----------------------|----------------------------------|
| 1 Penobscot River    | 12 Deerfield River               |
| 2 Saint George River | 13 Housatonic River (historic)   |
| 3 Medomak River      | 14 Hudson River                  |
| 4 Damariscotta River | 15 New York Harbor               |
| 5 Sheepscot River    | 16 Delaware River                |
| 6 Kennebec River     | 17 Delaware Bay                  |
| 7 Androscoggin River | 18 Chesapeake and Delaware Canal |
| 8 Saco River         | 19 Susquehanna River             |
| 9 Piscataqua River   | 20 Potomac River                 |
| 10 Merrimack River   | 21 Chesapeake Bay                |
| 11 Connecticut River |                                  |



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

New Jersey Field Office  
4 E. Jimmie Leeds Road, Suite 4  
Galloway, New Jersey 08205-4465  
Phone (609) 646-9310



IN REPLY REFER TO:  
**20-CPA-0121**

<http://www.fws.gov/northeast/njfieldoffice>

William Laventhal, Program Manager  
The Port Authority of New York and New Jersey  
4 World Trade Center  
150 Greenwich Street, 24th Floor  
New York, New York 10007  
[wlaventhal@panynj.gov](mailto:wlaventhal@panynj.gov)

**FEB 06 2020**

**Reference: Air Train Newark Replacement Project, Elizabeth City, Union County; and City of Newark, Essex County, New Jersey**

The U.S. Fish and Wildlife Service (Service) has reviewed the above-referenced proposed project pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) (ESA) ensuring the protection of federally listed endangered and threatened species. The following comments do not address all Service concerns for fish and wildlife resources and do not preclude separate review and comment by the Service as afforded by other applicable environmental legislation.

The Service has determined that no federally listed species occur within or in the vicinity of the proposed project site. Therefore, no further consultation pursuant the ESA is required. If additional information on federally listed species becomes available, or if project plans change, this determination may be reconsidered.

Please contact Carlo Popolizio at (609) 382-5271 should you have any questions or comments regarding this correspondence.

Reviewing Biologist:

Carlo Popolizio

Authorizing Supervisor:

Ron Popowski

no effect.doc 01/07/08

January 31, 2020

United States Fish and Wildlife Service  
New Jersey Field Office  
4 E. Jimmie Leeds Road, Suite No. 4  
Galloway, New Jersey 08205

Re: AirTrain Newark Replacement Project  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Sir or Madam:

The Port Authority of New York and New Jersey (PANYNJ) is in the planning and National Environmental Policy Act (NEPA) documentation stages of AirTrain Newark Replacement Project (Project). The main hub for the airport is located at Block 1, Lot 2104 in Elizabeth City, Union County, New Jersey and Block 5094, Lot 1 in Newark City, Essex County, New Jersey. The existing AirTrain extends off the main hub and crosses Block 5088, Lot 126.03; Block 5090, Lots 1.06, 44.02, 8.02, and 26; and Block and Lots lacking parcel data information in Essex County, New Jersey and Block 1, Lot 2104 in Union County, New Jersey. The project area is shown in the attached figures.

***Project Description***

The Project includes replacing the existing AirTrain with a new automated people mover system. The proposed replacement system would enhance capacity, provide service between on-airport facilities, and maintain the connection to the NJ TRANSIT and Amtrak rail lines via an improved and expanded Rail Link Station. The proposed replacement system would serve Terminals B, C, and new Terminal 1, as well as parking areas (with hotel shuttle transportation), the Consolidated Rent-A-Car Facility, and the Rail Link Station.


The proposed replacement system would be a 2.4-mile dual guideway system located primarily on airport property. The distance between the two guideways is expected to be approximately 50 feet at the stations and approximately 16 feet in stretches between stations. As part of the Project, PANYNJ anticipates acquiring land (lease or title) near the Rail Link Station to accommodate permanent structures to support the proposed replacement system (e.g., a Maintenance and Control Facility [MCF]). The general areas considered for acquisition by PANYNJ are either vacant or used for airport employee parking. In addition, PANYNJ would have to obtain temporary easements for construction of the replacement system.

The Project involves the construction of all facilities and infrastructure for the replacement system including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, MCF, vehicles, train control, and a power distribution system. A parking deck for airport employees is also included.

**As part of our NEPA documentation, we respectfully request confirmation that the Project as proposed is not likely to impact federally listed threatened or endangered species or their habitats. Additionally, we are requesting confirmation that the Project as proposed is not likely to impact migratory bird species of concern.**

We have attached documentation for your review, including a "not for consultation" IPaC report and associated maps. In order to maintain the schedule for environmental planning for this project, we would appreciate your response to this inquiry by February 28, 2020. If you have any questions or require any additional information, please contact me at 973-565-5529 or by email at [wlaventhal@panynj.gov](mailto:wlaventhal@panynj.gov). Thank you for your assistance.

Sincerely,

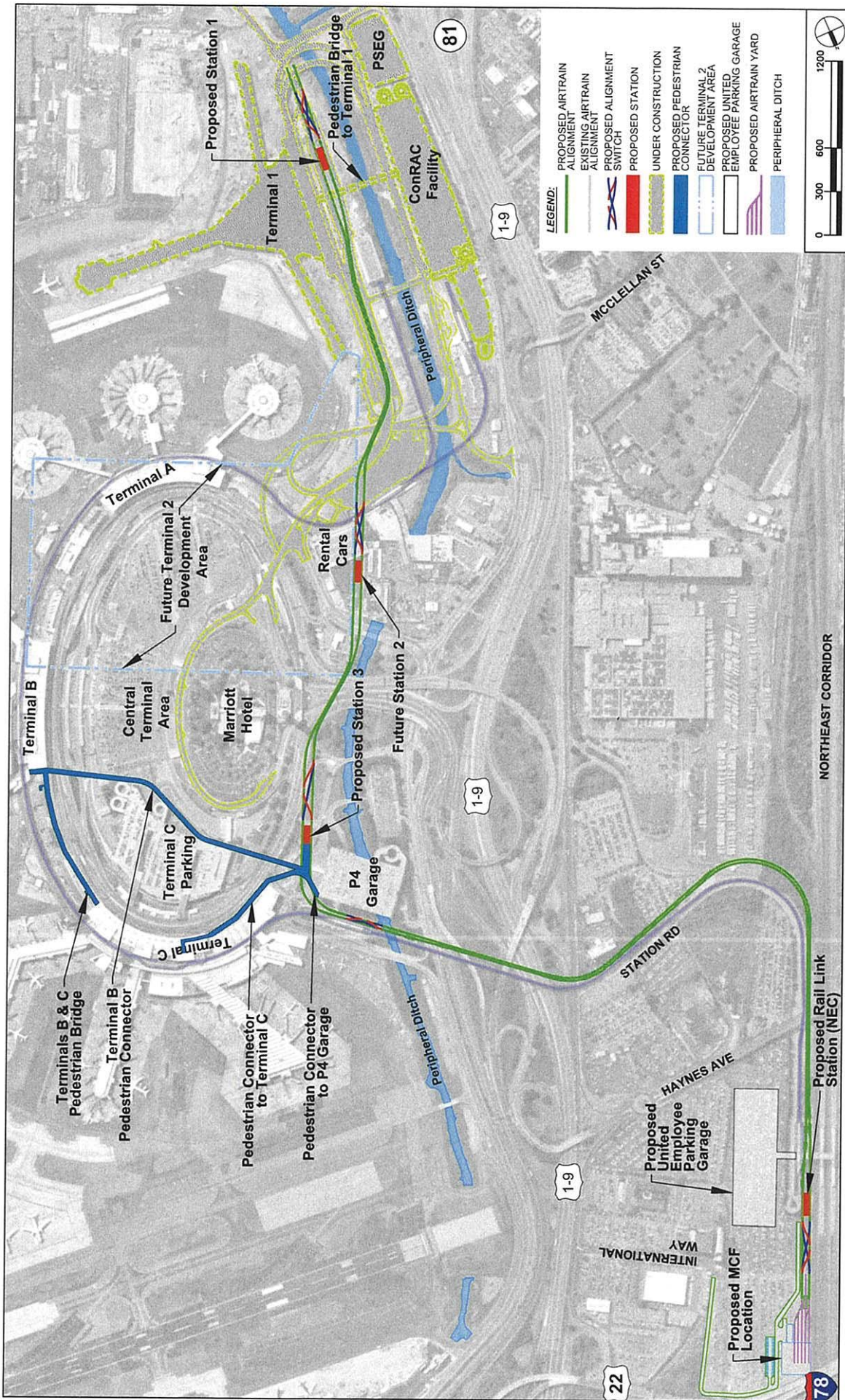
A handwritten signature in black ink, appearing to read 'William Laventhal', with a stylized, wavy underline.

William Laventhal  
Program Manager  
Newark Redevelopment – AirTrain  
PANYNJ

cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Ralph D'Apuzzo, Program Director, Newark Redevelopment – AirTrain, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA

Enclosures:  
IPac Report  
Existing Conditions Figure  
Proposed Action Figure  
Regional Location Map





			THE PORT AUTHORITY OF NY & NJ
	PROPOSED ACTION		

January 23, 2020

Karen Greene  
Mid-Atlantic Field Office Supervisor and EFH Coordinator  
Greater Atlantic Regional Fisheries Office  
55 Great Republic Drive  
NOAA Fisheries Service  
Gloucester, MA 01930

Re: Newark Liberty International Airport AirTrain Replacement  
Essential Fish Habitat  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Ms. Greene:

The Port Authority of New York and New Jersey (PANYNJ) is in the planning and National Environmental Policy Act (NEPA) documentation stages of replacing the existing AirTrain at Newark Liberty International Airport. The main hub for the airport is located at Block 1, Lot 2104 in Elizabeth City, Union County, New Jersey and Block 5094, Lot 1 in Newark City, Essex County, New Jersey. The existing AirTrain extends off the main hub and crosses Block 5088, Lot 126.03; Block 5090, Lots 1.06, 44.02, 8.02, and 26; and Block and Lots lacking parcel data information in Essex County, New Jersey and Block 1, Lot 2104 in Union County, New Jersey. The project area is shown in the attached figures.

***Project Description***

The Proposed Action would include replacing the existing AirTrain with a new automated people mover system. This replacement system would enhance capacity, provide service between on-airport facilities, and maintain the connection to the NJ TRANSIT and Amtrak lines via an improved and expanded Rail Link Station. The new AirTrain would serve Terminals B, C, and new Terminal 1, as well as parking areas (with hotel shuttle transportation), Consolidated Rent-A-Car Facility, and the Rail Link Station. An overview of the Proposed Action is shown in the attached figure.

The proposed replacement AirTrain system would be a 2.4-mile dual guideway system located primarily on airport property. The distance between the two guideways is expected to be approximately 50 feet at the stations and approximately 16 feet in stretches between stations. As part of the Proposed Action, the PANYNJ anticipates acquiring (lease or title) land near the Rail Link Station to accommodate permanent structures to support the proposed replacement AirTrain (e.g., a Maintenance and Control Facility [MCF]). The general areas considered for acquisition by the PANYNJ are either vacant or used for airport employee parking. In addition, the PANYNJ would have to obtain temporary easements for construction of the Proposed Action.

The Proposed Action involves the construction of all facilities and infrastructure for the replacement AirTrain system – including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, MCF, vehicles, train control, and a power distribution system. A parking deck for airport employees is also included.

As part of our NEPA documentation, we respectfully request an inventory of essential fish habitat within or near the project limits and a determination of any adverse effects, or lack thereof, to federally listed species within the project limits that would result from replacement of the AirTrain.

In order to maintain the schedule for environmental planning for this project, we would appreciate a response to this inquiry by **February 22, 2020**. If you have any questions or require any additional information to process this request, please contact me at 973-565-5529 or by email at [wlaventhal@panynj.gov](mailto:wlaventhal@panynj.gov). Thank you for your assistance.

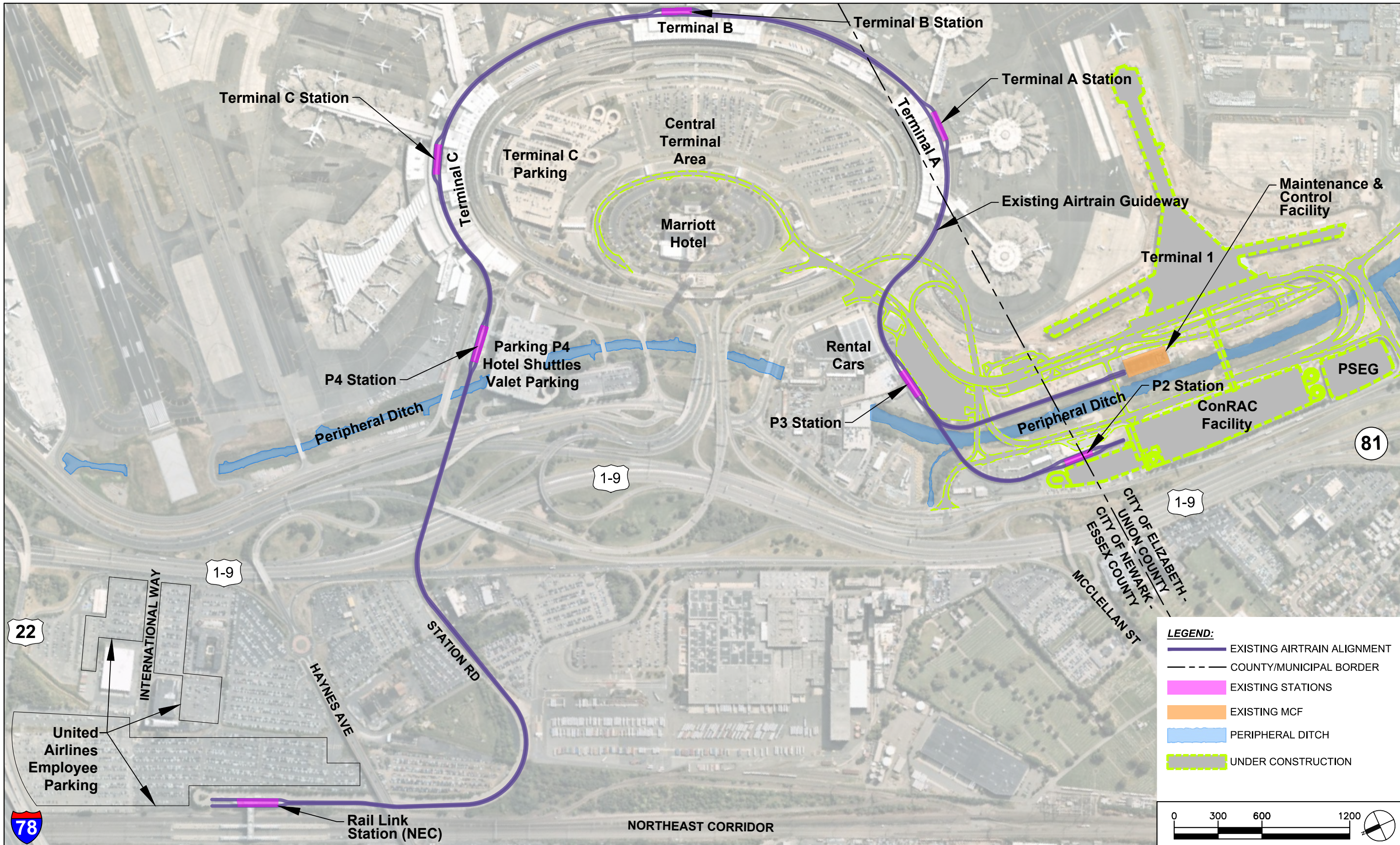
Sincerely,

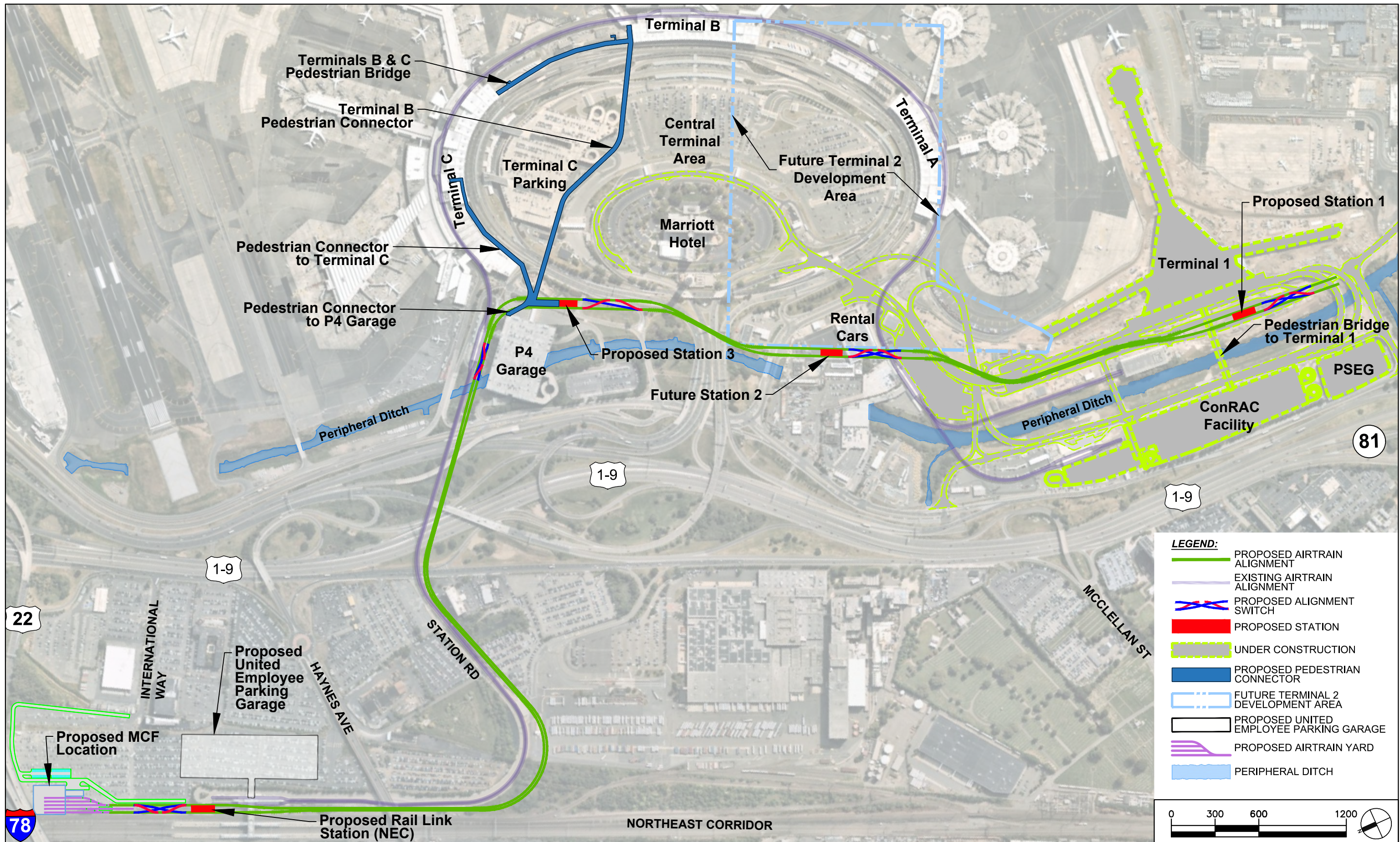


William Laventhal  
Program Manager  
Newark Redevelopment – AirTrain  
PANYNJ

cc: Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
Ralph D'Apuzzo, Program Director, Newark Redevelopment – AirTrain, PANYNJ  
Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ

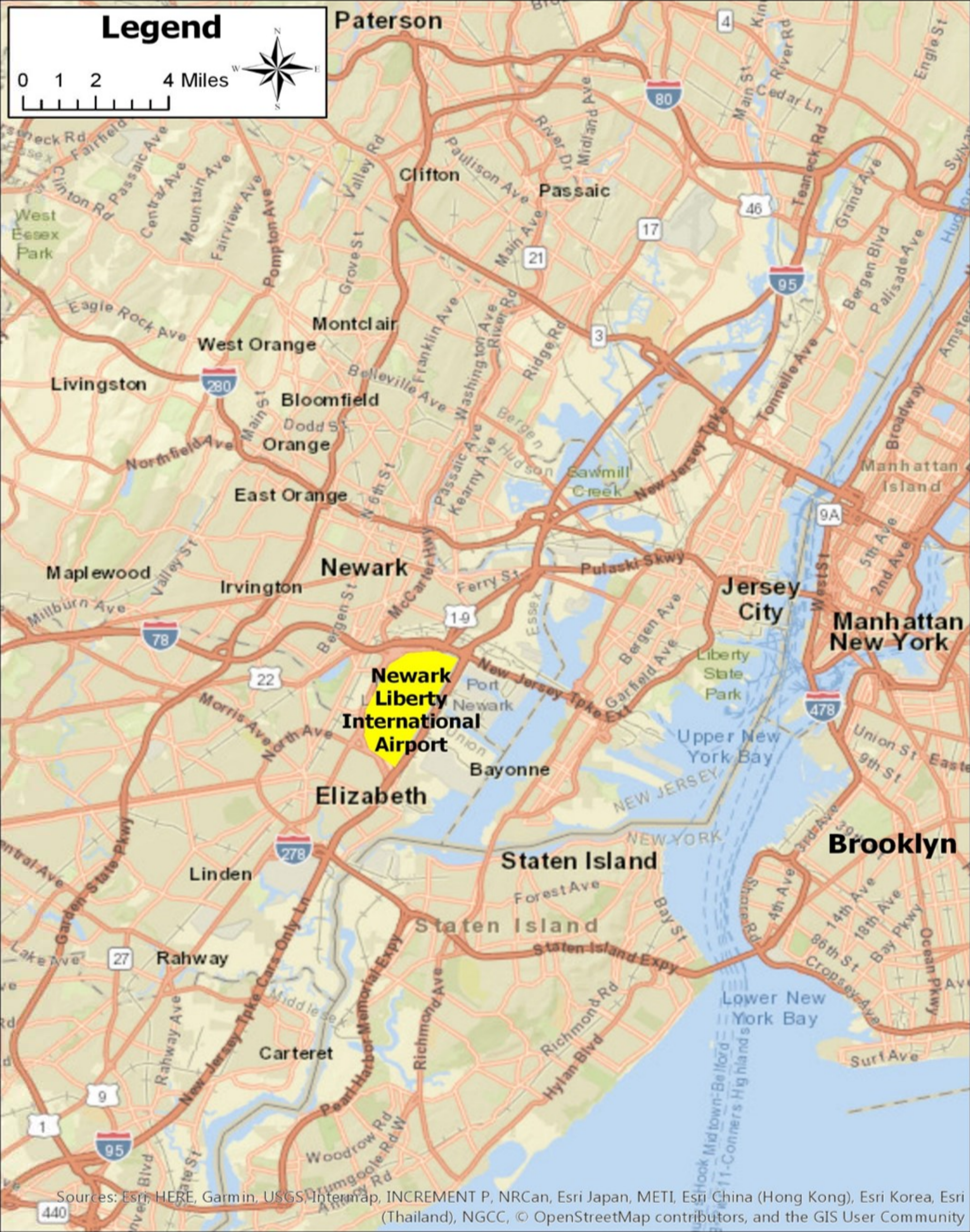
Enclosures:  
Existing Conditions Figure  
Proposed Action Figure  
Regional Location Map






# Legend

0 1 2 4 Miles



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

**From:** [Karen Greene - NOAA Federal](#)  
**To:** [Laventhal, William](#)  
**Cc:** [Edith Carson-Supino](#); [Jessie Murray - NOAA Federal](#)  
**Subject:** Re: FW: EWR AirTrain Replacement Program - NMFS  
**Date:** Thursday, March 12, 2020 3:06:50 PM

---

**CAUTION:** This email originated from outside the Port Authority. Do not open attachments or click on links from unknown senders or unexpected emails.

My apologies for the delay, William,

We have received your January 23, 2020, letter requesting technical assistance regarding essential fish habitat in the vicinity of Newark Airport in Elizabeth City, Union County and the City of Newark, Essex County, New Jersey as part of the planning and National Environmental Policy Act (NEPA) process for the replacement of the existing AirTrain.

**Magnuson-Stevens Fishery Conservation and Management Act - Essential Fish Habitat**

Based upon the location map provided, essential fish habitat (EFH) may be designated in tidal, estuarine waterways and wetlands in the vicinity of the project area. Information on EFH and the consultation process can be found on our website at: <https://www.fisheries.noaa.gov/new-england-mid-atlantic/habitat-conservation/conserving-habitat-greater-atlantic-region>.

**Endangered Species Act**

No federally listed or proposed threatened or endangered species under our jurisdiction are known to exist in the site of your proposed project. Based on this, we do not believe a consultation in accordance with section 7 of the Endangered Species Act is necessary. As such, no further coordination on this activity with the NOAA Fisheries Protected Resources Division is necessary at this time. Should project plans change or new information become available that changes the basis for this determination, further coordination should be pursued. Please contact me ((978) 282-8490 or [Edith.Carson-Supino@noaa.gov](mailto:Edith.Carson-Supino@noaa.gov)), should you have any questions regarding these comments. You can also find information about the temporal and spatial distribution of species and their different life stages on our interactive [species mapper](#). The mapper can be found on our website at <https://noaa.maps.arcgis.com/apps/webappviewer/index.html?id=1bc332edc5204e03b250ac11f9914a27> .

Thank you.

Karen

Karen Greene  
Mid-Atlantic Field Offices Supervisor  
NOAA/National Marine Fisheries Service  
Greater Atlantic Regional Fisheries Office  
Habitat Conservation Division  
James J. Howard Marine Sciences Laboratory  
74 Magruder Rd.  
Highlands, NJ 07732  
732 872-3023 (office)

On Wed, Mar 11, 2020 at 11:32 AM Laventhal, William <[wlaventhal@panynj.gov](mailto:wlaventhal@panynj.gov)> wrote:

Dear Ms. Green,

I hope this message finds you well. I am following up on our request for an inventory of essential fish habitat along with a determination of any effects to federally listed species. Please let us know if there is additional information that would assist with our request.

All the best,

William

---

**From:** Laventhal, William <[wlaventhal@panynj.gov](mailto:wlaventhal@panynj.gov)>

**Sent:** Thursday, January 23, 2020 4:19 PM

**To:** [Karen.Greene@noaa.gov](mailto:Karen.Greene@noaa.gov)

**Cc:** Cronin, Catherine <[ccronin@panynj.gov](mailto:ccronin@panynj.gov)>; D'Apuzzo, Ralph <[rdapuzzo@panynj.gov](mailto:rdapuzzo@panynj.gov)>;

Herndon, Jane <[jherndon@panynj.gov](mailto:jherndon@panynj.gov)>; Lamond, Kathryn <[klamond@panynj.gov](mailto:klamond@panynj.gov)>;

[edward.knoesel@faa.gov](mailto:edward.knoesel@faa.gov)

**Subject:** EWR AirTrain Replacement Program - NMFS

Dear Ms. Greene,

In connection with Newark Liberty International Airport's AirTrain Replacement Program, attached is a letter requesting an inventory of essential fish habitat within or near the project limits, along with a determination of any effects to federally listed species. We are available to discuss at your convenience. We thank you in advance for your assistance.

Kind regards,

William

William Laventhal

Program Manager – AirTrain

Newark Airport Redevelopment Program



Port Authority of NY & NJ

973-565-5529

[wlaventhal@panynj.gov](mailto:wlaventhal@panynj.gov)

NOTICE: THIS E-MAIL AND ANY ATTACHMENTS CONTAIN INFORMATION FROM THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY AND AFFILIATES. IF YOU BELIEVE YOU HAVE RECEIVED THIS E-MAIL IN ERROR, PLEASE NOTIFY THE SENDER IMMEDIATELY, PERMANENTLY DELETE THIS E-MAIL (ALONG WITH ANY ATTACHMENTS), AND DESTROY ANY PRINTOUTS.



DEPARTMENT OF THE ARMY  
NEW YORK DISTRICT, CORPS OF ENGINEERS  
JACOB K. JAVITS FEDERAL BUILDING  
NEW YORK, N.Y. 10278-0080

DEC 14 1988

Regulatory Functions Program

SUBJECT: The Port Authority of New York & New Jersey/Peripheral Ditch at Newark International Airport - File No. 88-1780-RS

Mr. Christopher Zeppie  
Supervisor, Permits and Government Approvals  
The Port Authority of New York & New Jersey  
One World Trade Center  
New York, New York 10048

Dear Mr. Zeppie:

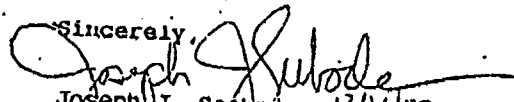
Reference is made to your recent request for a determination of Department of the Army Regulatory jurisdiction for the Peripheral Ditch surrounding Newark International Airport at Newark, Essex County, New Jersey.

Based upon a review of the information contained in your letters of October 24th, and December 6th, 1988, and a field visit conducted by Mr. Steven Mars of my staff on December 5th, 1988, we have determined that the Peripheral Ditch contains those necessary attributes to be defined a water of the United States pursuant to Section 404 of the Clean Water Act. Since the waterway is not subject to the ebb and flow of the tide and is not subject to utilization by interstate or foreign commerce, it is not regulated under the authority of Section 10 of the Rivers and Harbors Act of 1899.

We understand that the Port Authority of New York and New Jersey has proposed a number of future construction activities within the Peripheral Ditch aimed at maintaining and restoring stormwater capacity, retention and transport capabilities. Such activities, since their purpose is within the intent of retaining and/or improving the stormwater runoff functions of the ditch will be normally covered under the intent of the Corps of Engineers Nationwide permit program. In addition, any construction activities in, under or over the waterway, not entailing the discharge of dredged or fill material, will not require authorization from the Corps of Engineers.

If you have any questions regarding the above please contact Mr. Steven R. Mars, Regulatory Specialist at (212) 264-9053

Sincerely,

  
Joseph J. Seebode 12/14/88  
Regulatory Functions Program

January 23, 2020

Megan Brunatti  
State of New Jersey Department of Environmental Protection  
Office of Permit Coordination and Environmental Review  
401 East State Street  
Mail Code: 401-07J  
Trenton, New Jersey 08625-0420

Re: Newark Liberty International Airport  
NEPA Environmental Assessment for AirTrain Replacement Program  
Preliminary Environmental Scoping / Request for Information

Dear Ms. Brunatti:

An Environmental Assessment (EA) for the AirTrain Replacement Program at the Newark Liberty International Airport (EWR), located in the City of Newark, Essex County, NJ and the City of Elizabeth, Union County, NJ, is being prepared for the Port Authority of New York and New Jersey (PANYNJ). The EA will evaluate the environmental impacts associated with the proposed project in order to comply with Federal Aviation Administration (FAA) requirements to assess impacts associated with airport development projects. Since the proposed project is a federal action, National Environmental Policy Act (NEPA) review is necessary. The FAA is the NEPA lead agency for the proposed action. This letter has been submitted to elicit comments and request pertinent information from your agency.

***Project Background***

The existing AirTrain opened in 1996, serving the Central Terminal Area. In 2001, the AirTrain was extended to the Rail Link Station to provide EWR airline passengers with a connection to Amtrak and NJ TRANSIT regional rail service on what is known as the Northeast Corridor rail line. Over the last fifteen years, the PANYNJ has made significant efforts to modernize and redevelop the passenger terminals at EWR to respond to the current and future needs of airlines and riders. Currently, the PANYNJ is replacing Terminal A with the construction of the new Terminal 1, as well as replacing the existing rental car facilities and patron parking area P3 with a Consolidated Rent-A-Car Facility and Parking Garage (ConRAC). The new AirTrain will connect these new/relocated facilities to support access for passengers, employees and security personnel.

***Project Description***

The Proposed Action would include replacing the existing system with a new automated people mover system. This replacement system would enhance capacity, provide service between on-airport facilities, and maintain the connection to the NJ TRANSIT and Amtrak lines via an improved and expanded Rail Link Station. The new AirTrain would serve Terminals B, C, and new Terminal 1, as well as parking areas (with hotel shuttle transportation), ConRAC, and the Rail Link Station. An overview of the Proposed Action is shown in the attached figure.

The proposed replacement AirTrain system would be a 2.4-mile dual guideway system located primarily on airport property. The distance between the two guideways is expected to be approximately 50 feet at the stations and approximately 16 feet in stretches between stations. As part of the Proposed Action, the

PANYNJ anticipates acquiring (lease or title) land near the Rail Link Station to accommodate permanent structures to support the proposed replacement AirTrain (e.g., a Maintenance and Control Facility [MCF]). The general areas considered for acquisition by the PANYNJ are either vacant or used for airport employee parking. In addition, the PANYNJ would have to obtain temporary easements for construction of the Proposed Action.

The Proposed Action involves the construction of all facilities and infrastructure for the replacement AirTrain system – including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, MCF, vehicles, train control, and a power distribution system. A parking deck for airport employees is also included.

**Requested Information**

As part of the preliminary scoping process, we are requesting that your agency provide relevant information or comments regarding the following Environmental Impact Categories, taken from the FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project. The categories are listed in the following table:

Air Quality	Natural Resources and Energy Supply
Biological Resources (including Fish, Wildlife, and Plants)	Noise and Noise-Compatible Land Use
Climate	Traffic
Coastal Resources	Socioeconomics
Department of Transportation Act, Sec 4(f)	Environmental Justice
Farmlands	Children’s Environmental Health and Safety Risks
Hazardous Materials, Solid Waste, and Pollution Prevention	Light Emissions & Visual Effects
Historic, Architectural, Archeological, and Cultural Resources	Water Resources (Wetlands, Floodplains, Surface Waters, Groundwater, Wild & Scenic Rivers)
Land Use	Cumulative Impacts

As part of preparation of the EA, technical studies have been/are being conducted that include the following:

- Phase 1A Cultural Resources Survey
- Wetlands Delineation
- Historic Architectural Survey
- Air Quality Assessment
- Traffic Study

Enclosed are five (5) copies of this letter to be circulated to the appropriate departments or offices of the NJDEP, including, but not limited to, the NJDEP Natural Heritage Program, the New Jersey Historic Preservation Office, NJDEP Bureau of Tidelands Management, and the NJDEP Site Remediation Program.

In order to maintain the schedule for environmental planning for this project, we would appreciate a response to this inquiry by **February 22, 2020**. If we do not hear from you by that date, we will assume that you have no comments. If you have any questions regarding the project, please contact me at 973-565-5529 or by e-mail at [wlaventhal@panynj.gov](mailto:wlaventhal@panynj.gov). Thank you for your assistance.

Sincerely,

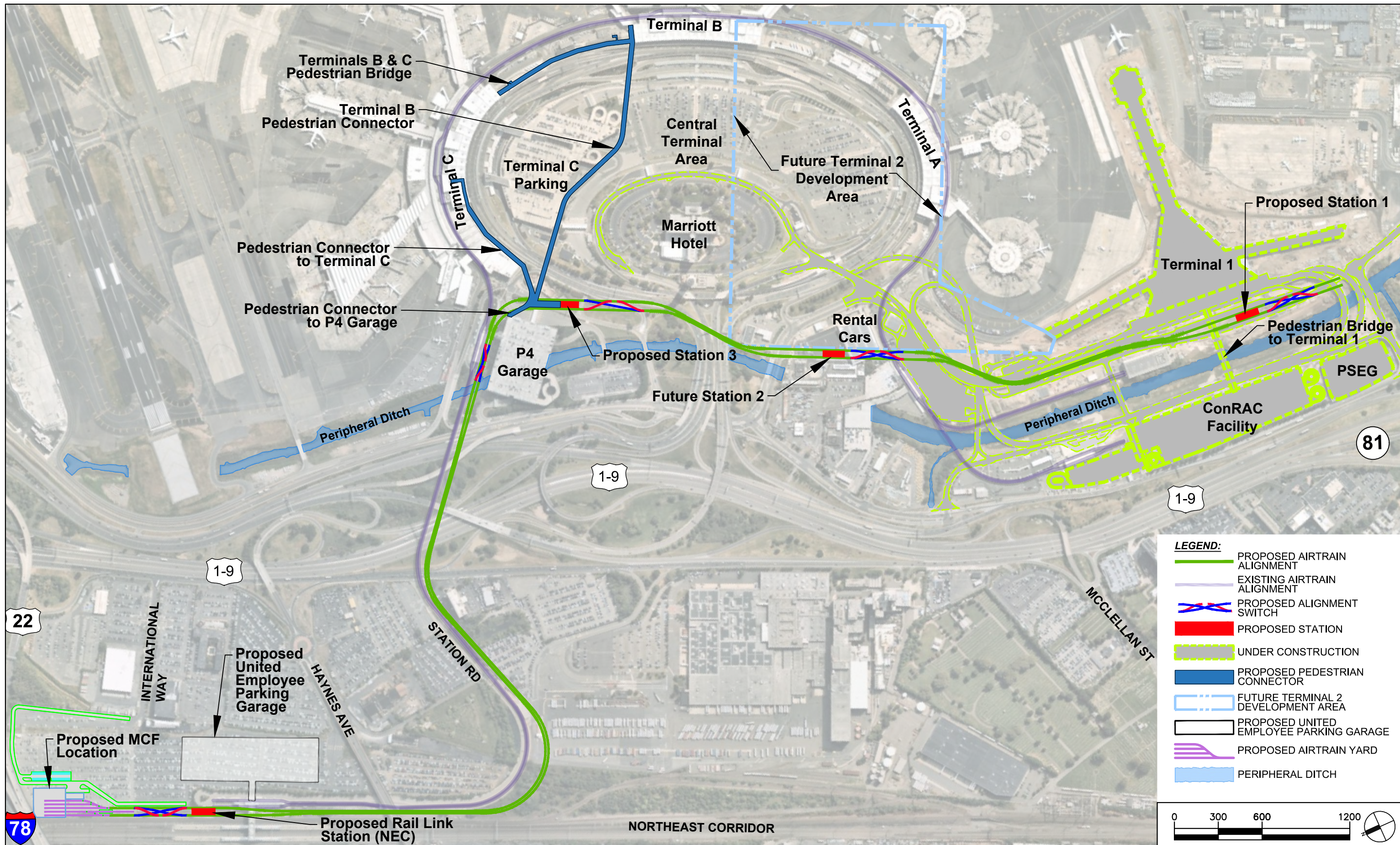


William Laventhal  
Program Manager  
Newark Redevelopment – AirTrain  
PANYNJ

cc: Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
Ralph D'Apuzzo, Program Director, Newark Redevelopment – AirTrain, PANYNJ  
Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ

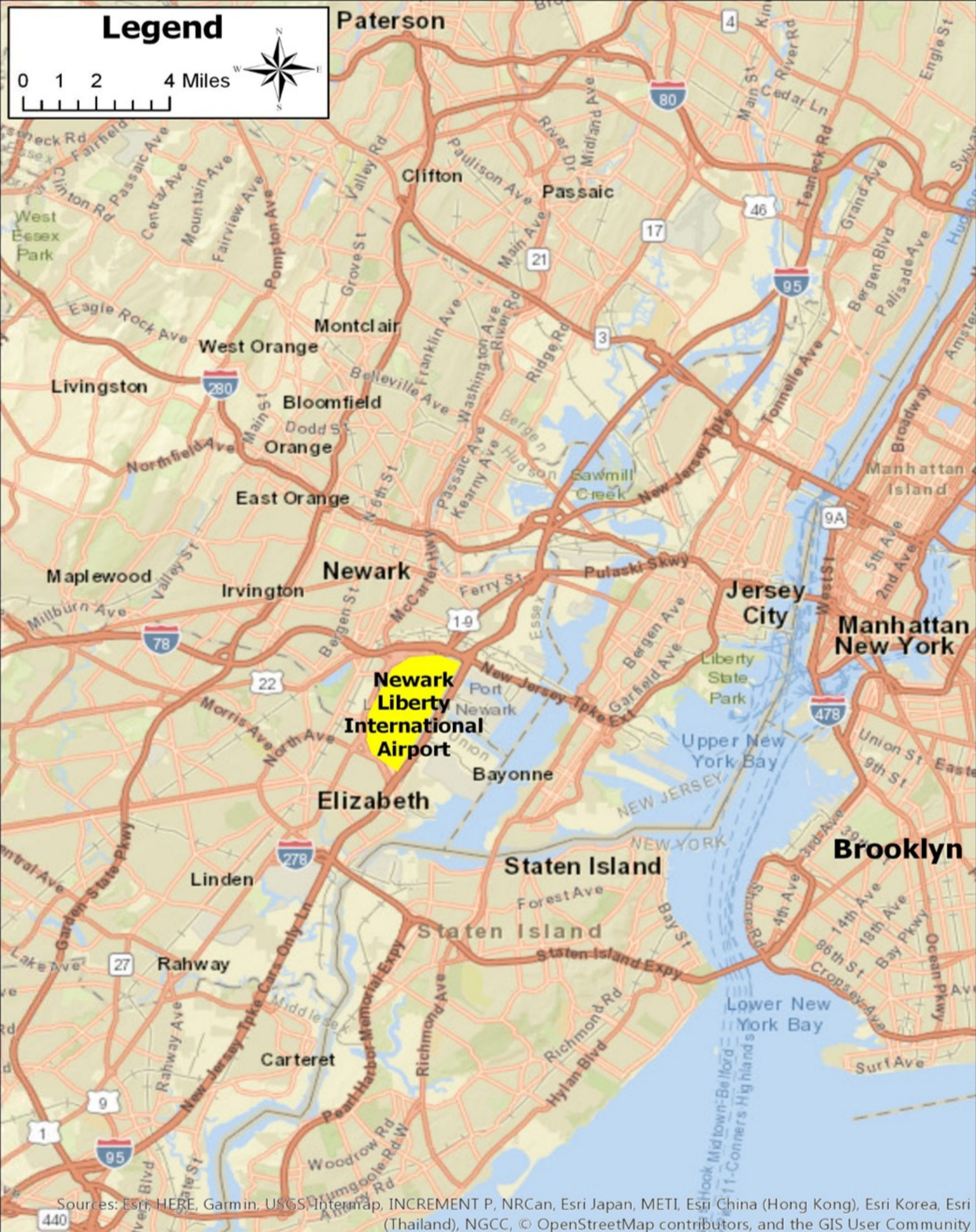
Enclosures:  
Existing Conditions Figure  
Proposed Action Figure  
Regional Location Map





# Legend

0 1 2 4 Miles



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community





## State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION  
Office of Permit Coordination and Environmental Review  
401 East State Street, Mail Code 401-07J, P.O. Box 420  
Trenton, New Jersey 08625-0420  
Phone: (609) 292-3600 Fax: (609) 292-1921  
www.nj.gov/dep/pcer

PHILIP D. MURPHY  
Governor

SHEILA Y. OLIVER  
Lt. Governor

CATHERINE R. McCABE  
Commissioner

February 24, 2020

Mr. William Laventhal, Program Manager  
Port Authority of NY & NJ  
260 Kellogg Street  
Newark, NJ 07114

RE: Comments on the NEPA Scoping Document  
Proposed Replacement of EWR Air Tran System  
Newark Airport, Newark, Essex County

Dear Mr. Laventhal:

The New Jersey Department of Environmental Protection's (Department) Office of Permit Coordination and Environmental Review (PCER) distributed, for review and comment, the National Environmental Policy Act (NEPA) scoping document for the proposed replacement of the existing airport elevated transport system as per the enclosed map and list of potentially impacted lots and blocks of property. The new 2.4 mile dual guideway system automated system will serve terminals B, C and a new Terminal 1 as well as parking areas and the Rail Link Station. The project will require some additional land acquisition. Currently, in preparation of an environmental assessment, studies are being conducted by the applicant to determine any potential impacts to air quality, wetlands and flood hazard areas, cultural and historic resources and fish and wildlife.

In response to your request for a determination as to whether the proposal will have any adverse impacts to, but not limited to, land use, historical or cultural resources, threatened and endangered species and migratory birds, or whether there are any impacts to Green Acres-encumbered parkland held by the State, local government units and/or nonprofit organizations, the Department offers the following comments for your consideration:

### Air Quality

#### **Bureau of Air Planning**

The Bureau of Evaluation and Planning (BEP) has reviewed the January 23, 2020 letter and attachments submitted by the Port Authority of NY and NJ and has the following comments:

#### **1.) PANYNJ - Environmental Scoping Document (page 2):**

The scoping document states, "As part of the preliminary scoping process, we are requesting that your agency provide relevant information or comments regarding the following Environmental Impact Categories, taken from the FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* as they may relate to your interest in the proposed project."

#### **Comment #1:**

On August 23, 2019, the USEPA issued a Final Order (Federal Register Vol. 84, No 164) which reclassified the New York-Northern New Jersey-Long Island (NY-NJ-CT) nonattainment area to “serious” nonattainment for the 2008 ozone National Ambient Air Quality Standard. The corresponding de minimis level for a “serious” nonattainment area in the Federal General Conformity regulation (40 CFR Part 93, Subpart B Determining Conformity of General Federal Actions to State or Federal Implementation Plans)) is 50 tons per year (tpy) for NOx or VOC, and 100 tpy for PM2.5 (and precursors). The AirTrain Replacement project is in Essex and Union county. Both counties are part of the New York-Northern New Jersey-Long Island (NY-NJ-CT) nonattainment area and the reclassification to “serious” will apply to this project. Please consider this change in classification when preparing the Environmental Assessment and when completing the General Conformity Applicability Analysis and Conformity Determination (if required).

**2.) PANYNJ - Environmental Scoping Document (page 1):**

The scoping document states, “An Environmental Assessment (EA) for the AirTrain Replacement Program at the Newark Liberty International Airport (EWR), located in the city of Newark, Essex County, NJ and the City of Elizabeth, Union County, NJ, is being prepared for the Port Authority of New York and New Jersey (PANYNJ)”

**Comment #2:**

A General Conformity Applicability Analysis and possibly a Conformity Determination will be required for this project in accordance with the USEPA’s Federal General Conformity regulation (40 CFR, part 93, Subpart B, Determining Conformity of General Federal Actions to State or Federal Implementation Plans). Section 93.150 (b) (Prohibition) of the Federal General Conformity regulation states, “No department, agency or instrumentality of the Federal Government shall engage in, support in any way or provide financial assistance for, license or permit, or approve any activity which does not conform to an applicable implementation plan.”

**3.) EWR AirTrain Replacement Program (Program Briefing Book): Section 3.1 Replacement AirTrain (Elements to Be Provided)**

In the program briefing book for the AirTrain replacement program found on the PANYNJ website (<https://www.ewrredevelopment.com/wp-content/uploads/2020/01/Airtrain-EWR-Program-Briefing-Book-V2.pdf>), it states, “While the remainder of the ROW is yet to be finalized, 37 foundations for the AirTrain Program are under construction in the southernmost portion of the alignment in order to minimize future impact to the Terminal One roadway operations.”

**Comment #3:**

When preparing the General Conformity Applicability Analysis and Conformity Determination (if necessary), the USEPA guidance (General Conformity Guidance: Questions and Answers, July 13, 1994, [https://www.epa.gov/sites/production/files/2016-03/documents/gcgqa\\_940713.pdf](https://www.epa.gov/sites/production/files/2016-03/documents/gcgqa_940713.pdf)) indicates that a project cannot be broken into segments in order to be below the de-minimis levels in the Federal General Conformity regulation. All reasonably foreseeable emissions must be included for the project in determining applicability. Please consider the air emissions associated with the construction of the 37 foundations for the AirTrain Program in the General Conformity Applicability Analysis and Conformity Determination (if required).

If you have any additional questions, please contact Connor Milligan with the Division of Air Quality at (609)292-9906 or [Connor.Milligan@dep.nj.gov](mailto:Connor.Milligan@dep.nj.gov)

### **Air Preconstruction Permits**

The applicant should review the requirements of NJAC 7:27-8.2(c) 1-21 for stationary permitting requirements. This includes but is not limited to, construction equipment-stationary construction equipment or emergency generators, may require air pollution permits if it is located on the site for longer than one year NJAC7:27-8.2(d)15.

Idling Vehicles- any vehicles involved on the project must adhere to the idling standards (less than 3 minutes) in NJAC 7:27-14 and 15.

Air pollution including odors that are detectable offsite that are injurious to human health or would result in citizen complaints are prohibited. NJAC 7:27-5.2.

Fugitive Dust - dust emissions either windblown or generated from construction activities should be controlled to prevent offsite impacts or material tracked onto the roadways. NJAC 7:27-5.2.

If you have any additional questions, please contact Danny Wong and Jeffrey Meyer at (973) 656-4444.

### **Mobile Sources**

After reviewing the environmental assessment for the Newark Liberty International Airport AirTrain extension project, the Bureau of Mobile Sources' has the following comments:

1. Heavy duty equipment used for construction on airport-owned employee parking lots must adhere to the No Idling regulations, including not idling for more than 15 minutes above 25 deg. F.
2. Any and all light duty vehicles on the premises during construction cannot idle for more than 3 minutes.
3. Heavy duty equipment used for construction of the employee parking deck must adhere to the No Idling regulations as indicated in number 1.
4. Heavy duty equipment used for construction should meet the US EPA Tier 4 non-road emission standards and should use Ultra Low Sulfur Diesel (ULSD) fluid when applicable.

For the No Idling Regulations specifics, please read below:

- All on-road vehicles and non-road construction equipment operating at, or visiting, the construction site shall comply with the three-minute idling limit, pursuant to N.J.A.C. 7:27-14 and N.J.A.C. 7:27-15. Consider purchasing "No Idling" signs to post at the site to remind contractors to comply with the idling limits. Signs are available for purchase from the

Bureau of Mobile Sources at 609/292-7953 or <http://www.stophesoot.org/sts-no-idle-sign.htm>.

- All non-road diesel construction equipment greater than 100 horsepower used on the project for more than ten days should have engines that meet the USEPA Tier 4 non-road emission standards, or the best available emission control technology that is technologically feasible for that application and is verified by the USEPA or the CARB as a diesel emission control strategy for reducing particulate matter and/or NOx emissions.
- All on-road diesel vehicles used to haul materials or traveling to and from the construction site should use designated truck routes that are designed to minimize impacts on residential areas and sensitive receptors such as hospitals, schools, daycare facilities, senior citizen housing, and convalescent facilities.

If you have any additional questions, please contact Kris Dahl at (609) 292-1122.

## **Land Use**

### **Freshwater Wetlands and Flood Hazard Area**

Based upon the information provided and a review of the project on GIS, the proposed work may have freshwater wetlands and flood hazard area impacts requiring permits from the Division of Land Use Regulation (DLUR). The applicant has indicated that a flood hazard area jurisdictional determination and a wetlands freshwater wetlands letter of interpretation will be sought in order to verify the presence or absence Footprint of Disturbance for a proposed project. It is advised that the applicant and/or their agent request a pre-application meeting with the DLUR staff prior to the submission of any applications.

If you have any questions regarding this information, please contact Christopher Jones at (609) 777-0454 or [Christopher.Jones@dep.nj.gov](mailto:Christopher.Jones@dep.nj.gov)

### **Coastal Zone Consistency**

For any activity under the jurisdiction of the Waterfront Development Law and within New Jersey's coastal zone, a consistency certification is required according to the Federal regulations at 15 CFR part 930.54. If you have any additional questions regarding this matter, please contact Colleen Keller of the Division of Land Use Regulation at (609) 633-2289.

### **Climate Resiliency**

By utilizing predictive models, the applicant should evaluate impacts on the replacement public transport system in the event of on any potential storm surge or sea level rise. If you have any additional questions, please contact Nick Angarone at:

Nicholas Angarone, PP/AICP  
New Jersey Department of Environmental Protection  
Bureau of Climate Resilience Planning  
401 East State Street | P.O. Box 402 | Trenton, NJ 08625  
Tel. 609 984-0058 | Email: [nick.angarone@dep.nj.gov](mailto:nick.angarone@dep.nj.gov)

## **Tidelands**

For any questions , please contact Randy Bearce at (609) 292-2573

## **Natural Resources**

### **Fish and Wildlife**

By utilizing State and Federal Threatened and Endangered species databases, the applicant shall identify any potential adverse impacts to fish and wildlife. Any timing restrictions for constructions should be utilized to avoid any adverse impacts to migratory birds. In addition, the the County Soil Conservation District best management practices (BMP's) for prevention of sediment movement should be used at all times and maintained for function

If you have any questions regarding the comments please feel free to contact Kelly Davis or Joseph Corleto at (609) 292-9451 or at [Joseph.Corleto@dep.nj.us](mailto:Joseph.Corleto@dep.nj.us).

## **Historic and Cultural Resources**

HPO Project #20-0602-1, -2  
HPO-B2020-142

The Historic Preservation Office (HPO) was provided the opportunity to review and comment on the following cultural resource survey reports for the above-referenced undertaking:

Howson, Jean  
January 2020     *Phase IA Archaeological Survey, Newark AirTrain Replacement.* Prepared for The Port Authority of NY & NJ. Prepared by NV5.

And

Zerbe, Nancy L.  
December 2019     *Historic Architectural Sites Survey and Effects Assessment for the Newark AirTrain Replacement Project, City of Newark Essex County and City of Elizabeth, Union County, New Jersey.* Prepared for The Port Authority of NY & NJ. Prepared by ARCH<sup>2</sup>, Inc.

According to the submitted documentation, the project involves the replacement of the existing AirTrain system with a new 2.4-mile automated people mover system. The new system will serve Terminals B and C and the new Terminal 1 as well as parking areas, the Consolidated Rental Car Facility and Parking Garage, and the Rail Link Station. The project involves the construction of all facilities and infrastructure for the new system including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, a maintenance and control facility, vehicles, train control, and a power distribution system.

## **Archaeology**

The above-referenced Phase IA archaeological survey report states that the majority of the project's area of potential effects (APE) was located within a former larger marsh complex and subsequently filled

during the late nineteenth and early twentieth centuries. While the potential exists for deeply buried Pre-Contact period archaeological resources exists, the project has a low potential to encounter those resources.

The report further assesses the APE from Bessemer Street to Haynes Avenue possessing sensitivity for human burials from the Newark City Cemetery (1869-1954) and late nineteenth century historic period resources from a former glue factory, several dwellings, and hospital. The report recommends consultation with the HPO for consideration if project impacts on archaeological resources.

### Historic Architecture

According to the above-referenced architectural survey, there are four previously identified historic properties within the current project's APE: Pennsylvania Railroad New York to Philadelphia Historic District (aka Amtrak's Northeast Corridor) (SHPO Opinion: 1/14/2015); the Haynes Avenue Bridge (SHPO Opinion: 6/3/1991); Newark Metropolitan Airport Administration Building, Brewster Hangar, and Medical building (SR: 6/25/1980; NR: 12/12/1980); and the U.S. route 1/9 Historic District (SHPO Opinion: 3/8/1996). The current survey evaluated four additional properties: Newark Liberty International Airport's Terminals A, B, and C; Anheuser-Busch, Inc.; Kinglands Rum and Barrel, Inc.; and the New Jersey Galvanizing and Tinning Works, Inc. It is recommended in the survey that the four previously identified historic properties would not be adversely affected by the project due to the nature of the historic resources and the project area as well as the distance between the proposed project and the historic properties. Additionally, it is recommended that the four newly surveyed properties do not possess the characteristics necessary to be eligible for listing on the New Jersey and National Registers of Historic Places.

### **Additional Comments**

The HPO reviews projects for their effects on historic resources when federal funding, licensing, or permitting is involved. The HPO also reviews projects requiring Freshwater Wetlands, Waterfront Development, Upland Development, CAFRA and Highland Preservation Area Approval permits issued by the State of New Jersey's Division of Land Use Regulation, as well as, environmental assessments under Executive Order 215. In consequence, if this project is subject to any of the above-referenced regulations, the HPO would request an initial Phase IB archaeological survey within the area discussed above to identify the presence or absence of archaeological resources within the project's APE. The HPO would not request additional information regarding architectural resources.

This information is provided as informal notes to you and does not constitute identification level cultural resources survey under Section 106 of the National Historic Preservation Act or other law or regulation. These notes do not constitute project review under any state or federal law. The absence of previously identified cultural resources does not imply that there are no eligible historic properties in the requested area. Further identification of cultural resources may be required under one or more historic preservation review processes depending on project funding, licensing, or permitting.

Thank you for providing the opportunity to review and comment on the potential for the above-referenced project to affect historic properties. Please reference HPO project number 20-0602 in any future calls, emails, submissions or written correspondence to help expedite your review. If you have any questions, please feel free to contact Vincent Maresca at 609-633-2395 or [vincent.maresca@dep.nj.gov](mailto:vincent.maresca@dep.nj.gov) with questions regarding archaeology or Lindsay Thivierge at 609-292-4091 or [Lindsay.Thivierge@dep.nj.gov](mailto:Lindsay.Thivierge@dep.nj.gov) with questions regarding historic architecture, historic districts, or historic landscapes.

## **Green Acres**

Regarding the Newark AirTrain Replacement Properties within the Project Area list of properties provided by the applicant for the EWR AirTrain Replacement Program, it does not appear that this project will occur on or near Green Acres encumbered parkland. Therefore, because Green Acres does not have jurisdiction over the property to be impacted, this project is not contrary to Green Acres rules. If you have any additional questions, please contact Nancy Lawrence, Compliance Officer with the Bureau of Legal Services and Stewardship at:

NJDEP Green Acres Program  
Mail Code 501-01, P.O. Box 420  
501 East State Street, 1st Floor, Trenton, NJ 08625-0420  
609.341.2054 direct; 609.984.0608 fax

## **Site Remediation**

The Site Remediation Office of Brownfield Redevelopment does not have any comments regarding this proposed project. In addition, the expansion/construction of the EWR Air Transit Replacement System will not have any site remediation issues as proposed. If you have any additional comment, please contact Anthony Findley at (609) 292-1388 or at [Anthony.findley@dep.nj.gov](mailto:Anthony.findley@dep.nj.gov)

## **Water Quality**

### **NJPDES Discharge to Groundwater Stormwater Management**

Based on the information provided, it does not appear that more than one acre will be disturbed during the construction of this communication tower. If more than one acre will be disturbed, a general permit for Construction Activities, (5G3) may be required. The permit application process is available online at <http://www.state.nj.us/dep/DWQ/5G3.htm>. If you have any additional questions, please contact Eleanor Krukowski at (609) 633-9286 or [eleanor.krukowski@dep.nj.gov](mailto:eleanor.krukowski@dep.nj.gov).

## **Water Allocation**

If construction related dewatering is required at rates exceeding 100,000 gallons per day of water (70 gallons per minute pumping capacity) then that activity would be regulated under a short term water use permit by rule if less than 31 days, or a dewatering permit if 31 days or longer. A dewatering permit by rule may be applicable if the dewatering occurs from within a coffer dam, or similar confined space.

Any well drilling activities are required to be performed by a New Jersey licensed well driller. Well construction permits are required for any well construction activities except for: in kind well screen replacements, test borings less than 50 feet deep and 8.5 inches or less in diameter, cathodic protection wells which are 50 feet or less in depth and six inches or less in diameter, and dewatering wells or dewatering wellpoints which are 25 feet or less in depth and six inches or less in borehole diameter. The drilling of blast holes in quarries or mines is not regulated under the Well Construction regulations.

If you have any additional questions, please contact Ken Komar at (609) 292-8803.

## **NJPDES Discharge to Surface Water**

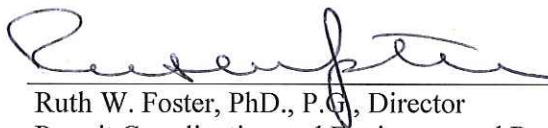
If uncontaminated construction dewatering water is proposed to be discharged to surface water, including wetlands, they will need a Construction Dewatering general permit. Information regarding this permit can be found at [http://www.nj.gov/dep/dwq/gp\\_dewater.htm](http://www.nj.gov/dep/dwq/gp_dewater.htm). This Construction Dewatering general permit is designed for short term discharges only and authorizes the discharge of groundwater, during construction dewatering, that contains negligible levels of pollutants, to the surface waters of the State of New Jersey. This general permit does not cover discharges from sites known or suspected to contain contaminated groundwater, such as remediation or petroleum products clean-up sites, stormwater discharges, and discharges associated with sediment laden waters. The Certification Form and accompanying sample analysis data must be submitted at least 14 working days prior to the proposed discharge for review.

If the construction dewatering water is **contaminated**, it must be **treated** and could then potentially be discharged to surface water through the Groundwater Remediation Cleanup (BGR) general permit. Information regarding this general permit can be viewed at [http://www.nj.gov/dep/dwq/gp\\_BGR.htm](http://www.nj.gov/dep/dwq/gp_BGR.htm).

If you have any additional questions, please contact Dwayne Kobesky at (609) 777-0285

Thank you for giving the New Jersey Department of Environmental Protection the opportunity to comment on the scoping document for the proposed project. Please contact me at (609) 292-3600 if you have any additional questions or concerns.

Sincerely,

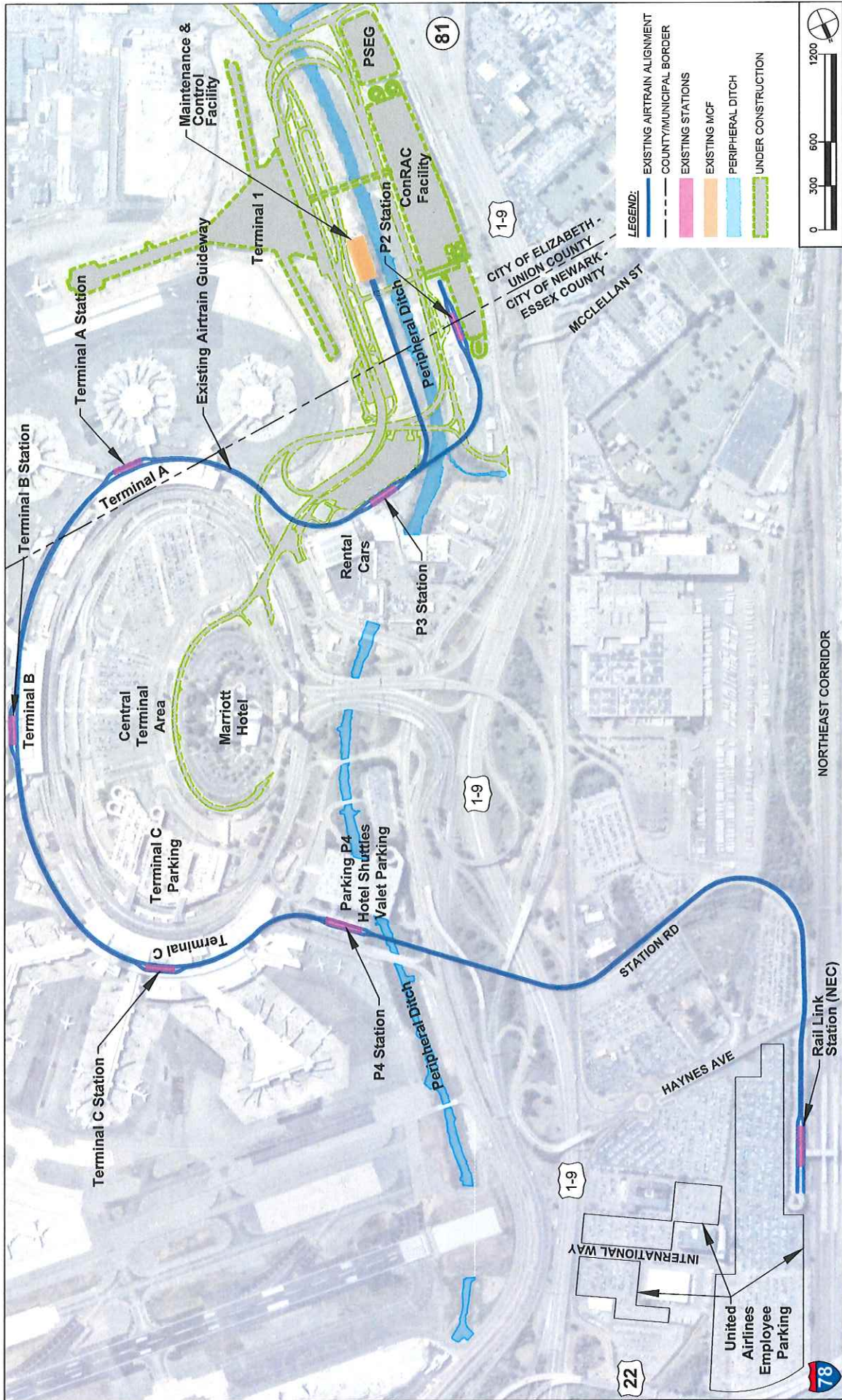


Ruth W. Foster, PhD., P.G., Director  
Permit Coordination and Environmental Review

Enclosures

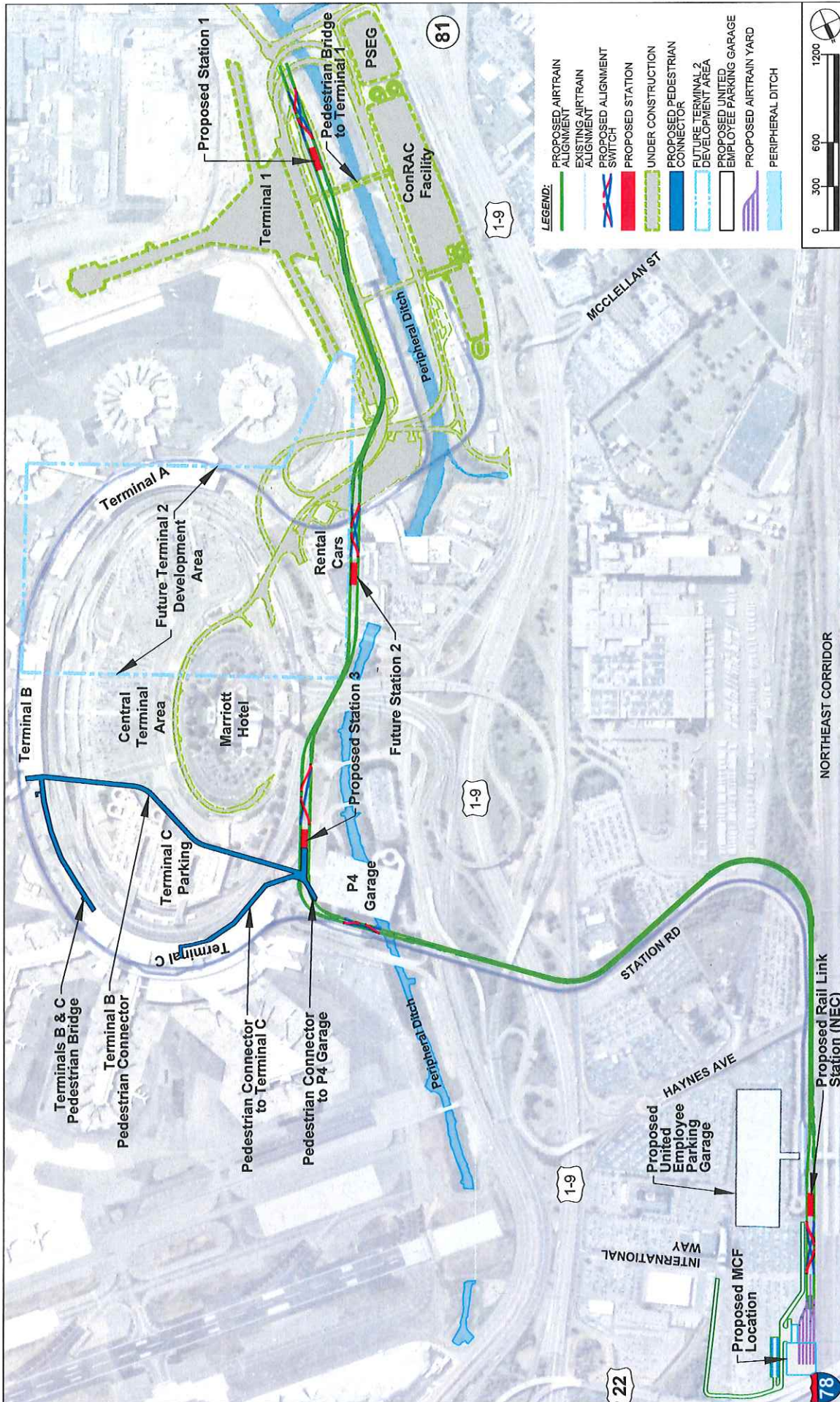






EXISTING AIRTRAIN

THE PORT AUTHORITY OF NY & NJ



PROPOSED ACTION

THE PORT AUTHORITY OF NY & NJ

**Newark AirTrain Replacement Properties within the Project Area**

Block	Lot	Owner	Acquisition Proposed?
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**Essex County, City of Newark**

5088	169	International Way, LLC, 400 Plaza Drive, Secaucus, NJ 07094	Y
5088	126.01	Hartz Mountain Waver, 400 Plaza Drive, Suite 400, Secaucus, NJ 07094	Y
5088	126.02	Conrail, 3 Commercial Place, Box 209, Norfolk, VA 23510	N
5088	126.03	PANYNJ, One World Trade Center, New York, NY 10007	N
5090	1.01	Hartz Mountain Waver, 400 Plaza Drive, Suite 400, Secaucus, NJ 07094	Y
5090	1.05	Hartz Mountain Waver, 400 Plaza Drive, Suite 400, Secaucus, NJ 07094	Y
5090	8.02	PANYNJ, One World Trade Center, New York, NY 10007	N
5090	26	PANYNJ, One World Trade Center, New York, NY 10007	N
5090	28	BK Ventures, LLC (Holiday Inn), 400 Venture Drive, Lewis Center, OH 43035	Y
5090	44.01	Anheuser-Busch Inc., 1 Busch Place, Saint Louis, MO 63118	Y
5090	44.02	PANYNJ, One World Trade Center, New York, NY 10007	N
5094	1	City of Newark (Airport Grounds), 920 Broad Street, Newark, NJ 07102	N

**Union County, City of Elizabeth**

1	2104	PANYNJ (Newark Airport), One World Trade Center, New York, NY 10007	N
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Source: [www.njparcels.com](http://www.njparcels.com)

**From:** [Orielan Harrington](#)  
**To:** [Natlands@dep.nj.gov](mailto:Natlands@dep.nj.gov)  
**Cc:** [D'Apuzzo, Ralph](#); [Laventhal, William](#); [Chitra Radin](#); [Tollner, Lynda](#)  
**Subject:** NHP Data Request - EWR AirTrain Replacement Project  
**Date:** Thursday, February 27, 2020 12:28:27 PM  
**Attachments:** [image001.jpg](#)  
[NHP attachments 2-27-2020.pdf](#)

**CAUTION:** This email originated from outside the Port Authority. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear Sir/Madam:

The Port Authority of New York and New Jersey (PANYNJ), as owners and operators of Newark Liberty International Airport, in conjunction with the Federal Aviation Administration (FAA), would like to formally request coordination with your office to determine the potential for impacts to protected species that may be associated with their proposed AirTrain Newark Replacement Project (Project).

The Project includes replacing the existing AirTrain with a new automated people mover system. The proposed replacement system would enhance capacity, provide service between on-airport facilities, and maintain the connection to the NJ TRANSIT and Amtrak rail lines via an improved and expanded Rail Link Station. The proposed replacement system would serve Terminals B, C, and new Terminal 1, as well as parking areas (with hotel shuttle transportation), the Consolidated Rent-A-Car Facility, and the Rail Link Station. Once the new AirTrain system is constructed, the existing system will be demolished and removed.

The information received from you will be used to determine the potential for impacts to species of concern and their habitats resulting from the AirTrain Replacement Project. It will be included in an environmental assessment being prepared in compliance with NEPA on behalf of the FAA.

We have attached documentation for your use, including the Natural Heritage Data Request Form, site location maps (USGS quad and street map), and an aerial photo showing the limits of the proposed action. If you require any further information to process this request, please contact me at 973-732-1246.

Sincerely,

**Orielan C. Harrington**

Senior Planner



[oharrington@radinconsulting.com](mailto:oharrington@radinconsulting.com) | [www.radinconsulting.com](http://www.radinconsulting.com)  
[Facebook](#) || [Twitter](#)



State of New Jersey  
 Department of Environmental Protection  
 Natural Heritage Data Request Form

The New Jersey Natural Heritage Program Office of Natural Lands Management  
 Mail Code 501-04, P.O. Box 420, Trenton, New Jersey 08625-0420  
 (609) 984-1339  
 Fax No.: (609) 984-1427



Please print clearly. All sections are required.

- Mr. / Ms. Orielan Harrington Agency/Company: Radin Consulting, Inc.  
 Address: One Gateway Center City, State, Zip: Newark, NJ 07102  
 Phone: 973-732-1246 Ext: \_\_\_\_\_ E-mail: oharrington@radinconsulting.com
- Project Name: AirTrain Replacement  
 Municipality(ies): Newark City, Elizabeth City County(ies): Essex, Union  
 Block(s): see attached list Lot(s): \_\_\_\_\_  
 Coordinates (NAD 1983 State Plane feet [6 digits] or Lat/Long):  
 E(x) / Longitude: 578,442.71 N(y) / Latitude: 679,219.62
- Project Description: Replacement of existing AirTrain with a new automated people mover system.

- Site Location Map A map showing the project boundary (e.g., aerial imagery, street map, tax or parcel map with block and lot). Responses will be delayed if site locations are not clearly delineated. Alternatively, you may submit GIS data (e.g., shapefile, geodatabase, \*.kml/kmz) by attaching it to your email submittal. If doing so, please indicate here.

GIS data is attached: Yes  No

- Riparian Zone Is this request submitted as part of a Riparian Zone width determination? Yes  No

- Acknowledgement & Signature Any material supplied by the Office of Natural Lands Management will not be published without crediting the Natural Heritage Database as the source of the material. It is understood that there will be a charge of \$70.00 per hour for the services requested. An invoice will be sent with the request response. **Please pay by check or money order (no credit card) payable to: "DEP – Office of Natural Lands Management" (please do not reference "NJ State Treasury").**

Signed:  Date: 2.27.2020

**Time Frame for Response:**

Data requests are processed in the order in which they are received; PLEASE ALLOW AT LEAST 30 DAYS FOR RESPONSE. All responses will be emailed to the address provided above, unless other arrangements are specifically requested.

Submit Completed Form With Attachments To The Following Email Address: **NATLANDS@DEP.NJ.GOV**. You may also fax your data request to: (609) 984-1427. If you would like to send in your data request via regular mail, please use the following address:

NJDEP Office of Natural Lands Management  
 Mail Code 501-04  
 PO Box 420  
 Trenton, NJ 08625-0420

FOR OFFICE USE ONLY

DATE RECEIVED \_\_\_\_\_

Item Code: REG \_\_\_ ST \_\_\_ NC \_\_\_ Hrs: \_\_\_\_\_

Project Code: \_\_\_\_\_ Inv.#: \_\_\_\_\_

Revised August 2019

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Sincerely,


**Orielan C. Harrington**

Senior Planner



[oharrington@radinconsulting.com](mailto:oharrington@radinconsulting.com) | [www.radinconsulting.com](http://www.radinconsulting.com)  
[Facebook](#) || [Twitter](#)

**Newark AirTrain Replacement Properties within the Project Area**

<b>Block</b>	<b>Lot</b>	<b>Owner</b>	
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**Essex County, City of Newark**

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5090	1.01	Hartz Mountain Waver, 400 Plaza Drive, Suite 400, Secaucus, NJ 07094	
5090	1.05	Hartz Mountain Waver, 400 Plaza Drive, Suite 400, Secaucus, NJ 07094	
5090	8.02	PANYNJ, One World Trade Center, New York, NY 10007	
5090	26	PANYNJ, One World Trade Center, New York, NY 10007	
5090	28	BK Ventures, LLC (Holiday Inn), 400 Venture Drive, Lewis Center, OH 43035	
5090	44.01	Anheuser-Busch Inc., 1 Busch Place, Saint Louis, MO 63118	
5090	44.02	PANYNJ, One World Trade Center, New York, NY 10007	
5094	1	City of Newark (Airport Grounds), 920 Broad Street, Newark, NJ 07102	

**Union County, City of Elizabeth**

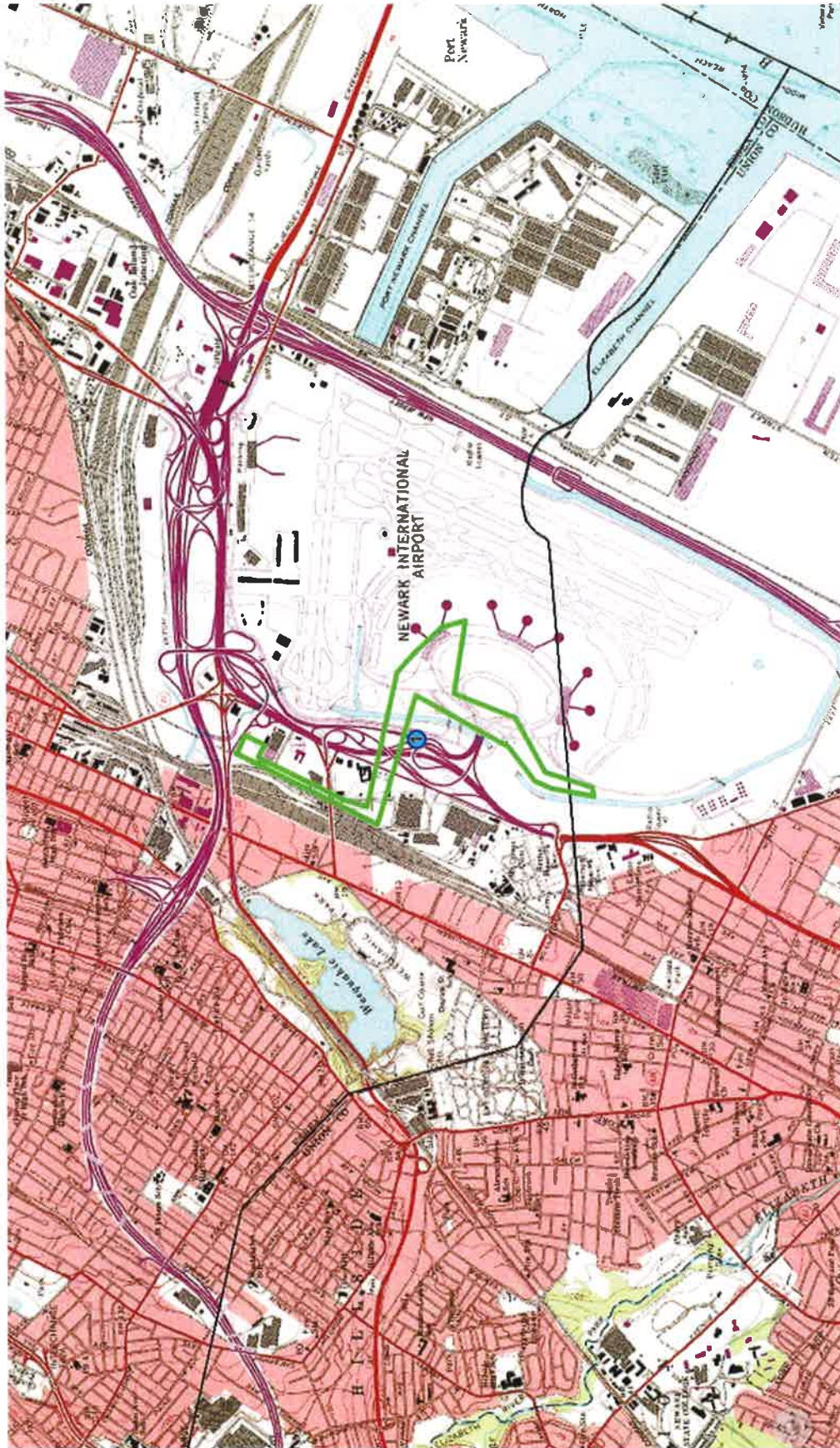
1	2104	PANYNJ (Newark Airport), One World Trade Center, New York, NY 10007	
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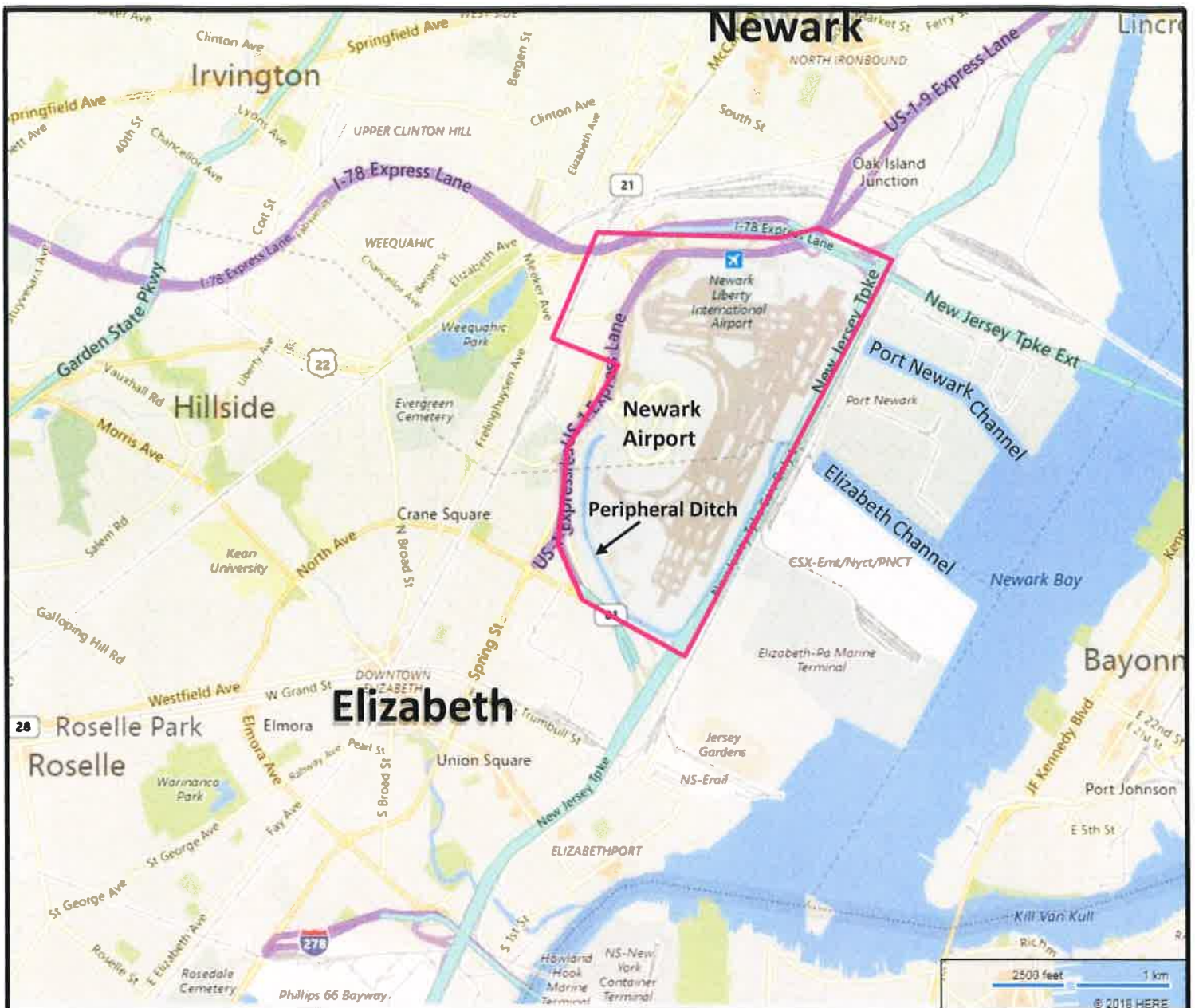
Source: [www.njparcels.com](http://www.njparcels.com)



AirTrain Replacement Project  
Newark Liberty International Airport

APPROXIMATE PROJECT AREA





— Approximate Site Boundary

Figure 2 – Street Map

Newark Liberty International Airport  
Air Train Replacement Project

**THE PORT AUTHORITY OF NY & NJ**

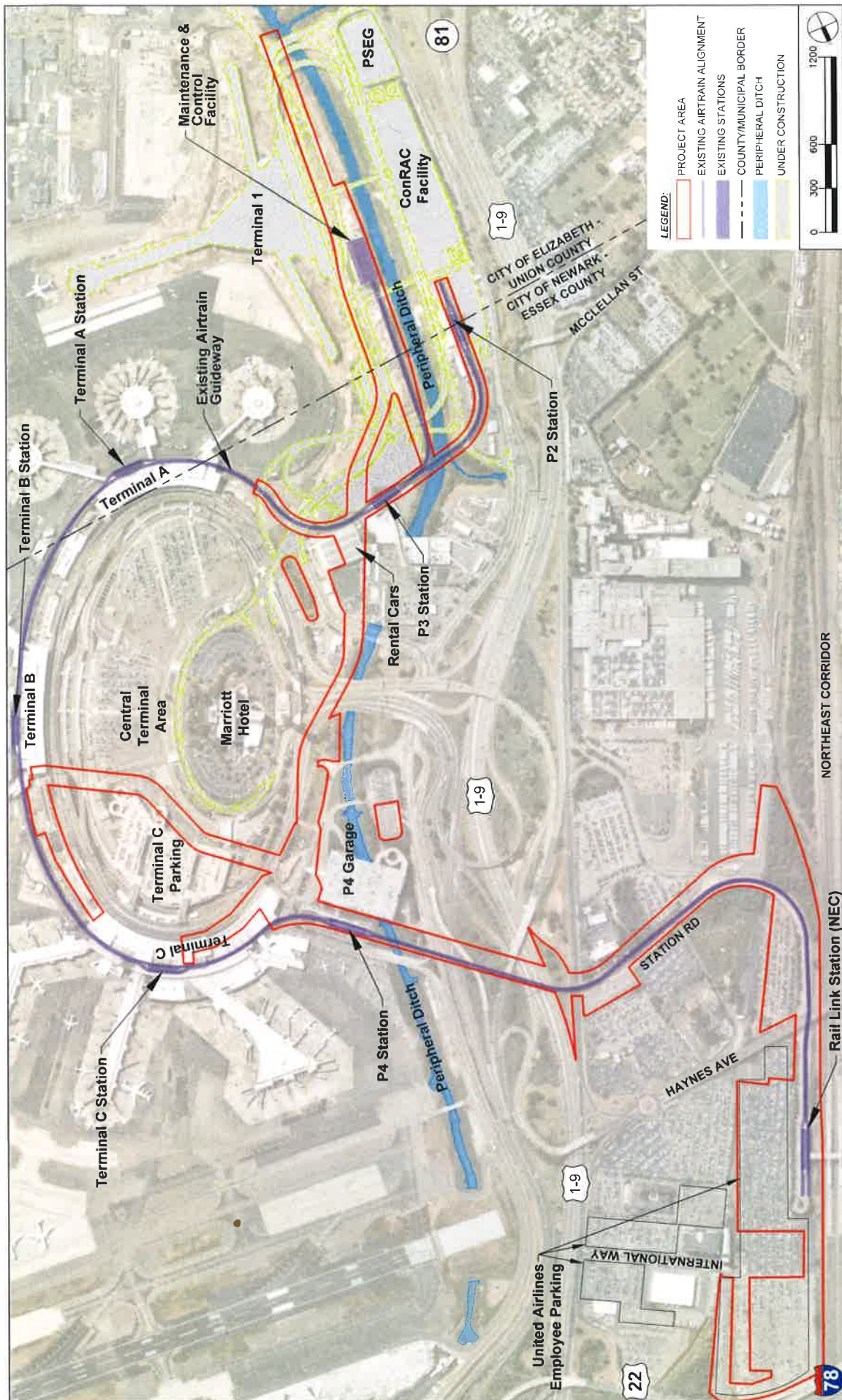


Figure 3-1

PROJECT AREA (LIMITS OF PROPOSED ACTIVITIES)

THE PORT AUTHORITY OF NY & NJ

**From:** [DEP NATLANDS](#)  
**To:** [Orielan Harrington](#)  
**Cc:** [D'Apuzzo, Ralph](#); [Laventhal, William](#); [Chitra Radin](#); [Tollner, Lynda](#)  
**Subject:** RE: NHP Data Request - EWR AirTrain Replacement Project  
**Date:** Thursday, February 27, 2020 12:53:38 PM  
**Attachments:** [image001.jpg](#)

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**CAUTION:** This email originated from outside the Port Authority. Do not open attachments or click on links from unknown senders or unexpected emails.

Request rec'd.

**Time Frame for Response:**

Data requests are processed in the order in which they are received; **please allow 30 days for response**. Your response will be emailed to the email address that's provided on the NHP Data Request Form.

Thank you  
Darin Oliver  
The Natural Heritage Program  
609-984-1339  
[Natlands@dep.nj.gov](mailto:Natlands@dep.nj.gov)



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**From:** Orielan Harrington <oharrington@radinconsulting.com>  
**Sent:** Thursday, February 27, 2020 12:28 PM  
**To:** DEP NATLANDS <NATLANDS@dep.nj.gov>  
**Cc:** D'Apuzzo, Ralph <rdapuzzo@panynj.gov>; Laventhal, William <wlaventhal@panynj.gov>; Chitra Radin <cradin@radinconsulting.com>; Tollner, Lynda <ltollner@LeaElliott.com>  
**Subject:** [EXTERNAL] NHP Data Request - EWR AirTrain Replacement Project

Dear Sir/Madam:



## State of New Jersey

MAIL CODE 501-04

DEPARTMENT OF ENVIRONMENTAL PROTECTION

DIVISION OF PARKS & FORESTRY

NEW JERSEY FOREST SERVICE

OFFICE OF NATURAL LANDS MANAGEMENT

P.O. BOX 420

TRENTON, NJ 08625-0420

Tel. (609) 984-1339 Fax (609) 984-0427

PHILIP D. MURPHY  
*Governor*

SHEILA Y. OLIVER  
*Lt. Governor*

CATHERINE R. McCABE  
*Commissioner*

March 6, 2020

Orielan Harrington  
Radin Consulting, Inc.  
One Gateway Center, Suite 960  
Newark, NJ 07102

Re: AirTrain Replacement  
Newark City, Essex County and Elizabeth City, Union County

Dear Orielan Harrington:

Thank you for your data request regarding rare species information for the above referenced project site.

Searches of the Natural Heritage Database and the Landscape Project (Version 3.3) are based on a representation of the boundaries of your project site in our Geographic Information System (GIS). We make every effort to accurately transfer your project bounds from the topographic map(s) submitted with the Natural Heritage Data Request Form into our Geographic Information System. We do not typically verify that your project bounds are accurate, or check them against other sources.

We have checked the Landscape Project habitat mapping and the Biotics Database for occurrences of any rare wildlife species or wildlife habitat on the referenced site. The Natural Heritage Database was searched for occurrences of rare plant species or ecological communities that may be on the project site. Please refer to Table 1 (attached) to determine if any rare plant species, ecological communities, or rare wildlife species or wildlife habitat are documented on site. A detailed report is provided for each category coded as 'Yes' in Table 1.

We have also checked the Landscape Project habitat mapping and Biotics Database for occurrences of rare wildlife species or wildlife habitat in the immediate vicinity (within ¼ mile) of the referenced site. Additionally, the Natural Heritage Database was checked for occurrences of rare plant species or ecological communities within ¼ mile of the site. Please refer to Table 2 (attached) to determine if any rare plant species, ecological communities, or rare wildlife species or wildlife habitat are documented within the immediate vicinity of the site. Detailed reports are provided for all categories coded as 'Yes' in Table 2. These reports may include species that have also been documented on the project site.

The Natural Heritage Program reviews its data periodically to identify priority sites for natural diversity in the State. Included as priority sites are some of the State's best habitats for rare and endangered species and ecological communities. Please refer to Tables 1 and 2 (attached) to determine if any priority sites are located on or in the immediate vicinity of the site.

A list of rare plant species and ecological communities that have been documented from the county (or counties), referenced above, can be downloaded from <http://www.state.nj.us/dep/parksandforests/natural/heritage/countylist.html>. If suitable habitat is present at the project site, the species in that list have potential to be present.

Status and rank codes used in the tables and lists are defined in EXPLANATION OF CODES USED IN NATURAL HERITAGE REPORTS, which can be downloaded from [http://www.state.nj.us/dep/parksandforests/natural/heritage/nhpcodes\\_2010.pdf](http://www.state.nj.us/dep/parksandforests/natural/heritage/nhpcodes_2010.pdf).

Beginning May 9, 2017, the Natural Heritage Program reports for wildlife species will utilize data from Landscape Project Version 3.3. If you have questions concerning the wildlife records or wildlife species mentioned in this response, we recommend that you visit the interactive web application at the following URL,

NHP File No. 20-4007462-18872

<https://njdep.maps.arcgis.com/apps/webappviewer/index.html?id=0e6a44098c524ed99bf739953cb4d4c7>, or contact the Division of Fish and Wildlife, Endangered and Nongame Species Program at (609) 292-9400.

For additional information regarding any Federally listed plant or animal species, please contact the U.S. Fish & Wildlife Service, New Jersey Field Office at <http://www.fws.gov/northeast/njfieldoffice/endangered/consultation.html>.

PLEASE SEE 'CAUTIONS AND RESTRICTIONS ON NHP DATA', which can be downloaded from <http://www.state.nj.us/dep/parksandforests/natural/heritage/newcaution2008.pdf>.

Thank you for consulting the Natural Heritage Program. The attached invoice details the payment due for processing this data request. Feel free to contact us again regarding any future data requests.

Sincerely,



Robert J. Cartica  
Administrator

c: NHP File No. 20-4007462-18872

Mail Code 501-04  
 Department of Environmental Protection  
 New Jersey Forest Service  
 Office of Natural Lands Management  
 P.O. Box 420 Trenton, New Jersey 08625-0420  
 Tel. (609) 984-1339 Fax. (609) 984-1427

# ***Invoice***

	Date	Invoice #
	3/6/2020	18872
Bill to: Radin Consulting, Inc. One Gateway Center, Suite 960 Newark, NJ 07102	Make check payable to: <b><i>DEP - Office of Natural Lands Management</i></b>  <b><u>Forward with a copy of this statement to:</u></b> <b>Mail Code 501-04</b> <b>Office of Natural Lands Management</b> <b>P.O. Box 420 Trenton, New Jersey 08625-0420</b>	

Quantity (hrs.)	Description	Rate (per hr.)	Amount
1	Natural Heritage Database search for locational information of rare species and ecological communities. Project: 20-4007462-18872	\$ 70.00	\$ 70.00
Orielan Harrington Project Name: AirTrain Replacement		<b>Total</b>	\$ 70.00

**Table 1: On Site Data Request Search Results (6 Possible Reports)**

<b><u>Report Name</u></b>	<b><u>Included</u></b>	<b><u>Number of Pages</u></b>
1. Possibly on Project Site Based on Search of Natural Heritage Database: Rare Plant Species and Ecological Communities Currently Recorded in the New Jersey Natural Heritage Database	No	0 pages included
2. Natural Heritage Priority Sites On Site	No	0 pages included
3. Rare Wildlife Species or Wildlife Habitat on the Project Site Based on Search of Landscape Project 3.3 Species Based Patches	Yes	1 page(s) included
4. Vernal Pool Habitat on the Project Site Based on Search of Landscape Project 3.3	No	0 pages included
5. Rare Wildlife Species or Wildlife Habitat on the Project Site Based on Search of Landscape Project 3.3 Stream Habitat File	No	0 pages included
6. Other Animal Species On the Project Site Based on Additional Species Tracked by Endangered and Nongame Species Program	No	0 pages included



**Rare Wildlife Species or Wildlife Habitat on the  
Project Site Based on Search of  
Landscape Project 3.3 Species Based Patches**

<b>Class</b>	<b>Common Name</b>	<b>Scientific Name</b>	<b>Feature Type</b>	<b>Rank</b>	<b>Federal Protection Status</b>	<b>State Protection Status</b>	<b>Grank</b>	<b>Srank</b>
<i>Aves</i>								
	Black-crowned Night-heron	Nycticorax nycticorax	Foraging	3	NA	State Threatened	G5	S2B,S3N
	Cattle Egret	Bubulcus ibis	Foraging	3	NA	State Threatened	G5	S2B,S3N
	Glossy Ibis	Plegadis falcinellus	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Least Tern	Sternula antillarum	Foraging	4	NA	State Endangered	G4	S1B,S1N
	Least Tern	Sternula antillarum	Nesting Colony	4	NA	State Endangered	G4	S1B,S1N
	Little Blue Heron	Egretta caerulea	Foraging	2	NA	Special Concern	G5	S3B,S3N
	Savannah Sparrow	Passerculus sandwichensis	Breeding Sighting	3	NA	State Threatened	G5	S2B,S4N
	Snowy Egret	Egretta thula	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Upland Sandpiper	Bartramia longicauda	Breeding Sighting	4	NA	State Endangered	G5	S1B,S1N
<i>Insecta</i>								
	Checkered White	Pontia protodice	Breeding/Courtship	3	NA	State Threatened	G5	S2

**Table 2: Vicinity Data Request Search Results (6 possible reports)**

<b><u>Report Name</u></b>	<b><u>Included</u></b>	<b><u>Number of Pages</u></b>
1. Immediate Vicinity of the Project Site Based on Search of Natural Heritage Database: Rare Plant Species and Ecological Communities Currently Recorded in the New Jersey Natural Heritage Database	No	0 pages included
2. Natural Heritage Priority Sites within the Immediate Vicinity	No	0 pages included
3. Rare Wildlife Species or Wildlife Habitat Within the Immediate Vicinity of the Project Site Based on Search of Landscape Project 3.3 Species Based Patches	Yes	1 page(s) included
4. Vernal Pool Habitat In the Immediate Vicinity of Project Site Based on Search of Landscape Project 3.3	No	0 pages included
5. Rare Wildlife Species or Wildlife Habitat In the Immediate Vicinity of the Project Site Based on Search of Landscape Project 3.3 Stream Habitat File	No	0 pages included
6. Other Animal Species In the Immediate Vicinity of the Project Site Based on Additional Species Tracked by Endangered and Nongame Species Program	No	0 pages included

**Rare Wildlife Species or Wildlife Habitat Within the  
Immediate Vicinity of the Project Site Based on Search of  
Landscape Project 3.3 Species Based Patches**

Class	Common Name	Scientific Name	Feature Type	Rank	Federal Protection Status	State Protection Status	Grank	Srank
<i>Aves</i>								
	Black-crowned Night-heron	Nycticorax nycticorax	Foraging	3	NA	State Threatened	G5	S2B,S3N
	Cattle Egret	Bubulcus ibis	Foraging	3	NA	State Threatened	G5	S2B,S3N
	Glossy Ibis	Plegadis falcinellus	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Least Tern	Sternula antillarum	Foraging	4	NA	State Endangered	G4	S1B,S1N
	Least Tern	Sternula antillarum	Nesting Colony	4	NA	State Endangered	G4	S1B,S1N
	Little Blue Heron	Egretta caerulea	Foraging	2	NA	Special Concern	G5	S3B,S3N
	Savannah Sparrow	Passerculus sandwichensis	Breeding Sighting	3	NA	State Threatened	G5	S2B,S4N
	Snowy Egret	Egretta thula	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Upland Sandpiper	Bartramia longicauda	Breeding Sighting	4	NA	State Endangered	G5	S1B,S1N
<i>Insecta</i>								
	Checkered White	Pontia protodice	Breeding/Courtship	3	NA	State Threatened	G5	S2

---

**From:** Bearce, Randy <[Randy.Bearce@dep.nj.gov](mailto:Randy.Bearce@dep.nj.gov)>  
**Sent:** Wednesday, March 11, 2020 3:12 PM  
**To:** Patrick McHugh <[Patrick.Mchugh@nv5.com](mailto:Patrick.Mchugh@nv5.com)>  
**Cc:** 'Chitra radin ([cradin@radinconsulting.com](mailto:cradin@radinconsulting.com))' <[cradin@radinconsulting.com](mailto:cradin@radinconsulting.com)>  
**Subject:** RE: Tidelands Figure showing PANYNJ Airtrain Project Alignment and current claimed tidelands overlay

Pat,

Still checking records

I didn't see any record for the existing airtrain in general, however, it appears that much of Newark Airport and / or the airtrain ROW may be included within the grants highlighted in yellow below.

I provided a copy of the 2 conveyance maps that cover the area. Working on getting you copies of the grants.

Basically anything that crosses a current or former tidal creek that is not covered by an existing Tidelands instrument would need to obtain the appropriate Tidelands approval.

Will follow-up with the grants.

Conveyance maps 672-2130 & 679-2130

Grant to New York Port Authority 4/13/53 Liber P-3 page 25

Grant to City of Newark, 6/10/46 Liber W-2 page 117 (Granted with noted exceptions)

Grant to Hartz Mountain Industries 9/22/92 Liber J-8 page 177 File 90-0309-T

These are the other files referenced on the conveyance map without name. It doesn't appear any would be related to the airtrain.

0714-06-0005.1 TDG110001 pending grant to NJDOT for Rt 1 & 9

0714-13-0011.1 TDG130001 grant to Toler Place B 3520 L 46, Newark

0714-13-0009.1 TDG130001 grant to Frelinghuysen Avenue Associates, LLC B 3520 L 14, 16, Newark

0714-11-0001.1 TDG110001 grant to Zygal B 3520 Ls 18, 19, 20 & 66

Randy Bearce, Manager

Division of Land Use Regulation  
Bureau of Tidelands Management  
P.O. Box 420 Code 501-02B  
Trenton, NJ 08625-0420  
Office Tel. # 609-292-2573  
Work Cell # 609-422-7011  
Fax # 609-777-3656  
[Randy.bearce@dep.nj.gov](mailto:Randy.bearce@dep.nj.gov)



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**From:** Patrick McHugh <[Patrick.Mchugh@nv5.com](mailto:Patrick.Mchugh@nv5.com)>  
**Sent:** Tuesday, March 10, 2020 5:29 PM  
**To:** Bearce, Randy <[Randy.Bearce@dep.nj.gov](mailto:Randy.Bearce@dep.nj.gov)>  
**Cc:** 'Chitra radin ([cradin@radinconsulting.com](mailto:cradin@radinconsulting.com))' <[cradin@radinconsulting.com](mailto:cradin@radinconsulting.com)>  
**Subject:** [EXTERNAL] FW: Tidelands Figure showing PANYNJ Airtrain Project Alignment and current claimed tidelands overlay

Hi Randy,

I just wanted to check with you to see if you and your staff had a chance to go over the mapping we sent over regarding potential tidelands conveyance issues with the Newark Liberty International Airport AirTrain project. We were hoping to meet with your office as soon as possible as the PANYNJ is trying to finalize a draft NEPA document for their internal review before advancing it. Assuming there are Tidelands issues that need to be addressed, would you have a possible date this week or early next week to meet and go over what the issues are and how they would have to be addressed? If you could let me know as soon as you can, that would be a huge help and we'd greatly appreciate it.

Pat McHugh

NV5, Inc.

973-946-5666

[Patrick.McHugh@nv5.com](mailto:Patrick.McHugh@nv5.com)

---

**From:** Patrick McHugh  
**Sent:** Monday, March 2, 2020 2:57 PM

**To:** 'Bearce, Randy' <[Randy.Bearce@dep.nj.gov](mailto:Randy.Bearce@dep.nj.gov)>  
**Cc:** 'Chitra radin ([cradin@radinconsulting.com](mailto:cradin@radinconsulting.com))' <[cradin@radinconsulting.com](mailto:cradin@radinconsulting.com)>; Orielan Harrington ([oharrington@radinconsulting.com](mailto:oharrington@radinconsulting.com)) <[oharrington@radinconsulting.com](mailto:oharrington@radinconsulting.com)>  
**Subject:** RE: Tidelands Figure showing PANYNJ Airtrain Project Alignment and current claimed tidelands overlay

Thanks Randy, I appreciate it. Will wait to hear from you, thanks!

Pat McHugh

NV5 Inc.

---

**From:** Bearce, Randy <[Randy.Bearce@dep.nj.gov](mailto:Randy.Bearce@dep.nj.gov)>  
**Sent:** Monday, March 2, 2020 2:43 PM  
**To:** Patrick McHugh <[Patrick.Mchugh@nv5.com](mailto:Patrick.Mchugh@nv5.com)>  
**Cc:** 'Chitra radin ([cradin@radinconsulting.com](mailto:cradin@radinconsulting.com))' <[cradin@radinconsulting.com](mailto:cradin@radinconsulting.com)>; Orielan Harrington ([oharrington@radinconsulting.com](mailto:oharrington@radinconsulting.com)) <[oharrington@radinconsulting.com](mailto:oharrington@radinconsulting.com)>; Bearce, Randy <[Randy.Bearce@dep.nj.gov](mailto:Randy.Bearce@dep.nj.gov)>  
**Subject:** RE: Tidelands Figure showing PANYNJ Airtrain Project Alignment and current claimed tidelands overlay

I received the information and am having staff review the information and we will get back to you next week.

Randy Bearce, Manager  
Division of Land Use Regulation  
Bureau of Tidelands Management  
P.O. Box 420 Code 501-02B  
Trenton, NJ 08625-0420  
Office Tel. # 609-292-2573  
Work Cell # 609-422-7011  
Fax # 609-777-3656  
[Randy.bearce@dep.nj.gov](mailto:Randy.bearce@dep.nj.gov)



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**From:** Patrick McHugh <[Patrick.Mchugh@nv5.com](mailto:Patrick.Mchugh@nv5.com)>  
**Sent:** Monday, March 2, 2020 2:46 PM  
**To:** Bearce, Randy <[Randy.Bearce@dep.nj.gov](mailto:Randy.Bearce@dep.nj.gov)>

**Cc:** 'Chitra radin ([cradin@radinconsulting.com](mailto:cradin@radinconsulting.com))' <[cradin@radinconsulting.com](mailto:cradin@radinconsulting.com)>; Orielan Harrington ([oharrington@radinconsulting.com](mailto:oharrington@radinconsulting.com)) <[oharrington@radinconsulting.com](mailto:oharrington@radinconsulting.com)>

**Subject:** [EXTERNAL] Tidelands Figure showing PANYNJ Airtrain Project Alignment and current claimed tidelands overlay

Hi Randy,

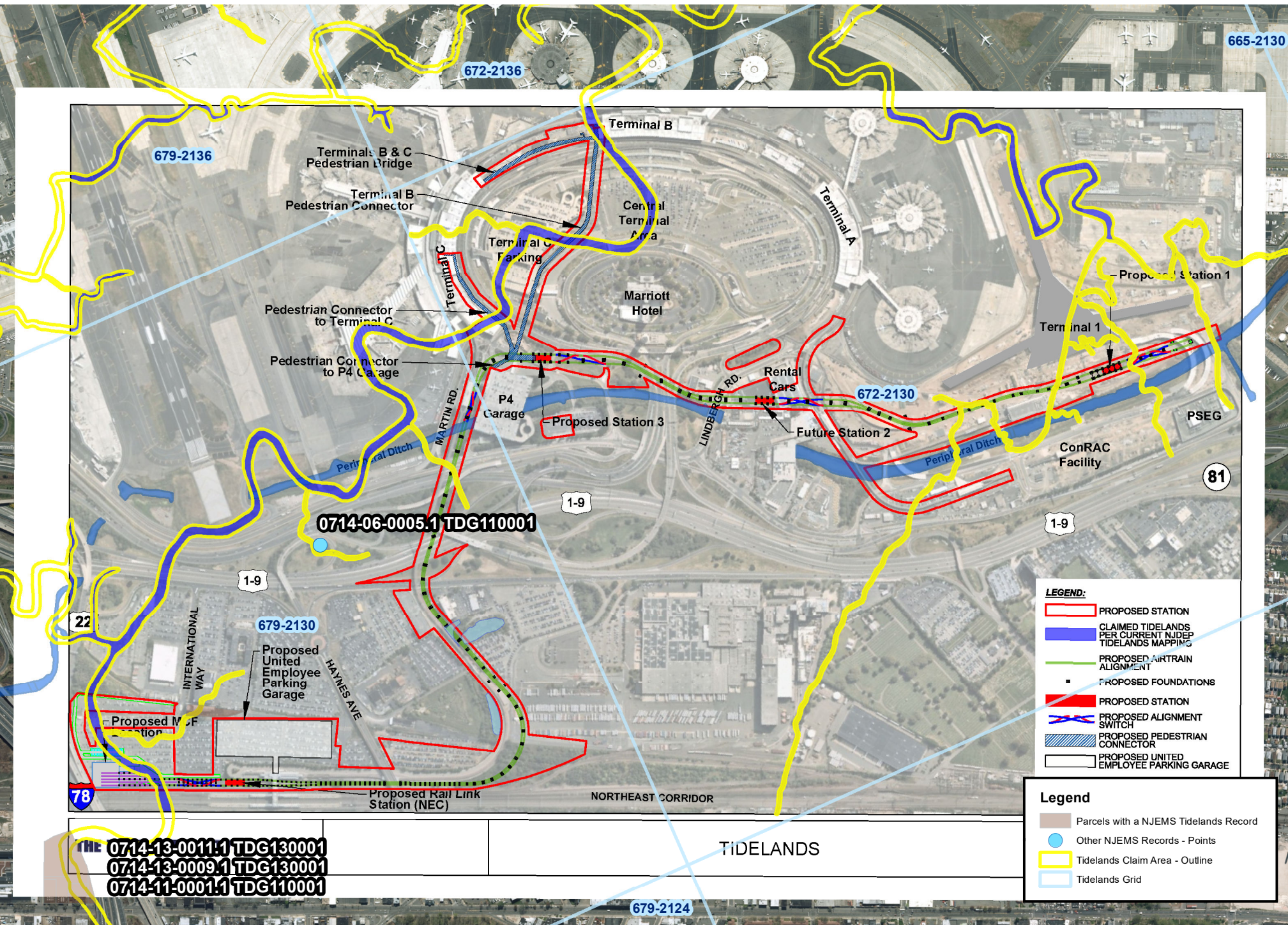
I just wanted to follow up with you regarding our phone conversation this past Friday concerning potential Tidelands Conveyance issues at Newark Liberty International Airport. These potential Tidelands Conveyance issues are associated with the PANYNJ's proposed Airtrain Replacement Project. I have attached a figure showing the (NJ) Tidelands Claimed Areas overlay over the proposed project alignment/limits to this email. While it is clear that the Peripheral Ditch within the Airport property is not tidal due to tide gates down near Elizabeth Channel (which we have verified visually), it is currently unknown if the depicted Claimed Tidelands limits shown on the attached figure are now covered by subsequent Tidelands Conveyances to other entities or have been legalized in the past but were not updated on NJDEP's Geoweb. We would like to meet with you and/or your staff after you've reviewed this information in order to go over what Tidelands Conveyances issues the Bureau of Tidelands feels needs to be addressed and to confirm the procedures for doing so. Should you need any additional information and clarification on what is attached, please feel free to contact me at any time (contact info below). Thanks,

Patrick McHugh  
Supervising Environmental Specialist  
NV5, Inc.  
(D): 973-946-5666  
( C ): 201-396-1491  
Email: [Patrick.McHugh@nv5.com](mailto:Patrick.McHugh@nv5.com)

665-2130

672-2136

679-2136



0714-06-0005.1 TDG110001

1-9

22

679-2130

78

0714-13-0011.1 TDG130001  
 0714-13-0009.1 TDG130001  
 0714-11-0001.1 TDG110001

Proposed Rail Link Station (NEC)

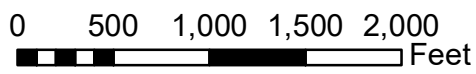
NORTHEAST CORRIDOR

TIDELANDS

679-2124

- LEGEND:**
- PROPOSED STATION
  - CLAIMED TIDELANDS PER CURRENT NJDEP TIDELANDS MAPPING
  - PROPOSED AIRTRAIN ALIGNMENT
  - PROPOSED FOUNDATIONS
  - PROPOSED STATION
  - PROPOSED ALIGNMENT SWITCH
  - PROPOSED PEDESTRIAN CONNECTOR
  - PROPOSED UNITED EMPLOYEE PARKING GARAGE

- Legend**
- Parcels with a NJEMS Tidelands Record
  - Other NJEMS Records - Points
  - Tidelands Claim Area - Outline
  - Tidelands Grid



J-76  
**PANYNJ Airtrain Proposal Area**





672-2136

679-2136

0714-06-0005.1 TDG110001

679-2130

0714-13-0011.1 TDG130001  
0714-13-0009.1 TDG130001  
0714-11-0001.1 TDG110001

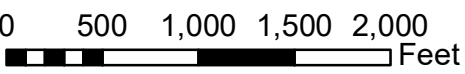
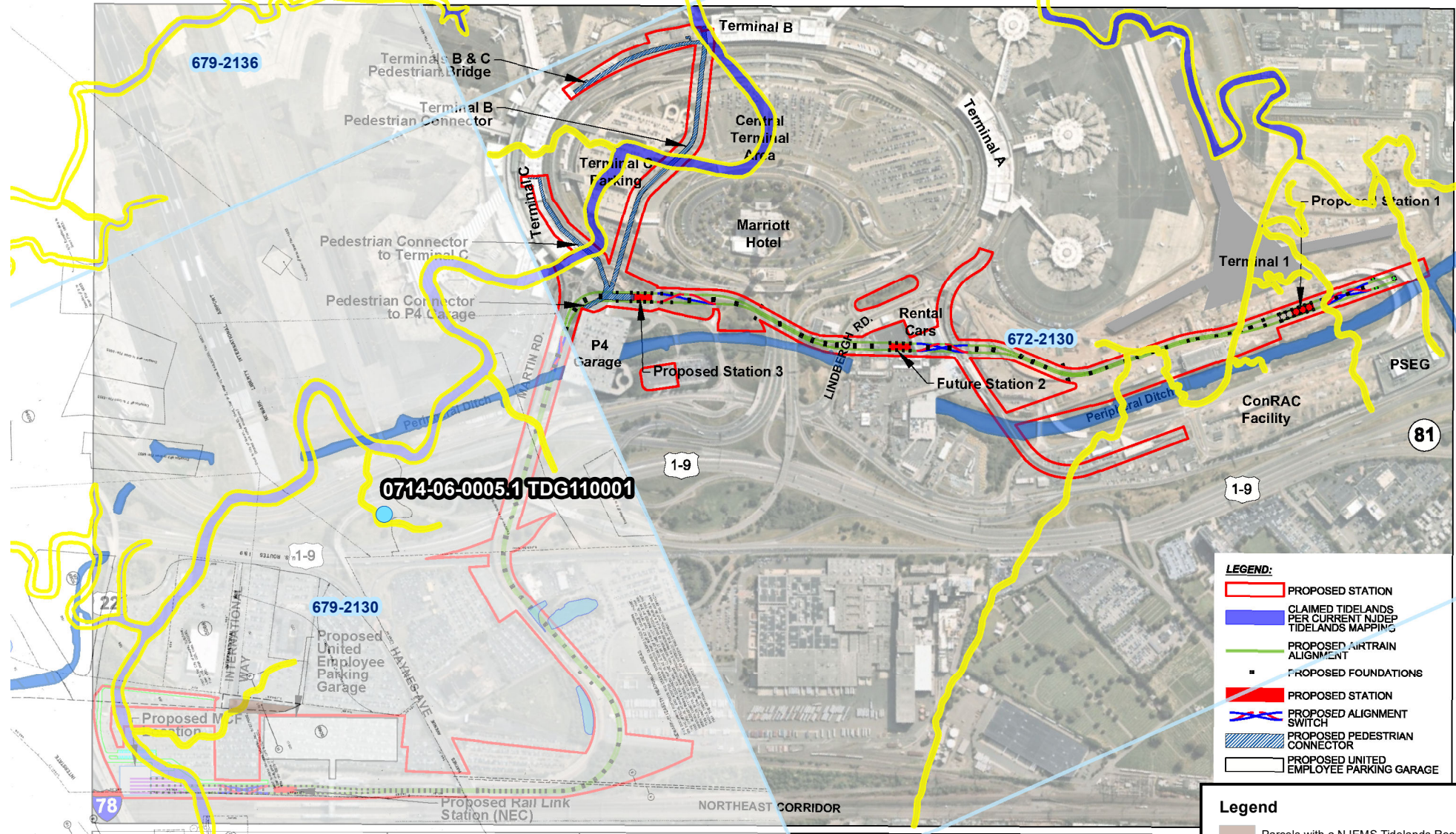
679-2124

**LEGEND:**

- PROPOSED STATION
- CLAIMED TIDELANDS PER CURRENT NJDEP TIDELANDS MAPPING
- PROPOSED AIRTRAIN ALIGNMENT
- PROPOSED FOUNDATIONS
- PROPOSED STATION
- PROPOSED ALIGNMENT SWITCH
- PROPOSED PEDESTRIAN CONNECTOR
- PROPOSED UNITED EMPLOYEE PARKING GARAGE

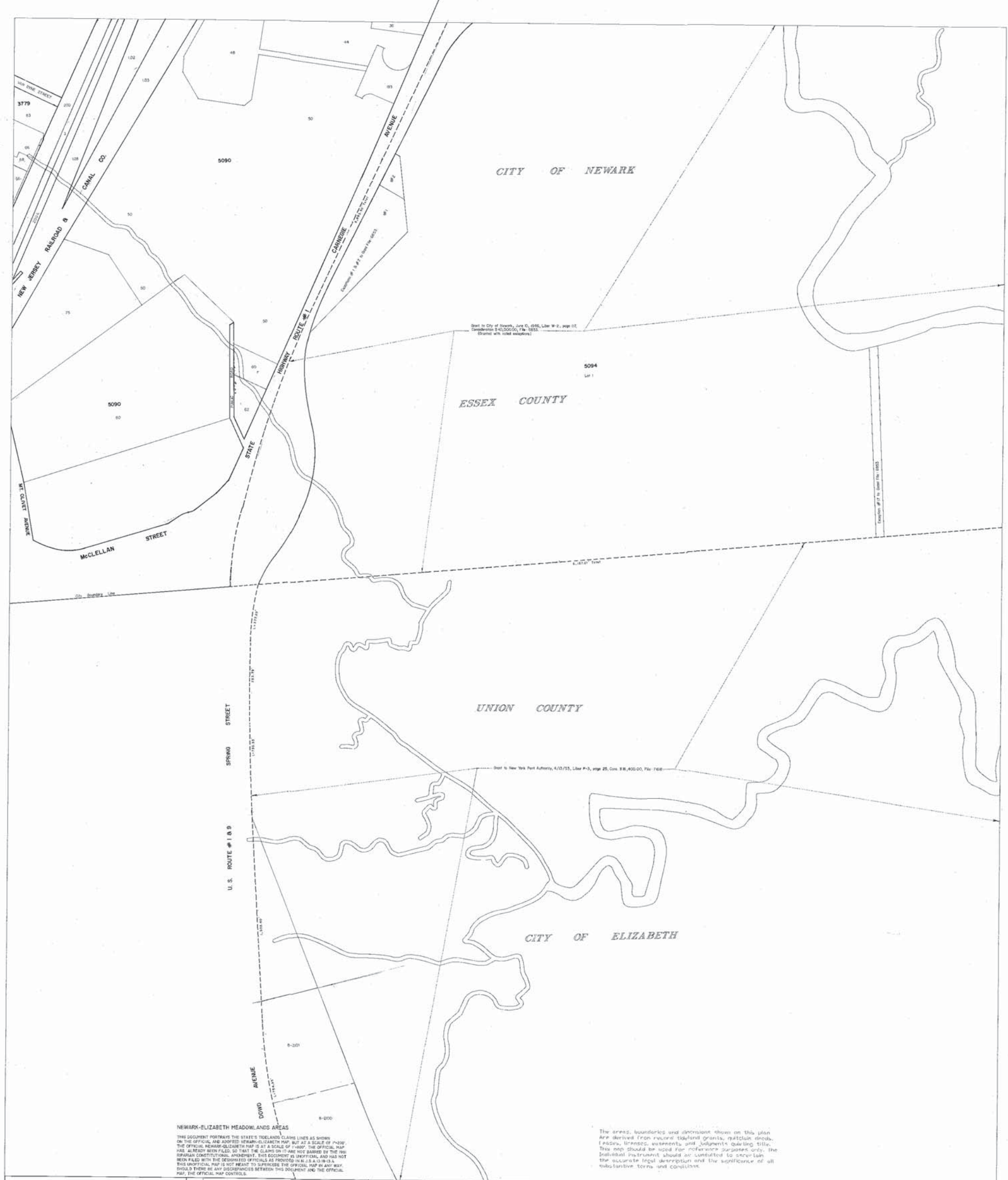
**Legend**

- Parcels with a NJEMS Tidelands Record
- Other NJEMS Records - Points
- Tidelands Claim Area - Outline
- Tidelands Grid



J-77  
**PANYNJ Airtrain Proposal Area**





NEWARK-ELIZABETH MEADOWLANDS AREAS  
 THIS DOCUMENT PORTRAYS THE STATE'S TIDELANDS CLAIMS LINES AS SHOWN ON THE OFFICIAL AND ADORDED NEWARK-ELIZABETH MAP, BUT AT A SCALE OF 1"=200'. THE OFFICIAL NEWARK-ELIZABETH MAP IS AT A SCALE OF 1"=400'. THE OFFICIAL MAP HAS ALREADY BEEN FILED, SO THAT THE CLAIMS ON IT ARE NOT BARRED BY THE NEW JERSEY CONSTITUTIONAL AMENDMENT. THIS DOCUMENT IS UNOFFICIAL AND HAS NOT BEEN FILED WITH THE DEPARTMENT OF TREASURY AS PROVIDED IN N.J.S. 17:27. THIS UNOFFICIAL MAP IS NOT MEANT TO SUPERSEDE THE OFFICIAL MAP IN ANY WAY. SHOULD THERE BE ANY DISCREPANCIES BETWEEN THIS DOCUMENT AND THE OFFICIAL MAP, THE OFFICIAL MAP CONTROLS.

The areas, boundaries and dimensions shown on this plan are derived from various tideland grants, platting records, maps, surveys, easements, and judgments, including title. This map should be used for reference purposes only. Individual instruments should be consulted to ascertain the accurate legal description and the significance of all substantive terms and conditions.

CONVEYANCE INDEX

STATE OF NEW JERSEY  
 DEPARTMENT OF ENVIRONMENTAL  
 PROTECTION  
 BUREAU OF TIDELANDS MANAGEMENT  
 MAP SHOWING CONVEYANCES ON  
 NEWARK-ELIZABETH MEADOWLANDS

SCALE: 1" = 200'

ATLAS SHEET NO. 672-2130



CONVEYANCE INDEX	
1	Grant to Newark Distributing Terminals Inc., 1/19/1950, Liber T-1, page 89, File 402.
2	Grant to NASOT, 1/29/2001, Liber P-3, page 405, Cons. S-132, 830-00, File 38-0022-T, File 73-2827.
3	File 01-0203-T, One Fee License, 02/11/92, to SPV TELECOM SERVICES, INC., File S-22, 05-00.
4	File 98-0036-T, One Fee License, 3/12/98, to QUEST COMMUNICATIONS CORP., File S-22, 05-00.
5	File 99-0082-T, One Fee License, 4/12/99, to LEVEL 3 COMMUNICATIONS, L.L.C., File S-20, 00.
6	Grant to Summit Homes Co., Inc., 3/10/1937, Liber S-2, page 69, Consideration \$ 750.00, File 5278.
7	GRANT - FILE 0714-11-0001.I, T08110001, LIBER A-13, P. 92 etc.
8	GRANT - FILE 0714-13-0009.I, T08130001, LIBER B-13, P. 38 etc.
9	GRANT - FILE 0714-13-0011.I, T08130001, LIBER B-13, P. 34 etc.
10	GRANT - FILE 0714-13-0007.I, T08130001, LIBER B-13, P. 32 etc.

STATE OF NEW JERSEY  
 DEPARTMENT OF ENVIRONMENTAL  
 PROTECTION  
 BUREAU OF TIDELANDS MANAGEMENT  
 MAP SHOWING CONVEYANCES ON  
 NEWARK-ELIZABETH MEADOWLANDS

The areas, boundaries and dimensions shown on this plan are derived from record tideland grants, quitclaim deeds, leases, licenses, easements and judgments quieting title. This map should be used for reference purposes only. The individual instrument should be consulted to ascertain the accurate legal description and the significance of all substantive terms and conditions.

SCALE: 1" = 200'

ATLAS SHEET NO. 679-2130

January 30, 2020

RJ Palladino, AICP/PP  
Senior Program Manager  
NJ TRANSIT Planning  
One Penn Plaza East - 8th Floor  
Newark, NJ 07105-2246

Re: AirTrain Newark Replacement Project  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Mr. Palladino:

The Port Authority of New York and New Jersey (PANYNJ) is in the planning and National Environmental Policy Act (NEPA) documentation stages of AirTrain Newark Replacement Project (Project). The main hub for the airport is located at Block 1, Lot 2104 in Elizabeth City, Union County, New Jersey and Block 5094, Lot 1 in Newark City, Essex County, New Jersey. The existing AirTrain extends off the main hub and crosses Block 5088, Lot 126.03; Block 5090, Lots 1.06, 44.02, 8.02, and 26; and Block and Lots lacking parcel data information in Essex County, New Jersey and Block 1, Lot 2104 in Union County, New Jersey. The project area is shown in the attached figures.

***Project Description***

The Project includes replacing the existing AirTrain with a new automated people mover system. The proposed replacement system would enhance capacity, provide service between on-airport facilities, and maintain the connection to the NJ TRANSIT and Amtrak rail lines via an improved and expanded Rail Link Station. The proposed replacement system would serve Terminals B, C, and new Terminal 1, as well as parking areas (with hotel shuttle transportation), the Consolidated Rent-A-Car Facility, and the Rail Link Station.

The proposed replacement system would be a 2.4-mile dual guideway system located primarily on airport property. The distance between the two guideways is expected to be approximately 50 feet at the stations and approximately 16 feet in stretches between stations. As part of the Project, PANYNJ anticipates acquiring land (lease or title) near the Rail Link Station to accommodate permanent structures to support the proposed replacement system (e.g., a Maintenance and Control Facility [MCF]). The general areas considered for acquisition by PANYNJ are either vacant or used for airport employee parking. In addition, PANYNJ would have to obtain temporary easements for construction of the replacement system.

The Project involves the construction of all facilities and infrastructure for the replacement system including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, MCF, vehicles, train control, and a power distribution system. A parking deck for airport employees is also included.

As part of our NEPA scoping process, we respectfully request any comments that NJ TRANSIT would like to provide on this project. A formal 30-day public comment period will be held later this year. In order to maintain the schedule for environmental planning for this project, we would appreciate your response to this inquiry by **February 28, 2020**. If you have any questions or require any additional information, please contact me at 973-565-5529 or by email at [wlaventhal@panynj.gov](mailto:wlaventhal@panynj.gov). Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read 'William Laventhal', with a stylized, flowing script.

William Laventhal  
Program Manager  
Newark Redevelopment – AirTrain  
PANYNJ

cc: Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
Ralph D'Apuzzo, Program Director, Newark Redevelopment – AirTrain, PANYNJ  
Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ

Enclosures:  
Existing Conditions Figure  
Proposed Action Figure  
Regional Location Map

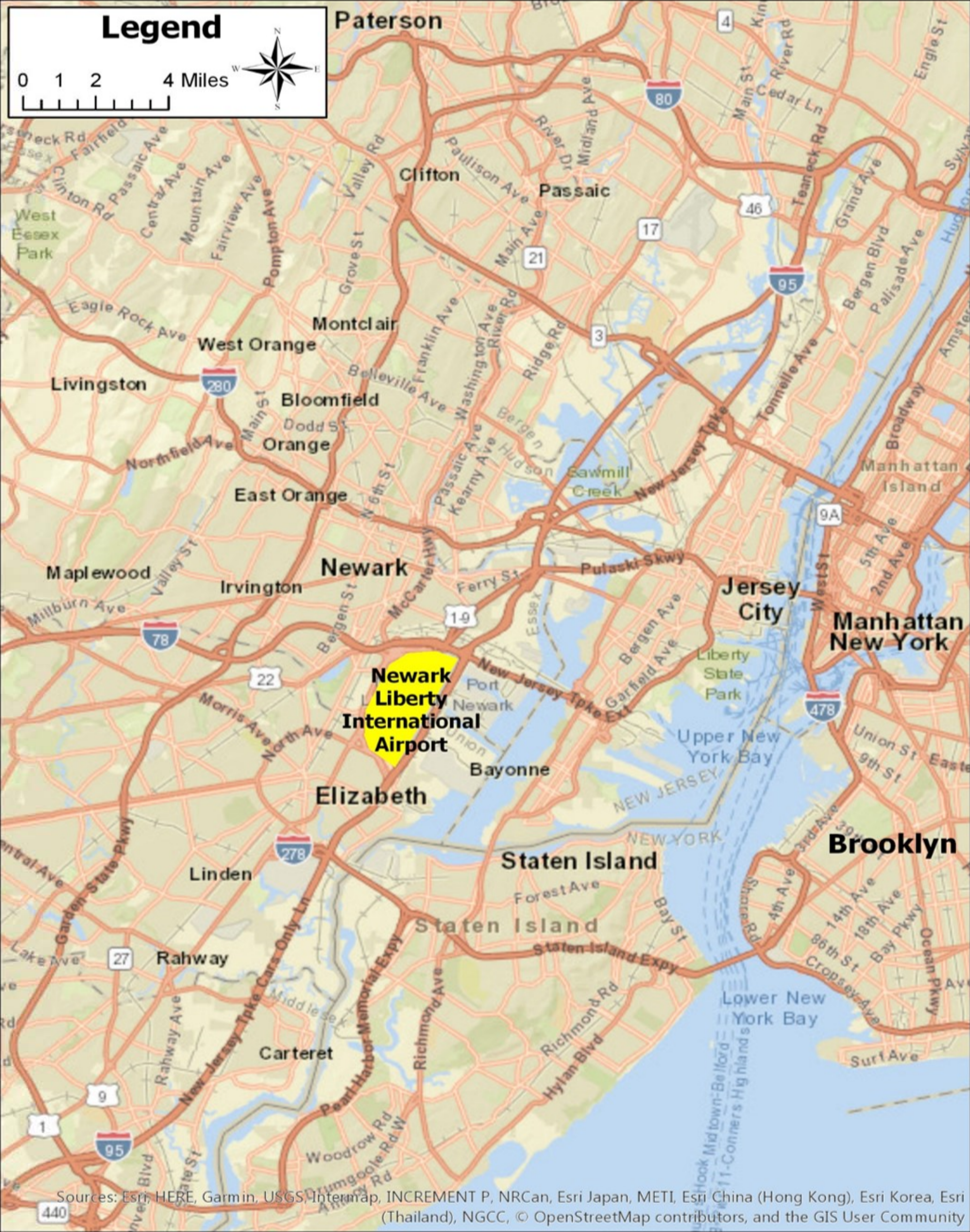




### Legend

0 1 2 4 Miles

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Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community



January 31, 2020

Byron Comati  
Vice President - Corporate Planning  
Amtrak  
30th Street Station  
2955 Market Street, 3N-207  
Philadelphia, PA 19104

Re: AirTrain Newark Replacement Project  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Mr. Comati:

The Port Authority of New York and New Jersey (PANYNJ) is in the planning and National Environmental Policy Act (NEPA) documentation stages of AirTrain Newark Replacement Project (Project). The main hub for the airport is located at Block 1, Lot 2104 in Elizabeth City, Union County, New Jersey and Block 5094, Lot 1 in Newark City, Essex County, New Jersey. The existing AirTrain extends off the main hub and crosses Block 5088, Lot 126.03; Block 5090, Lots 1.06, 44.02, 8.02, and 26; and Block and Lots lacking parcel data information in Essex County, New Jersey and Block 1, Lot 2104 in Union County, New Jersey. The project area is shown in the attached figures.

***Project Description***

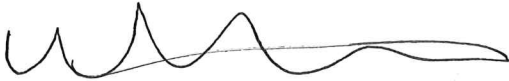
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The Project involves the construction of all facilities and infrastructure for the replacement system including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, MCF, vehicles, train control, and a power distribution system. A parking deck for airport employees is also included.

As part of our NEPA scoping process, we respectfully request any comments that Amtrak would like to provide on this project. A formal 30-day public comment period will be held later this year. In order to maintain the schedule for environmental planning for this project, we would appreciate your response to this inquiry by **February 28, 2020**. If you have any questions or require any additional information, please contact me at 973-565-5529 or by email at [wlaventhal@panynj.gov](mailto:wlaventhal@panynj.gov). Thank you for your assistance.

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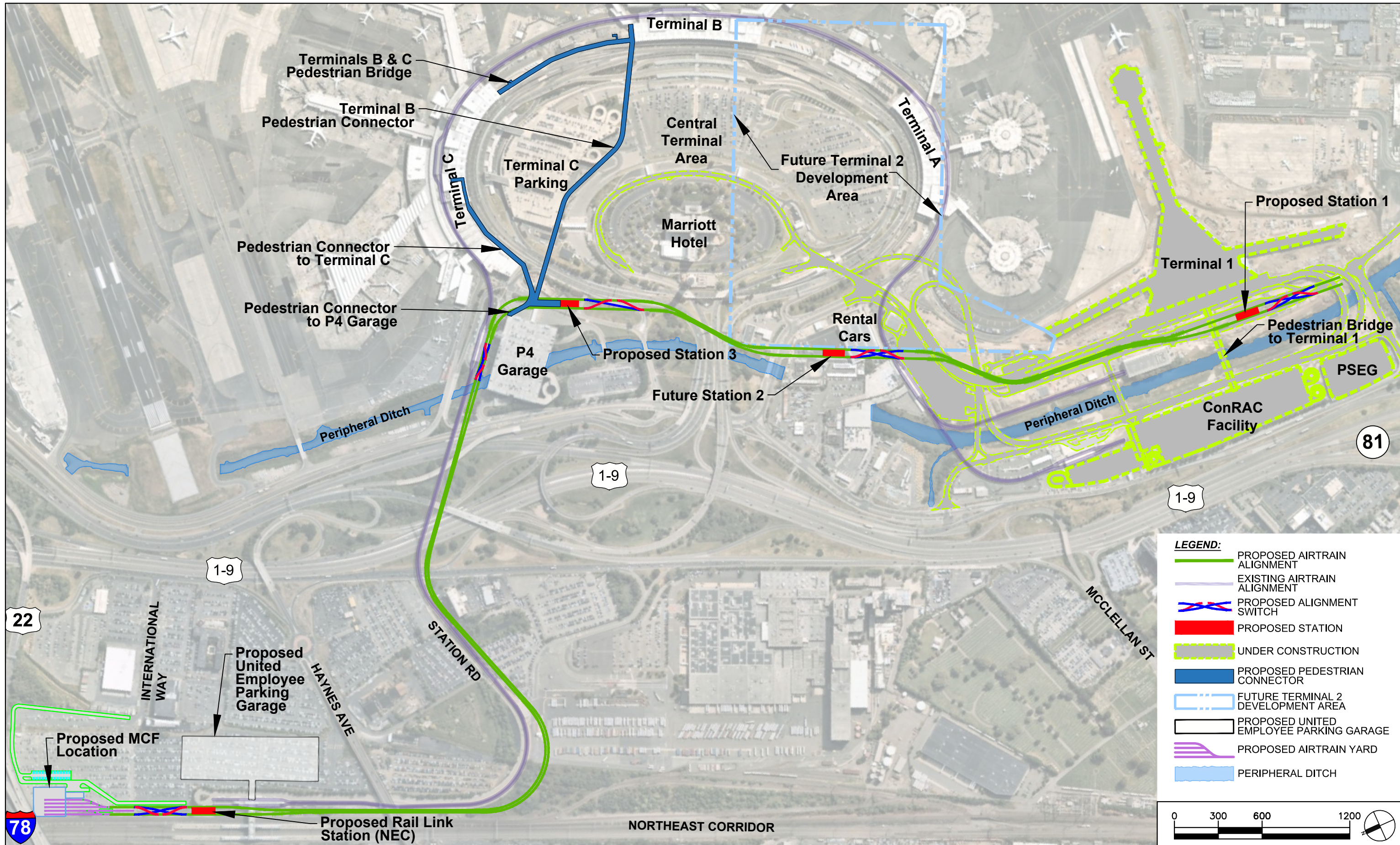


William Laventhal  
Program Manager  
Newark Redevelopment – AirTrain  
PANYNJ

cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Ralph D'Apuzzo, Program Director, Newark Redevelopment – AirTrain, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA

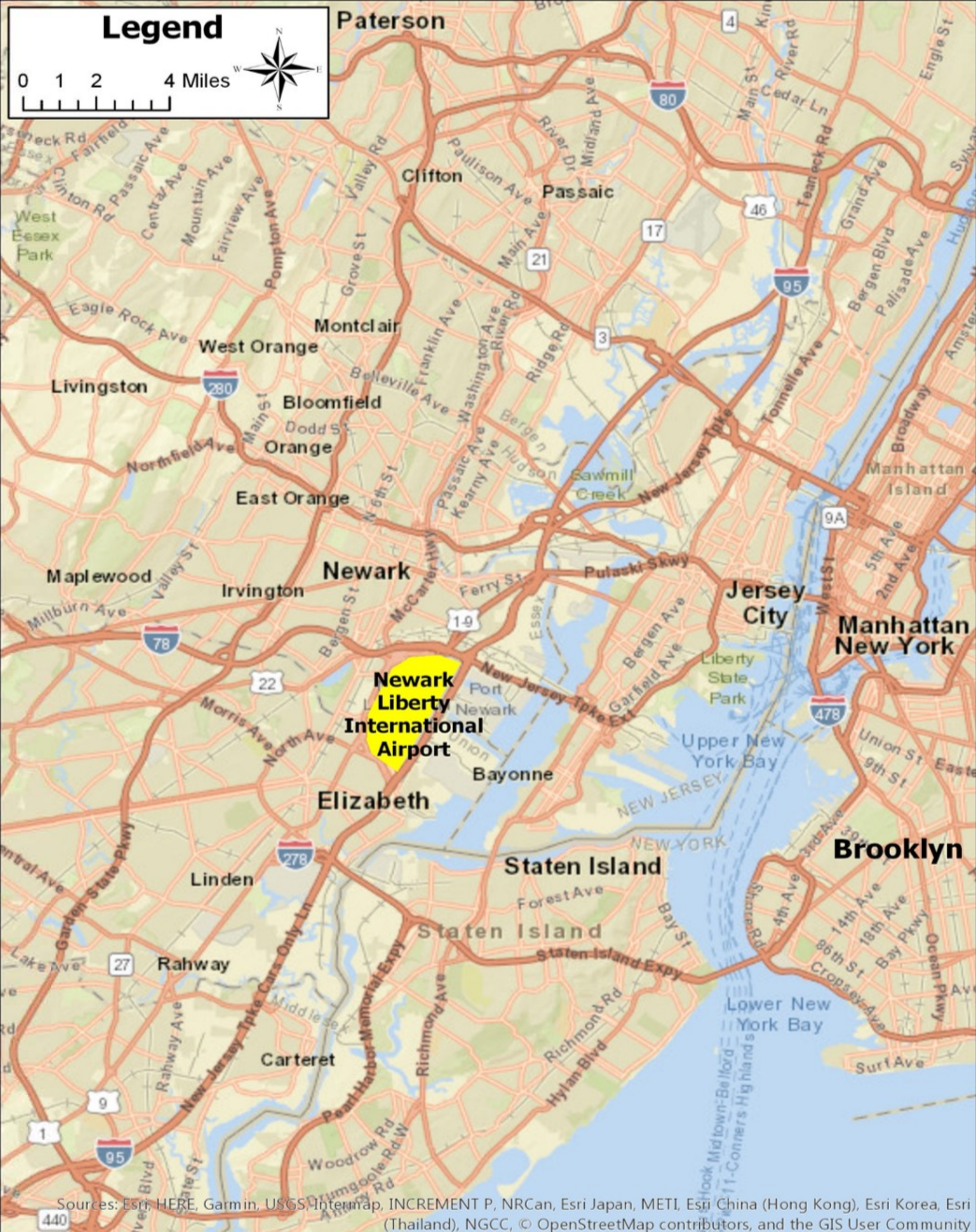
Enclosures:  
Existing Conditions Figure  
Proposed Action Figure  
Regional Location Map





# Legend

0 1 2 4 Miles



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February 3, 2020

Ryan M. Hill, PE  
Director – Design & Construction  
Consolidated Rail Corporation  
1000 Howard Blvd.  
Mt. Laurel, NJ 08054

Re: AirTrain Newark Replacement Project  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Mr. Hill:

The Port Authority of New York and New Jersey (PANYNJ) is in the planning and National Environmental Policy Act (NEPA) documentation stages of AirTrain Newark Replacement Project (Project). The main hub for the airport is located at Block 1, Lot 2104 in Elizabeth City, Union County, New Jersey and Block 5094, Lot 1 in Newark City, Essex County, New Jersey. The existing AirTrain extends off the main hub and crosses Block 5088, Lot 126.03; Block 5090, Lots 1.06, 44.02, 8.02, and 26; and Block and Lots lacking parcel data information in Essex County, New Jersey and Block 1, Lot 2104 in Union County, New Jersey. The project area is shown in the attached figures.

### **Project Description**

The Project includes replacing the existing AirTrain with a new automated people mover system. The proposed replacement system would enhance capacity, provide service between on-airport facilities, and maintain the connection to the NJ TRANSIT and Amtrak rail lines via an improved and expanded Rail Link Station. The proposed replacement system would serve Terminals B, C, and new Terminal 1, as well as parking areas (with hotel shuttle transportation), the Consolidated Rent-A-Car Facility, and the Rail Link Station.

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The Project involves the construction of all facilities and infrastructure for the replacement system including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, MCF, vehicles, train control, and a power distribution system. A parking deck for airport employees is also included.

**As part of our NEPA scoping process, we respectfully request any comments that Conrail would like to provide on the Project.** A formal 30-day public comment period will be held later this year. In order to maintain the schedule for environmental planning for the Project, we would appreciate your response to this inquiry by February 28, 2020. If you have any questions or require any additional information, please contact me at 973-565-5529 or by email at [wlaventhal@panynj.gov](mailto:wlaventhal@panynj.gov). Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read 'William Laventhal', with a long, sweeping horizontal stroke at the end.

William Laventhal  
Program Manager  
Newark Redevelopment – AirTrain  
PANYNJ

cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Ralph D'Apuzzo, Program Director, Newark Redevelopment – AirTrain, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA

Enclosures:  
Existing Conditions Figure  
Proposed Action Figure  
Regional Location Map

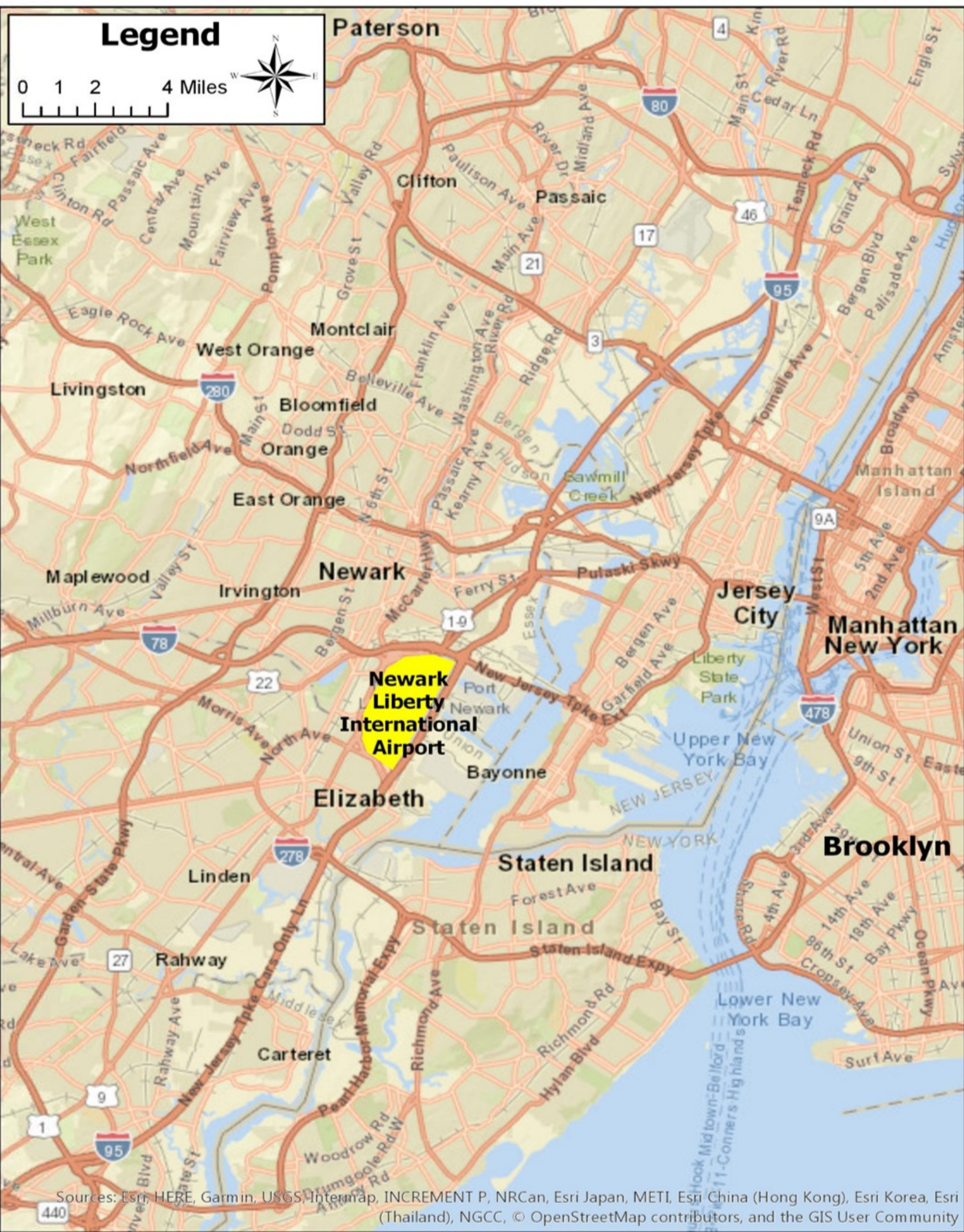






# Legend

0 1 2 4 Miles



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

February 4, 2020

Ms. Mary. D. Ameen  
Executive Director  
North Jersey Transportation Planning Authority  
1 Newark Center, Suite 17  
Newark, NJ 07102

Re: AirTrain Newark Replacement Project  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Ms. Ameen:

The Port Authority of New York and New Jersey (PANYNJ) is in the planning and National Environmental Policy Act (NEPA) documentation stages of AirTrain Newark Replacement Project (Project). The main hub for the airport is located at Block 1, Lot 2104 in Elizabeth City, Union County, New Jersey and Block 5094, Lot 1 in Newark City, Essex County, New Jersey. The existing AirTrain extends off the main hub and crosses Block 5088, Lot 126.03; Block 5090, Lots 1.06, 44.02, 8.02, and 26; and Block and Lots lacking parcel data information in Essex County, New Jersey and Block 1, Lot 2104 in Union County, New Jersey. The project area is shown in the attached figures.

***Project Description***

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The Project involves the construction of all facilities and infrastructure for the replacement system including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, MCF, vehicles, train control, and a power distribution system. A parking deck for airport employees is also included.

**As part of our NEPA scoping process, respectfully request any comments that you would like to provide on this project.** The Port Authority will be providing project briefings for members of the public and a formal 30-day public comment period to be held later this year.

In order to maintain the schedule for environmental planning for this project, we would appreciate your response to this inquiry by February 28, 2020. Additionally, if you could identify the preferred point of contact for your office, Port Authority staff will coordinate any future communications with them. If you have any questions or require any additional information, please contact me at 973-565-5529 or by email at [wlaventhal@panynj.gov](mailto:wlaventhal@panynj.gov). Thank you for your assistance and we look forward to working with you throughout the AirTrain Newark Replacement Project.

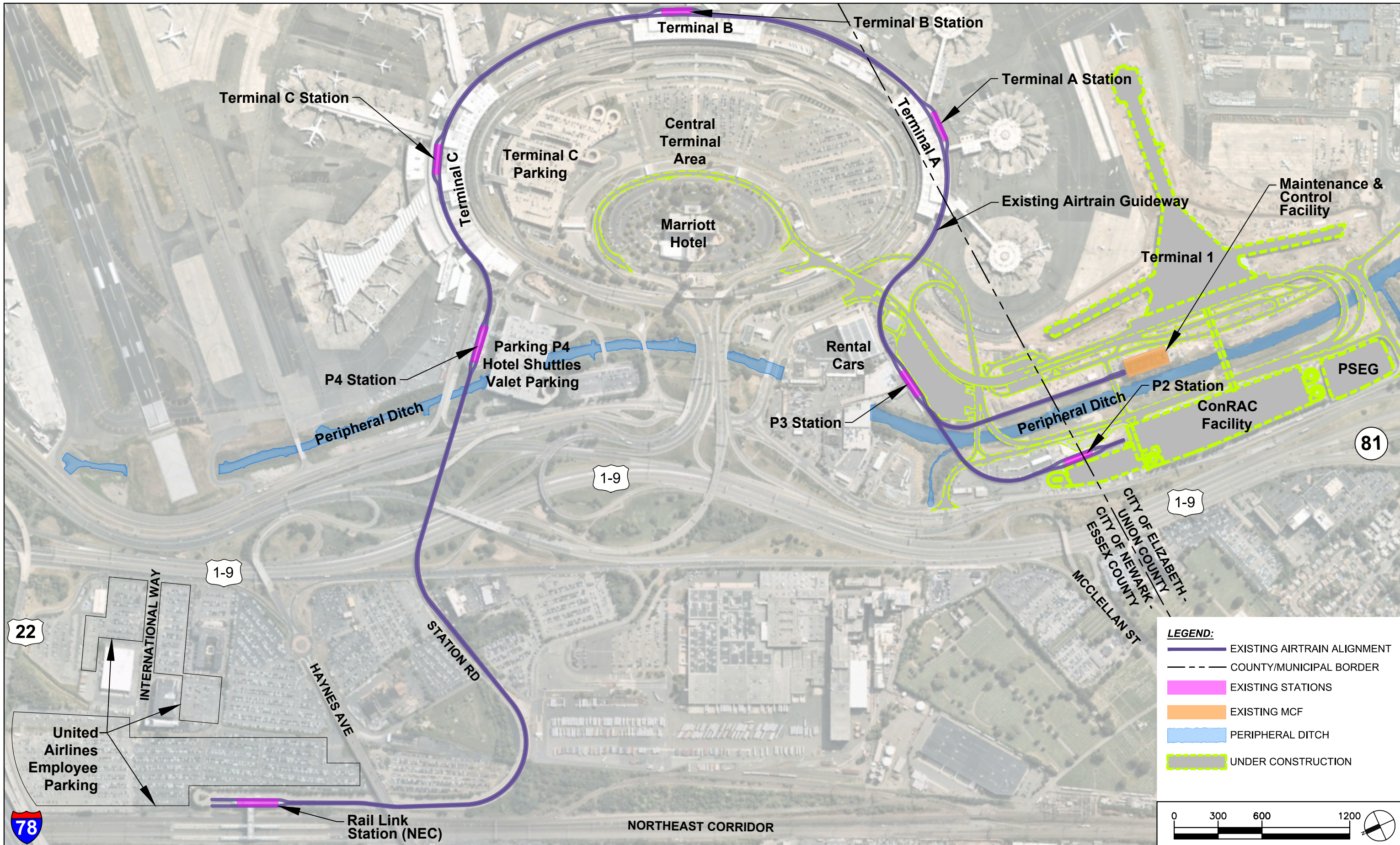
Sincerely,



William Laventhal  
Program Manager  
Newark Redevelopment – AirTrain  
PANYNJ

cc: David Behrend, Deputy Executive Director, NJTPA  
Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Ralph D'Apuzzo, Program Director, Newark Redevelopment – AirTrain, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA

Enclosures:  
Existing Conditions Figure  
Proposed Action Figure  
Regional Location Map





### Legend

0 1 2 4 Miles



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February 24, 2020

Diane Gutierrez-Scaccetti, Commissioner  
New Jersey Department of Transportation  
David J. Goldberg Transportation Complex  
1035 Parkway Avenue  
Trenton, New Jersey 08625

Re: AirTrain Newark Replacement Project  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Commissioner Gutierrez-Scaccetti:

The Port Authority of New York and New Jersey (PANYNJ) is in the planning and National Environmental Policy Act (NEPA) documentation stages of AirTrain Newark Replacement Project (Project). The main hub for the airport is located at Block 1, Lot 2104 in Elizabeth City, Union County, New Jersey and Block 5094, Lot 1 in Newark City, Essex County, New Jersey. The existing AirTrain extends off the main hub and crosses Block 5088, Lot 126.03; Block 5090, Lots 1.06, 44.02, 8.02, and 26; and Block and Lots lacking parcel data information in Essex County, New Jersey and Block 1, Lot 2104 in Union County, New Jersey. The project area is shown in the attached figures.

***Project Description***

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**As part of our NEPA scoping process, we respectfully request any comments that you would like to provide on this project.** The Port Authority will be providing project briefings for members of the public and a formal 30-day public comment period to be held later this year. Additionally, if you could identify the preferred point of contact for your office, Port Authority staff will coordinate any future communications with them. If you have any questions or require any additional information, please contact me at 973-565-5528 or by email at [rdapuzzo@panynj.gov](mailto:rdapuzzo@panynj.gov). Thank you for your assistance and we look forward to working with you throughout the AirTrain Newark Replacement Project.

Sincerely,



Ralph J. D'Apuzzo, P.E.  
Program Director  
Newark Redevelopment – AirTrain  
PANYNJ

cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
William Laventhal, Program Manager, Newark Redevelopment – AirTrain, PANYNJ

Enclosures:  
Existing Conditions Figure  
Proposed Action Figure  
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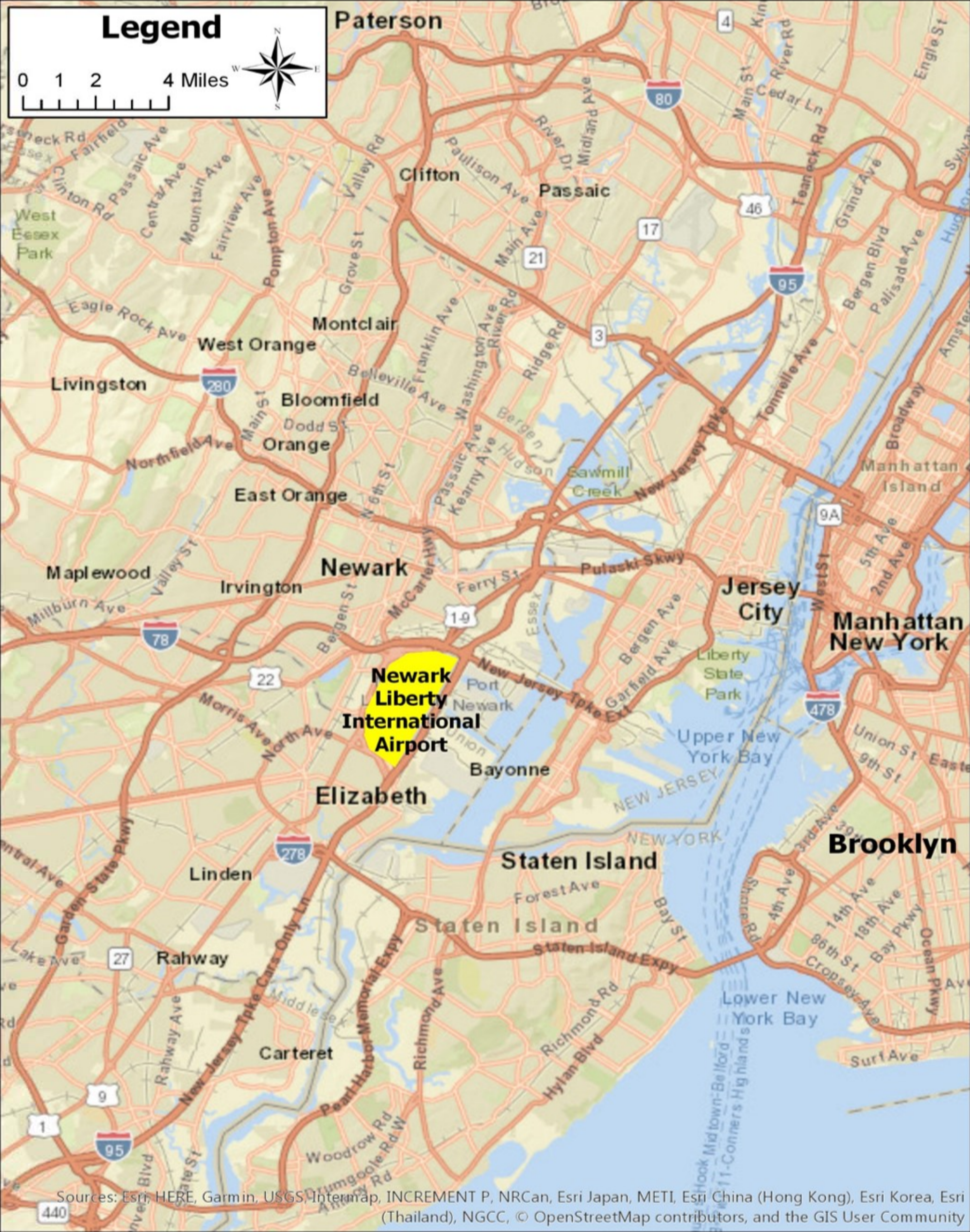


**Legend**

0 1 2 4 Miles



A legend box containing a scale bar from 0 to 4 miles and a north arrow with cardinal directions (N, S, E, W).



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## State of New Jersey

DEPARTMENT OF TRANSPORTATION  
P.O. Box 600  
Trenton, New Jersey 08625-0600

PHILIP D. MURPHY  
*Governor*

DIANE GUTIERREZ-SCACCETTI  
*Commissioner*

SHEILA Y. OLIVER  
*Lt. Governor*

March 31, 2020

Ralph J. D'Apuzzo, P.E.  
Program Director  
Newark Redevelopment – AirTrain  
The Port Authority of NY & NJ

Re: AirTrain Newark Replacement Project  
Elizabeth City, Union County, City of Newark, Essex County, New Jersey

Dear Mr. D'Appuzzo:

Thank you for your letter regarding the AirTrain Newark Replacement Project. I appreciate the opportunity to be of assistance to you.

On behalf of Commissioner Gutierrez-Scaccetti, the New Jersey Department of Transportation (NJDOT) wishes to thank you for the opportunity to offer comments on the proposed AirTrain replacement project. We understand that you are in the early stages of the National Environmental Policy Act (NEPA) scoping process and therefore have no specific comments at this time. However, we look forward to future opportunities as the NEPA process unfolds. To that affect I would like to identify Elkins Green, Director of the Division of Environmental Resources here at NJDOT as our primary contact for NEPA collaboration. He can be reached at [Elkins.green@dot.nj.gov](mailto:Elkins.green@dot.nj.gov) or at (609) 963-2065.

We again thank you for the opportunity.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jay Jimenez".

Jay Jimenez  
Chief of Staff

February 24, 2020

The Honorable Ras J. Baraka  
Mayor, City of Newark  
Newark City Hall  
920 Broad St  
Newark, New Jersey 07102

Re: AirTrain Newark Replacement Project  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Mayor Baraka:

The Port Authority of New York and New Jersey (PANYNJ) is in the planning and National Environmental Policy Act (NEPA) documentation stages of AirTrain Newark Replacement Project (Project). The main hub for the airport is located at Block 1, Lot 2104 in Elizabeth City, Union County, New Jersey and Block 5094, Lot 1 in Newark City, Essex County, New Jersey. The existing AirTrain extends off the main hub and crosses Block 5088, Lot 126.03; Block 5090, Lots 1.06, 44.02, 8.02, and 26; and Block and Lots lacking parcel data information in Essex County, New Jersey and Block 1, Lot 2104 in Union County, New Jersey. The project area is shown in the attached figures.

***Project Description***

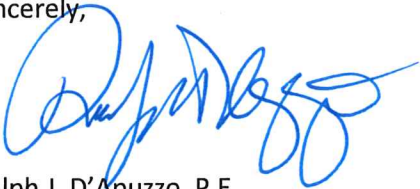
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Sincerely,



Ralph J. D'Apuzzo, P.E.  
Program Director  
Newark Redevelopment – AirTrain  
PANYNJ

cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
William Laventhal, Program Manager, Newark Redevelopment – AirTrain, PANYNJ

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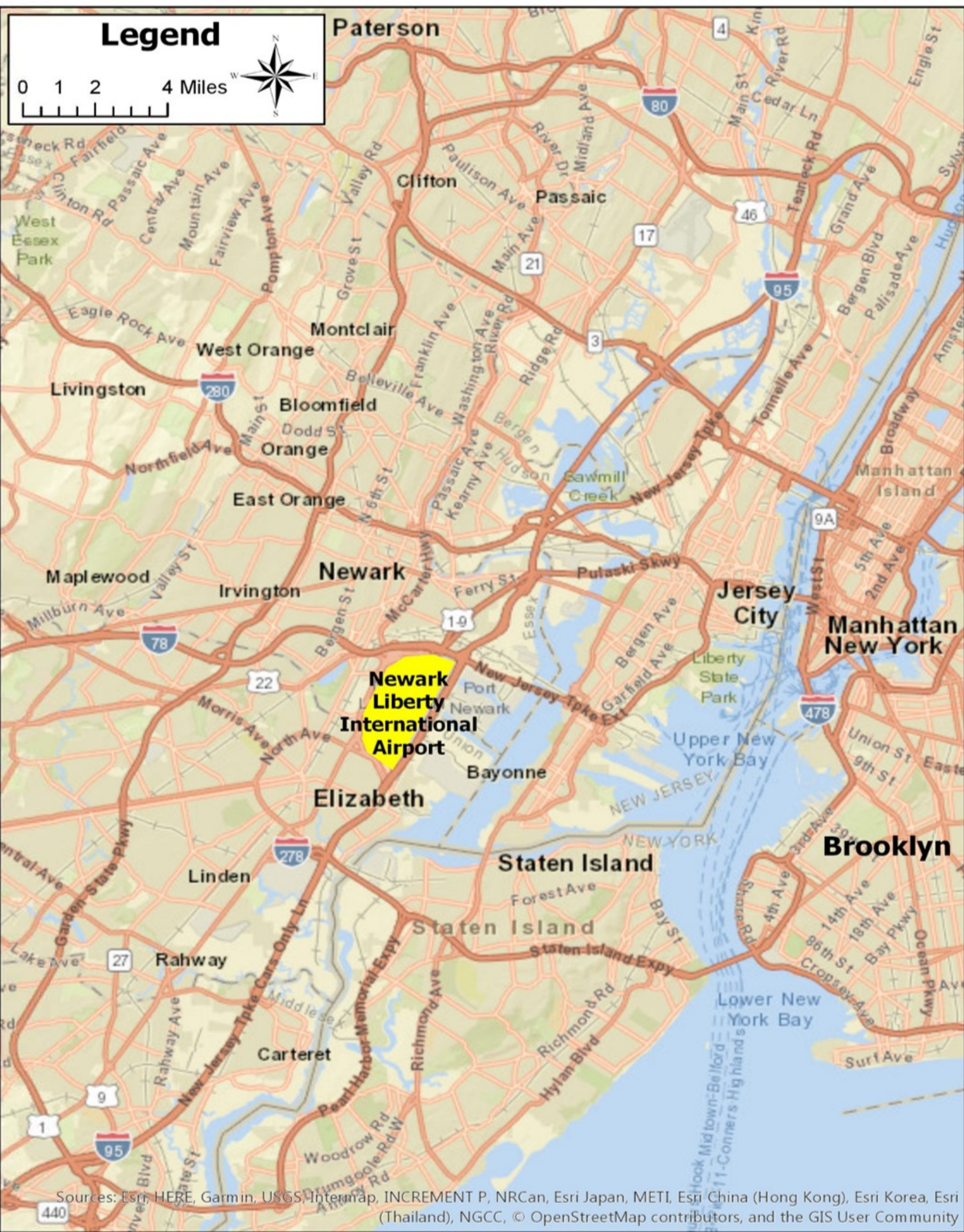






# Legend

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February 24, 2020

Eric S. Pennington, Business Administrator  
City of Newark  
Newark City Hall  
920 Broad Street, Room 205  
Newark, NJ 07102

Re: AirTrain Newark Replacement Project  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Business Administrator Pennington:

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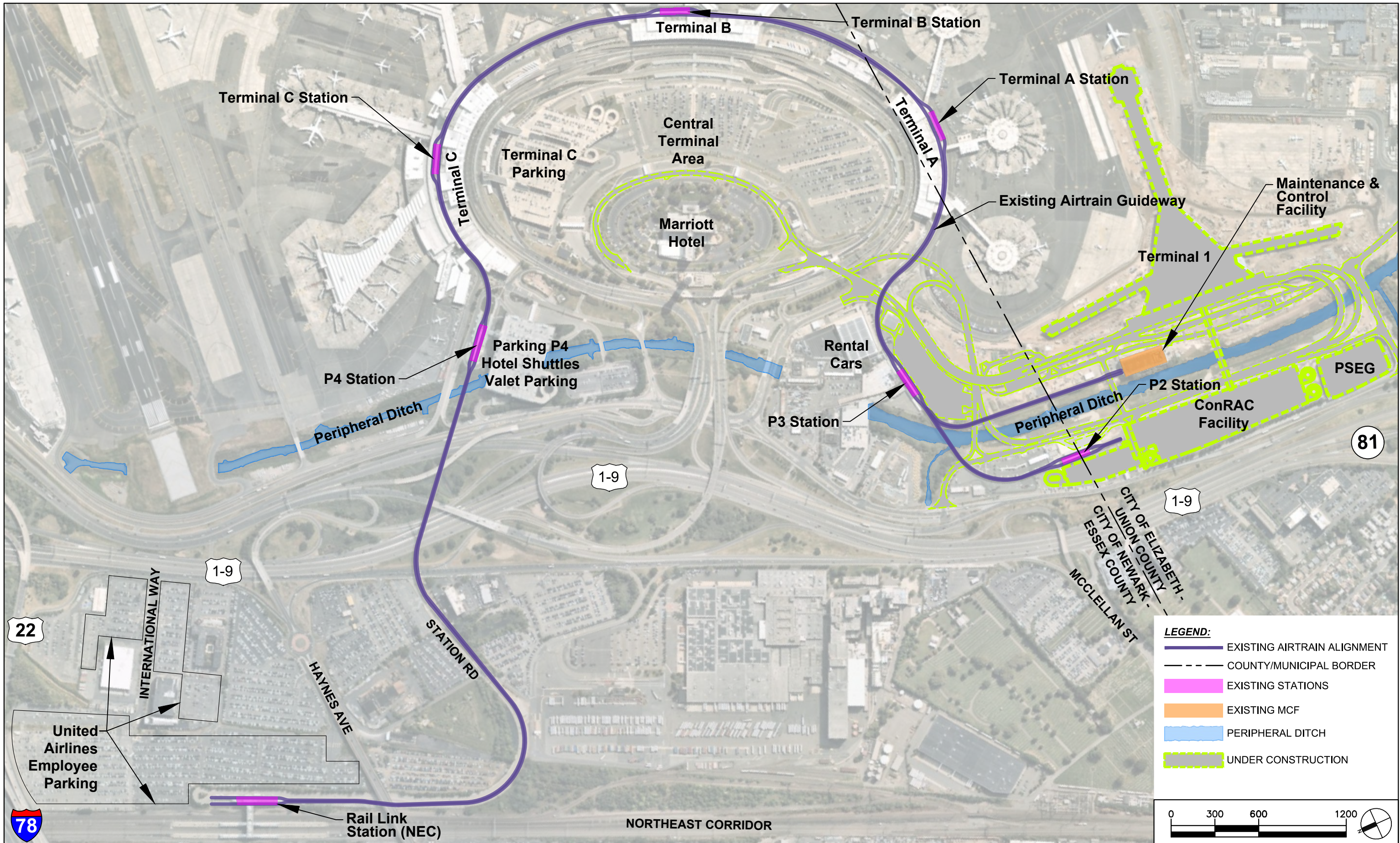
Sincerely,

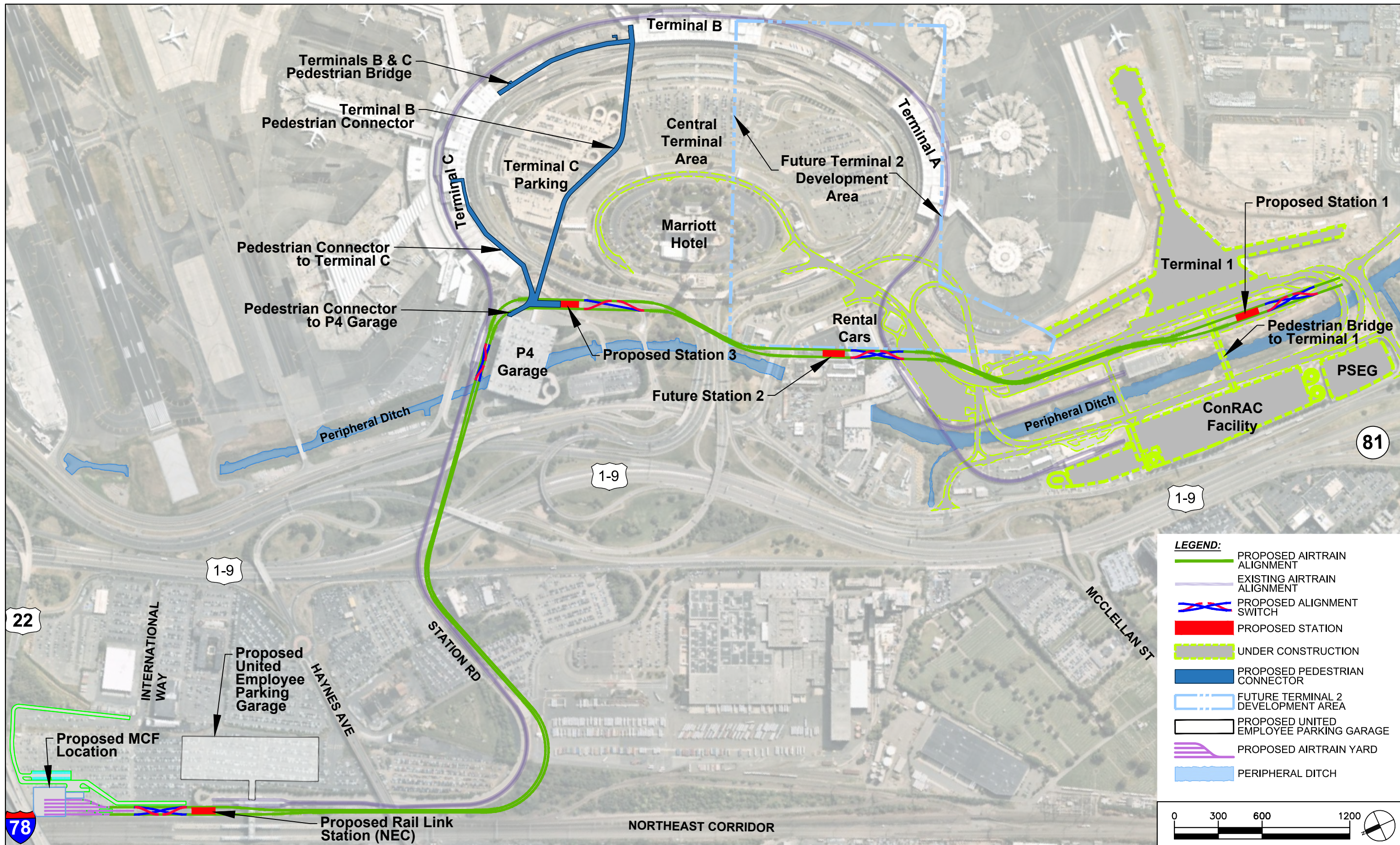


Ralph J. D'Apuzzo, P.E.  
Program Director  
Newark Redevelopment – AirTrain  
PANYNJ

cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
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Enclosures:  
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# Legend

0 1 2 4 Miles



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February 24, 2020

The Honorable J. Christian Bollwage  
Mayor, City of Elizabeth  
Elizabeth City Hall  
50 Winfield Scott Plaza  
Room 204  
Elizabeth, New Jersey 07201

Re: AirTrain Newark Replacement Project  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Mayor Bollwage:

The Port Authority of New York and New Jersey (PANYNJ) is in the planning and National Environmental Policy Act (NEPA) documentation stages of AirTrain Newark Replacement Project (Project). The main hub for the airport is located at Block 1, Lot 2104 in Elizabeth City, Union County, New Jersey and Block 5094, Lot 1 in Newark City, Essex County, New Jersey. The existing AirTrain extends off the main hub and crosses Block 5088, Lot 126.03; Block 5090, Lots 1.06, 44.02, 8.02, and 26; and Block and Lots lacking parcel data information in Essex County, New Jersey and Block 1, Lot 2104 in Union County, New Jersey. The project area is shown in the attached figures.

***Project Description***

The Project includes replacing the existing AirTrain with a new automated people mover system. The proposed replacement system would enhance capacity, provide service between on-airport facilities, and maintain the connection to the NJ TRANSIT and Amtrak rail lines via an improved and expanded Rail Link Station. The proposed replacement system would serve Terminals B, C, and new Terminal 1, as well as parking areas (with hotel shuttle transportation), the Consolidated Rent-A-Car Facility, and the Rail Link Station.

The proposed replacement system would be a 2.4-mile dual guideway system located primarily on airport property. The distance between the two guideways is expected to be approximately 50 feet at the stations and approximately 16 feet in stretches between stations. As part of the Project, PANYNJ anticipates acquiring land (lease or title) near the Rail Link Station to accommodate permanent structures to support the proposed replacement system (e.g., a Maintenance and Control Facility [MCF]). The general areas considered for acquisition by PANYNJ are either vacant or used for airport employee parking. In addition, PANYNJ would have to obtain temporary easements for construction of the replacement system.

The Project involves the construction of all facilities and infrastructure for the replacement system including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, MCF, vehicles, train control, and a power distribution system. A parking deck for airport employees is also included.



**As part of our NEPA scoping process, we respectfully request any comments that you would like to provide on this project.** The Port Authority will be providing project briefings for members of the public and a formal 30-day public comment period to be held later this year. Additionally, if you could identify the preferred point of contact for your office, Port Authority staff will coordinate any future communications with them. If you have any questions or require any additional information, please contact me at 973-565-5528 or by email at [rdapuzzo@panynj.gov](mailto:rdapuzzo@panynj.gov). Thank you for your assistance and we look forward to working with you throughout the AirTrain Newark Replacement Project.

Sincerely,

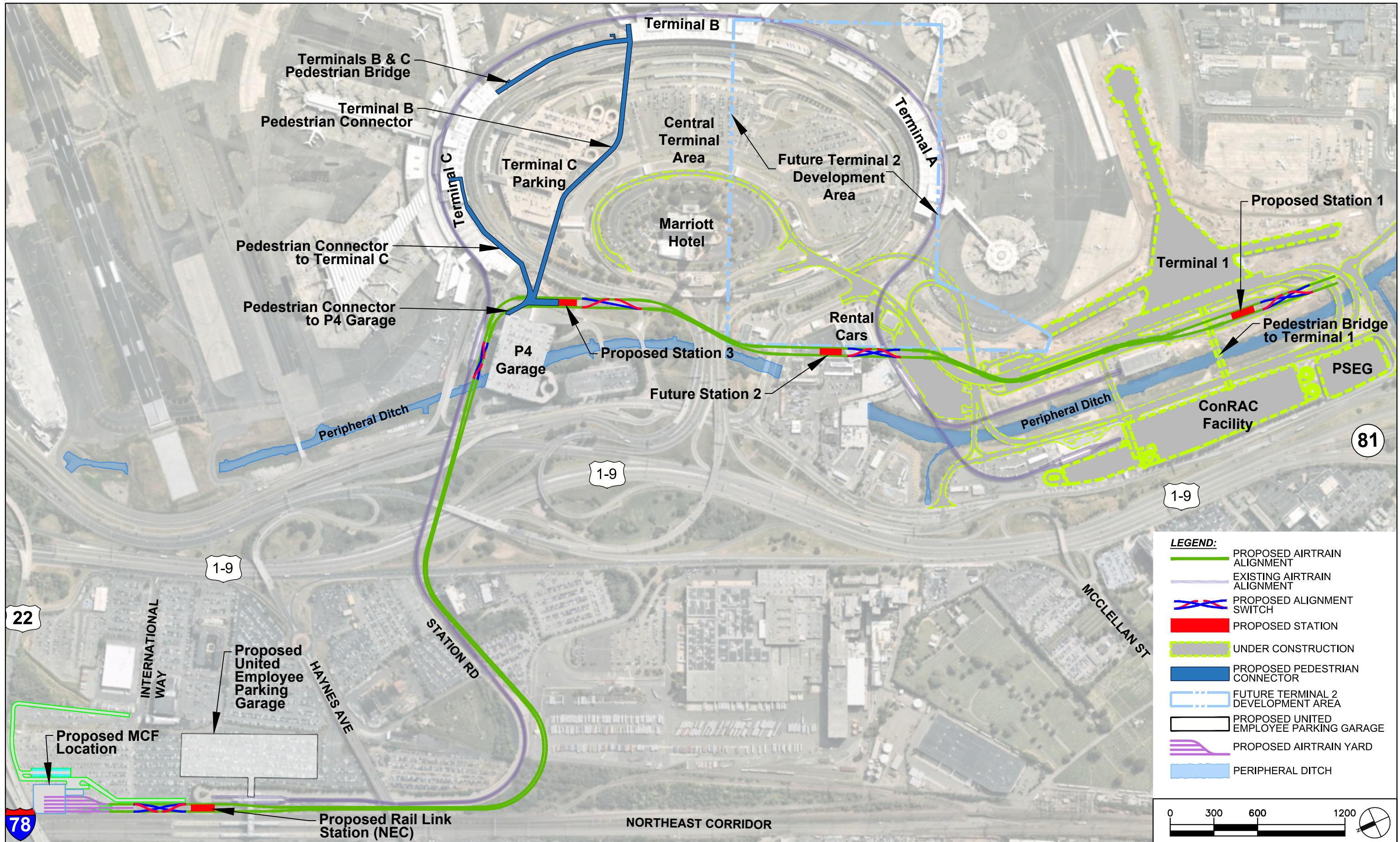


Ralph J. D'Apuzzo, P.E.  
Program Director  
Newark Redevelopment – AirTrain  
PANYNJ

cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
William Laventhal, Program Manager, Newark Redevelopment – AirTrain, PANYNJ

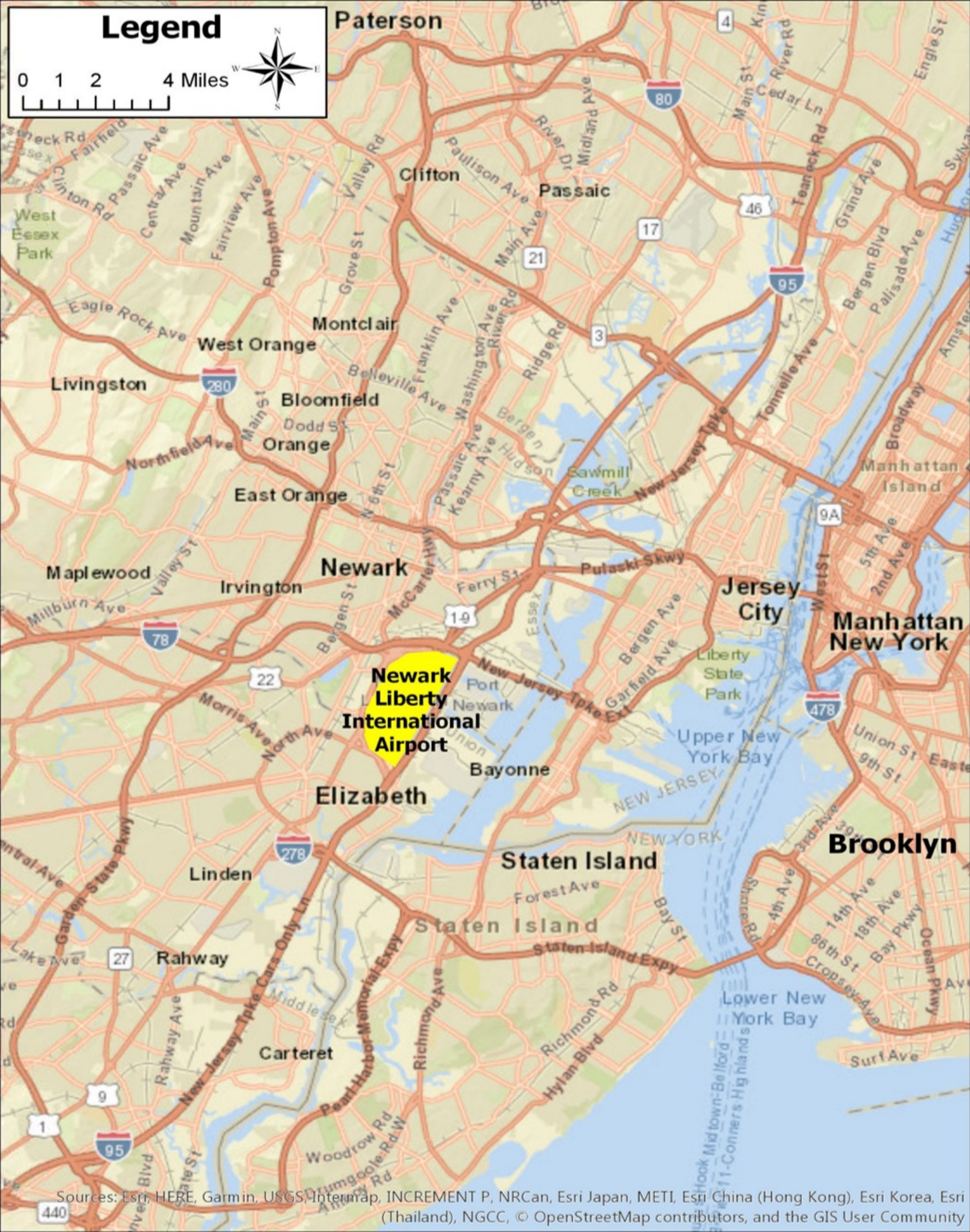
Enclosures:  
Existing Conditions Figure  
Proposed Action Figure  
Regional Location Map





# Legend

0 1 2 4 Miles



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

February 24, 2020

The Honorable Joseph N. DiVincenzo Jr.  
Office of the County Executive  
465 Dr. Martin Luther King Jr. Boulevard  
Hall of Records – Room 405  
Newark, New Jersey 07102

Re: AirTrain Newark Replacement Project  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear County Executive DiVincenzo:

The Port Authority of New York and New Jersey (PANYNJ) is in the planning and National Environmental Policy Act (NEPA) documentation stages of AirTrain Newark Replacement Project (Project). The main hub for the airport is located at Block 1, Lot 2104 in Elizabeth City, Union County, New Jersey and Block 5094, Lot 1 in Newark City, Essex County, New Jersey. The existing AirTrain extends off the main hub and crosses Block 5088, Lot 126.03; Block 5090, Lots 1.06, 44.02, 8.02, and 26; and Block and Lots lacking parcel data information in Essex County, New Jersey and Block 1, Lot 2104 in Union County, New Jersey. The project area is shown in the attached figures.

***Project Description***

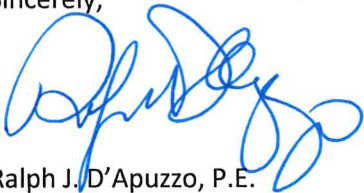
The Project includes replacing the existing AirTrain with a new automated people mover system. The proposed replacement system would enhance capacity, provide service between on-airport facilities, and maintain the connection to the NJ TRANSIT and Amtrak rail lines via an improved and expanded Rail Link Station. The proposed replacement system would serve Terminals B, C, and new Terminal 1, as well as parking areas (with hotel shuttle transportation), the Consolidated Rent-A-Car Facility, and the Rail Link Station.

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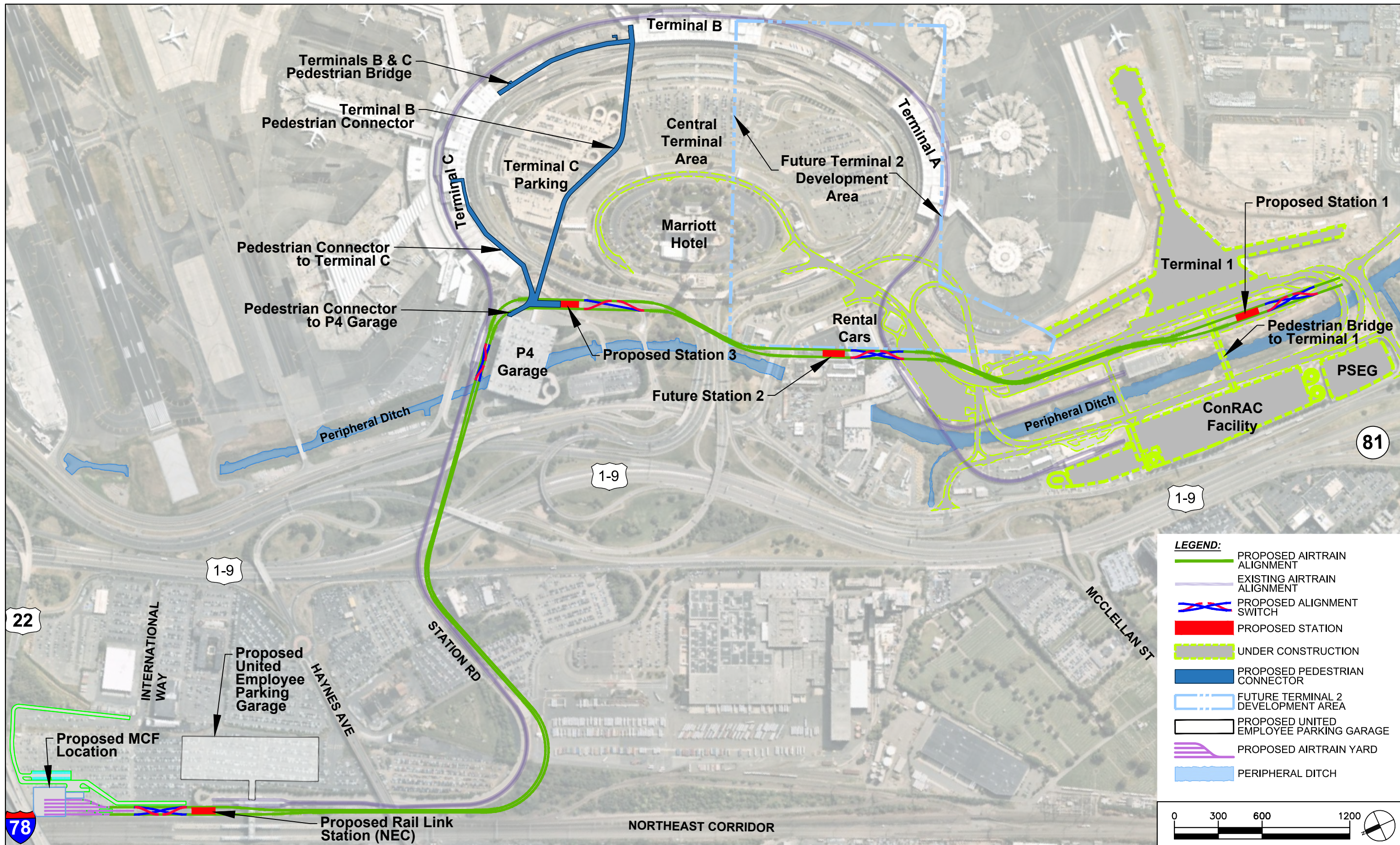


Ralph J. D'Apuzzo, P.E.  
Program Director  
Newark Redevelopment – AirTrain  
PANYNJ

cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
William Laventhal, Program Manager, Newark Redevelopment – AirTrain, PANYNJ

Enclosures:  
Existing Conditions Figure  
Proposed Action Figure  
Regional Location Map

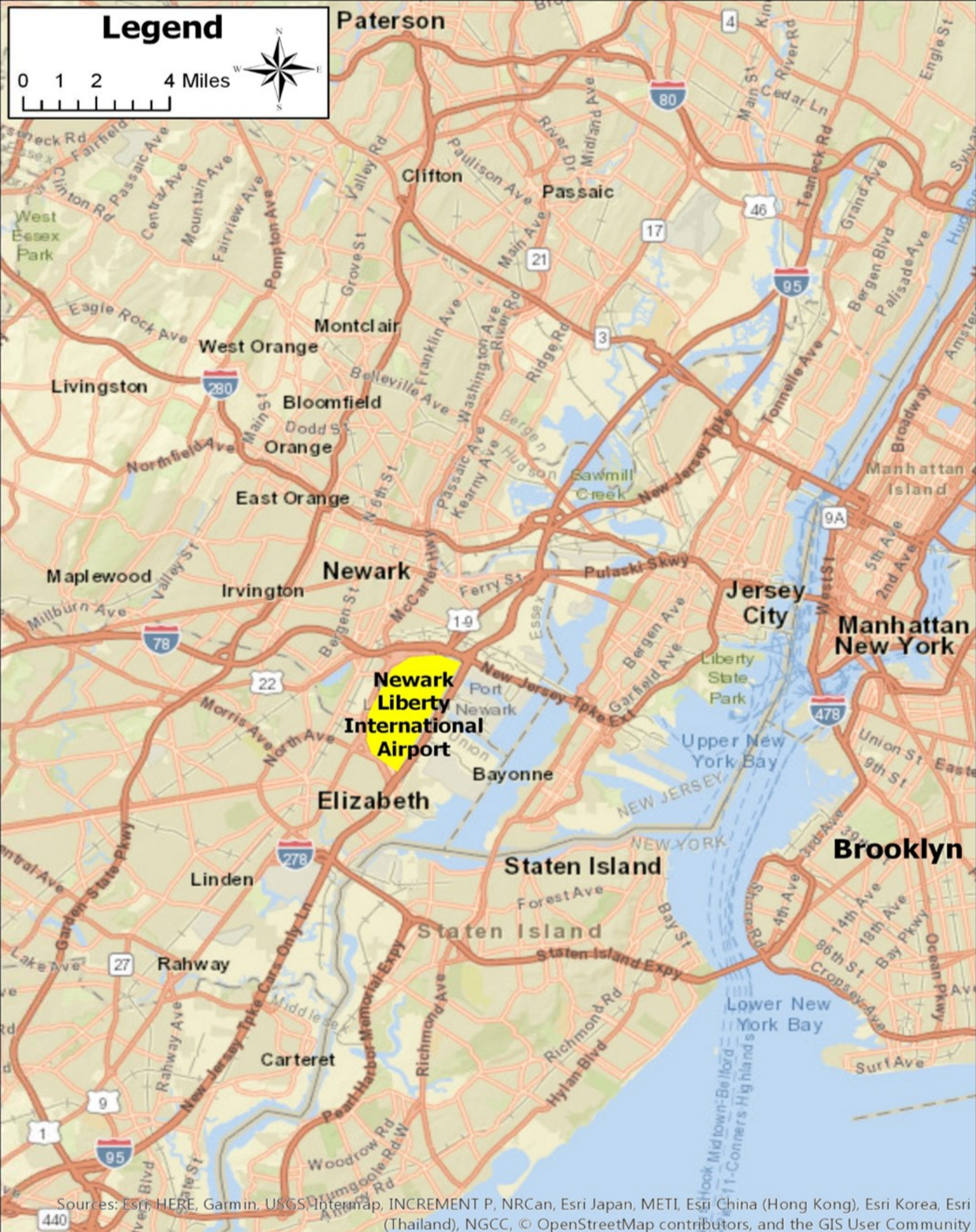






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Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

February 24, 2020

The Honorable Edward Oatman  
Union County Administration Building  
10 Elizabethtown Plaza  
Elizabeth, New Jersey 07202

Re: AirTrain Newark Replacement Project  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear County Manager Oatman:

The Port Authority of New York and New Jersey (PANYNJ) is in the planning and National Environmental Policy Act (NEPA) documentation stages of AirTrain Newark Replacement Project (Project). The main hub for the airport is located at Block 1, Lot 2104 in Elizabeth City, Union County, New Jersey and Block 5094, Lot 1 in Newark City, Essex County, New Jersey. The existing AirTrain extends off the main hub and crosses Block 5088, Lot 126.03; Block 5090, Lots 1.06, 44.02, 8.02, and 26; and Block and Lots lacking parcel data information in Essex County, New Jersey and Block 1, Lot 2104 in Union County, New Jersey. The project area is shown in the attached figures.

***Project Description***

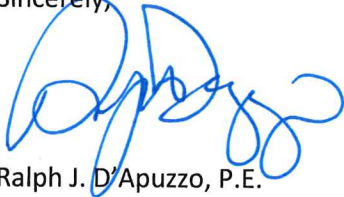
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**As part of our NEPA scoping process, we respectfully request any comments that you would like to provide on this project.** The Port Authority will be providing project briefings for members of the public and a formal 30-day public comment period to be held later this year. Additionally, if you could identify the preferred point of contact for your office, Port Authority staff will coordinate any future communications with them. If you have any questions or require any additional information, please contact me at 973-565-5528 or by email at [rdapuzzo@panynj.gov](mailto:rdapuzzo@panynj.gov). Thank you for your assistance and we look forward to working with you throughout the AirTrain Newark Replacement Project.

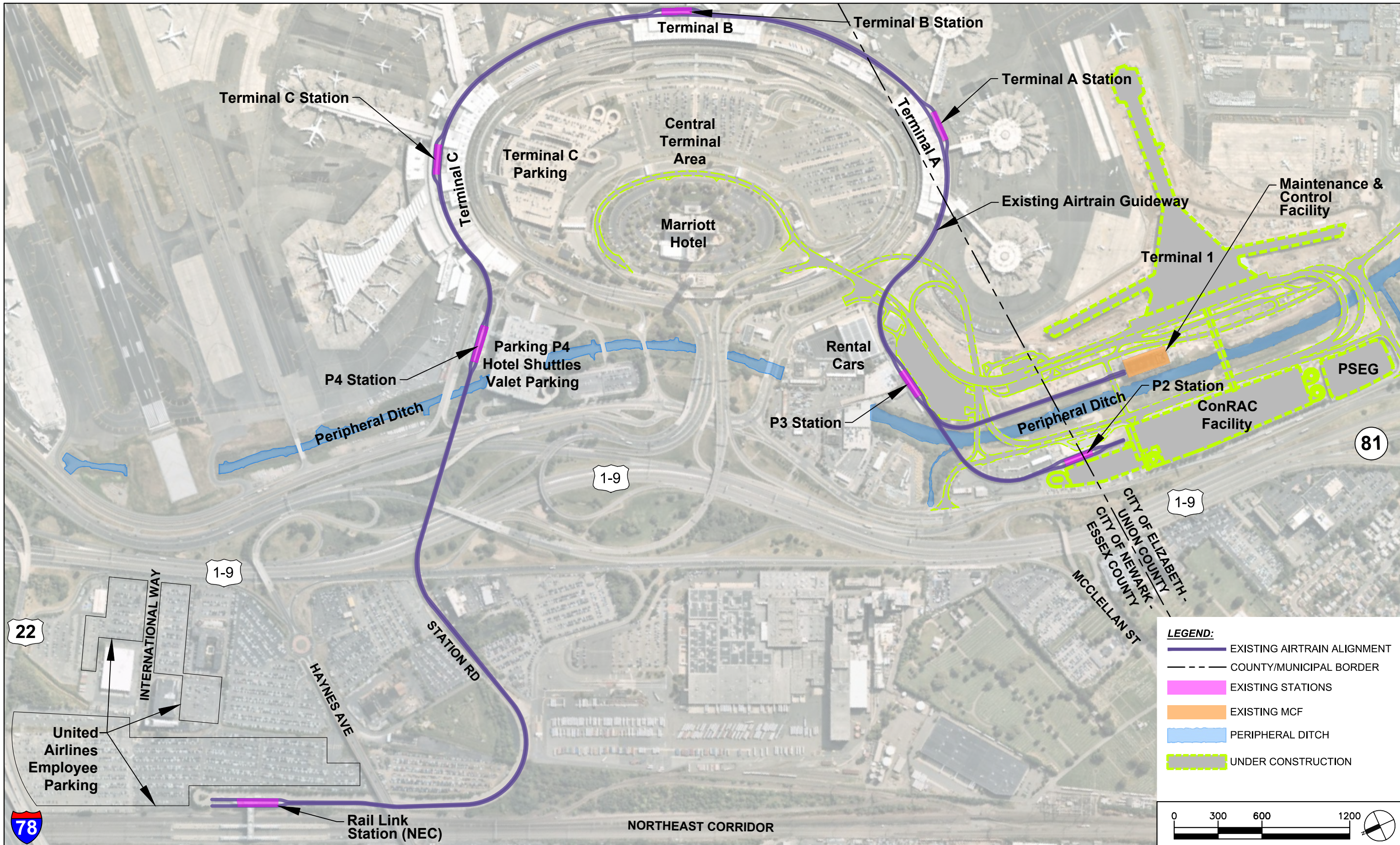
Sincerely,



Ralph J. D'Apuzzo, P.E.  
Program Director  
Newark Redevelopment – AirTrain  
PANYNJ

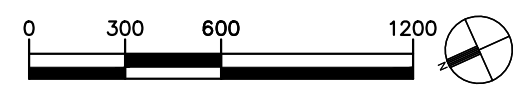
cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
William Laventhal, Program Manager, Newark Redevelopment – AirTrain, PANYNJ

Enclosures:  
Existing Conditions Figure  
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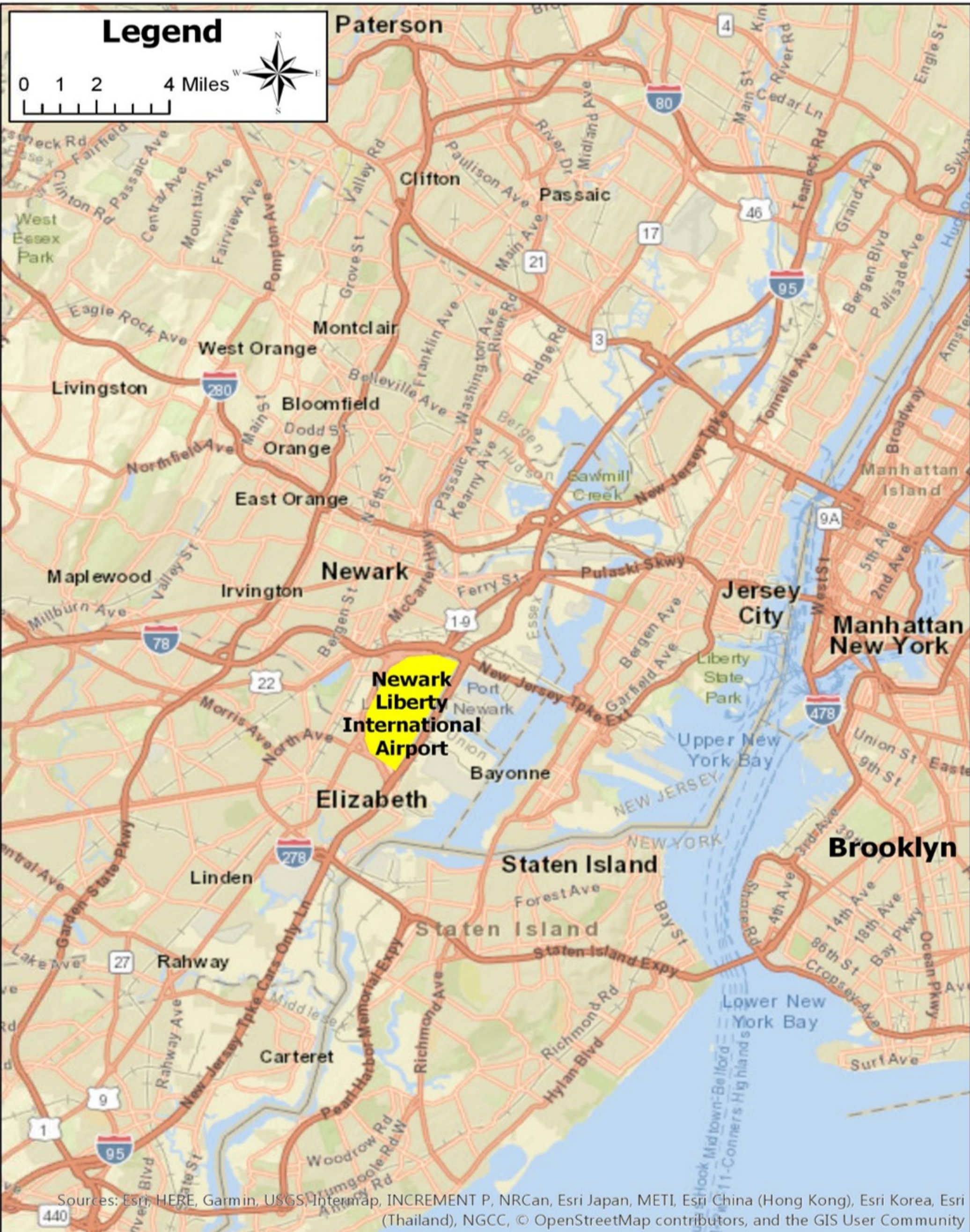


- LEGEND:**
- PROPOSED AIRTRAIN ALIGNMENT
  - EXISTING AIRTRAIN ALIGNMENT
  - X PROPOSED ALIGNMENT SWITCH
  - PROPOSED STATION
  - UNDER CONSTRUCTION
  - PROPOSED PEDESTRIAN CONNECTOR
  - FUTURE TERMINAL 2 DEVELOPMENT AREA
  - PROPOSED UNITED EMPLOYEE PARKING GARAGE
  - PROPOSED AIRTRAIN YARD
  - PERIPHERAL DITCH



# Legend

0 1 2 4 Miles



193 WEST HOBART GAP ROAD  
LIVINGSTON, NJ 07039

**Radin Consulting, Inc.**  
Transportation & Environmental Planning & Design

ONE GATEWAY CENTER  
SUITE 960  
NEWARK, NJ 07102

TEL: 973.732.1246  
CELL: 973.865.1451



FAX: 973.878.2762  
cradin@radinconsulting.com

February 5, 2020

Ms. Katherine P. Marcopul  
Administrator  
Historic Preservation Office  
Mail Code 501-04B  
State of New Jersey  
Department of Environmental Protection  
501 East State Street, 4<sup>th</sup> Floor  
Trenton, NJ 08609-1101

Dear Ms. Marcopul:

In accordance with Section 106 of the National Historic Preservation Act and the federal Advisory Council on Historic Preservation's implementing regulations, 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register, December 12, 2000 (Volume 65, Number 239, Pages 77697-77739), enclosed for your review are:

*Historic Sites Survey and Effects Assessment for the Newark AirTrain Replacement Project, City of Newark, Essex County and City of Elizabeth, Union County, New Jersey, for Review under Section 106 of the National Historic Preservation Act, December 2019*

*Newark AirTrain Replacement Phase IA Archaeological Survey, January 2020*

The Section 106 review for this project is necessitated by the Port Authority of New York & New Jersey (PANYNJ)'s potential use of federal funds to assist with the costs of the proposed Newark AirTrain Replacement project.

On behalf of PANYNJ, we request your review of these reports and your issuance of Section 106 consultation comments. Please note that I have attached the most recent plans of the Proposed Action and an updated consulting party list.

If you have any questions or comments, please do not hesitate to contact me at (973) 732-1246.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chitra Radin'.

Chitra Radin

Attachment

Cc: R. D'Apuzzo, PANYNJ  
K. Lamond, PANYNJ  
L. Tollner, Lea & Elliott

J. Herndon, PANYNJ  
W. Laventhal, PANYNJ

March 25, 2020

Katherine P. Marcopul  
Administrator, Historic Preservation Office  
Mail Code 501-04B  
Department of Environmental Protection  
501 East State Street, 4<sup>th</sup> Floor  
Trenton, NJ 08609-1101

Re: Newark Liberty International Airport  
AirTrain Newark Replacement Program  
HPO Project #20-0602-1, -2  
HPO-2020-142

Dear Ms. Marcopul:

I am in receipt of your February 20, 2020 memorandum (“Memorandum”) to the New Jersey Department of Environmental Protection’s Office of Permit Coordination and Environmental Review for the proposed AirTrain Newark Replacement Program. We appreciate your efforts in providing these informal comments.

In accordance with Section 106 of the National Historic Preservation Act and the federal Advisory Council on Historic Preservation's implementing regulations, 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register, December 12, 2000 (Volume 65, Number 239, Pages 77697-77739), I would like to request your formal review of the documents that were previously provided:


*Historic Sites Survey and Effects Assessment for the Newark AirTrain Replacement Project, City of Newark, Essex County and City of Elizabeth, Union County, New Jersey, for Review under Section 106 of the National Historic Preservation Act, December 2019*

*Newark AirTrain Replacement Phase IA Archaeological Survey, January 2020*

The Section 106 review for this project is necessitated by the Port Authority of New York & New Jersey’s potential use of federal funds to assist with the costs of the proposed Newark AirTrain Replacement Program.

If you have any questions or comments, please do not hesitate to contact me at (973) 565-5529 or [wlaventhal@panynj.gov](mailto:wlaventhal@panynj.gov).

Sincerely,



William Laventhal  
Program Manager  
Newark Redevelopment – AirTrain  
Port Authority of New York & New Jersey



*(continued – letter to Katherine P. Marcopul dated March 25, 2020)*

cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Ralph D’Apuzzo, Program Director, Newark Redevelopment – AirTrain, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA

Enclosures:

1. NJ HPO Memorandum, February 20, 2020
2. Historic Sites Survey and Effects Assessment for the Newark AirTrain Replacement Project, City of Newark, Essex County and City of Elizabeth, Union County, New Jersey, for Review under Section 106 of the National Historic Preservation Act, December 2019
3. Newark AirTrain Replacement Phase IA Archaeological Survey, January 2020

**From:** [Marcopul, Kate](#)  
**To:** [Edward.Knoesel@faa.gov](mailto:Edward.Knoesel@faa.gov)  
**Cc:** [Laventhal, William](#); [Pepe, David](#); [jean.howson@nv5.com](mailto:jean.howson@nv5.com); [Baratta, Meghan](#); [Maresca, Vincent](#); [Thivierge, Lindsay](#)  
**Subject:** EWR AirTrain Replacement Program, Newark Airport. HPO Project No. 20-0602  
**Date:** Tuesday, May 12, 2020 2:49:26 PM

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**CAUTION:** This email originated from outside the Port Authority. Do not open attachments or click on links from unknown senders or unexpected emails.

\*\*This e-mail serves as the official correspondence of the New Jersey Historic Preservation Office as we switch to a temporary remote work environment in response to the ongoing novel coronavirus (COVID-19) outbreak.\*\*

HPO Project No. 20-0602-7  
HPO-E2020-48

Ed Knoesel  
Environmental Protection Specialist  
Federal Aviation Administration  
New York Airports District Office  
159-30 Rockaway Blvd, Suite 111  
Jamaica, New York 11434  
[Edward.Knoesel@faa.gov](mailto:Edward.Knoesel@faa.gov)

Dear Mr. Knoesel:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published with amendments in the Federal Register on 6 July 2004 (69 FR 40544-40555), I am providing **Consultation Comments** for the following proposed undertaking:

**Essex County, Newark City  
Newark International Airport  
EWR AirTrain Replacement Program  
Phase IA Archaeological Survey Report  
Historic Architectural Sites Survey and Effects Assessment  
Federal Aviation Administration**

---

#### **800.4 Identifying Historic Properties**

The Historic Preservation Office (HPO) was provided the opportunity to review and comment on the following cultural resource survey reports for the above-referenced undertaking:

Howson, Jean  
January 2020 *Phase IA Archaeological Survey, Newark AirTrain Replacement. Prepared for The Port Authority of NY & NJ. Prepared by NV5. HPO Report ESS AA 904.*

And

Zerbe, Nancy L.

December 2019 *Historic Architectural Sites Survey and Effects Assessment for the Newark AirTrain Replacement Project, City of Newark Essex County and City of Elizabeth, Union County, New Jersey.* Prepared for The Port Authority of NY & NJ. Prepared by ARCH<sup>2</sup>, Inc.

According to the submitted documentation, the undertaking involves the replacement of the existing AirTrain system with a new 2.4-mile automated people mover system. The new system will serve Terminals B and C and the new Terminal 1 as well as parking areas, the Consolidated Rental Car Facility and Parking Garage, and the Rail Link Station. The undertaking also includes for the new system the construction of all facilities and infrastructure including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, a maintenance and control facility, vehicles, train control, and a power distribution system.

### Historic Architecture

The above-referenced architectural survey report states that there are four previously identified historic properties within the current project's APE: Pennsylvania Railroad New York to Philadelphia Historic District (aka Amtrak's Northeast Corridor) (SHPO Opinion: 1/14/2015); the Haynes Avenue Bridge (SHPO Opinion: 6/3/1991); Newark Metropolitan Airport Administration Building, Brewster Hangar, and Medical building (SR: 6/25/1980; NR: 12/12/1980); and the U.S. route 1/9 Historic District (SHPO Opinion: 3/8/1996). The current survey evaluated four additional properties: Newark Liberty International Airport's Terminals A, B, and C; Anheuser-Busch, Inc.; Kinglands Rum and Barrel, Inc.; and the New Jersey Galvanizing and Tinning Works, Inc. The report recommended that the four previously identified historic properties would not be adversely affected by the project due to the nature of the historic properties, the location of the undertaking, and the distance between the undertaking and the historic properties. Additionally, it is recommended that the four newly surveyed properties do not possess the characteristics necessary to be eligible for listing on the New Jersey and National Registers of Historic Places.

*Upon review, the HPO concurs with the findings of the architectural survey report. In consequence, the HPO recommends to FAA that no additional consideration of architectural historic properties is necessary unless project plans substantially change in the future.*

### Archaeology

The above-referenced Phase IA archaeological survey report states that the majority of the project's area of potential effects (APE) was located within a former larger marsh complex and subsequently filled during the late nineteenth and early twentieth centuries. While the potential exists for deeply buried Pre-Contact period archaeological resources exists, the project has a low potential to encounter those resources.

The report further assesses the APE from Bessemer Street to Haynes Avenue possessing sensitivity for human burials from the Newark City Cemetery (1869-1954) and late nineteenth century historic period resources from a former glue factory, several dwellings, and hospital. Therefore, this segment of the APE possesses a high archaeological sensitivity for historic period archaeological resources and potential human burials.

*In light of the information above regarding high archaeological sensitivity within the APE, pursuant to 36 CFR § 800.4, a Phase IB archaeological survey, and as necessary Phase II archaeological survey with an HPO approved work plan, must be conducted within the APE from Bessemer Street to Haynes Avenue to identify the presence or absence of archaeological deposits prior to project implementation.*

Phase I survey will allow identification of the presence or absence of historic properties within the APE. If identified, Phase II survey will provide for evaluation of the National Register eligibility of the site(s) and assessment of project impacts. For properties on or eligible for National Register inclusion, recommendations must be provided for avoidance of impacts. If impacts cannot be avoided, analyses must be provided exploring alternatives to minimize and/or mitigate impacts. Means to avoid, minimize and/or mitigate impacts to National Register eligible properties will need to be developed and undertaken prior to project implementation.

All phases of the archaeological survey and reporting will need to be in keeping with the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation*, and the HPO's *Guidelines for Phase I Archaeological Investigations: Identification of Archaeological Resources and Guidelines for Preparing Cultural Resources Management Archaeological Reports Submitted to the Historic Preservation Office*. If the project requires a Freshwater Wetlands permit through the DEP's Division of Land Use Regulation, Phase I archaeological survey and reporting must comply with the rules N.J.A.C. 7:4-8.4 through 8.5 ([http://www.nj.gov/dep/hpo/2protection/register\\_historic\\_places09\\_29\\_08.pdf](http://www.nj.gov/dep/hpo/2protection/register_historic_places09_29_08.pdf)). Evaluations to determine the National Register eligibility of archaeological sites must be in keeping with the National Park Service's 2000 National Register Bulletin, *Guidelines for Evaluating and Registering Archeological Properties*. The individual(s) conducting the work will need to meet the relevant Secretary of the Interior's Professional Qualifications Standards for archaeology (48 FR 44738-9).

If potential human burials or human skeletal remains are encountered, all ground disturbing activities in the vicinity shall cease immediately and the Historic Preservation Office shall be contacted, as well as any appropriate legal officials. The potential burials shall be left in place unless imminently threatened by human or natural displacement.

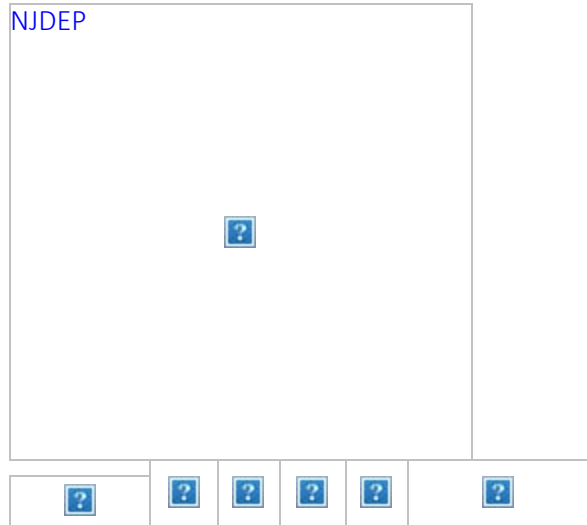
### **Additional Comments**

Thank you for providing the opportunity to review and comment on the potential for the above-referenced project to affect historic properties. The HPO looks forward to additional consultation with FAA, any consulting parties, and the results of Phase IB archaeological survey for review and comment. Please reference HPO project number **20-0602** in any future calls, emails, submissions or written correspondence to help expedite your review and If you have any questions, and If you have any questions, please feel free to contact Lindsay Thivierge of my staff at 609-292-4091 or [Lindsay.Thivierge@dep.nj.gov](mailto:Lindsay.Thivierge@dep.nj.gov). with questions regarding historic architecture, historic districts, or historic landscapes or Vincent Maresca of my staff at 609-633-2395 or [vincent.maresca@dep.nj.gov](mailto:vincent.maresca@dep.nj.gov) with questions regarding archaeology.

Sincerely,

**Katherine J. Marcopul, Ph.D., CPM**  
**Administrator and**  
**Deputy State Historic Preservation Officer**  
Historic Preservation Office  
NJ Department of Environmental Protection  
501 East State Street, Trenton, NJ 08625  
[kate.marcopul@dep.nj.gov](mailto:kate.marcopul@dep.nj.gov)  
T (609) 984-0176 | F (609) 984-0578

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# State of New Jersey

## DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES

HISTORIC PRESERVATION OFFICE

501 East State Street

P.O. Box 420, Mail Code 501-04B

Trenton, New Jersey 08625-0420

Tel. (609) 984-0176 • Fax (609) 984-0578

[www.nj.gov/dep](http://www.nj.gov/dep)

**PHILIP D. MURPHY**

*Governor*

**SHEILA Y. OLIVER**

*Lt. Governor*

**CATHERINE R. McCABE**

*Commissioner*

HPO Project #20-0602-1, -2

HPO-B2020-142

### MEMORANDUM

**TO:** David Pepe, Environmental Specialist 3  
Office of Permit Coordination and Environmental Review

**FROM:** Katherine J. Marcopul, Administrator & Deputy State Historic Preservation Officer  
Historic Preservation Office  
*Katherine J. Marcopul*

**DATE:** February 20, 2020

**SUBJECT:** **Essex County, Newark City**  
**Newark International Airport**  
**EWR AirTrain Replacement Program**  
**Phase IA Archaeological Survey Report**  
**Historic Architectural Sites Survey and Effects Assessment**  
**Executive Order 215 and Section 106 of the National Historic Preservation Act**

The Historic Preservation Office (HPO) was provided the opportunity to review and comment on the following cultural resource survey reports for the above-referenced undertaking:

Howson, Jean  
January 2020 *Phase IA Archaeological Survey, Newark AirTrain Replacement.* Prepared for The Port Authority of NY & NJ. Prepared by NV5.

And

Zerbe, Nancy L.  
December 2019 *Historic Architectural Sites Survey and Effects Assessment for the Newark AirTrain Replacement Project, City of Newark Essex County and City of Elizabeth, Union County, New Jersey.* Prepared for The Port Authority of NY & NJ. Prepared by ARCH<sup>2</sup>, Inc.

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The report further assesses the APE from Bessemer Street to Haynes Avenue possessing sensitivity for human burials from the Newark City Cemetery (1869-1954) and late nineteenth century historic period resources from a former glue factory, several dwellings, and hospital. The report recommends consultation with the HPO for consideration if project impacts on archaeological resources.

### Historic Architecture

According to the above-referenced architectural survey, there are four previously identified historic properties within the current project's APE: Pennsylvania Railroad New York to Philadelphia Historic District (aka Amtrak's Northeast Corridor) (SHPO Opinion: 1/14/2015); the Haynes Avenue Bridge (SHPO Opinion: 6/3/1991); Newark Metropolitan Airport Administration Building, Brewster Hangar, and Medical building (SR: 6/25/1980; NR: 12/12/1980); and the U.S. route 1/9 Historic District (SHPO Opinion: 3/8/1996). The current survey evaluated four additional properties: Newark Liberty International Airport's Terminals A, B, and C; Anheuser-Busch, Inc.: Kinglands Rum and Barrel, Inc.; and the New Jersey Galvanizing and Tinning Works, Inc. It is recommended in the survey that the four previously identified historic properties would not be adversely affected by the project due to the nature of the historic resources and the project area as well as the distance between the proposed project and the historic properties. Additionally, it is recommended that the four newly surveyed properties do not possess the characteristics necessary to be eligible for listing on the New Jersey and National Registers of Historic Places.

### **Additional Comments**

The HPO reviews projects for their effects on historic resources when federal funding, licensing, or permitting is involved. The HPO also reviews projects requiring Freshwater Wetlands, Waterfront Development, Upland Development, CAFRA and Highland Preservation Area Approval permits issued by the State of New Jersey's Division of Land Use Regulation, as well as, environmental assessments under Executive Order 215. *In consequence, if this project is subject to any of the above-referenced regulations, the HPO would request an initial Phase IB archaeological survey within the area discussed above to identify the presence or absence of archaeological resources within the project's APE. The HPO would not request additional information regarding architectural resources.*

*This information is provided as informal notes to you and does not constitute identification level cultural resources survey under Section 106 of the National Historic Preservation Act or other*



*law or regulation. These notes do not constitute project review under any state or federal law. The absence of previously identified cultural resources does not imply that there are no eligible historic properties in the requested area. Further identification of cultural resources may be required under one or more historic preservation review processes depending on project funding, licensing, or permitting.*

Thank you for providing the opportunity to review and comment on the potential for the above-referenced project to affect historic properties. Please reference HPO project number 20-0602 in any future calls, emails, submissions or written correspondence to help expedite your review and If you have any questions, please feel free to contact me at 609-633-2395 or [vincent.maresca@dep.nj.gov](mailto:vincent.maresca@dep.nj.gov) with questions regarding archaeology or Lindsay Thivierge at 609-292-4091 or [Lindsay.Thivierge@dep.nj.gov](mailto:Lindsay.Thivierge@dep.nj.gov). with questions regarding historic architecture, historic districts, or historic landscapes.

K.J.M.

KJM/MMB/LT/VM









U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

New York Airports District Office  
1 Aviation Plaza, Suite 111  
Jamaica, NY 11434  
Telephone: 718-995-5770  
Fax: 718-995-5790

August 24, 2020

Mr. Vincent Maresca  
New Jersey Historic Preservation Office  
501 East State Street  
Trenton, New Jersey 08609

Re: HPO project number 20-0602  
AirTrain Newark Replacement Program  
Phase 1B/II Work Plan  
Newark, New Jersey

Dear Mr. Maresca:

In connection with the Port Authority of New York and New Jersey's (PANYNJ) AirTrain Newark Replacement Program (the Program), please find attached a Work Plan for Phase 1B and Contingency for Phase II Archaeological Testing. Consultation Comments on the Phase 1A survey were previously provided by the New Jersey Historic Preservation Office on May 12, 2020. This Work Plan complies with Section 106 of the Historic Preservation Act and has been prepared by NV5, Inc., who is a consultant on PANYNJ's Environmental Assessment team.

The Federal Aviation Administration respectfully requests that your office review the attached Work Plan and, if found acceptable, document and forward said approval to our office. If you have any questions on the attached Work Plan, please feel free to contact me at [Edward.knoesel@faa.gov](mailto:Edward.knoesel@faa.gov), or on my cell phone at (917) 951-9112. Thanks very much.

Sincerely,

**Edward Clarke  
Knoesel**

 Digitally signed by Edward Clarke  
Knoesel  
Date: 2020.08.24 12:09:26 -04'00'

Environmental Protection Specialist  
Federal Aviation Administration  
New York Airports District Office  
159-30 Rockaway Blvd, Suite 111  
Jamaica, New York 11434

CC: C. Cronin, PANYNJ  
R. D'Apuzzo, PANYNJ  
K. Lamond, PANYNJ  
J. Howson, NV5

## WORK PLAN

### PHASE IB AND CONTINGENCY FOR PHASE II ARCHAEOLOGICAL TESTING

#### AIRTRAIN NEWARK REPLACEMENT PROGRAM

HPO Project No. 20-0602-7

HPO-E2020-48

#### Area of Potential Effects (APE):

The APE for the **Proposed Action** alignment for the AirTrain is shown on Figure 1. Subsurface work within the Design and Construction Limits and Construction Easements are described as follows:

Subsurface work is limited to the foundations of the guideway. Foundation activities include pile driving, sheet pile driving, concrete work, erection of the guideway structure, staging and movement of materials and equipment. These activities throughout the construction area may damage the existing asphalt (Anheuser Busch) or grassy areas (Hartz). For properties both inside and outside of the new Port Authority property line, the contractor will be required to restore to the existing conditions. For example, asphalt will remain asphalt and pervious areas will remain pervious. The existing weigh station will be demolished. Following construction, a new fence will be installed parallel to the AirTrain.

The APE avoids the historic and present footprint of the Newark City Cemetery. It includes property that was mapped in the 19<sup>th</sup> century as the Johnson and later Crook property, which contained an early glue factory and likely residences (Figure 2). While previous disturbances from construction of the existing Monorail would have disturbed portions of the historic property, there is potential for intact subsurface historic remains in the area beneath the Anheuser Busch lot and the adjacent vegetated area within Hartz Mountain property (formerly part of the Waverly Yard).

#### Research Goals and Project Guidelines:

Phase IB field testing will be conducted in order to determine the presence or absence of resources related to the historic Johnson/Crook property within the APE. It is noted that if any intact early surfaces are extant, careful examination will be made for traces of precontact occupation.

If indicated, the fieldwork will proceed to Phase II testing in order to provide for evaluation of the National Register eligibility of the site(s) and assessment of project impacts. Evaluation to determine the National Register eligibility of archaeological sites will be in keeping with the National Park Service's 2000 National Register Bulletin, *Guidelines for Evaluating and Registering Archeological Properties*.

Due to the logistical difficulty of accessing the properties for subsurface testing, it is anticipated that we will proceed directly to Phase II if the Phase IB investigation identifies archaeological resources within the APE. Consultation with HPO will be sought if needed during the field program. Although visibility will be limited due to the necessarily limited number of test trenches, every effort will be made to expose deposits and features sufficiently to allow for eligibility determinations.

All phases of the archaeological survey and reporting will need to be in keeping with the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation*, and the HPO's *Guidelines*

*for Phase I Archaeological Investigations: Identification of Archaeological Resources and Guidelines for Preparing Cultural Resources Management Archaeological Reports Submitted to the Historic Preservation Office.*

**Documentary research:**

Historical research will be focused on primary documentation, notably land titles (to include deed, mortgage, and surrogate's records) and census records (both state and federal), with some supplementary secondary source research.

**Fieldwork General Assumptions:**

Geotechnical borings will be completed and the results will be provided prior to conducting archaeological testing.

Access for machine excavations will be provided by the property owners. Test locations are shown on attached maps, Figures 3a and 3b. At least one lane of the entrance driveway to the Anheuser-Busch facility will remain open during the archaeological test excavation work. Traffic cones will be used to delineate the closure of a single lane.

It is anticipated that test trenches will be backfilled the same day as excavated. If it is necessary to leave a trench open overnight, steel plates will be installed by the excavation contractor. If there is an unanticipated delay in scheduling further testing (e.g. between Phase IB and Phase II), trenches may need to be backfilled and re-opened at a later date.

Backhoe excavation trenches will be backfilled with original material and compacted by backhoe. In paved areas, the excavation will be brought to level with a 6-inch gravel layer. Pavement patching will be accomplished after all tests in paved areas are completed. Pavement and striping will be restored to original condition. Asphalt will be of the same quality as currently in place (i.e. strong enough for truck traffic).

**Phase IB Archaeological Testing:**

Proposed test locations are shown on Figure 3.

Anheuser-Busch Property (paved active truck lot) - Testing will involve excavation of four (4) trenches measuring approximately 4' x 8' x 4'(depth). The pavement will be cut and excavation will proceed with a backhoe. If an intact original surface or other features are identified, small shovel test units will be hand-excavated at the bottom of the trenches. Soils from hand excavations will be screened through ¼-inch mesh. Locations of proposed tests are shown on the accompanying map.

Hartz Mountain Property (vegetated area) -Testing will involve excavation of three (3) trenches measuring approximately 4' x 8' x 4'(depth). If an intact original surface or other features are identified, small shovel test units will be hand-excavated at the bottom of the trenches. Soils from hand excavations will be screened through ¼-inch mesh. Approximate locations of proposed tests along the proposed AirTrain foundation are shown on the accompanying map.

**Phase II Archaeological Testing:**

If archaeological resources that have the potential to provide information about the historic use of the properties are identified, Phase II testing will be necessary. The decision to recommend Phase II testing will be made by the project archaeologist, who will immediately inform the client. Phase II will not be

undertaken without client authorization. The project archaeologist, at their discretion, may consult with the New Jersey Historic Preservation Office regarding the need for Phase II testing. Any excavation that will remain open for more than one day will be covered with steel plates.

Phase IB trenches will be widened by 2 to 4 feet, and 3-foot-square hand-excavated units will be placed in the bottom of the widened trenches. Hand excavated soils will be screened through ¼-inch mesh. It is anticipated that the larger exposure and hand excavations will provide sufficient information on the nature, dating, and integrity of deposits or features to allow for a recommendation as to National Register eligibility.

**Protocol for Human Remains:**

If potential human burials or human skeletal remains are encountered, all ground disturbing activities in the vicinity will cease immediately and the Historic Preservation Office and Regional Medical Examiner will be contacted. Burials and potential burials shall be left in place unless imminently threatened by human or natural displacement.

HPO contact: Vincent Maresca, 609-633-2395, Vincent.Maresca@dep.nj.gov

Medical Examiner: NJ Northern Regional Medical Examiner Office, 973-648-7259

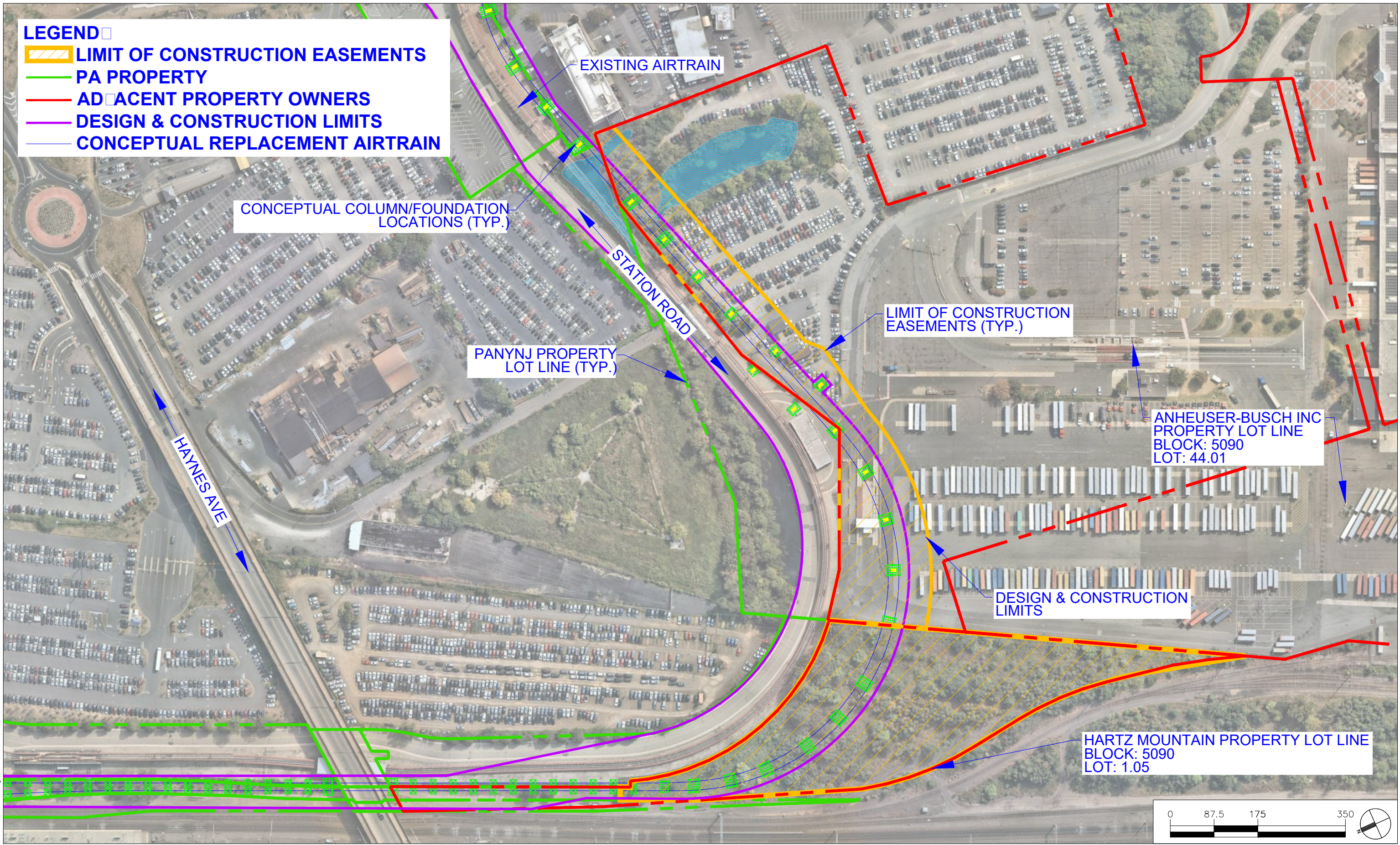
**Analysis and Reporting:**

Artifacts recovered from excavations during Phase IB and Phase II will be bagged according to provenience and transported to the NV5 laboratory for analysis. A full report of all research, archaeological testing, and analysis will be prepared, meeting all requirements of the New Jersey Historic Preservation Office (NJHPO). The report will provide information for evaluating the eligibility of any identified resources for inclusion in the National Register of Historic Places and assessments of project effects on such resources.

The draft report will be submitted for review by HPO. Review comments will be addressed and a final report will be submitted as a bound volume and a pdf.

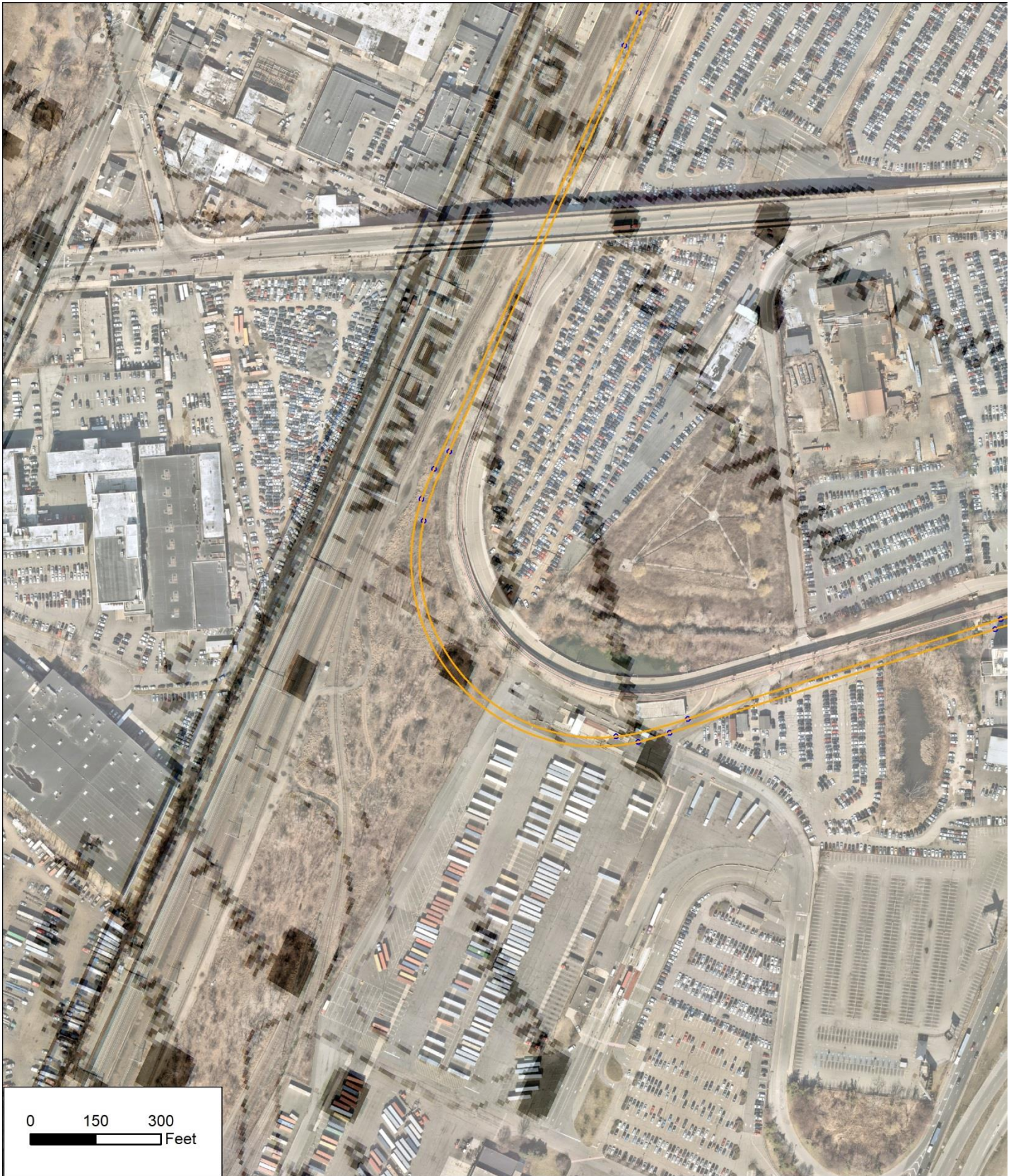
If a site is considered to be eligible for National Register inclusion, recommendations for avoidance of impacts will be provided. If impacts cannot be avoided, analyses must be provided exploring alternatives to minimize and/or mitigate impacts. Means to avoid, minimize and/or mitigate impacts to National Register eligible properties will need to be developed and undertaken prior to project implementation. If eligible resources are identified and project actions will result in adverse effects, consultation with the NJHPO regarding mitigation measures will be necessary.

- LEGEND**
-  LIMIT OF CONSTRUCTION EASEMENTS
  -  PA PROPERTY
  -  ADJACENT PROPERTY OWNERS
  -  DESIGN & CONSTRUCTION LIMITS
  -  CONCEPTUAL REPLACEMENT AIRTRAIN

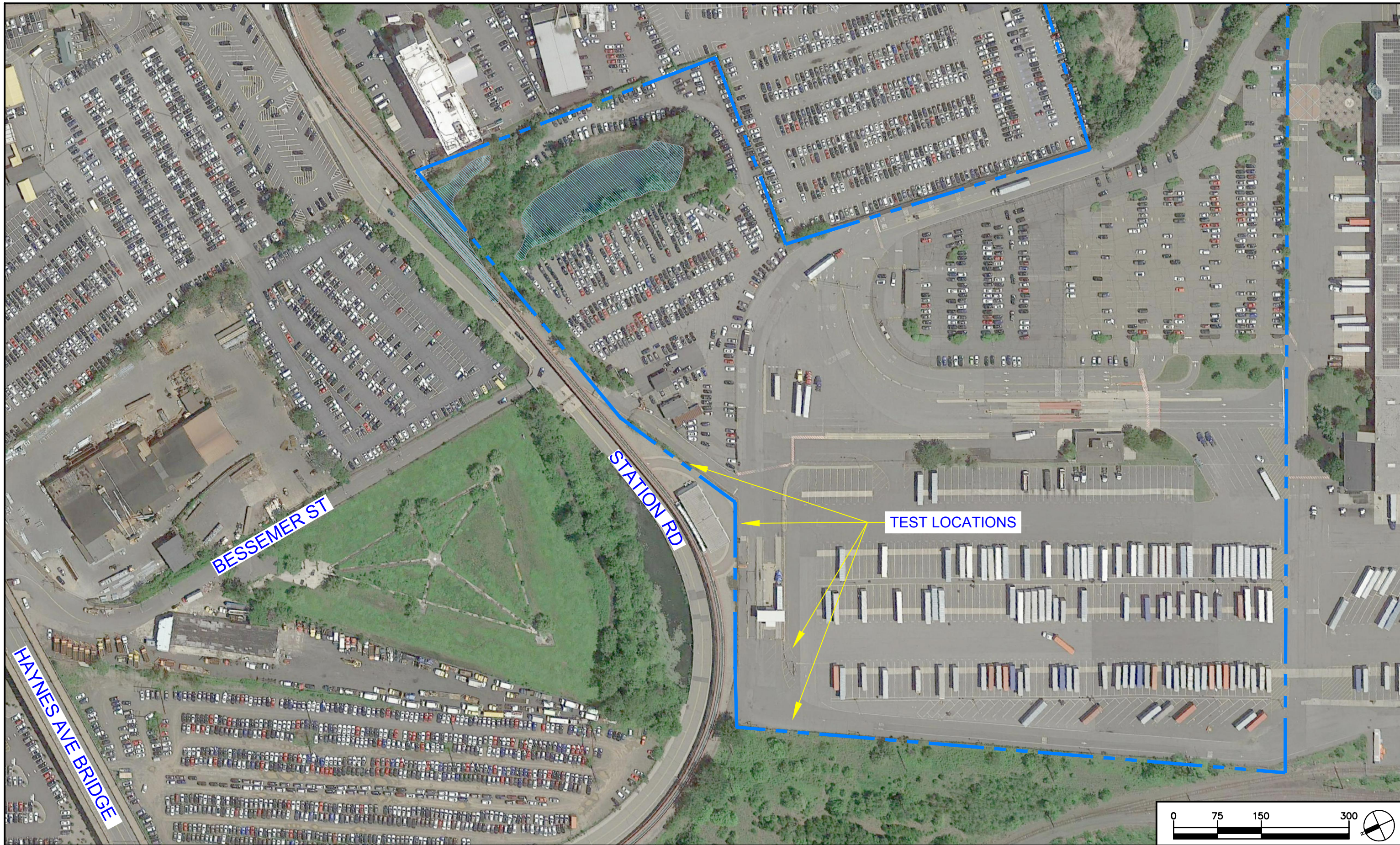


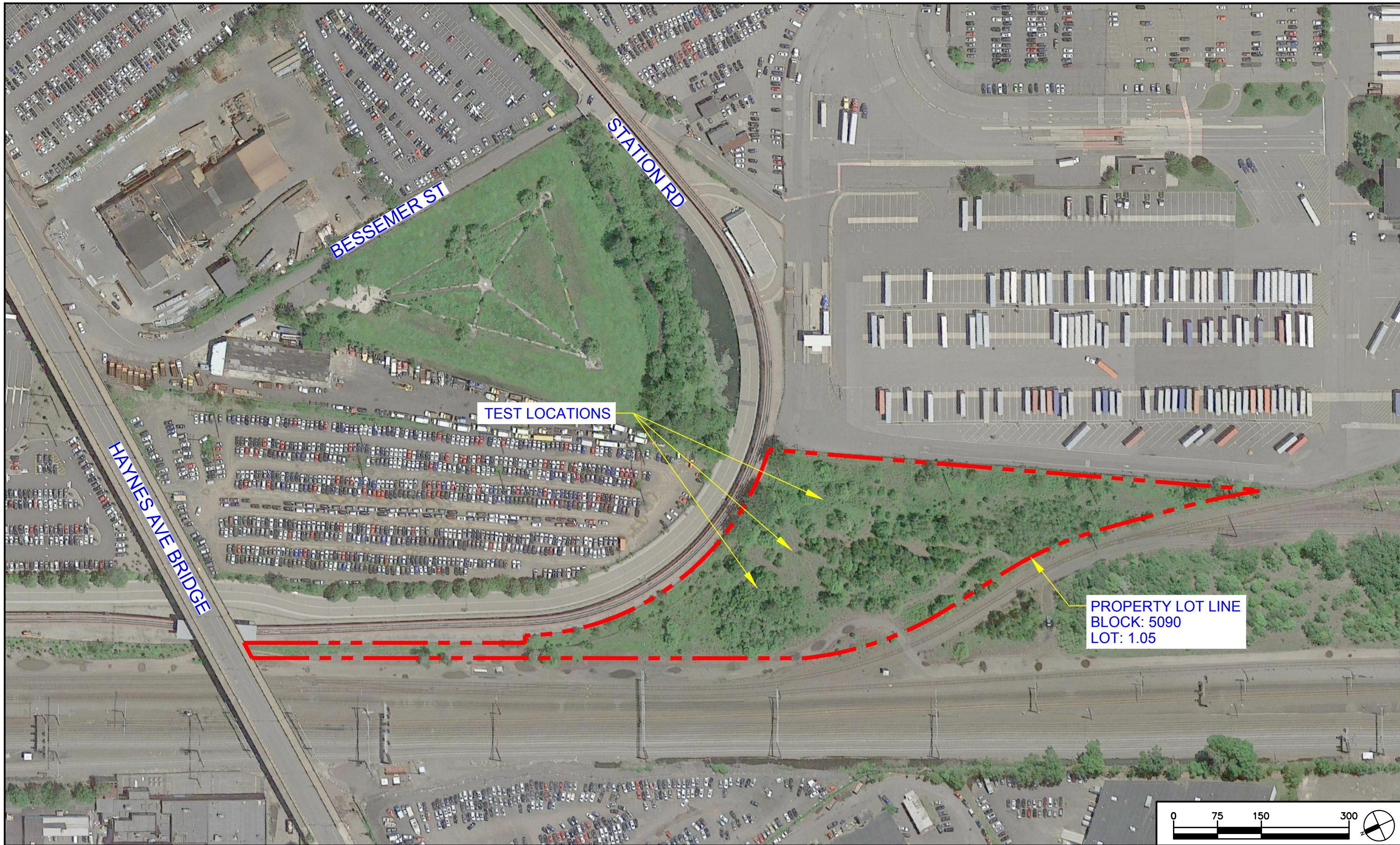
Sk-306\_03Jun20\_Map for Archaeological Survey.dwg Jun 03, 2020 dsoder XREFS: 2019-06-25 Preferred Alignment 2015-245\_EWR\_082916\_Overall-

FIGURE 2.  
Proposed alignment shown on aerial photograph with overlay of 1874 Hughes Map of Essex County, showing “James Johnson” buildings within the APE.









---

**From:** Knoesel, Edward (FAA)  
**Sent:** Friday, November 27, 2020 10:31 AM  
**To:** Maresca, Vincent <[Vincent.Maresca@dep.nj.gov](mailto:Vincent.Maresca@dep.nj.gov)>  
**Cc:** Lamond, Kathryn <[klamond@panynj.gov](mailto:klamond@panynj.gov)>; Sanchez, David (FAA) <[david.sanchez@faa.gov](mailto:david.sanchez@faa.gov)>; Cronin, Catherine <[ccronin@panynj.gov](mailto:ccronin@panynj.gov)>; D'Apuzzo, Ralph <[rdapuzzo@panynj.gov](mailto:rdapuzzo@panynj.gov)>  
**Subject:** PN 20-0602 Newark Liberty Int. Airport AirTrain Replacement Project - Attachments

Mr. Maresca,

As per my email of earlier today, please find a link below to a Drop Box site where you can access and download the pdf files referenced in my letter. Please let me know if you have any problems accessing the files. Thanks very much.

Please find the files for the Newark Liberty Int. Airport AirTrain Replacement project [here](#).

### Ed Knoesel

Environmental Protection Specialist  
Federal Aviation Administration  
New York Airports District Office  
159-30 Rockaway Blvd, Suite 111  
Jamaica, New York 11434

M) 917-951-9112

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**From:** Maresca, Vincent <[Vincent.Maresca@dep.nj.gov](mailto:Vincent.Maresca@dep.nj.gov)>  
**Sent:** Monday, November 30, 2020 1:40 PM  
**To:** Knoesel, Edward (FAA) <[edward.knoesel@faa.gov](mailto:edward.knoesel@faa.gov)>  
**Cc:** Lamond, Kathryn <[klamond@panynj.gov](mailto:klamond@panynj.gov)>; [david.sanchez@faa.gov](mailto:david.sanchez@faa.gov); Cronin, Catherine <[ccronin@panynj.gov](mailto:ccronin@panynj.gov)>; D'Apuzzo, Ralph <[rdapuzzo@panynj.gov](mailto:rdapuzzo@panynj.gov)>  
**Subject:** Re: PN 20-0602 Newark Liberty Int. Airport AirTrain Replacement Project

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Mr. Knoesel,

Thank you for the submission. I will have it logged in for Section 106 review and comment. Regards,

**Vincent Maresca, M.A. | Historic Preservation Specialist 2 | Historic Preservation Office**

Department of Environmental Protection | Mail Code 501-04B | PO Box 420 | Trenton, NJ 08625-0420

P: (609) 633-2395 | F: (609) 984-0578 | [vincent.maresca@dep.nj.gov](mailto:vincent.maresca@dep.nj.gov) | Website: <http://www.nj.gov/dep/hpo>



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**From:** Knoesel, Edward (FAA) <[Edward.Knoesel@faa.gov](mailto:Edward.Knoesel@faa.gov)>  
**Sent:** Friday, November 27, 2020 10:24 AM  
**To:** Maresca, Vincent <[Vincent.Maresca@dep.nj.gov](mailto:Vincent.Maresca@dep.nj.gov)>  
**Cc:** Lamond, Kathryn <[klamond@panynj.gov](mailto:klamond@panynj.gov)>; Sanchez, David (FAA) <[david.sanchez@faa.gov](mailto:david.sanchez@faa.gov)>; Cronin, Catherine <[ccronin@panynj.gov](mailto:ccronin@panynj.gov)>; D'Apuzzo, Ralph <[rdapuzzo@panynj.gov](mailto:rdapuzzo@panynj.gov)>  
**Subject:** [EXTERNAL] PN 20-0602 Newark Liberty Int. Airport AirTrain Replacement Project

Mr. Maresca,

Attached please find a letter regarding the FAA's submittal of a Archeology Phase 1B Report for the subject project for your review and determination. The Phase 1B Report and other attachments referenced in the letter will be sent separately, as the files are too large to attach to this email Please let me know if you have any questions or concerns regarding this submittal. Thank you very much.

## Ed Knoesel

Environmental Protection Specialist  
Federal Aviation Administration  
New York Airports District Office  
159-30 Rockaway Blvd, Suite 111  
Jamaica, New York 11434

M) 917-951-9112

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**From:** Marcopul, Kate <[Kate.Marcopul@dep.nj.gov](mailto:Kate.Marcopul@dep.nj.gov)>  
**Sent:** Friday, December 11, 2020 12:49 PM  
**To:** Knoesel, Edward (FAA) <[edward.knoesel@faa.gov](mailto:edward.knoesel@faa.gov)>  
**Cc:** Lamond, Kathryn <[klamond@panynj.gov](mailto:klamond@panynj.gov)>; [david.sanchez@faa.gov](mailto:david.sanchez@faa.gov); Cronin, Catherine <[ccronin@panynj.gov](mailto:ccronin@panynj.gov)>; D'Apuzzo, Ralph <[rdapuzzo@panynj.gov](mailto:rdapuzzo@panynj.gov)>; Maresca, Vincent <[Vincent.Maresca@dep.nj.gov](mailto:Vincent.Maresca@dep.nj.gov)>; Thivierge, Lindsay <[Lindsay.Thivierge@dep.nj.gov](mailto:Lindsay.Thivierge@dep.nj.gov)>  
**Subject:** HPO Project #20-0602 Newark Liberty Int. Airport AirTrain Replacement Project

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\*\*This e-mail serves as the official correspondence of the New Jersey Historic Preservation Office as we switch to a temporary remote work environment in response to the ongoing novel coronavirus (COVID-19) outbreak.\*\*

HPO Project #20-0602-5

HPO-K2020-053

Ed Knoesel  
Environmental Protection Specialist  
Federal Aviation Administration  
New York Airports District Office  
159-30 Rockaway Blvd, Suite 111  
Jamaica, New York 11434

Dear Mr. Knoesel:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40553-40555), I am providing consultation comments on the following proposed undertaking:

**Essex County, Newark City  
Newark International Airport  
EWR AirTrain Replacement Program  
Revised Phase IA Archaeological Survey, Revised Historic Architectural Survey, and  
Phase IB Archaeological Survey Report**

## Federal Aviation Administration

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### 800.4 Identification of Historic Properties

Thank you for providing the Historic Preservation Office (HPO) with the opportunity to comment on the potential for the above-referenced undertaking to affect historic properties. The comments below are in response to the following cultural resources reports received by the HPO on November 27, 2020:

Zerbe, Nancy L.

August 2020 *Revised, Historic Architectural Sites Survey and Effects Assessment for the Newark AirTrain Replacement Project, City of Newark Essex County and City of Elizabeth, Union County, New Jersey.* Prepared for the Port Authority of New York and New Jersey. Prepared by ARCH<sup>2</sup>, Inc., Metuchen, NJ.

Porter, Richard, Leonard G. Bianchi, and Jean Howson

September 2020 *Revised, Phase IA Archaeological Survey, Newark Liberty International Airport (EWR), AirTrain Replacement Program.* Prepared for the Port Authority of New York and New Jersey. Prepared by NV5, Parsippany, NJ.

Porter, Richard, Leonard G. Bianchi, and Jean Howson

November 2020 *Phase IB Archaeological Survey, Newark Liberty International Airport (EWR), AirTrain Replacement Program,* Prepared for the Port Authority of New York and New Jersey. Prepared by NV5, Parsippany, NJ.

The above-referenced historic architecture survey and Phase IA archaeological survey were previously submitted for the proposed undertaking. In a letter dated May 12, 2020, the HPO concurred with the historic architecture survey report findings and recommended no additional consideration of architectural historic properties. In addition, the HPO required a Phase IB archaeological survey within the area of potential effects (APE) from Bessemer Street to Haynes Avenue. Since that time, project plans have changed shifting the location of the proposed AirTrain system.

### Historic Architecture

The above-referenced revised architectural survey report states that there are three previously identified historic properties within the current project's APE: Pennsylvania Railroad New York to Philadelphia Historic District (aka Amtrak's Northeast Corridor) (SHPO Opinion: 1/14/2015); the Haynes Avenue Bridge (SHPO Opinion: 6/3/1991); and the U.S. route 1/9 Historic District (SHPO Opinion: 3/8/1996), and two previously identified properties on airport property but outside the APE: Newark Metropolitan Airport Administration Building and Medical Building (SR: 6/25/1980; NR: 12/12/1980). The current survey evaluated four additional properties: Newark Liberty International Airport's Terminals A, B, and C; Anheuser-Busch, Inc.; Kinglands Rum and Barrel, Inc.; and the New Jersey Galvanizing and Tinning Works, Inc. The report recommended that the previously identified historic properties would not be adversely affected by the project due to the nature of the historic properties, the location of the undertaking, and the distance between the undertaking and the historic properties. Additionally, it is recommended that the four newly surveyed properties do not possess the characteristics necessary to be eligible for listing on the New Jersey and National Registers of Historic Places.

*Upon review, the HPO concurs with the findings of the architectural survey report. In consequence, the HPO recommends to FAA that no additional consideration of architectural historic properties is necessary unless project plans substantially change in the future.*

### Archaeology

The above-referenced revised Phase IA archaeological survey report states that the majority of the project's area of potential effects (APE) was located within a former larger marsh complex and subsequently filled during the late nineteenth and early twentieth centuries. While the potential exists for deeply buried Pre-Contact period archaeological resources exists, the project has a low potential to encounter those resources. The report further assesses the APE from Bessemer Street to Haynes Avenue (Block 5090, Lots 1.05 and 44.01) possesses sensitivity for human burials from the Newark City Cemetery (1869-1954) and late nineteenth century historic period resources from a former glue factory, several dwellings, and hospital. Therefore, this segment of the APE possesses a high archaeological sensitivity for historic period archaeological resources and potential human burials.

The above-referenced Phase IB archaeological survey was conducted in the APE along the alignment of the proposed elevated guideway within Block 5090, Lots 1.05 and 44.01. Testing included the machine excavation of six trenches measuring approximately 4ft by 8ft and extended 4ft to 5ft below ground surface. A buried former topsoil layer was identified in two of the test trenches on Block 50905, Lot 1.05 and produced a small number of late 19<sup>th</sup> century artifacts. However, no features or concentrations of artifacts were identified. Additionally, approximately 4 feet of fill deposits overly the former topsoil. According to the report, the artifacts recovered from the former topsoil may be related to historic occupation of the property. In order to investigate the topsoil deposit, a large area would need to be stripped of several feet of fill. Although the foundation pier for the proposed elevated guideway will penetrate the fill and extend through the identified former ground surface, construction plans call for pile driving and sheet pile driving for the foundation. These actions will not result in the disturbance of large



areas beneath the fill. Therefore, the report does not recommend any additional archaeological survey. However, if project plans change to include excavation of a larger area to depths below the fill, the report recommends additional archaeological survey to investigate the identified former late 19<sup>th</sup> century ground surface.

*Upon review, the HPO concurs with the findings of the above-referenced Phase IB archaeological survey. Therefore, no additional archaeological survey is required for the undertaking as proposed. However, if project plans change in the future, additional consultation will be needed as intact late 19<sup>th</sup> century surfaces were identified.*

### **800.5 Assessment of Adverse Effects**

Therefore, I concur with your finding that, as proposed, the undertaking will have **no adverse effect** on historic properties. Pursuant to 800.5(c), if no consulting parties object to this finding within the 30-day review period, the project may proceed, as proposed, unless resources are discovered during project implementation, pursuant to 800.13.

### **Additional Comments:**

Thank you again for the opportunity to review and comment on the proposed undertaking. Please reference the HPO project number **20-0602** in any future calls, emails, or written correspondence to help expedite your review and response. If you have any questions, please feel free to contact Lindsay Thivierge of my staff at [Lindsay.Thivierge@dep.nj.gov](mailto:Lindsay.Thivierge@dep.nj.gov). with questions regarding historic architecture, historic districts, or historic landscapes or Vincent Maresca of my staff at [vincent.maresca@dep.nj.gov](mailto:vincent.maresca@dep.nj.gov) with questions regarding archaeology.

Sincerely,

**Katherine J. Marcopul, Ph.D., CPM**  
**Administrator and**  
**Deputy State Historic Preservation Officer**  
Historic Preservation Office  
NJ Department of Environmental Protection  
501 East State Street, Trenton, NJ 08625  
[kate.marcopul@dep.nj.gov](mailto:kate.marcopul@dep.nj.gov)  
T (609) 984-0176 | F (609) 984-0578



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March 31, 2020

Ms. Kathy Kakalettris  
Administrator  
Union County Office of Cultural and Heritage Affairs  
633 Pearl Street  
Elizabeth, NJ 07202

Re: AirTrain Newark Replacement Program – Section 106 Consultation  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Ms. Kakalettris:

The Port Authority of New York & New Jersey (PANYNJ) has proposed a replacement AirTrain system, which will be a 2.4-mile dual guideway system located primarily on PANYNJ property. The proposed project involves the construction of all necessary facilities and infrastructure, including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, a maintenance and control facility, vehicles, train control, and a power distribution system.

Due to the potential use of federal funds for the project, PANYNJ has reviewed the project in accordance with Section 106 of the National Historic Preservation Act. The Section 106 review process and the federal Advisory Council on Historic Preservation's implementing regulations, 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register, December 12, 2000 (Volume 65, Number 239, Pages 77697-77739), encourage interested parties to participate in this process as consulting parties. We have identified your organization as a consulting party and therefore request your review and comments on the following cultural resources reports:

*Historic Sites Survey and Effects Assessment for the Newark AirTrain Replacement Project, City of Newark, Essex County and City of Elizabeth, Union County, New Jersey, for Review under Section 106 of the National Historic Preservation Act, December 2019*

*Newark AirTrain Replacement Phase IA Archaeological Survey, January 2020*

We would appreciate your comments within 30 days. Should no response be received in that time, we will assume you have no comments. If you have any questions, please do not hesitate to contact me at (973) 565-5529 or [wlaventhal@panynj.gov](mailto:wlaventhal@panynj.gov).

Kind regards,



William Laventhal  
Program Manager  
AirTrain Newark Replacement Program  
PANYNJ

*(continued – letter to Kathy Kakalettris dated March 31, 2020)*

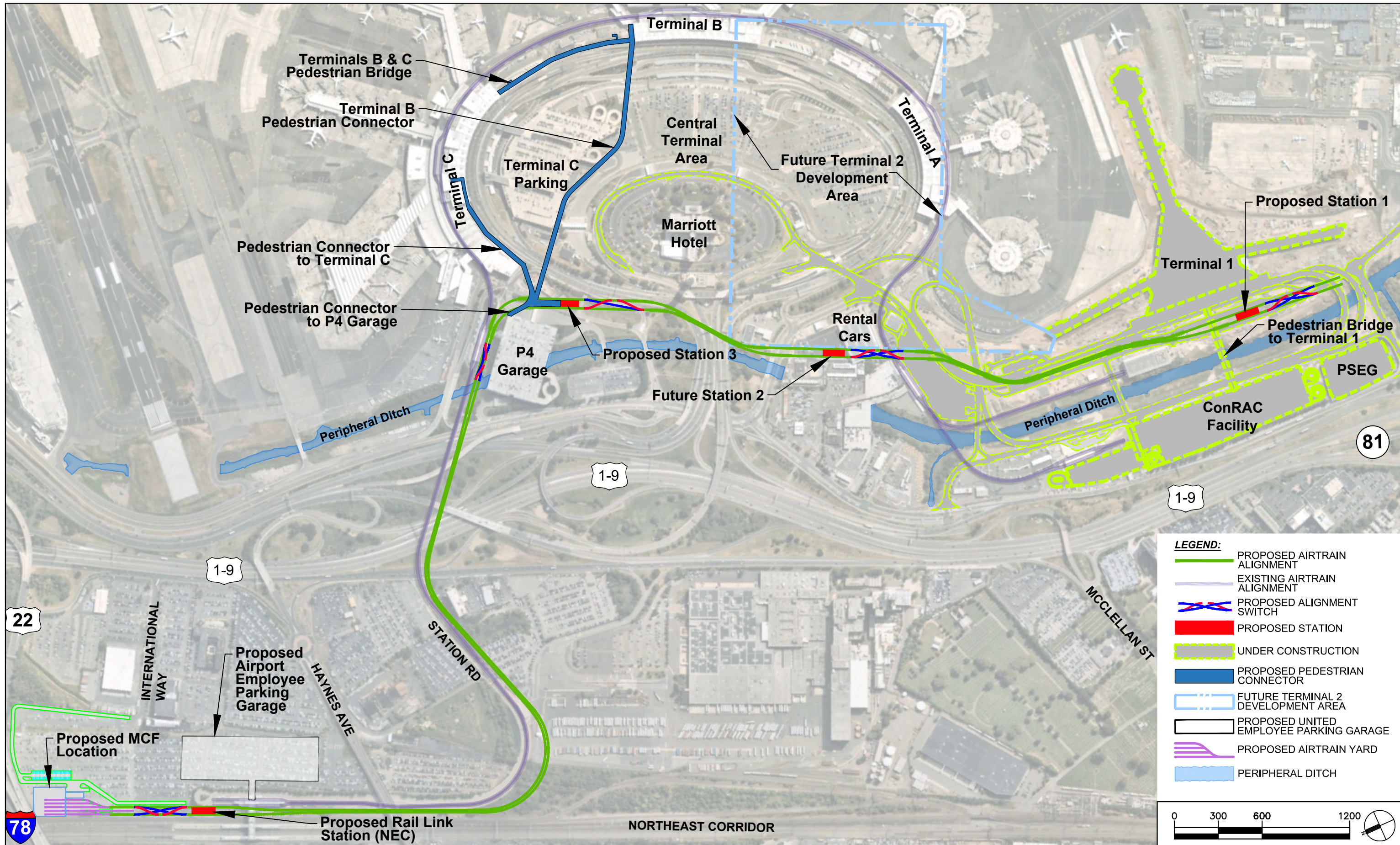
cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Ralph D'Apuzzo, Program Director, AirTrain Newark Replacement Program, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
Vincent Maresca, NJ Historic Preservation Office

Enclosures:

Project Map

Historic Architectural Sites Survey

Phase 1 Archaeological Survey



April 1, 2020

Gregory Lattanzi, Ph.D.  
Archaeological Society of New Jersey  
c/o New Jersey State Museum  
Bureau of Archaeology & Ethnography  
205 West State Street  
P.O. Box 530  
Trenton, NJ 08625-0530

Re: AirTrain Newark Replacement Program – Section 106 Consultation  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Dr. Lattanzi:

The Port Authority of New York & New Jersey (PANYNJ) has proposed a replacement AirTrain system, which will be a 2.4-mile dual guideway system located primarily on PANYNJ property. The proposed project involves the construction of all necessary facilities and infrastructure, including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, a maintenance and control facility, vehicles, train control, and a power distribution system.

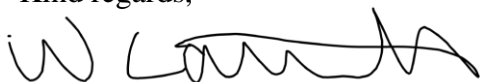
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*Newark AirTrain Replacement Phase IA Archaeological Survey, January 2020*

We would appreciate your comments within 30 days. Should no response be received in that time, we will assume you have no comments. If you have any questions, please do not hesitate to contact me at (973) 565-5529 or [wlaventhal@panynj.gov](mailto:wlaventhal@panynj.gov).

Kind regards,



William Laventhal  
Program Manager  
AirTrain Newark Replacement Program  
PANYNJ

*(continued – letter to Gregory Lattanzi dated April 1, 2020)*

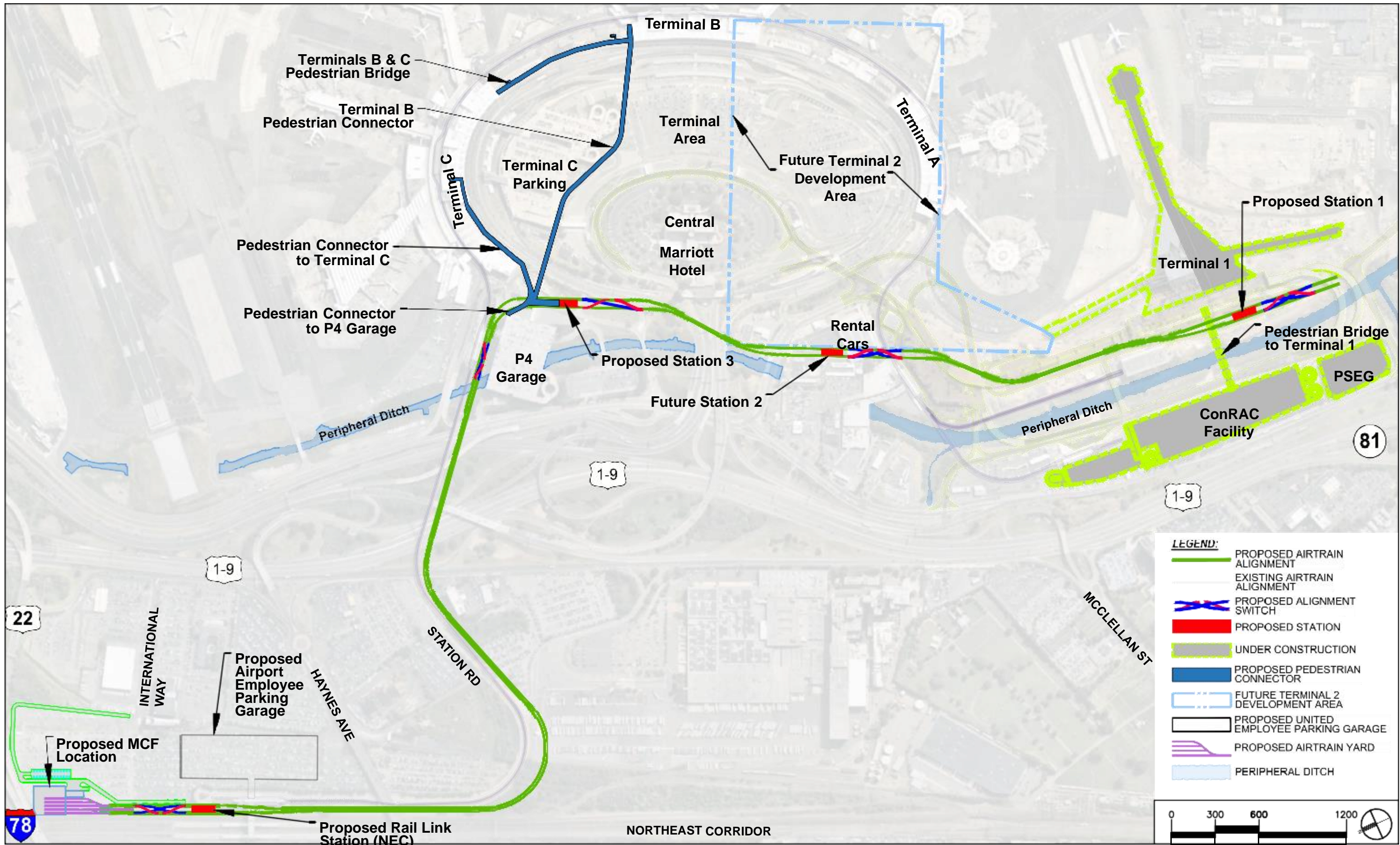
cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Ralph D’Apuzzo, Program Director, AirTrain Newark Replacement Program, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
Vincent Maresca, NJ Historic Preservation Office

Enclosures:

Project Map

Historic Architectural Sites Survey

Phase 1 Archaeological Survey





May 5, 2020

The Honorable J. Christian Bollwage  
Mayor, City of Elizabeth  
Elizabeth City Hall  
50 Winfield Scott Plaza  
Room 204  
Elizabeth, New Jersey 07201

Re: Newark Liberty International Airport  
AirTrain Newark Replacement Program – Section 106 Consultation  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Mayor Bollwage:

The Port Authority of New York & New Jersey (PANYNJ) has proposed a replacement AirTrain system, which will be a 2.4-mile dual guideway system located primarily on PANYNJ property. The proposed project involves the construction of all necessary facilities and infrastructure, including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, a maintenance and control facility, vehicles, train control, and a power distribution system.

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We would appreciate receiving any comments that you may have within 30 days. If you have any questions, please do not hesitate to contact me at (973) 565-5528 or [rdapuzzo@panynj.gov](mailto:rdapuzzo@panynj.gov).

Kind regards,



Ralph J. D'Apuzzo, Program Director  
AirTrain Newark Replacement Program

*(continued – letter to the Honorable Mayor Bollwage, City of Elizabeth, dated May 5, 2020)*

cc: Catherine Cronin, Project Executive, Airport Redevelopment Programs, PANYNJ  
William Laventhal, Program Manager, AirTrain Newark Replacement Program, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
Vincent Maresca, NJ Historic Preservation Office

*Enclosures:*

Project Map  
Historic Architectural Sites Survey  
Phase 1 Archaeological Survey



May 5, 2020

Eric S. Pennington, Business Administrator  
City of Newark  
Newark City Hall  
920 Broad Street, Room 205  
Newark, NJ 07102

Re: Newark Liberty International Airport  
AirTrain Newark Replacement Program – Section 106 Consultation  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Business Administrator Pennington:

The Port Authority of New York & New Jersey (PANYNJ) has proposed a replacement AirTrain system, which will be a 2.4-mile dual guideway system located primarily on PANYNJ property. The proposed project involves the construction of all necessary facilities and infrastructure, including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, a maintenance and control facility, vehicles, train control, and a power distribution system.

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*Newark AirTrain Replacement Phase IA Archaeological Survey, January 2020*

These reports have also been provided for review to the Newark Landmarks and Historic Preservation Commission. We would appreciate receiving any comments that you may have within 30 days. If you have any questions, please do not hesitate to contact me at (973) 565-5528 or [rdapuzzo@panynj.gov](mailto:rdapuzzo@panynj.gov).

Kind regards,



Ralph J. D'Apuzzo, Program Director  
AirTrain Newark Replacement Program

*(continued – letter to Business Administrator Pennington, City of Newark, dated May 5, 2020)*

cc: Catherine Cronin, Project Executive, Airport Redevelopment Programs, PANYNJ  
William Laventhal, Program Manager, AirTrain Newark Replacement Program, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
Vincent Maresca, NJ Historic Preservation Office

*Enclosures:*

Project Map  
Historic Architectural Sites Survey  
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May 5, 2020

The Honorable Ras J. Baraka  
Mayor, City of Newark  
Newark City Hall  
920 Broad St  
Newark, New Jersey 07102

Re: Newark Liberty International Airport  
AirTrain Newark Replacement Program – Section 106 Consultation  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Mayor Baraka:

The Port Authority of New York & New Jersey (PANYNJ) has proposed a replacement AirTrain system, which will be a 2.4-mile dual guideway system located primarily on PANYNJ property. The proposed project involves the construction of all necessary facilities and infrastructure, including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, a maintenance and control facility, vehicles, train control, and a power distribution system.

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Kind regards,



Ralph J. D'Apuzzo, Program Director  
AirTrain Newark Replacement Program

*(continued – letter to the Honorable Ras J. Baraka, Mayor, City of Newark, dated May 5, 2020)*

cc: Catherine Cronin, Project Executive, Airport Redevelopment Programs, PANYNJ  
William Laventhal, Program Manager, AirTrain Newark Replacement Program, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
Vincent Maresca, NJ Historic Preservation Office

*Enclosures:*

Project Map  
Historic Architectural Sites Survey  
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May 5, 2020

The Honorable Joseph N. DiVincenzo Jr.  
Office of the County Executive  
465 Dr. Martin Luther King Jr. Boulevard  
Hall of Records – Room 405  
Newark, New Jersey 07102

Re: Newark Liberty International Airport  
AirTrain Newark Replacement Program – Section 106 Consultation  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear County Executive DiVincenzo:

The Port Authority of New York & New Jersey (PANYNJ) has proposed a replacement AirTrain system, which will be a 2.4-mile dual guideway system located primarily on PANYNJ property. The proposed project involves the construction of all necessary facilities and infrastructure, including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, a maintenance and control facility, vehicles, train control, and a power distribution system.

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Kind regards,



Ralph J. D'Apuzzo, Program Director  
AirTrain Newark Replacement Program



*(continued – letter to the County Executive DiVincenzo, Essex County, dated May 5, 2020)*

cc: Catherine Cronin, Project Executive, Airport Redevelopment Programs, PANYNJ  
William Laventhal, Program Manager, AirTrain Newark Replacement Program, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
Vincent Maresca, NJ Historic Preservation Office

*Enclosures:*

Project Map  
Historic Architectural Sites Survey  
Phase 1 Archaeological Survey

May 5, 2020

The Honorable Brendan Gill  
Freeholder President - At-Large, Essex County  
Hall of Records – Room 502  
465 Martin Luther King Jr., Blvd.  
Newark, NJ 07102

Re: Newark Liberty International Airport  
AirTrain Newark Replacement Program – Section 106 Consultation  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Freeholder President Gill:

The Port Authority of New York & New Jersey (PANYNJ) has proposed a replacement AirTrain system, which will be a 2.4-mile dual guideway system located primarily on PANYNJ property. The proposed project involves the construction of all necessary facilities and infrastructure, including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, a maintenance and control facility, vehicles, train control, and a power distribution system.

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Kind regards,



Ralph J. D'Apuzzo, Program Director  
AirTrain Newark Replacement Program

*(continued – letter to Freeholder President Gill, Essex County, dated May 5, 2020)*

cc: Catherine Cronin, Project Executive, Airport Redevelopment Programs, PANYNJ  
William Laventhal, Program Manager, AirTrain Newark Replacement Program, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
Vincent Maresca, NJ Historic Preservation Office

*Enclosures:*

Project Map  
Historic Architectural Sites Survey  
Phase 1 Archaeological Survey

May 5, 2020

The Honorable Edward Oatman  
Union County Administration Building  
10 Elizabethtown Plaza  
Elizabeth, New Jersey 07202

Re: Newark Liberty International Airport  
AirTrain Newark Replacement Program – Section 106 Consultation  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear County Manager Oatman:

The Port Authority of New York & New Jersey (PANYNJ) has proposed a replacement AirTrain system, which will be a 2.4-mile dual guideway system located primarily on PANYNJ property. The proposed project involves the construction of all necessary facilities and infrastructure, including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, a maintenance and control facility, vehicles, train control, and a power distribution system.

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*Newark AirTrain Replacement Phase IA Archaeological Survey, January 2020*

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Kind regards,



Ralph J. D'Apuzzo, Program Director  
AirTrain Newark Replacement Program

*(continued – letter to County Manager Oatman, Union County, dated May 5, 2020)*

cc: Catherine Cronin, Project Executive, Airport Redevelopment Programs, PANYNJ  
William Laventhal, Program Manager, AirTrain Newark Replacement Program, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
Vincent Maresca, NJ Historic Preservation Office

*Enclosures:*

Project Map  
Historic Architectural Sites Survey  
Phase 1 Archaeological Survey

May 5, 2020

The Honorable Alexander Mirabella  
Freeholder Chairperson, Union County  
10 Elizabethtown Plaza  
Elizabeth, NJ 07207

Re: Newark Liberty International Airport  
AirTrain Newark Replacement Program – Section 106 Consultation  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Freeholder Chairperson Mirabella:

The Port Authority of New York & New Jersey (PANYNJ) has proposed a replacement AirTrain system, which will be a 2.4-mile dual guideway system located primarily on PANYNJ property. The proposed project involves the construction of all necessary facilities and infrastructure, including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, a maintenance and control facility, vehicles, train control, and a power distribution system.

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Kind regards,



Ralph J. D'Apuzzo, Program Director  
AirTrain Newark Replacement Program

*(continued – letter to Freeholder Chairperson Mirabella, Union County, dated May 5, 2020)*

cc: Catherine Cronin, Project Executive, Airport Redevelopment Programs, PANYNJ  
William Laventhal, Program Manager, AirTrain Newark Replacement Program, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
Vincent Maresca, NJ Historic Preservation Office

*Enclosures:*

Project Map  
Historic Architectural Sites Survey  
Phase 1 Archaeological Survey

April 3, 2020

Richard Partyka  
Chairperson  
Newark Landmarks and Historic Preservation Commission  
920 Broad Street, Room 112  
Newark, NJ 07102

Re: AirTrain Newark Replacement Program – Section 106 Consultation  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Mr. Partyka:

The Port Authority of New York & New Jersey (PANYNJ) has proposed a replacement AirTrain system, which will be a 2.4-mile dual guideway system located primarily on PANYNJ property. The proposed project involves the construction of all necessary facilities and infrastructure, including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, a maintenance and control facility, vehicles, train control, and a power distribution system.


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Kind regards,



William Laventhal  
Program Manager  
AirTrain Newark Replacement Program  
PANYNJ



*(continued – letter to Richard Partyka dated April 3, 2020)*

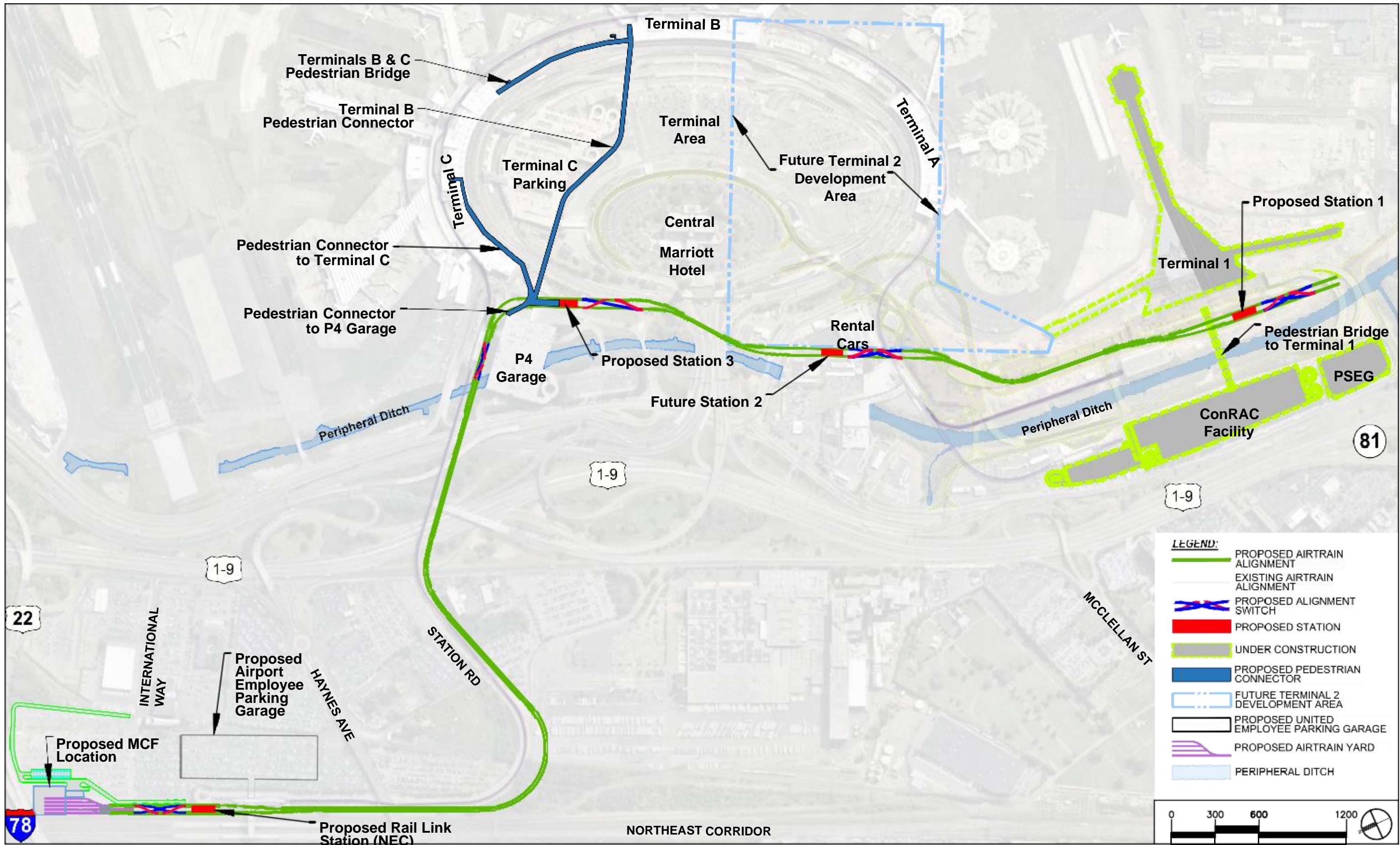
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Vincent Maresca, NJ Historic Preservation Office

Enclosures:

Project Map

Historic Architectural Sites Survey

Phase 1 Archaeological Survey



April 3, 2020

Ms. Elizabeth Del Tufo  
President  
Newark Preservation & Landmarks Committee  
PO Box 1066  
Newark, NJ 07101

Re: AirTrain Newark Replacement Program – Section 106 Consultation  
Elizabeth City, Union County and City of Newark, Essex County, New Jersey

Dear Ms. Del Tufo:

The Port Authority of New York & New Jersey (PANYNJ) has proposed a replacement AirTrain system, which will be a 2.4-mile dual guideway system located primarily on PANYNJ property. The proposed project involves the construction of all necessary facilities and infrastructure, including elevated guideway infrastructure, rider stations, elevated pedestrian connectors, utilities, substations, a maintenance and control facility, vehicles, train control, and a power distribution system.


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Kind regards,



William Laventhal  
Program Manager  
AirTrain Newark Replacement Program  
PANYNJ

*(continued – letter to Elizabeth Del Tufo dated April 3, 2020)*

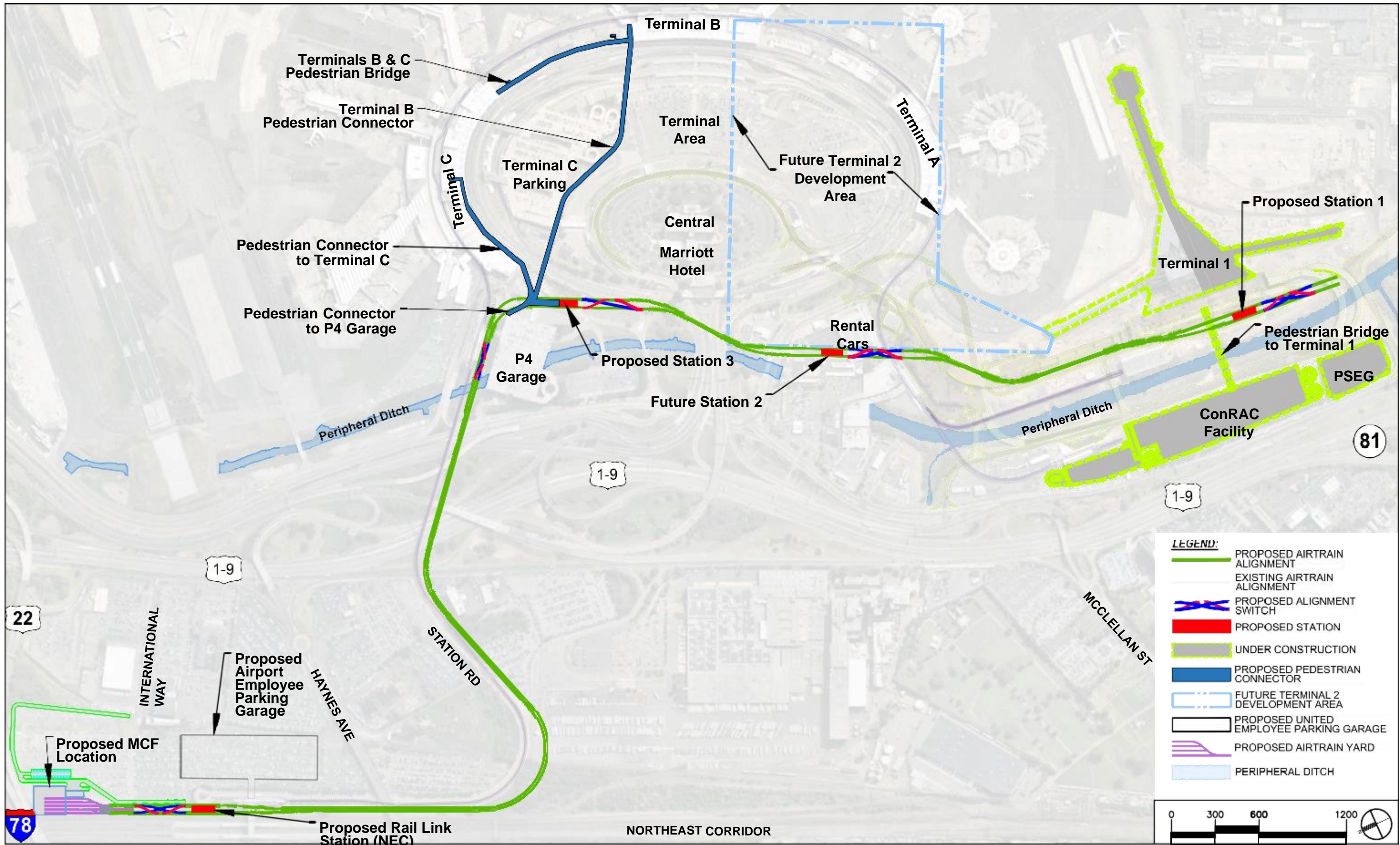
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Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
Vincent Maresca, NJ Historic Preservation Office

Enclosures:

Project Map

Historic Architectural Sites Survey

Phase 1 Archaeological Survey





State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION  
Division of Land Use Regulation  
Mail Code 501-02A, P. O. Box 420  
Trenton, New Jersey 08625-0420  
[www.state.nj.us/dep/landuse](http://www.state.nj.us/dep/landuse)

CHRIS CHRISTIE  
Governor

KIM GUADAGNO  
Lt. Governor

BOB MARTIN  
Commissioner

SEP 25 2012

Peter J. Zipf, Chief Engineer  
Port Authority of NY and NJ  
233 Park Ave. South 7th Floor  
New York, NY 10003

Re: Letter of Interpretation: Line Verification  
File No.: 0000-02-0043.4  
Activity Number: FWW 120001  
Applicant: Port Authority of New York and New Jersey  
City of Newark, Essex County: Block 5090, Lots 100.01, 100.02 & 106; Block  
5092 Lots 10 & 157; Block 5094, Lot 1  
Elizabeth, Union County: Block 1, Lot 2104

Dear Mr. Zipf:

This letter is in response to your request for a Letter of Interpretation to verify the jurisdictional boundaries of the freshwater wetlands, transition areas and State open waters on the referenced property pursuant to the Freshwater Wetlands Protection Act Rules, N.J.A.C. 7:7A.

In accordance with agreements between the State of New Jersey Department of Environmental Protection (Department), the U.S. Army Corps of Engineers Philadelphia and New York Districts, and the U.S. Environmental Protection Agency, it has been determined that the Department's Division of Land Use Regulation (Division) is the lead agency for establishing the extent of State and Federally regulated wetlands and waters. The USEPA and/or USACOE retain the right to reevaluate and modify the jurisdictional determination at any time should the information prove to be incomplete or inaccurate.

Based upon the information submitted and upon a site inspection conducted by Division staff on May 23, 2012, the Division has determined that the wetlands and waters boundary lines are accurate as shown on the plan titled "Wetland Location Map, Newark International Airport, Terminal A, Essex County, New Jersey, Union County, New Jersey," consisting of 2 sheets, dated December 23, 2011, unrevised, and prepared by Kennon Surveying Services, Inc.

Wetlands Resource Value Classification ("RVC")

Ordinary: C-1 to C-8 is a stormwater basin. [No wetland buffer]

State Open Waters: Peripheral Ditch and its tributaries demarcated by flags A-1 to A-100 and B-1 to B-133 [No transition area]

No transition area is required adjacent to State open waters pursuant to the Freshwater Wetlands Protection Act Rules, N.J.A.C. 7:7A. However, a riparian zone may be required adjacent to regulated waters pursuant to the Flood Hazard Area Control Act Rules, N.J.A.C. 7:13. The above designated wetlands RVC may affect requirements for wetland and/or transition area permitting. This classification may affect the requirements for an Individual Wetlands Permit (see N.J.A.C. 7:7A-7), the types of Statewide General Permits available for the property (see N.J.A.C. 7:7A-4) and any modification available through a transition area waiver (see N.J.A.C. 7:7A-6). Please refer to the Freshwater Wetlands Protection Act (N.J.S.A. 13:9B-1 et seq.) and implementing rules for additional information.

Wetlands resource value classification is based on the best information available to the Department. The classification is subject to reevaluation at any time if additional or updated information is made available, including, but not limited to, information supplied by the applicant.

Under N.J.S.A. 13:9B-7a(2), if the Division has classified a wetland as exceptional resource value, based on a finding that the wetland is documented habitat for threatened and endangered species that remains suitable for use for breeding, resting or feeding by such species, an applicant may request a change in this classification. Such requests for a classification change must demonstrate that the habitat is no longer suitable for the documented species because there has been a change in the suitability of this habitat. Requests for resource value classification changes and associated documentation should be submitted to the Division at the address at the top of this letter.

General Information

Pursuant to the Freshwater Wetlands Protection Act Rules, you are entitled to rely upon this jurisdictional determination for a period of five years from the date of this letter unless it is determined that the letter is based on inaccurate or incomplete information. Should additional information be disclosed or discovered, the Division reserves the right to void the original letter of interpretation and issue a revised letter of interpretation.

Regulated activities proposed within a wetland, wetland transition area or water area, as defined by N.J.A.C. 7:7A-2.2 and 2.6 of the Freshwater Wetlands Protection Act rules, require a permit from this office unless specifically exempted at N.J.A.C. 7:7A-2.8. The approved plan and supporting jurisdictional limit information are now part of the Division's public records.

This letter in no way legalizes any fill which may have been placed, or other regulated activities which may have occurred on-site. This determination of jurisdiction extent or presence does not make a finding that wetlands or water areas are "isolated" or part of a surface water tributary system unless specifically called out in this letter as such. Furthermore, obtaining this

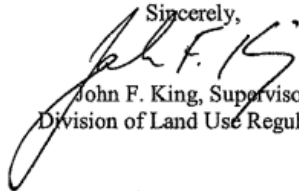
determination does not affect your responsibility to obtain any local, State, or Federal permits which may be required.

Appeal Process

In accordance with N.J.A.C. 7:7A-1.7, any person who is aggrieved by this decision may request a hearing within 30 days of the date the decision is published in the DEP Bulletin by writing to: New Jersey Department of Environmental Protection, Office of Legal Affairs, Attention: Adjudicatory Hearing Requests, P.O. Box 402, Trenton, NJ 08625-0402. This request must include a completed copy of the Administrative Hearing Request Checklist found at [www.state.nj.us/dep/landuse/forms](http://www.state.nj.us/dep/landuse/forms). Hearing requests received after 30 days of publication notice may be denied. The DEP Bulletin is available on the Department's website at [www.state.nj.us/dep/bulletin](http://www.state.nj.us/dep/bulletin). In addition to your hearing request, you may file a request with the Office of Dispute Resolution to engage in alternative dispute resolution. Please see the website [www.nj.gov/dep/odr](http://www.nj.gov/dep/odr) for more information on this process.

Please contact Linda Fisher of our staff by e-mail at [linda.fisher@dep.state.nj.us](mailto:linda.fisher@dep.state.nj.us) or (609) 633-6466 should you have any questions regarding this letter. Be sure to indicate the Department's file number in all communication.

Sincerely,



John F. King, Supervisor  
Division of Land Use Regulation

c: City of Newark Construction Official  
City of Elizabeth Construction Official  
Don Ehrenbeck, AECOM, Agent (original document)



Applications/NJGW\_Base\_Layers

- Municipalities
- Counties
- MidAtlantic States Boundary

Applications/NJGW\_Sites\_and\_Facilities

- Groundwater Contamination Areas (CEA)



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# Appendix K

**Appendix K:** List of Preparers

## Appendix K – List of Preparers

Key individuals and firms involved in the preparation of the EA are indicated below.

### **The Port Authority of New York and New Jersey**

- Catherine Cronin – Project Executive, Aviation Redevelopment Programs
- Jane Herndon – Manager, Environmental Programs, Aviation Department
- Patty Clark – Chief Aviation Strategy Officer
- Kathryn Lamond, PE – Environmental and Sustainability Specialist
- Ralph J. D’Apuzzo, PE – Program Director
- William Laventhal, PhD – Program Manager
- Melissa Shaw – Project Manager
- Silvia M. Cuevas – Project Coordinator

### **Lea+Elliott, Inc.**

- Russell Green, PE – Principal/Ridership and APM Systems Planning
- Felix Ponce – Coordination and Document
- Alan Cunningham – Senior Planner

### **Radin Consulting, Inc.**

- Chitra Radin – Principal/Project Manager
- Orielan Harrington – Senior Environmental Planner
- Daniel Soder, EIT – Civil Engineer III
- Steven Michjeda, AICP – Transportation Planner
- Abigail Ikner – Urban Planner
- Kimberly Sullivan – Environmental Planner

### **NV5, Inc.**

- Patrick McHugh – Natural Resources Impacts Analysis
- Jami Luckhardt – Natural Resources Inventory
- Scott Angus – Wetlands and T&E Species Inventory
- Ethan Mueller – Wetlands Inventory
- Joseph A. Fishinger, Jr., PE, PP, PTOE – Traffic Study
- Katrina Pizzaro, PE, PTOE – Traffic Study
- Jean Howson – Archaeological Resources
- Charles Cunion, LLA – Graphics
- Kevin Perry – Graphics
- Jason Nargiz – GIS and Graphics

**Paul Carpenter Associates, Inc.**

- Sharon Paul Carpenter – Air Quality Analysis, Climate Analysis
- Dayna Bowen – Noise and Vibration Analysis
- Mike Amabile – Air Quality Analysis, Graphics

**ARCH2, Inc.**

- Nancy Zerbe – Historic Architectural Resources

**C&S Companies**

- Marc Champigny, ENV SP – Service Group Manager
- Frank Kulka – Principal Consultant
- Christen Craig – Senior Environmental Scientist
- Kara Young – Senior Environmental Consultant

**HNTB**

- Nilesh Shirke – Construction Scheduler

**Resource Systems Group (RSG)**

- Greg Spritz – Ridership Forecast

# Appendix L

**Appendix L:** Public Involvement