



# Newark Liberty International Airport AirTrain Replacement Program

FINAL EA APPENDICES (VOLUME 3)

May 2021

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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.



Joseph A. Fishinger, Jr., PE, PP, PTOE  
Director, Traffic Engineering  
NJ Professional Engineer #46134

June, 2020

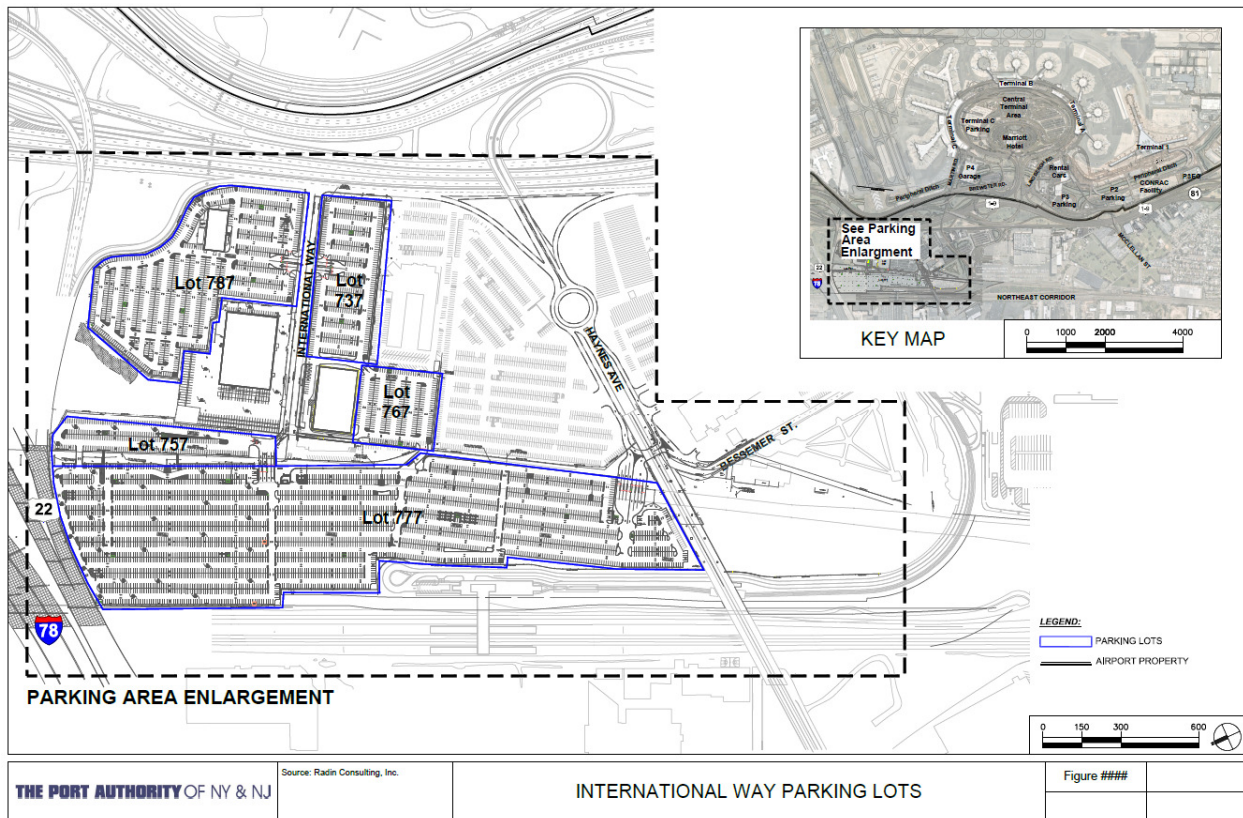
## Parking & Traffic Assessment

### 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						Min	
		International Way Access				Haynes Ave Access		292	
		ENTERING Westbound	EXITING Eastbound	ENTERING Westbound	EXITING Eastbound	ENTERING Westbound	EXITING Eastbound	Max	3786
									1000
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	
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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	

		777		International Way Access		Haynes Ave Access		Min
Date	Channel Direction	ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	292
		Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Max
								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	7	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	90	12	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
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3/13/2019 6:45 AM	3/13/19 6:45 AM	68	33	34	27	34	6	2790
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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
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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
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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

		777		International Way Access		Haynes Ave Access		Min
Date	Channel Direction	ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	292
		Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Max
								3786
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
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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	25	17	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



		777		International Way Access		Haynes Ave Access		Min
Date	Channel Direction	ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	292
		Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Max
								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	29	69	23	27	3476
3/14/2019 2:30 PM	3/14/19 2:30 PM	52	124	24	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	17	2	12	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

		777		International Way Access		Haynes Ave Access		Min
Date	Channel Direction	ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	292
		Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Max
								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	36	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	38	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

		777		International Way Access		Haynes Ave Access		Min
Date	Channel Direction	ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	292
		Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Max
								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
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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



		777		International Way Access		Haynes Ave Access		Min
		ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	292
Date	Channel Direction	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Max
								3786
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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	27	23	17	21	10	1802
3/17/2019 6:00 AM	3/17/19 6:00 AM	58	43	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	31	16	20	18	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

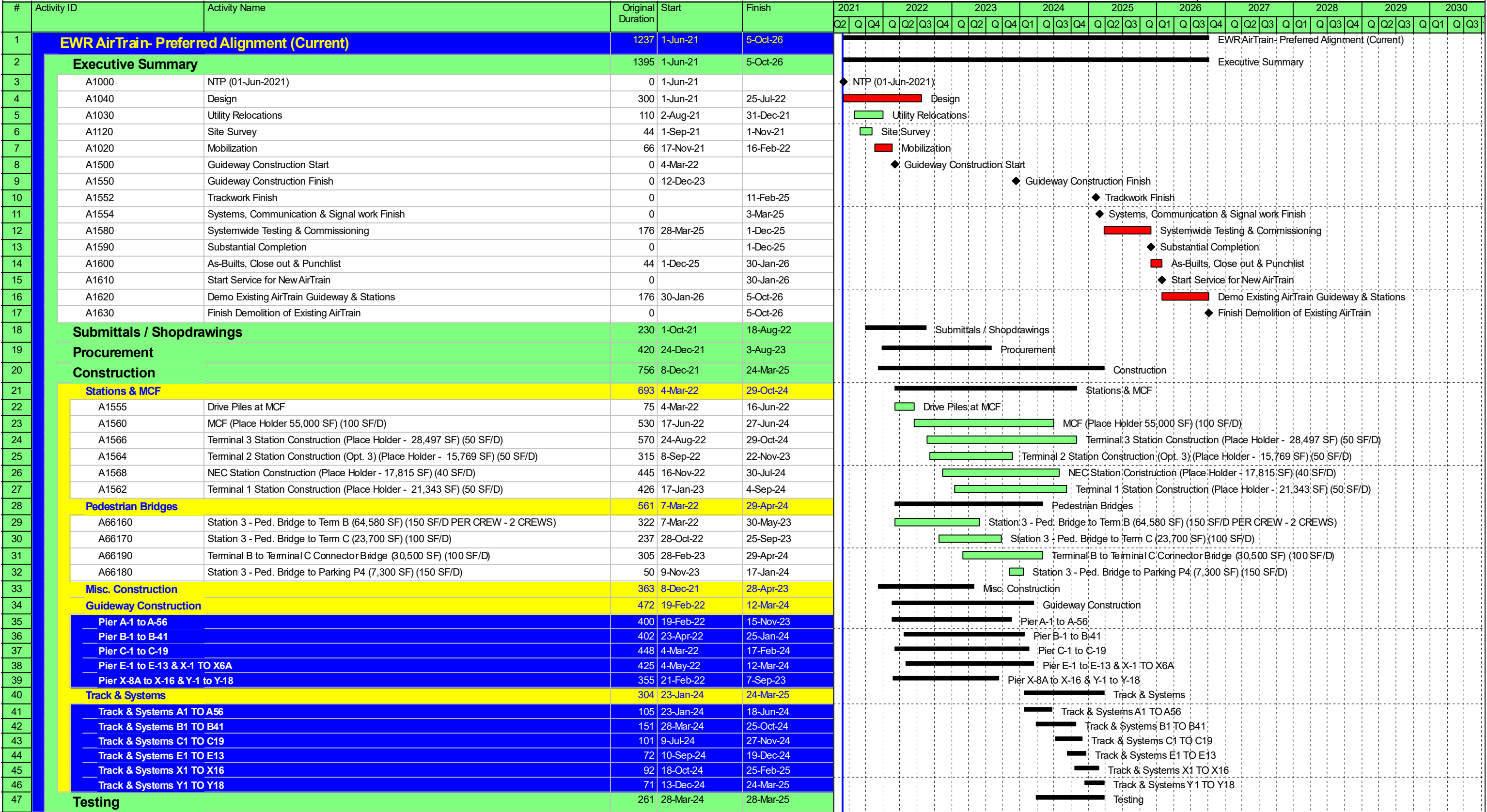
		777		International Way Access		Haynes Ave Access		Min
Date	Channel Direction	ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	292
		Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Max
								3786
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3/17/2019 8:45 PM	3/17/19 8:45 PM	40	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
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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
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3/18/2019 6:15 AM	3/18/19 6:15 AM	84	47	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	27	33	22	30	5	2528
3/18/2019 7:00 AM	3/18/19 7:00 AM	56	23	32	18	24	5	2594
3/18/2019 7:15 AM	3/18/19 7:15 AM	46	19	24	12	22	7	2648
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3/18/2019 9:45 AM	3/18/19 9:45 AM	41	25	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

		777		International Way Access		Haynes Ave Access		Min
		ENTERING	EXITING	ENTERING	EXITING	ENTERING	EXITING	292
Date	Channel Direction	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Max
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, PANYNJ

EWR AIRTRAIN PREFERRED ALIGNMENT - DRAFT CONCEPTUAL SCHEDULE



■ 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	<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>  <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.	3/12/2020	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.  No reply required. Information was used in assessing impacts of the Proposed Action on biological resources in <b>Section 4.3</b> .
New Jersey Department of Environmental Protection (NJDEP) Office of Permit Coordination and Environmental Review	1/23/2020	Projects that disturb more than one acre require a general permit for construction activities.  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).  Any well drilling activities are required to be performed by a New Jersey licensed well driller.  A dewatering permit by rule may be applicable if the dewatering occurs from within a coffer dam, or similar confined space.  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>  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>	2/24/2020	The Proposed Action will disturb more than one acre. Permits will be acquired by the contractor as discussed in <b>Section 4.1</b> .  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.  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.  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.  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.

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 met 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)	<p>3/25/2020</p> <p>8/24/2020 (correspondence prepared by FAA; Phase 1B/II Work Plan submittal)</p> <p>11/27/2020 (correspondence prepared by FAA; Phase 1B Report submittal)</p>	<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> <p>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).</p>	<p>5/12/20</p> <p>9/22/20</p>	<p>As discussed in <b>Section 3.5.6</b> and <b>Section 4.7</b>, consultation with the HPO is ongoing.</p> <p>No reply required.</p>
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 line extending to the right.

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.)

### Bald Eagle *Haliaeetus leucocephalus*

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.

<https://ecos.fws.gov/ecp/species/1626>

Breeds Sep 1 to Jul 31

### Blue-winged Warbler *Vermivora pinus*

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Breeds May 1 to Jun 30

### Eastern Whip-poor-will *Antrostomus vociferus*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds May 1 to Aug 20

### King Rail *Rallus elegans*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/8936>

Breeds May 1 to Sep 5

### Long-eared Owl *asio otus*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/3631>

Breeds elsewhere

### Prairie Warbler *Dendroica discolor*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds May 1 to Jul 31

### Red-headed Woodpecker *Melanerpes erythrocephalus*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds May 10 to Sep 10

### Rusty Blackbird *Euphagus carolinus*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds elsewhere

### Wood Thrush *Hylocichla mustelina*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

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.

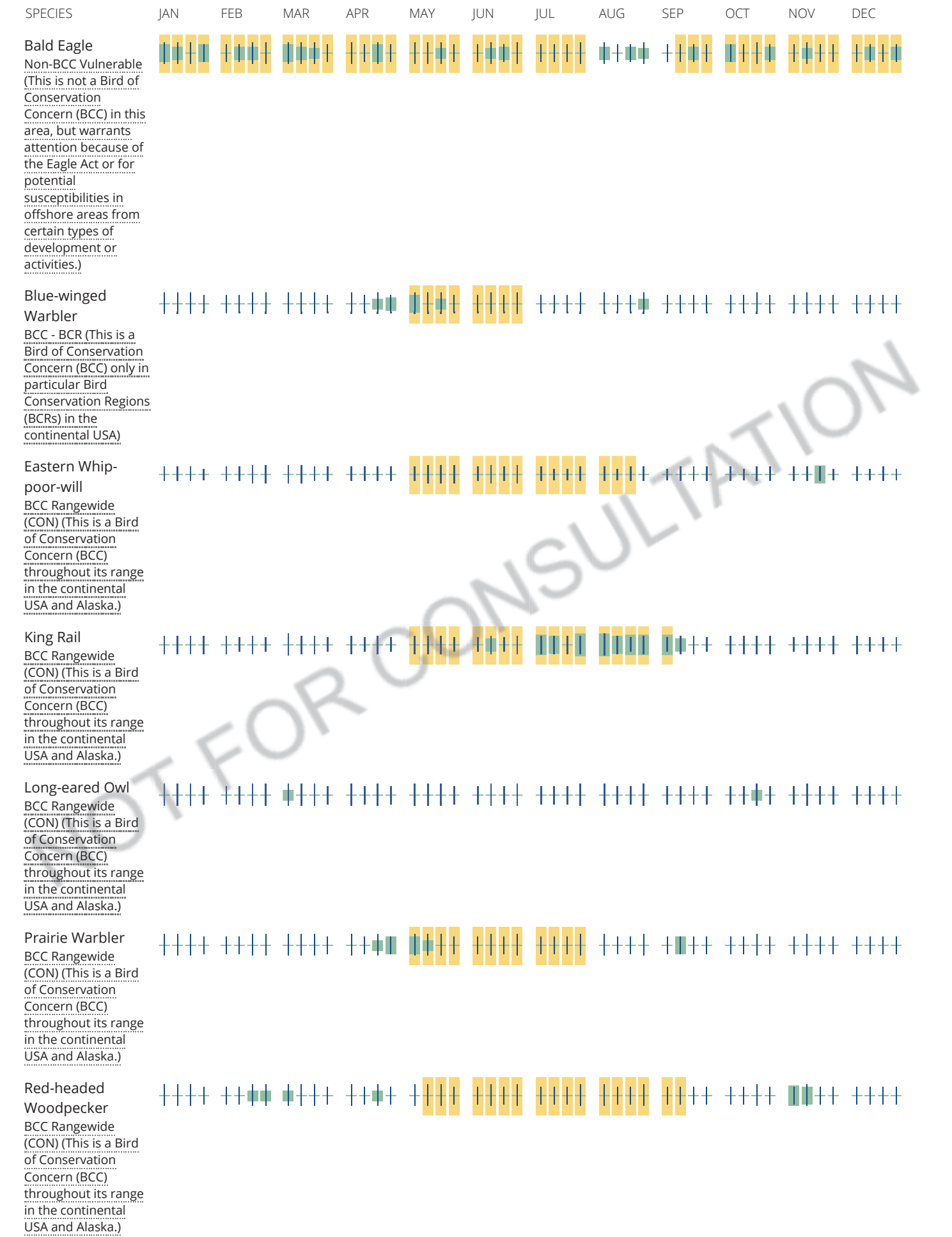
### No Data (—)

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



Rusty Blackbird  
BCC Rangewide  
(CON) (This is a Bird  
of Conservation  
Concern (BCC)  
throughout its range  
in the continental  
USA and Alaska.)



Wood Thrush  
BCC Rangewide  
(CON) (This is a Bird  
of Conservation  
Concern (BCC)  
throughout its range  
in the continental  
USA and Alaska.)



**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**

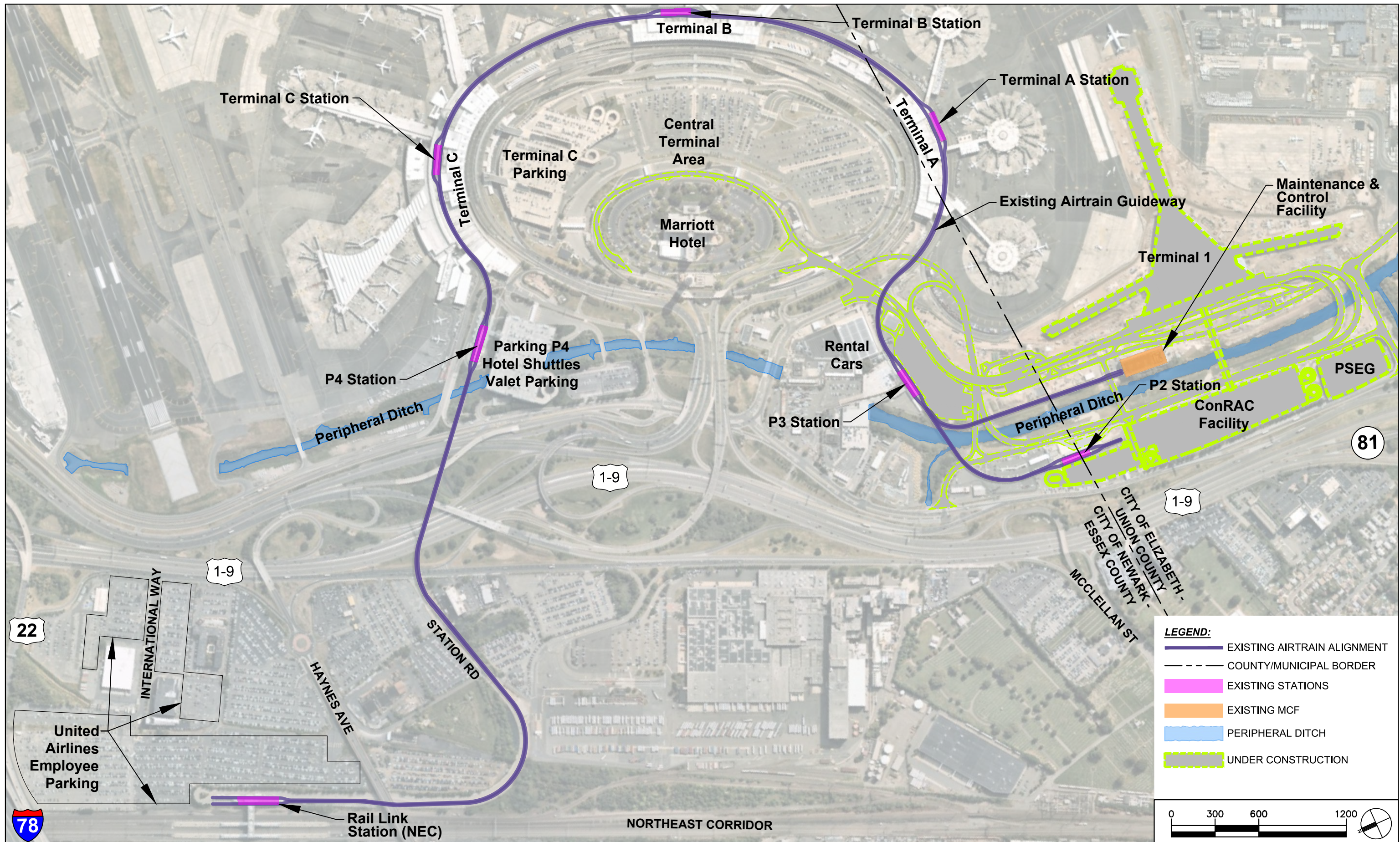
Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, 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

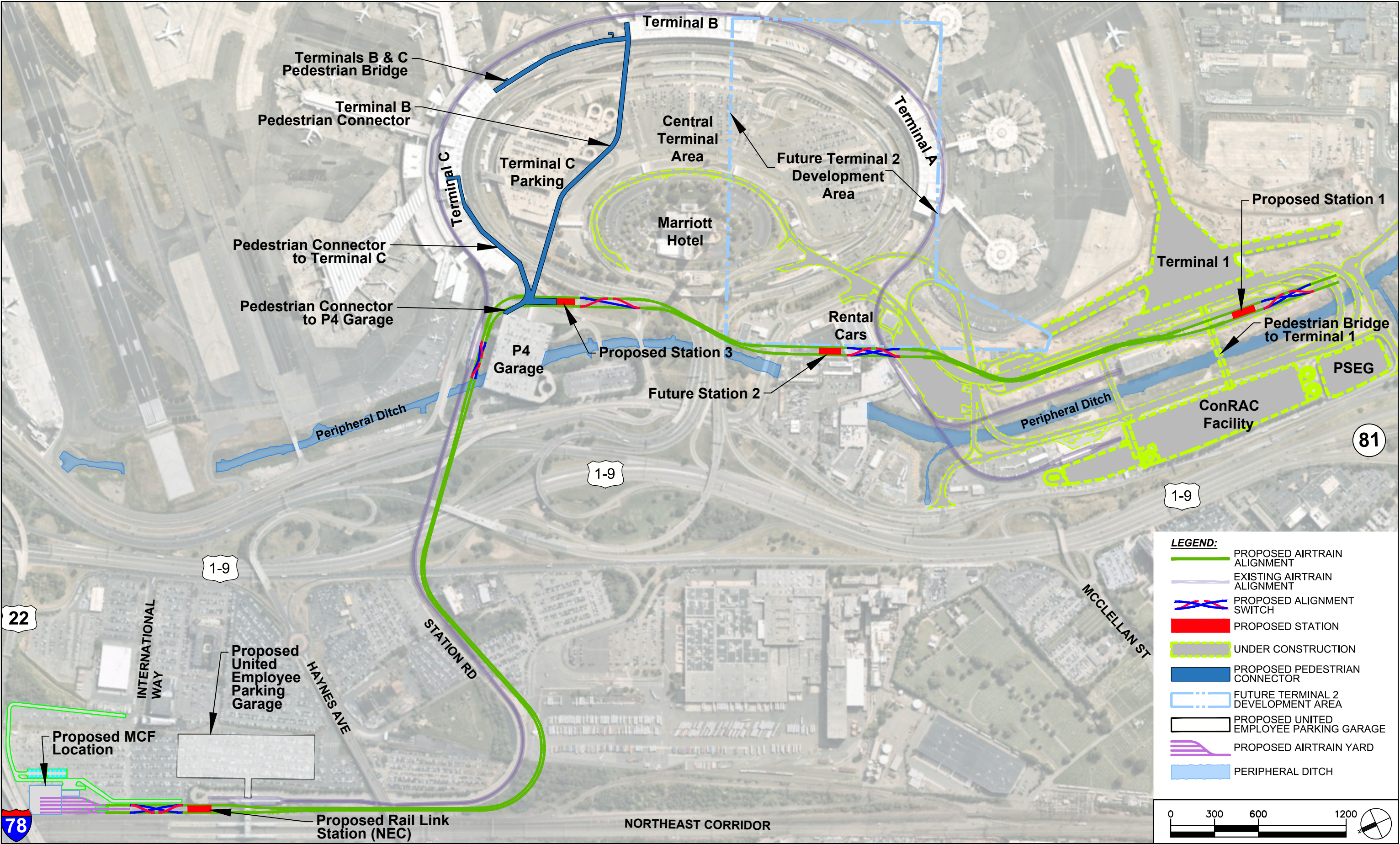




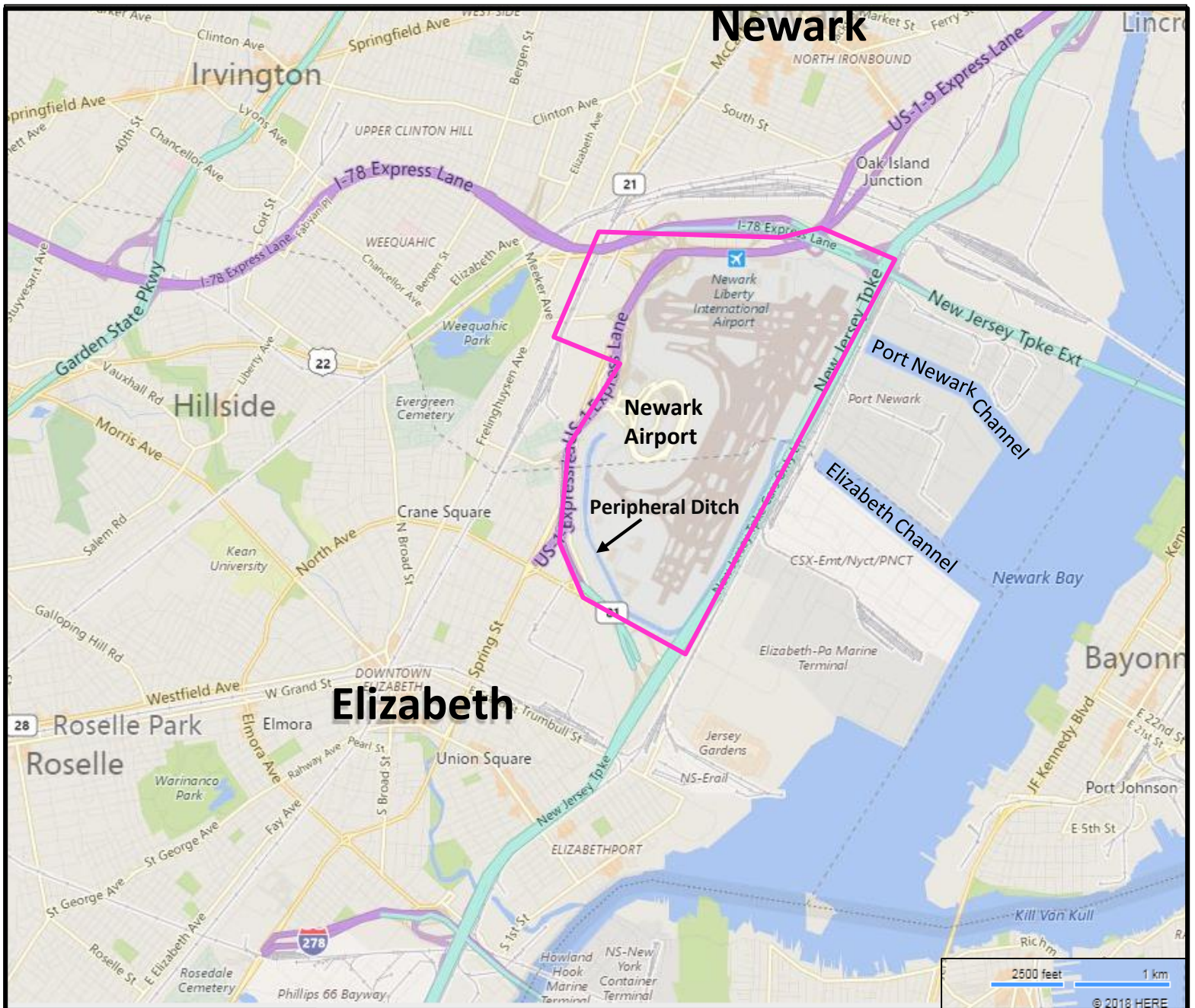












Approximate Site Boundary

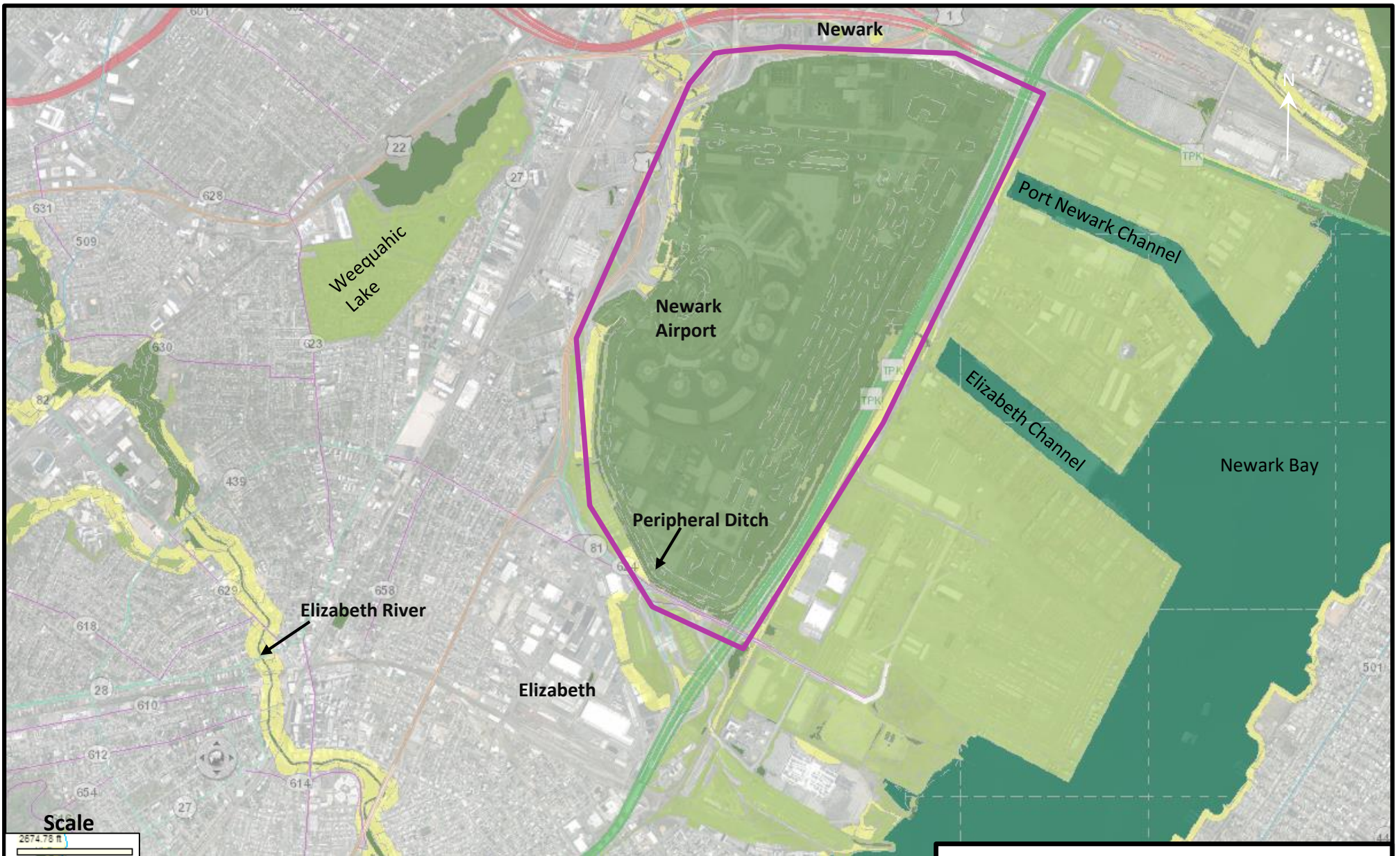
Figure 2 – Street Map

Newark Liberty International Airport  
Air Train Replacement Project



**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>

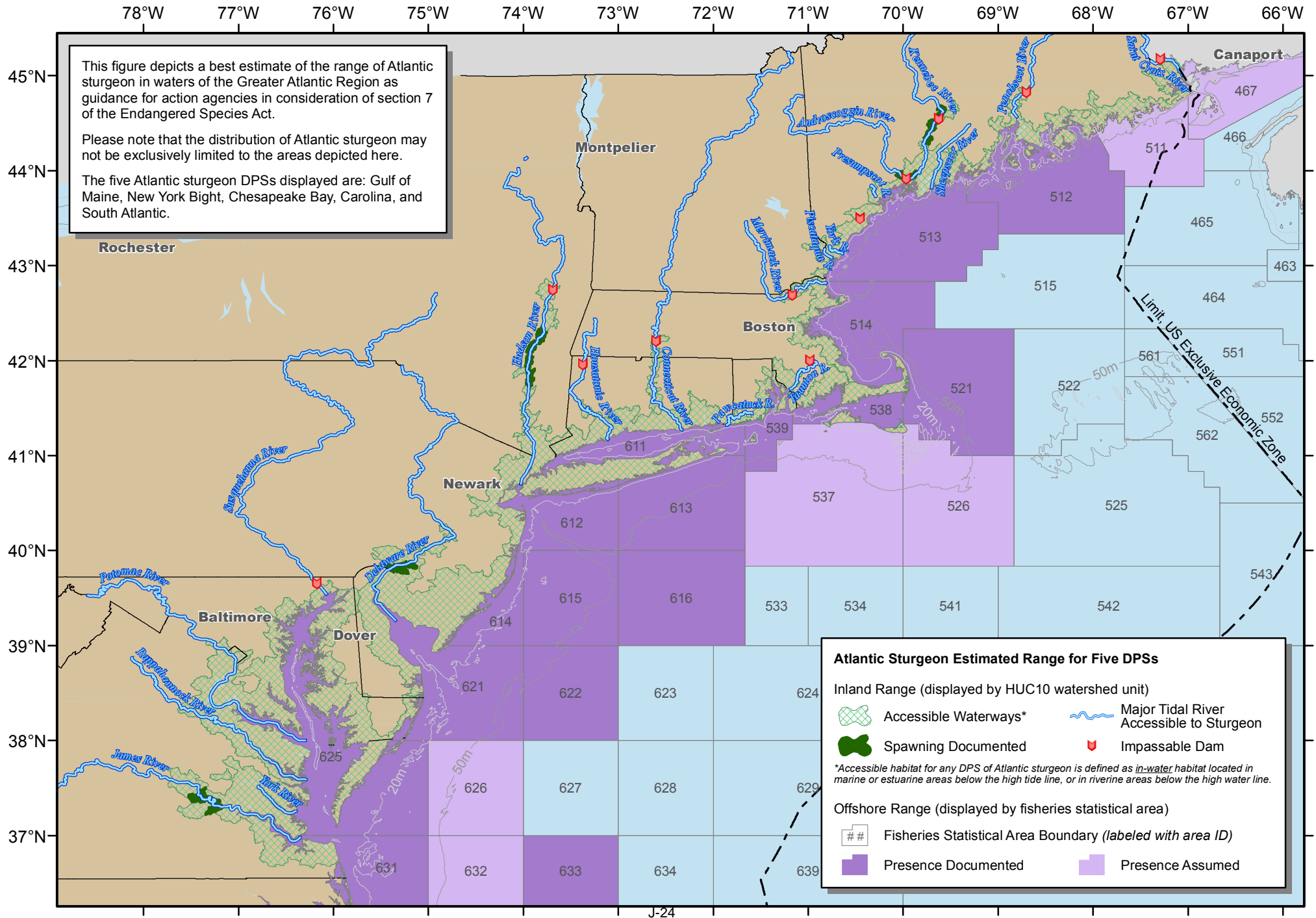
Figure 10 – Potential Threatened and Endangered Protected Species Map

Newark Liberty International Airport  
Air Train Replacement Project



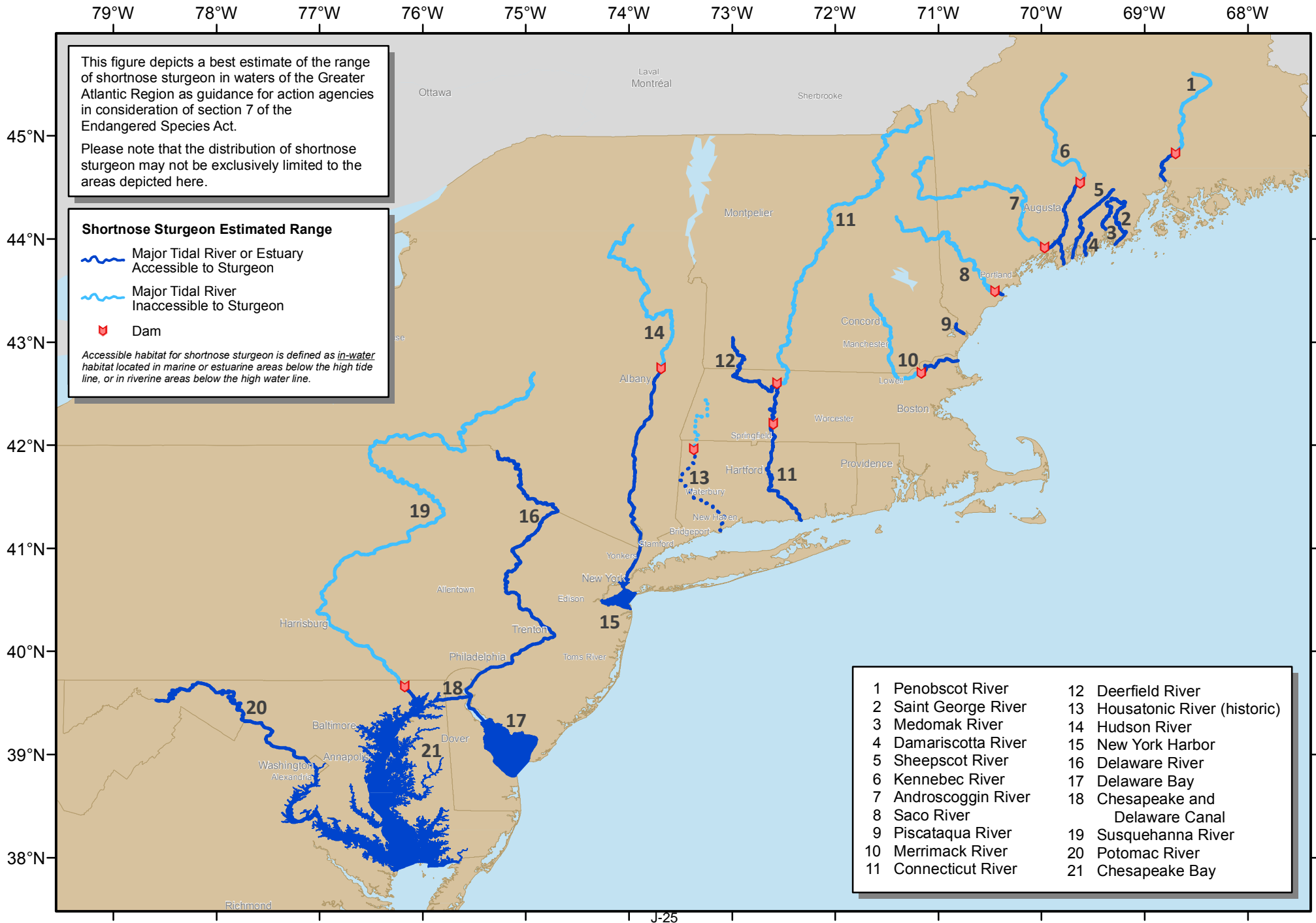
**THE PORT AUTHORITY** OF NY & NJ

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





# Estimated Range of Shortnose Sturgeon





# 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 Papolizio at (609) 382-5271 should you have any questions or comments regarding this correspondence.

Reviewing Biologist: \_\_\_\_\_

  
Carlo Papolizio

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.

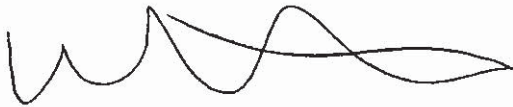
The proposed replacement system would be a 2.4-mile dual guideway system located primarily on airport property. The distance between the two guideways is expected to be approximately 50 feet at the stations and approximately 16 feet in stretches between stations. As part of the Project, PANYNJ anticipates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

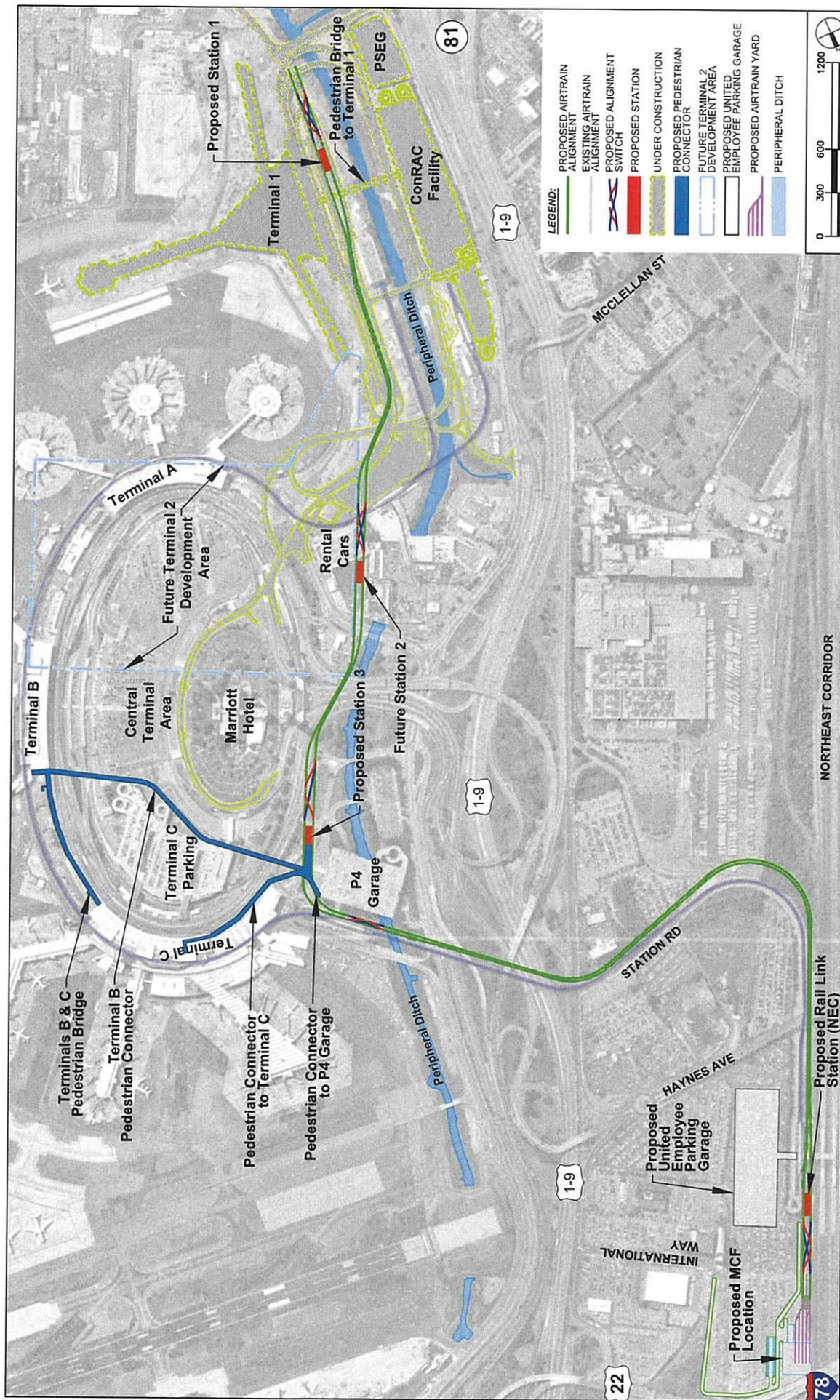
A handwritten signature in black ink, appearing to read 'William Laventhal', with a stylized, wavy line extending from the end.

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





PROPOSED ACTION

THE PORT AUTHORITY OF NY & NJ



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,

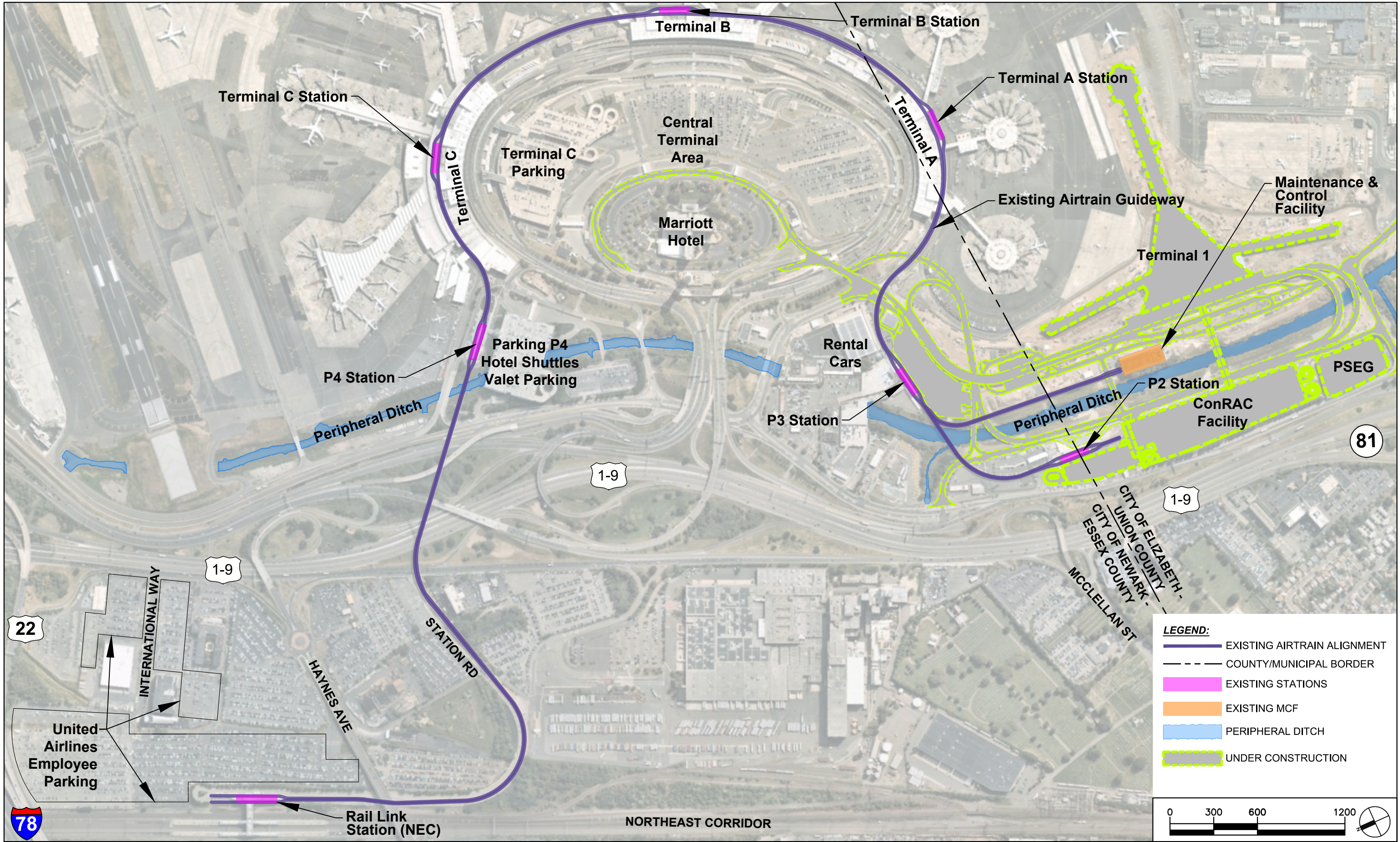


William Laventhal  
Program Manager  
Newark Redevelopment – AirTrain  
PANYNJ

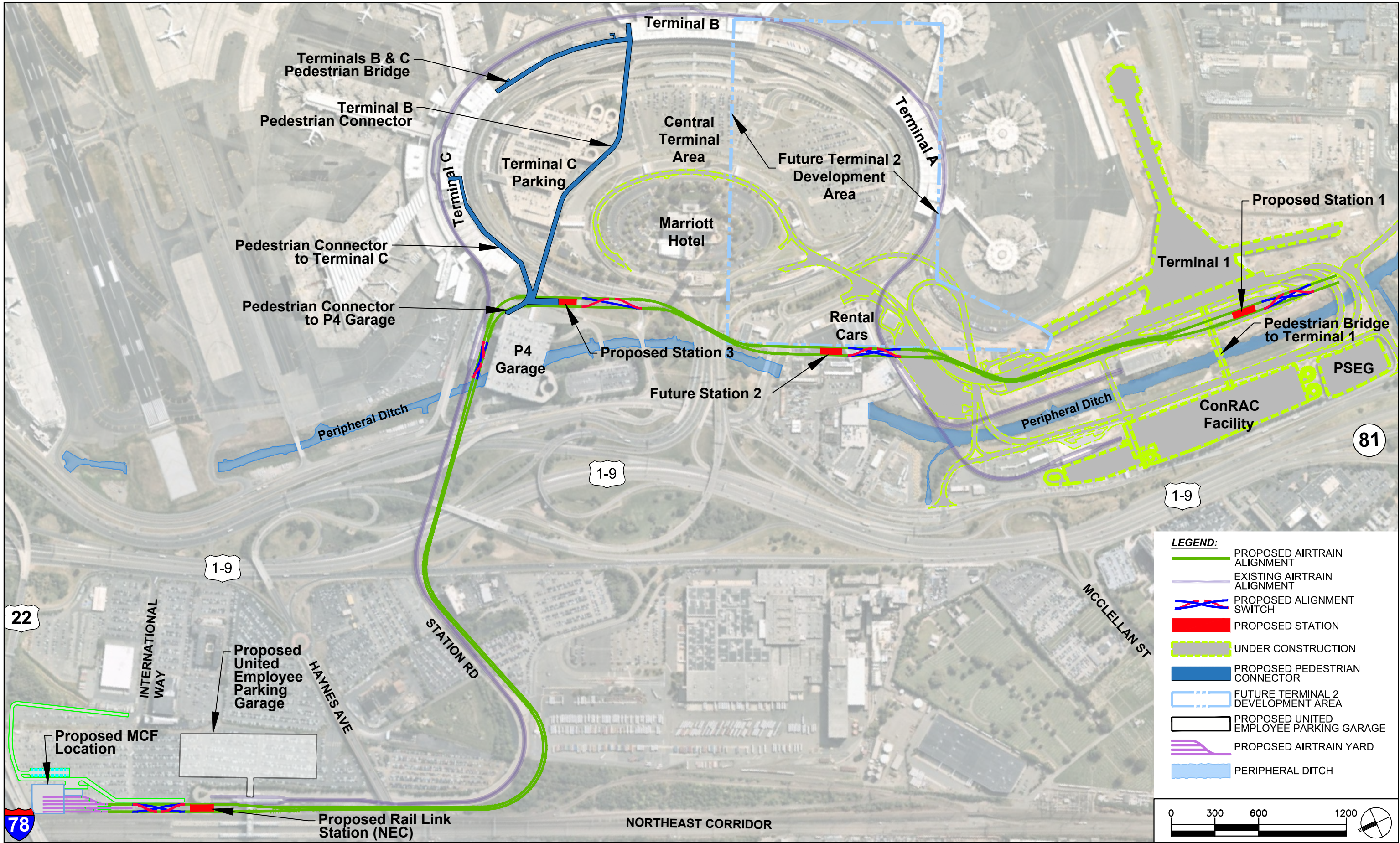
cc: Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
Ralph D'Apuzzo, Program Director, Newark Redevelopment – AirTrain, PANYNJ  
Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ

Enclosures:  
Existing Conditions Figure  
Proposed Action Figure  
Regional Location Map

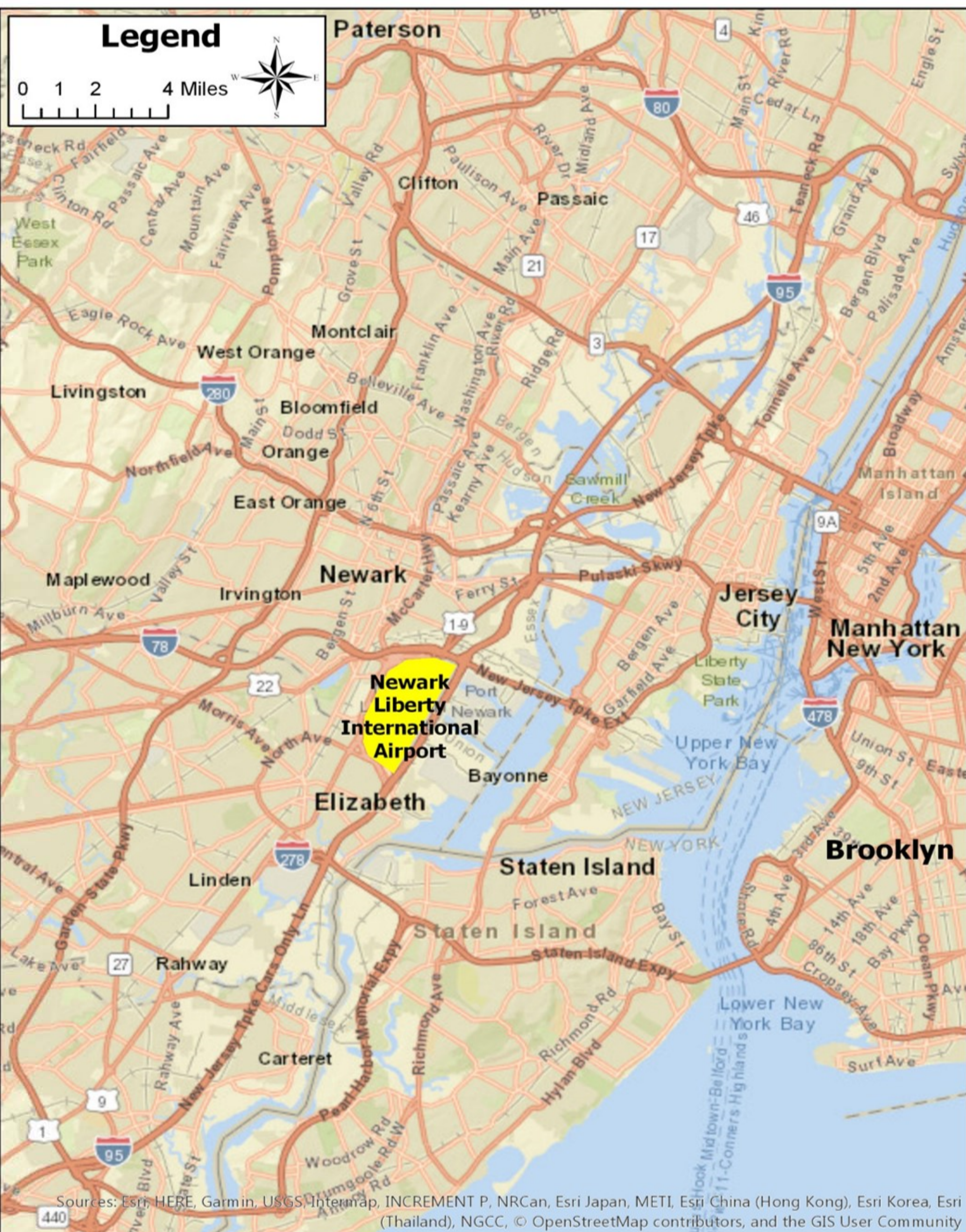














**From:** [Karen Greene - NOAA Federal](#)  
**To:** [Laventhal, William](#)  
**Cc:** [Edith Carson-Supino](#); [Jessie Murray - NOAA Federal](#)  
**Subject:** Re: FW: EWR AirTrain Replacement Program - NMFS  
**Date:** Thursday, March 12, 2020 3:06:50 PM

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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.

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. 10275-0090

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. Seabode 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,

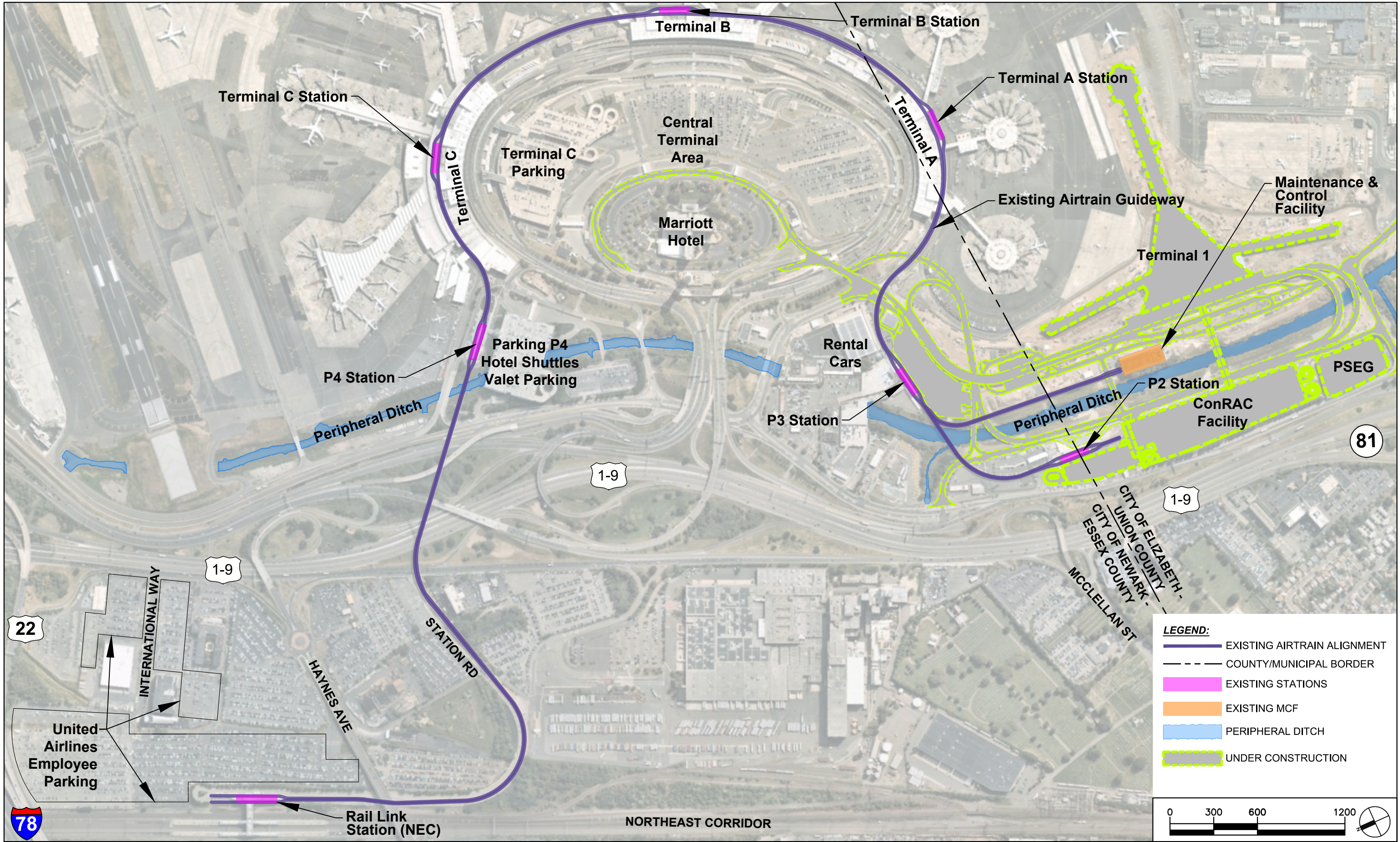
A handwritten signature in black ink, appearing to read 'W. Laventhal', with a stylized, flowing script.

William Laventhal  
Program Manager  
Newark Redevelopment – AirTrain  
PANYNJ

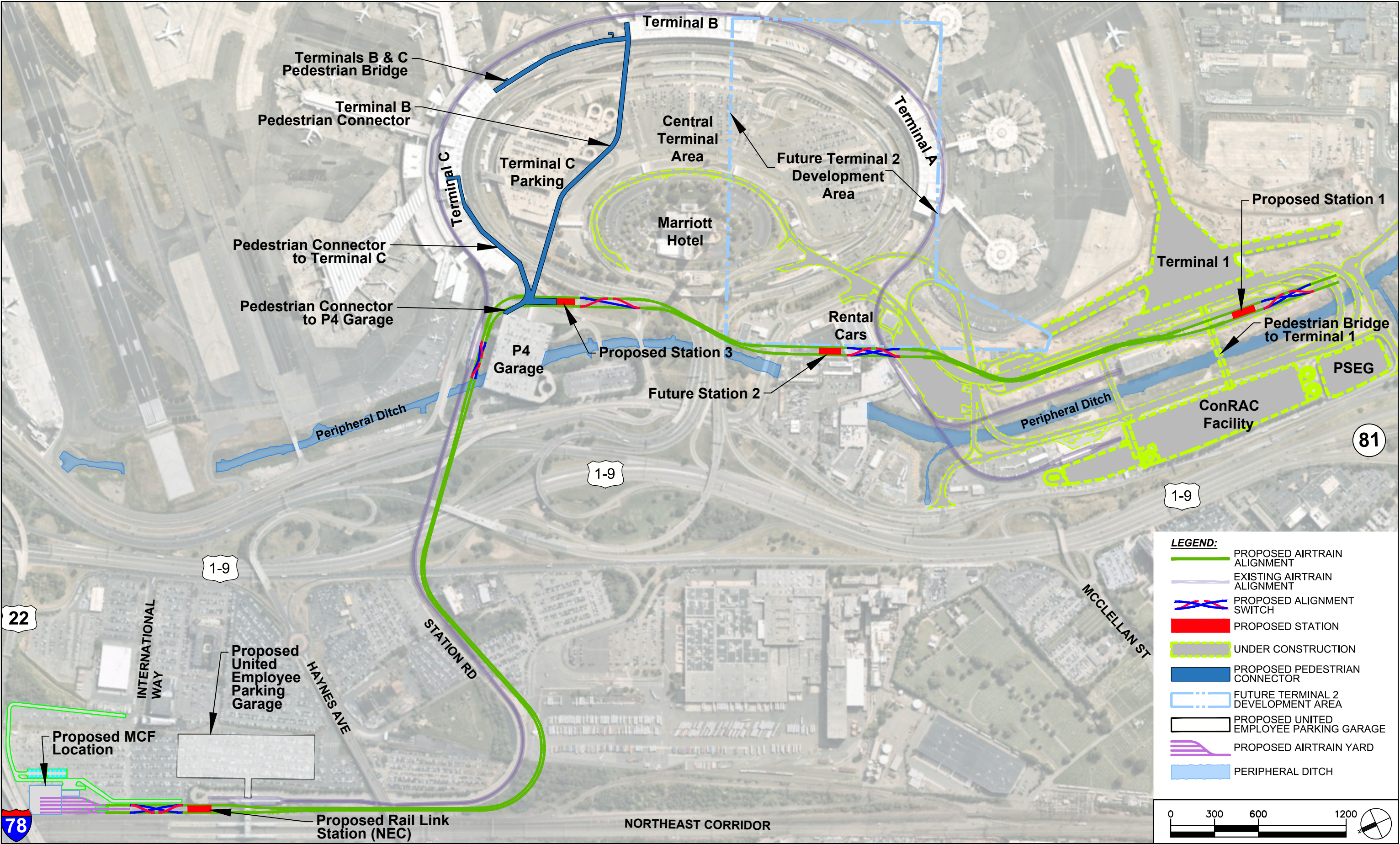
cc: Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
Ralph D'Apuzzo, Program Director, Newark Redevelopment – AirTrain, PANYNJ  
Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ

Enclosures:  
Existing Conditions Figure  
Proposed Action Figure  
Regional Location Map





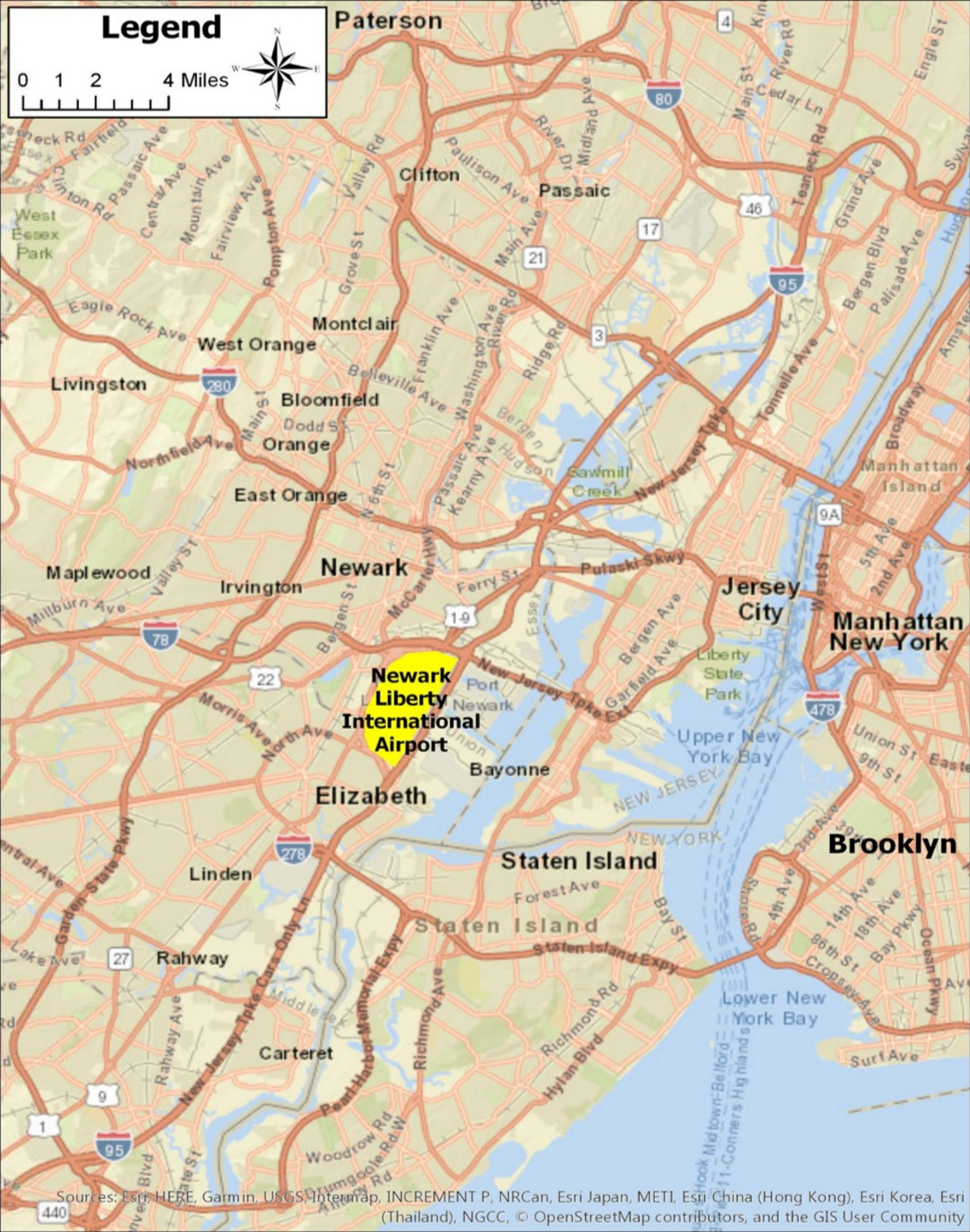






# Legend

0124 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](http://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 NJAC 7:27-8.2(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.stopthesoot.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 doesnot 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**

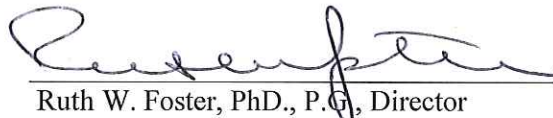
If uncontaminated construction dewatering water is proposed to be discharged to surface water, including wetlands, they will need a Construction Dewatering general permit. Information regarding this permit can be found at [http://www.nj.gov/dep/dwq/gp\\_dewater.htm](http://www.nj.gov/dep/dwq/gp_dewater.htm). 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.

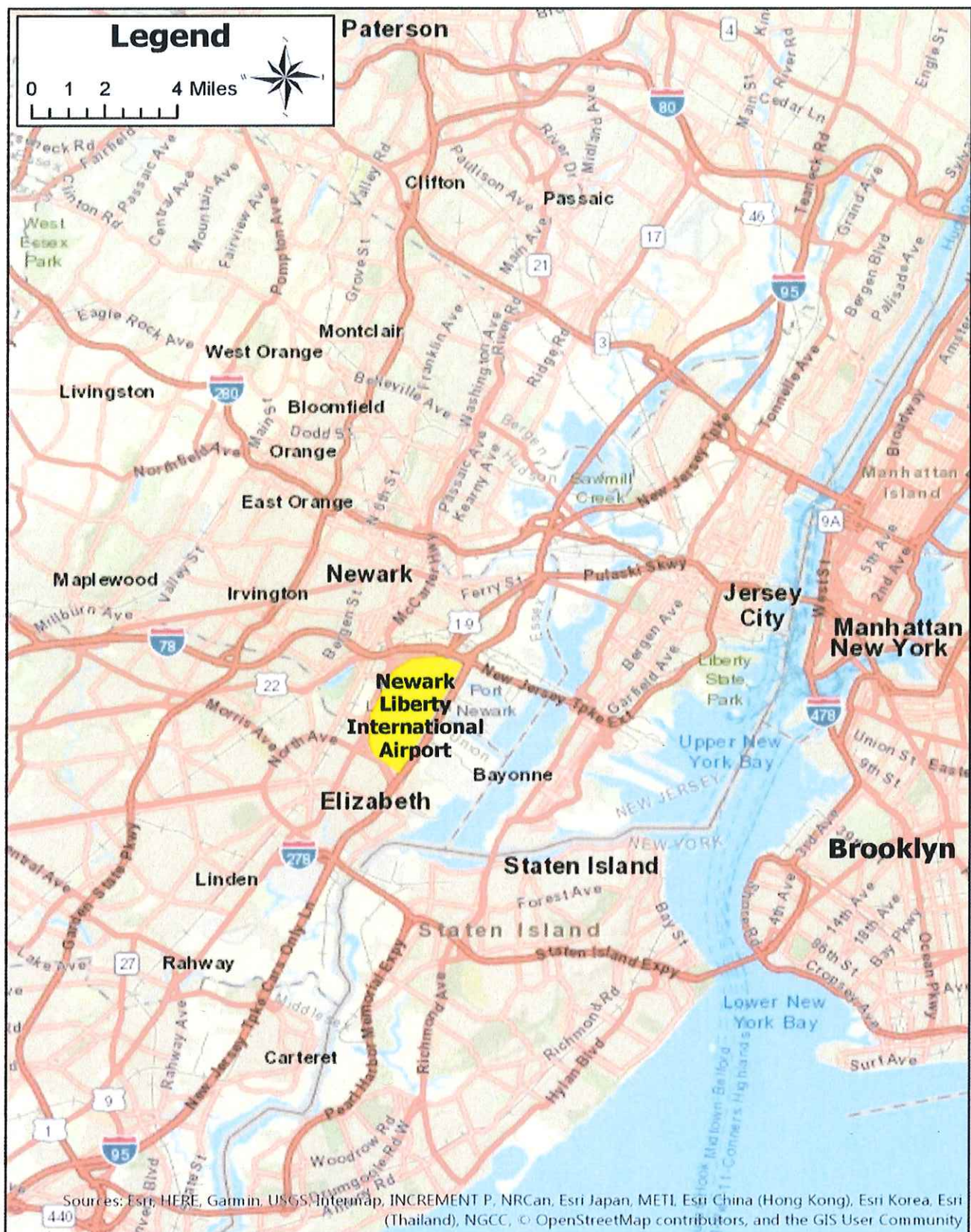
Sincerely,



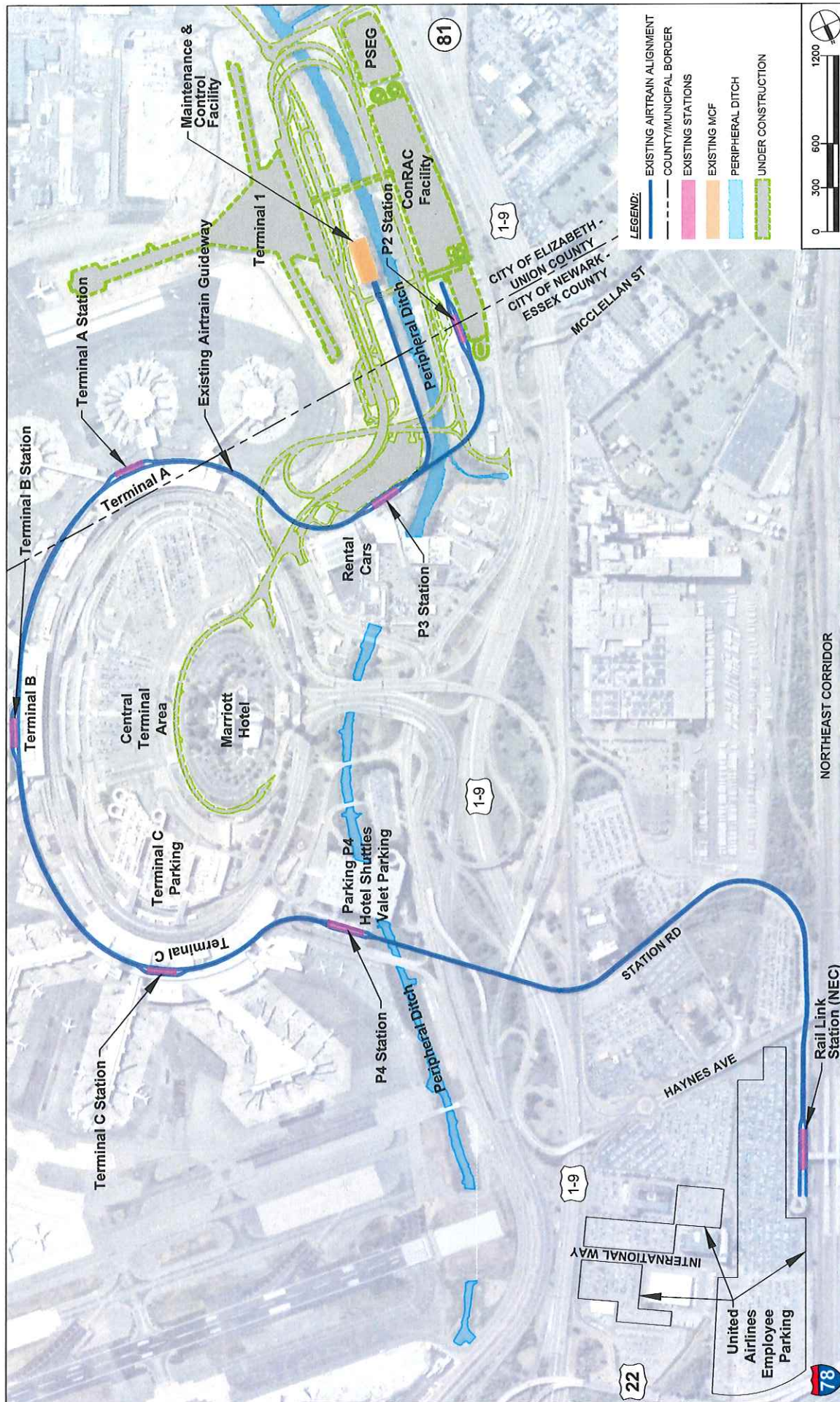
Ruth W. Foster, PhD., P.G., Director  
Permit Coordination and Environmental Review

Enclosures









# EXISTING AIRTRAIN

THE PORT AUTHORITY OF NY & NJ





### Newark AirTrain Replacement Properties within the Project Area

Block	Lot	Owner	Acquisition Proposed?
-------	-----	-------	-----------------------

#### 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
---	------	---	---

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.

1. 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
2. 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
3. Project Description: Replacement of existing AirTrain with a new automated people mover system.

4. 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 ☒

5. Riparian Zone Is this request submitted as part of a Riparian Zone width determination? Yes ☐ No ☒

6. 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: [Signature] 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



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).

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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

Block	Lot	Owner	<del>Proposed</del>
-------	-----	-------	---------------------

#### Essex County, City of Newark

5088	169	International Way, LLC, 400 Plaza Drive, Secaucus, NJ 07094	
5088	126.01	Hartz Mountain Waver, 400 Plaza Drive, Suite 400, Secaucus, NJ 07094	
5088	126.02	Conrail, 3 Commercial Place, Box 209, Norfolk, VA 23510	
5088	126.03	PANYNJ, One World Trade Center, New York, NY 10007	
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

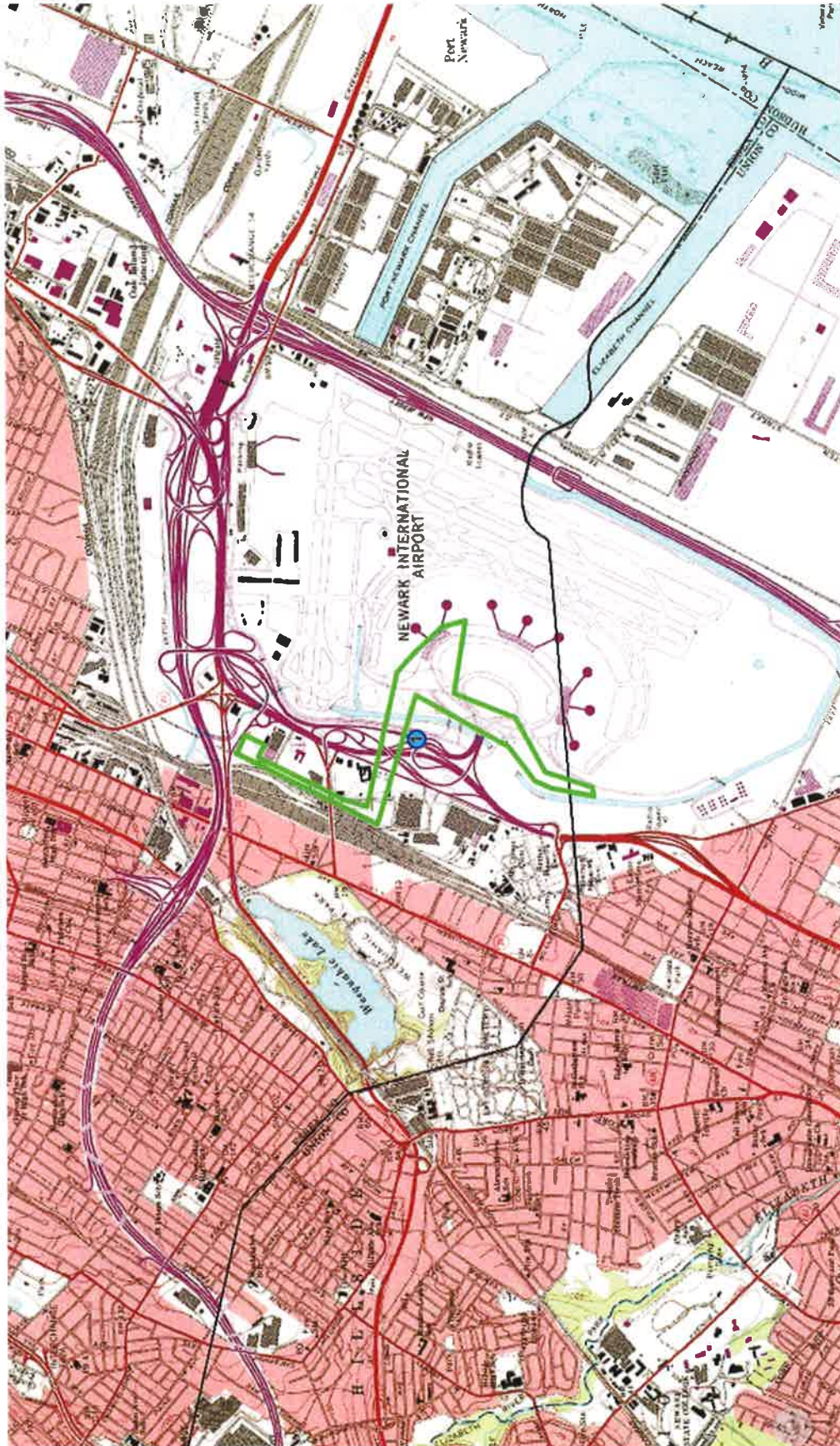
1	2104	PANYNJ (Newark Airport), One World Trade Center, New York, NY 10007	
---	------	---	--

Source: [www.njparcels.com](http://www.njparcels.com)

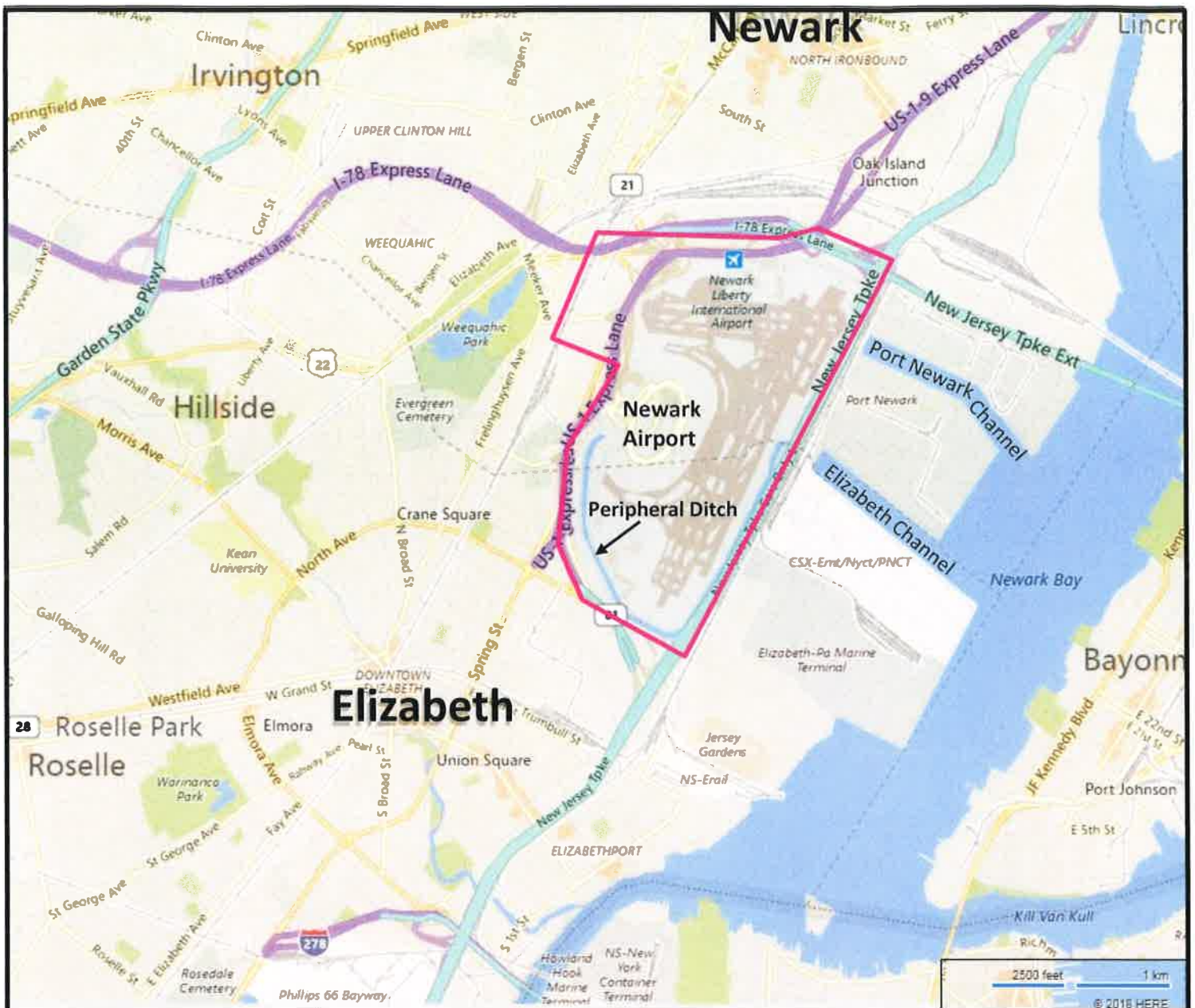


AirTrain Replacement Project  
Newark Liberty International Airport

APPROXIMATE PROJECT AREA







— Approximate Site Boundary

Figure 2 – Street Map

Newark Liberty International Airport  
Air Train Replacement Project



**THE PORT AUTHORITY** OF NY & NJ



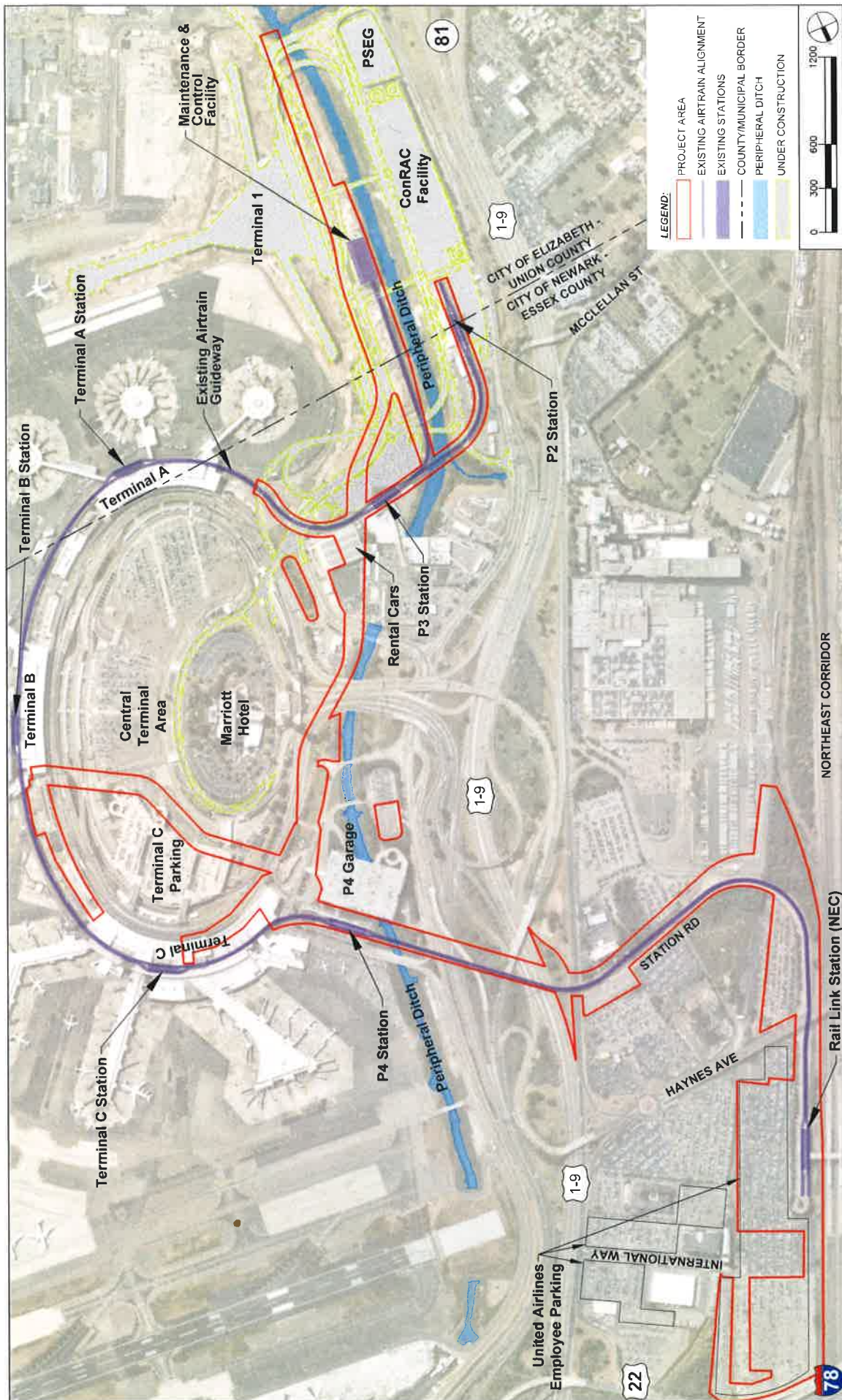


Figure 3-1

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](#)

---

**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)

---

NJDEP



*NOTE: This E-mail is protected by the Electronic Communications Privacy Act, 18 U.S.C. Sections 2510-2521. This E-Mail and its contents, may be Privileged & Confidential due to the Attorney-Client Privilege, Attorney Work Product, and Deliberative Process or under the New Jersey Open Public Records Act. If you are not the intended recipient of this e-mail, please notify the sender, delete it and do not read, act upon, print, disclose, copy, retain or redistribute it.*

---

**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		<h1 style="text-align: right;"><i>Invoice</i></h1>	
		Date	Invoice #
		3/6/2020	18872
Bill to: Radin Consulting, Inc. One Gateway Center, Suite 960 Newark, NJ 07102		Make check payable to: <b>DEP - Office of Natural Lands Management</b>  <u><b>Forward with a copy of this statement to:</b></u> <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



<p align="center"><b>Rare Wildlife Species or Wildlife Habitat on the Project Site Based on Search of Landscape Project 3.3 Species Based Patches</b></p>
---

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

***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



<p align="center"><b>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</b></p>
---

Class	Common Name	Scientific Name	Feature Type	Rank	Federal Protection Status	State Protection Status	Grank	Srank
<b><i>Aves</i></b>								
	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
<b><i>Insecta</i></b>								
	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)>

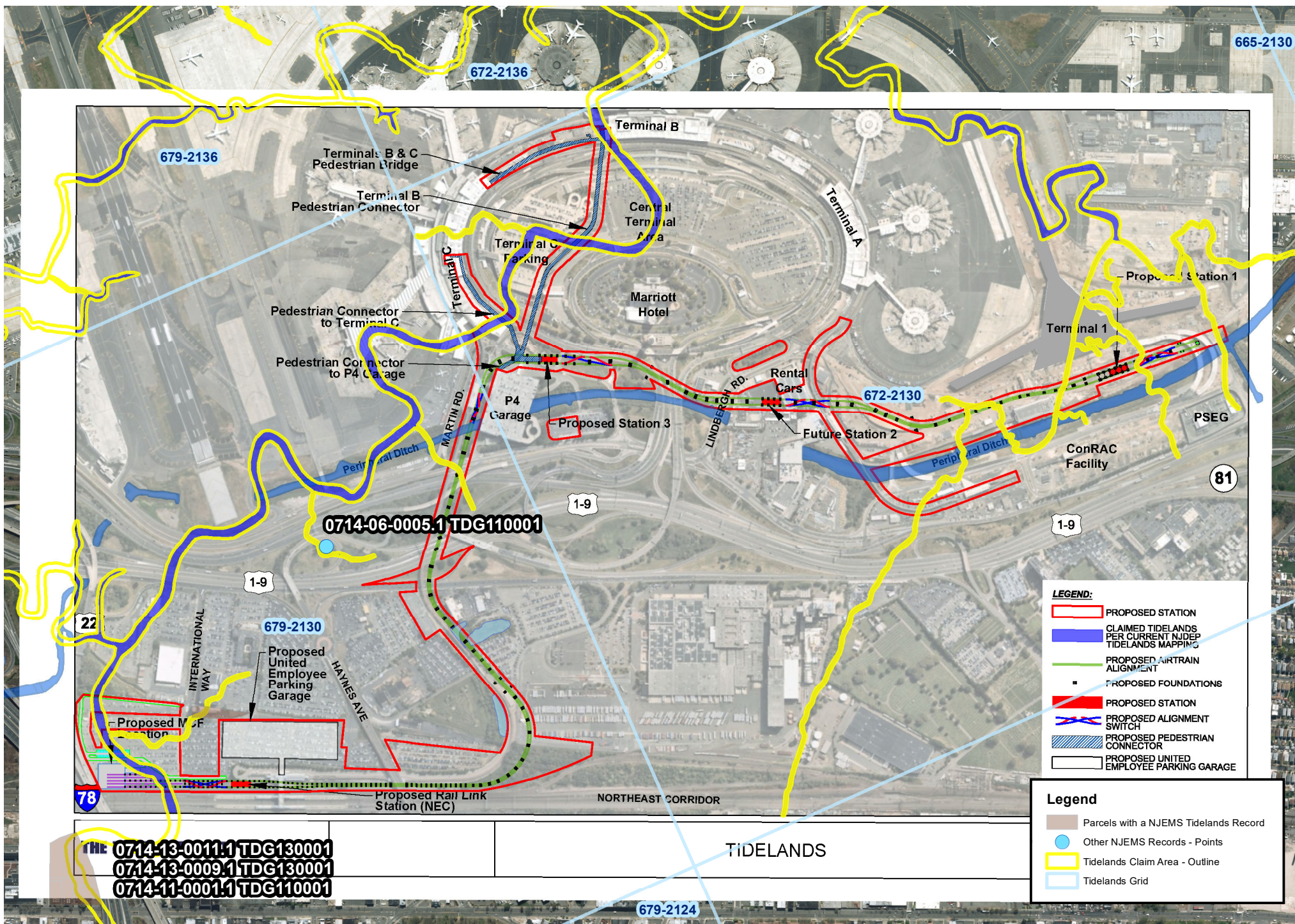
**Subject:** [EXTERNAL] Tidelands Figure showing PANYNJ Airtrain Project Alignment and current claimed tidelands overlay

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)





# PANYNJ Airtrain Proposal Area



665-2130

672-2136

679-2136

Terminal B  
Terminals B & C  
Pedestrian Bridge  
Terminal B  
Pedestrian Connector  
Terminal C  
Central  
Terminal  
Area  
Terminal C  
Parking  
Marriott  
Hotel  
Pedestrian Connector  
to Terminal C  
Pedestrian Connector  
to P4 Garage

Proposed Station 1

Terminal 1

P4  
Garage

Proposed Station 3

Rental  
Cars

Future Station 2

PSEG

ConRAC  
Facility

0714-06-0005.1 TDG110001

679-2130

Proposed United  
Employee  
Parking  
Garage

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

Proposed Rail Link  
Station (NEC)

NORTHEAST CORRIDOR

TIDELANDS

- 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

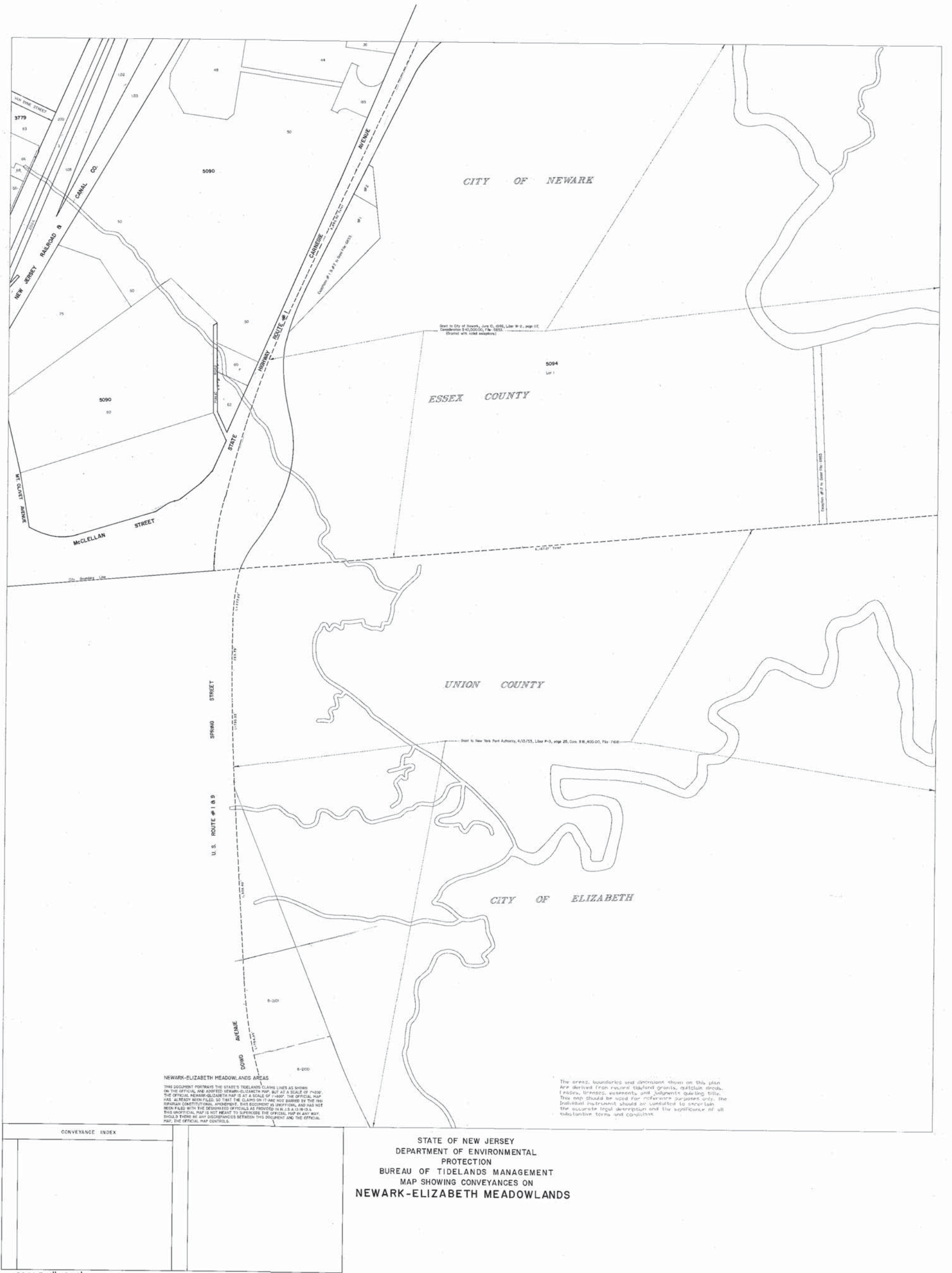
679-2124

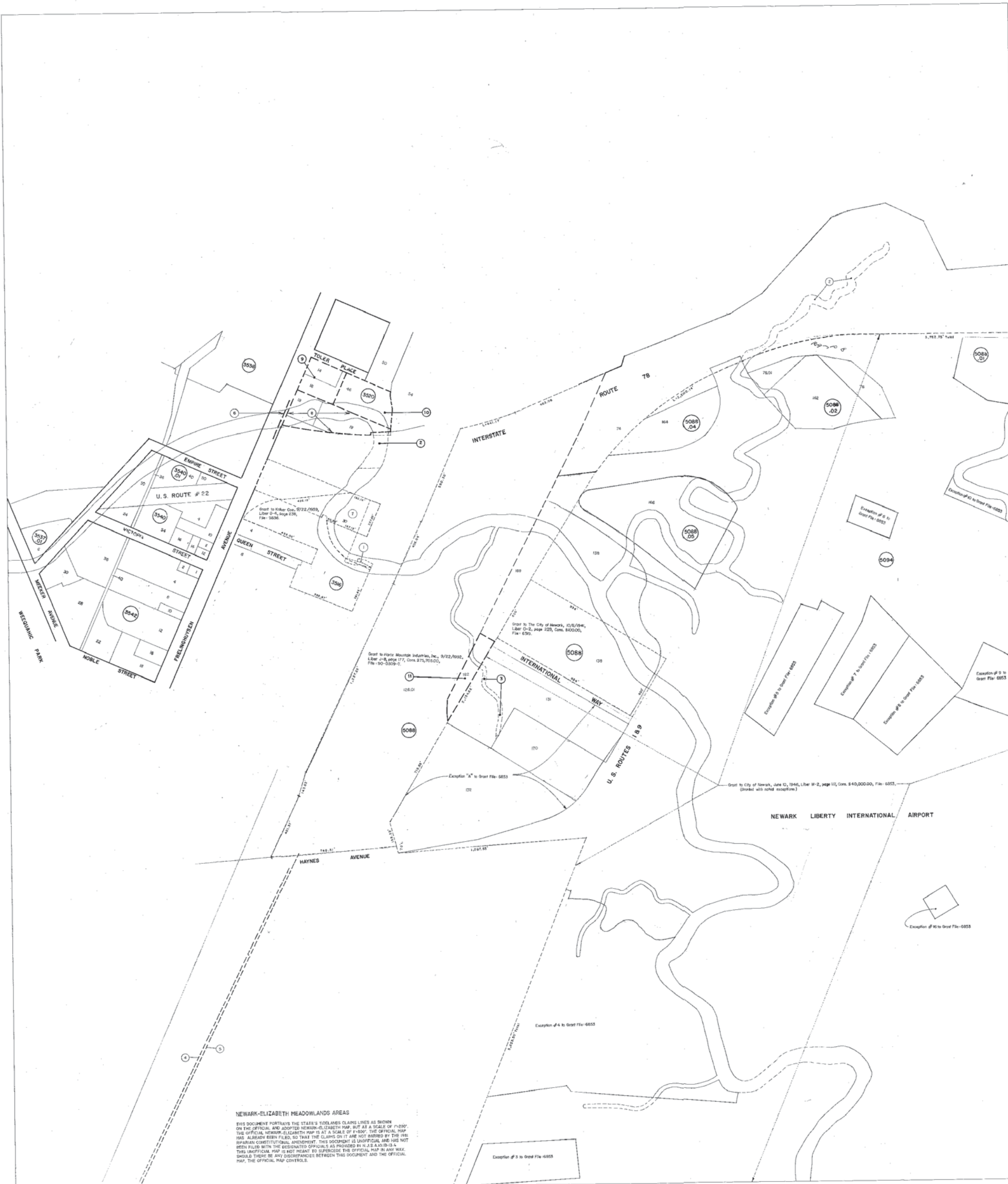
0 500 1,000 1,500 2,000 Feet

J-77  
PANYNJ Airtrain Proposal Area









CONVEYANCE INDEX	
1	Grant to Newark Distributing Terminals Inc., 1/19/1950, Liber T-4, page 355, File 4401.
2	Grant to NAGOT, 1/29/2001, Liber P-3, page 405, Cons. S 132, 830,000, File 96-0022-1.
3	Grant to Newark International Plaza, 4/12/1977, Liber O-6, page 1, Cons. S 25, 300,000, File 73-0027.
4	File 91-0023-7, One Fee License, 02/11/1972, to GPU TELECOM SERVICES, INC., File 922, 105,000.
5	File 98-0026-7, One Fee License, 3/12/198, to QUEST COMMUNICATIONS CORP., File 922, 105,000.
6	File 99-0028-7, One Fee License, 4/12/199, to LEVEL 3 COMMUNICATIONS, L.L.C., File 930, 100.
7	Grant to Sheffield Homes Co., Inc., 3/10/1937, Liber S-2, page 69, Consideration \$ 750,000, File 9378.
8	GRANT - FILE 0714-11-0001.1, T06110001, LIBER A-13, Pg. 92 etc.
9	GRANT - FILE 0714-13-0009.1, T06130001, LIBER 8-13, Pg. 384
10	GRANT - FILE 0714-13-0011.1, T06130001, LIBER H-13, Pg. 34 etc.
11	GRANT - FILE 0714-13-0007.1, T06130001, LIBER H-13, Pg. 129 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,

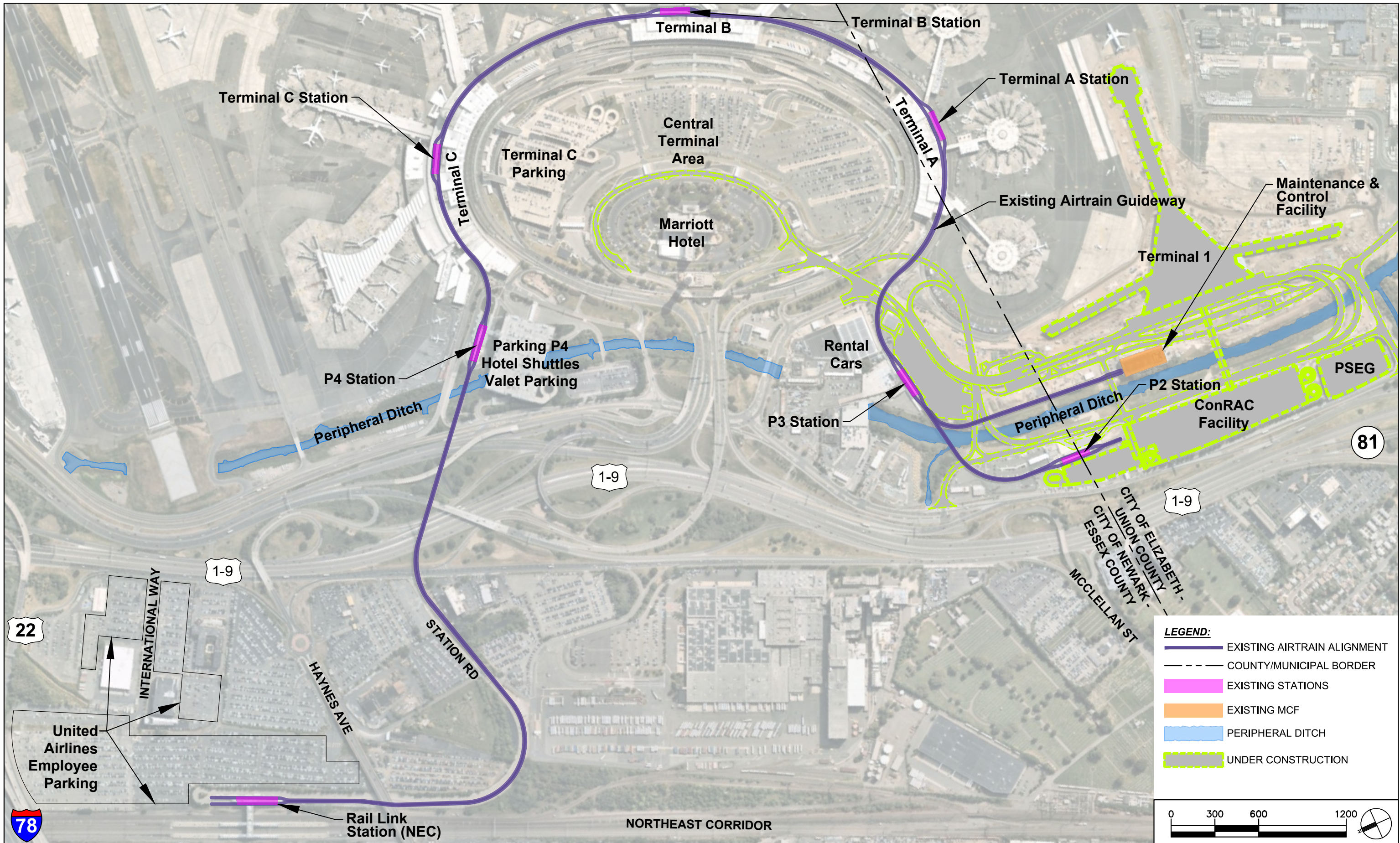
A handwritten signature in black ink, appearing to read 'William Laventhal', with a stylized, flowing script.

William Laventhal  
Program Manager  
Newark Redevelopment – AirTrain  
PANYNJ

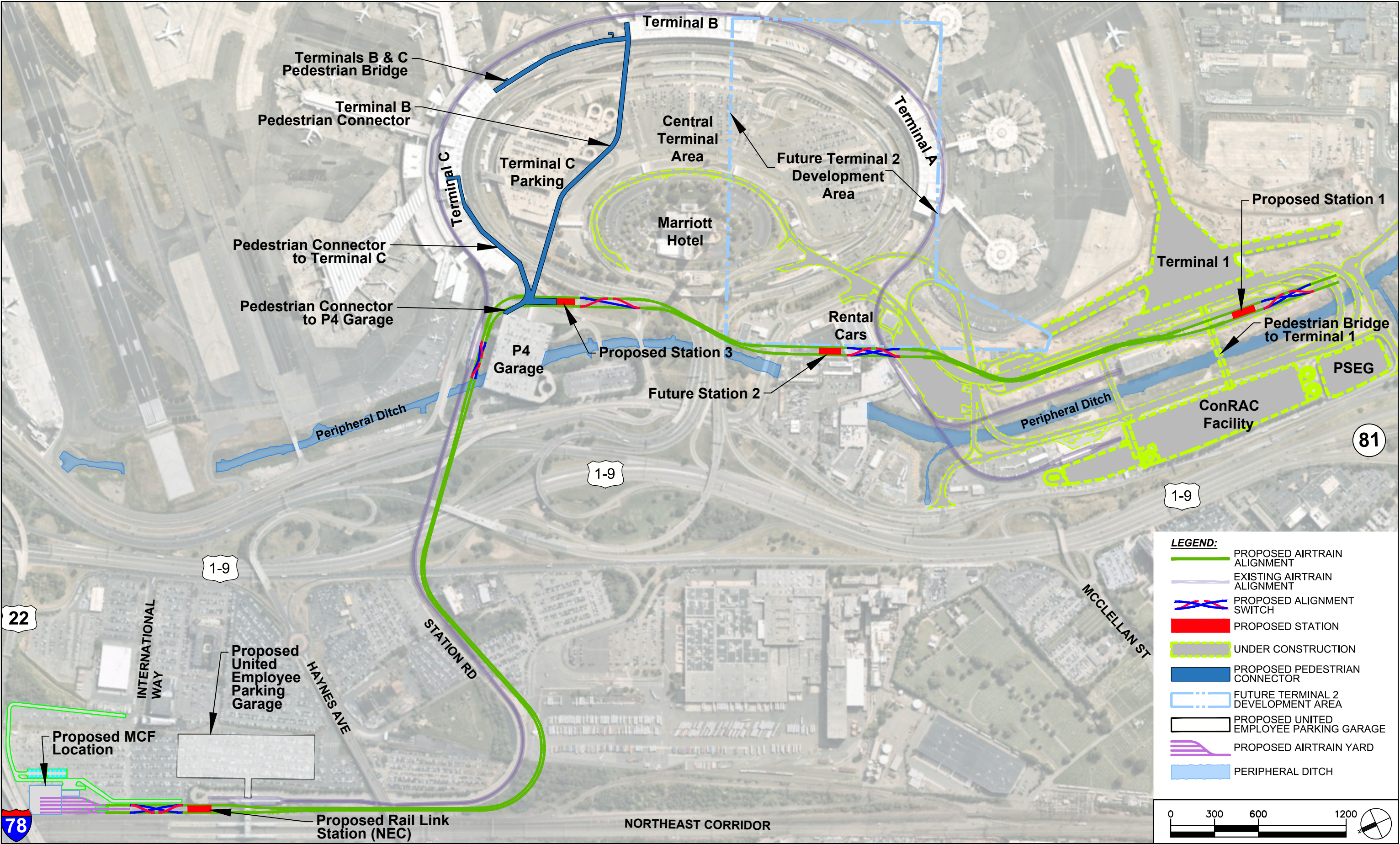
cc: Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
Ralph D'Apuzzo, Program Director, Newark Redevelopment – AirTrain, PANYNJ  
Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ

Enclosures:  
Existing Conditions Figure  
Proposed Action Figure  
Regional Location Map

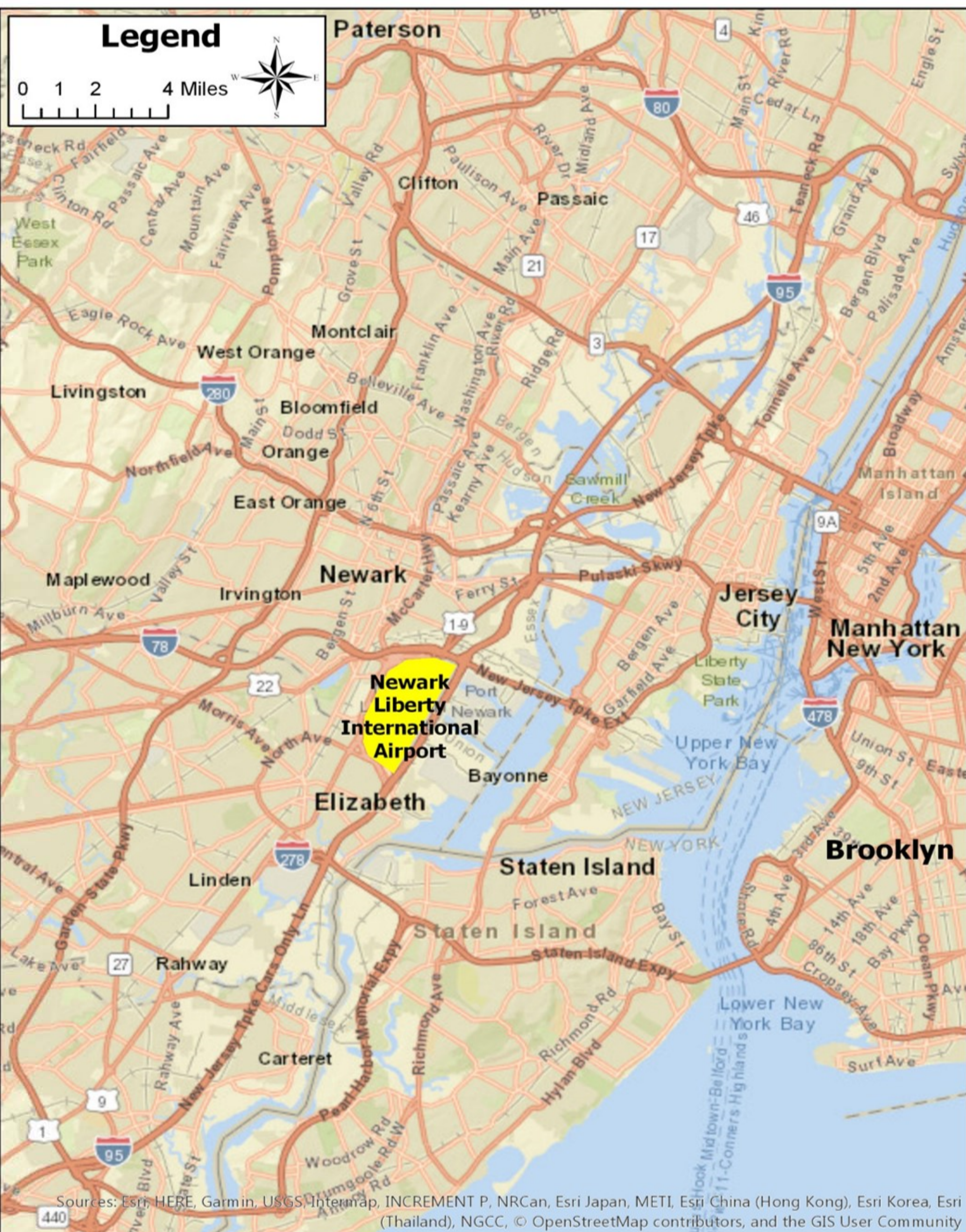














January 31, 2020

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***

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 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.

Sincerely,

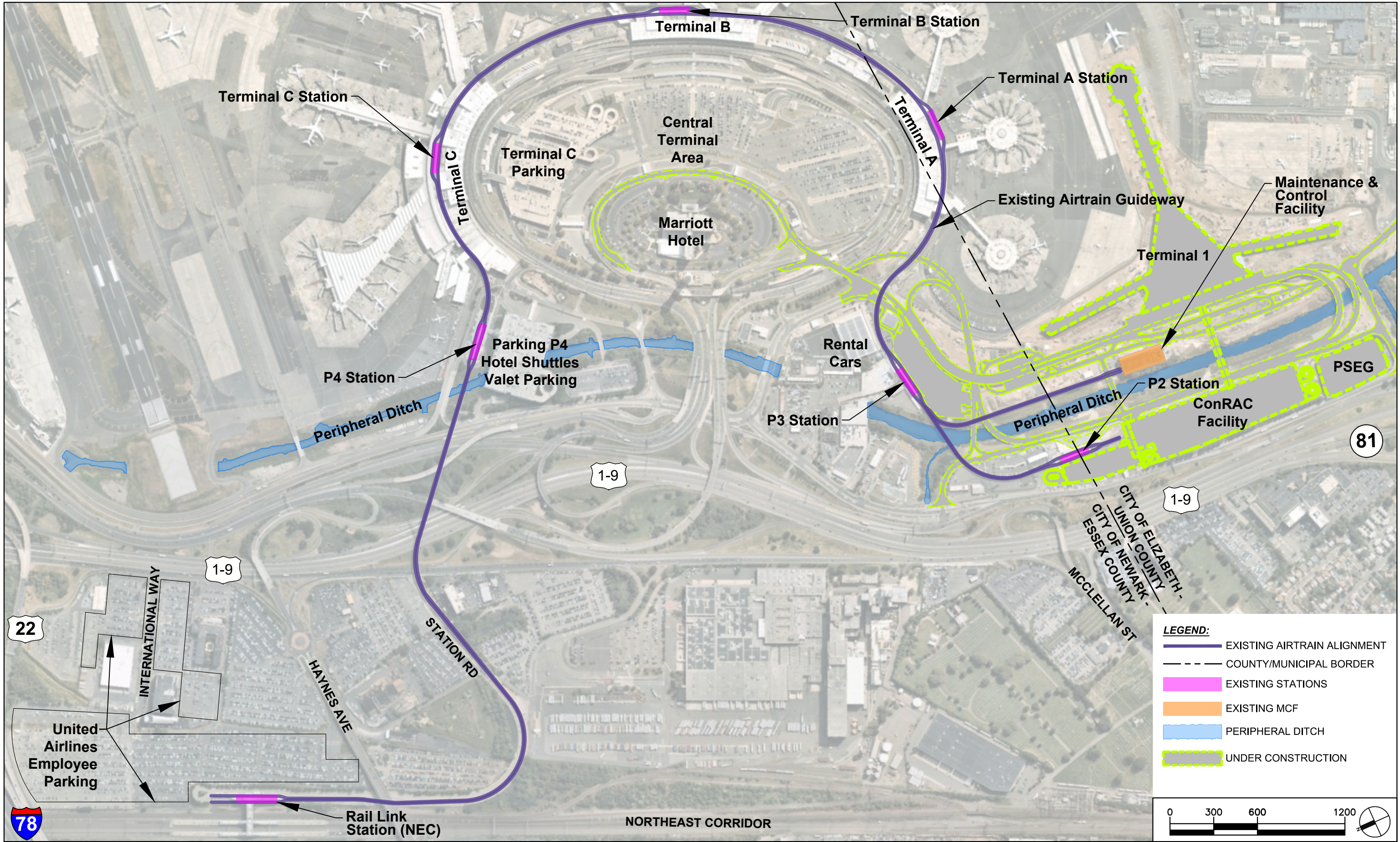
A handwritten signature in black ink, appearing to read 'William Laventhal', with a long horizontal flourish extending to the right.

William Laventhal  
Program Manager  
Newark Redevelopment – AirTrain  
PANYNJ

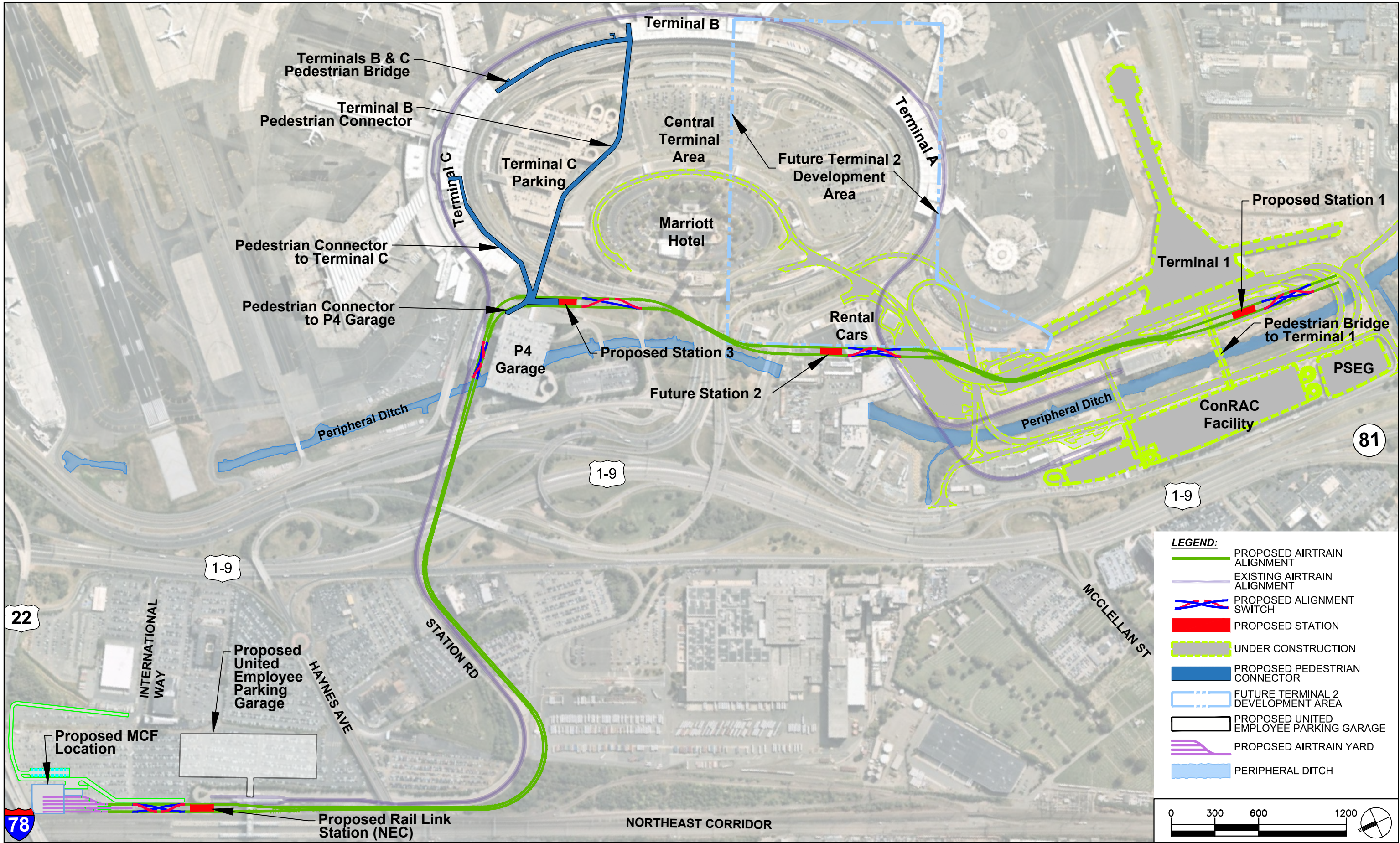
cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Ralph D'Apuzzo, Program Director, Newark Redevelopment – AirTrain, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA

Enclosures:  
Existing Conditions Figure  
Proposed Action Figure  
Regional Location Map

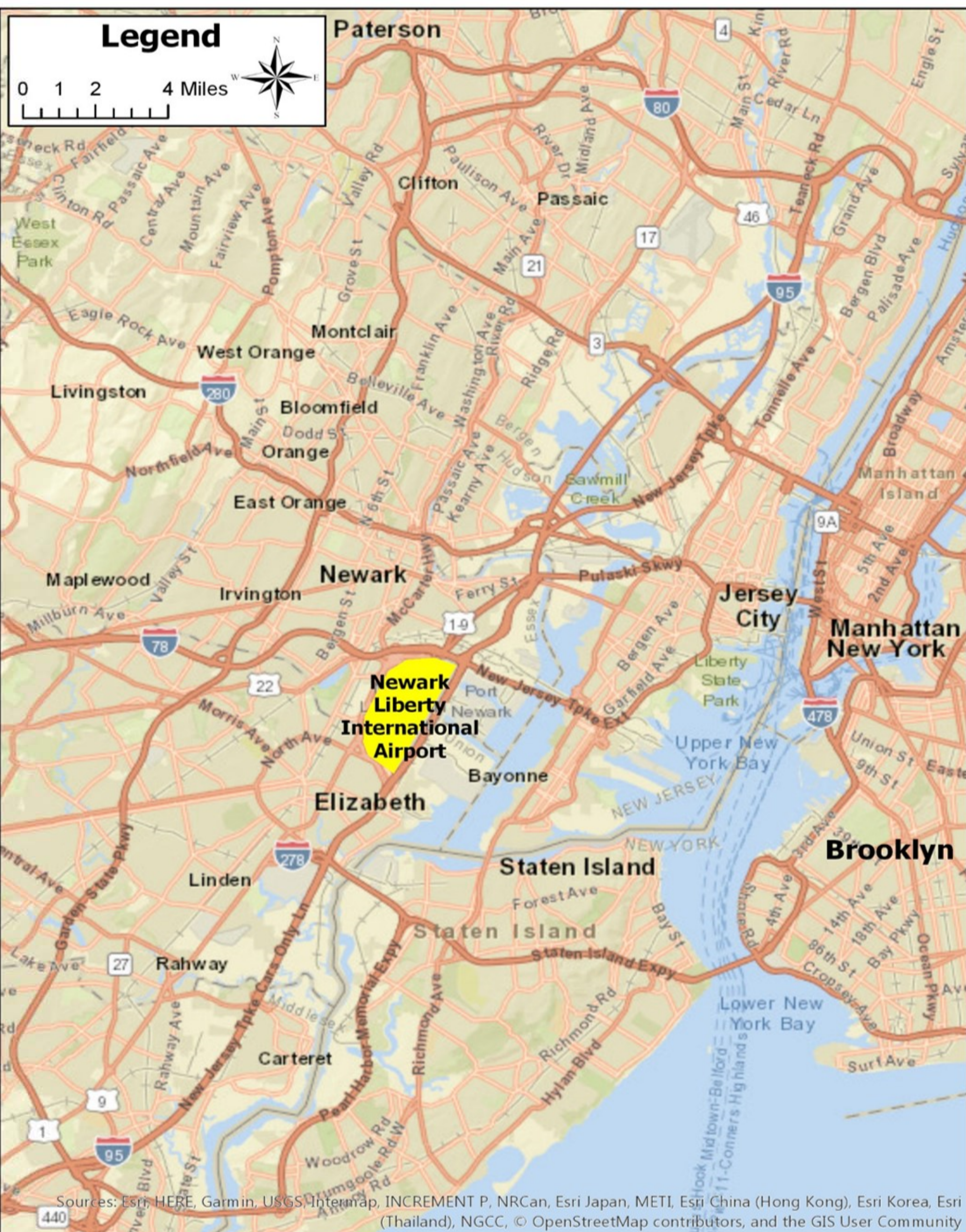














February 3, 2020

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.

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 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,

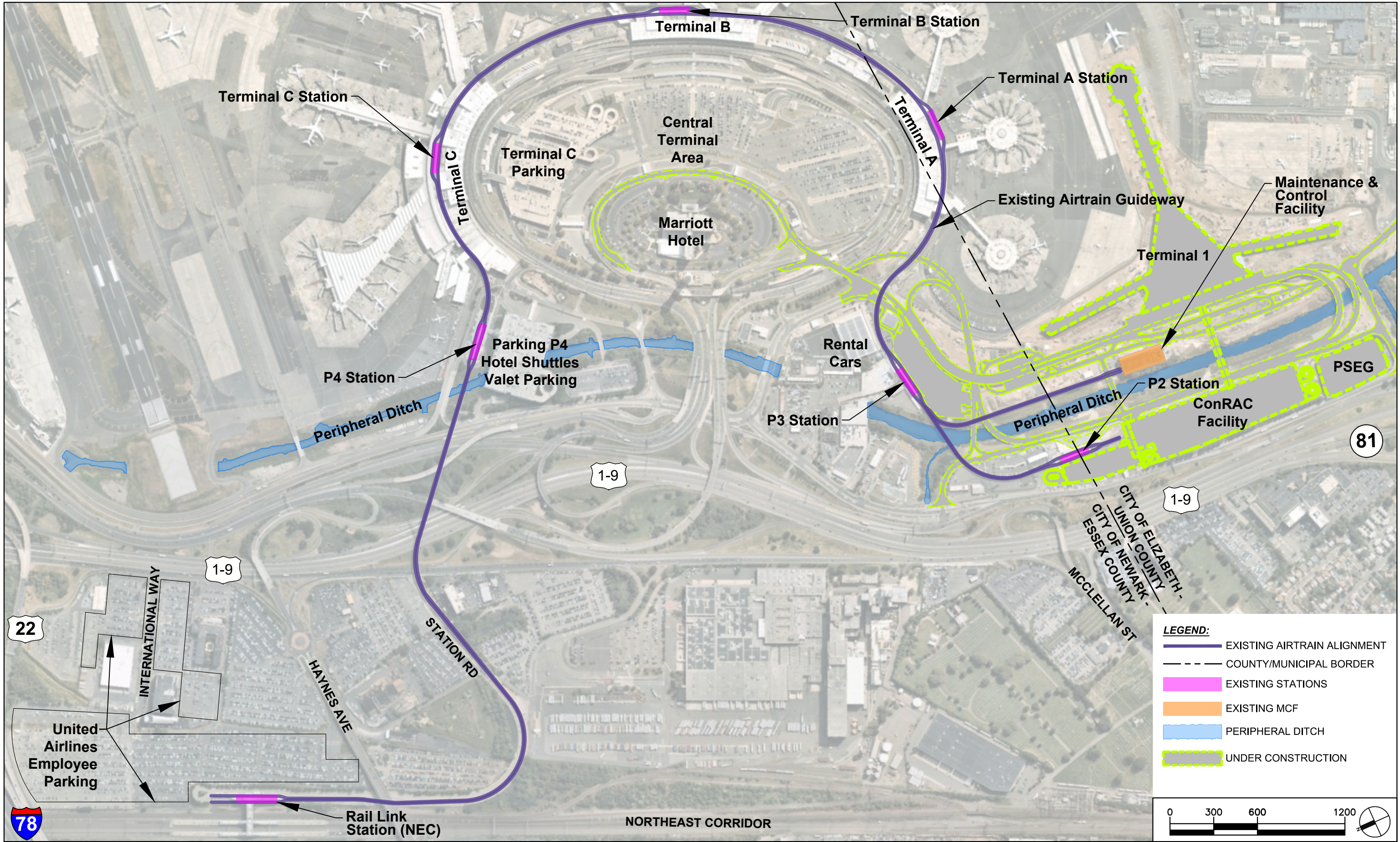
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William Laventhal  
Program Manager  
Newark Redevelopment – AirTrain  
PANYNJ

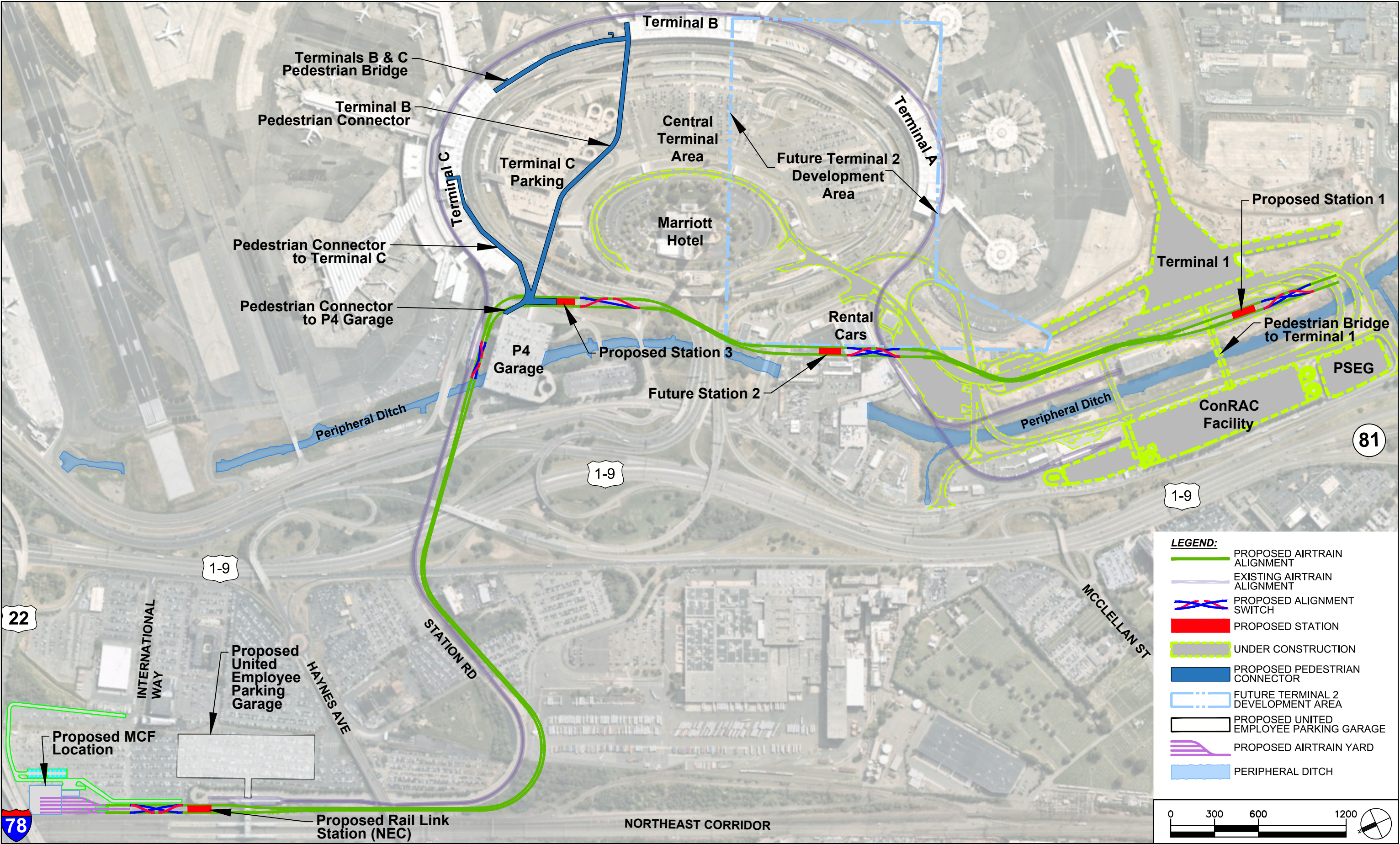
cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Ralph D'Apuzzo, Program Director, Newark Redevelopment – AirTrain, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA

Enclosures:  
Existing Conditions Figure  
Proposed Action Figure  
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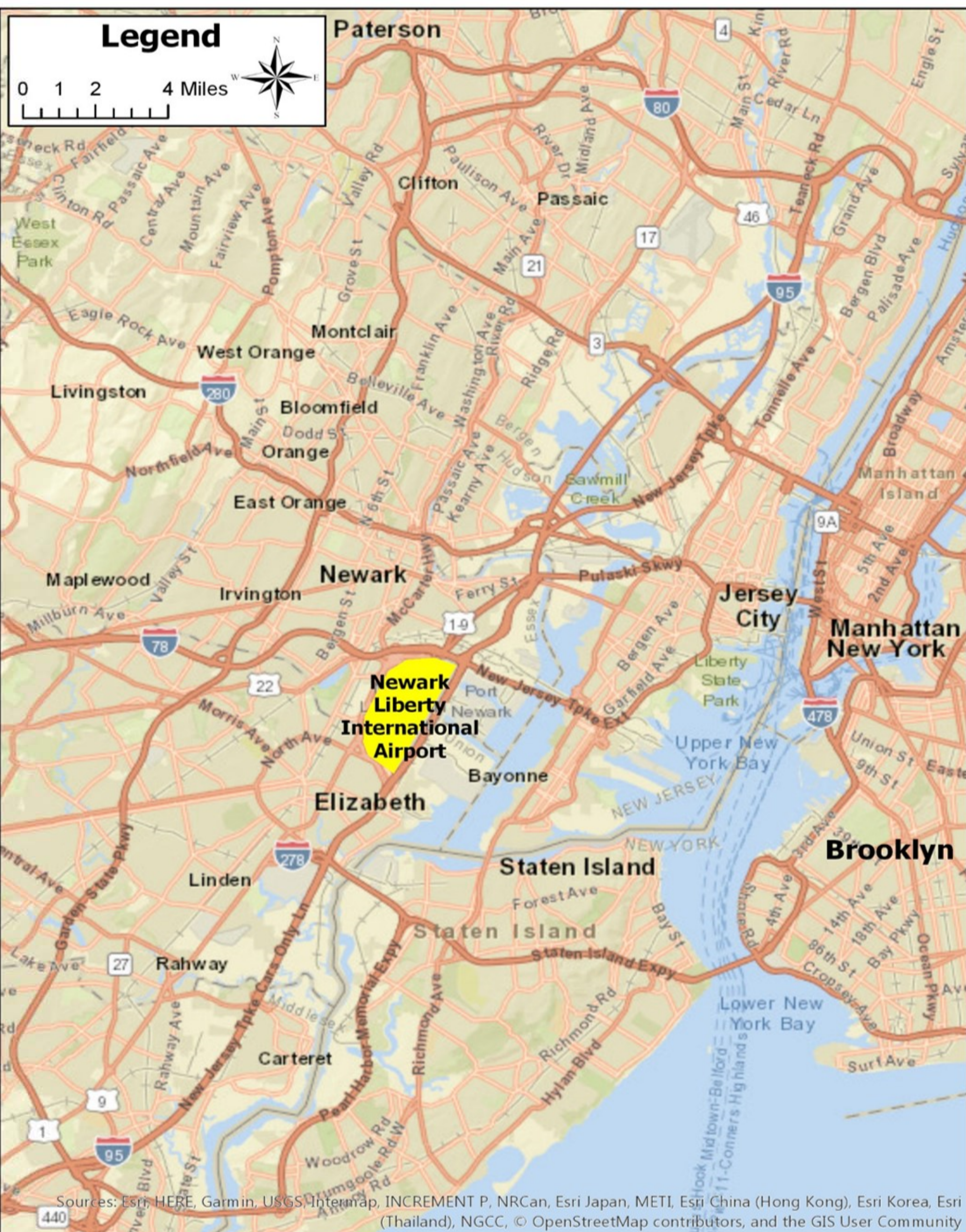














February 4, 2020

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

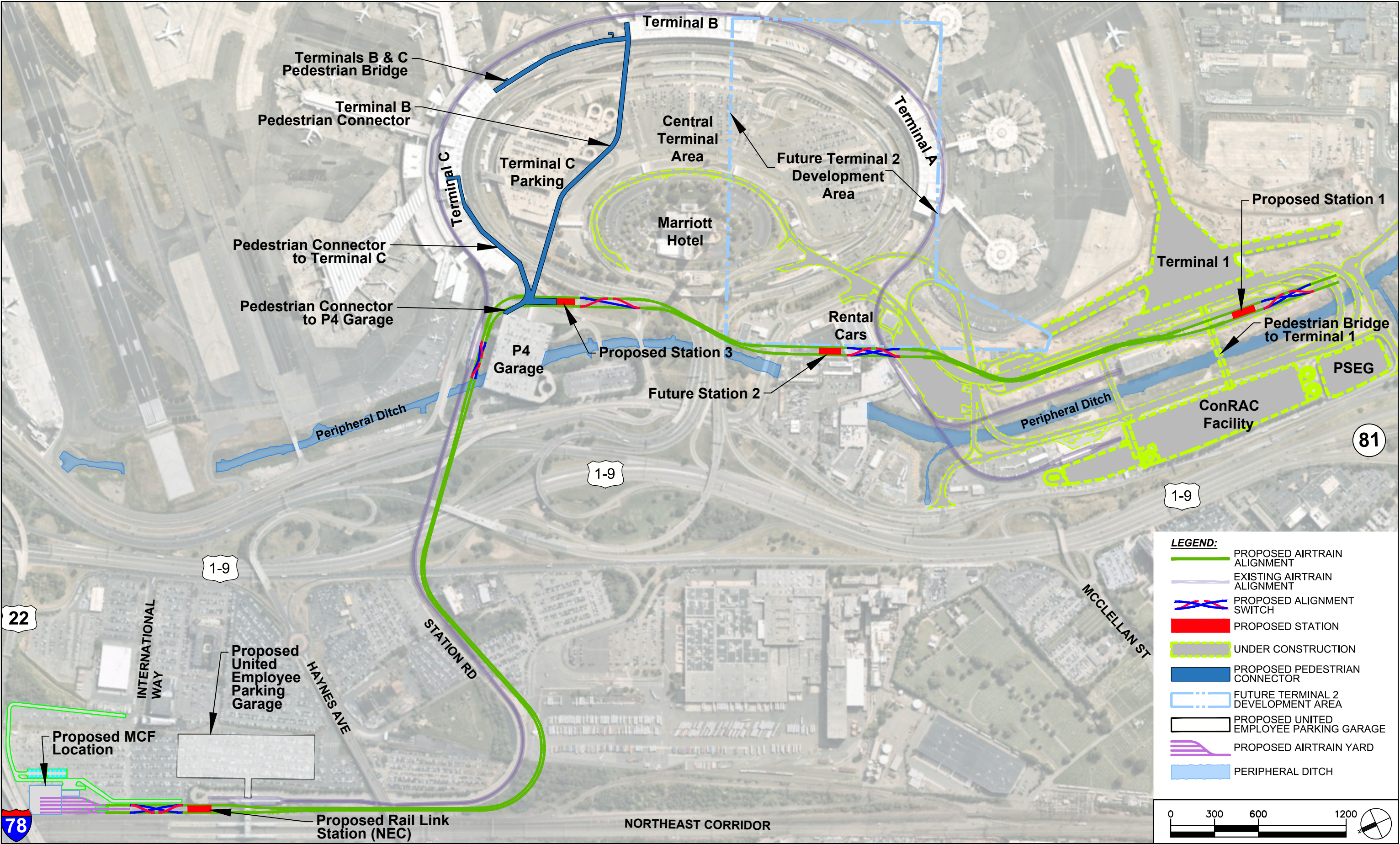
cc: David Behrend, Deputy Executive Director, NJTPA  
Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Ralph D'Apuzzo, Program Director, Newark Redevelopment – AirTrain, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA

Enclosures:  
Existing Conditions Figure  
Proposed Action Figure  
Regional Location Map

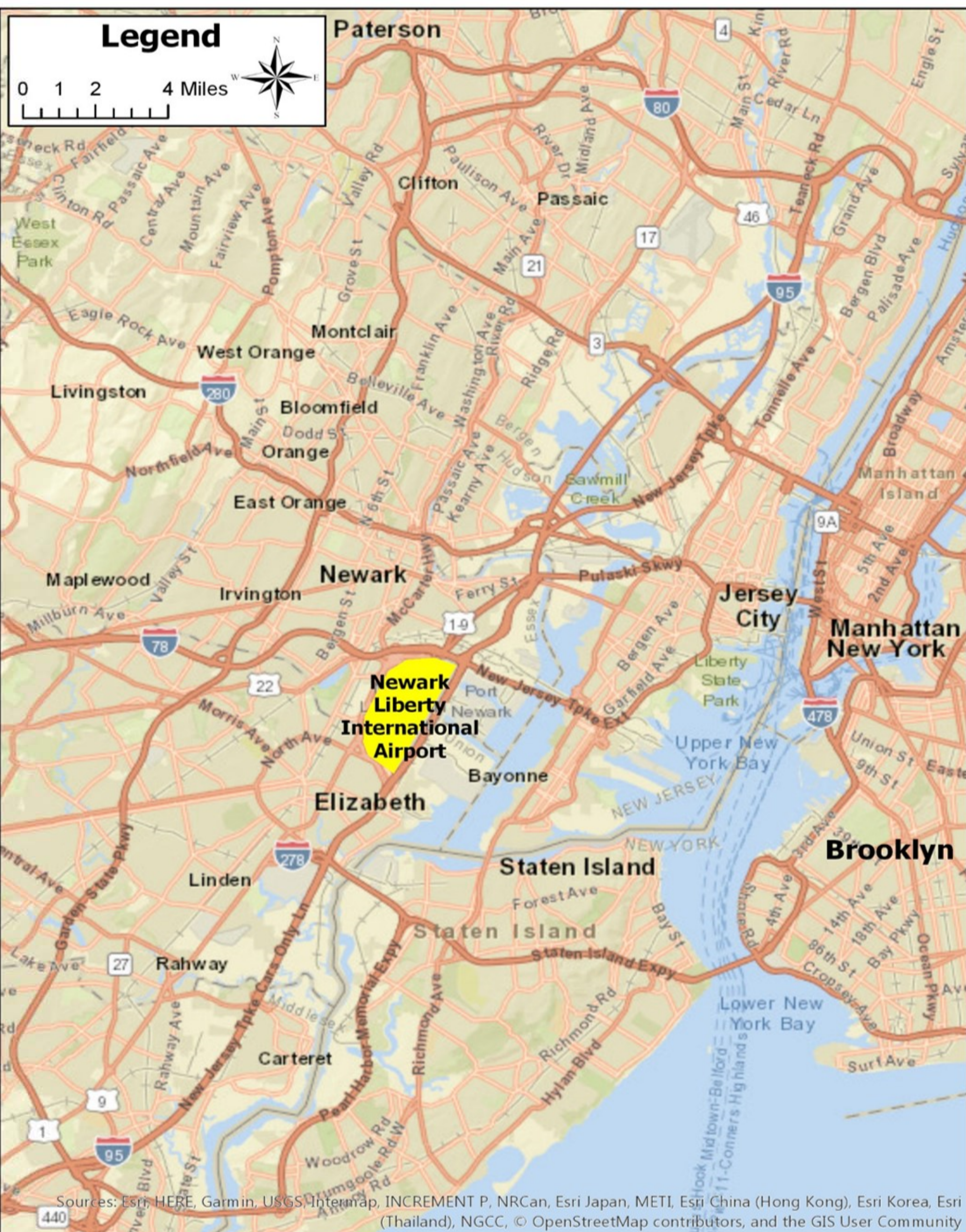














February 24, 2020

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.

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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

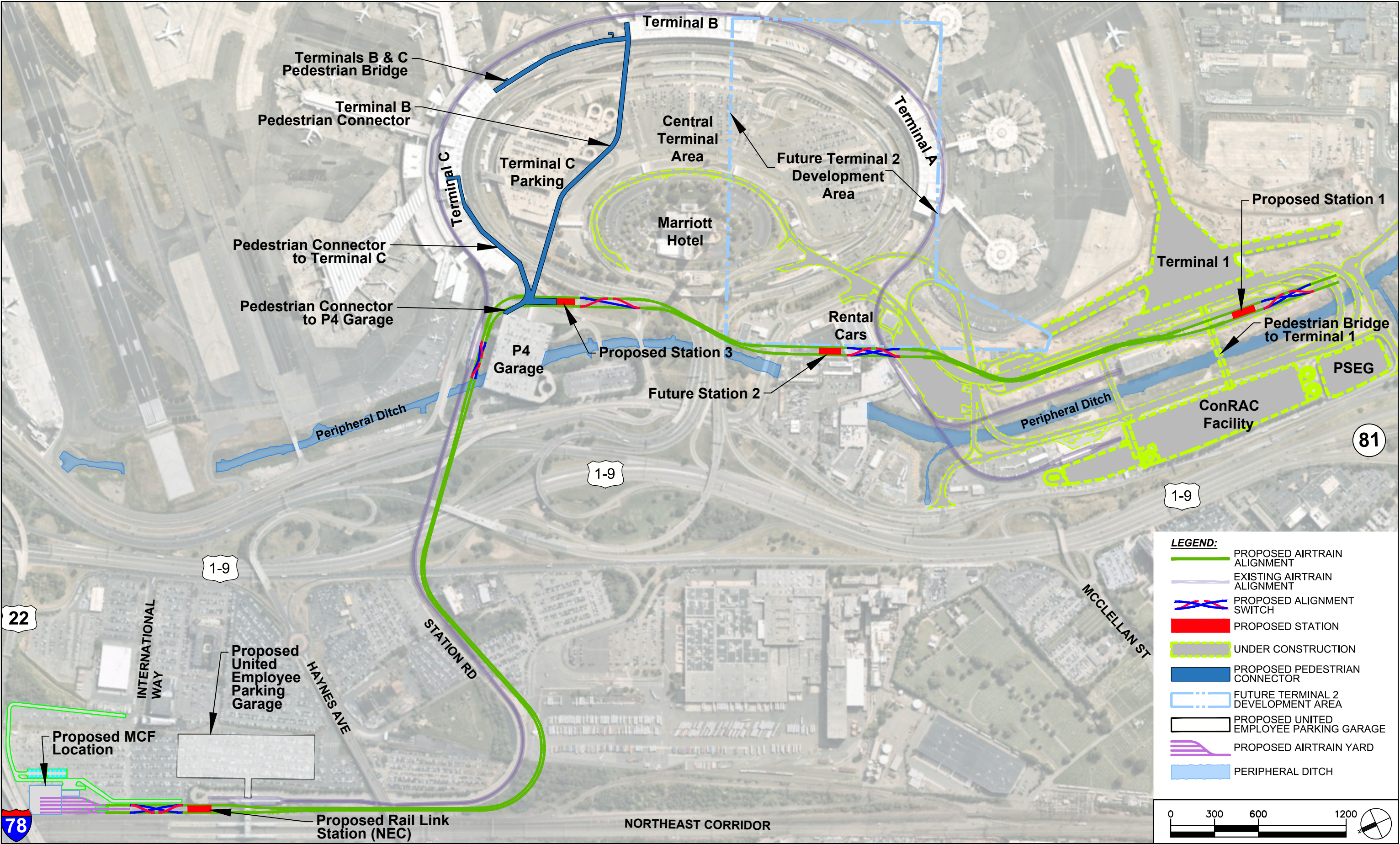
cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
Edward Knoesel, Environmental Specialist, Eastern Region, FAA  
William Laventhal, Program Manager, Newark Redevelopment – AirTrain, PANYNJ

Enclosures:  
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Proposed Action Figure  
Regional Location Map

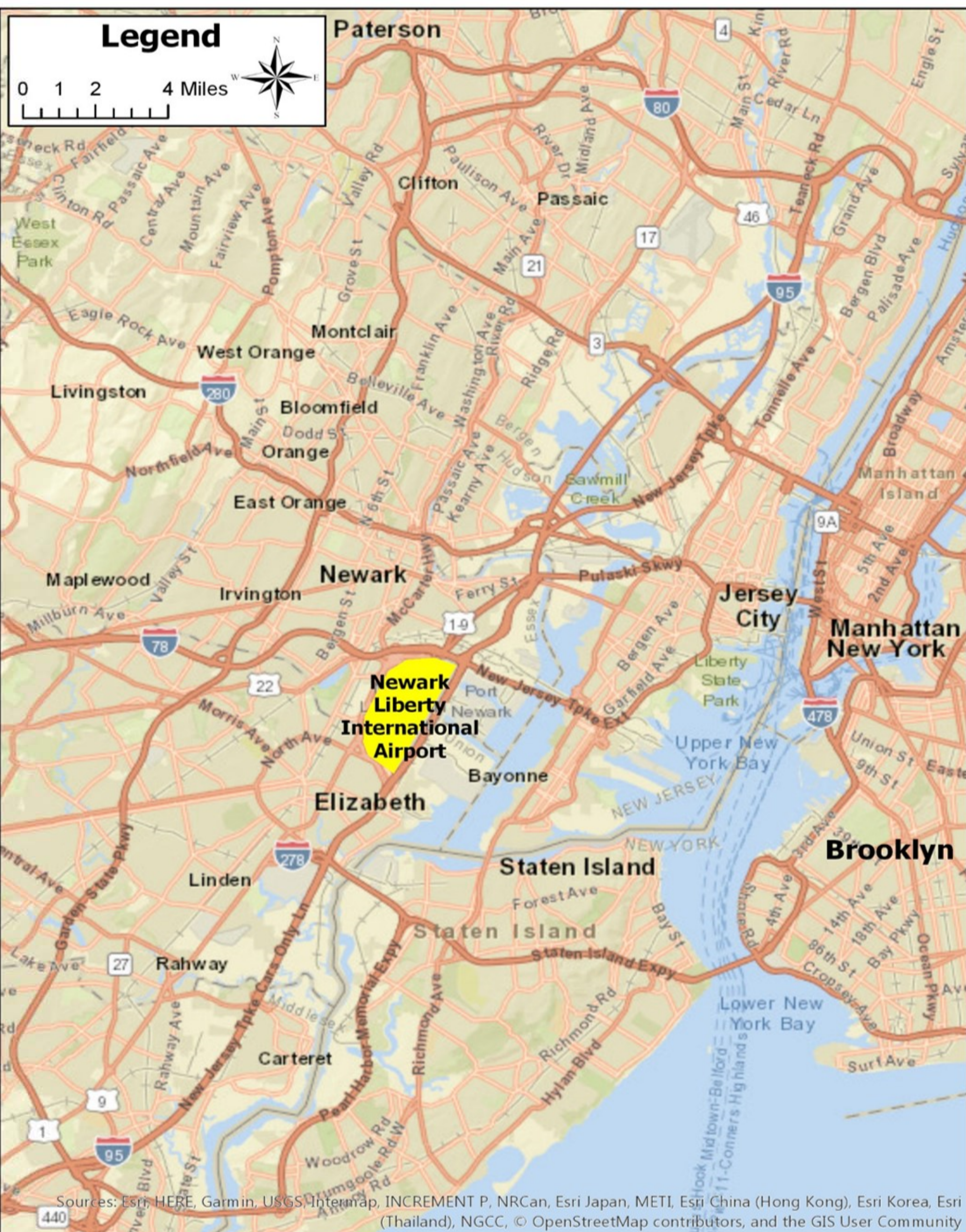
















## State of New Jersey

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

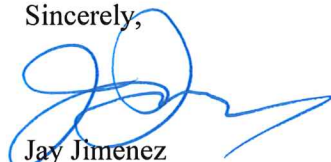
Dear Mr. D'Appuzzo:

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,



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***

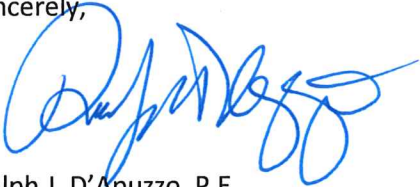
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Sincerely,

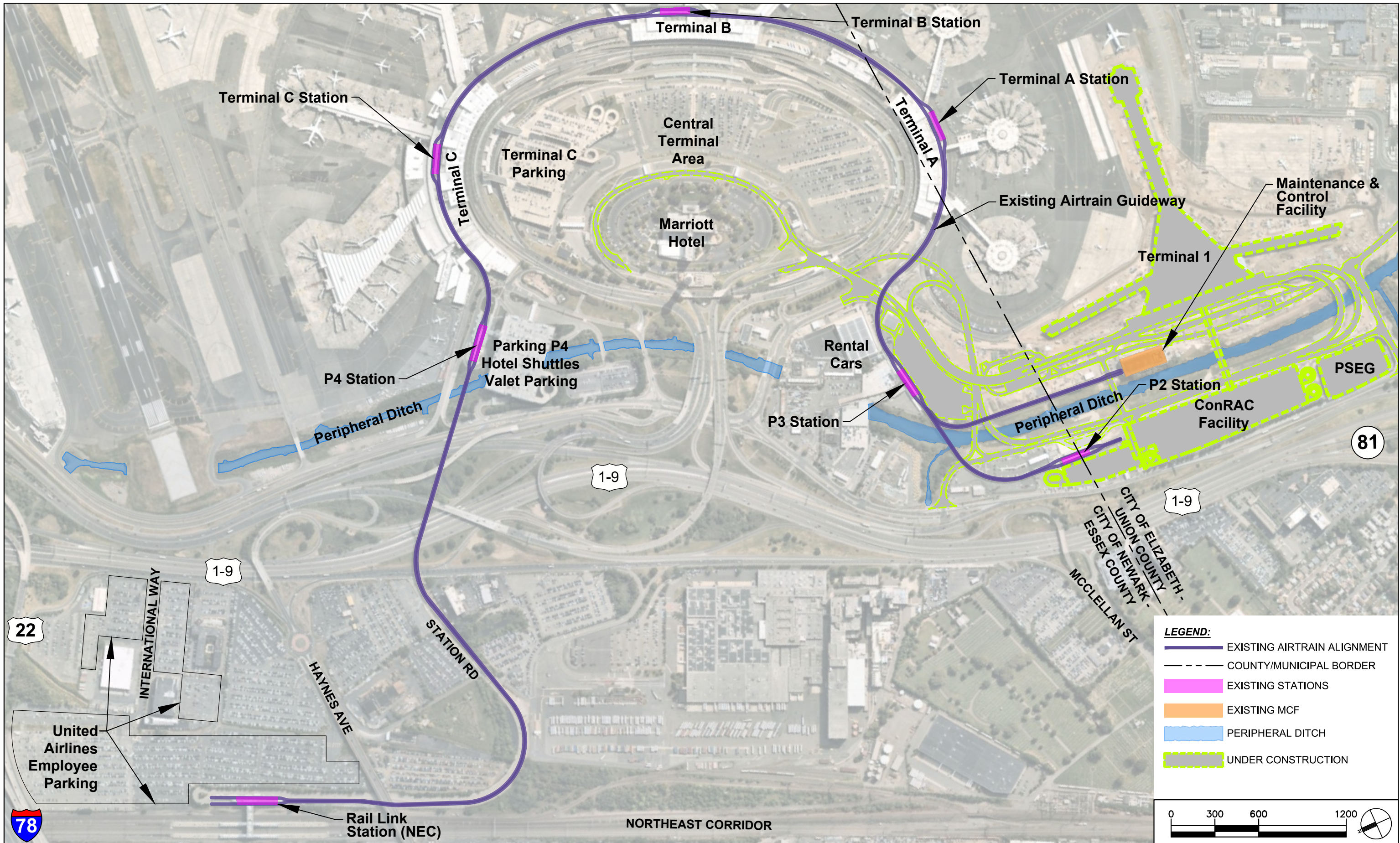


Ralph J. D'Apuzzo, P.E.  
Program Director  
Newark Redevelopment – AirTrain  
PANYNJ

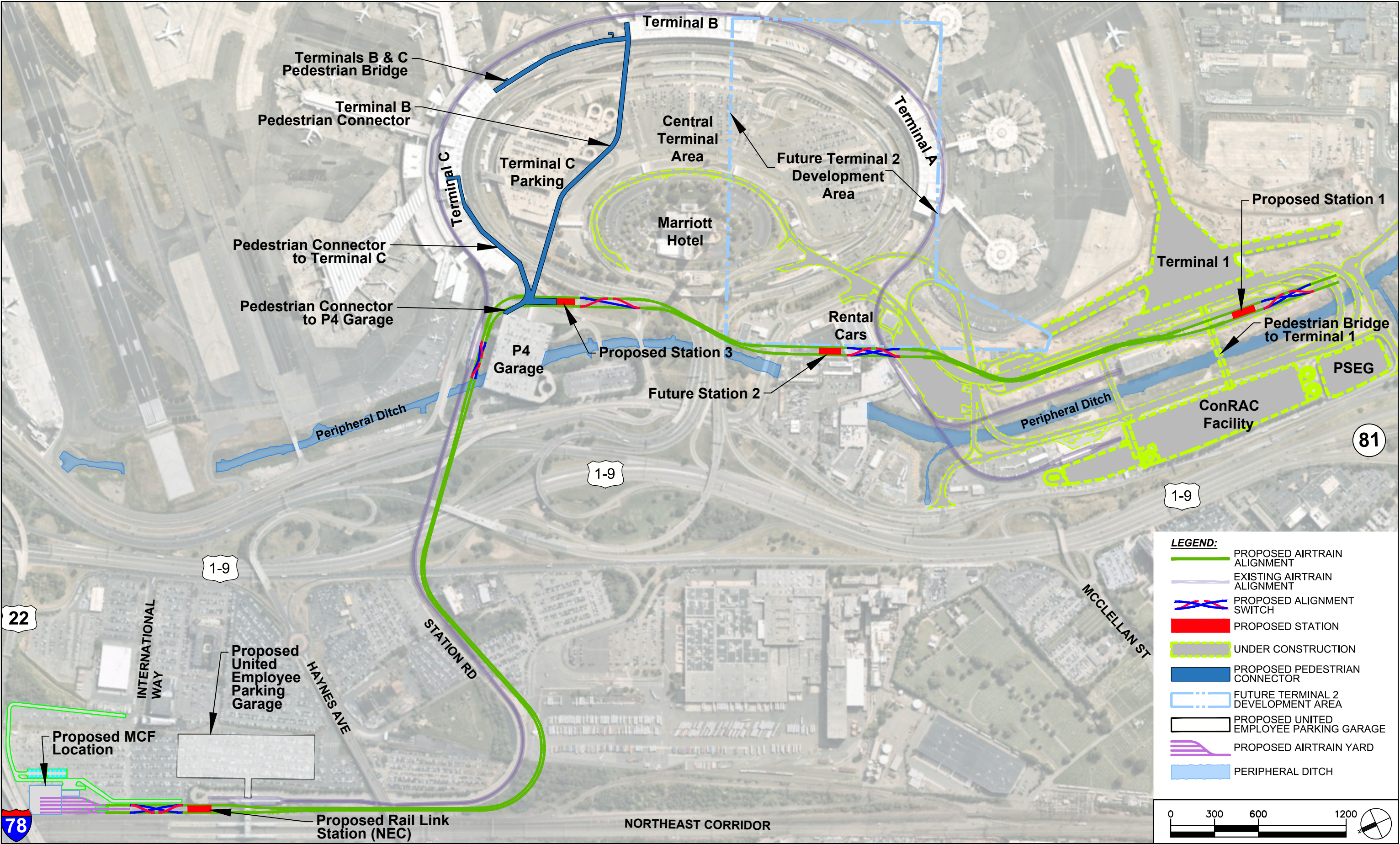
cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
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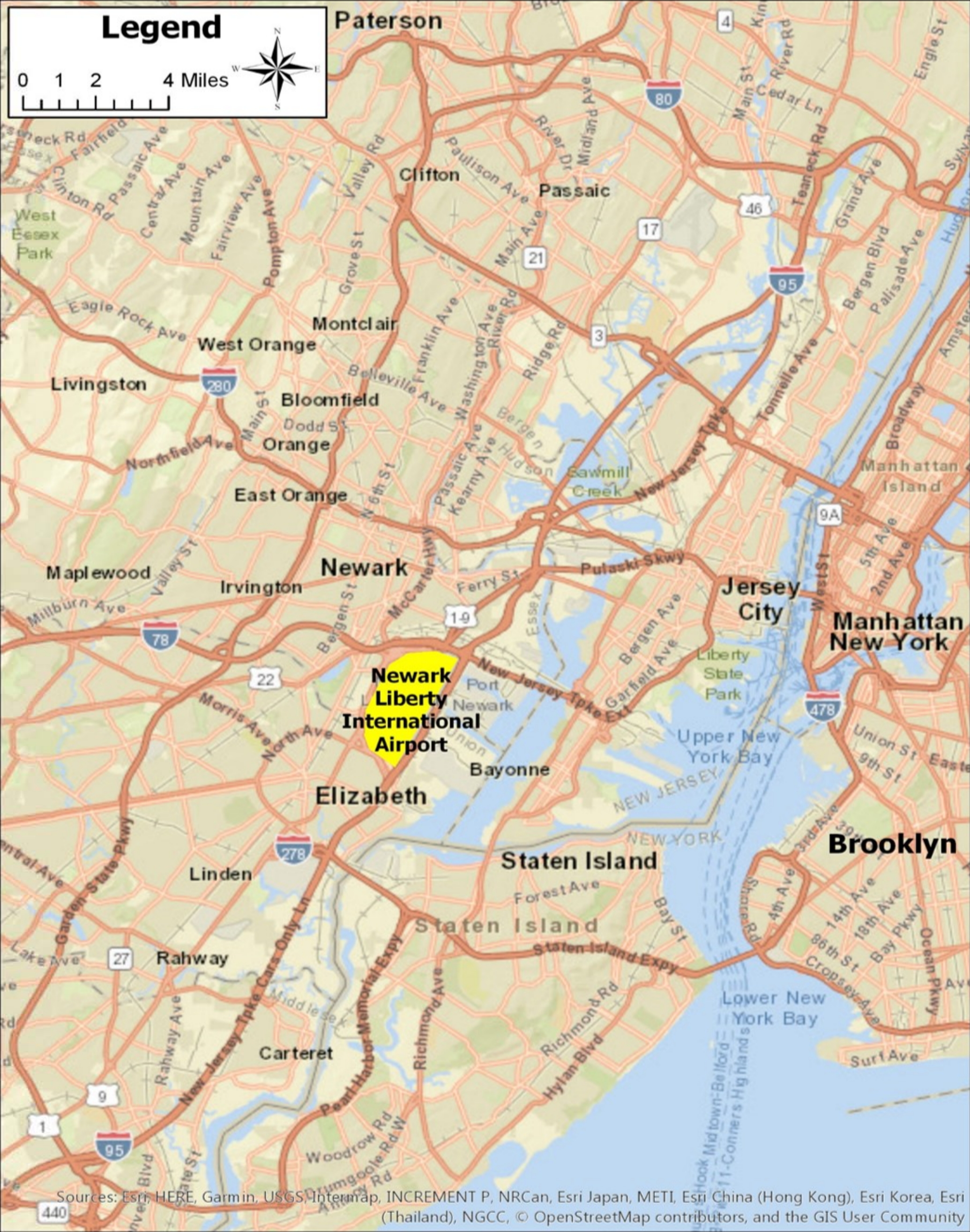












Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community



February 24, 2020

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:

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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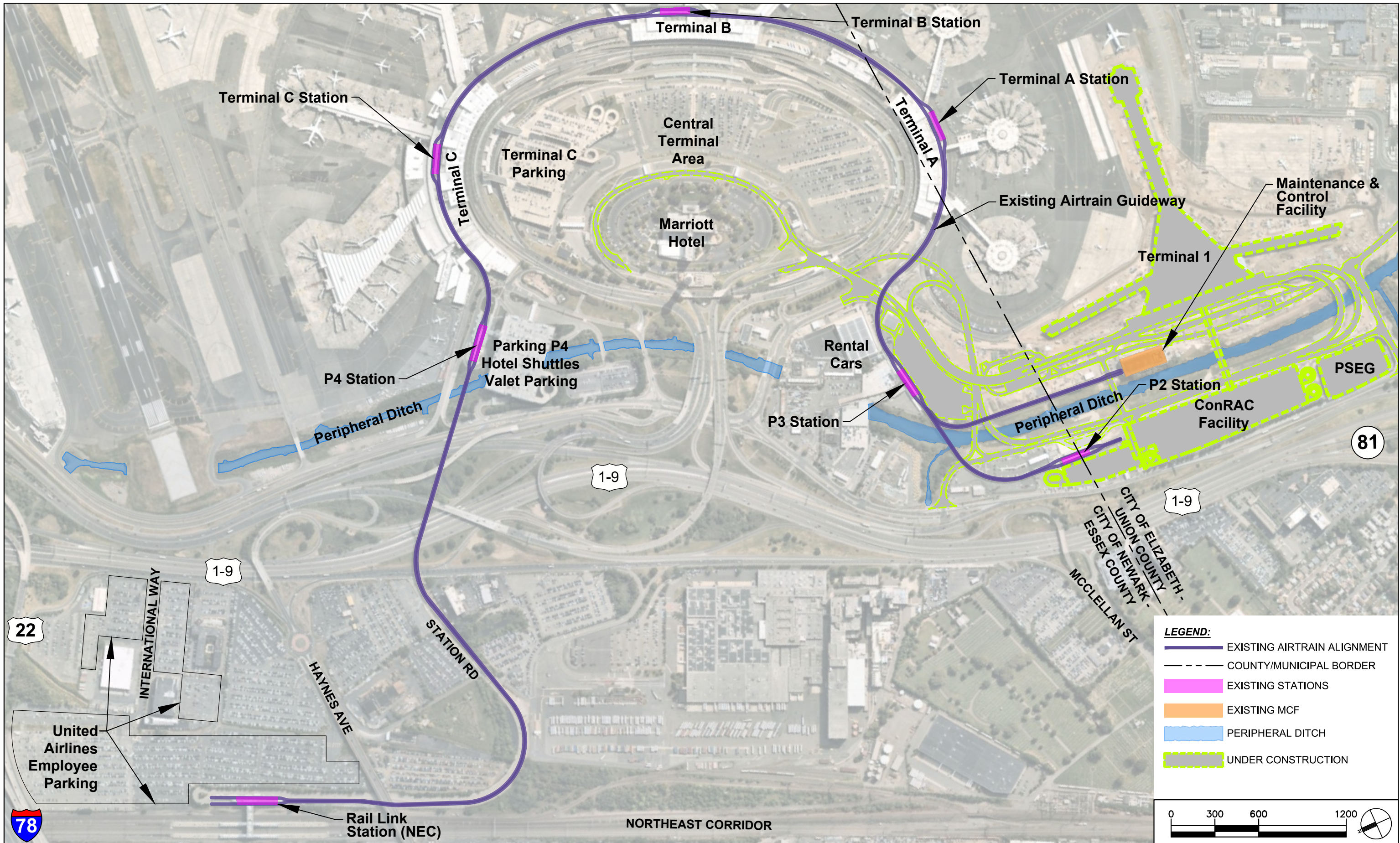


Ralph J. D'Apuzzo, P.E.  
Program Director  
Newark Redevelopment – AirTrain  
PANYNJ

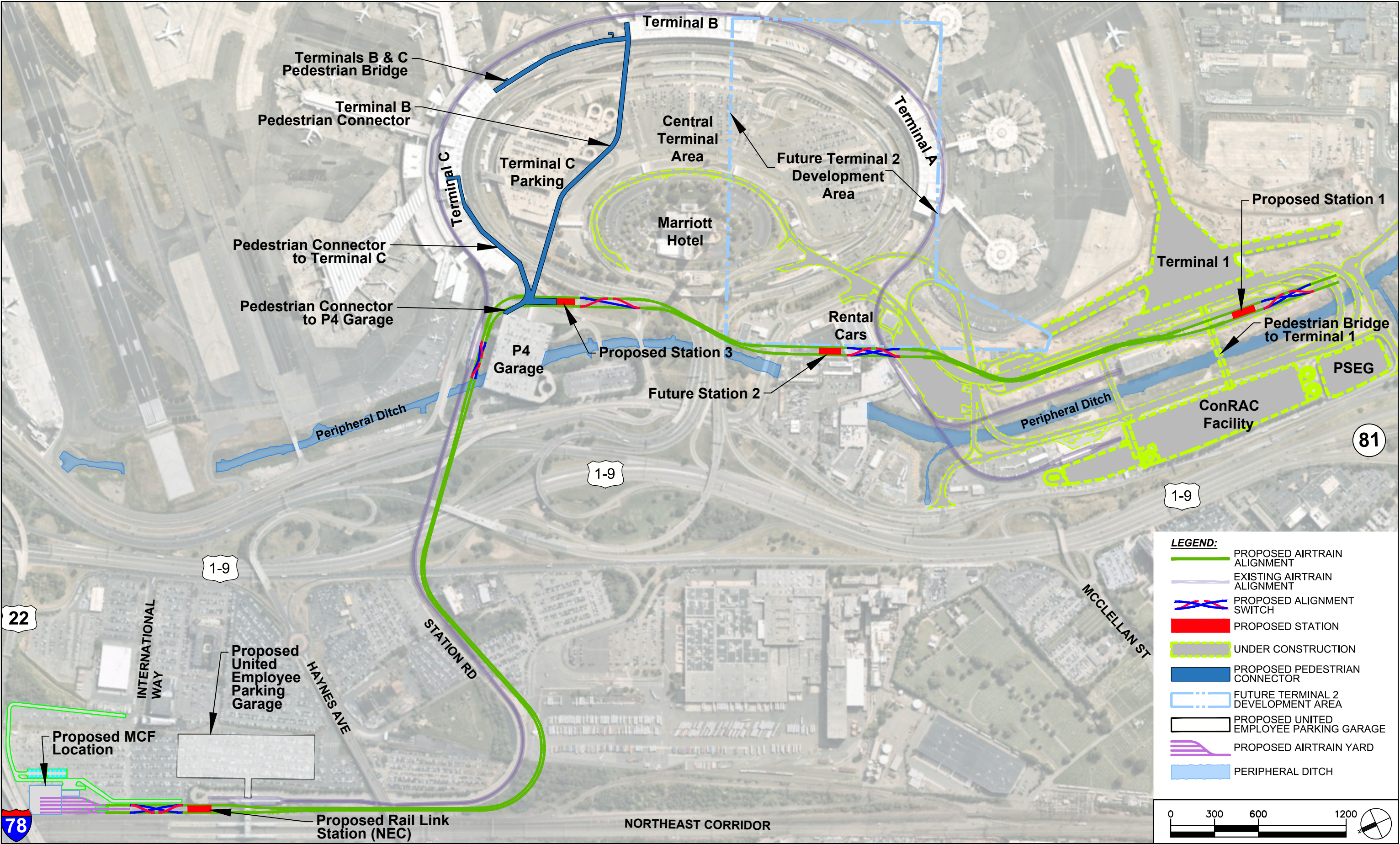
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William Laventhal, Program Manager, Newark Redevelopment – AirTrain, PANYNJ

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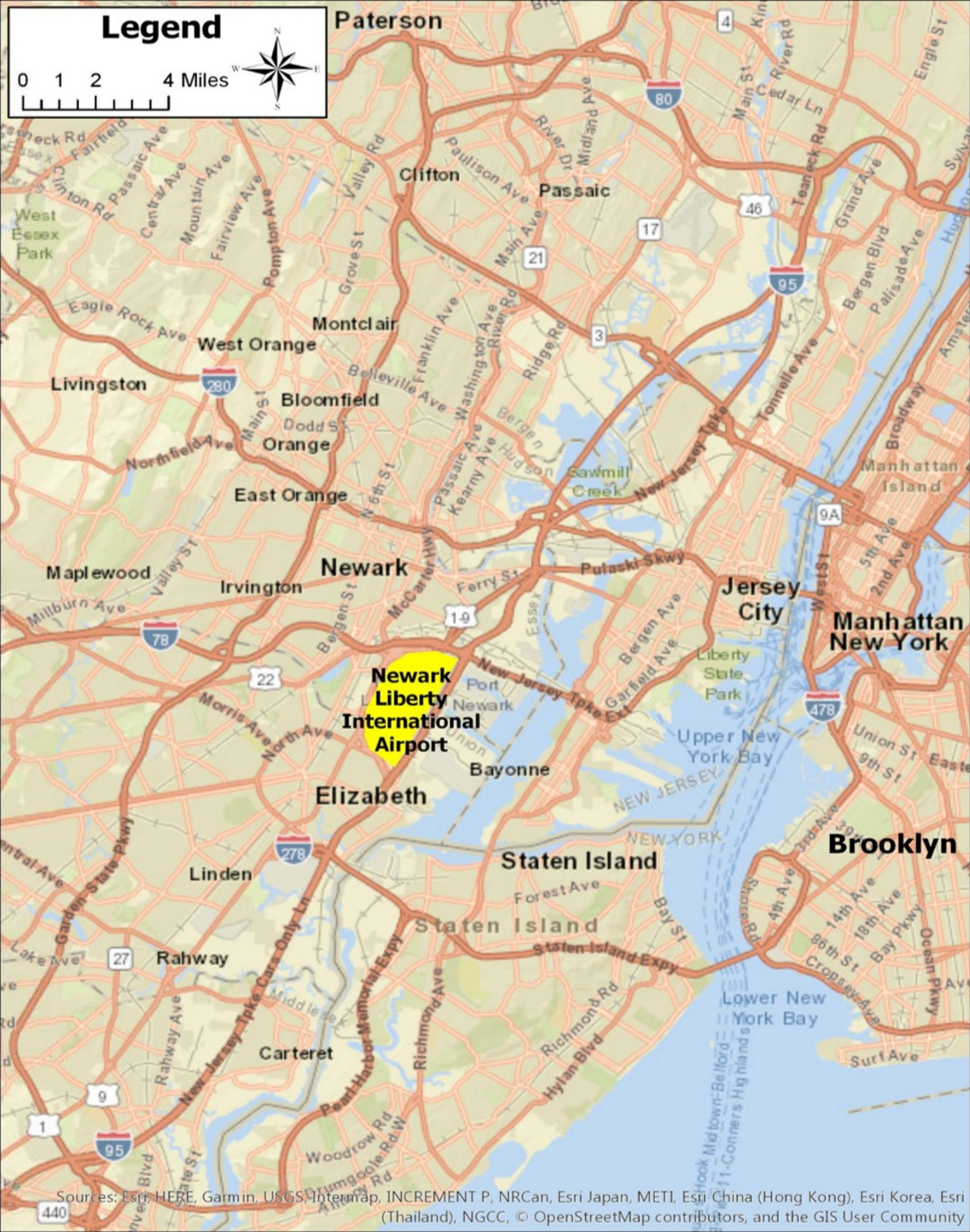






# Legend

0124 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.

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

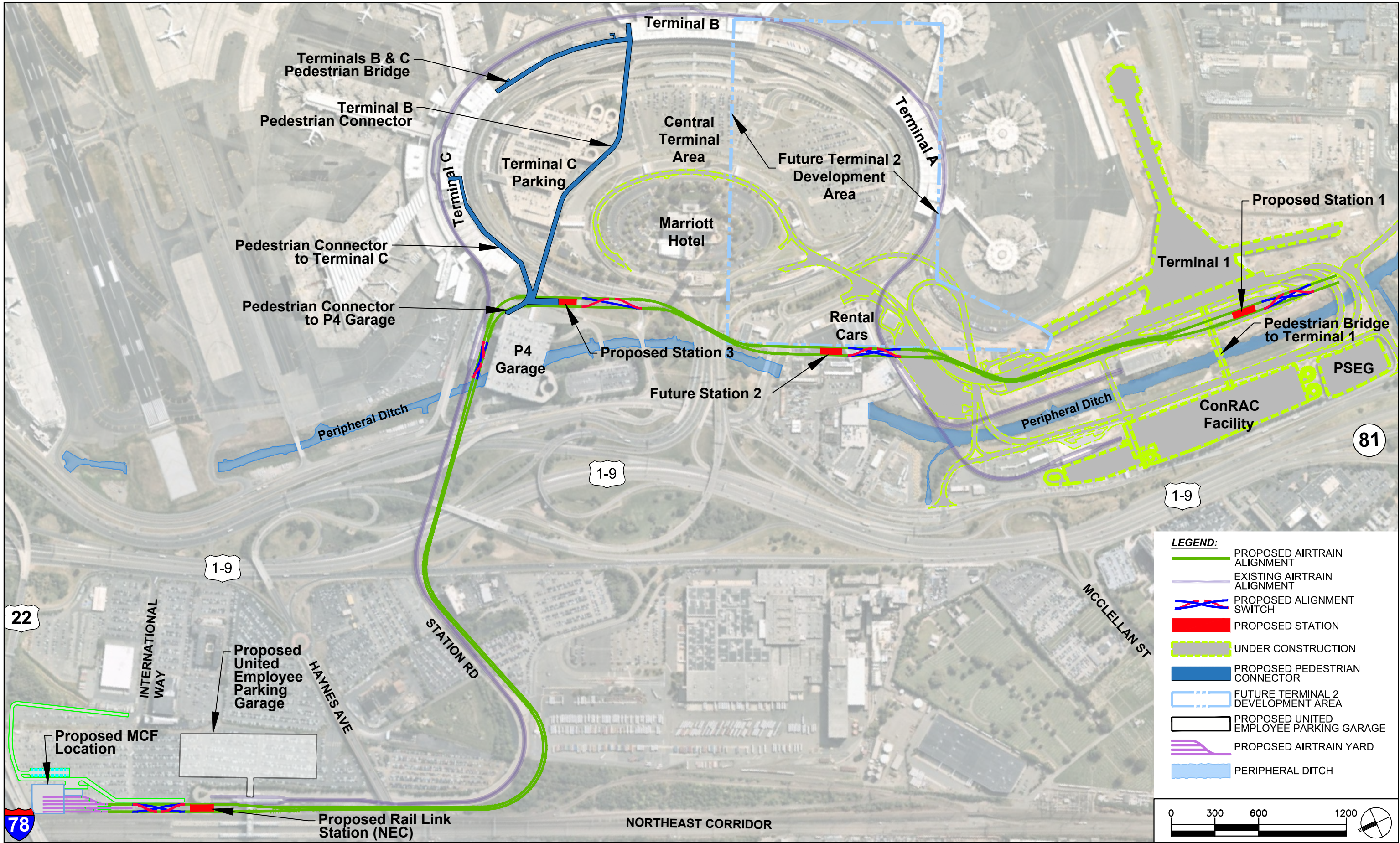
cc: Catherine Cronin, Project Executive, Redevelopment Programs, PANYNJ  
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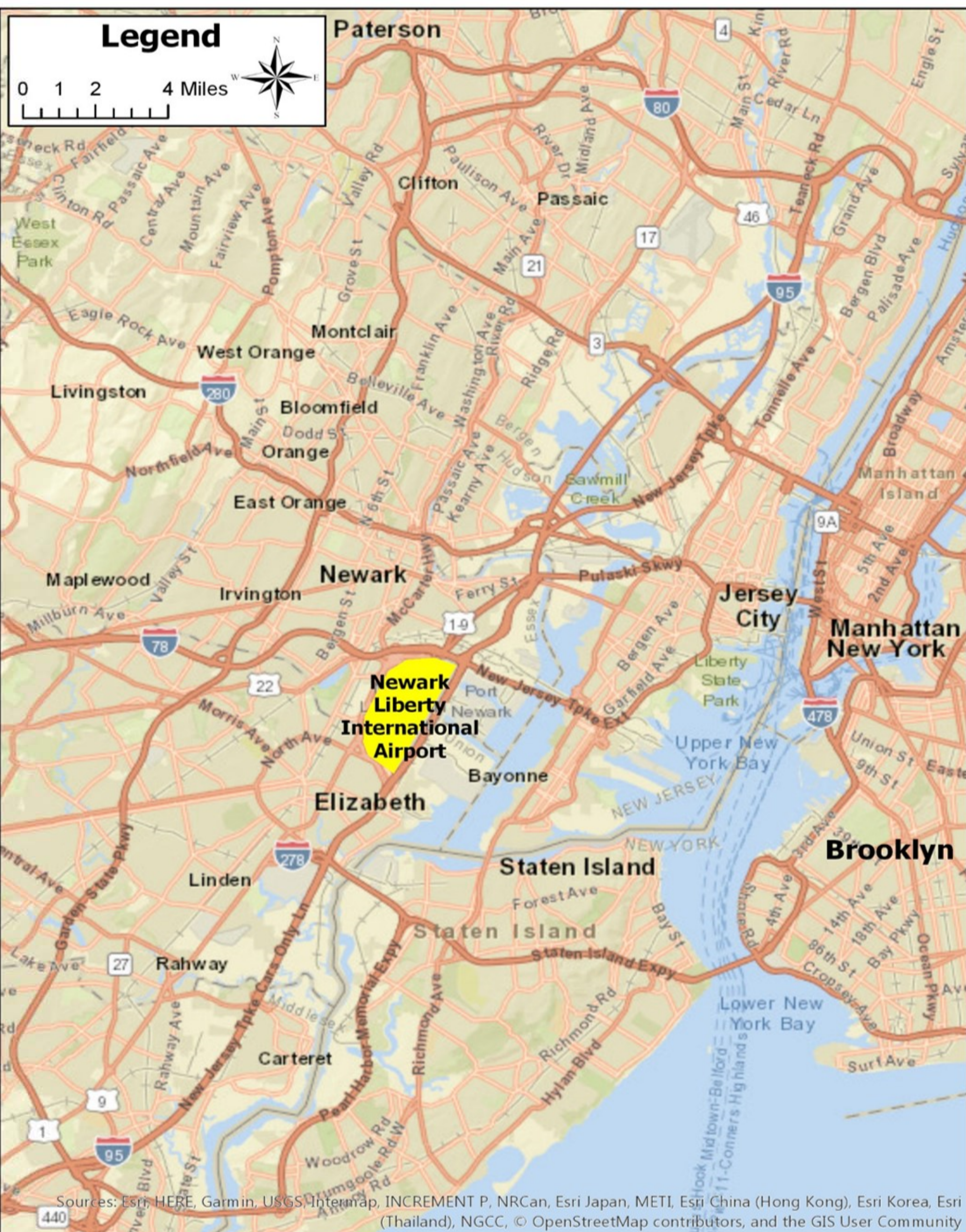














February 24, 2020

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.

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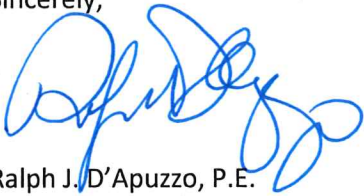
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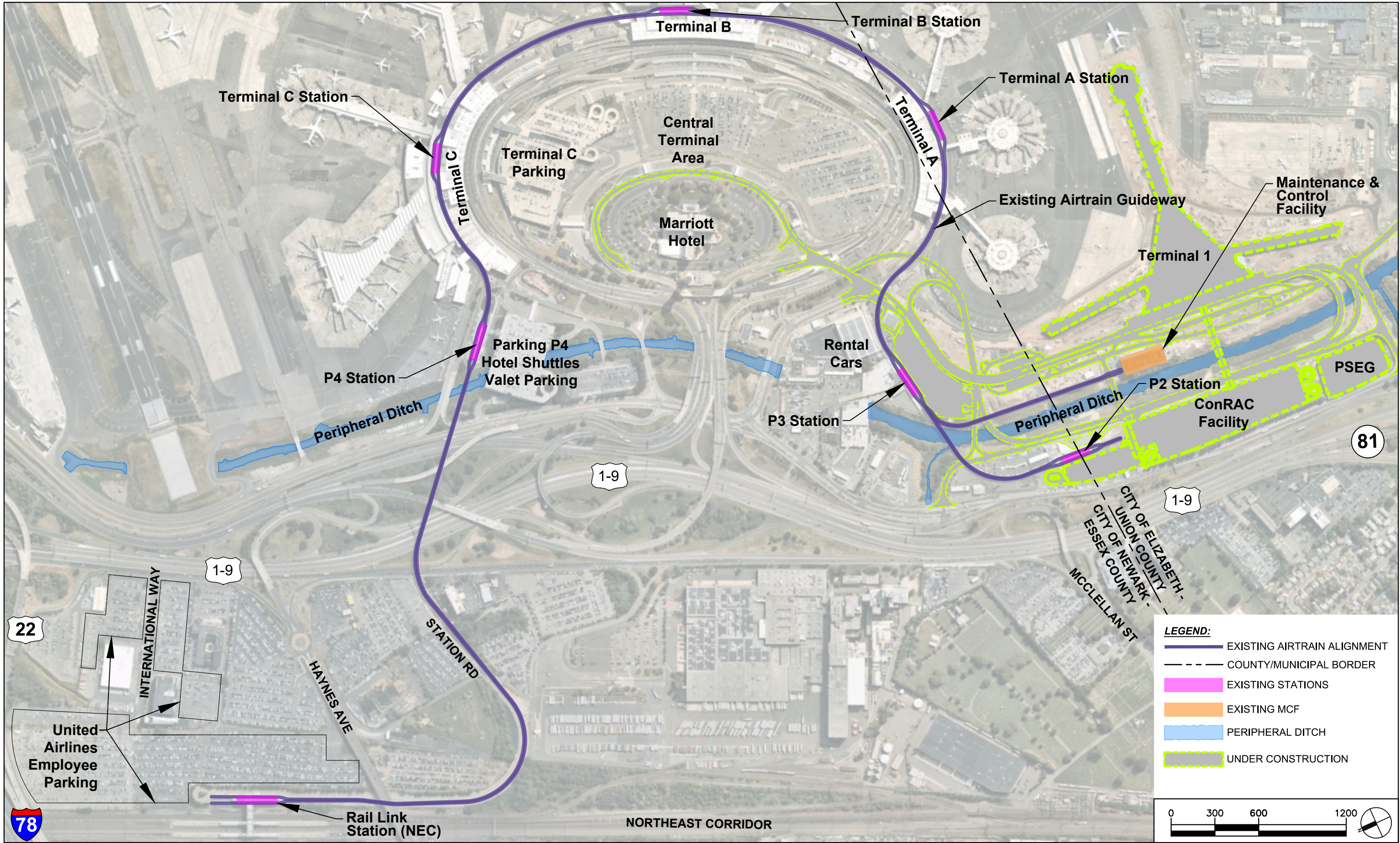


Ralph J. D'Apuzzo, P.E.  
Program Director  
Newark Redevelopment – AirTrain  
PANYNJ

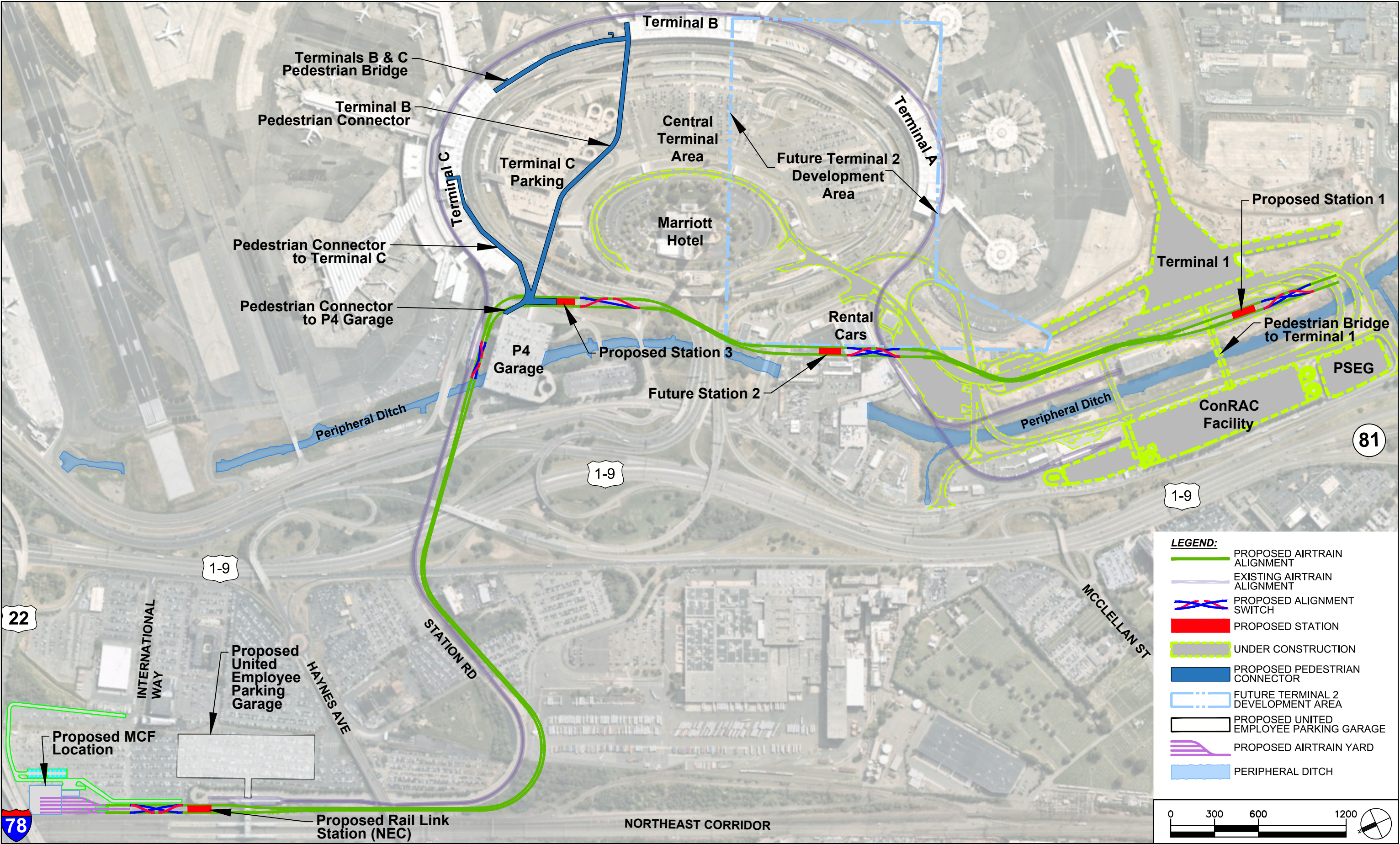
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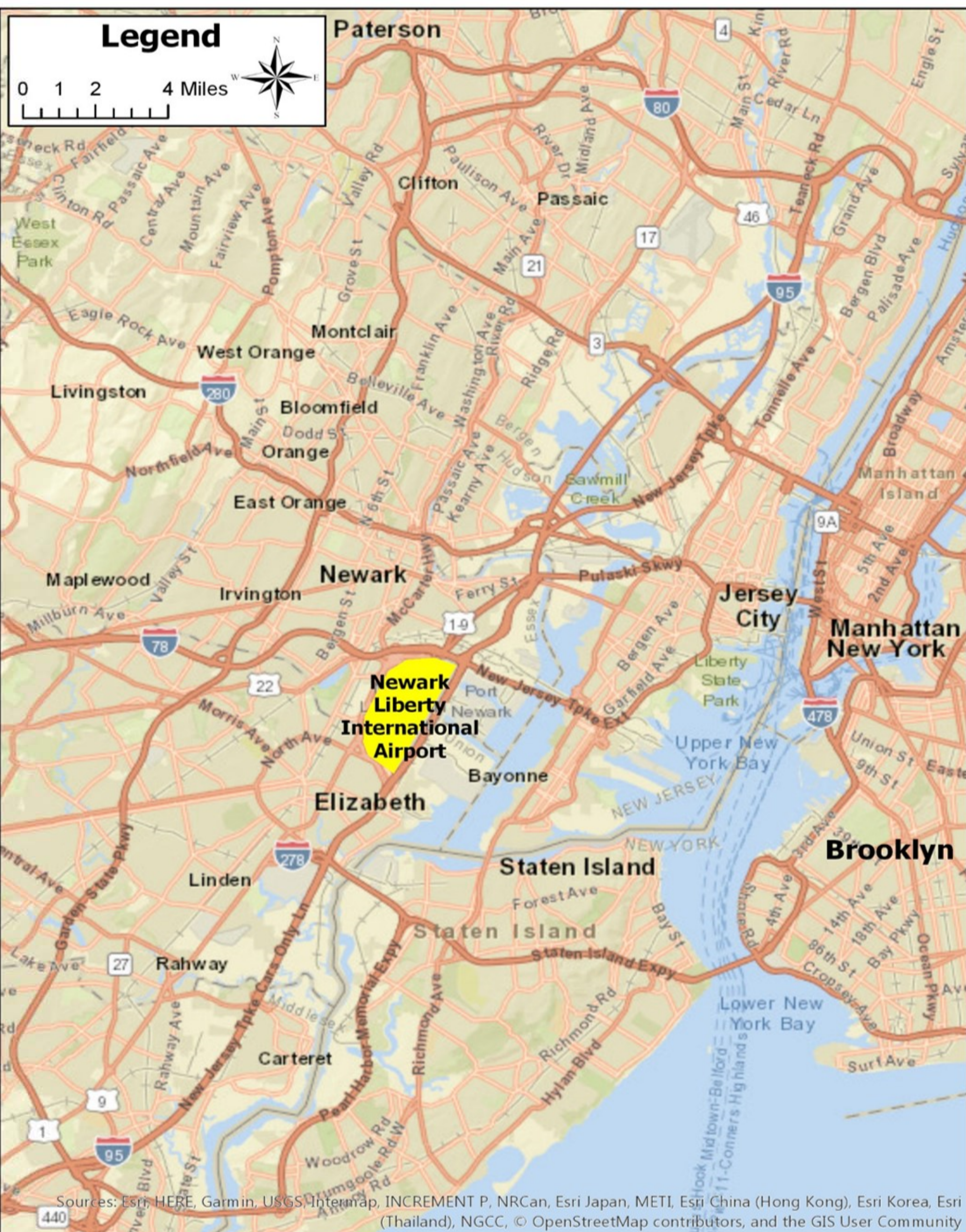














February 24, 2020

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.

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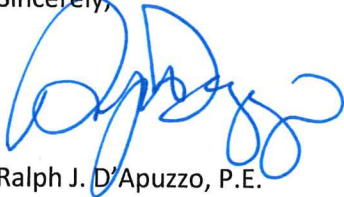
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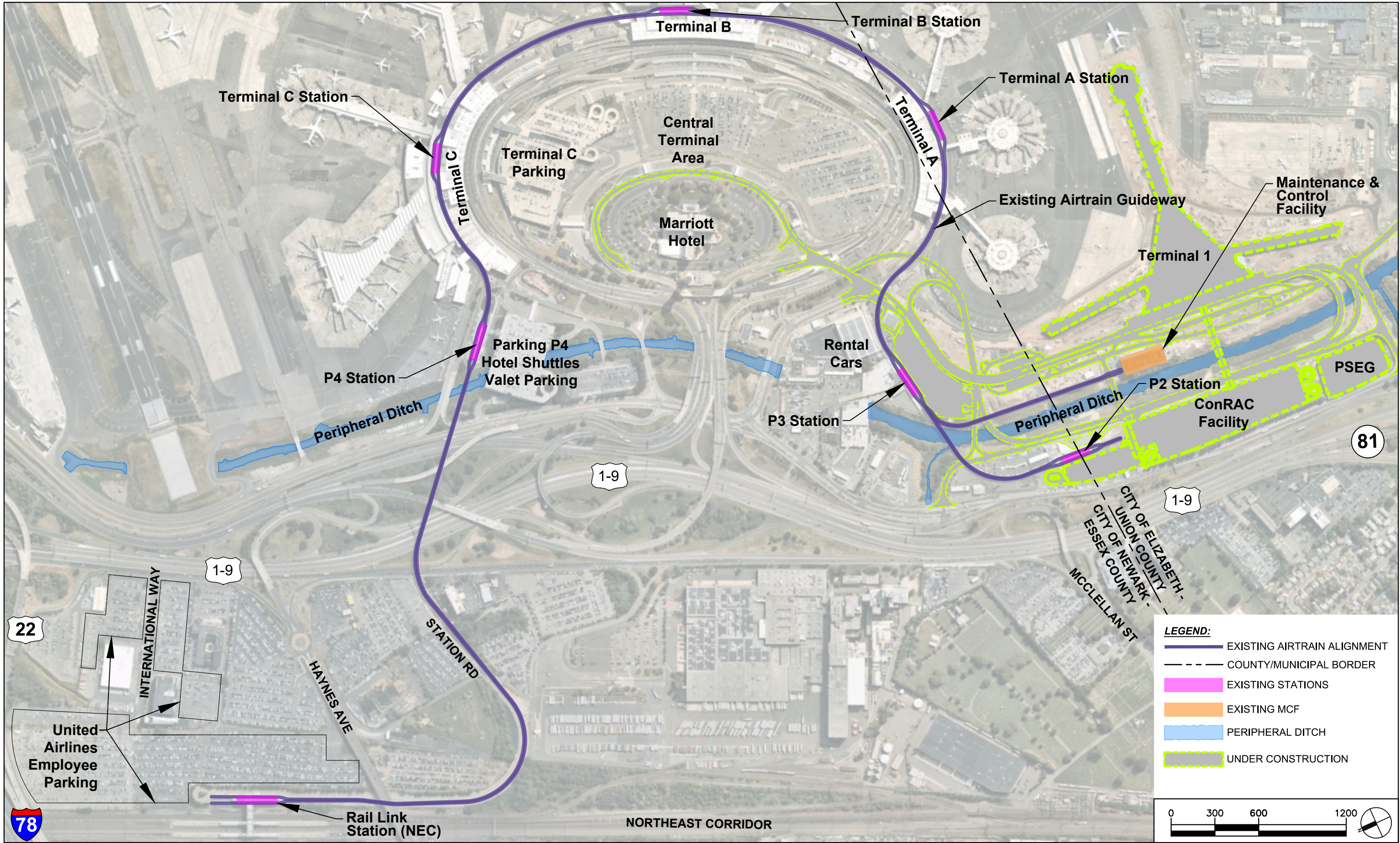


Ralph J. D'Apuzzo, P.E.  
Program Director  
Newark Redevelopment – AirTrain  
PANYNJ

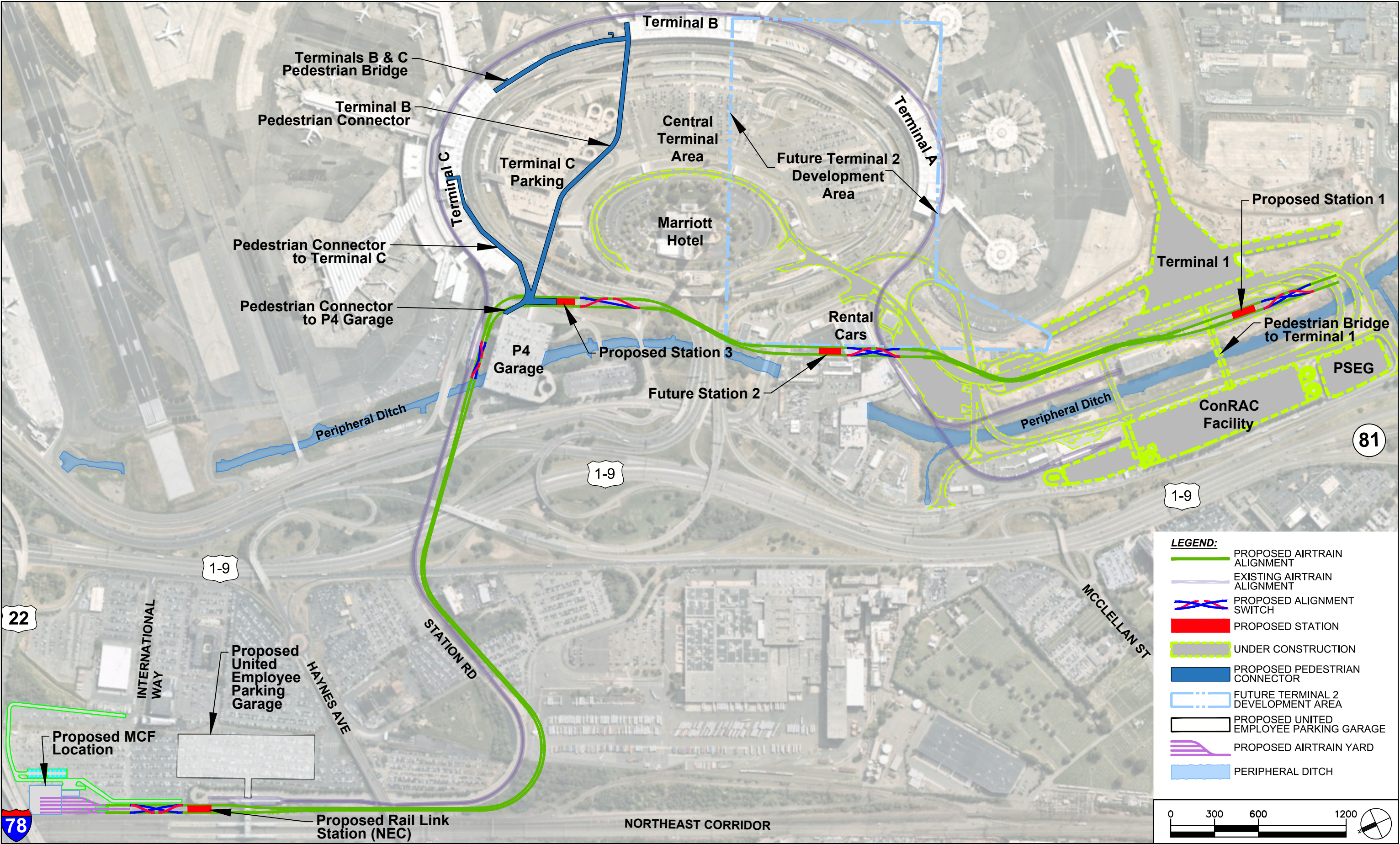
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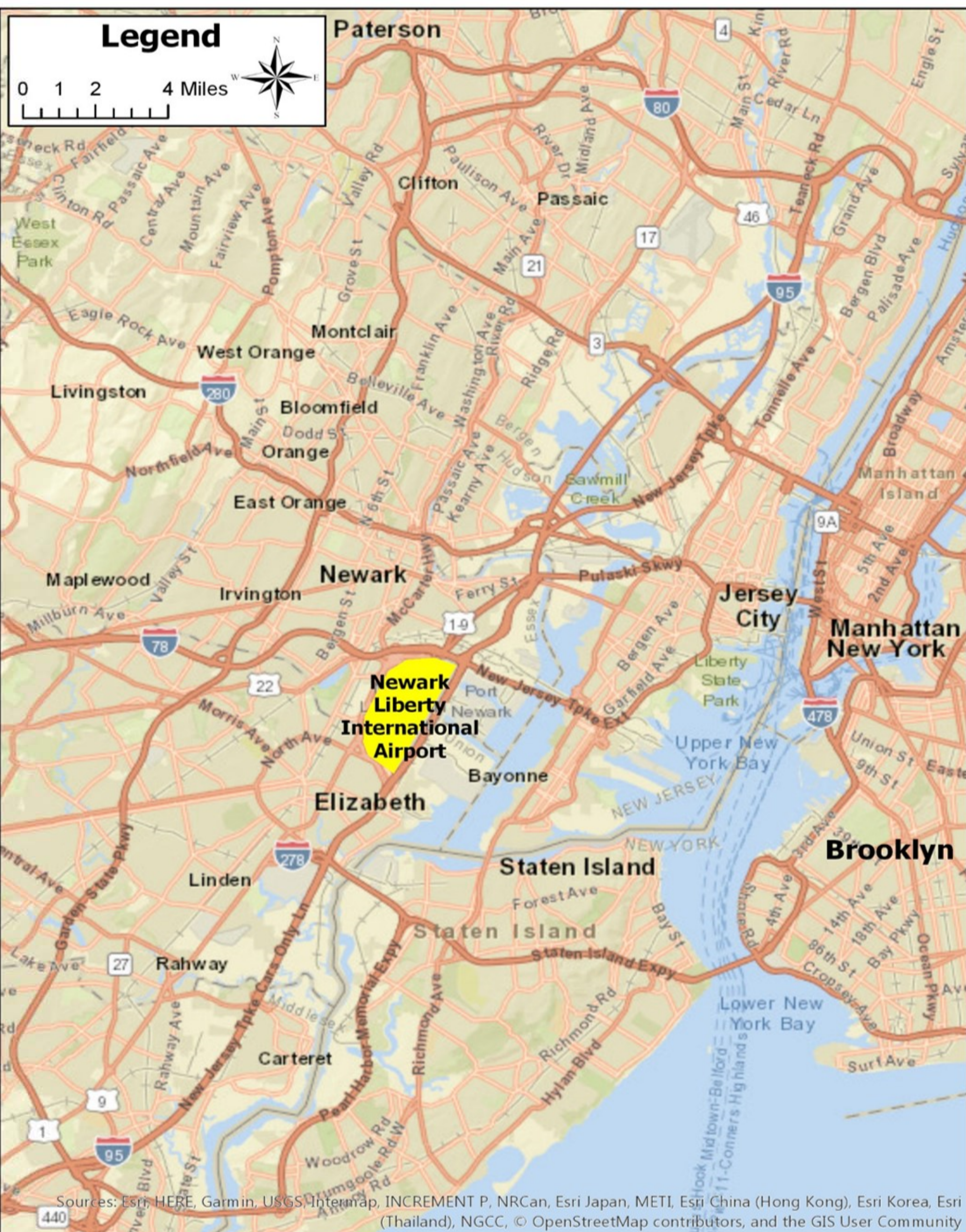














193 WEST HOBART GAP ROAD  
LIVINGSTON, NJ 07039

**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*

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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:

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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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**\*\*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

NJDEP



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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

**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.*

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 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](mailto:Vincent.Maresca@dep.nj.gov)

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

#### **Analysis and Reporting:**

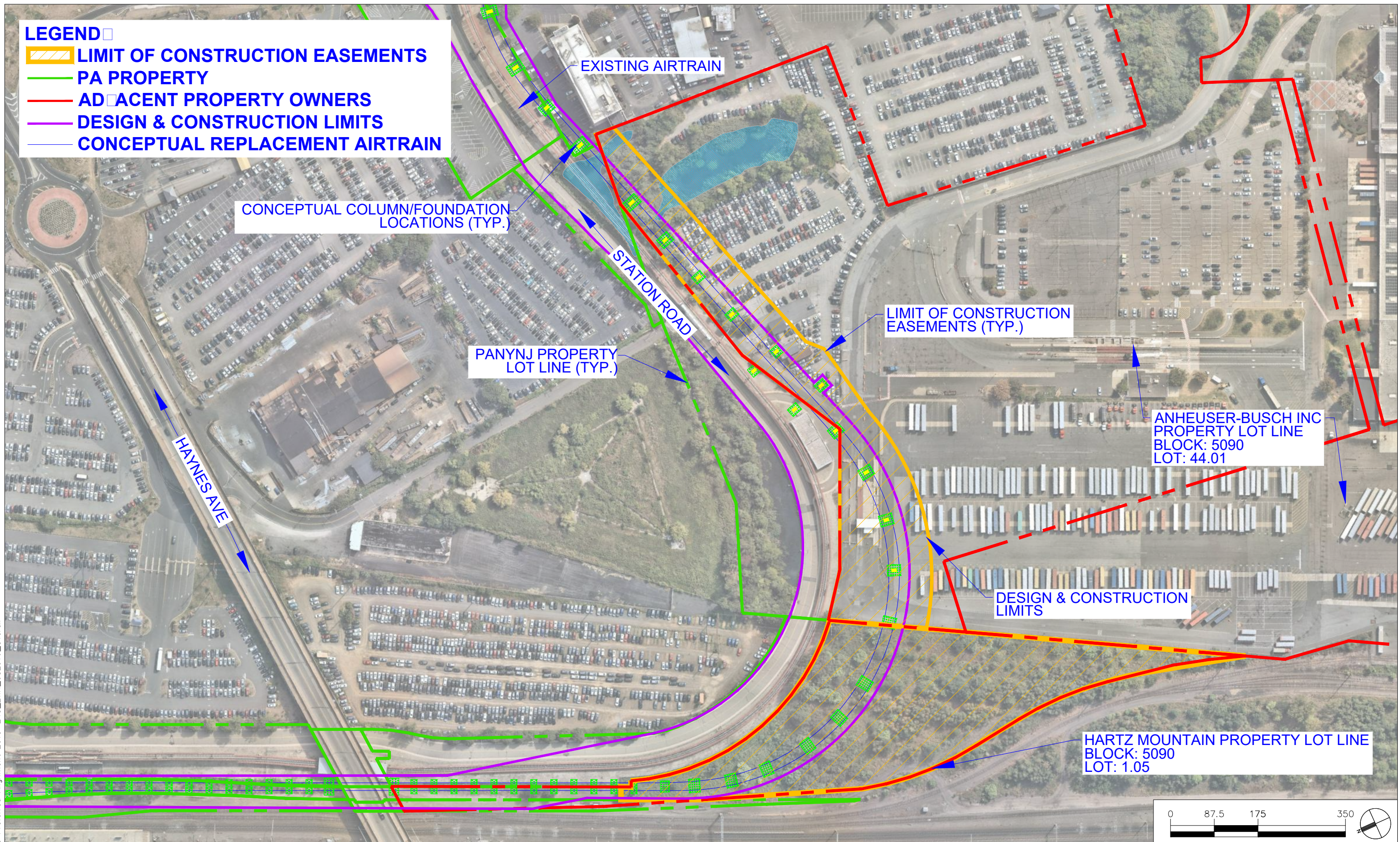
Artifacts recovered from excavations during Phase IB and Phase II will be bagged according to provenience and transported to the NV5 laboratory for analysis. A full report of all research, archaeological testing, and analysis will be prepared, meeting all requirements of the New Jersey Historic Preservation 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.



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



**THE PORT AUTHORITY** OF NY & NJ

NEWARK AIRTRAIN  
REPLACEMENT PLANNING

FIGURE 1

MAP FOR ARCHAEOLOGICAL SURVEY  
HARTZ MOUNTAIN & ANHEUSER-BUSCH

Drg. No. Sk-306

03Jun20

SH 1 of 1

Rev 0

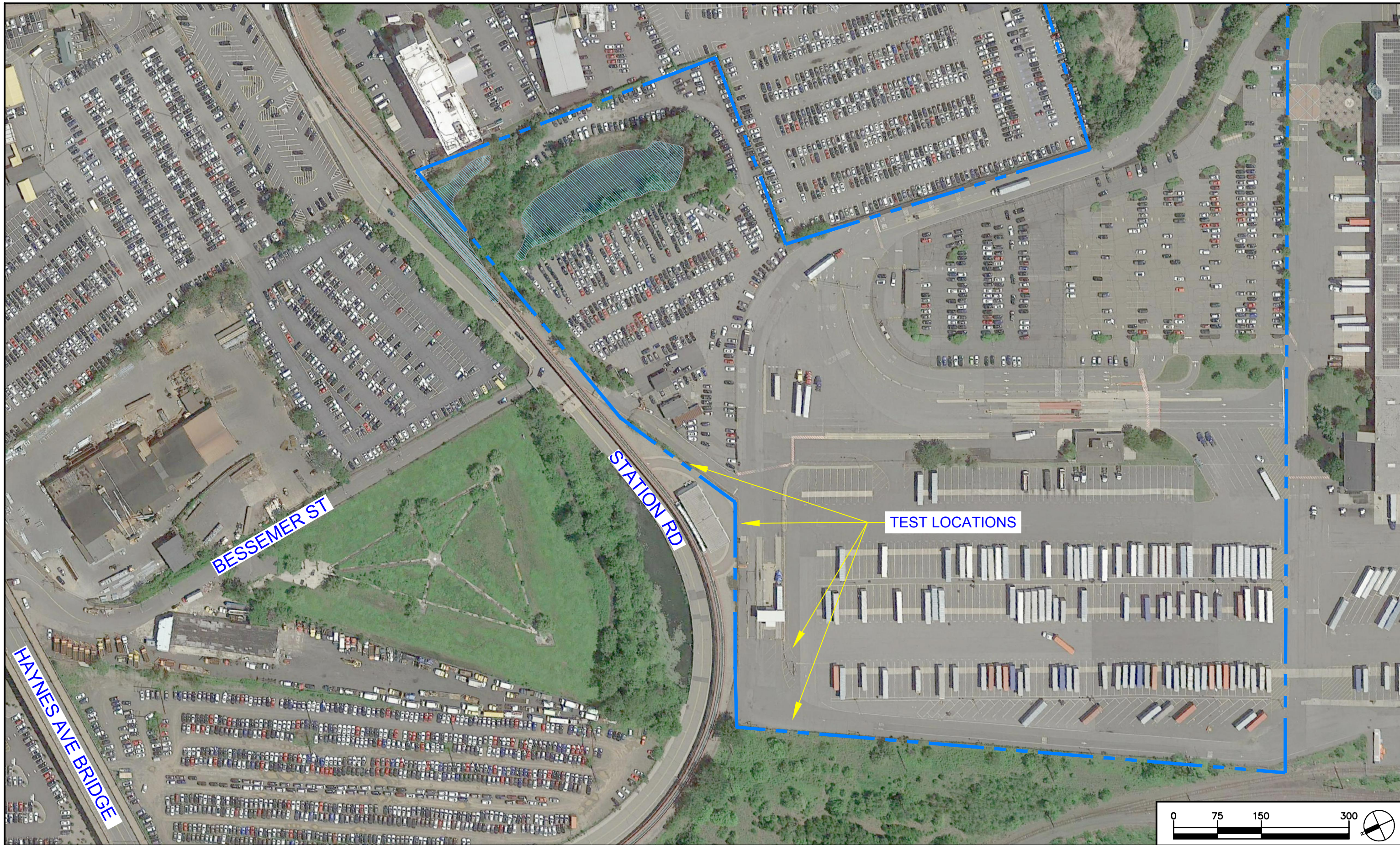


FIGURE 2.

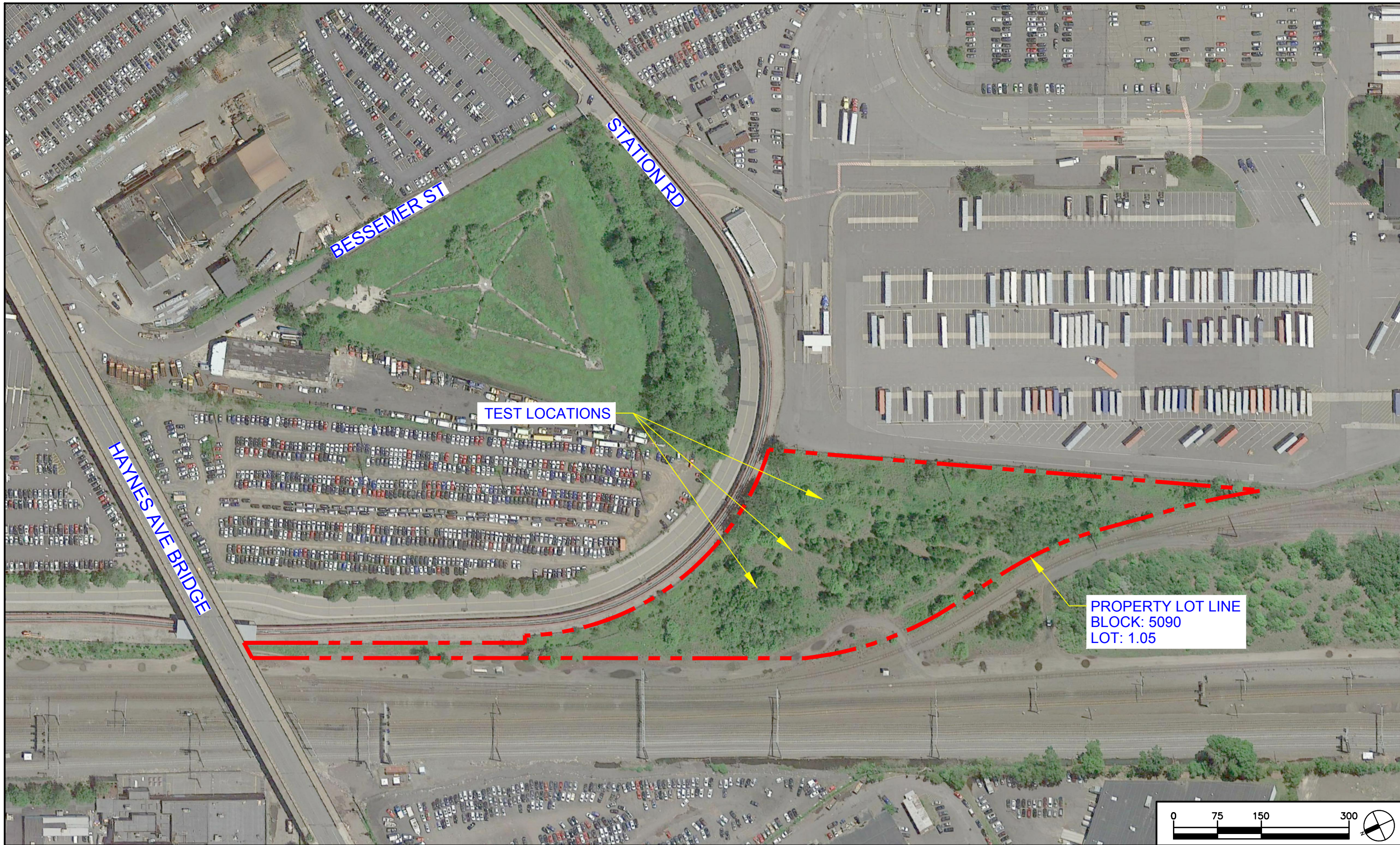
Proposed alignment shown on aerial photograph with overlay of 1874 Hughes Map of Essex County, showing “James Johnson” buildings within the APE.













---

**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

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

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 5090, 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





Connect with us:



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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

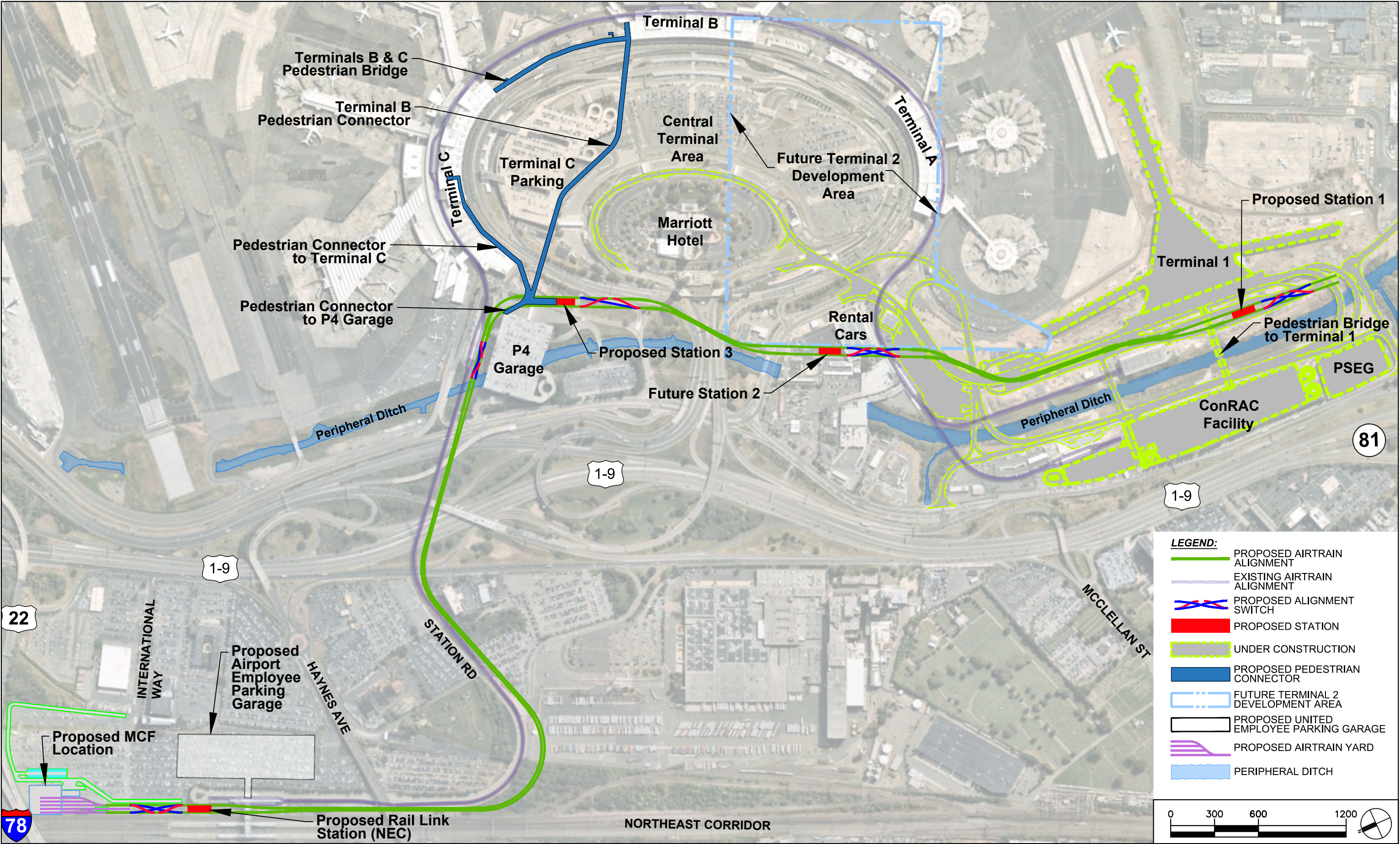
Enclosures:

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.

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:

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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,



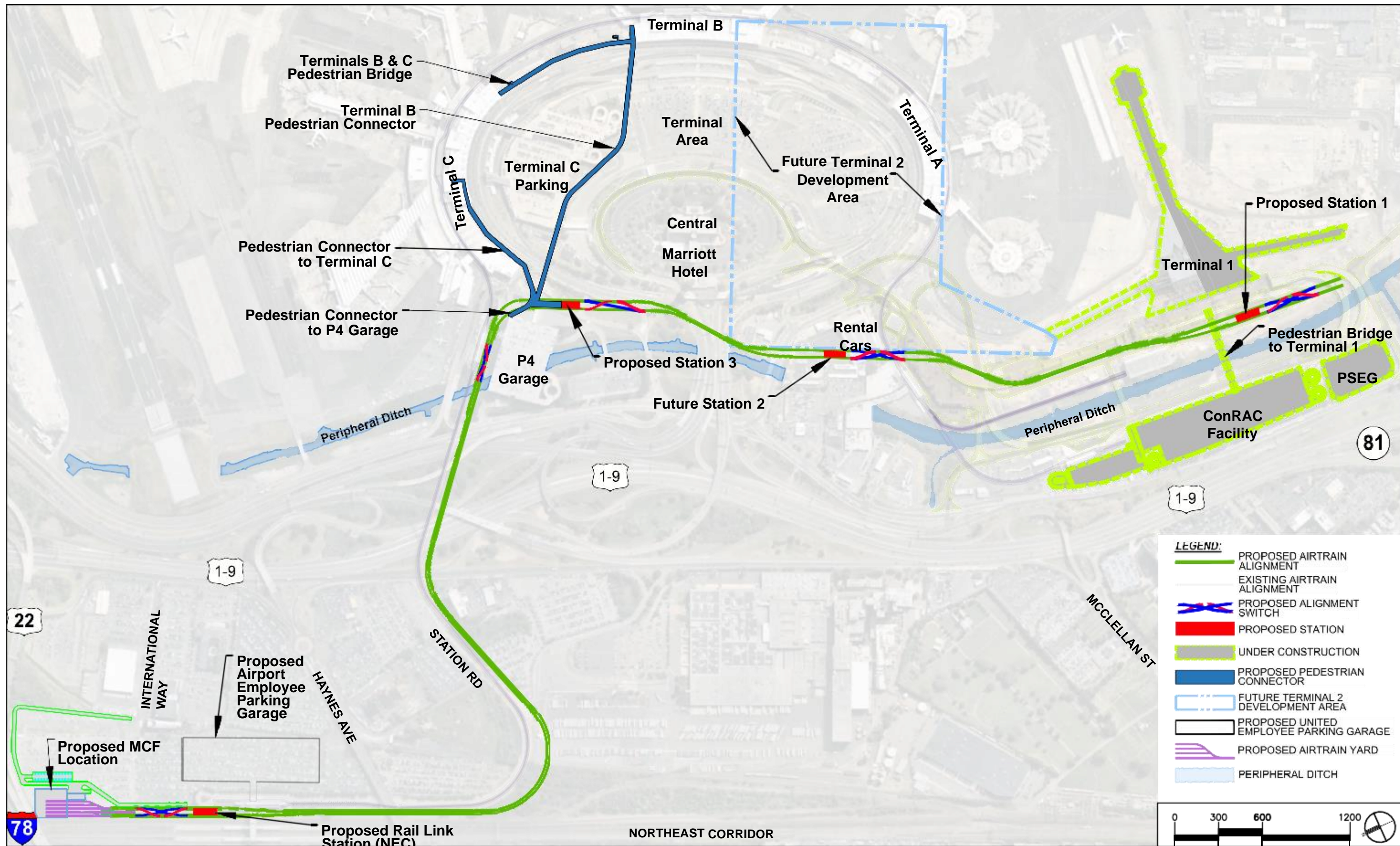
William Laventhal  
Program Manager  
AirTrain Newark Replacement Program  
PANYNJ



*(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.

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 office 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 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.

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 office 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*

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  
Phase 1 Archaeological Survey

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  
Phase 1 Archaeological Survey

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.

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

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 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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*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*

These reports have also been provided for review to the Union County Office of Cultural and Heritage Affairs. 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 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.


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,



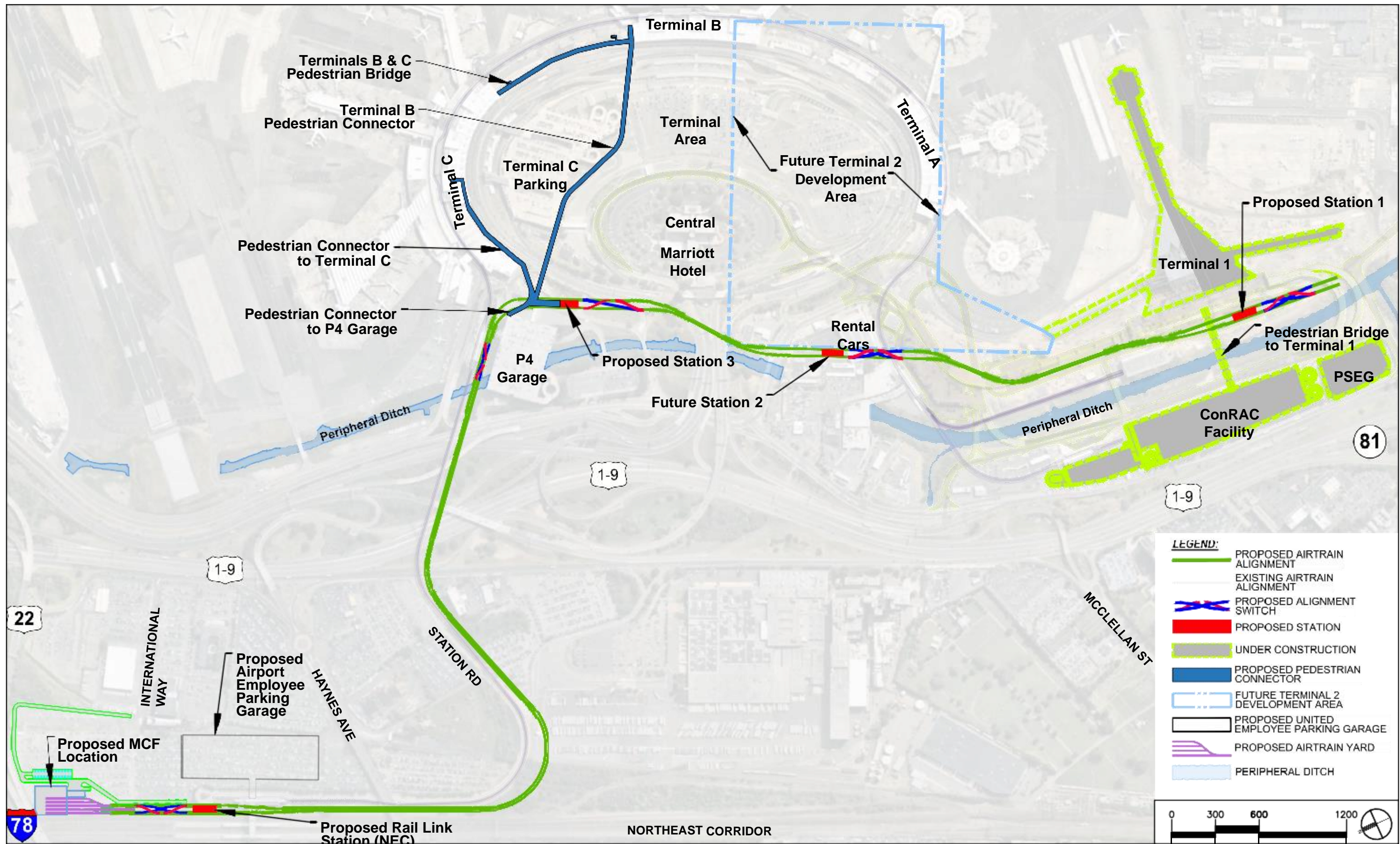
William Laventhal  
Program Manager  
AirTrain Newark Replacement Program  
PANYNJ



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



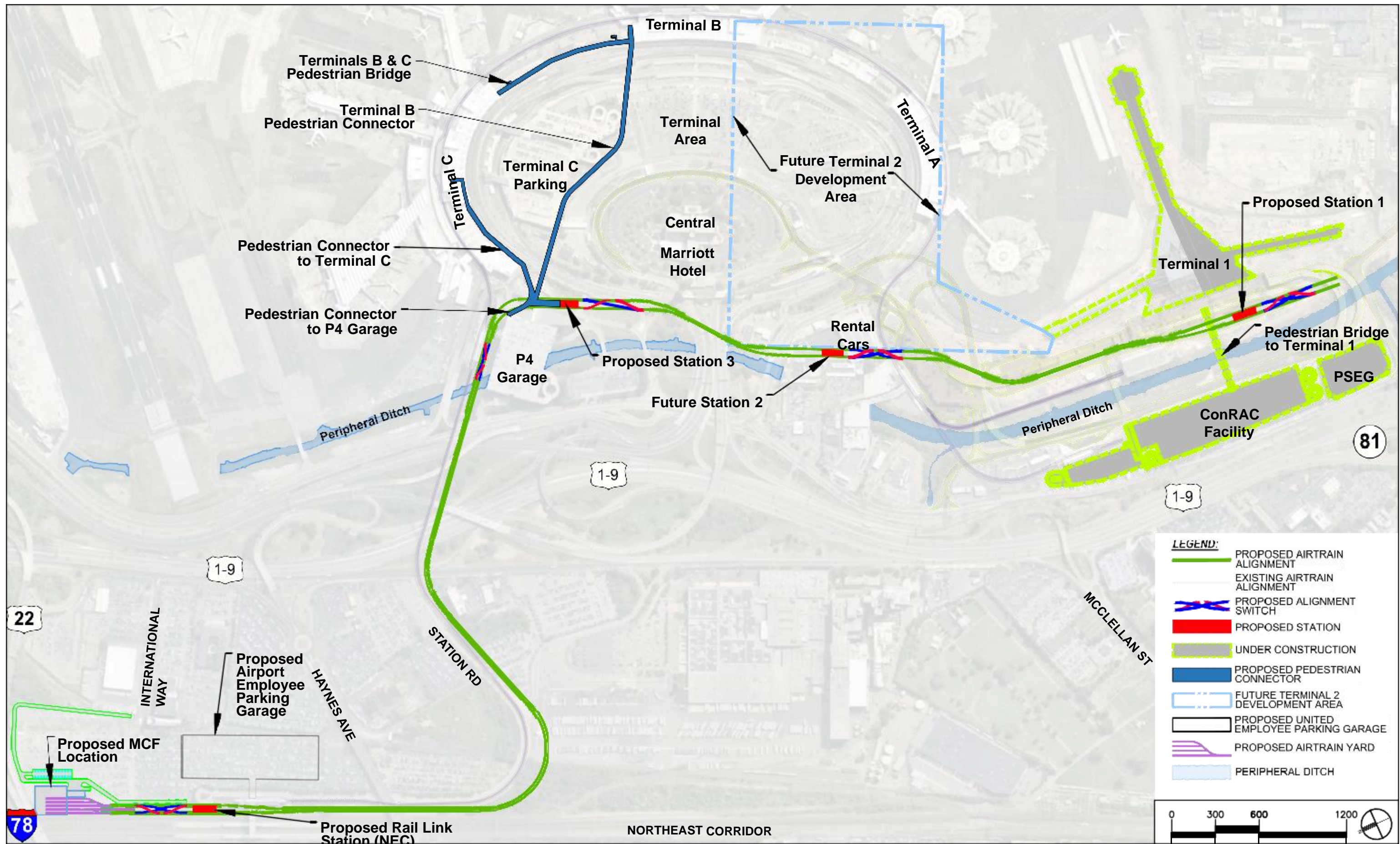
William Laventhal  
Program Manager  
AirTrain Newark Replacement Program  
PANYNJ

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

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







**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

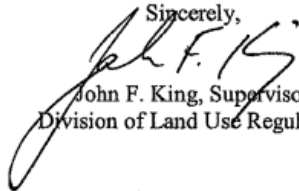
determination does not affect your responsibility to obtain any local, State, or Federal permits which may be required.

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)

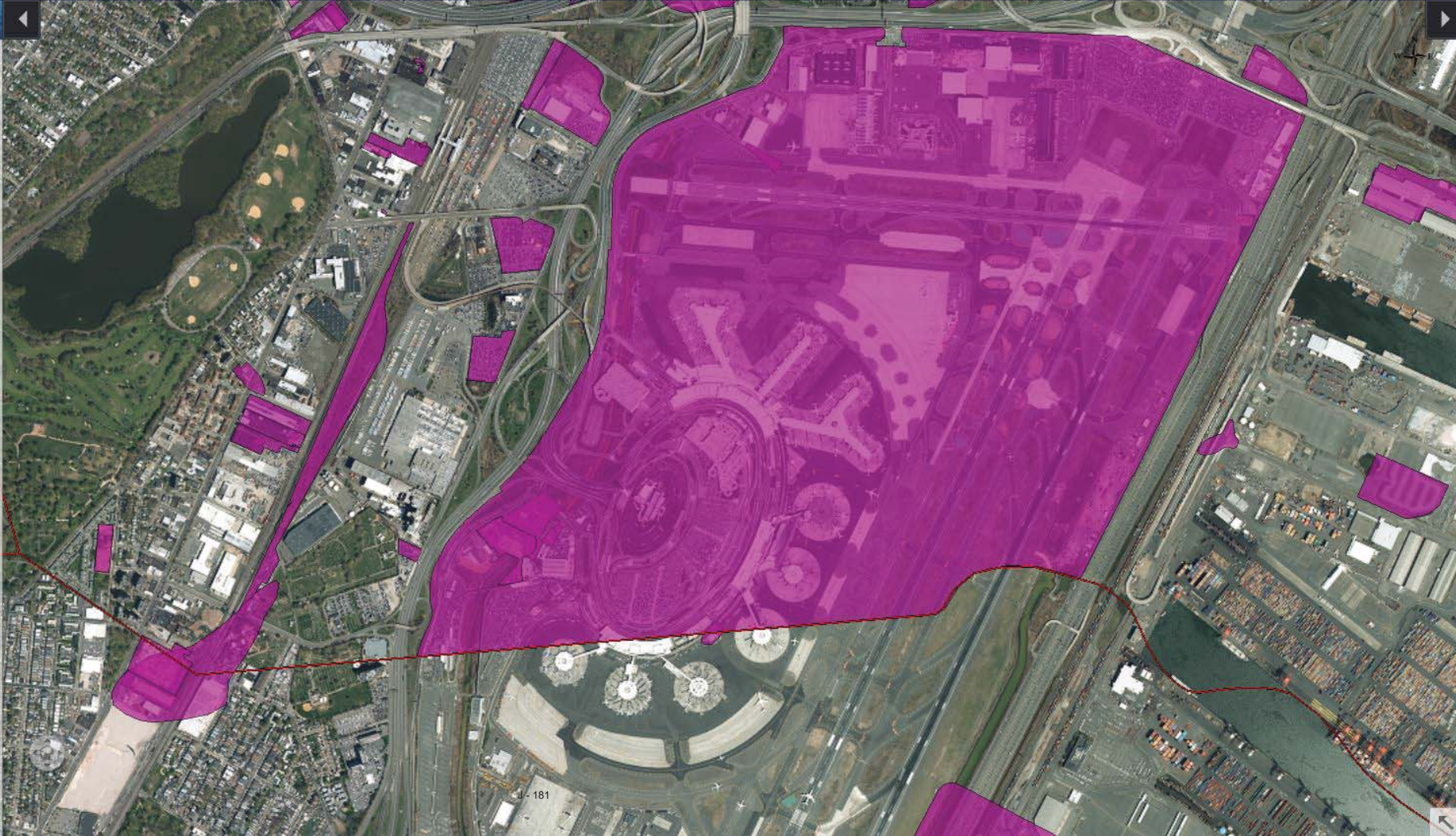


Applications/NJGW\_Base\_Layers

- Municipalities
- Counties
- MidAtlantic States Boundary

Applications/NJGW\_Sites\_and\_Facilities

- Groundwater Contamination Areas (CEA)





# 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

Notice of Public Availability

Notification Letters and Mailing List

Public Presentation Slides

Public Comments

Public Comment Response Matrix

## Public Notices

NOTICE OF PUBLIC HEARING  
SUEZ WATER NEW JERSEY INC.NOTICE OF FILING OF PETITION FOR APPROVAL OF AN  
INCREASE IN RATES FOR WATER SERVICE  
AND OTHER TARIFF CHANGES  
BPU Docket No. WR20110729  
OAL Docket No. PUC 10966-2020

PLEASE TAKE NOTICE that on November 23, 2020, the Petitioner, SUEZ Water New Jersey Inc. ("SWNJ" or "Company"), pursuant to N.J.S.A. 48:2-21 and other relevant statutes and regulations, filed a petition with the Board of Public Utilities ("Board") of the State of New Jersey for approval of an increase in its base rates for water and sewer service. The Company is requesting an overall increase in water revenues of \$35,450,181 or approximately 12.00% above the annual level of revenues for the post-test year period ending March 31, 2021. The Company believes that the increase is necessary in order for it to be able to continue to provide safe, adequate and proper service to its customers and to prevent the impairment of its financial integrity.

The proposed base rates for all customers are contained in the tariff sheets and petition filed with the Board. The present and proposed rates for monthly billing for General Metered Service (Former New Jersey) are as follows:

COMPARISON OF PRESENT AND PROPOSED BASE RATES  
Consumption and monthly facilities charges have been revised as follows:

## General Metered Service:

## Rate Schedule 1

## Service Area No.1 (Former New Jersey)

Size of Meter	Present Rates	Proposed Rates	\$ Increase
5/8"	\$15.95	\$19.50	\$3.55
3/4"	23.93	29.25	5.32
1"	39.88	48.75	8.87
1-1/2"	79.71	97.50	17.75
2"	127.60	156.00	28.40
3"	239.25	292.50	53.25
4"	398.75	487.50	88.75
6"	797.50	975.00	177.50
8"	1,276.00	1,560.00	284.00
10"	1,834.25	2,242.50	408.25
12"	2,631.75	3,217.50	585.75

## Service Area No. 1 (Former New Jersey)

Consumption	Present Rates	Proposed Rates	\$ Increase
Hundred Cubic Feet	\$4.2439	\$5.0009	\$0.76
Thousand Gallons	\$5.6737	\$6.6857	\$1.01

Average Monthly Bill using 9 CCF or 6,732 gallons

Present Rates	Proposed Rates	\$ Increase
\$54.15	\$64.51	\$10.36

A tax credit of 1.60% will be applied to all customer bills which will reduce the bill.

The Company is proposing an increase of 12.00% for Private Fire Protection for Service Area No.1 (Former New Jersey).

The Company is not proposing any increase for Public Fire Protection. Any relief determined by the Board to be just and reasonable may be allocated by the Board to any class or classes of customers of the Company in such manner and, in such amounts or percentages, as the Board may deem appropriate. The Board may choose to impose a greater portion of the increase on any present or future class or classes, group or groups of customers, may exclude from any increase any of the foregoing, or may vary the amount of percentage increase applicable to any of the foregoing.

PLEASE TAKE FURTHER NOTICE that the Company may implement, subject to any refunds that may be ordered by the Board, the proposed tariff for service on and after September 1, 2021 if the Board has not finally determined a just and reasonable tariff schedule prior to that date.

PLEASE TAKE FURTHER NOTICE that a public hearing on the Company's petition has been scheduled for March 4, 2021 at 4:30 p.m. until 6:30 p.m. As a result of the COVID Pandemic, this public hearing will take place via Zoom. If you desire to participate in the Zoom public hearing go to website: [zoom.us/join](https://zoom.us/join) Meeting ID: 890 5286 4906 Passcode: 549859, or go to the Company's website [www.mysuezwater.com](http://www.mysuezwater.com) for a link. An Administrative Law Judge from the Office of Administrative Law will preside over the public hearing. Members of the public are invited to attend and express their views on the proposed rate increase. Such comments will be made a part of the final record in the proceeding. Written comments may be submitted to the Hon. Irene Jones, Administrative Law Judge, Office of Administrative Law, 33 Washington St., 15th Floor, Newark, New Jersey 07102; and/or the Hon. Aida Camacho-Welch, Secretary, Board of Public Utilities, 44 South Clinton Street, 9th Floor, Trenton, New Jersey 08625-0350. Email comments should be submitted to [board.secretary@bpu.nj.gov](mailto:board.secretary@bpu.nj.gov). Written and emailed comments will be provided the same weight as statements made at hearing. Please include OAL Docket Number PUC 10966-2020, Agency Docket Number WR20110729 in your comment letter.

The complete schedules for the proposed rates are part of the petition filed with the Board, which was served upon the Director of the Division of Rate Counsel. A notice of the filing of this proceeding was also served on the Clerk of the municipalities in the service areas of SWNJ. Further information and copies of the petition may be obtained on the Board's website, <https://publicaccess.bpu.state.nj.us/> or on the Company's website, [www.mysuezwater.com](http://www.mysuezwater.com).

In order to encourage full participation in this opportunity for public comment, please submit any requests for special accommodations, including interpreters, at least 72 hours prior to this hearing to Stephen B. Genzer, Saul Ewing Arnstein & Lehr, LLP, phone number 973-286-6700.

SUEZ WATER NEW JERSEY  
461 From Road, Suite 400  
Paramus, NJ 07652

The Record-February 11, 2021-Fee: \$132.20 (216) 0004593662

STORAGE TREASURES AUCTION  
ONE FACILITY – MULTIPLE UNITS

Extra Space Storage will hold a public auction to sell the contents of leased spaces to satisfy Extra Space's lien at the location indicated: 272 Sussex Avenue, Newark NJ 07107 February 26th, 2021 at 1:30pm

1077 Larry Dyer clothes and tvs, 128 Shamila Mceachin household items, 133 leedl tyus jr boxes fish tank couch, 158 Jeffry Ramirez cable boxes, 165 Anthony Christie household items and furniture, 173 Lamont Boyd furniture, 174 Ralph Boozer household items, 19 Rashad Freeman boxers on bags, 193 DAWN JOHNSON household items bed and totes, 24 Heinier Herrera Vega Machinery and tools, 251 Melvin Caceres table tv chairs bed couches, 257 Chiquita Robinson Furniture, Clothes, 260B Keyenn Charles Rims, Speakers, Car Equipment, 260C Jerome Jones suit cases, tv, 280D Shanda Jackson Mattress, bags of clothes, box spring, 292 anthony Bailey clothes bikes and tv, 3006J Davon Thompson King and Full Size bed and boxspring, diningroom set, boxes, living room, chairs, household goods, f, 3040 Maygan Williams storing some boxes and misc items,31 James Bowden household items and furniture, 3104 Mozella Collins Boxes, Bags, beds, 3125 April Aulston totes full bed twin bed kitchen table chairs end tables .coming in today, 3133 Whitney Parker box, 3150 yolanda montgomery personal items, 3173 John Nyaga Unknown, 3259 Carol Favorite household items and furniture, 3264 Tara Brodie Household goods, 3305 Lloyd Rhoden Migewler, 353 Sonya Pough full size bed boxes and more, 402J Michael Mitchell Bags of clothes, 4031 Kamelia Turner mattress box spring head board foot board and couple boxes, 4037 Melissa Arrington Unknown, 4042 Elena Johnson Boxes, 4114 DeShawn Gorham clothes only need unit today now cats him, 5117 Marie Flethcher queen bed, 2 small dressers, 7 totes, 5221 Victor Medina-Rivera cabinets, shelf, boxes, bags ,bedset, 5234 Laverne Merritt Storage bins, some misc items and extra items., 5260 Josefin Garcia clothes, 5337J Kyle Baker Tv, AC, bags, bed, 5346J Barbara West Clothes, Bags, show boxes,5353J Ellison Harris baby clothes boxes clothes,6015 Ellicia Gaston household items and new furniture,6119 Halimah Muhammad 2 bdrm sets, misc, boxes,6132 Armando Diago bags of clothes, 67 kleber Gomez jr boxers,7003 Jayron Rivera Boxes,7007 Ralph Boozer dressers, printer,7036 Anthony Metcalf Bags, Boxes, Tv's, Computer, dressers, headboard, 7111 Alexandra Morton Clothes, 7112 angela Irving 2 tvs, tv stand, 3 bags, 74C Jacob Scott misc itmes and electronics,83 Mary Move Clothing and small furniture, 85 Lorna Johnson Files and Christmas decorations,L1110 Dominique Smith bags of lothes,Q Dwayne Ross 5 bags, 2 suitcase,R Maya Haij Books, merchandise and sign, TIA007 Marion P Thomas Charter School MISC ITEMS,TIA020 Robert Johnson small furniture totes boxes bags misc items,TIA032 Vanessa Haines Furniture, clothing, etc,TIA080 Alfurquan Miller clothes, pictures, boots, sneakers, fans,TIA116 Sakeenah Hasan bags

The auction will be listed and advertised on [www.storage-treasures.com](http://www.storage-treasures.com). Purchases must be made with cash only and paid at the above referenced facility in order to complete the transaction. Extra Space Storage may refuse any bid and may rescind any purchase up until the winning bidder takes possession of the personal property.

The Record-February 4, 11, 2021-Fee:\$118.80 (132) 0004559399

ZONING BOARD OF ADJUSTMENT  
BOROUGH OF GLEN ROCK

Dated:2/8/21

## LEGAL NOTICE

Please take notice that application has been made to the Zoning Board of Adjustment to allow the installation of two air conditioner condenser units in the front yard, contrary to Borough Ordinance Section 230-14 (A) (3). Applicant seeks relief from Ordinance 230-14 (A)(3) and any other variances and waivers that may be required in connection with this application.

The property affected is designated on the Tax Map of the Borough of Glen Rock as:

Block: 21 Lot: 7 Address: 56 S. Highwood Avenue  
Applicant's Name: Bobby and Amanda Taylor  
Applicant's Address: 56 South Highwood Avenue, Glen Rock, New Jersey 07452

You are invited to a Zoom webinar.

When: March 11, 2021, 07:30 PM Eastern Time (US and Canada)  
<https://us02web.zoom.us/j/87623643881?pwd=NDNBNzUURVJ5Rmp5cVFKSUJlVNG1Jz09>

Topic: GLEN ROCK ZONING BOARD MEETING  
Please click the link below to join the webinar:

<https://us02web.zoom.us/j/87623643881?pwd=NDNBNzUURVJ5Rmp5cVFKSUJlVNG1Jz09>  
Passcode: 107562

Or iPhone one-tap :  
US: +13126266799,87623643881#,,,,\*107562# or  
+16465588656,87623643881#,,,,\*107562#

Or Telephone:  
Dial(for higher quality, dial a number based on your current location):  
US: +1 312 626 6799 or +1 646 558 8656 or +1 301 715 8592 or +1 346 248 7799 or +1 669 900 9128 or +1 253 215 8782

Webinar ID: 876 2364 3881  
Passcode: 107562

International numbers available: <https://us02web.zoom.us/j/kuD8bKFLC>

Participating via online/virtual means or telephonically is free of charge to the public. In addition, if you wish to review the agenda, applications, including the plans and maps submitted, same will be posted on the Borough's website at [www.glenrocknj.net](http://www.glenrocknj.net) at least 10 days prior to the virtual public meeting. For those unable or unwilling to access same by visiting the website, you may contact the Zoning Board Secretary at 201-670-3965 Extension #2 or email at [nspillar@glenrocknj.net](mailto:nspillar@glenrocknj.net) to make arrangements to view a hard copy of the application. Applications will be called as determined by the chairperson. Formal action may be taken at the meeting. All members of the public are welcome.

This notice is sent to you by the applicant, by order of the Zoning Board of Adjustment.

/s/Bobby Taylor & /s/Amanda Taylor  
Signature of Applicant

The Record February 11, 2021  
Fee: \$50.40 (56) 4593707

## Public Notices

BOROUGH OF ENGLEWOOD  
ZONING BOARD OF ADJUSTMENT  
NOTICE OF HEARING

Re: Application of John O'Keefe (the "Applicant")  
488 N Woodland Avenue; Block 1701, Lot 8 (the "Property")

PLEASE TAKE NOTICE that on February 22, 2021 at 8:00 p.m. or as soon thereafter, the matter can be heard, the above named Applicant will apply to the Englewood Zoning Board (the "Board") by virtual/audio public meeting, which can be accessed using the instructions provided below, for the purposes of reviewing and acting upon an application for development filed by John O'Keefe for property commonly known as 488 N Woodland Avenue, Englewood New Jersey 07631 also known as Block 1701, Lot 8 on the current tax assessment map of the City of Englewood (the "Property").

The Applicant is seeking approval to construct an in-ground pool and patio at the Property. Pursuant to N.J.S.A. 40:55D-70(c)(1)&(2), the Applicant is, before the Board seeking variance relief as follows: Rear Yard Setback (50' Minimum Required v. 15.5' Proposed).

Measurements, percentages and other calculations provided in this notice are in accordance with the development plans filed with the application. Please note that to the extent plan and/or application revisions are made during the hearing process, these measurements, percentages and other calculations will likely change, as will the associated relief required. The Applicant reserves the right to amend their application accordingly. In addition to other relief requested, the Applicant requests the application be deemed amended to include, and the Board to grant, any additional approvals, variances, deviations, or waivers determined to be necessary in the processing and review of this application.

The Board is utilizing the Zoom meetings program, a cloud platform for video and audio conferencing across mobile devices, desktops, laptops and telephones, to conduct regular meetings in compliance with the New Jersey Open Public Meetings Act.

During the virtual/telephonic public hearing, any interested party will have an opportunity to listen to the hearing, be heard (ask questions, provide comments or offer evidence) by joining online or over the phone at 8:00 p.m. here:

Participating Via Zoom online by visiting:  
<https://us02web.zoom.us/j/88250365130?pwd=M2t5dSktOjVXhuOGt6Q1VzM0pkbU1UT09>  
Meeting ID: 882 5036 5130  
Password: 458917

Or Via Zoom telephonically by dialing: 929 205 6099

Then enter the meeting ID: 882 5036 5130  
Then enter the meeting password: 458917  
Then press #

Remote meeting access instructions will also be posted on the Website of the City of Englewood at the following web address: [www.cityofenglewood.org](http://www.cityofenglewood.org) and will be included on the Agenda for the meeting. Any interested party encountering difficulty in accessing the remote meeting may contact Tina Evans, Board Secretary at 201-871-6645 or at [tevan@sctcityofenglewood.org](mailto:tevan@sctcityofenglewood.org).

Members of the public interested in asking questions, providing comments, or offering evidence concerning the application can do so during the public hearing. The application, documents, maps and plans for which approval is being sought will be available for inspection at least ten (10) days prior to the aforesaid meeting on the zoning board page of the City of Englewood website at the following web address: <http://www.cityofenglewood.org/>.

Individuals lacking the resources or know-how for technological access to the application, plans and other documents or access to the virtual meeting should contact the Board Secretary, Tina Evans, by telephone at 201-871-6645 or via email at [tevan@sctcityofenglewood.org](mailto:tevan@sctcityofenglewood.org) for assistance in accessing the application, plans and other documents and the virtual meeting.

Attorney for Applicant:  
Matthew G. Capizzi, Esq.  
Capizzi Law Offices  
11 Hillside Ave., 2nd Fl  
Tenafly, NJ 07670  
201 266 830

The Record February 11, 2021  
Fee: \$75.60 (85) 0004593632

## NOTICE OF PUBLIC SALE OF PERSONAL PROPERTY

Notice is hereby given that the undersigned will sell, to satisfy lien of the owner, by public internet sale via [www.Storage-treasures.com](http://www.Storage-treasures.com) for competitive bidding to begin on March 08, 2021 and conclude March 17, 2021 at 4:00pm via Compass Self Storage located at: 58 Locust Ave. Bloomfield, NJ 07003

42790 Barreett, Sireef A  
42756 Tamika Daeden Thomas  
32713 Thomas, Jeane  
32693 Wade, Tyree R  
32590 Torres, Rafael  
32511 Eugina Heath  
32473 Fleming, Keyonna N  
32468 Correa, Tatiana  
32466 Bradshaw, Cynthia  
32432 Ford, Diamond  
32386 Limage, David  
32347 Bell, Farryr  
32322 Cowan Paulette  
32281 Richard Wilder  
32242 Pugh, James  
21273 Watson, Nora  
21141 Shackleford, Leelon  
11101 Story, Elizabeth  
11077 Parchment, Ashley  
11034 Watson, Nora  
11023 Hill, Theresa

The personal goods stored therein by the following may include, but are not limited to general household, furniture, boxes, clothes, and appliances.

Purchases must be made with cash only and paid at the time of sale. All goods are sold as is and must be removed at the time of purchase. Compass Self Storage reserves the right to refuse any bid. Sale is subject to adjournment.  
THE RECORD 4590920  
Fee: \$73.80  
FEB 11 & 18,2021

## NOTICE OF PUBLIC SALE OF PERSONAL PROPERTY

Extra Space Storage will hold a public auction to sell the personal property described below at location indicated:

515 Broad St, Clifton NJ 07013, 02/26/2021, 12:00 pm

KHAILL EWAIDA A117 Furniture,OSCAR RICALDE\* A143 Furniture Household items,JEFFRY DELACRUZ JAVIER A444 2 Bedroom Sets,JENNIZA ASHLY A505 Tv Boxes Household Items,NEAME SANCHEZ A576 Boxes Tv's,KRISTY MYCEVICZ A577 Bedding Dresser,CHRIS PAYNE A824 Furniture Boxes Household Items,DEANNA BRIGGS A811 Bags Household Items Fishtank,ENRIQUE LANTIGUA B2095 Furniture Boxes.

The auction will be listed and advertised on [www.storage-treasures.com](http://www.storage-treasures.com). Purchases must be made with cash only and paid at the above referenced facility in order to complete the transaction. Extra Space Storage may refuse any bid and may rescind any purchase up until the winning bidder takes possession of the personal property.

The Record: February 4, 11, 2021  
Fee: \$37.80 (21) ad#4572744

## LYNDHURST BOARD OF EDUCATION MEETING DATES 2021

Please be advised that the Lyndhurst Board of Education will have the following public meetings at 7:00 pm at the Lyndhurst Middle School Auditorium, 619 Page Avenue, Lyndhurst, NJ 07071:  
February 23, 2021 August 31, 2021  
March 30, 2021 September 28, 2021  
April 27, 2021 October 26, 2021  
May 27, 2021 November 30, 2021  
June 29, 2021 December 28, 2021 Sine Die  
January 4, 2022 Reorganization

Please be advised that the Lyndhurst Board of Education will have the following Board/Executive Meetings with no public action, at 7:00 pm, at the Lyndhurst Middle School, 619 Page Avenue, Lyndhurst, NJ 07071:

February 16, 2021 August 24, 2021  
March 23, 2021 September 21, 2021  
April 20, 2021 October 19, 2021  
May 18, 2021 November 23, 2021  
June 22, 2021 December 21, 2021

THE PUBLIC IS INVITED TO ATTEND THIS SESSION UNDER CHAPTER 231, LAWS OF 1975, P.L. 1960, C173.

NOTE: IT IS UNDERSTOOD THAT THE PUBLIC MAY BE EXCLUDED FROM CERTAIN PORTIONS OF THIS SESSION UNDER CHAPTER 231, LAWS OF 1975, P.L. 1960, C173, SEC. 7B, UNDER ADOPTION OF RESOLUTION. RECORD - 0004591890  
Fee \$26.10 FEB 11,2021

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY  
NOTICE OF AVAILABILITY AND REQUEST FOR COMMENT  
Draft Environmental Assessment  
AirTrain Replacement Program  
Newark Liberty International Airport, Newark, New Jersey

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that the Draft Environmental Assessment (EA) for the AirTrain Replacement Program at Newark Liberty International Airport is available for public review and comment online at <http://www.panynj.gov/studies-reports>.

If a member of the public is unable to access the electronic version of the Draft EA contact Kathryn Lamond at 212-435-3783. The Port Authority of New York and New Jersey (PANYNJ) will try to accommodate all reasonable requests to make the document available to the extent practicable, while maintaining consistency with social distancing guidelines and orders from the Centers for Disease Control and Prevention and the States of New York and New Jersey regarding COVID-19.

A pre-recorded presentation providing an overview of the Draft EA contents is also available for public viewing at <http://www.panynj.gov/studies-reports>.

The PANYNJ is inviting the public to submit, in writing, comments on the Draft EA prepared for the AirTrain Replacement Program. The PANYNJ is accepting comments on this Draft EA until the official comment period closes on March 12, 2021. Comments must be received 5:00 PM on March 12, 2021 in order to be considered.

Comments on this Draft EA should be emailed to [EWREA@panynj.gov](mailto:EWREA@panynj.gov) with the subject heading "EWR AIRTRAIN DRAFT EA COMMENT." Additionally, comments can be mailed to:

The Port Authority of NY & NJ  
AirTrain EWR Replacement Program  
5 Terminal A, Newark, NJ 07114  
Attn: William Laventhal

If you have any questions on this notice, please contact Kathryn Lamond at the email address above.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

NR-GC0588427-01

## Public Notices

LEGAL NOTICE  
BOROUGH OF WALDWICK  
COUNTY OF BERGEN  
STATE OF NEW JERSEY

## NOTICE OF CONTRACT AWARD

PLEASE TAKE NOTICE that the Borough of Waldwick, Bergen County, New Jersey has awarded a contract without competitive bidding as a professional service pursuant to N.J.S.A. 40A:11-5(1)(a)(i). The contract authorizing it is available for public inspection in the Office of the Municipal Clerk.

Awarded To: Clifford B. Singer, Esq., P. O. Box 84, Waldwick, NJ 07463

Services: Planning Board Attorney

Time Period: January 1, 2021 – December 31, 2021

Cost: Monthly retainer of \$310.00 and other authorized services at \$155.00 an hour

KELLEY HALEWICZ, RMC/CMC  
MUNICIPAL CLERK  
THE RECORD 4593886  
Fee: \$26.10  
FEB 11,2021

NOTICE OF WORK/EXECUTIVE SESSION AND PUBLIC MEETING  
OF THE LYNDHURST BOARD OF EDUCATION

Until further notice, due to the statewide restrictions on public gatherings caused by COVID-19, Board meetings will continue to be lived streamed to the public by ZOOM.

PLEASE TAKE NOTICE, that the Lyndhurst Board of Education will hold the following meetings for the month of February 2021:

A Work/Executive Session Board Meeting will be held on February 16, 2021 to begin at 7:00 PM for the sole purpose of discussing Personnel, Safety, Negotiations and attorney client privilege. Formal action will not be taken.

A Public Meeting will be held on February 23, 2021 to begin at 7:00 PM (regular/public meeting). Members of the public with questions and/or comments are asked to e-mail them to the attention of Mark Hayes, Interim Board Secretary, [markhayes@lyndhurst.k12.nj.us](mailto:markhayes@lyndhurst.k12.nj.us) by 4:00 pm, Tuesday, February 23, 2021. The public will be able to access the agenda as well as view and participate in the public portion of the meeting via a Zoom link that will be posted on the district's website at [www.lyndhurstschools.net](http://www.lyndhurstschools.net) on February 23, 2021.

Notice of this meeting has been posted on the district website. This is an official meeting of the Lyndhurst Board of Education.  
RECORD - 0004591890  
Fee \$25.20 FEB 11,2021

## PUBLIC NOTICE

TAKE NOTICE Pursuant to Administrative Order No. 20-01 issued by the Passaic County Administrator closing the Administration Building to non-essential personnel and the public effective March 1 8, 2020 at 8:30 AM, the Passaic County Construction Board of Appeals shall hold hearings via the WebEx virtual meeting platform on Thursday, February 18, 2021, with no members of the public physically present, as authorized under N.J.S.A. 19:4d-12(a). A copy of the Agenda is attached hereto. If a member of the public wishes to place a public comment on the record, please email [dianep@passaiccountynj.org](mailto:dianep@passaiccountynj.org) stating your name, address, matter to be addressed by the Board, and your position with respect to the same, by no later than February 10, 2021. The Board shall read same into the public record. Moreover, some members of the Board may participate telephonically pursuant to the Board By-laws and in compliance with N.J.S.A. 10:4-12-1, et seq. Official action will be taken.

BY ORDER OF THE BOARD OF CHOSEN FREEHOLDERS

Louis E. Imhof III, RMC, Clerk of the Board

PASSAIC COUNTY CONSTRUCTION BOARD OF APPEALS  
AGENDA

JANUARY 21, 2021

1)Appeal of Jorge Jover-Broche for premises 127 Ackerman Avenue, Clifton, NJ  
Violations: N.J.A.C.5:23-2.14(A) / 5:23-2.18(C) / 5:23-2.23(A)  
Appellant is represented by Eric J. Weiss, Esq.

2)Appeal of 298-300 Main Street Co., Inc. for premises 300 Main Street, Paterson, NJ  
Violations: N.J.A.C. 5:70-1.12 / N.J.A.C. 5:70-1.12A  
Appellant is represented by Richard P. Blender, Esq.

3)Appeal of 216 Lakeshore Drive, Hewitt, NJ (Alessandro Lauria)  
Violations: N.J.A.C. 5:70-1.12 / N.J.A.C. 5:70-1.12A  
Appellant is Pro se

4)Appeal of Robert Rothman for premises at 429-439 Fairview Avenue, Fairview, NJ  
Violations: N.J.S.A. 40:48-2.5 (b); N.J.S.A. and f)  
Fairview Municipal Code Sec. 11-5.5  
The Record February 11, 2021  
Fee: \$37.80 (42) 4594340

NOTICE IS HEREBY GIVEN IN ACCORDANCE WITH THE N.J. OPRA "OPEN PUBLIC MEETING ACT" OF THE FOLLOWING MEETING DATE OF THE NORTH HALEDON BOARD OF EDUCATION:

## NORTH HALEDON BOARD OF EDUCATION

201 Squaw Brook



THE COVID-19 PANDEMIC JERSEY CITY

MVC agency temporarily closed

Larry Higgs For The Star-Ledger

The state Motor Vehicle Commission’s Jersey City agency became the latest to be closed Wednesday due to an employee testing positive for the coronavirus.

The Jersey City vehicle center will remain closed until the facility is sanitized, and contract tracing and any quarantining are done and is scheduled to reopen on Feb. 24.

Jersey City is the second MVC agency to close this week after the Turnersville Vehicle Center closed Monday due to an employee testing positive for the coronavirus.

That brings the total of closed agencies to four statewide out of 39 in the state.

The four closed agencies are scheduled to reopen on the following dates: West Deptford Regional/Licensing Center on Feb 16; North Bergen Licensing Center on Feb 18; Turnersville Vehicle Center on Feb 22; Jersey City Vehicle Center on Feb 24.

MVC Inspection stations will be closed this Friday for Abraham Lincoln’s Birthday, but MVC agencies and road test facilities will be open.

All MVC facilities will be closed Monday in recognition of Presidents’ Day.

MVC Inspection stations will be closed this Friday for Abraham Lincoln’s Birthday, but MVC agencies and road test facilities will be open.

Appointments at motor vehicle centers for new titles/registrations and registration renewals for customers ineligible for online renewal can be scheduled at NJMVC.gov. More appointment times are being added.

Drivers are advised to check the status of the agency they intend to visit on NJMVC.gov before traveling there. They also should check the “cheat sheet” guide on the MVC website to determine if they need an appointment.



Jersey City plans to overhaul this pedestrian plaza. Reena Rose Sibayan, Jersey Journal

JERSEY CITY

City plans \$6.7M plaza overhaul

Ron Zeitlinger The Jersey Journal

What started as an experiment — a small pedestrian mall downtown — is being transformed into a Jersey City showpiece.

The popular Newark Avenue pedestrian plaza will expand to cover three-tenths of a mile, from Grove Street to Jersey Avenue, when a \$6.7 million overhaul is complete, city officials say. The City Council will vote on the awarding of a development contract Wednesday, with construction set to begin in April.

The pedestrian mall was created in 2015 to limit traffic and create a pedestrian destination, then it was expanded in 2018 and also grew larger in 2020 during the coronavirus pandemic to boost small businesses there.

“The creation of the pedestrian plaza was a risk our administration took when first elected as there was significant pushback, but I think over time it has become clear to everyone that the changes we made there have attracted more people, allowed more businesses to open, and created a destination spot for visitors and residents,” Jersey City Mayor Steve Fulop said in a statement.

The funding for the project is coming from the city’s capital account, according to the City Council resolution. The contract was awarded to JC Contracting, based in Rahway, which was one of nine bidders for the project. The project calls for elevating the street level to match the sidewalk, granite pavers, a stage for community events, rain garden tree planters and café lighting to improve visibility.

“These are extremely challenging times for so many of us business owners, and so I’m especially grateful to have this type of support from the city because this is what is going to make the difference for us,” Kenny Caulfield, co-owner of The Ashford, said in a statement.

“This makes us more of a destination. What has happened over the past few years here is breathing new life into Jersey City, and this permanency will bring us to a new level as a sought-after destination, with businesses attracting more businesses.”

The project is the third “main street” investment the city has made, following improvements to Central Avenue’s business district and a planned streetscape and flood prevention project on West Side Avenue.

HOBOKEN

City caps food apps’ eatery fees

Ron Zeitlinger The Jersey Journal


Hoboken has joined Jersey City in placing a cap on how much third-party food delivery services can charge restaurants during the coronavirus pandemic.

The new regulations, approved by the City Council last week and signed by Mayor Ravi Bhalla, was adopted after previous statewide regulations on third-party food apps expired.

As of Feb. 23, any third-party food takeout and delivery service application or website will be prohibited from charging a fee to a restaurant for take-out or delivery service greater than 15% of the cost of the individual order; or greater than 5% of the cost of the individual order when the order is delivered by an employee of the restaurant or a delivery service contracted by the restaurant.

“This is the latest example of Hoboken’s government working with business owners to understand the difficulties that they are facing on a daily basis due to the pandemic,” said Gregory DellAquila, president of the Hoboken Business Alliance.

GrubHub pledged to comply with the ordinance, said Bhalla, who expects other third-party delivery services to follow suit.



University Hospital will no longer advertise RFP's on an individual basis. All RFP's and information related to RFP's in process for University Hospital Supply Chain Management are now available and posted on the University Supply Chain Management website <http://www.uhnj.org/purchweb/>. The following RFP(s) are the new posting(s) on the University Hospital Supply Chain Management website: **ADDENDUM #2 FOR RFP #UH-P21-009 NON-EMERGENCY PATIENT TRANSPORTATION SERVICES**

Respondents are required to comply with the requirements of N.J.S.A. 10:5-31 et. Seq. P.L. – 1975, c.127. (NJAC 17:27)

Robert Sharbaugh  
Acting Executive Director  
Supply Chain Management

2/11/2021 \$70.84

**We couldn't do it without you.**

**Thanks for subscribing!**

NOTICE OF PUBLIC HEARING  
SUEZ WATER NEW JERSEY INC.

NOTICE OF FILING OF PETITION FOR APPROVAL OF AN  
INCREASE IN RATES FOR WATER SERVICE  
AND OTHER TARIFF CHANGES  
BPU Docket No. WR20110729  
OAL Docket No. PUC 10966-2020

**PLEASE TAKE NOTICE** that on November 23, 2020, the Petitioner, SUEZ Water New Jersey Inc. (“SWNJ” or “Company”), pursuant to N.J.S.A. 48:2-21 and other relevant statutes and regulations, filed a petition with the Board of Public Utilities (“Board”) of the State of New Jersey for approval of an increase in its base rates for water and sewer service. The Company is requesting an overall increase in water revenues of \$35,450,181 or approximately 12.00% above the annual level of revenues for the post-test year period ending March 31, 2021. The Company believes that the increase is necessary in order for it to be able to continue to provide safe, adequate and proper service to its customers and to prevent the impairment of its financial integrity.

The proposed base rates for all customers are contained in the tariff sheets and petition filed with the Board. The present and proposed rates for monthly billing for General Metered Service (Former New Jersey) are as follows:

**COMPARISON OF PRESENT AND PROPOSED BASE RATES**

Consumption and monthly facilities charges have been revised as follows:

**General Metered Service:**

**Rate Schedule 1**

**Service Area No.1 (Former New Jersey)**

Size of Meter	Present Rates	Proposed Rates	\$ Increase
5/8"	\$15.95	\$19.50	\$3.55
3/4"	23.93	29.25	5.32
1"	39.88	48.75	8.87
1-1/2"	79.75	97.50	17.75
2"	127.60	156.00	28.40
3"	239.25	292.50	53.25
4"	398.75	487.50	88.75
6"	797.50	975.00	177.50
8"	1,276.00	1,560.00	284.00
10"	1,834.25	2,242.50	408.25
12"	2,631.75	3,217.50	585.75

Service Area No. 1 (Former New Jersey)

Consumption	Present Rates	Proposed Rates	\$ Increase
Hundred Cubic Feet	\$4.2439	\$5.0009	\$0.76
Thousand Gallons	5.6737	6.6857	1.01

Average Monthly Bill using 9 CCF or 6,732 gallons

Present Rates	Proposed Rates	\$ Increase
\$54.15	\$64.51	\$10.36

A tax credit of 1.60% will be applied to all customer bills which will reduce the bill.

The Company is proposing an increase of 12.00% for Private Fire Protection for Service Area No.1 (Former New Jersey).

The Company is not proposing any increase for Public Fire Protection.

Any relief determined by the Board to be just and reasonable may be allocated by the Board to any class or classes of customers of the Company in such manner and, in such amounts or percentages, as the Board may deem appropriate. The Board may choose to impose a greater portion of the increase on any present or future class or classes, group or groups of customers, may exclude from any increase any of the foregoing, or may vary the amount of percentage increase applicable to any of the foregoing.

**PLEASE TAKE FURTHER NOTICE** that the Company may implement, subject to any refunds that may be ordered by the Board, the proposed tariff for service on and after September 1, 2021 if the Board has not finally determined a just and reasonable tariff schedule prior to that date.

**PLEASE TAKE FURTHER NOTICE** that a public hearing on the Company's petition has been scheduled for March 4, 2021 at 4:30 p.m. until 6:30 p.m. As a result of the COVID Pandemic, this public hearing will take place via Zoom. If you desire to participate in the Zoom public hearing go to website: [zoom.us/join](https://zoom.us/join) Meeting Id. 890 5286 4906 Passcode: 549859, or go to the Company's website [www.mysuezwater.com](http://www.mysuezwater.com) for a link. An Administrative Law Judge from the Office of Administrative Law will preside over the public hearing. Members of the public are invited to attend and express their views on the proposed rate increase. Such comments will be made a part of the final record in the proceeding. Written comments may be submitted to the Hon. Irene Jones, Administrative Law Judge, Office of Administrative Law, 33 Washington St, 15th Floor, Newark, New Jersey 07102 ; and/or the Hon. Aida Camacho-Welch, Secretary, Board of Public Utilities, 44 South Clinton Street, 9th Floor, Trenton, New Jersey 08625-0350. Email comments should be submitted to [board.secretary@bpu.nj.gov](mailto:board.secretary@bpu.nj.gov). Written and emailed comments will be provided the same weight as statements made at hearings. Please include OAL Docket Number PUC 10966-2020, Agency Docket Number WR20110729 in your comment letter.

The complete schedules for the proposed rates are part of the petition filed with the Board, which was served upon the Director of the Division of Rate Counsel. A notice of the filing of this proceeding was also served on the Clerk of the municipalities in the service areas of SWNJ.


Further information and copies of the petition may be obtained on the Board's website, <https://publicaccess.bpu.state.nj.us/> or on the Company's website, [www.mysuezwater.com](http://www.mysuezwater.com).

In order to encourage full participation in this opportunity for public comment, please submit any requests for special accommodations, including interpreters, at least 72 hours prior to this hearing to Stephen B. Genzer, Saul Ewing Arnstein & Lehr, LLP, phone number 973-286-6700.

SUEZ WATER NEW JERSEY  
461 From Road, Suite 400  
Paramus, NJ 07652

2/11/2021 \$598.56

980869-01



University Hospital will no longer advertise RFP's on an individual basis. All RFP's and information related to RFP's in process for University Hospital Supply Chain Management are now available and posted on the University Supply Chain Management website <http://www.uhnj.org/purchweb/>. The following RFP(s) are the new posting(s) on the University Hospital Supply Chain Management website: **ADDENDUM # 1 - RFP # UH-P21-005 INSURANCE ELIGIBILITY VERIFICATION SERVICES**

Respondents are required to comply with the requirements of N.J.S.A. 10:5-31 et. Seq. P.L. – 1975, c.127. (NJAC 17:27)

Robert Sharbaugh  
Acting Executive Director  
Supply Chain Management

2/11/2021 \$70.84

**THE PORT AUTHORITY OF NEW YORK & NEW JERSEY  
NOTICE OF AVAILABILITY and REQUEST FOR COMMENT  
Draft Environmental Assessment  
AirTrain Replacement Program  
Newark Liberty International Airport, Newark, New Jersey**

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that the Draft Environmental Assessment (EA) for the AirTrain Replacement Program at Newark Liberty International Airport is available for public review and comment online at <http://www.panynj.gov/studies-reports>.

If a member of the public is unable to access the electronic version of the Draft EA contact Kathryn Lamond at 212-435-3783. The Port Authority of New York and New Jersey (PANYNJ) will try to accommodate all reasonable requests to make the document available to the extent practicable, while maintaining consistency with social distancing guidelines and orders from the Centers for Disease Control and Prevention and the States of New York and New Jersey regarding COVID-19.

A pre-recorded presentation providing an overview of the Draft EA contents is also available for public viewing at <http://www.panynj.gov/studies-reports>.

The PANYNJ is inviting the public to submit, in writing, comments on the Draft EA prepared for the AirTrain Replacement Program. The PANYNJ is accepting comments on this Draft EA until the official comment period closes on March 12, 2021. Comments must be received 5:00 PM on March 12, 2021 in order to be considered.

Comments on this Draft EA should be emailed to [EWREA@panynj.gov](mailto:EWREA@panynj.gov) with the subject heading "EWR AIRTRAIN DRAFT EA COMMENT." Additionally, comments can be mailed to:

The Port Authority of NY & NJ  
AirTrain EWR Replacement Program  
5 Terminal A  
Newark, NJ 07114  
Attn: William Laventhal

If you have any questions on this notice, please contact Kathryn Lamond at the email address above.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

9881435-01

Thank you for reading.

You're why we print this newspaper.

Journalism matters.



**FOR IMMEDIATE RELEASE**

**February 11, 2021**

**Contact:     The Port Authority of New York and New Jersey  
                  212-435-7777**

## **DRAFT ENVIRONMENTAL ASSESSMENT RELEASED FOR AIRTRAIN REPLACEMENT AT NEWARK LIBERTY INTERNATIONAL AIRPORT**

***30-Day Public Comment Period Begins Today, February 11***

***Agency Advances AirTrain EWR, Part of Airport's Major  
Redevelopment***

The Port Authority is taking the next step toward replacement of the AirTrain at Newark Liberty International Airport with the publication today of the Draft Environmental Assessment (Draft EA) of the project and commencement of a 30-day period of public review and comment.

The Draft EA, an integral part of the AirTrain Newark Replacement Program, is required by the National Environmental Policy Act (NEPA). The Draft EA evaluates the potential environmental impacts of the project across 17 impact categories (table 1). No significant, permanent impacts were found to the categories assessed. Of the 17 impact categories assessed, the Draft EA identifies three potential, temporary impacts during construction and recommends corresponding mitigation measures (also detailed in table 1).

The Draft EA and an overview presentation are available on the [Port Authority's website](#) for public review and comment starting today, February 11, until March 12, 2021. The Federal Aviation Administration (FAA) is the lead federal review agency. The FAA will issue its findings on the final EA following the review and incorporation of public comments.

"The Draft Environmental Assessment for the new AirTrain at Newark Liberty International Airport is a critical step forward in the process of modernizing one of the busiest travel hubs in the country," said Governor Murphy. "As we look forward to our post-pandemic future, strong and reliable infrastructure at our airports is of the utmost importance, and I am glad to see this project is progressing as it has been a focal point since early in my Administration. I am grateful to our partners at the Port Authority for their commitment to improving the travel experience at New Jersey's gateway to the world."



“As Newark Liberty’s frequent travelers know, the new AirTrain can’t come soon enough. The Port Authority is committed to delivering world-class infrastructure and a 21st century customer experience that includes a new AirTrain.” said Port Authority Chairman Kevin O’Toole. “We look forward to hearing the public’s input and advancing the project through the federal environmental review process.”

“The current AirTrain Newark has reached the end of its useful life, suffering frequent breakdowns and delays. A modern best-in-class airport must have an appealing, reliable best-in-class rail mass transit link that will eliminate headaches during travel, not cause them,” said Port Authority Executive Director Rick Cotton. “This new AirTrain system at Newark Liberty will complement the Port Authority’s \$2.7 billion investment to replace Terminal A, currently underway, and serve as an important economic contributor to New Jersey and the region.”

The new AirTrain Newark will be a 2.5-mile elevated guideway train system and is a critical component of the modernization of Newark Liberty. It will replace the existing AirTrain, which opened in 1996 and is increasingly vulnerable to more frequent breakdowns and delays.

In addition, the new system will be designed to maximize customer convenience with seamless connections to other forms of transportation and provide modern wayfinding, digital tools and amenities in AirTrain stations and in vehicles. It will connect to the new 1 million square foot terminal replacing the existing Terminal A, as well as the new consolidated rental car facility.

In January 2019, Governor Phil Murphy called on the Port Authority to act quickly to fund a new AirTrain system that would meet the world-class standards of the airport’s new terminal and the needs of the region’s travelers at Newark Liberty. In October 2019 the Port Authority Board, as part of the reassessment of the agency’s 2017-2026 Capital Plan, approved new project funding for a new AirTrain Newark.

AirTrain Newark is crucial to the airport’s operation. In 2019, the line carried an average of 33,000 passengers per day, or approximately 12 million passengers per year. It provides access to the Northeast Corridor Rail Link Station and assists customers and employees transferring between air terminals, parking lots and rental car facilities.

## **A Vision for a New Newark Airport**

Newark Liberty International Airport serves as a key international gateway to the State of New Jersey, the region, and to the nation. Opened on October 1, 1928, the Airport has, over the past 90 years, played a central role in the history of aeronautical travel in the U.S. Today, the Airport continues to play a critical role in the region and the U.S. In 2019, the Airport handled 46.5 million annual air passengers.

To accommodate the future passenger growth at the airport, the Port Authority has embarked on several planned transformational capital projects, beginning in 2017 with the start of construction for a new \$2.7-billion terminal to replace the existing Terminal A, and the development of a new state-of-the-art Consolidated-Rent-a-Car Center (ConRAC), which will accommodate several rental car agencies at one convenient location. In 2019, the Port Authority added funding for planning for the potential replacement of Terminal B to its 2017-2026 Capital Plan.

*Table 1: Summary of Potential Impacts & Mitigation*

Impact Category	Potential Permanent Impacts	Potential Construction Impacts	Recommended Mitigation Measures
Air Quality	None	None	None Best management practices (BMPs) as needed
Biological Resources	None	None	None BMPs as needed
Climate	None	None	None
Coastal Resources	None	None	None
Department of Transportation, Section 4(f)	None	None	None
Farmlands	None	None	None
Hazardous Materials, Solid Waste, and Pollution Prevention	None	None	None BMPs as needed
Historic, Architectural, Archeological, and Cultural Resources	None	None	None Construction monitoring as needed
Land Use/Zoning	None	None	None
Natural Resources and Energy	None	None	None
Airborne Noise and Noise-Compatible Land Use	None	Temporary construction noise	Noise mitigation plan and other BMPs to be employed
Vibration	None	Temporary construction vibration	Vibration mitigation plan and other BMPs to be employed
Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety	None	Temporary construction vibration impacts to EJ community (Kintock Group)	Construction with potential vibration impacts limited to daytime hours. Alternate construction methods considered to avoid potential impacts. PANYNJ's Sustainable Infrastructure Guidelines applied where possible.
Traffic	None	None	None
Visual Effects	None	None	None
Water Resources	<0.1 acre of wetland	None	Avoidance and minimization plan to be employed. Compensatory mitigation is not anticipated to be required, subject to NJDEP concurrence.
Cumulative Impacts	None	None	None

# # #

*Founded in 1921, the Port Authority of New York and New Jersey builds, operates, and maintains many of the most important transportation and trade infrastructure assets in the country. The agency's network of aviation, ground, rail, and seaport facilities is among the busiest in the country, supports more than 550,000 regional jobs, and generates more than \$23 billion in annual wages and \$80 billion in annual economic activity. The Port Authority also owns and manages the 16-acre World Trade Center site, where the 1,776-foot-tall One World Trade Center is now the tallest skyscraper in the Western Hemisphere. The Port Authority receives no tax revenue from either the State of New York or New Jersey or from the City of New York. The agency raises the necessary funds for the improvement, construction or acquisition of its facilities primarily on its own credit. For more information or for updates from the Now Arriving blog, please visit <http://www.panynj.gov>.*



**From:** [Laventhal, William](#)  
**Subject:** AirTrain Replacement Program - Newark Liberty International Airport - Draft Environmental Assessment - Notice of Availability and Request for Comment  
**Date:** Thursday, February 11, 2021 4:15:44 PM

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**THE PORT AUTHORITY OF NEW YORK & NEW JERSEY  
NOTICE OF AVAILABILITY and REQUEST FOR COMMENT  
Draft Environmental Assessment  
AirTrain Replacement Program  
Newark Liberty International Airport, Newark, New Jersey**

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that the Draft Environmental Assessment (EA) for the AirTrain Replacement Program at Newark Liberty International Airport is available for public review and comment online at <https://www.panynj.gov/studies-reports>.

If a member of the public is unable to access the electronic version of the Draft EA contact Kathryn Lamond at 212-435-3783. The Port Authority of New York and New Jersey (PANYNJ) will try to accommodate all reasonable requests to make the document available to the extent practicable, while maintaining consistency with social distancing guidelines and orders from the Centers for Disease Control and Prevention and the States of New York and New Jersey regarding COVID-19.

A pre-recorded presentation providing an overview of the Draft EA contents is also available for public viewing at <https://www.panynj.gov/studies-reports>.

The PANYNJ is inviting the public to submit, in writing, comments on the Draft EA prepared for the AirTrain Replacement Program. The PANYNJ is accepting comments on this Draft EA until the official comment period closes on March 12, 2021. **Comments must be received by 5:00 PM on March 12, 2021 in order to be considered.**

Comments on this Draft EA should be emailed to [EWREA@panynj.gov](mailto:EWREA@panynj.gov) with the subject heading "EWR AIRTRAIN DRAFT EA COMMENT." Additionally, comments can be mailed to:

The Port Authority of NY & NJ  
AirTrain EWR Replacement Program  
5 Terminal A  
Newark, NJ 07114  
Attn: William Laventhal

If you have any questions on this notice, please contact Kathryn Lamond at the email address above.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

**Draft EA Public Comment Period  
Notices to be Sent by Aviation Department**

Name/Agency	Email
<b><i>Federal Agencies</i></b>	
U.S. Department of the Interior, Fish and Wildlife Service	<a href="mailto:chris_mcghee@fws.gov">chris_mcghee@fws.gov</a> <a href="mailto:carlo_popolizio@fws.gov">carlo_popolizio@fws.gov</a>
NOAA Fisheries Service, Greater Atlantic Regional Fisheries Office	<a href="mailto:karen.greene@noaa.gov">karen.greene@noaa.gov</a>
Federal Transit Administration (FTA)	<a href="mailto:Michael.Culotta@dot.gov">Michael.Culotta@dot.gov</a>
<b><i>State Agencies</i></b>	
NJ Department of Environmental Protection (NJDEP) Office of Permit and Project Navigation	<a href="mailto:Ruth.Foster@dep.nj.gov">Ruth.Foster@dep.nj.gov</a>
NJDEP Office of Natural Lands Management (NHP)	<a href="mailto:Natlands@dep.nj.gov">Natlands@dep.nj.gov</a>
NJDEP Bureau of Tidelands Management	<a href="mailto:Randy.Bearce@dep.nj.gov">Randy.Bearce@dep.nj.gov</a>
NJDEP State Historic Preservation Office	<a href="mailto:Vincent.Maresca@dep.nj.gov">Vincent.Maresca@dep.nj.gov</a> <a href="mailto:Lindsay.Thivierge@dep.nj.gov">Lindsay.Thivierge@dep.nj.gov</a>
NJDEP Bureau of Inland Regulation	<a href="mailto:vincent.mazzei@dep.nj.gov">vincent.mazzei@dep.nj.gov</a>
Archaeological Society of NJ	<a href="mailto:Gregory.Lattanzi@sos.nj.gov">Gregory.Lattanzi@sos.nj.gov</a>
NJ Department of Transportation (NJDOT)	<a href="mailto:Diane.scaccetti@dot.nj.gov">Diane.scaccetti@dot.nj.gov</a> <a href="mailto:Jay.jimenez@dot.nj.gov">Jay.jimenez@dot.nj.gov</a>
<b><i>County / Regional Offices</i></b>	
Essex County Executive	<a href="mailto:joedi@admin.essexcountynj.org">joedi@admin.essexcountynj.org</a>
Essex County Board of County Commissioners – President / Chairman	<a href="mailto:wrichardson@Commissioners.essexcountynj.org">wrichardson@Commissioners.essexcountynj.org</a>
Union County Board of County Commissioners – President / Chairman	<a href="mailto:amirabella@ucnj.org">amirabella@ucnj.org</a>
Union County Office of the County Manager	<a href="mailto:eoatman@ucnj.org">eoatman@ucnj.org</a>
Union County Office of Cultural and Heritage Affairs	<a href="mailto:kkakalettris@ucnj.org">kkakalettris@ucnj.org</a>
North Jersey Transportation Planning Authority	<a href="mailto:mameen@njtpa.org">mameen@njtpa.org</a>
<b><i>City Contacts and Emergency Services</i></b>	
Honorable Mayor Ras J. Baraka City of Newark	<a href="mailto:taylor@ci.newark.nj.us">taylor@ci.newark.nj.us</a> <a href="mailto:rogersn@ci.newark.nj.us">rogersn@ci.newark.nj.us</a> <a href="mailto:ladda@ci.newark.nj.us">ladda@ci.newark.nj.us</a>
Eric S. Pennington, Business Administrator City of Newark	<a href="mailto:penningtone@ci.newark.nj.us">penningtone@ci.newark.nj.us</a>
Christopher A. Watson City Planning Officer Department of Economic and Housing Development Office of Boards and Commissions, Planning and Zoning Division City of Newark	<a href="mailto:watsonch@ci.newark.nj.us">watsonch@ci.newark.nj.us</a>
Newark Landmarks and Historic Preservation Commission	<a href="mailto:Taylorlork@ci.newark.nj.us">Taylorlork@ci.newark.nj.us</a> <a href="mailto:Richard.partyka@gmail.com">Richard.partyka@gmail.com</a>
Newark Preservation and Landmarks Committee	<a href="mailto:nplc@live.com">nplc@live.com</a> ; <a href="mailto:Newarkpreservation@gmail.com">Newarkpreservation@gmail.com</a>



Honorable J. Christian Bollwage, Mayor City of Elizabeth Bridget Anderson, Business Administrator	<a href="mailto:cbollwage@elizabethnj.org">cbollwage@elizabethnj.org</a> <a href="mailto:banderson@elizabethnj.org">banderson@elizabethnj.org</a>
<b><i>Other Stakeholders</i></b>	
Conrail	<a href="mailto:Ryan.Hill@Conrail.Com">Ryan.Hill@Conrail.Com</a> <a href="mailto:Alexandra.Baginski@Conrail.com">Alexandra.Baginski@Conrail.com</a>
Amtrak	<a href="mailto:Paula.Retzler@amtrak.com">Paula.Retzler@amtrak.com</a> <a href="mailto:Michael.Kolonauski@amtrak.com">Michael.Kolonauski@amtrak.com</a>
NJ TRANSIT	<a href="mailto:RPalladino@njtransit.com">RPalladino@njtransit.com</a>
<b><i>Adjacent Property Owners / Tenants</i></b>	
Holiday Inn	<a href="mailto:jay@regalhospitalityinc.com">jay@regalhospitalityinc.com</a>
Anheuser-Busch	<a href="mailto:Daniel.Olson@anheuser-busch.com">Daniel.Olson@anheuser-busch.com</a> <a href="mailto:jerrie.plegge@anheuser-busch.com">jerrie.plegge@anheuser-busch.com</a>
Hartz Mountain	<a href="mailto:James.Rhatican@HartzMountain.com">James.Rhatican@HartzMountain.com</a> <a href="mailto:Phil.Patton@HartzMountain.com">Phil.Patton@HartzMountain.com</a>
Kintock	<a href="mailto:gregory.bartkowski@kintock.org">gregory.bartkowski@kintock.org</a>
Marriott	<a href="mailto:John.Magnifico@marriott.com">John.Magnifico@marriott.com</a>
<b><i>Airport Stakeholders</i></b>	
EWR ATCT	<a href="mailto:Michael.Porcello@faa.gov">Michael.Porcello@faa.gov</a>
FAA	<a href="mailto:Edward.Knoesel@faa.gov">Edward.Knoesel@faa.gov</a>

# Newark Liberty International Airport AirTrain Replacement Program

Draft Environmental Assessment

February 11, 2021



**NEPA**



**FAA**

**PUBLIC COMMENTS ARE TO  
BE RECEIVED BY 5:00 PM ON  
MARCH 12, 2021.**

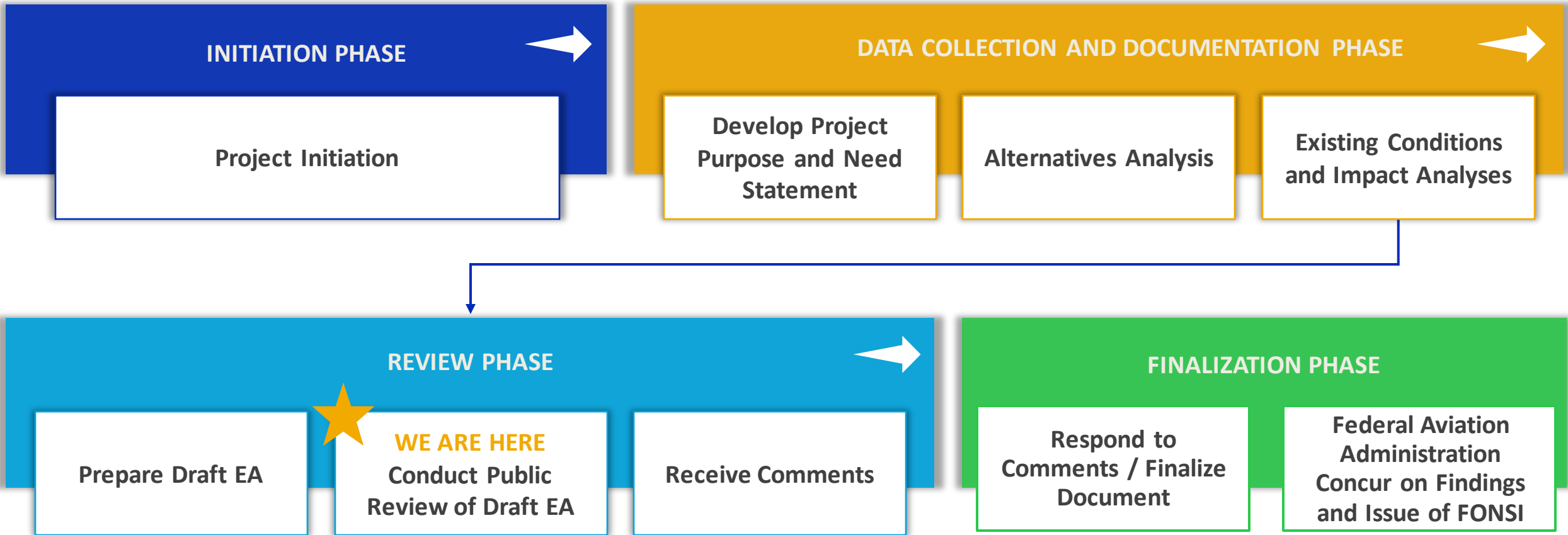
**[WWW.PANYNJ.GOV/STUDIES-REPORTS](http://WWW.PANYNJ.GOV/STUDIES-REPORTS)**



# National Environmental Policy Act (NEPA)

## Environmental Assessment (EA) Process

*NEPA is a federal process required to assess the environmental effects of proposed actions prior to making decisions.*



# NEPA EA Overview

## What is an Environmental Assessment (EA)?

*The EA evaluates whether (or not) a federal action has the potential to cause significant environmental impacts.*

### Included in an EA:

- Purpose of and need for the proposed project;
- Alternatives considered;
- Environmental impacts of the No Action and Proposed Action alternatives; and
- A listing of agencies and persons consulted

### EA findings can result in two conclusions:

- Finding of No Significant Impact (FONSI); or
- An Environmental Impact Statement (EIS) when significant impacts are identified and mitigation measures are unable to reduce the impact(s) below significant levels

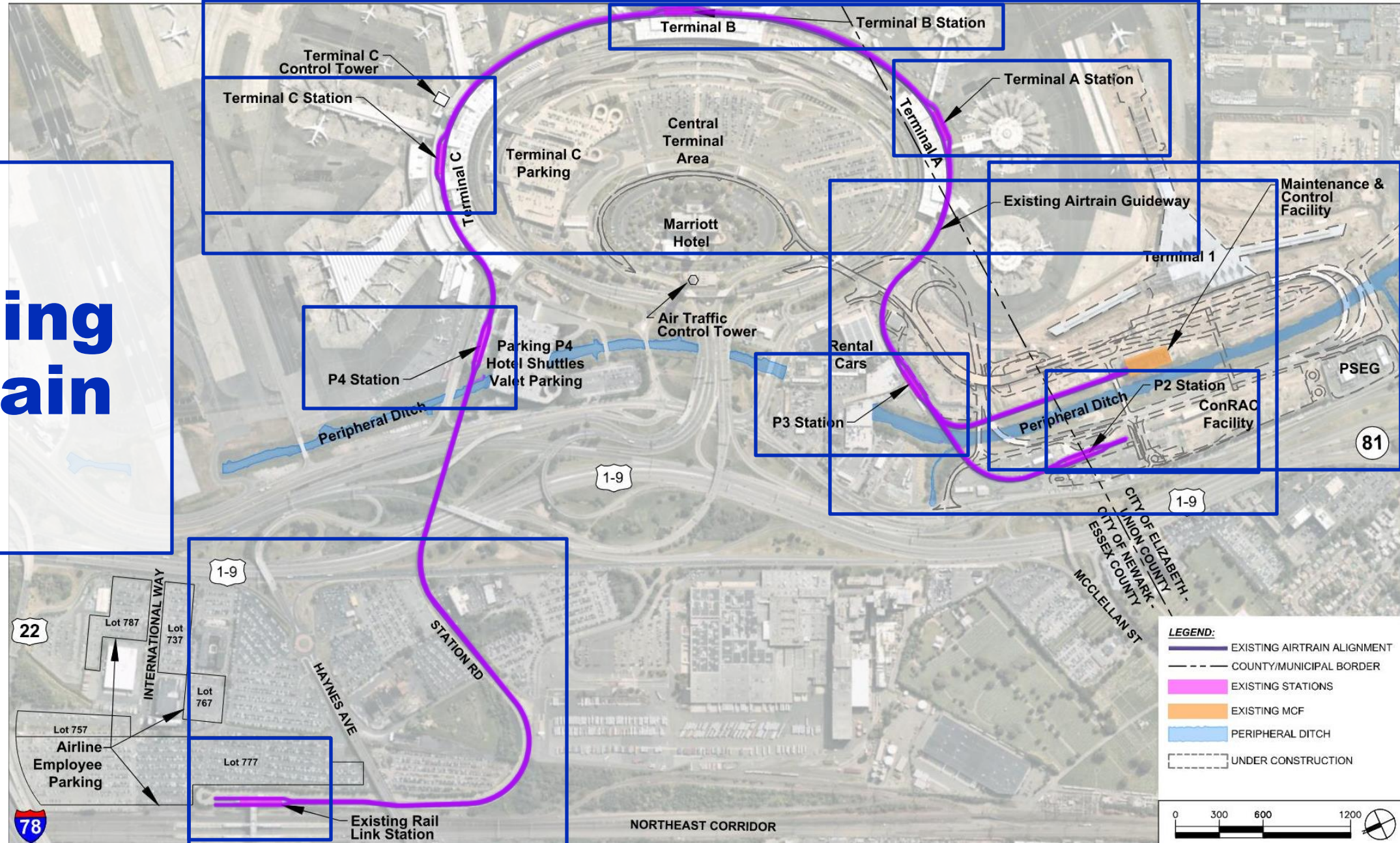




# NEPA Environmental Impact Categories

- Air Quality
- Biological Resources  
(*Vegetation and Wildlife*)
- Climate
- Coastal Resources
- U.S. Department of Transportation  
Act Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste  
and Pollution Prevention
- Historical, Architectural, Archaeological,  
and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Vibration
- Socioeconomics, Environmental Justice,  
and Children's Environmental Health and  
Safety Risks
- Traffic
- Visual Resources
- Water Resources (*Wetlands, Floodplains,  
Surface Waters, Groundwater, Wild and  
Scenic Rivers*)
- Cumulative Impacts

# Existing AirTrain





# Existing AirTrain

## Quick Facts

### Description of Existing System

- Fully automated, driverless, rubber-tired system on a 3-mile long, elevated guideway
- Opened in 1996, serving the passenger terminals and surrounding parking areas
- Extended in 2001 to the Rail Link Station to provide a connection to Amtrak and NJ TRANSIT

### Reliability/Maintenance Challenges

- Uses outdated technology that is no longer manufactured and has reached the end of its useful life
- Frequent breakdowns affect service and cause travel delays
- Increased repair and maintenance costs due to custom parts needed for outdated equipment

### Ridership

- In 2019, demand for AirTrain during peak periods and on peak travel days exceeded its capacity

# Purpose and Need



Provide airport users with reliable, world-class rail service



Accommodate existing and future ridership demand at an improved level of service



Provide a rail system that preserves airport land for highest and best use while minimizing disruptions to existing operations



# Purpose and Need

## Goals and Objectives



**Provide airport users with reliable, world-class rail service**

- Reduce travel delays and improve system reliability
- Provide larger cars with improved boarding / alighting and enhanced rider experience



**Accommodate existing and future ridership demand at an improved level of service**

- Capacity to exceed 2,000 pphpd (*passengers per hour per direction*); expandable to 3,300 pphpd
- Provide similar or improved connections to terminals, ConRAC and other landside facilities
- Maintain level of connectivity to NJ Transit/Amtrak
- Improve passenger flow through the stations



**Provide a rail system that preserves airport land for highest and best use while minimizing disruptions to existing operations**

- Preserve airport land for highest and best use
- Minimize disruption to airport operations resulting from demolition and other construction impacts
- Minimize loss of public parking capacity and parking revenue from permanent loss of on-airport parking

# Proposed Action

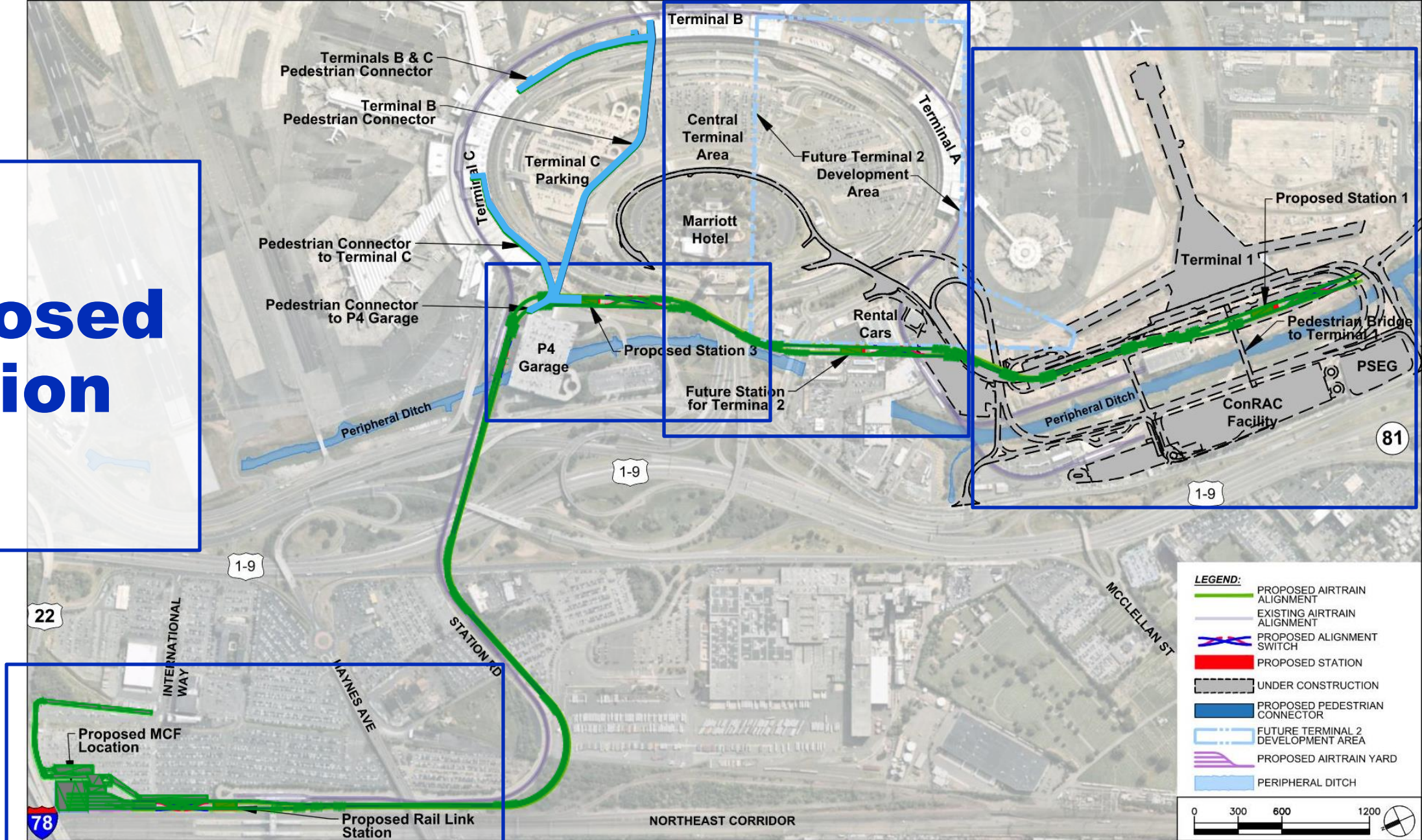
## Major Components

### New Guideway, Stations, and Maintenance Control Facility (MCF), Partial Demolition of the Old System

- Construction of :
  - Elevated guideway  
*(approximately 2.5 miles)*
  - Two new proposed stations
  - Expansion of existing Rail Link Station
  - New MCF, substations and supporting infrastructure
  - Pedestrian connectors to terminals
- Acquisition of property *(approximately 26 acres of temporary construction easements, inclusive of **12 acres of permanent acquisition**, lease, or easement of private property adjacent to northern segment of guideway)*
- Partial demolition of existing AirTrain and demolition of existing MCF



# Proposed Action



# Project Construction

## Proposed Action Construction Activities & Impacts on Facilities & Services

### Work will include:

- Construction of the proposed AirTrain
- Establishment of temporary construction staging areas
- Partial demolition of existing AirTrain

**Existing AirTrain will continue to operate during construction with limited closures as needed**

**No changes to flight procedures or airport operations**

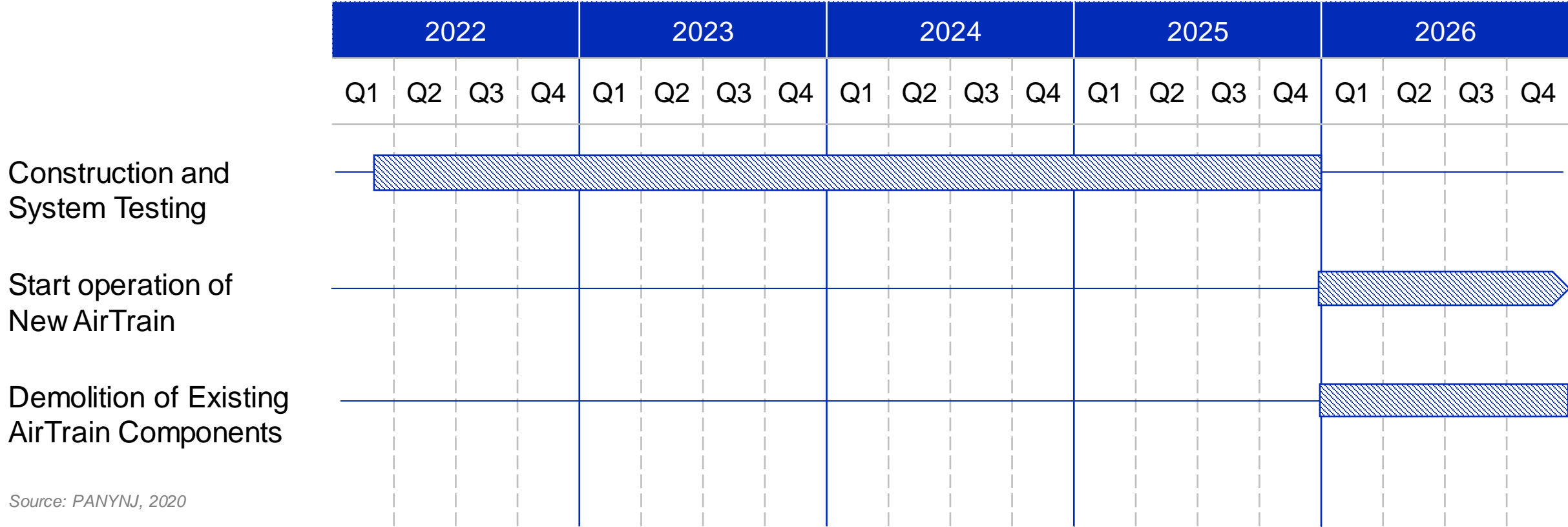
### The following facilities and services are assumed to be temporarily impacted during construction:

- Temporary closure of the car wash and a limited number of customer parking spaces at the on-airport gas station
- Temporary relocation of valet parking operation at P4 Garage to the P3 Parking Lot or to Terminal A Short-Term Parking



# Project Construction

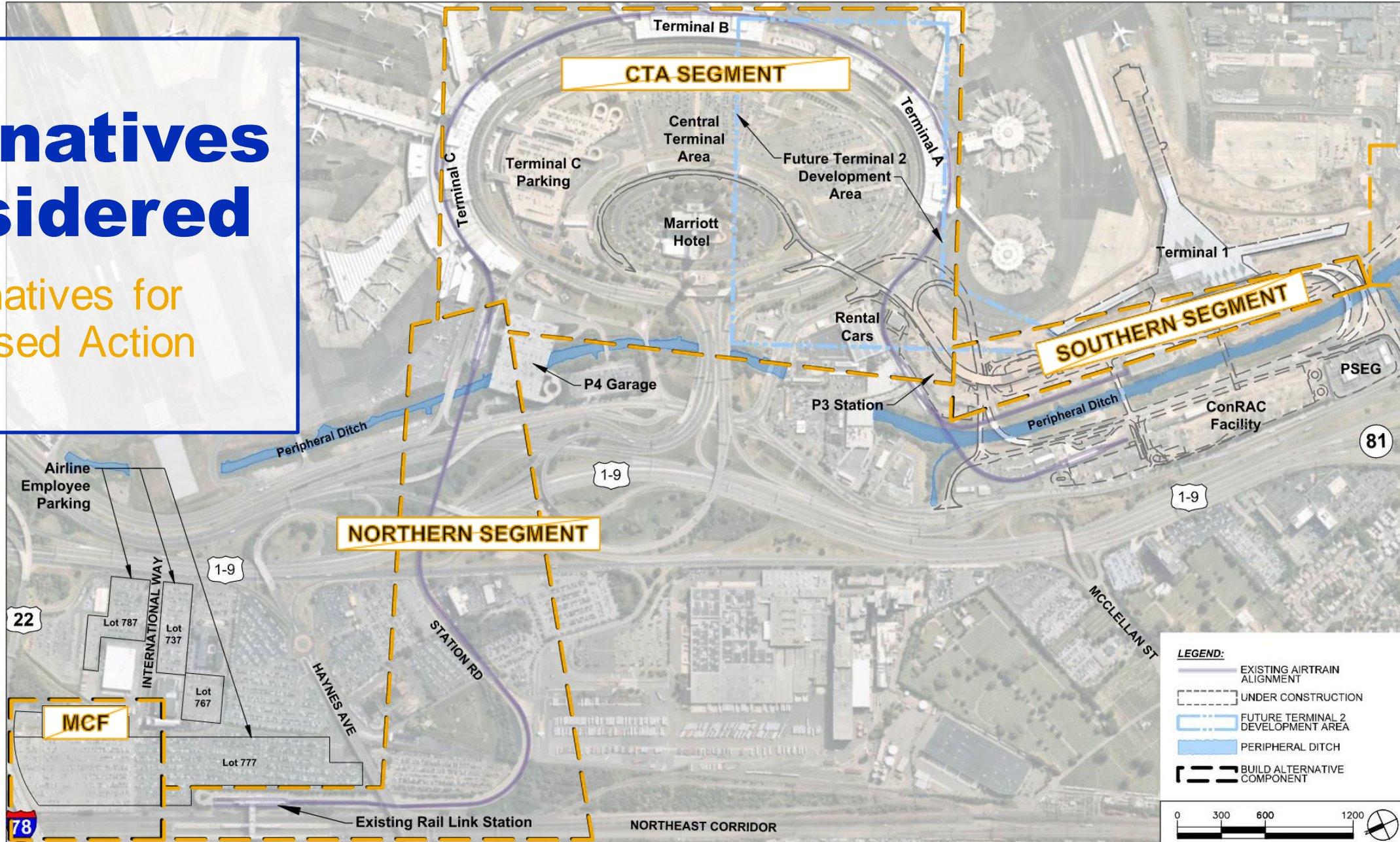
## Proposed Action Timeline



# Alternatives Considered

## Alternatives for Proposed Action

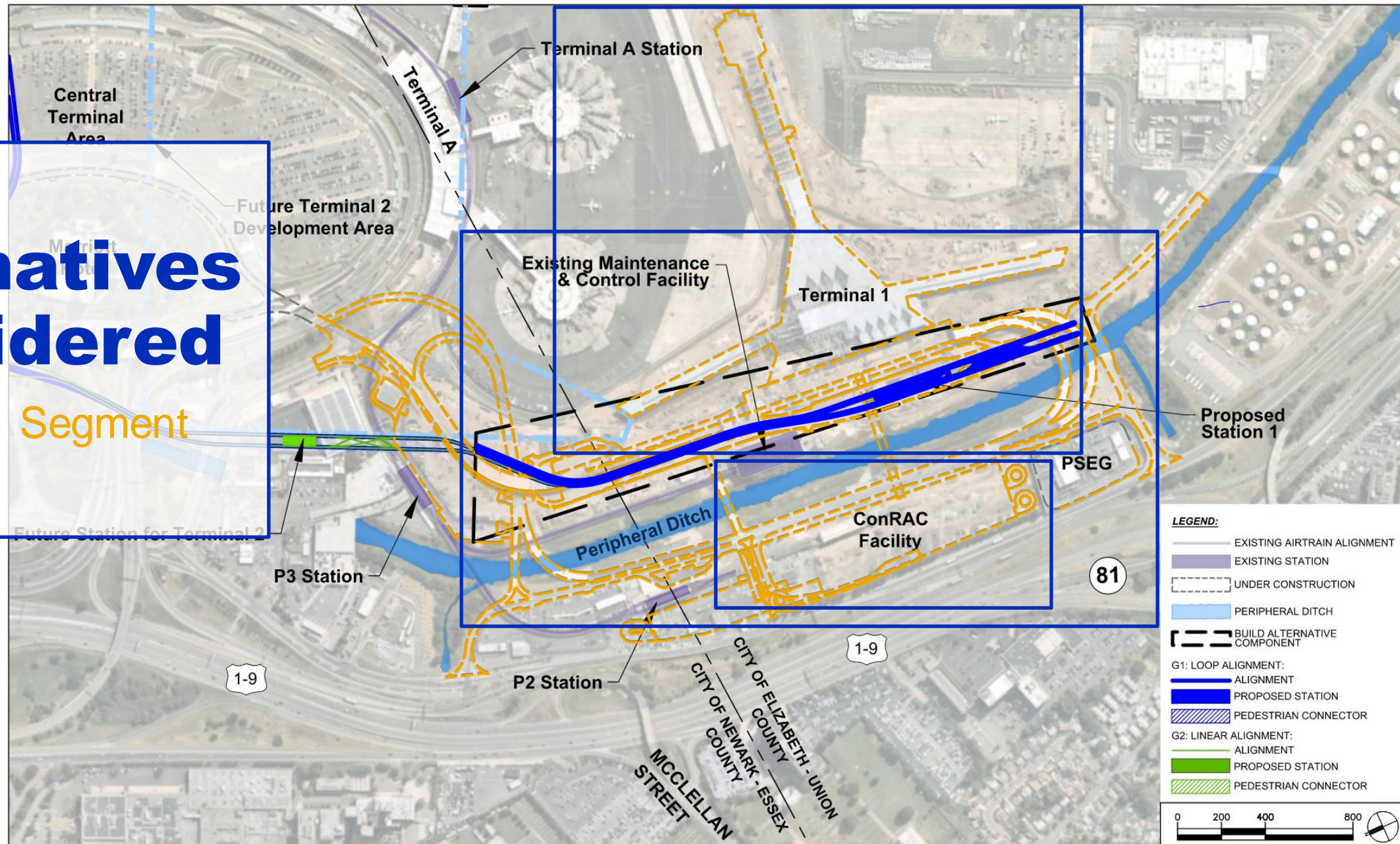
- Southern Segment
- CTA Segment (Loop vs. Linear)
- Northern Segment (NEC1 vs. NEC2)
- MCF (MCF1 vs. MCF2)





# Alternatives Considered

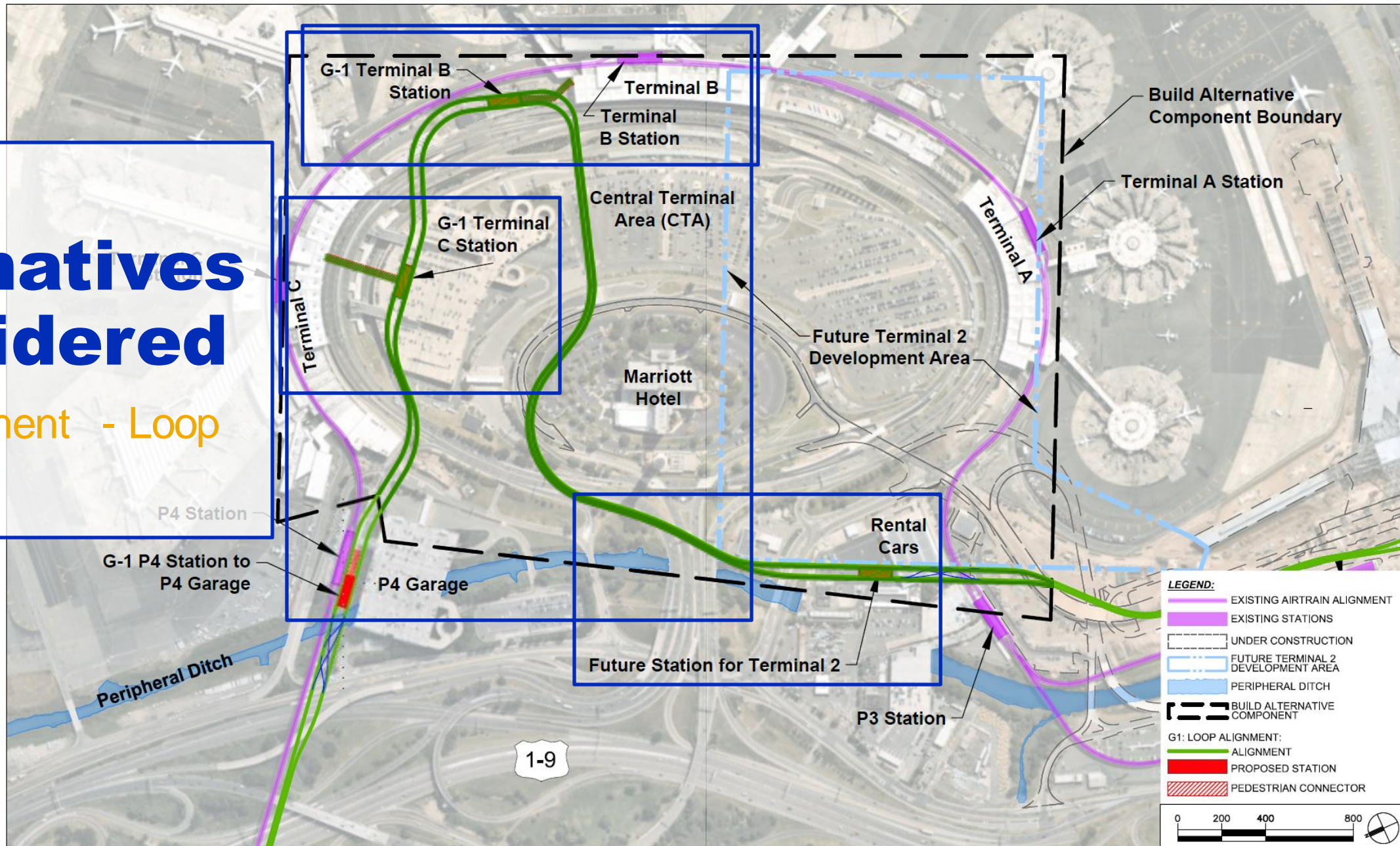
## Southern Segment





# Alternatives Considered

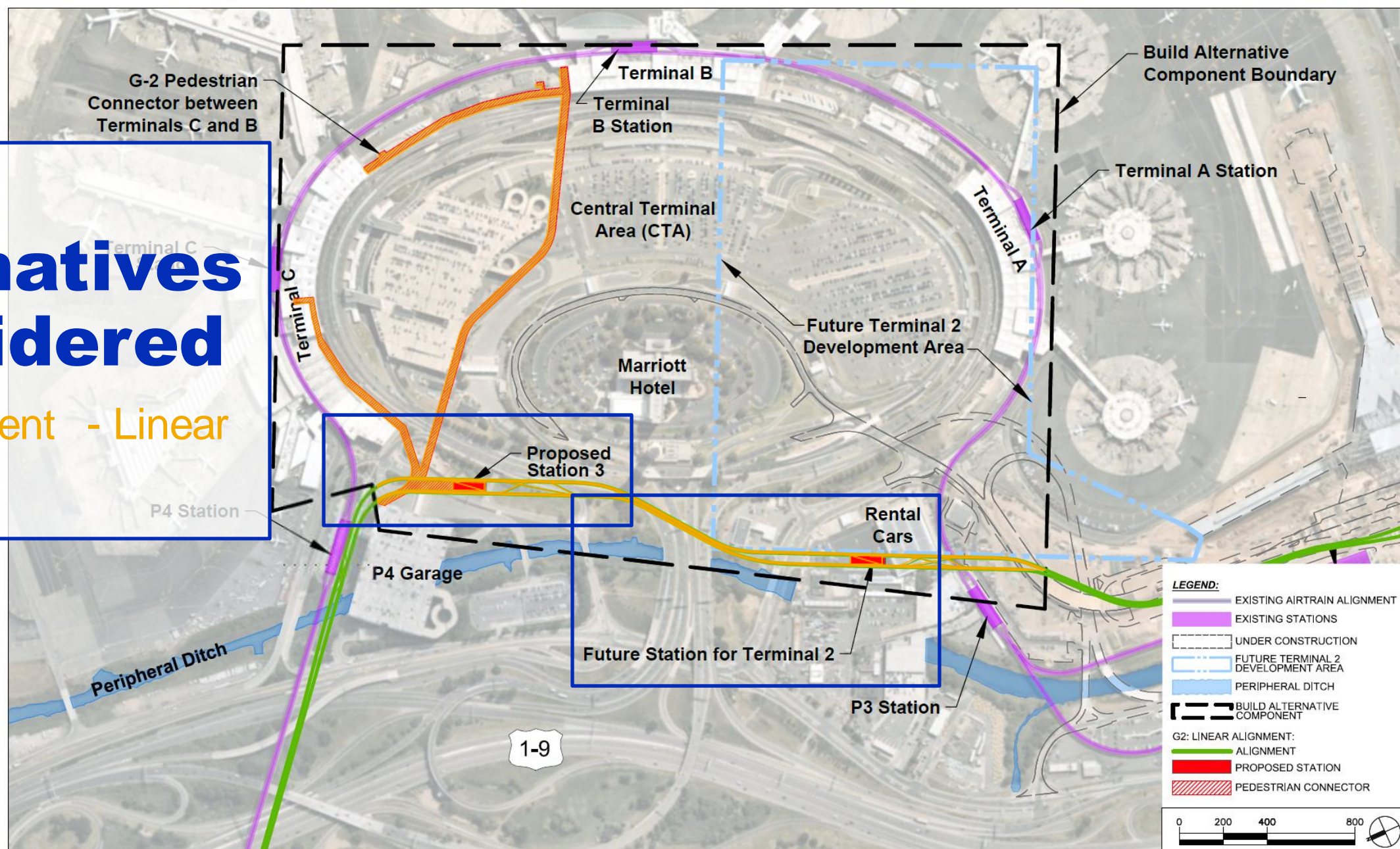
## CTA Segment - Loop





# Alternatives Considered

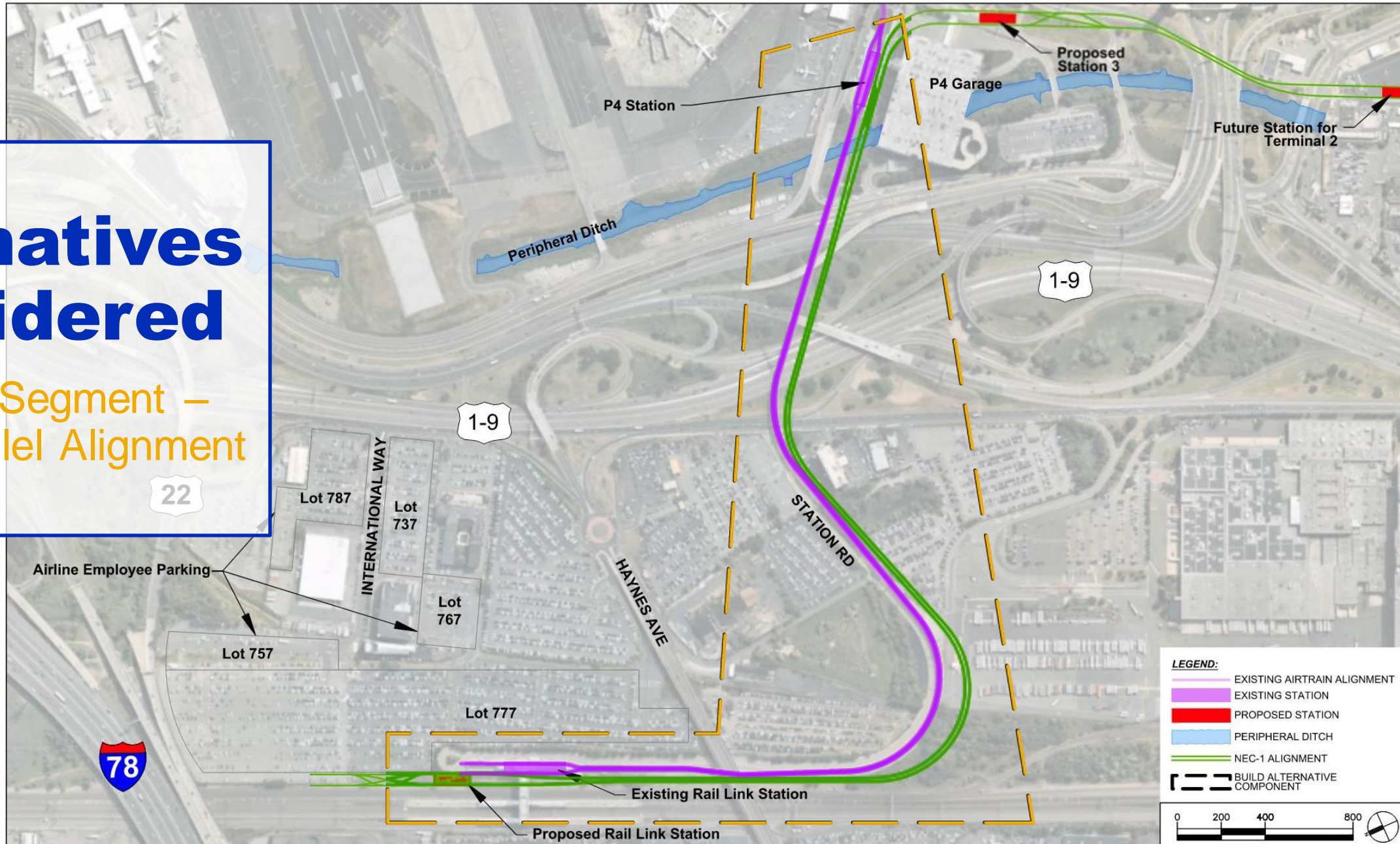
CTA Segment - Linear





# Alternatives Considered

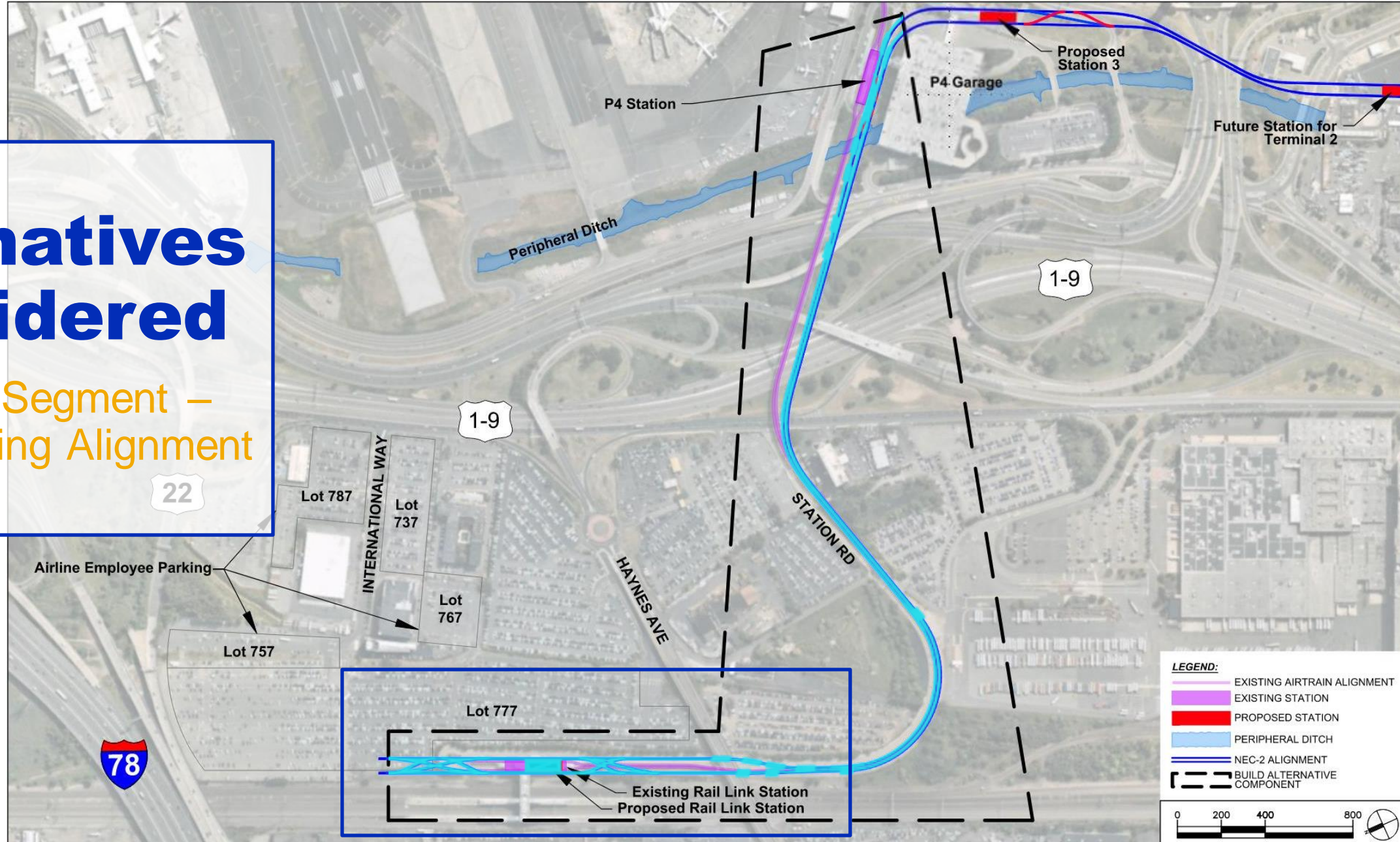
Northern Segment –  
NEC1 Parallel Alignment





# Alternatives Considered

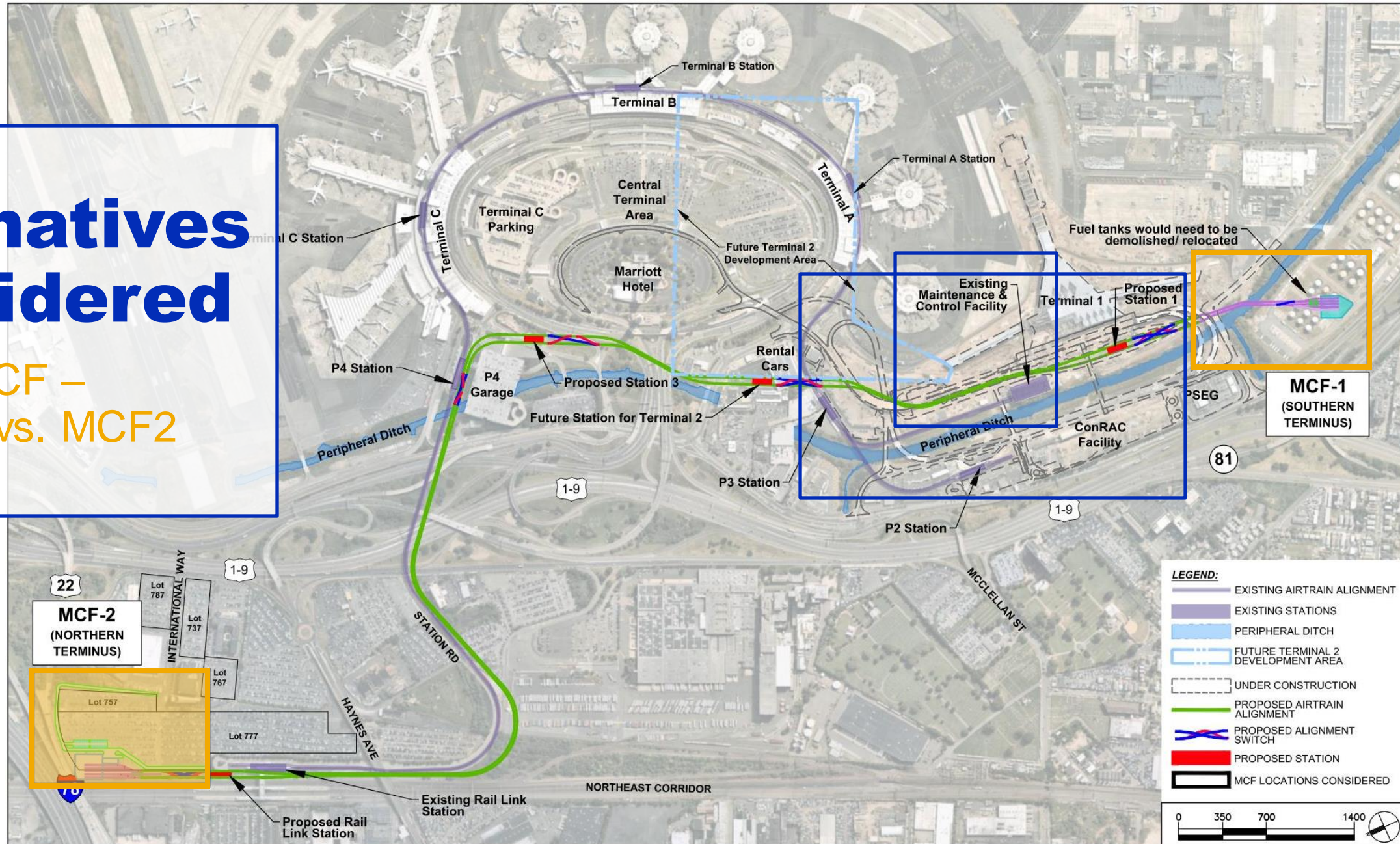
Northern Segment –  
NEC2 Existing Alignment





# Alternatives Considered

MCF –  
MCF1 vs. MCF2





# Screening Criteria

☒ Meets Criteria
 ☐ Does Not Meet Criteria
 ☐ Not Applicable

Screening Criteria	G-1 Loop Alignment (approximately 2.9 miles)	G-2 Linear Alignment (approximately 2.4 miles)	NEC-1 Parallel Alignment	NEC-2 Existing Alignment	MCF-1 Southern Terminus	MCF-2 Northern Terminus
Reduces travel delays and improve system reliability	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provides larger cars with improved boarding/a lighting and enhanced rider experience	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>
Capacity to exceed 2,000 pphpd ( <i>passengers per hour per direction</i> ); expandable to 3,300 pphpd	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provides similar or improved connections to terminals, ConRAC and other landside facilities	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintains level of connectivity to NEC ( <i>NJ Transit / Amtrak</i> )	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improves passenger flow through the stations	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>
Preserve airport land for highest and best use	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Minimizes disruption to airport operations resulting from demolition and other construction impacts	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Minimizes loss of public parking capacity and parking revenue from permanent loss of on-airport vehicle parking spaces	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Purpose and need met, retain for further analysis	NO	YES	YES	NO	NO	YES

# Proposed Action

Combines Each Segment's Preferred Alternative

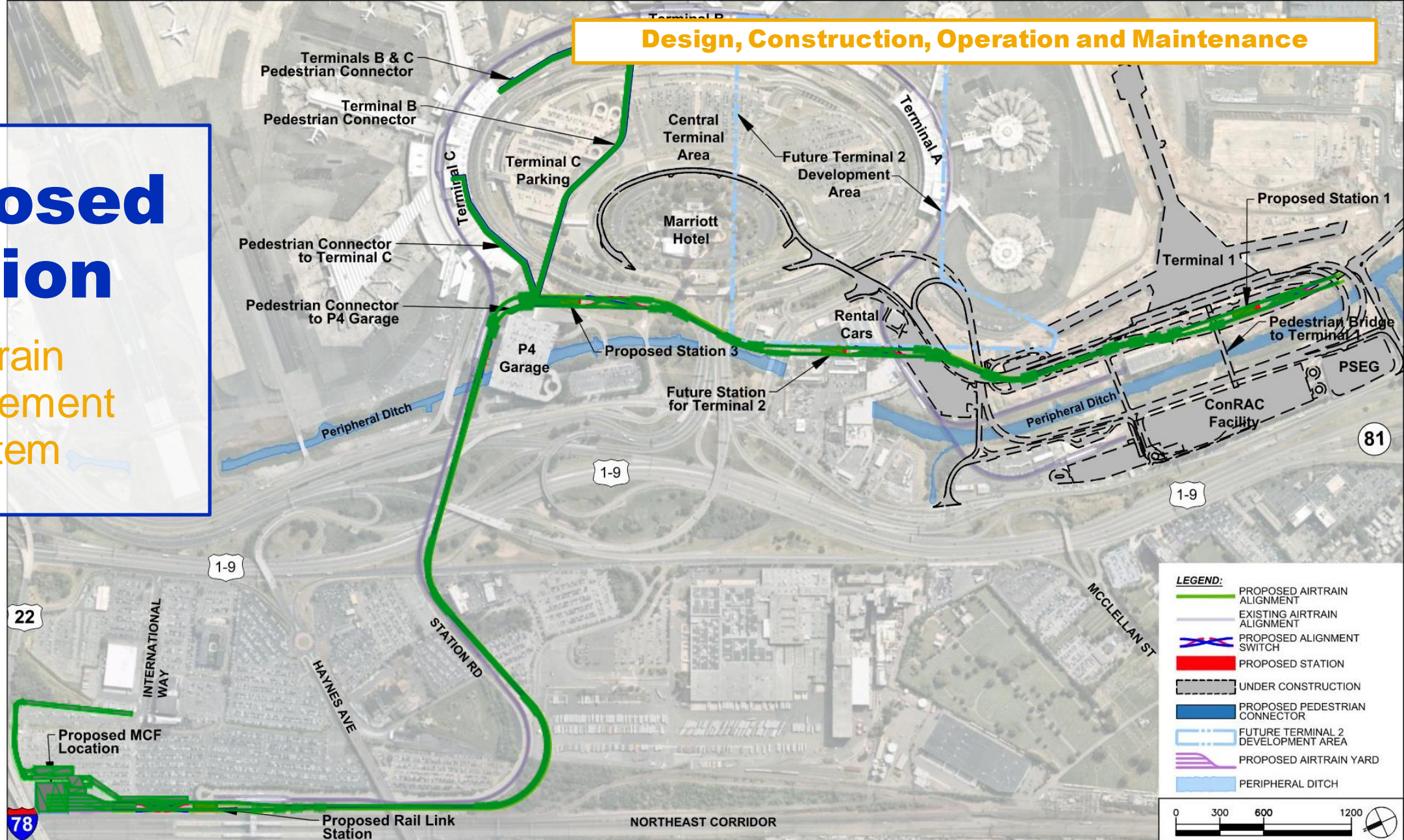




# Proposed Action

## AirTrain Replacement System

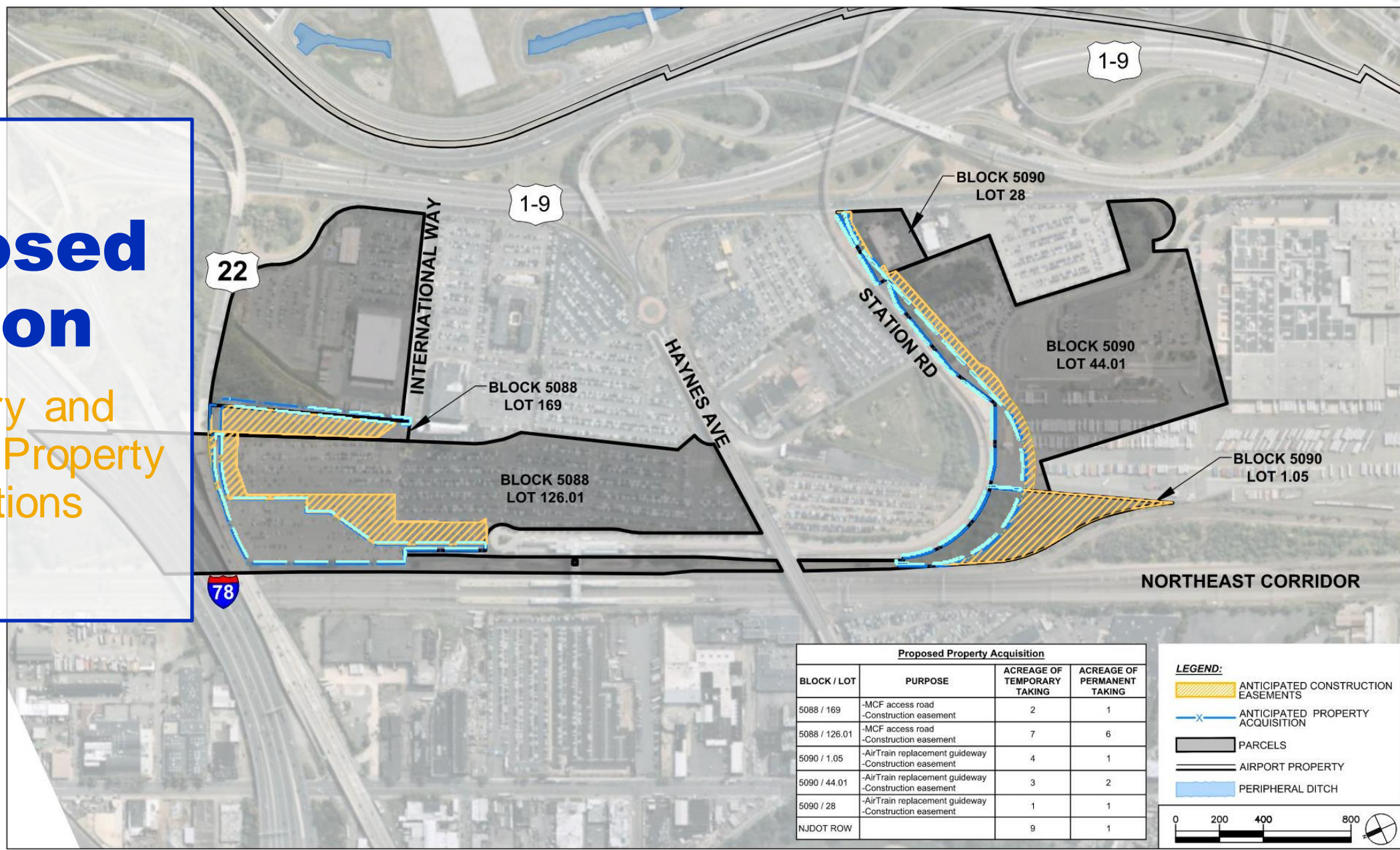
### Design, Construction, Operation and Maintenance





# Proposed Action

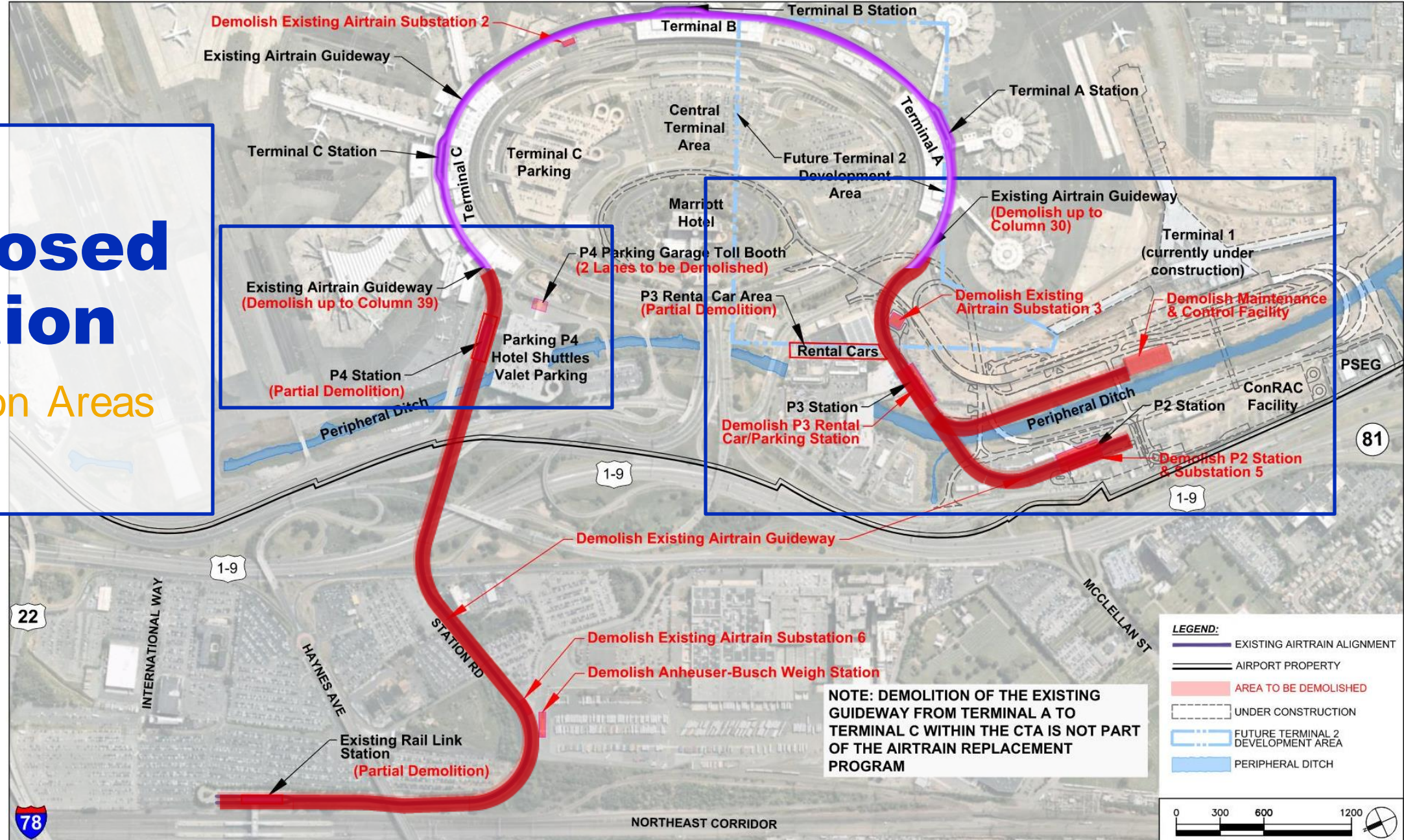
Temporary and Permanent Property Acquisitions





# Proposed Action

## Demolition Areas



# Resource Categories Considered In the EA

The EA assessed the potential impacts of the Proposed Action on the following resource categories:

- Air Quality
- Biological Resources
- Climate
- Department of Transportation 4(f)
- Hazardous Materials, Solid Waste and Pollution Prevention
- Historic Architectural, Archeological and Cultural Resources
- Natural Resources & Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomic, Environmental Justice and Children's Environmental Health and Safety Risk
- Traffic
- Water Resources
- Cumulative

**Due to the Proposed Action's characteristics and the location of the airport, the following five resource categories are not applicable to this analysis:**

- Coastal Resources
- Farmlands
- Wild and Scenic Rivers
- Visual Resources
- Land Use



# Air Quality

## No Significant Impacts

### What was evaluated?

- As required by NEPA, emissions of all criteria pollutants during operations and during construction from the proposed action were evaluated

### Results

- No significant impact on air quality because total emissions during operations and during construction were determined to be below applicable thresholds established by the USEPA (known as *de minimis* thresholds)

Proposed Action Alternative Net Emissions\* by Year (tons/year)

Year	CO	NOx	VOC	SO <sub>2</sub>	PM <sub>2.5</sub>	PM <sub>10</sub>
2022	14.57	21.70	1.97	0.22	2.92	20.56
2023	20.38	30.56	2.67	0.32	3.38	21.40
2024	2.20	3.42	0.29	0.03	0.77	6.17
2025	0.00	0.00	0.00	0.00	0.00	0.00
2026	-0.18	-0.72	-0.05	0.00	0.14	1.98
2031	-0.42	-1.09	-0.07	-0.01	-0.04	-0.20
De Minimis Thresholds	100	50	50	100	100	100

Source: Air Quality Technical Report, Paul Carpenter Associates, Inc. (2020)

\*The annual net difference in emissions resulting from the project was calculated by subtracting total operational and construction-related emissions of the No Action Alternative from the Proposed Action Alternative for each calendar year.

# Biological Resources - Fish, Wildlife and Plants

## No Significant Impacts

### What was measured?

- Biological resources found within the Study Area were evaluated

### Results

- No significant impact to biological resources are anticipated
- The existing Newark Liberty International Airport Wildlife Hazard Management Plan (WHMP) minimizes wildlife hazards



#### **Vegetation**

*small, isolated patches,  
with no impacts*



#### **Wildlife/Habitat**

*low-quality habitat  
with no impacts*



#### **Threatened / Endangered Species**

*no federally listed  
species found in  
the Study Area*



# Climate

## No Mitigation Required

### CO<sub>2</sub> Emissions by Year (metric tons/year)

Source	2022	2023	2024	2025 <sup>1</sup>	2026 <sup>2,3</sup>	2031
No Action Operational - Supplemental Busing	345	372	428	454	509	669
Proposed Action - Operational - Supplemental Busing <sup>3</sup>	345	372	428	454	42	0
<b>Net Operational Emissions (Proposed Action – No Action)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-467</b>	<b>-669</b>
Construction (Off-Road Equipment Emissions)	21,001	30,775	3,283	0	302	0
Construction (On-Road Vehicle Emissions)	6,963	9,940	1,026	0	156	0
<b>Total Project Emissions (Net Operational Emissions and Construction Emissions)</b>	<b>27,964</b>	<b>40,715</b>	<b>4,309</b>	<b>0</b>	<b>-9</b>	<b>-669</b>

1 – Proposed AirTrain testing and substantial completion expected on December 25, 2025

2 – Demolition of existing AirTrain

3 – Assessment based on proposed AirTrain commencing January 30, 2026

Source: Air Quality Technical Report, Paul Carpenter Associates, Inc. (2020)

### What was measured?

- The FAA's *Air Quality Handbook* indicates that greenhouse gases (GHGs) are linked to an increase in the earth's average temperature by means of a phenomenon called the "greenhouse effect". If a project has the potential to cause a foreseeable increase in GHG emissions the increase should be quantified and disclosed. Therefore, GHGs during construction and operation were assessed.

### Results

*The Proposed Action will:*

- Reduce GHGs by reducing the need for supplemental busing to transport passengers once operational
- Cause a temporary increase in CO<sub>2</sub> emissions due to construction activity and the supplemental busing which will be required.
- Have no significant impact to climate

# U.S. Department of Transportation Section 4(f)

## No Mitigation Required

### What was measured?

- Under Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966, projects that receive funding or approval by any USDOT agency must avoid impacts to Section 4 (f) properties. Section 4(f) properties include parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public; publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public; and historic sites of national, state, or local significance in public or private ownership regardless of whether they are open to the public.
- Potential impacts on historic sites. No publicly owned parks, recreational areas or wildlife and waterfowl refuges are located within the Study Area.

### Results

- The Proposed Action will not result in a significant impact to Section 4(f) resources



**Parks / Recreation**  
*not applicable*



**Historic Architectural Sites**  
*three historic architectural properties and two historic buildings were identified; no impact to these resources*



**Archeological and Cultural Resource Sites**  
*no archaeological sites of significance*



# Hazardous Materials, Solid Waste, Pollution Prevention

## No Mitigation Required

### What was measured?

- Projected levels of hazardous / pollution-causing materials and solid waste

### Results

- The Proposed Action would not have a significant adverse impact on hazardous materials, solid waste or pollution prevention.
- Solid waste generated from operation of the proposed AirTrain will be similar to the solid waste from existing AirTrain.
- During construction and demolition, solid waste would be generated by site clearing, existing AirTrain infrastructure demolition, and other construction activities.
- The Proposed Action will, where feasible and appropriate, implement PANYNJ's *Sustainable Building Guidelines* and in accordance with the Union County Solid Waste Management Plan, the Essex County, Solid Waste Management Plan, and with New Jersey's Solid Waste Management Act (N.J.S.A 13:1 E-1).



# Historic Architectural, Archaeological and Cultural Resources

## No Mitigation Required

### What was measured?

- Any historic architectural, archaeological or cultural resources that would be adversely affected by the Proposed Action

### Results

- A Historic Architectural Sites Survey and Effects Assessment did not identify any architectural historic resources that would be adversely affected
- Archaeological surveys did not identify any significant presence of historic archaeological resources
- A Cultural Resource Survey indicated the protection of the adjacent Newark City Cemetery should be ensured, both as it is currently configured and in its pre-1903 extent. The project will not encroach on the cemetery and a sufficient buffer will be preserved throughout construction
- No mitigations required; construction monitoring will be conducted if anything of significance found.



# Natural Resources and Energy Supply

## No Mitigation Required

### What was measured?

- The potential impact of the Proposed Action on energy consumption and demand on natural resources

### Results

- No significant impact related to natural resources and energy supply is anticipated. The system will be powered by electricity and there is sufficient capacity to meet demand. Natural gas will be used at stations and MCF for heating purposes.
- Expanded station size could minimally increase energy consumption but would not exceed increased fuel consumption from busing added as part of the No Action Alternative
- An increased demand for construction materials would occur during construction but would not deplete supplies
- There is not a significant difference for power consumption for the AirTrain among the various technologies. Therefore, the impacts to this category would generally remain the same regardless of which technology is selected.



# Noise and Noise Compatible Land Use

No Operational Impacts | Comprehensive Mitigation for Temporary Construction Impacts

## What was evaluated?

- Potential impacts of noise and vibration in the Study Areas

## How was it evaluated?

- Airborne and ground-borne noise and vibration sources were assessed using guidelines from Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment*
- For noise analysis, the Steel Wheel APM technology was used for quantifying environmental impacts as it has the potential to be the noisiest technology among the three AirTrain technologies under consideration. Even with steel wheel technology, noise level increases were predicted to be at or below Federal Transit Administration (FTA) allowable noise level increases to preclude noise impact.



## Airborne Noise

*distance-based evaluations based on FTA guidelines*



## Ground-borne Noise and Vibration

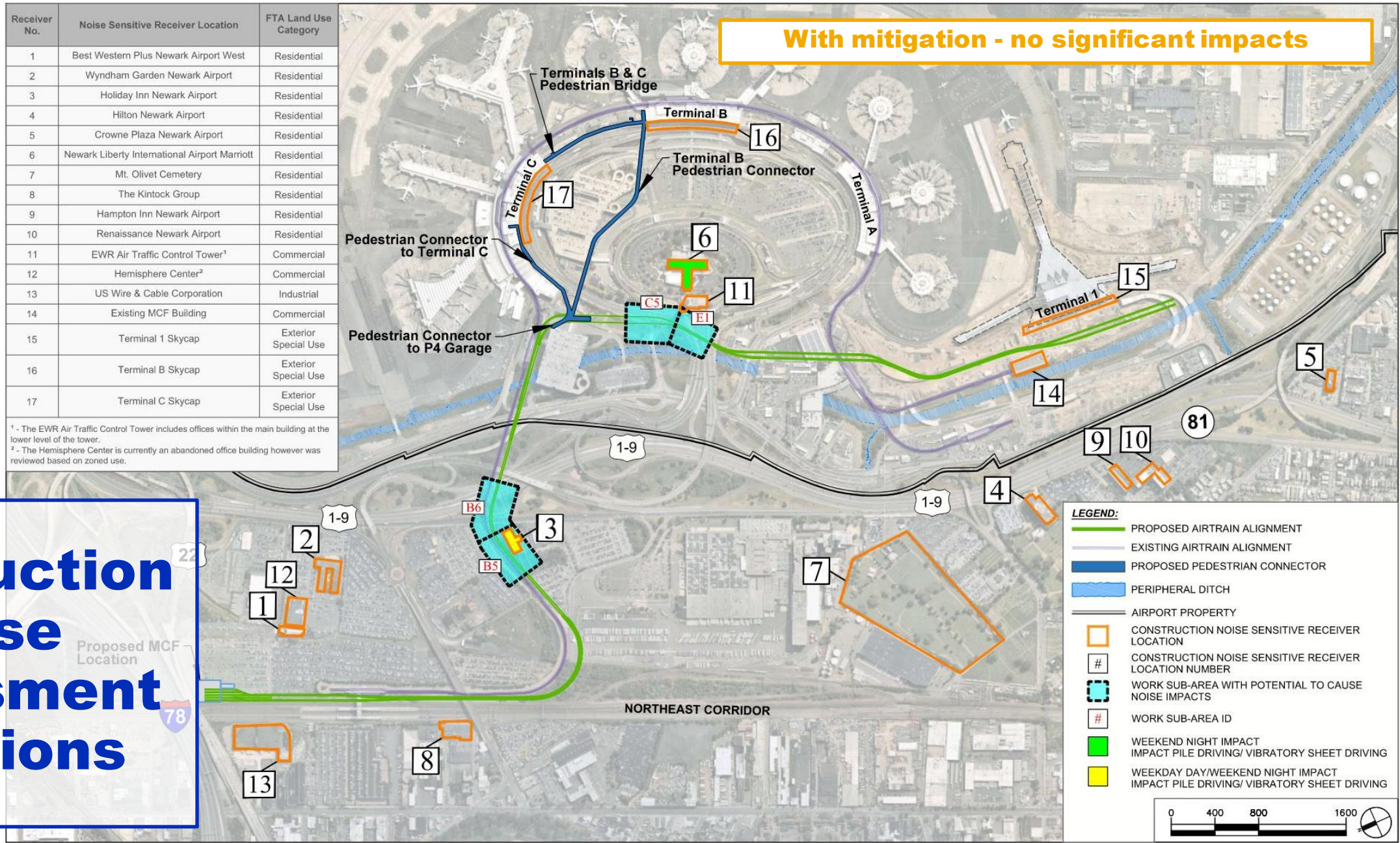
*evaluations based on land-use-dependent screening distances*

**No Significant Impacts with Mitigation**



Receiver No.	Noise Sensitive Receiver Location	FTA Land Use Category
1	Best Western Plus Newark Airport West	Residential
2	Wyndham Garden Newark Airport	Residential
3	Holiday Inn Newark Airport	Residential
4	Hilton Newark Airport	Residential
5	Crowne Plaza Newark Airport	Residential
6	Newark Liberty International Airport Marriott	Residential
7	Mt. Olivet Cemetery	Residential
8	The Kintock Group	Residential
9	Hampton Inn Newark Airport	Residential
10	Renaissance Newark Airport	Residential
11	EWR Air Traffic Control Tower <sup>1</sup>	Commercial
12	Hemisphere Center <sup>2</sup>	Commercial
13	US Wire & Cable Corporation	Industrial
14	Existing MCF Building	Commercial
15	Terminal 1 Skycap	Exterior Special Use
16	Terminal B Skycap	Exterior Special Use
17	Terminal C Skycap	Exterior Special Use

<sup>1</sup> - The EWR Air Traffic Control Tower includes offices within the main building at the lower level of the tower.  
<sup>2</sup> - The Hemisphere Center is currently an abandoned office building however was reviewed based on zoned use.



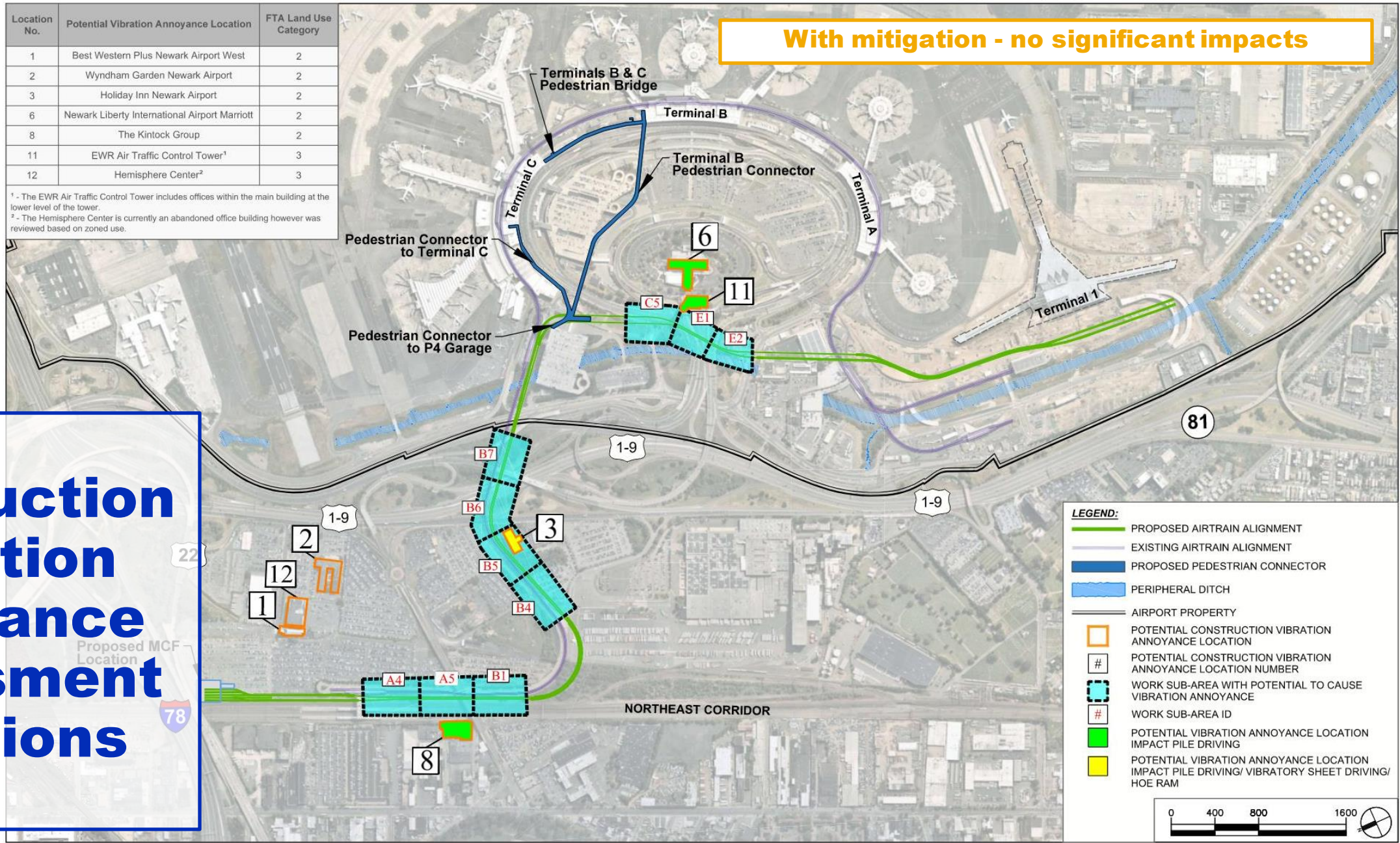
# Construction Noise Assessment Locations



Location No.	Potential Vibration Annoyance Location	FTA Land Use Category
1	Best Western Plus Newark Airport West	2
2	Wyndham Garden Newark Airport	2
3	Holiday Inn Newark Airport	2
6	Newark Liberty International Airport Marriott	2
8	The Kintock Group	2
11	EWR Air Traffic Control Tower <sup>1</sup>	3
12	Hemisphere Center <sup>2</sup>	3

<sup>1</sup> - The EWR Air Traffic Control Tower includes offices within the main building at the lower level of the tower.  
<sup>2</sup> - The Hemisphere Center is currently an abandoned office building however was reviewed based on zoned use.

**With mitigation - no significant impacts**



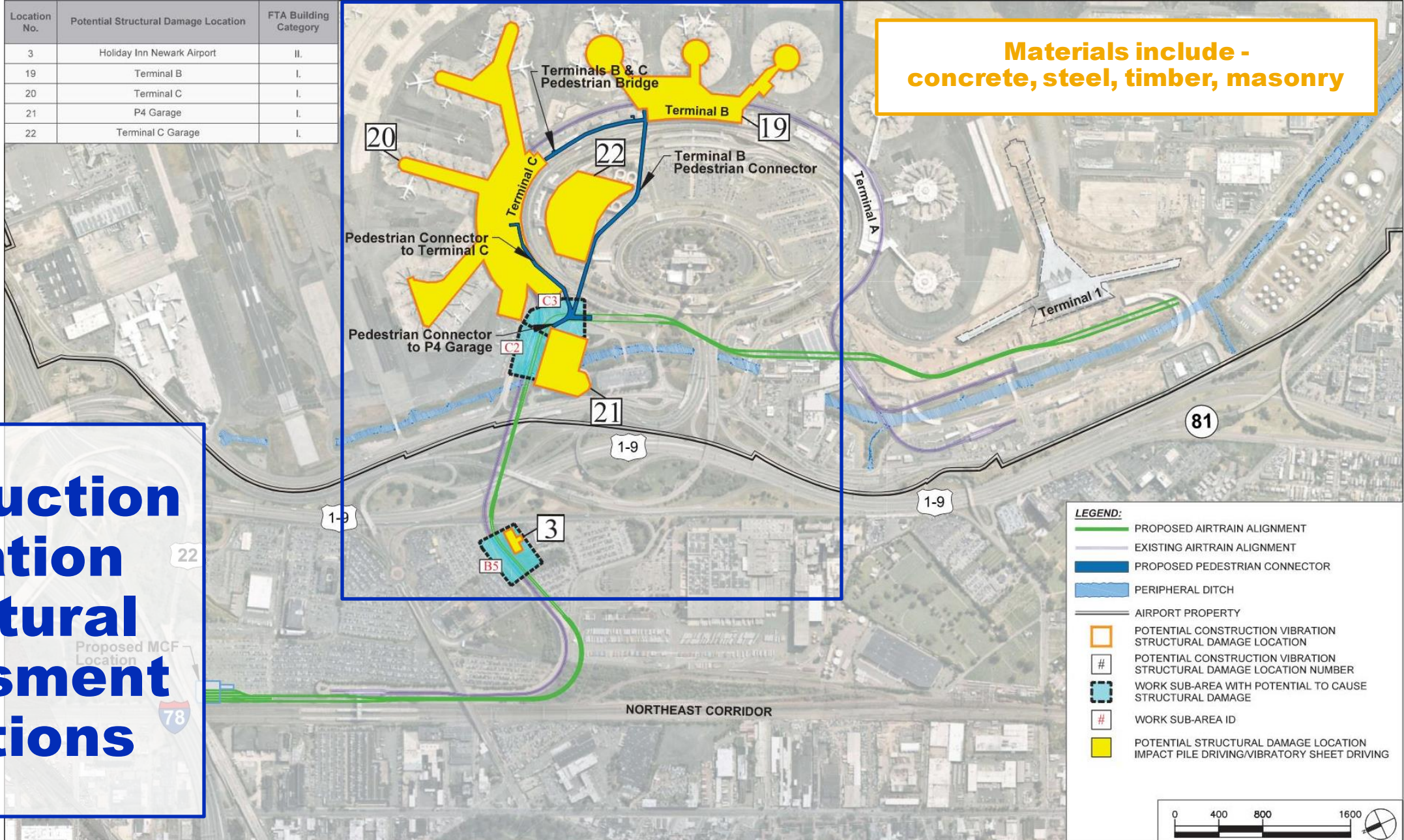
# Construction Vibration Annoyance Assessment Locations



Location No.	Potential Structural Damage Location	FTA Building Category
3	Holiday Inn Newark Airport	II.
19	Terminal B	I.
20	Terminal C	I.
21	P4 Garage	I.
22	Terminal C Garage	I.

**Materials include -  
concrete, steel, timber, masonry**

# Construction Vibration Structural Assessment Locations



# Noise and Noise-Compatible Land Use

## No Operational Impacts | Comprehensive Mitigation for Temporary Construction Impacts

### Port Authority's Sustainable Infrastructure Guidelines

The guidelines require the contractor to:

- Minimize noise through the use of noise barriers, sound absorbing materials, mufflers, reducing vehicle idling, and restricting the use of loud equipment during nighttime hours
- Limit vibration resulting from construction equipment when work is close to tunnels, utilities, or other sensitive structures by pre-augering the foundation piles
- Closely monitoring vibration levels through seismograph readings

### Additional Measures to Minimize Noise and Vibration

The contractor will employ additional measures such as:

- Implementing Port Authority-approved noise and vibration mitigation plans
- Establishing construction noise level limits at noise-sensitive receiver locations
- Using silencers on combustion engines
- Conducting building surveys in areas with potential impacts resulting from noise and vibration (structural damage or annoyance) and establishing “stop work” levels for vibration and potential structural impact
- PANYNJ will coordinate with Holiday Inn, Marriott, EWR Air Traffic Control Tower staff and Kintock Group to identify sensitive activities that may require special consideration to minimize impact. Special consideration will be given to adopt, where appropriate, alternate construction methods for pile driving and hoe ramming activities and avoid night- time activity



# Socioeconomic, Environmental Justice, Children's Environmental Health and Safety Risks

## Limited Mitigation Required

### What was measured?

- Potential direct socioeconomic impacts, including relocation of businesses and residences, increase or decrease in tax base, and impacts on surface transportation and employment.
- Potential indirect socioeconomic impacts, including regional economic impacts, changes in land use, and employment related to construction.
- Potential to cause disproportionately high and adverse impacts on low-income and/or minority populations
- Potential risks from products or substances that children would likely come into contact with or ingest

### Results

- Permanent property acquisition of approximately 12 acres—majority of land is currently used for airline employee parking, hotel patron parking, and truck/trailer parking. *No residential relocation is required.*
- Construction activities with potential vibration impacts to Kintock Group (an EJ community) limited to daytime hours. Alternate construction methods will be considered to avoid potential impacts. PANYNJ's Sustainable Infrastructure Guidelines applied wherever possible.
- No significant impact related to Environmental Justice or Children's Environmental Health & Safety Risks

# Traffic

## No Mitigation Required

### What was measured?

- The parking availability and changes in roadway traffic levels and patterns due to the Proposed Action

### Results

- No disruptions to local traffic patterns. MCF employee use of local roadways would be limited and construction activity would almost exclusively be on airport.
- Parking impacts are minimized and sufficient capacity is available during construction





# Water Resources

## No Mitigation Required

### What was measured?

- Impacts to surface waters, wetlands, floodplains and groundwater resources

### Results

- All necessary wetlands and flood hazard permits will be obtained from NJDEP prior to construction. Measures and/or restrictions set forth in the permits will be adhered to during construction.
- Less than 0.1 acre of permanent wetland impacts will occur. Therefore, per NJDEP guidance, compensatory mitigation is not anticipated to be required, subject to NJDEP concurrence.
- Minimization measures will include limiting construction activities to necessary areas, development of an erosion and sediment control plan, use of best management practices (BMPs) to avoid contamination of aquatic habitats, prevent sediment tracking on roadways through stabilized construction entrances and exits, and restoration of disturbed areas.

### Total Water Resources Impacts

Water Resources	Temporary Impacts from Demolition of Existing AirTrain (acres)	Temporary Impacts from Construction of Proposed AirTrain (acres)	Permanent Impacts from Construction of Proposed AirTrain(acres)
Wetlands	0.3	<0.1	<0.1
Wetland Transition Areas	0.3	0.3	0.3
State Open Waters	0	0	<0.1
100-year floodplain/ State Flood Hazard Area	N/A	0.1	0.1
Riparian Buffers / Vegetated Riparian Buffers <sup>1</sup>	0.2 / 0.2	0.1 / 0.1	0.2 / 0.1

Source: NV5 Inc., Natural Resources Technical Environmental Study (September 2020)

# Summary of Impacts & Mitigation

Impact Category	Potential Permanent Impacts	Potential Construction Impacts	Recommended Mitigation Measures
Air Quality	None	None	None Best management practices (BMPs) as needed
Biological Resources	None	None	None BMPs as needed
Climate	None	None	None
Coastal Resources	None	None	None
Department of Transportation, Section 4(f)	None	None	None
Farmlands	None	None	None
Hazardous Materials, Solid Waste, and Pollution Prevention	None	None	None BMPs as needed
Historic, Architectural, Archeological, and Cultural Resources	None	None	None Construction monitoring as needed
Land Use/Zoning	None	None	None
Natural Resources and Energy	None	None	None
Airborne Noise and Noise-Compatible Land Use	None	Temporary construction noise	Noise mitigation plan and other BMPs to be employed
Vibration	None	Temporary construction vibration	Vibration mitigation plan and other BMPs to be employed
Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety	None	Temporary construction vibration impacts to EJ community (Kintock Group)	Construction with potential vibration impacts limited to daytime hours. Alternate construction methods considered to avoid potential impacts. PANYNJ's Sustainable Infrastructure Guidelines applied where possible.
Traffic	None	None	None
Visual Effects	None	None	None
Water Resources	<0.1 acre of wetland	None	Avoidance and minimization plan to be employed. Compensatory mitigation is not anticipated to be required, subject to NJDEP concurrence.
Cumulative Impacts	None	None	None





**YOUR  
OPINION  
COUNTS**

**PUBLIC COMMENTS ARE TO BE RECEIVED  
BY 5:00 PM ON MARCH 12, 2021.**

## **Draft Environmental Assessment - Various Ways to Submit Your Comments**

To make sure your comments are recorded as part of the process, you may:



### **Send comments in writing to:**

The Port Authority of NY & NJ  
AirTrain EWR Replacement Program  
Attn: William Laventhal  
5 Terminal A  
Newark, NJ 07114



### **Email comments to:**

[EWREA@panynj.gov](mailto:EWREA@panynj.gov) with subject heading  
“EWR AIRTRAIN DRAFT EA COMMENT”



Instructions for submitting comments are also posted to the Port Authority's website at <http://www.panynj.gov/studies-reports>, along with the Draft EA.

# Thank You!





**From:** [Brad Rusoff](#)  
**To:** [EWR Environmental Assessment](#)  
**Subject:** EWR AIRTRAIN DRAFT EA COMMENT  
**Date:** Friday, February 12, 2021 10:41:55 AM

---

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

The current EWR airtrain sorely needs to be replaced, however this proposal is lacking in a number of ways. Expecting passengers to walk 2,200 feet from the proposed station 3 to terminal B is absurd, even with the proposed moving sidewalks. This plan is especially unfair to the elderly and the disabled, but anyone with bags will hesitate to use this new airtrain given the long walk to terminals B and C. 1A

This proposal also fails to address the current limited transportation options the EWR airtrain provides. The JFK airtrain connects to the heart of Jamaica Queens with commuter rail, subway, bus, for hire vehicle and pedestrian access. Extending the airtrain to Newark Penn would rectify this problem and increase ridership as those travelling via PATH and NJT light rail would gain access to the airtrain. The current \$10.75 combined airtrain/NJT fare from Newark to EWR makes using a for hire vehicle more attractive, but add in the long walk to from the proposed airtrain to the terminals and skipping the airtrain will be a no brainer. The riders of the EWR airtrain deserve better considering the over \$2 billion price tag, one that is large enough to have essentially shelved the PATH train extension to EWR. 1B

**From:** [Edward Cho](#)  
**To:** [EWR Environmental Assessment](#)  
**Subject:** EWR AIRTRAIN DRAFT EA COMMENT  
**Date:** Sunday, February 14, 2021 11:21:07 AM

---

**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 or Madam:

I figured we all could use a little positivity in this day of age and just wanted to say how well this Draft EA report for the EWR Airtrain was done.

Thank you and excited to see this project come to fruition. Keep up the good work!

2

Edward Cho  
[edwardycho@gmail.com](mailto:edwardycho@gmail.com)



**From:** [Ray Bianco](#)  
**To:** [EWR Environmental Assessment](#)  
**Subject:** EWR AIRTRAIN DRAFT EA COMMENT  
**Date:** Sunday, February 21, 2021 1:40:40 PM

---

**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 technology for the Air Train replacement should be identical to that used at JFK (or very similar). Standard gauge steel wheel APM similar to subway/metro-systems power obtained along the guideway AND by overhead catenary. Concrete with steel rail. Similar to highway/transit bridge construction. 3a

MOREOVER, the system should be designed to allow these AirTrain vehicles to access and travel along the North East Corridor and PATH tracks. In the not too distant future robotic or automated train control will allow an automated system to operate directly to Newark Penn, the World Trade Center, Frank Lautenberg Station, NY Penn Station and points in-between. (I imagine the JFK Airtrain will also be able to serve NY Penn and Grand Central directly).

It would be a tragedy to replace the current closed-loop monorail with yet another Airtrain system that barely extends beyond airport property. It is vital that the PANYNJ provide a one-seat ride between NYC/NJ airports and downtowns and transit hubs. New York and Newark are lagging behind other US and many international cities in this regard. The political will exists. Please plan for it. Is it not simply a matter of bringing the alignment down to grade where it meets the NE corridor? 3b

Sincerely,

Ray Bianco  
Guttenberg, NJ

e: [ray.bianco@gmail.com](mailto:ray.bianco@gmail.com)  
v: (646) 722-0854

**From:** [George Cermak](#)  
**To:** [EWR Environmental Assessment](#)  
**Subject:** EWR+AIRTRAIN+DRAFT+EA+COMMENT  
**Date:** Monday, February 15, 2021 9:46:59 AM

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Connect the Air Train to the Path train to improve connection to anyone from lower Manhattan, Jersey City, Hoboken, and Newark.

4

Sent from my iPhone



**From:** [Jason Rabinowitz](#)  
**To:** [EWR Environmental Assessment](#)  
**Subject:** EWR AIRTRAIN DRAFT EA COMMENT.  
**Date:** Wednesday, February 24, 2021 10:31:21 AM

---

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

To whom it may concern,

Now that the FAA has reminded the rule that PFC funding can only be used to build on-airport exclusively rail access projects, the current EWR AirTrain project should be scrapped in its entirety. 5A

The current EWR AirTrain project is absurdly expensive for a monorail that merely shuttle passengers from terminals to a rail station with infrequent New Jersey Transit/Amtrak service, while not actually connecting the the existing terminals as it does today.

Now that PFC funding can be used in new ways, the obvious answer is to extend the Port Authority's PATH system from Newark Penn Station to Newark Airport, including the terminals. This would provide direct one-seat rides from Midtown and Lower Manhattan, the gold standard for airport rail access. To spend billions of dollars on a short people mover that actually takes a significantly worse route than what it is replacing would be a huge mistake that we as a region will be stuck with for decades to come. 5B

Jason Rabinowitz

**From:** [Robert Hale](#)  
**To:** [EWR Environmental Assessment](#)  
**Subject:** EWR AIRTRAIN DRAFT EA COMMENT  
**Date:** Monday, March 01, 2021 4:45:35 PM

---

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

Hello:

The intent of the current EWR Airtrain project is good, but the project should not proceed as currently envisioned. The currently envisioned standalone airport circulator would preserve a highly suboptimal forced transfer for all passengers. This arrangement for the original 2002 Airtrain extension was likely chosen to conform to a rule that is now superseded.

Just weeks ago, the FAA recently issued a rule permitting passenger facility charge (PFC) proceeds to be applied to transit projects that do not only serve airport-bound traffic. As such, PANYNJ can now apply the PFC funding stream to an extension of the PATH system directly into the terminals. **6A**

The PATH trains can serve as an effective free inter-terminal circulator by instituting an exit tap at all PATH stations. Exit fare controls are widely deployed and would enable differentiation of intra-airport passengers from those traveling to or from a destination outside the airport zone. An exit fare control would also enable transfers to the New York City Subway, whose ticketing system is to be rolled out on PATH, to be detected and either discounted or made free.

The extension of PATH directly to new airport terminal stations would eliminate transfers for many passengers. In particular, Lower Manhattan PATH riders would gain a one-seat ride directly to EWR. An alignment for the new EWR transit line that bypasses the current airport interchange station should be considered, as it could allow for shallower curves than an alignment that preserves that stop. Newark Penn Station is a more natural transfer point for airport passengers anyway.

There is no need to discard the current interchange station. Addition of a pedestrian bridge would unlock access from the South Newark area to suburban train service. Moreover, the interchange station already has a bus loop where routes that serve Union and Irvington can be rerouted. The PANYNJ should avail itself of the changed regulatory environment and update its EWR transit project plan to satisfy the modern standard of one-seat service to the core. **6B**

Sincerely,

Robert Hale



**From:** [Chip Hallock](#)  
**To:** [EWR Environmental Assessment](#)  
**Subject:** EWR AIRTRAIN DRAFT EA COMMENT  
**Date:** Friday, March 05, 2021 9:29:43 AM

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**AirTrain EWR Replacement Program  
NEPA Draft Environmental Assessment  
Comments of Newark Regional Business Partnership (NRBP)  
Chip Hallock, President & CEO**

Newark Regional Business Partnership (NRBP) is pleased by the completion of the Newark Air Train NEPA Draft Environmental Assessment as a next step toward improving the travel experience at Newark Liberty International Airport (EWR).

The report contains virtually no adverse permanent impacts from the new Air Train and modest temporary construction impacts. That being said, we urge the Port Authority of NY & NJ and its contractors to communicate throughout the construction process with neighboring enterprises that may experience noise, vibration and other temporary construction impacts. That includes hotels within and close to the airport whose businesses and guests may be inconvenienced or adversely affected during the project.

Air Train is a critical part of the multibillion dollar effort by the Port Authority to ensure that travelers find increasing value from using EWR and can enjoy their travels amid modern facilities. New terminals, new services and new on-airport transportation will add greatly to the attraction of EWR as a gateway to this region.

Thousands of local jobs connected to travel, entertainment and hospitality disappeared during the pandemic. As we embark on a mission to restore business and leisure travel to pre-pandemic levels, we must make the investments necessary now to ensure that success.

Finally, construction of Air Train will create hundreds of well-paying jobs that will sustain families throughout the region and provide contract opportunities for small businesses.

NRBP focuses on meeting the needs of our 400 members with interests in the Newark region. About half of our members are Newark-based with the balance throughout the metropolitan area. Our members include corporations, professionals, small businesses, universities and not-for-profits and represent a wide range of industries. We serve also as advocates for our members by supporting public policy that adds to Newark's revitalization and New Jersey's economic competitiveness.

We look forward to Air Train as a critical ingredient of a world class travel experience to and from Newark.

Chip Hallock, President & CEO  
Newark Regional Business Partnership  
60 Park Place, Suite 1800  
Newark, NJ 07102-5567  
P - 973-242-4209  
F - 973-824-6587

[www.newarkrbp.org](http://www.newarkrbp.org)

**Let's Connect on Social Media - [Facebook](#), [LinkedIn \(Group / Company\)](#), [Twitter](#), [Instagram](#)**





## State of New Jersey

PHILIP D. MURPHY  
Governor

OFFICE OF PERMITTING AND PROJECT NAVIGATION  
P.O. Box 420 Mail Code 401-07J Trenton, New Jersey 08625-0420  
Telephone: (609) 292-3600  
FAX: (609) 633-2102

SHAWN M. LATOURETTE  
Acting Commissioner

SHEILA Y. OLIVER  
Lt. Governor

March 12, 2021

Mr. William Laventhal  
The Port Authority of NY & NJ  
AirTrain EWR Replacement Program  
5 Terminal A  
Newark, NJ 07114

**RE: Draft Environmental Assessment (EA) for the AirTrain Replacement Program at Newark Liberty International Airport (EWR)**

Dear Mr. Laventhal:

The New Jersey Department of Environmental Protection's (Department) Office of Permitting and Project Navigation (OPPN) distributed, for review and comment, the Draft Environmental Assessment (EA) for the AirTrain Replacement Program at Newark Liberty International Airport (EWR), published by the Port Authority of New York and New Jersey (PANYNJ) in February 2021.

Based on the information provided for review, the Department offers the following comments for your consideration:

**Division of Land Resource Protection**

**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 Resource Protection (DLRP). 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 the proposed project. It is advised that the applicant and/or their agent request a pre-application meeting with the DLRP 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)

8A

### **New Jersey Division of Fish and Wildlife**

The Division of Fish and Wildlife (DFW) agrees with the species provided in Section 3.5.2, Biological Resources and to avoid/minimize direct impacts to nesting/breeding birds during construction activities, coordination with the NJDEP regarding state-protected and migratory bird species will be conducted during design of the Proposed Action.

If you have any questions, please contact Kelly Davis at [Kelly.Davis@dep.nj.gov](mailto:Kelly.Davis@dep.nj.gov).

8B

### **Historic and Cultural Resources**

The Historic Preservation Office previously reviewed this project under Section 106 and determined it would have no adverse effect on historic properties.

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 contact Jennifer Leynes at [Jennifer.Leynes@dep.nj.gov](mailto:Jennifer.Leynes@dep.nj.gov).

8C

### **Green Acres**

Based on the information provided, it does not appear there is Green Acres encumbered parkland within the project area.

If you have any questions, please contact Nancy Lawrence at [Nancy.Lawrence@dep.nj.gov](mailto:Nancy.Lawrence@dep.nj.gov).

8D

### **Air Quality**

The Bureau of Evaluation and Planning (BEP) has the following comments:

#### **Appendix C – Air Quality Technical Report**

##### **1.Executive Summary**

Appendix C states, “Construction of the Proposed Action would result in construction-related direct (construction equipment) and indirect (concrete/material delivery/haul trucks and contractors’ community vehicles) emissions as well as fugitive dust from site preparation, land clearing, material handling and demolition activities.”

##### **Comment**

Section 93.152 (Definitions) of the Federal General Conformity regulation defines direct emissions as “those emissions of a criteria pollutant or it’s precursors that are caused by or initiated by the Federal action and originate in a nonattainment or maintenance area and occur at the same time and place as the action and are reasonably foreseeable.” The actions described in Appendix C (construction equipment, concrete/material delivery/haul trucks and contractors community vehicles) are considered sources of direct emissions. Please revise Appendix C to reflect that the emission sources listed are sources of direct emissions.

8E-1

##### **2. Analysis Scenarios - Proposed Action Alternative**

Appendix C states, “As part of the project, all nonroad diesel-powered construction equipment equal to, or greater than, 100 horsepower (hp) will be equipped with engines meeting Tier 4 Final engine standards. Additionally, seventy percent of all nonroad construction diesel-powered construction equipment will be equipped with engines meeting Tier 4 Final engine standards.

8E-2, continued on next page



The remaining thirty percent of nonroad diesel-powered construction equipment less than 100 hp may include Tier 0 to 3 engine standards.”

Comment

The emission estimates for this project are estimated based on the majority of the equipment using Tier 4 engines. Please address how you will ensure Tier 4 engines will be used for this project. Please clarify if these engines will be contractually required or what type of oversight will be in place to ensure that the equipment will have Tier 4 engines.

Section 93.157 (d) (Reevaluation of Conformity) of the Federal General Conformity regulation states, “If the Federal Agency originally determined through the applicability analysis that a conformity determination was not necessary because the emissions for the action were below the limits in 93.153 (b) and changes to the action would result in the total emissions from the action being above the limits in 93.153 (b), then the Federal agency must make a conformity determination.” If there are changes to the equipment and Tier engines used, please revise the General Conformity Applicability Analysis (Analysis), Table 4-3 Proposed Action Alternative Net Emissions By Year (tons/year) and Appendix C, Air Quality Technical Report, and if necessary prepare a Conformity Determination in accordance with 93.157 (d) of the Federal General Conformity regulation (40 CFR Part 93).

This comment also applies to sections of Appendix C on pages C-11, C-20 and C-23 that address the construction equipment Tier engine standards used for this project.

8E-2, continued from previous page

3.) Computer Modeling Methodology – Engine Load

Appendix C states, “Equipment types, identified by using supportive files from the Draft Conceptual Schedule were utilized along with reasonable equipment quantities.”

Comment

Comment 2 applies to this portion of the project.

If the equipment used on this project is not the same quantity as what was estimated, then please revise the Analysis, Table 4-3 Proposed Action Alternative Net Emissions by Year (tons/year), and Appendix C, Air Quality Technical Report, to include the air emissions, and if necessary prepare a Conformity Determination in accordance with 93.157 (d) of the Federal General Conformity regulation(40 CFR Part 93).

8E-3

4.) Proposed Action Emission Assessment Results- Proposed Action Construction-Related Emissions

Appendix C states, “Based on the Draft Conceptual Schedule, construction activities for the AirTrain system, MCF, and pedestrian bridges were organized by calendar year and quarter.”

Comment

If a change to the conceptual schedule occurs which will cause a change in air emissions, please revise the General Conformity Applicability Analysis (Analysis), Table 4-3 Proposed Action Alternative Net Emissions by Year (tons/year),and Appendix C, Air Quality Technical Report, to include the air emissions, and if necessary prepare a Conformity Determination in accordance with 93.157 (d) of the Federal General Conformity regulation(40 CFR Part 93).

8E-4

5. Proposed Action Emission Assessment Results - Proposed Action Construction-Related Emissions

8E-5, continued on next page

Appendix C states, “All other equipment specified within the Draft Conceptual Schedule as “As Needed” were not included in the emissions analysis. Table C-15 details the necessary equipment assumed by crew.”

Comment

Section 93.157 (d) (Reevaluation of Conformity) of the Federal General Conformity regulation states, “If the Federal Agency originally determined through the applicability analysis that a conformity determination was not necessary because the emissions for the action were below the limits in 93.153 (b) and changes to the action would result in the total emissions from the action being above the limits in 93.153 (b), then the Federal agency must make a conformity determination.” If the equipment pieces labeled “As Needed” in Table C-15 are used in this project, please revise the Analysis, Table 4-3 Proposed Action Alternative Net Emissions By Year (tons/year) and Appendix C, Air Quality Technical Report and if necessary prepare a Conformity Determination in accordance with 93.157 (d) of the Federal General Conformity regulation (40 CFR Part 93).

8E-5, continued from previous page

6. Proposed Action Emission Assessment Results- Proposed Action Construction-Related Emissions

Appendix C states, “Emission rates provided by NONROAD for the most representative equipment type listed in Table C-15 was utilized and presented in the analysis. Since equipment sizes have not been identified for all equipment types the analysis was performed utilizing the emission rate associated with the most reasonable horsepower equipment type for each affected year.”

Comment

Comment 2 applies to this portion of the project.

If the equipment used on this project is not the same size as what was estimated in the Analysis, or if the horsepower for the equipment is different, then please revise the Analysis, Table 4-3 Proposed Action Alternative Net Emissions by Year (tons/year), and Appendix C, Air Quality Technical Report, to include the air emissions, and if necessary prepare a Conformity Determination in accordance with 93.157 (d) of the Federal General Conformity regulation(40 CFR Part 93).

In order to reproduce your air emission estimates for the nonroad construction equipment, please provide the horsepower rating and the emission rates for the nonroad equipment that will be utilized on this project.

8E-6

7. Proposed Action Emission Assessment Results – Proposed Action Construction Related Emissions

Appendix C states, “Peak construction-related emissions are estimated in Year 2023 since major construction activities associated with the new AirTrain guideway, MCF, and pedestrian bridges are scheduled within this calendar year.”

Comment

Comment 2 applies to this portion of the project.

8E-7

8. Proposed Action Emission Assessment Results – Proposed Action Construction Related Emissions

Appendix C includes Table C-16, Proposed Action Alternative Construction Emission Results by Year (tons/year), which provides a breakdown of emissions by source and year. Footnote #2

8E-8, continued on next page



indicates that the demolition of the existing AirTrain system will occur in 2026. Appendix I includes the Draft Conceptual Schedule for the project. The EWR AIRTRAIN Preferred Alignment – Draft Conceptual Schedule Executive Summary by WBS indicates that the demolition for the existing AirTrain Guideway and Stations will start on 7-3-26 and will end on 3-15-27. Appendix A (A.5 Demolition of Existing AirTrain) states, ... “portions of the existing AirTrain will be decommissioned and demolished. This would include removal of all rail cars; demolition of MCF, P2 and P3 stations; partial demolition of P4, and existing Rail Link Stations and demolition of existing guideway outside the CTA.”

Comment

Comment 2 also applies to this portion of the project.

Please clarify if all the air emissions associated with the demolition as described in Appendix A (A.5 Demolition of Existing AirTrain) are included in Table C-16. The Conceptual Schedule in Appendix I indicates that demolition will start on 7-3-26 and will end on 3-15-27, and Table C-16 only indicates demolition in 2026. Please clarify if demolition will take place in 2027 as indicated in the Conceptual Schedule in Appendix I. If the air emissions associated with demolition as described in Appendix A (A.5 Demolition of Existing AirTrain) are not included in Table C-16, then please revise the Analysis, Table 4-3 Proposed Action Alternative Net Emissions by Year (tons/year), Table C-16, Proposed Action Alternative Construction Emissions Results by Year (ton/year) and Appendix C, Air Quality Technical Report, to include the air emissions, and if necessary prepare a Conformity Determination in accordance with 93.157 (d) of the Federal General Conformity regulation(40 CFR Part 93).

8E-8, continued from previous page

EWR AirTrain Replacement Program - NEPA FAA Scoping Document (From 1/23/20)

9.)NEPA FAA Scoping Document

BEP submitted the following comment on 2/19/20 in response to the scoping documents for this project:

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

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).

Please clarify if the air emissions associated with the 37 foundations (including transportation of the foundations within the nonattainment area) have been included in the Analysis. If they are not included, then please revise the Analysis, Table 4-3 Proposed Action Alternative Net Emissions by Year (tons/year), and Appendix C, Air Quality Technical Report, to include the air

8E-9, continued on next page

emissions, and if necessary prepare a Conformity Determination in accordance with 93.157 (d) of the Federal General Conformity regulation(40 CFR Part 93).

If you have any questions, please contact Angela Skowronek at [Angela.Skowronek@dep.nj.gov](mailto:Angela.Skowronek@dep.nj.gov).

8E-9, continued from previous page

#### Air Mobile Sources

Diesel exhaust contributes the highest cancer risk of all air toxics in New Jersey and is a major source of NO<sub>x</sub> within the state. Therefore, NJDEP recommends that construction projects involving non-road diesel construction equipment operating in a small geographic area over an extended period of time implement the following measures to minimize the impact of diesel exhaust:

- a. 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.stopthesoot.org/sts-no-idle-sign.htm>.
- b. 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 NO<sub>x</sub> emissions.
- c. 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.
- d. While entering and leaving the project area, trucks should avoid neighborhoods as much as possible.

If you have any questions, please contact Kris Dahl at [Kris.Dahl@dep.nj.gov](mailto:Kris.Dahl@dep.nj.gov).

8E-10

#### Air Compliance and Enforcement

Stationary construction equipment may require air pollution permits. The applicant should review the requirements of N.J.A.C. 7:27-8.2(c) 1-21 for stationary permitting requirements.

Furthermore, dust emissions either windblown or generated from construction equipment should be controlled to prevent offsite impacts. The applicant should also be aware of potential offsite impacts of odors pursuant to N.J.A.C. 7:27-5.

If you have any questions or concerns, please contact Jeffrey Meyer at [Jeffrey.Meyer@dep.nj.gov](mailto:Jeffrey.Meyer@dep.nj.gov).

8E-11



### **NJPDES Bureau of Surface Water Permitting**

Provided that the discharge is not contaminated, the appropriate NJPDES Discharge to Surface Water Permit is the B7 - Short Term De Minimis permit (see <http://www.nj.gov/dep/dwq/gp-b7.htm>). This is determined by running a pollutant scan as described in the application checklist where the data can be collected up to a year in advance of the discharge. However, if the discharge is contaminated and the analytical results demonstrate levels greater than the limitations specified in Attachment 1 of the B7 permit (see [https://www.nj.gov/dep/dwq/pdf/B7\\_Final\\_Permit.pdf](https://www.nj.gov/dep/dwq/pdf/B7_Final_Permit.pdf)), the appropriate NJPDES Discharge to Surface Water Permit is the BGR – General Remediation Cleanup permit (see [http://www.nj.gov/dep/dwq/gp\\_bgr.htm](http://www.nj.gov/dep/dwq/gp_bgr.htm)). Please note, if a BGR permit is appropriate, a Treatment Works Approval may also be needed for any treatment.

If you have any questions, please contact Dwayne Kobesky at [Dwayne.Kobesky@dep.nj.gov](mailto:Dwayne.Kobesky@dep.nj.gov).

8F-1

### **Bureau of Water Allocation & Well Permitting**

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 [Ken.Komar@dep.nj.gov](mailto:Ken.Komar@dep.nj.gov).

8F-2

### **Stormwater Management**

Construction projects that disturb 1 acre or more of land, or less than 1 acre but are part of a larger common plan of development that is greater than 1 acre, are required to obtain coverage under the Stormwater construction general permit (5G3). Applicants must first obtain certification of their soil erosion and sediment control plan (251 plan) from their local soil conservation district office. Upon certification, the district office will provide the applicant with two codes process (SCD certification code and 251 identification code) for use in the DEPonline portal system application. Applicants must then become a registered user for the DEPonline system and complete the application for the Stormwater Construction General Authorization. Upon completion of the application the applicant will receive a temporary authorization which can be used to start construction immediately, if necessary. Within 3-5 business days the permittee contact identified in the application will receive an email including the application summary and final authorization.

8F-3, continued on next page

If you have any additional questions, please contact Eleanor Krukowski at Eleanor [Krukowski@dep.nj.gov](mailto:Eleanor.Krukowski@dep.nj.gov).

8F-3, continued from previous page

Thank you for providing the New Jersey Department of Environmental Protection with the opportunity to comment on the Draft Environmental Assessment for the AirTrain Replacement Program at Newark Liberty International Airport Project.

If you have any questions or would like to discuss this letter, please free to contact Katie Nolan at [Katherine.Nolan@dep.nj.gov](mailto:Katherine.Nolan@dep.nj.gov).

Sincerely,

A handwritten signature in black ink that reads "Megan Brunatti". The signature is written in a cursive, flowing style.

Megan Brunatti, Director  
Office of Permitting and Project Navigation



**From:** [Abheek Nath](#)  
**To:** [EWR Environmental Assessment](#)  
**Subject:** EWR AIRTRAIN DRAFT EA COMMENT.  
**Date:** Friday, March 12, 2021 3:06:32 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.

To Whom it May Concern at the Port Authority:

I am a Board Member of the Stuyvesant Transit and Urbanism Association. I am writing to present my feedback on the Newark AirTrain plan presented in the Draft Environmental Assessment.

Ridership at Newark Liberty International Airport was growing rapidly before the pandemic and will return to this trend in a matter of years. Even without frequent failures and shut-downs starting only two decades after it opened, the AirTrain was running at capacity with more than 30000 daily riders, at least 2000 per hour at peak times. A new AirTrain built as a similar elevated-guideway monorail, even one with the maximum proposed capacity of 3500 per hour and proposed lifespan of 30 years, would suffer this exact fate. The Port Authority is already considering an extension of the PATH system to the Newark Airport Rail Link station, to be built around the same time as the new AirTrain, but it would not be as helpful as it could be if riders have to get off and stuff themselves onto the cramped monorail. Instead, I believe that the Port Authority should extend the PATH past the Rail Link station to the airport terminals themselves.

Extending the PATH directly to the terminals would be more effective and a better use of public funds. With slight modifications, the proposed right-of-way for the AirTrain could instead have elevated tracks for PATH trains, with curves of 400+ foot radius and no tight spaces between or within terminal buildings. Furthermore, 9-car PATH trains can hold at least 500 passengers and easily run headways of less than five minutes at peak hours, for a total of 6000+ passengers per hour (nearly two times the capacity of a monorail system). With CBTC, PTC, and the comparative simplicity of subway equipment, maintenance costs would be relatively low and the PATH could run for at least a hundred years eliminating the high cost of further AirTrain rebuilds. Finally, merging the two projects would simplify construction and reduce their total cost, and critically would not reduce funding since the FAA has changed its rules allowing Passenger Facility Charges to be spent on any rail connection.

Looking forward, I believe it is important to think big and to think long term when it comes to public transportation again. Especially considering how Newark airport supports New York City, an international economic hub. Emphasizing direct transit links like this PATH plan is also instrumental in promoting people to use public transportation: something that is necessary for the environment and for general quality of life. And once the project is properly completed, it can serve as a model to the rest of the United States on how public transportation can and should be integrated into airports.

9

From,  
Abheek Nath

**From:** [Theo Schiminovich](#)  
**To:** [EWR Environmental Assessment](#)  
**Subject:** EWR AIRTRAIN DRAFT EA COMMENT  
**Date:** Friday, March 12, 2021 3:35:28 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.

I am the Vice President of the Stuyvesant Transit and Urbanism Association. I am writing to present my feedback on the Newark AirTrain plan presented in the Draft Environmental Assessment.

Ridership at Newark Liberty International Airport was growing rapidly before the pandemic and will return to this trend in a matter of years. Even ignoring frequent failures and shut-downs starting only two decades after it opened, the AirTrain was running at capacity with more than 30000 daily riders, at least 2000 per hour at peak times. A new AirTrain built as a similar elevated-guideway monorail, even one with the maximum proposed capacity of 3500 per hour and proposed lifespan of 30 years, would suffer this exact fate. The Port Authority is already considering an extension of the PATH system to the Newark Airport Rail Link station, to be built around the same time as the new AirTrain, but it would not be as helpful as it could be if riders have to get off and stuff themselves onto the cramped monorail. Instead, I believe that the Port Authority should extend the PATH past the Rail Link station to the airport terminals themselves.

Extending the PATH directly to the terminals would be more effective and a better use of public funds. With slight modifications, the proposed right-of-way for the AirTrain could instead have elevated tracks for PATH trains, with curves of 400+ foot radius and no tight spaces between or within terminal buildings. Furthermore, 9-car PATH trains can hold at least 500 passengers and easily run headways of less than five minutes at peak hours, for a total of 6000+ passengers per hour (nearly two times the capacity of a monorail system). With CBTC, PTC, and the comparative simplicity of subway equipment, maintenance costs would be relatively low and the PATH could run for at least a hundred years, eliminating the high cost of further AirTrain rebuilds. Finally, merging the two projects would simplify construction and reduce their total cost, and critically would not reduce funding since the FAA has changed its rules allowing Passenger Facility Charges to be spent on any rail connection.

This PATH extension would give riders a 35-40 minute direct ride to Downtown Manhattan (near my high school, Stuyvesant!) from Newark Liberty International Airport with minimal waiting time, which would in turn make a trip to the airport a two-seat ride for many New York City residents. This would make the airport a much more attractive option for travelers across the five boroughs. I know I would personally use Newark Liberty International Airport much more if this direct connection were implemented, and I'm sure

10, continued on next page



many others would say the same. Therefore, I hope you consider this option.

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Sincerely,

Theo Schiminovich

**From:** [Kyron Liu](#)  
**To:** [EWR Environmental Assessment](#)  
**Subject:** EWR AIRTRAIN DRAFT EA COMMENT  
**Date:** Friday, March 12, 2021 3:40:32 PM

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To Whom it May Concern at the Port Authority:

I am the current president of the Stuyvesant Transit and Urbanism Association. I am writing to present my feedback on the Newark AirTrain plan presented in the Draft Environmental Assessment.

Ridership at Newark Liberty International Airport was growing rapidly before the pandemic and will return to this trend in a matter of years. Even ignoring frequent failures and shut-downs starting only two decades after it opened, the AirTrain was running at capacity with more than 30000 daily riders, at least 2000 per hour at peak times. A new AirTrain built as a similar elevated-guideway monorail, even one with the maximum proposed capacity of 3500 per hour and proposed lifespan of 30 years, would suffer this exact fate. The Port Authority is already considering an extension of the PATH system to the Newark Airport Rail Link station, to be built around the same time as the new AirTrain, but it would not be as helpful as it could be if riders have to get off and stuff themselves onto the cramped monorail. Instead, I believe that the Port Authority should extend the PATH past the Rail Link station to the airport terminals themselves.

Extending the PATH directly to the terminals would be more effective and a better use of public funds. With slight modifications, the proposed right-of-way for the AirTrain could instead have elevated tracks for PATH trains, with curves of 400+ foot radius and no tight spaces between or within terminal buildings. Furthermore, 9-car PATH trains can hold at least 500 passengers and easily run headways of less than five minutes at peak hours, for a total of 6000+ passengers per hour (nearly two times the capacity of a monorail system). With CBTC, PTC, and the comparative simplicity of subway equipment, maintenance costs would be relatively low and the PATH could run for at least a hundred years eliminating the high cost of further AirTrain rebuilds. Finally, merging the two projects would simplify construction and reduce their total cost, and critically would not reduce funding since the FAA has changed its rules allowing Passenger Facility Charges to be spent on any rail connection.

Everywhere else in the world, the primary mode of public transit whisks passengers directly to an airport, while the US is stuck with the “train to the train to the plane” method. As mentioned, this was only because of outdated regulations by the FAA requiring that rail lines exclusively serve airports to receive Passenger Facility Fees (PFCs) that have recently been removed, thus allowing for a more convenient connection to the city. Replacing a terrible monorail with another monorail system won’t solve problems in the long run, especially with the fact that the estimated 30-year lifespan and capacity is comparable to a mere well-functioning BRT system, but is much more expensive and harder to maintain. Taking a page from Chicago and London, both the L and the Tube allow for the direct connection. Having a long-term, efficient system with integrated fares will be a better investment, and more economic activity for the involved agencies as well as the NYC metropolitan region.

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I urge you to consider my comments, and push for better infrastructure in New York.

11, continued from previous page

Yours truly,  
Kyron Liu

**From:** [Benjamin Kreiswirth](#)  
**To:** [EWR Environmental Assessment](#)  
**Subject:** EWR AIRTRAIN DRAFT EA COMMENT.  
**Date:** Friday, March 12, 2021 4:43:44 PM

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To Whom it May Concern at the Port Authority:

I am a Co-President of the Stuyvesant Transit and Urbanism Association. I along with other members of this student organization are deeply invested in transit improvements across the NYC region. I have also used Newark Liberty International Airport for many flights and hope to see it become a world-class airport over the coming decades. A critical part of this is making sure the rail connections between the airport and the rest of the city are convenient and efficient. For that reason, I am writing to give my feedback on the Newark AirTrain plan presented in the Draft Environmental Assessment.

Ridership at Newark Liberty International Airport was growing rapidly before the pandemic and will return to this trend in a matter of years. Even ignoring frequent failures and shut-downs starting only two decades after it opened, the AirTrain was running at capacity with more than 30000 daily riders, at least 2000 per hour at peak times. A new AirTrain built as a similar elevated-guideway monorail, even one with the maximum proposed capacity of 3500 people per hour and proposed lifespan of 30 years, would suffer this exact fate. The Port Authority is already considering an extension of the PATH system to the Newark Airport Rail Link station, to be built around the same time as the new AirTrain, but this would not be as helpful as it could be if riders have to get off and stuff themselves onto a cramped monorail. Instead, I believe that the Port Authority should extend the PATH past the Rail Link station to the airport terminals themselves.

Extending the PATH directly to the terminals would be more effective and a better use of public funds. With slight modifications, the proposed right-of-way for the AirTrain could instead have elevated tracks for PATH trains, due to curves of 400+ foot radius and no tight spaces between or within terminal buildings. Furthermore, 9-car PATH trains can hold at least 500 passengers and easily run headways of less than five minutes at peak hours, for a total of 6000+ passengers per hour (two times the capacity of a monorail system). With CBTC, PTC, and the comparative simplicity of subway equipment, maintenance costs would be relatively low and the PATH could run for at least a hundred years eliminating the high cost of further AirTrain rebuilds. Finally, merging the two projects would simplify construction and reduce their total cost, and critically would not reduce funding since the FAA has changed its rules

12, continued on next page



allowing Passenger Facility Charges to be spent on any rail connection.

As an environmentalist, I appreciate the efforts the Port Authority is making to consider the effect of their AirTrain proposal in this Draft Environmental Assessment. However, it does not adequately consider the environmental costs of building another AirTrain when this one reaches the end of its useful life in 35 years. It also does not consider the environmental costs of the inconvenient 3 to 4 transfers required to reach most of the NYC area discouraging passengers from using trains instead of cars. I urge the Port Authority to make the right decision for the passengers and the environment, and consider extending the PATH directly to the Newark Airport terminals.

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Sincerely,  
Benjamin Kreiswirth

**From:** [Julian Wong](#)  
**To:** [EWR Environmental Assessment](#)  
**Subject:** EWR AIRTRAIN DRAFT EA COMMENT  
**Date:** Friday, March 12, 2021 4:59:13 PM

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To Whomever It May Concern at the Port Authority,

I am a former president of the Stuyvesant Transit and Urbanism Association at Stuyvesant High School and am a current student of the University of Albany studying Civil and Environmental Engineering, with plans to enter the field of transportation planning and design in the New York City metropolitan area. I am writing to offer my feedback on the Newark AirTrain plan presented in the Draft Environmental Assessment.

Ridership at Newark Liberty International Airport was growing rapidly before the pandemic and will return to this trend in a matter of years. Even disregarding frequent failures and shut-downs starting only two decades after it opened, with perfect operation, the AirTrain was running at capacity with more than 33000 daily riders, at least 2000 per hour at peak times. A new AirTrain built as a similar elevated-guideway monorail, even one with the maximum proposed capacity of 3500 per hour and proposed lifespan of 30 years, would suffer this exact fate. The Port Authority is already considering an extension of the PATH system to the Newark Airport Rail Link station, to be built around the same time as the new AirTrain, but it would not be as helpful as it could be if riders must get off and stuff themselves onto the cramped monorail.

Instead, I believe that the Port Authority should extend the PATH past the Rail Link station to the airport terminals themselves. Extending the PATH directly to the terminals would be a more effective and more efficient use of public funds. With slight modifications, the proposed right-of-way for the AirTrain could instead have elevated tracks for PATH trains, with curves of 400+ foot radius and no tight spaces between or within terminal buildings. Furthermore, 9-car PATH trains can hold at least 500 passengers and easily run headways of less than five minutes at peak hours, for a total of 6000+ passengers per hour (nearly two times the capacity of a monorail system). With CBTC, PTC, and the comparative simplicity of subway equipment, maintenance costs would be relatively low and the PATH could run for at least a hundred years eliminating the high cost of further AirTrain rebuilds. Finally, merging the two projects would simplify construction and reduce their total cost, and critically would not reduce funding since the FAA has changed its rules allowing Passenger Facility Charges to be spent on any rail connection.

At first glance, it may come as a concern that the capital costs to extend the PATH to replace the monorail are unrealistically high given the Port Authority's current financial

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situation. Firstly, this cost can be reduced with a major (and very recent) change in FAA regulations, and secondly, rebuilding the monorail from scratch is effectively a short-term patch-up, which is fundamentally suboptimal compared to long-term, sustainable solutions in the transportation industry. Concerning the first point, and to alert the Port Authority of this important change, the FAA removed the regulation deterring local transit agencies from building their own extensions directly to airports this past January, which essentially means that the Port Authority is eligible to use FAA-granted funds (Passenger Facility Fees) to finance a PATH extension directly to the airport, instead of being restricted to the NEC rail transfer station.

In terms of designing, contracting, and building the project, combining the EWR AirTrain replacement project with the PATH extension to the Rail Link station already in planning and close to construction is simple and will streamline all of these processes, essentially combining two projects into a single one. In addition, building the PATH to the airport removes the need for proprietary monorails that are expensive to maintain due to their uniqueness. Maintaining and running a uniform fleet of trains is much cheaper operationally. Furthermore, this line could run at-grade on the surface for the section in areas near the RailLink station unlike a monorail, eliminating unnecessary elevated construction. Revenue-wise, this change will also provide a benefit to PANYNJ compared to the previous plan, as a one-seat-ride from Manhattan's Financial District, Jersey City, and Downtown Newark would incentivize more New Yorkers and New Jersey residents to choose to ride the PATH over other modes of transit, such as expensive and comparatively infrequent NJT Commuter Rail and buses, or even worse, rideshare services and/or taxis. This increase in ridership will also channel more revenue directly to PANYNJ.

Fundamentally, it is better to fix the decades-old problem of providing EWR Airport with high-quality rail service in one large operation, rather than creating unsustainable and temporary solutions that only last a mere 30 years, and needing to patch each solution with an unnecessarily expensive operation. While it may set PA finances back slightly more than a short-term patch-up initially, its benefits will outlast the current plan by many decades.

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Signed,

Julian Wong

## Final EA – Responses to Public Comments

### AirTrain EWR Replacement Project – May 2021

Comment Number	Commenter	Comment	Topic	Response to Comment
1A	Brad Rusoff	Expecting passengers to walk 2,200 feet from the proposed station 3 to terminal B is absurd, even with the proposed moving sidewalks. This plan is especially unfair to the elderly and the disabled, but anyone with bags will hesitate to use this new airtrain given the long walk to terminals B and C.	Accessibility	<p>In the <i>Request for Qualifications</i>, the PANYNJ requests respondents give consideration to the methods in which AirTrain riders connect to their destinations, and includes reference to pedestrian bridges with full high-speed moving walkways for customer convenience and improved level of service. Furthermore, the <i>AirTrain EWR Replacement Program – Program Briefing Book</i>, indicates the AirTrain Replacement Program will be designed to provide a safe, convenient, and comfortable experience, with all elements complying with the Americans with Disabilities Act.</p> <p>Table 2-3 on page 2-9 indicates the following regarding the 2,200-foot long connector between Station 3 and Terminal B:</p> <p><i>For the majority of domestic airports with transit connections, the pedestrian walk distance from the center of a transit station platform to the center of the central ticketing hall ranges between 330 feet and 1,265 feet. Pedestrian connector distances from Station 3 to P4 Garage, Terminal C, and Terminal B are 250 feet, 1,200 feet, and 2,200 feet, respectively; the pedestrian connector distance between Terminal B and C is 1,025 feet. While the connector between Station 3 and Terminal B exceeds the average pedestrian walk distance, this connection will receive the lowest percentage of use (13.6% of connections in 2025, and 11.4% of connections in 2030). Pedestrian connectors over 1,000 feet would make use of moving walkways or similar technologies to improve the level of service.</i></p> <p>The linear alignment was selected to best meet the purpose and need of the Proposed Action as it would not cause significant disruptions to the surrounding roadways and facilities. Given the low percentage of use expected for this connector, no adjustments to the EA have been made in response to this comment.</p>
1B	Brad Rusoff	This proposal also fails to address the current limited transportation options the EWR airtrain provides. The JFK airtrain connects to the heart of Jamaica Queens with commuter rail, subway, bus, for hire vehicle and pedestrian access. Extending the airtrain to Newark Penn would rectify this problem and increase ridership as those travelling via PATH and NJT light rail would gain access to the airtrain. The current \$10.75 combined airtrain/NJT fare from Newark to EWR makes using a for hire vehicle more attractive, but add in the long walk to from the proposed airtrain to the terminals and skipping the airtrain will be a no brainer. The riders of the EWR airtrain deserve better considering the over \$2 billion price tag, one that is large enough to have essentially shelved the PATH train extension to EWR.	Regional Connectivity	<p>See response to Comment 1A with regards to the walking distances from the proposed AirTrain to the terminals.</p> <p>The scope of this EA was limited to the constraints and conditions of the existing AirTrain system and the purpose and need for the Proposed Project. However, in April 2017, the PANYNJ’s Board of Commissioners authorized a separate planning effort to support a project to extend the PATH system from Newark Penn Station to the Rail Link Station at EWR.</p> <p>As indicated in Section 1.4 (page 1-7), the purpose and need of the proposed action is to:</p> <ul style="list-style-type: none"> <li>• Provide airport users with reliable, world-class rail service</li> <li>• Accommodate existing and future ridership demand at an improved level of service</li> <li>• Provide a rail system that preserves airport land for highest and best use while minimizing disruptions to existing operations</li> </ul>



## Final EA – Responses to Public Comments

### AirTrain EWR Replacement Project – May 2021

Comment Number	Commenter	Comment	Topic	Response to Comment
				<p>PFCs will fund the construction of the Proposed Action. Airport users currently have a need for a reliable rail service that will accommodate demand while minimizing disruptions. The need to accommodate demand remains regardless of how the AirTrain system connects to regional rail systems. Section 1.4.2 (page 1-13) provides further detail about current exceedances in capacity:</p> <p><i>Based on passenger count data from 2018, during an average day's peak hours, the existing AirTrain was at or near its capacity of 1,200 passengers per hour per direction (pphpd), resulting in a relatively poor level of service. On days where usage surged (e.g. holiday travel periods), peak hour demand increased to 1,370 pphpd - well over the system's capacity.</i></p> <p>Furthermore, the Proposed Action does not preclude PANYNJ's ability to connect the Rail Link Station to the PATH system in the future.</p> <p>Since the Proposed Action's scope is limited to providing airport users with a reliable system and accommodating existing and future demand, and the Proposed Action meets all elements of the purpose and need, no adjustments to the EA have been made in response to this comment.</p> <p>Based on Airport ridership demand and over-capacity issues, system and operations requirements, physical constraints with roads and airport facilities, and the need to preserve airport land for highest and best use, the APM technology is determined to best meet the Project's purpose and need.</p>
2A	Edward Cho	I figured we all could use a little positivity in this day of age and just wanted to say how well this Draft EA report for the EWR Airtrain was done. Thank you and excited to see this project come to fruition. Keep up the good work!	General	Comment noted.
3A	George Cermak	The technology for the Air Train replacement should be identical to that used at JFK (or very similar). Standard gauge steel wheel APM similar to subway/metro-systems power obtained along the guideway AND by overhead catenary. Concrete with steel rail. Similar to highway/transit bridge construction.	Design	<p>As indicated in Section 2.4.1 (page 2-21):</p> <p><i>The PANYNJ would procure the Proposed Action by requesting proposals for the design, construction, operation and maintenance of the proposed AirTrain (known as a Design-Build-Operate-Maintain (DBOM) procurement process) that does not preclude any Automated People Mover (APM) technology that meets the Purpose and Need.</i></p> <p>The EA reviewed three reasonably foreseeable APM technologies that the PANYNJ anticipates being proposed by bidders as a basis for determining impacts. Any aspects related to the technical requirements of the AirTrain system will be determined during design. No adjustments to the EA have been made in response to this comment.</p>
3B	George Cermak	MOREOVER, the system should be designed to allow these AirTrain vehicles to access and travel along the North East Corridor and PATH tracks. In the not too distant future robotic or automated train control will allow an automated system to operate directly to Newark Penn, the	Regional Connectivity	See response to Comment 1B.

## Final EA – Responses to Public Comments

### AirTrain EWR Replacement Project – May 2021

Comment Number	Commenter	Comment	Topic	Response to Comment
		<p>World Trade Center, Frank Lautenberg Station, NY Penn Station and points in-between. (I imagine the JFK Airtrain will also be able to serve NY Penn and Grand Central directly).</p> <p>It would be a tragedy to replace the current closed-loop monorail with yet another Airtrain system that barely extends beyond airport property. It is vital that the PANYNJ provide a one-seat ride between NYC/NJ airports and downtowns and transit hubs. New York and Newark are lagging behind other US and many international cities in this regard. The political will exists. Please plan for it. Is it not simply a matter of bringing the alignment down to grade where it meets the NE corridor?</p>		
4	Ray Bianco	Connect the Air Train to the Path train to improve connection to anyone from lower Manhattan, Jersey City, Hoboken, and Newark.	Regional Connectivity	See response to Comment 1B.
5A	Jason Rabinowitz	Now that the FAA has reminded the rule that PFC funding can only be used to build on-airport exclusively rail access projects, the current EWR AirTrain project should be scrapped in its entirety.	Funding	<p>The FAA Memorandum, titled “INFORMATION: PFC Update, PFC 75-21”, released on January 12, 2021, discusses the applicability of the policy as follows (see page 14 of the memorandum):</p> <p><i>The following policy is applicable only to PFC funding for rail access projects that serve an exclusive use, on-airport station and then extend to serve off-airport stations. The use of PFC revenue to finance rail access projects that terminate at an airport, and all other ground access projects, continues to follow FAA’s Notice of Policy Regarding Eligibility of Airport Ground Access Transportation Projects for Funding Under the Passenger Facility Charge Program (69 FR 6366) published on February 10, 2004.</i></p> <p>PFCs serve as a funding mechanism and not a screening criteria for the selection of a preferred alternative. As indicated in Section 1.4 (page 1-7), the purpose and need of the proposed action is to:</p> <ul style="list-style-type: none"> <li>• Provide airport users with reliable, world-class rail service</li> <li>• Accommodate existing and future ridership demand at an improved level of service</li> <li>• Provide a rail system that preserves airport land for highest and best use while minimizing disruptions to existing operations</li> </ul> <p>The proposed action does not include an expansion of ground transportation access and instead intends to provide Airport users with a reliable system that accommodates existing and future demand. The Proposed Action meets all elements of the purpose and need; therefore, no adjustments to the EA have been made in response to this comment.</p>
5B	Jason Rabinowitz	The current EWR AirTrain project is absurdly expensive for a monorail that merely shuttle passengers from terminals to a rail station with infrequent New Jersey Transit/Amtrak service, while not actually connecting the existing terminals as it does today. Now that PFC funding can be used in new ways, the obvious answer is to extend the Port Authority’s PATH system from Newark Penn Station to Newark Airport, including the terminals. This would provide direct one-seat rides from Midtown and Lower Manhattan, the gold standard for airport rail access. To spend billions of dollars on a short people mover that actually takes a significantly worse route	Regional Connectivity	<p>The scope of this EA was limited to the constraints and conditions of the existing AirTrain system and the purpose and need for the Proposed Project. As indicated in Section 1.4 (page 1-7), the purpose and need of the proposed action is to:</p> <ul style="list-style-type: none"> <li>• Provide airport users with reliable, world-class rail service</li> <li>• Accommodate existing and future ridership demand at an improved level of service</li> </ul>



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		than what it is replacing would be a huge mistake that we as a region will be stuck with for decades to come.		<ul style="list-style-type: none"> <li>Provide a rail system that preserves airport land for highest and best use while minimizing disruptions to existing operations</li> </ul> <p>The Proposed Action would provide Airport users with connectivity to the passenger terminals as well as parking and rental car facilities, along with the required capacity while preserving airport land for highest and best use. Although the expansion of the regional transportation network is not part of the purpose and need, the Proposed Action does not preclude PANYNJ's ability to extend the PATH system in the future.</p> <p>Since the Proposed Action's scope is limited to providing airport users with a reliable system and accommodating existing and future demand, and the Proposed Action meets all elements of the purpose and need, no adjustments to the EA have been made in response to this comment.</p>
6A	Robert Hale	<p>The intent of the current EWR Airtrain project is good, but the project should not proceed as currently envisioned. The currently envisioned standalone airport circulator would preserve a highly suboptimal forced transfer for all passengers. This arrangement for the original 2002 Airtrain extension was likely chosen to conform to a rule that is now superseded.</p> <p>Just weeks ago, the FAA recently issued a rule permitting passenger facility charge (PFC) proceeds to be applied to transit projects that do not only serve airport-bound traffic. As such, PANYNJ can now apply the PFC funding stream to an extension of the PATH system directly into the terminals.</p>	Funding	For portions of comment that relate to regional connectivity, see response to Comment 1B. For portions of the comment that relate to funding sources, see response to Comment 5A.
6B	Robert Hale	<p>The PATH trains can serve as an effective free inter-terminal circulator by instituting an exit tap at all PATH stations. Exit fare controls are widely deployed and would enable differentiation of intra-airport passengers from those traveling to or from a destination outside the airport zone. An exit fare control would also enable transfers to the New York City Subway, whose ticketing system is to be rolled out on PATH, to be detected and either discounted or made free.</p> <p>The extension of PATH directly to new airport terminal stations would eliminate transfers for many passengers. In particular, Lower Manhattan PATH riders would gain a one-seat ride directly to EWR. An alignment for the new EWR transit line that bypasses the current airport interchange station should be considered, as it could allow for shallower curves than an alignment that preserves that stop. Newark Penn Station is a more natural transfer point for airport passengers anyway.</p> <p>There is no need to discard the current interchange station. Addition of a pedestrian bridge would unlock access from the South Newark area to suburban train service. Moreover, the interchange station already has a bus loop where routes that serve Union and Irvington can be rerouted. The PANYNJ should avail itself of the changed regulatory environment and update its EWR transit project plan to satisfy the modern standard of one-seat service to the core.</p>	Regional Connectivity	See response to Comment 1B.
7	Chip Hallock	Newark Regional Business Partnership (NRBP) is pleased by the completion of the Newark Air Train NEPA Draft Environmental Assessment as a next step toward improving the travel experience at Newark Liberty International Airport (EWR).	General	Comment noted.

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		<p>The report contains virtually no adverse permanent impacts from the new Air Train and modest temporary construction impacts. That being said, we urge the Port Authority of NY &amp; NJ and its contractors to communicate throughout the construction process with neighboring enterprises that may experience noise, vibration and other temporary construction impacts. That includes hotels within and close to the airport whose businesses and guests may be inconvenienced or adversely affected during the project.</p> <p>Air Train is a critical part of the multibillion dollar effort by the Port Authority to ensure that travelers find increasing value from using EWR and can enjoy their travels amid modern facilities. New terminals, new services and new on-airport transportation will add greatly to the attraction of EWR as a gateway to this region.</p> <p>Thousands of local jobs connected to travel, entertainment and hospitality disappeared during the pandemic. As we embark on a mission to restore business and leisure travel to pre-pandemic levels, we must make the investments necessary now to ensure that success.</p> <p>Finally, construction of Air Train will create hundreds of well-paying jobs that will sustain families throughout the region and provide contract opportunities for small businesses.</p> <p>NRBP focuses on meeting the needs of our 400 members with interests in the Newark region. About half of our members are Newark-based with the balance throughout the metropolitan area. Our members include corporations, professionals, small businesses, universities and not-for-profits and represent a wide range of industries. We serve also as advocates for our members by supporting public policy that adds to Newark’s revitalization and New Jersey’s economic competitiveness.</p> <p>We look forward to Air Train as a critical ingredient of a world class travel experience to and from Newark.</p>		As noted on page 4-36 in Section 4.10.1.1 (Socioeconomics, Proposed Action), the Proposed Action is expected to generate about 12,380 construction-related jobs.
8A	NJDEP	<p>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 Resource Protection (DLRP). 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 the proposed project. It is advised that the applicant and/or their agent request a pre-application meeting with the DLRP staff prior to the submission of any applications.</p> <p>If you have any questions regarding this information, please contact Christopher Jones at (609) 777-0454 or Christopher.Jones@dep.nj.gov</p>	Wetlands, Floodplains	<p>Section 4.12.2.3 (Wetlands) indicates that a Freshwater Wetlands Permit and a Flood Hazard Area Permit will be obtained prior to construction.</p> <p>A Freshwater Wetland Letter of Interpretation application has been prepared and is expected to be submitted to NJDEP shortly. It is anticipated that an NJDEP Flood Hazard Area Permit will be required and a Pre-Application Meeting with NJDEP will be scheduled when appropriate.</p> <p>Measures and/or restrictions set forth in the permits will be adhered to during construction. No adjustments to the EA have been made in response to this comment.</p>
8B	NJDEP	<p>The Division of Fish and Wildlife (DFW) agrees with the species provided in Section 3.5.2, Biological Resources and to avoid/minimize direct impacts to nesting/breeding birds during construction activities, coordination with the NJDEP regarding state-protected and migratory bird species will be conducted during design of the Proposed Action.</p> <p>If you have any questions, please contact Kelly Davis at Kelly.Davis@dep.nj.gov.</p>	Biological Resources	During the final design phase, further coordination will be conducted with NJDEP as recommended. No adjustments to the EA have been made in response to this comment.



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8C	NJDEP	<p>The Historic Preservation Office previously reviewed this project under Section 106 and determined it would have no adverse effect on historic properties.</p> <p>Please reference the HPO project number 20-0602 in any future calls, emails, or written correspondence to help expedite your review and response.</p> <p>If you have any questions, please contact Jennifer Leynes at Jennifer.Leynes@dep.nj.gov.</p>	Historic, Architectural, Archeological and Cultural Resources	Comment noted.
8D	NJDEP	<p>Based on the information provided, it does not appear there is Green Acres encumbered parkland within the project area.</p> <p>If you have any questions, please contact Nancy Lawrence at Nancy.Lawrence@dep.nj.gov.</p>	Land Use	Comment noted.
8E-1	NJDEP	<p><u>Appendix C – Air Quality Technical Report, 1.Executive Summary</u></p> <p>Appendix C states, “Construction of the Proposed Action would result in construction-related direct (construction equipment) and indirect (concrete/material delivery/haul trucks and contractors’ community vehicles) emissions as well as fugitive dust from site preparation, land clearing, material handling and demolition activities.”</p> <p><u>Comment</u></p> <p>Section 93.152 (Definitions) of the Federal General Conformity regulation defines direct emissions as “those emissions of a criteria pollutant or it’s precursors that are caused by or initiated by the Federal action and originate in a nonattainment or maintenance area and occur at the same time and place as the action and are reasonably foreseeable.” The actions described in Appendix C (construction equipment, concrete/material delivery/haul trucks and contractors community vehicles) are considered sources of direct emissions. Please revise Appendix C to reflect that the emission sources listed are sources of direct emissions.</p>	Air Quality	<p>Appendix C included the evaluation of emissions from various sources including:</p> <ul style="list-style-type: none"> <li>• Fugitive dust from site preparation, land clearing, material handling and demolition activities</li> <li>• off-road equipment</li> <li>• mobile-sources such as concrete/material delivery/haul trucks and contractor commuting vehicles traveling to/from the site</li> </ul> <p>For clarity, Appendix C has been revised to remove references to “direct” and “indirect” emissions, and instead references emissions by source category. In addition, Table 4-1 (page 4-5) has been modified to remove references to “direct” and “indirect” emissions (refer to the “Emission Source Description” for “Construction and Demolition”).</p>
8E-2	NJDEP	<p><u>Appendix C – Air Quality Technical Report, 2. Analysis Scenarios - Proposed Action Alternative</u></p> <p>Appendix C states, “As part of the project, all nonroad diesel-powered construction equipment equal to, or greater than, 100 horsepower (hp) will be equipped with engines meeting Tier 4 Final engine standards. Additionally, seventy percent of all nonroad construction diesel-powered construction equipment will be equipped with engines meeting Tier 4 Final engine standards. The remaining thirty percent of nonroad diesel-powered construction equipment less than 100 hp may include Tier 0 to 3 engine standards.”</p> <p><u>Comment</u></p> <p>The emission estimates for this project are estimated based on the majority of the equipment using Tier 4 engines. Please address how you will ensure Tier 4 engines will be used for this project. Please clarify if these engines will be contractually required or what type of oversight will be in place to ensure that the equipment will have Tier 4 engines.</p> <p>Section 93.157 (d) (Reevaluation of Conformity) of the Federal General Conformity regulation states, “If the Federal Agency originally determined through the applicability analysis that a conformity determination was not necessary because the emissions for the action were below the limits in 93.153 (b) and changes to the action would result in the total emissions from the action being above the limits in 93.153 (b), then the Federal agency must make a conformity determination.” If there are changes to the equipment and Tier engines used, please revise the</p>	Air Quality	<p>Engine tier requirements listed in the EA have been written into the contract requirements. In addition, as part of contract submittals, the contractor will be required to submit a Diesel Emissions Compliance Plan for PANYNJ’s review and approval. Engine tier requirements and the completion of the Diesel Emissions Compliance Plan, as well as random inspections, are already listed within the EA in Table 4-4 (Minimization Measures and Best Management Practices).</p> <p>The PANYNJ agrees with NJDEP’s comments (8E-2 through 8E-7) that changes related to study components (such as equipment Tier requirements, equipment quantities, or changes to the draft conceptual schedule affecting year of peak emissions) will be addressed within a revised General Applicability Analysis in the event the project changes to such a degree as to cause an increase in emissions above the <i>de minimis</i> thresholds for nonattainment and maintenance criteria pollutants.</p> <p>The Proposed Action was evaluated, and it was determined that air emissions as a result of all three potential AirTrain technologies would not exceed the applicable <i>de minimis</i> thresholds. The draft conceptual schedule, work activities, reasonable equipment quantities and horsepowers were</p>

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		<p>General Conformity Applicability Analysis (Analysis), Table 4-3 Proposed Action Alternative Net Emissions By Year (tons/year) and Appendix C, Air Quality Technical Report, and if necessary prepare a Conformity Determination in accordance with 93.157 (d) of the Federal General Conformity regulation (40 CFR Part 93).</p> <p>This comment also applies to sections of Appendix C on pages C-11, C-20 and C-23 that address the construction equipment Tier engine standards used for this project.</p>		<p>developed based on the Proposed Action and the three potential AirTrain technologies to determine the most robust construction condition meeting all the goals, objectives and milestones of the project. Should the construction schedule, work activities, or equipment quantities/horsepower substantially differ from the EA project assumptions, the PANYNJ will require the Design-Build Team to reassess project-related emissions through a revised applicability analysis to determine whether the project changes would be subject to General Conformity requirements.</p> <p>No adjustments to the EA have been made in response to this comment.</p>
8E-3	NJDEP	<p><u>Appendix C – Air Quality Technical Report, 3.) Computer Modeling Methodology – Engine Load</u> Appendix C states, “Equipment types, identified by using supportive files from the Draft Conceptual Schedule were utilized along with reasonable equipment quantities.”</p> <p><u>Comment</u> Comment 2 applies to this portion of the project. If the equipment used on this project is not the same quantity as what was estimated, then please revise the Analysis, Table 4-3 Proposed Action Alternative Net Emissions by Year (tons/year), and Appendix C, Air Quality Technical Report, to include the air emissions, and if necessary prepare a Conformity Determination in accordance with 93.157 (d) of the Federal General Conformity regulation (40 CFR Part 93).</p>	Air Quality	See response to comment 8E-2.
8E-4	NJDEP	<p><u>Appendix C – Air Quality Technical Report, 4.) Proposed Action Emission Assessment Results- Proposed Action Construction-Related Emissions</u> Appendix C states, “Based on the Draft Conceptual Schedule, construction activities for the AirTrain system, MCF, and pedestrian bridges were organized by calendar year and quarter.”</p> <p><u>Comment</u> If a change to the conceptual schedule occurs which will cause a change in air emissions, please revise the General Conformity Applicability Analysis (Analysis), Table 4-3 Proposed Action Alternative Net Emissions by Year (tons/year), and Appendix C, Air Quality Technical Report, to include the air emissions, and if necessary prepare a Conformity Determination in accordance with 93.157 (d) of the Federal General Conformity regulation(40 CFR Part 93).</p>	Air Quality	See response to comment 8E-2.
8E-5	NJDEP	<p><u>Appendix C – Air Quality Technical Report, 5. Proposed Action Emission Assessment Results - Proposed Action Construction-Related Emissions</u> Appendix C states, “All other equipment specified within the Draft Conceptual Schedule as “As Needed” were not included in the emissions analysis. Table C-15 details the necessary equipment assumed by crew.”</p> <p><u>Comment</u> Section 93.157 (d) (Reevaluation of Conformity) of the Federal General Conformity regulation states, “If the Federal Agency originally determined through the applicability analysis that a conformity determination was not necessary because the emissions for the action were below the limits in 93.153 (b) and changes to the action would result in the total emissions from the action being above the limits in 93.153 (b), then the Federal agency must make a conformity</p>	Air Quality	See response to comment 8E-2.



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		determination.” If the equipment pieces labeled “As Needed” in Table C-15 are used in this project, please revise the Analysis, Table 4-3 Proposed Action Alternative Net Emissions By Year (tons/year) and Appendix C, Air Quality Technical Report and if necessary prepare a Conformity Determination in accordance with 93.157 (d) of the Federal General Conformity regulation (40 CFR Part 93).		
8E-6	NJDEP	<p><u>Appendix C – Air Quality Technical Report, Proposed Action Emission Assessment Results- Proposed Action Construction-Related Emissions</u></p> <p>Appendix C states, “Emission rates provided by NONROAD for the most representative equipment type listed in Table C-15 was utilized and presented in the analysis. Since equipment sizes have not been identified for all equipment types the analysis was performed utilizing the emission rate associated with the most reasonable horsepower equipment type for each affected year.”</p> <p><u>Comment</u></p> <p>Comment 2 applies to this portion of the project.</p> <p>If the equipment used on this project is not the same size as what was estimated in the Analysis, or if the horsepower for the equipment is different, then please revise the Analysis, Table 4-3 Proposed Action Alternative Net Emissions by Year (tons/year), and Appendix C, Air Quality Technical Report, to include the air emissions, and if necessary prepare a Conformity Determination in accordance with 93.157 (d) of the Federal General Conformity regulation (40 CFR Part 93).</p> <p>In order to reproduce your air emission estimates for the nonroad construction equipment, please provide the horsepower rating and the emission rates for the nonroad equipment that will be utilized on this project.</p>	Air Quality	<p>See response to comment 8E-2.</p> <p>Appendix C has been updated to include the horsepower rating and the emission rates for the nonroad equipment that will be utilized on this project.</p>
8E-7	NJDEP	<p><u>Appendix C – Air Quality Technical Report, 7. Proposed Action Emission Assessment Results – Proposed Action Construction Related Emissions</u></p> <p>Appendix C states, “Peak construction-related emissions are estimated in Year 2023 since major construction activities associated with the new AirTrain guideway, MCF, and pedestrian bridges are scheduled within this calendar year.”</p> <p><u>Comment</u></p> <p>Comment 2 applies to this portion of the project.</p>	Air Quality	See response to comment 8E-2.
8E-8	NJDEP	<p><u>Appendix C – Air Quality Technical Report, – Proposed Action Construction Related Emissions</u></p> <p>Appendix C includes Table C-16, Proposed Action Alternative Construction Emission Results by Year (tons/year), which provides a breakdown of emissions by source and year. Footnote #2 indicates that the demolition of the existing AirTrain system will occur in 2026. Appendix I includes the Draft Conceptual Schedule for the project. The EWR AIRTRAIN Preferred Alignment – Draft Conceptual Schedule Executive Summary by WBS indicates that the demolition for the existing AirTrain Guideway and Stations will start on 7-3-26 and will end on 3-15-27. Appendix A (A.5 Demolition of Existing AirTrain) states, ... “portions of the existing AirTrain will be decommissioned and demolished. This would include removal of all rail cars; demolition of MCF, P2 and P3 stations; partial demolition of P4, and existing Rail Link Stations and demolition of existing guideway outside the CTA.”</p> <p><u>Comment</u></p>	Air Quality	<p>All air emissions associated with demolition of the existing AirTrain system as described in Appendix A (A.5 Demolition of Existing AirTrain) are included in Table C-16.</p> <p>Appendix I of the EA contained an outdated construction schedule from a previous version of the document. In the Final EA, Appendix I has been updated to include the correct construction schedule. It should be noted that the correct schedule matches years modeled within the air quality analysis.</p>

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		<p>Comment 2 also applies to this portion of the project.</p> <p>Please clarify if all the air emissions associated with the demolition as described in Appendix A (A.5 Demolition of Existing AirTrain) are included in Table C-16. The Conceptual Schedule in Appendix I indicates that demolition will start on 7-3-26 and will end on 3-15-27, and Table C-16 only indicates demolition in 2026. Please clarify if demolition will take place in 2027 as indicated in the Conceptual Schedule in Appendix I. If the air emissions associated with demolition as described in Appendix A (A.5 Demolition of Existing AirTrain) are not included in Table C-16, then please revise the Analysis, Table 4-3 Proposed Action Alternative Net Emissions by Year (tons/year), Table C-16, Proposed Action Alternative Construction Emissions Results by Year (ton/year) and Appendix C, Air Quality Technical Report, to include the air emissions, and if necessary prepare a Conformity Determination in accordance with 93.157 (d) of the Federal General Conformity regulation(40 CFR Part 93).</p>		
8E-9	NJDEP	<p><u>EWR AirTrain Replacement Program - NEPA FAA Scoping Document (From 1/23/20) 9.)NEPA FAA Scoping Document</u></p> <p>BEP submitted the following comment on 2/19/20 in response to the scoping documents for this project:</p> <p>In the program briefing book for the AirTrain replacement program found on the PANYNJ website (<a href="https://www.ewrredevelopment.com/wp-content/uploads/2020/01/Airtrain-EWR-Program-Briefing-Book-V2.pdf">https://www.ewrredevelopment.com/wp-content/uploads/2020/01/Airtrain-EWR-Program-Briefing-Book-V2.pdf</a>), 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.”</p> <p><u>Comment</u></p> <p>When preparing the General Conformity Applicability Analysis and Conformity Determination (if necessary), the USEPA guidance (General Conformity Guidance: Questions and Answers, July 13, 1994, <a href="https://www.epa.gov/sites/production/files/2016-03/documents/gcgga_940713.pdf">https://www.epa.gov/sites/production/files/2016-03/documents/gcgga_940713.pdf</a>) 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).</p> <p>Please clarify if the air emissions associated with the 37 foundations (including transportation of the foundations within the nonattainment area) have been included in the Analysis. If they are not included, then please revise the Analysis, Table 4-3 Proposed Action Alternative Net Emissions by Year (tons/year), and Appendix C, Air Quality Technical Report, to include the air emissions, and if necessary prepare a Conformity Determination in accordance with 93.157 (d) of the Federal General Conformity regulation(40 CFR Part 93).</p> <p>If you have any questions, please contact Angela Skowronek at <a href="mailto:Angela.Skowronek@dep.nj.gov">Angela.Skowronek@dep.nj.gov</a>.</p>	Air Quality	<p>The Final EA has been revised to reflect a discussion of the 37 foundations in the Cumulative Impacts section of the EA (see Table 4-12 - Past Projects, line item titled “Early Action Guideway Foundations”). This text provides further clarification regarding the emissions associated with the installation of the foundations. Furthermore, a memo detailing the emissions resulting from the 37 foundations has been added (see Appendix M).</p>
8E-10	NJDEP	<p><u>Air Mobile Sources</u></p> <p>Diesel exhaust contributes the highest cancer risk of all air toxics in New Jersey and is a major source of NOx within the state. Therefore, NJDEP recommends that construction projects involving non-road diesel construction equipment operating in a small geographic area over an</p>	Air Quality	<p>These items are included within the best management practices listed in Table 4-4. As stated on page 4-9 of the EA, compliance with the measures and practices listed in Table 4-4 will be included as part of the Contractor’s agreement with the PANYNJ and enforced through various means, such as inspections, audits, and routine field oversight.</p>



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		<p>extended period of time implement the following measures to minimize the impact of diesel exhaust:</p> <p>a. 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 <a href="http://www.stopthesoot.org/sts-no-idle-sign.htm">http://www.stopthesoot.org/sts-no-idle-sign.htm</a>.</p> <p>b. 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.</p> <p>c. 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.</p> <p>d. While entering and leaving the project area, trucks should avoid neighborhoods as much as possible.</p> <p>If you have any questions, please contact Kris Dahl at <a href="mailto:Kris.Dahl@dep.nj.gov">Kris.Dahl@dep.nj.gov</a>.</p>		<p>Given that the EA addresses these requirements, no adjustments to the EA have been made in response to this comment.</p>
8E-11	NJDEP	<p><u>Air Compliance and Enforcement</u></p> <p>Stationary construction equipment may require air pollution permits. The applicant should review the requirements of N.J.A.C. 7:27-8.2(c) 1-21 for stationary permitting requirements.</p> <p>Furthermore, dust emissions either windblown or generated from construction equipment should be controlled to prevent offsite impacts. The applicant should also be aware of potential offsite impacts of odors pursuant to N.J.A.C. 7:27-5.</p> <p>If you have any questions or concerns, please contact Jeffrey Meyer at <a href="mailto:Jeffrey.Meyer@dep.nj.gov">Jeffrey.Meyer@dep.nj.gov</a>.</p>	Air Quality	<p>As indicated in Appendix C, page C-24:</p> <ul style="list-style-type: none"> <li><i>Stationary permitting requirements for construction equipment will be required pursuant to N.J.A.C. 7:27-8.2(c) 1-21 and N.J.A.C. 7:27(d) 15; and</i></li> <li><i>Odors related to construction activities detected off-site that are injurious to human health or would result in citizen complaints are prohibited pursuant to N.J.A.C. 7:27-5.2.</i></li> </ul> <p>For consistency, these items have been added to Table 4-4 of the Final EA (page 4-8)</p>
8F-1	NJDEP	<p><u>NJPDES Bureau of Surface Water Permitting</u></p> <p>Provided that the discharge is not contaminated, the appropriate NJPDES Discharge to Surface Water Permit is the B7 - Short Term De Minimis permit (see <a href="http://www.nj.gov/dep/dwq/gp-b7.htm">http://www.nj.gov/dep/dwq/gp-b7.htm</a>). This is determined by running a pollutant scan as described in the application checklist where the data can be collected up to a year in advance of the discharge. However, if the discharge is contaminated and the analytical results demonstrate levels greater than the limitations specified in Attachment 1 of the B7 permit (see <a href="https://www.nj.gov/dep/dwq/pdf/B7_Final_Permit.pdf">https://www.nj.gov/dep/dwq/pdf/B7_Final_Permit.pdf</a>), the appropriate NJPDES Discharge to Surface Water Permit is the BGR – General Remediation Cleanup permit (see</p>	Water Resources	<p>During the final design phase, it will be determined if either a B7- Short Term De Minimis Permit (if no contamination) or a BGR-General Remediation Cleanup Permit will be required. Further coordination with NJDEP’s Bureau of Surface Water Permitting will be initiated, as necessary. No adjustments to the EA have been made in response to this comment.</p>

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		<p><a href="http://www.nj.gov/dep/dwq/gp_bgr.htm">http://www.nj.gov/dep/dwq/gp_bgr.htm</a>). Please note, if a BGR permit is appropriate, a Treatment Works Approval may also be needed for any treatment.</p> <p>If you have any questions, please contact Dwayne Kobesky at <a href="mailto:Dwayne.Kobesky@dep.nj.gov">Dwayne.Kobesky@dep.nj.gov</a></p>		
8F-2	NJDEP	<p><u>Bureau of Water Allocation &amp; Well Permitting</u></p> <p>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.</p> <p>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.</p> <p>If you have any additional questions, please contact Ken Komar at <a href="mailto:Ken.Komar@dep.nj.gov">Ken.Komar@dep.nj.gov</a>.</p>	Water Resources	<p>These comments have been addressed in Table J-1 of Appendix J (page J-1):</p> <ul style="list-style-type: none"> <li><i>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.</i></li> <li><i>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.</i></li> </ul> <p>During the final design phase, it will be determined if daily pumping rates in excess of 100,000 gallons per day will occur. If so, coordination with NJDEP’s Bureau of Water Allocation and Well Permitting will be initiated to confirm the appropriate permit requirements.</p> <p>No adjustments to the EA have been made in response to this comment.</p>
8F-3	NJDEP	<p><u>Stormwater Management</u></p> <p>Construction projects that disturb 1 acre or more of land, or less than 1 acre but are part of a larger common plan of development that is greater than 1 acre, are required to obtain coverage under the Stormwater construction general permit (5G3). Applicants must first obtain certification of their soil erosion and sediment control plan (251 plan) from their local soil conservation district office. Upon certification, the district office will provide the applicant with two codes process (SCD certification code and 251 identification code) for use in the DEPonline portal system application. Applicants must then become a registered user for the DEPonline system and complete the application for the Stormwater Construction General Authorization. Upon completion of the application the applicant will receive a temporary authorization which can be used to start construction immediately, if necessary. Within 3-5 business days the permittee contact identified in the application will receive an email including the application summary and final authorization.</p> <p>If you have any additional questions, please contact Eleanor Krukowski at <a href="mailto:Eleanor.Krukowski@dep.nj.gov">Eleanor.Krukowski@dep.nj.gov</a>.</p>	Water Resources	<p>As indicated in Appendix B (page B-19), it is anticipated that the Proposed Action will require an NJPDES Construction Stormwater General Authorization/Permit since soil disturbance associated with the Proposed Action is anticipated to exceed one acre. This authorization is based upon SCD approval of a soil erosion and sediment control plan from the applicable County Soil Conservation District and receiving the two codes necessary to log in to the DEP Online portal system. This process will take place during the final design phase.</p> <p>For consistency and clarity, reference to the Construction Stormwater Authorization/ Permit has been inserted into the Final EA (see pages 4-41 and 4-45)</p>
9	Nath	<p>Ridership at Newark Liberty International Airport was growing rapidly before the pandemic and will return to this trend in a matter of years. Even without frequent failures and shut-downs starting only two decades after it opened, the AirTrain was running at capacity with more than 30000 daily riders, at least 2000 per hour at peak times. A new AirTrain built as a similar elevated-guideway monorail, even one with the maximum proposed capacity of 3500 per hour and proposed lifespan of 30 years, would suffer this exact fate. The Port Authority is already considering an extension of the PATH system to the Newark Airport Rail Link station, to be built around the same time as the new AirTrain, but it would not be as helpful as it could be if riders</p>	Regional Connectivity, Funding sources	<p>For portions of comment that relate to regional connectivity, see response to Comment 1B. For portions of the comment that relate to funding sources, see response to Comment 5A. It should be noted that PFCs, which will be used to fund a portion of the project, are not considered public funds.</p> <p>Additionally, the Proposed Action would include Automated People Mover (APM) technology that is best suited to achieve the Proposed Action’s Purpose and Need by providing Airport users with a system that offers</p>



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		<p>have to get off and stuff themselves onto the cramped monorail. Instead, I believe that the Port Authority should extend the PATH past the Rail Link station to the airport terminals themselves.</p> <p>Extending the PATH directly to the terminals would be more effective and a better use of public funds. With slight modifications, the proposed right-of-way for the AirTrain could instead have elevated tracks for PATH trains, with curves of 400+ foot radius and no tight spaces between or within terminal buildings. Furthermore, 9-car PATH trains can hold at least 500 passengers and easily run headways of less than five minutes at peak hours, for a total of 6000+ passengers per hour (nearly two times the capacity of a monorail system). With CBTC, PTC, and the comparative simplicity of subway equipment, maintenance costs would be relatively low and the PATH could run for at least a hundred years eliminating the high cost of further AirTrain rebuilds. Finally, merging the two projects would simplify construction and reduce their total cost, and critically would not reduce funding since the FAA has changed its rules allowing Passenger Facility Charges to be spent on any rail connection.</p> <p>Looking forward, I believe it is important to think big and to think long term when it comes to public transportation again. Especially considering how Newark airport supports New York City, an international economic hub. Emphasizing direct transit links like this PATH plan is also instrumental in promoting people to use public transportation: something that is necessary for the environment and for general quality of life. And once the project is properly completed, it can serve as a model to the rest of the United States on how public transportation can and should be integrated into airports.</p>		frequent connections (less than 3.5 minutes during peak periods) between on-airport facilities while preserving airport land for highest and best use as a result of the APM's small footprint (stations, tracks, etc.)
10	Schiminovich	<p>Ridership at Newark Liberty International Airport was growing rapidly before the pandemic and will return to this trend in a matter of years. Even ignoring frequent failures and shut-downs starting only two decades after it opened, the AirTrain was running at capacity with more than 30000 daily riders, at least 2000 per hour at peak times. A new AirTrain built as a similar elevated-guideway monorail, even one with the maximum proposed capacity of 3500 per hour and proposed lifespan of 30 years, would suffer this exact fate. The Port Authority is already considering an extension of the PATH system to the Newark Airport Rail Link station, to be built around the same time as the new AirTrain, but it would not be as helpful as it could be if riders have to get off and stuff themselves onto the cramped monorail. Instead, I believe that the Port Authority should extend the PATH past the Rail Link station to the airport terminals themselves.</p> <p>Extending the PATH directly to the terminals would be more effective and a better use of public funds. With slight modifications, the proposed right-of-way for the AirTrain could instead have elevated tracks for PATH trains, with curves of 400+ foot radius and no tight spaces between or within terminal buildings. Furthermore, 9-car PATH trains can hold at least 500 passengers and easily run headways of less than five minutes at peak hours, for a total of 6000+ passengers per hour (nearly two times the capacity of a monorail system). With CBTC, PTC, and the comparative simplicity of subway equipment, maintenance costs would be relatively low and the PATH could run for at least a hundred years, eliminating the high cost of further AirTrain rebuilds. Finally, merging the two projects would simplify construction and reduce their total cost, and critically would not reduce funding since the FAA has changed its rules allowing Passenger Facility Charges to be spent on any rail connection.</p>	Regional Connectivity, Funding sources	For portions of comment that relate to regional connectivity, see response to Comment 1B. For portions of the comment that relate to funding sources, see response to Comment 5A. For portions of the comment that relate to extension of the PATH system, see response to Comment 9.

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		This PATH extension would give riders a 35-40 minute direct ride to Downtown Manhattan (near my high school, Stuyvesant!) from Newark Liberty International Airport with minimal waiting time, which would in turn make a trip to the airport a two-seat ride for many New York City residents. This would make the airport a much more attractive option for travelers across the five boroughs. I know I would personally use Newark Liberty International Airport much more if this direct connection were implemented, and I'm sure many others would say the same. Therefore, I hope you consider this option		
11	Liu	<p>Ridership at Newark Liberty International Airport was growing rapidly before the pandemic and will return to this trend in a matter of years. Even ignoring frequent failures and shutdowns starting only two decades after it opened, the AirTrain was running at capacity with more than 30000 daily riders, at least 2000 per hour at peak times. A new AirTrain built as a similar elevated-guideway monorail, even one with the maximum proposed capacity of 3500 per hour and proposed lifespan of 30 years, would suffer this exact fate. The Port Authority is already considering an extension of the PATH system to the Newark Airport Rail Link station, to be built around the same time as the new AirTrain, but it would not be as helpful as it could be if riders have to get off and stuff themselves onto the cramped monorail. Instead, I believe that the Port Authority should extend the PATH past the Rail Link station to the airport terminals themselves.</p> <p>Extending the PATH directly to the terminals would be more effective and a better use of public funds. With slight modifications, the proposed right-of-way for the AirTrain could instead have elevated tracks for PATH trains, with curves of 400+ foot radius and no tight spaces between or within terminal buildings. Furthermore, 9-car PATH trains can hold at least 500 passengers and easily run headways of less than five minutes at peak hours, for a total of 6000+ passengers per hour (nearly two times the capacity of a monorail system). With CBTC, PTC, and the comparative simplicity of subway equipment, maintenance costs would be relatively low and the PATH could run for at least a hundred years eliminating the high cost of further AirTrain rebuilds. Finally, merging the two projects would simplify construction and reduce their total cost, and critically would not reduce funding since the FAA has changed its rules allowing Passenger Facility Charges to be spent on any rail connection.</p> <p>Everywhere else in the world, the primary mode of public transit whisks passengers directly to an airport, while the US is stuck with the “train to the train to the plane” method. As mentioned, this was only because of outdated regulations by the FAA requiring that rail lines exclusively serve airports to receive Passenger Facility Fees (PFCs) that have recently been removed, thus allowing for a more convenient connection to the city. Replacing a terrible monorail with another monorail system won't solve problems in the long run, especially with the fact that the estimated 30-year lifespan and capacity is comparable to a mere well-functioning BRT system, but is much more expensive and harder to maintain. Taking a page from Chicago and London, both the L and the Tube allow for the direct connection. Having a long-term, efficient system with integrated fares will be a better investment, and more economic activity for the involved agencies as well as the NYC metropolitan region. I urge you to consider my comments, and push for better infrastructure in New York.</p>	Regional Connectivity, Funding sources	For portions of comment that relate to regional connectivity, see response to Comment 1B. For portions of the comment that relate to funding sources, see response to Comment 5A. For portions of the comment that relate to extension of the PATH system, see response to Comment 9.
12	Kreiswirth	I am a Co-President of the Stuyvesant Transit and Urbanism Association. I along with other members of this student organization are deeply invested in transit improvements across the NYC region. I have also used Newark Liberty International Airport for many flights and hope to	Regional Connectivity,	For portions of comment that relate to regional connectivity, see response to Comment 1B. For portions of the comment that relate to funding sources,



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		<p>see it become a world-class airport over the coming decades. A critical part of this is making sure the rail connections between the airport and the rest of the city are convenient and efficient. For that reason, I am writing to give my feedback on the Newark AirTrain plan presented in the Draft Environmental Assessment.</p> <p>Ridership at Newark Liberty International Airport was growing rapidly before the pandemic and will return to this trend in a matter of years. Even ignoring frequent failures and shut-downs starting only two decades after it opened, the AirTrain was running at capacity with more than 30000 daily riders, at least 2000 per hour at peak times. A new AirTrain built as a similar elevated-guideway monorail, even one with the maximum proposed capacity of 3500 people per hour and proposed lifespan of 30 years, would suffer this exact fate. The Port Authority is already considering an extension of the PATH system to the Newark Airport Rail Link station, to be built around the same time as the new AirTrain, but this would not be as helpful as it could be if riders have to get off and stuff themselves onto a cramped monorail. Instead, I believe that the Port Authority should extend the PATH past the Rail Link station to the airport terminals themselves.</p> <p>Extending the PATH directly to the terminals would be more effective and a better use of public funds. With slight modifications, the proposed right-of-way for the AirTrain could instead have elevated tracks for PATH trains, due to curves of 400+ foot radius and no tight spaces between or within terminal buildings. Furthermore, 9-car PATH trains can hold at least 500 passengers and easily run headways of less than five minutes at peak hours, for a total of 6000+ passengers per hour (two times the capacity of a monorail system). With CBTC, PTC, and the comparative simplicity of subway equipment, maintenance costs would be relatively low and the PATH could run for at least a hundred years eliminating the high cost of further AirTrain rebuilds. Finally, merging the two projects would simplify construction and reduce their total cost, and critically would not reduce funding since the FAA has changed its rules allowing Passenger Facility Charges to be spent on any rail connection.</p> <p>As an environmentalist, I appreciate the efforts the Port Authority is making to consider the effect of their AirTrain proposal in this Draft Environmental Assessment. However, it does not adequately consider the environmental costs of building another AirTrain when this one reaches the end of its useful life in 35 years. It also does not consider the environmental costs of the inconvenient 3 to 4 transfers required to reach most of the NYC area discouraging passengers from using trains instead of cars. I urge the Port Authority to make the right decision for the passengers and the environment, and consider extending the PATH directly to the Newark Airport terminals.</p>	Funding sources	<p>see response to Comment 5A. For portions of the comment that relate to extension of the PATH system, see response to Comment 9.</p> <p>Regarding the AirTrain’s end of useful life, the timeframe for assessing impacts of five years after “opening day” was determined to be reasonable for the AirTrain Replacement Project and is not inconsistent with requirements under the National Environmental Policy Act (NEPA). The AirTrain’s end of useful life is well outside of the timeframe for analysis.</p> <p>The issue of multiple transfers to access NYC was not addressed in the EA as the Purpose and Need for this Project focuses on Airport needs related to reliability, accommodating ridership demand, and minimizing disruptions to existing operations.</p>
13	Wong	<p>I am a former president of the Stuyvesant Transit and Urbanism Association at Stuyvesant High School and am a current student of the University of Albany studying Civil and Environmental Engineering, with plans to enter the field of transportation planning and design in the New York City metropolitan area. I am writing to offer my feedback on the Newark AirTrain plan presented in the Draft Environmental Assessment.</p> <p>Ridership at Newark Liberty International Airport was growing rapidly before the pandemic and will return to this trend in a matter of years. Even disregarding frequent failures and shut-downs</p>	Regional Connectivity, Funding sources	<p>For portions of comment that relate to regional connectivity, see response to Comment 1B. For portions of the comment that relate to funding sources, see response to Comment 5A. For portions of the comment that relate to extension of the PATH system, see response to Comment 9.</p> <p>One key element of the Proposed Action’s purpose and need is to accommodate existing and future ridership demand at an improved level of</p>

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		<p>starting only two decades after it opened, with perfect operation, the AirTrain was running at capacity with more than 33000 daily riders, at least 2000 per hour at peak times. A new AirTrain built as a similar elevated-guideway monorail, even one with the maximum proposed capacity of 3500 per hour and proposed lifespan of 30 years, would suffer this exact fate. The Port Authority is already considering an extension of the PATH system to the Newark Airport Rail Link station, to be built around the same time as the new AirTrain, but it would not be as helpful as it could be if riders must get off and stuff themselves onto the cramped monorail.</p> <p>Instead, I believe that the Port Authority should extend the PATH past the Rail Link station to the airport terminals themselves. Extending the PATH directly to the terminals would be a more effective and more efficient use of public funds. With slight modifications, the proposed right-of-way for the AirTrain could instead have elevated tracks for PATH trains, with curves of 400+ foot radius and no tight spaces between or within terminal buildings. Furthermore, 9-car PATH trains can hold at least 500 passengers and easily run headways of less than five minutes at peak hours, for a total of 6000+ passengers per hour (nearly two times the capacity of a monorail system). With CBTC, PTC, and the comparative simplicity of subway equipment, maintenance costs would be relatively low and the PATH could run for at least a hundred years eliminating the high cost of further AirTrain rebuilds. Finally, merging the two projects would simplify construction and reduce their total cost, and critically would not reduce funding since the FAA has changed its rules allowing Passenger Facility Charges to be spent on any rail connection.</p> <p>At first glance, it may come as a concern that the capital costs to extend the PATH to replace the monorail are unrealistically high given the Port Authority’s current financial situation. Firstly, this cost can be reduced with a major (and very recent) change in FAA regulations, and secondly, rebuilding the monorail from scratch is effectively a short-term patch-up, which is fundamentally suboptimal compared to long-term, sustainable solutions in the transportation industry. Concerning the first point, and to alert the Port Authority of this important change, the FAA removed the regulation deterring local transit agencies from building their own extensions directly to airports this past January, which essentially means that the Port Authority is eligible to use FAA-granted funds (Passenger Facility Fees) to finance a PATH extension directly to the airport, instead of being restricted to the NEC rail transfer station.</p> <p>In terms of designing, contracting, and building the project, combining the EWR AirTrain replacement project with the PATH extension to the Rail Link station already in planning and close to construction is simple and will streamline all of these processes, essentially combining two projects into a single one. In addition, building the PATH to the airport removes the need for proprietary monorails that are expensive to maintain due to their uniqueness. Maintaining and running a uniform fleet of trains is much cheaper operationally. Furthermore, this line could run at-grade on the surface for the section in areas near the RailLink station unlike a monorail, eliminating unnecessary elevated construction. Revenue-wise, this change will also provide a benefit to PANYNJ compared to the previous plan, as a one-seat-ride from Manhattan’s Financial District, Jersey City, and Downtown Newark would incentivize more New Yorkers and New Jersey residents to choose to ride the PATH over other modes of transit, such as expensive and comparatively infrequent NJT Commuter Rail and buses, or even worse, rideshare services and/or taxis. This increase in ridership will also channel more revenue directly to PANYNJ.</p>		<p>service. Existing issues related to crowding or capacity exceedances will be addressed by the proposed AirTrain system.</p>



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		Fundamentally, it is better to fix the decades-old problem of providing EWR Airport with high-quality rail service in one large operation, rather than creating unsustainable and temporary solutions that only last a mere 30 years, and needing to patch each solution with an unnecessarily expensive operation. While it may set PA finances back slightly more than a short-term patch-up initially, its benefits will outlast the current plan by many decades.		

## Appendix M

**Appendix M:** Evaluation of Air Emissions Associated with 37 Foundations for Replacement AirTrain  
Constructed As Part of Airport Roadway Configuration





## Memorandum

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Date: March 29, 2021  
To: Ralph D'Apuzzo/Michael Lorczak, PANYNJ  
From: Fang Yang  
Subject: Evaluation of Air Emissions Associated with 37 Foundations for Replacement  
AirTrain Constructed As Part of Airport Roadway Reconfiguration

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A review was conducted on air quality impacts of the construction of 37 foundations (the Project) for the AirTrain Replacement Program. The subsurface foundations were installed as part of the roadway reconfiguration program undertaken during the Terminal A Redevelopment Program at Newark Liberty International Airport. Construction of the foundations commenced in 2018 and was completed in 2020.

The Project involved the use of equipment types and activity durations that are summarized in Table 1. The Project-associated annual emissions were estimated by multiplying the equipment emission factors estimated using the EPA NONROAD model for each applicable equipment by the equipment operating hours during a specific year. The estimated annual emissions are summarized Table 2.

To evaluate potential emissions significance on a project level for a completed action, the Clean Air Act (CAA) General Conformity Rule (GCR) applicability *de minimis* thresholds are used.

The CAA mandates that states with criteria pollutant nonattainment areas adopt State Implementation Plans (SIPs) that target the elimination or reduction of the severity and number of violations of the National Ambient Air Quality Standards (NAAQS). The 1990 CAA Amendments (CAAA) expanded the scope of the statute's "conformity" provisions by clearly relating the concept of proposed federal actions. The GCR applies to federal actions occurring in air basins designated as nonattainment for the NAAQS or in attainment areas subject to maintenance plans (maintenance areas). Since the Project occurred in a nonattainment area for O<sub>3</sub> and a maintenance area for CO and PM<sub>2.5</sub>, the GCR applies for these nonattainment or maintenance pollutants.

To focus general conformity requirements on those federal actions with the potential to have significant air quality impacts, threshold (*de minimis*) rates of emissions were established in the GCR. A formal conformity determination is required when the annual net total project emissions from a federal action occurring in a nonattainment or maintenance area for a criterion pollutant would equal or exceed the annual *de minimis* threshold for that pollutant.

For O<sub>3</sub> nonattainment areas, USEPA's conformity rules establish *de minimis* emission levels for both O<sub>3</sub> precursors: VOC and NO<sub>x</sub>, on the presumption that VOC and NO<sub>x</sub> reductions will contribute to reductions in O<sub>3</sub> formation. For the same reason, SO<sub>2</sub> is considered a precursor for PM<sub>2.5</sub>. The applicable *de minimis* levels applicable for the Project are:

- 50 tons per year (tpy) of NO<sub>x</sub> and VOC.
- 100 tpy for CO, PM<sub>2.5</sub>, and SO<sub>2</sub>.

Pursuant to the GCR, reasonably foreseeable net increases in emissions associated with the implementation of a project should be quantified and compared to the applicable annual *de minimis* levels to determine potential air quality impacts and whether a formal conformity determination is required to further evaluate potential impact significance.

As shown in Table 2, the annual emissions estimated for the Project were well below the corresponding GCR applicability *de minimis* thresholds. Therefore, the Project is in conformity with the SIP's purpose and did not:



- Cause or contribute to any new violations of any NAAQS;
- Increase the frequency or severity of any existing violation of any NAAQS; or
- Delay timely attainment of any NAAQS.

Consequently, the construction of the 37 foundations did not result in significant adverse impacts in air quality.

**Table 1 – Equipment Type and Usage for the Project**

Equipment	Model#/Equipment Category	Engine Size (hp)	2018 Usage (weeks)	2019 Usage (weeks)	2020 Usage (weeks)
Backhoe Loader	CAT 420E	100	0.5	21.5	13
10yd Trucks for Soil Removal	CAT CT660	375	0.5	21.5	13
Pile Driver	ABI Mobil Ram	250	7	68 <sup>1</sup>	2
Mobile Crane	Liebherr LTM 1030	275	3.5	24.5	13
Mobile Crane	Liebherr LTM 1030	275	3.5	24.5	13
Concrete Trucks	FL 114SD	400	0.5	21.5	13

<sup>1</sup> multiple equipment were used.

**Table 2 – Annual Emissions from the Project**

Year	Pollutants (tons per year)				
	VOC	NO <sub>x</sub>	CO	PM <sub>2.5</sub>	SO <sub>2</sub>
2018	0.01	0.13	0.03	0.00	0.01
2019	0.10	1.62	0.34	0.05	0.06
2020	0.04	0.76	0.16	0.02	0.03
<b>GCR de minimis Threshold (tons per year)</b>	<b>50</b>	<b>50</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Exceed de minimis Threshold</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>