APPENDIX C:
2008 UPDATE OF PROGRAMMED/COMMITTED PROJECTS & ONGOING PLANNING INITIATIVES

LIST OF PROGRAMMED/COMMITTED PROJECTS AND ONGOING PLANNING INITIATIVES FOR THE GBR EIS

December 2008 Update

Table of Contents

1.0 Programmed and Committed Projects 3
1.1 Transportation Projects and Enhancements 5
1.1.1 New York 5
- HHMT Eastbound Ramp Access Improvement* 5
- WSE Service Road and Access Improvements* 5
- Staten Island Expressway (SIE) Median Bus Lane Extension 5
- Staten Island Small-Scale Park and Ride Facilities 6
- Staten Island Transportation Initiatives 6
- Gowanus Expressway Interim Deck Replacement 6
- Intelligent Transportation Systems (ITS) Limited Access Highway Improvements Program 6
- Cross Bronx Expressway (CBE) Rehabilitation 7

1.1.2 New Jersey 7
- Portway Extensions Transportation Improvements 7
- NJ Turnpike Exit 12 Reconstruction Project 8
- NJ Route 139/Holland Tunnel Approach Rehabilitation 8
- NJ Turnpike Interchange 6 to 9 Widening Program 8
- Driscoll Bridge Widening over Raritan River 9

1.1.3 Bi-State 9
- Arthur Kill Channel Deepening Program* 9

1.2 Land Use Development Projects 9
1.2.1 New York 9
- Howland Hook Redevelopment Program* 9
- NYSDEC's Old Place Creek Site Access* 10
- Stapleton Waterfront Revitalization Plan 11
- Hudson Yards / No.7 Subway Extension EIS 11

1.2.2 New Jersey 12
- Jay Cashman Dredged Material Processing Facility* 12
- Elizabeth River Trail Project 12
- Redevelopment of Allied Signal Site 12

2.0 Ongoing Planning Initiatives 13
2.1 Transportation Studies 13
2.1.1 New York 13
- SIE Corridor Studies* 13
- Verrazano-Narrows Toll Plaza Replacement Study 14
- Staten Island West Shore Land Use & Transportation Study* 15
- West Shore Light Rail Project 15
- Staten Island North Shore Light Rail Feasibility Study 15
- Staten Island South Shore Ferry Landing 16
- New York City Bus Rapid Transit (BRT) Study 16

- Verrazano-Narrows Bridge Rehabilitation 16
- 65th Street Rail Yard Improvement 17
- Gowanus Expressway DEIS 17
- Bronx Arterial Needs Major Investment Study 17
- Canal Street Area Transportation Study, Phase II 17
- Kosciuszko Bridge Study 18

2.1.2 New Jersey 18

- NJ Turnpike Interchange 13 Study* 18
- Missing Link Study for US Route 1 & 9 and I-278 Interchange* 18
- Newark-Elizabeth Rail Link (NERL) MOS-2 and MOS-3 19
- Route 3 Bridge Replacement over Passaic River 19
- Palisades Interstate Parkway Connector Ramp 19

2.1.3 Bi-State 19

- Cross Harbor Freight Movement EIS 19
- Comprehensive Port Improvement Plan (CPIP) 20
- Access to the Region's Core (ARC) 20

2.2 Land Use Development Studies 20

2.2.1 New York 20

- As-of-Right Development of the Former GATX Site* 20
- Fresh Kills Park 21
- Staten Island Growth Management 21
- Downtown Brooklyn Redevelopment Projects 21

2.2.2 New Jersey 22

- Portfields Initiative for Warehousing and Distribution Centers* 22
- Elizabeth Ferry Terminal and Service 22
- Union County Transportation Studies 23
- Downtown Newark Redevelopment Projects 23
- Fed-Ex Distribution Center Redevelopment 23
- Singer Manufacturing Site Redevelopment 23

3.0 Projects Completed or Cancelled during Preparation of GBR DEIS 23

- Staten Island Railroad (SIRR) Reactivation for Freight Rail* 23
- New Jersey Freight Rail Improvements 24
- Elizabeth IKEA Expansion 25
- Staten Island/Bayonne Bus Link 25
- Newark Light Rail Extension to Newark Broad Street Station 25
- EZ-Pass Toll Plaza at the Outerbridge Crossing 25

List of Figures

Figure 1 Programmed and Committed Projects in the Regional Area 4

Note:
***** Any project shown with an "asterisk" means that it is located directly within Goethals Bridge Study Area, which is defined in Section 4.2 of this EIS for the evaluation of potential direct impacts associated with all alternative bridge replacement alignments.

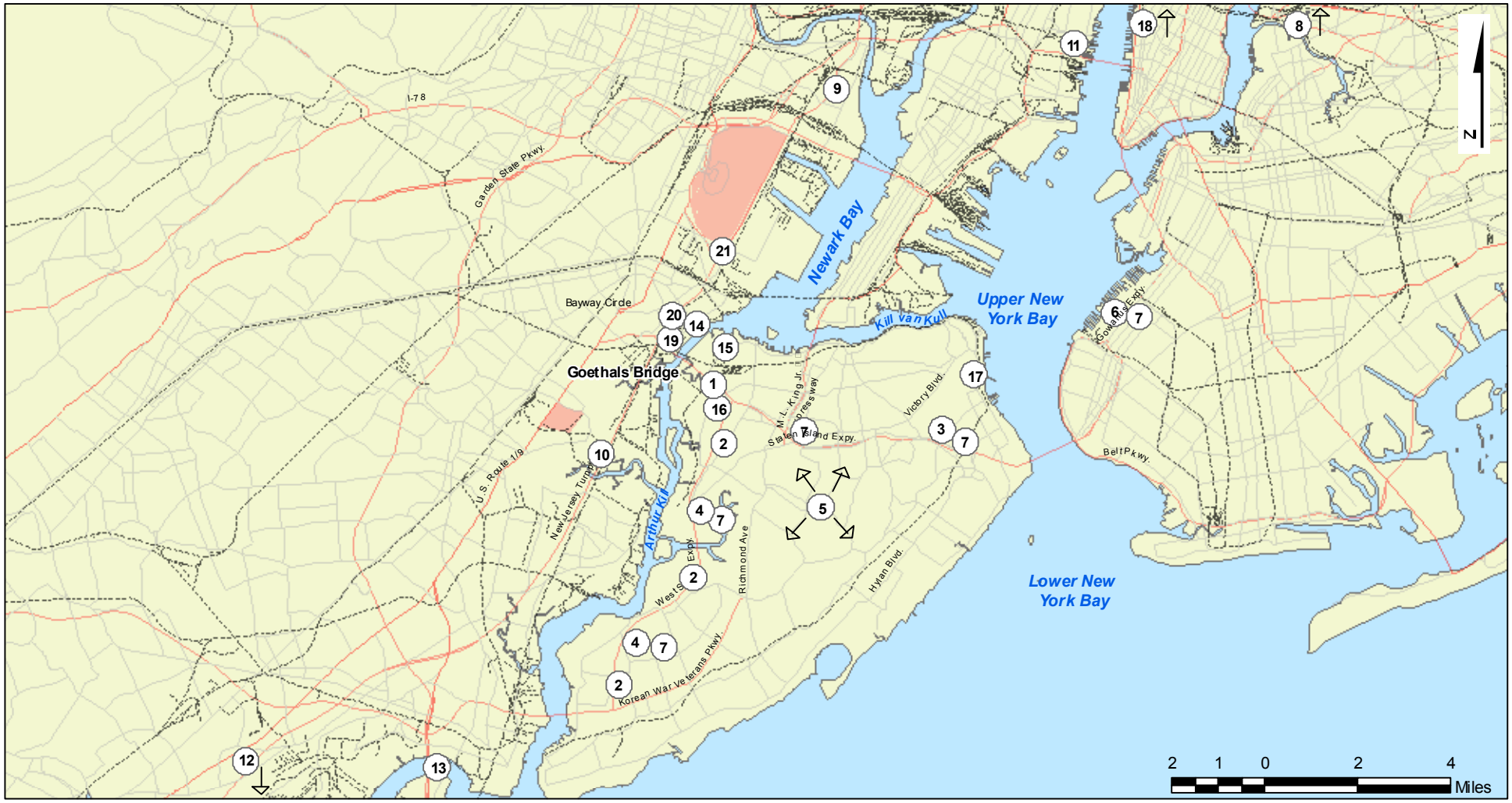
Programmed and committed projects, which are incorporated in the No-Build alternative for purposes of the Goethals Bridge Replacement (GBR) Environmental Impact Statement (EIS), and other plans and studies, which are in various stages of project development but have not yet received necessary approvals and/or obtained committed funding, have been identified and are described below. This inventory has been periodically updated during the course of studies for the GBR EIS and re-distributed to the U.S. Coast Guard (USCG), lead federal agency for the GBR EIS, and the Port Authority of New York & New Jersey (PANYNJ), the project sponsor.

The following is an update of December 2008. Any projects specifically located within the Goethals Bridge Study Area is defined in Section 4.2 of this EIS, whether committed or at a planning stage, are shown with an asterisk (*) in the list below. In addition, these specific projects are also presented in Section 4.4.5 - *Planned Future Development* and depicted on Figure 4.4-3 of the EIS Document.

In light of the future travel demand forecasts for the Build and No-Build traffic conditions, it should be noted that the Goethals Transportation Model (GTM) actually included several of the programmed and committed projects and on-going planning initiatives (as listed below in Sections 1.0 and 2.0), as well as some projects that have been completed since the start of the GBR EIS (as listed below in Section 3.0). For example, the GTM's future travel demand forecasts included the Staten Island Railroad (SIRR) Reactivation for Freight Rail, the Newark Light Rail Extension to Newark Broad Street Station, and the EZ-Pass Toll Plaza at the Outerbridge Crossing which are all under operation now.

1.0 Programmed and Committed Projects

The No-Build alternative encompasses future transportation and land use development projects and any public policies or policy changes that are programmed and committed to be implemented within the analysis timeframe of the GBR EIS (i.e., 2034). Programmed and committed projects are those that, as appropriate, have completed all applicable review and approval processes, and have obtained available or committed funding. In addition, such programmed and committed transportation projects are typically included in the Transportation Improvement Programs (TIP) of the regional Metropolitan Planning Organizations (i.e., New York Metropolitan Transportation Council [NYMTC] and North Jersey Transportation Planning Authority [NJTPA]) and/or are regionally significant. Regional locations of the programmed and committed projects, either transportation- or land use-related, are shown in Figure 1.



Legend

Roads

- Highways
- Secondary Roads
- Airports
- Railroad

PROGRAMMED AND COMMITTED PROJECTS

1. HHMT Eastbound Ramp Access Improvement
2. WSE Service Road and Access Improvements
3. SIE Median Bus Lane Extension
4. Staten Island Small-Scale Park and Ride Facilities
5. Staten Island Transportation Initiatives
6. Gowanus Expressway Interim Deck Replacement
7. Intelligent Transportation Systems (ITS) Limited Access Highway Improvements Program
8. Cross Bronx Expressway Rehabilitation
9. Portway Extensions Transportation Improvements
10. NJ Turnpike Exit 12 Reconstruction Project
11. NJ Route 139/Holland Tunnel Approach Rehabilitation
12. NJ Turnpike Interchange 6 to 9 Widening Program
13. Driscoll Bridge Widening over Raritan River
14. Arthur Kill Channel Deepening Program
15. Howland Hook Redevelopment Program
16. NYSDEC's Old Place Creek Site Access
17. Stapleton Waterfront Revitalization Plan
18. Hudson Yards / No.7 Subway Extension EIS
19. Jay Cashman Dredged Material Processing Facility
20. Elizabeth River Trail Project
21. Redevelopment of Allied Signal Site

Goethals Bridge Replacement EIS

FIGURE 1

Programmed and Committed Projects in the Regional Area

United States Coast Guard

1.1 Transportation Projects and Enhancements

Projects that are programmed and committed for implementation and would potentially affect travel or cumulative environmental impacts in the Goethals Bridge Study Area were identified through review of NYMTC's and NJTPA's TIPs, as well as project-related materials, and through consultation with project sponsors and public agencies.

1.1.1 New York

- *HHMT Eastbound Ramp Access Improvement**

The PANYNJ's Ten-Year Capital Plan covers the design and build of an Eastbound Ramp off of the Goethals Bridge into New York Container Terminal (NYCT), a tenant at the PANYNJ's Howland Hook Marine Terminal (HHMT) facility in Staten Island (see #1 in Figure 1). This project is due to Port activity and independent of the proposed Goethals Bridge replacement; however, it is intended that construction of the Eastbound Ramp would be coordinated with construction of the proposed new bridge.

- *WSE Service Road and Access Improvements**

The New York State Department of Transportation (NYSDOT) is continuing to examine various proposed projects that would provide capacity and operational improvements to the arterial network along the corridor of the West Shore Expressway (WSE) (NY 440) and its key interchanges in Staten Island (see #2 in Figure 1). Currently, NYSDOT (under project ID# X096.18) will reconstruct various expressway interchanges to provide safety and access improvements on ramps, service roads, and intersections along the WSE, at South Avenue, Victory Boulevard, Arden Avenue, Arthur Kill Road, and Bloomingdale Road on Staten Island. As part of this transportation improvement project, NYSDOT is also proposing to build connections to proposed local roads at the proposed Fresh Kills Park, which will be created at the existing Fresh Kills Landfill Site. The WSE Corridor Improvements Project has received $20 million in funding and is in the preliminary design stage with construction scheduled to begin in Spring 2010 for completion in Winter 2011/2012.

- *Staten Island Expressway (SIE) Median Bus Lane Extension*

In November 2005, the New York State Department of Transportation (NYSDOT) opened east- and westbound exclusive bus lanes in the median of the SIE between Slosson Avenue and the Verrazano-Narrows Bridge toll plaza (see #3 in Figure 1). The bus lanes, which operate between these limits on a 24-hour/7-day basis for both directions of travel, were developed as an interim transitional step in the process of ultimately implementing the recommendations in the SIE Major Investment Study (Staten Island Expressway Corridor Major Investment Study, Final Report, NYSDOT, December 2002). In January 2008, the NYSDOT opened up the westbound bus lanes to passenger cars with two or more occupants (HOV 2+) as part of a pilot study for traffic mitigation measure tied to ongoing work on the Verrazano-Narrows Bridge. (*Also see Section 2.1.1 below for more details on SIE Corridor Studies*).

- *Staten Island Small-Scale Park and Ride Facilities*

NYSDOT has allocated $8.6 million to continue an ongoing program to develop small-scale park and ride facilities on Staten Island, primarily on the west shore (see #4 in Figure 1). This project (ID#: X731.05), in development since Spring 2007, involves the building of or improvements to park and ride lots along the WSE. Construction is expected to begin in Winter 2009/2010 for completion by Winter 2010/2011.

- *Staten Island Transportation Initiatives*

In his 2006 State of the City Address, NYC Mayor Bloomberg announced that the City's Transportation and Planning Departments would undertake a 60-day study to identify a package of initiatives designed to address the Borough's growing traffic congestion. In March 2006, 40 preliminary recommendations for easing traffic congestion on Staten Island – including a short-term action plan of 17 initiatives to be implemented within the next year -- were presented to the Staten Island Transportation Task Force. The initial projects focus on improvements to roadway (traffic flow and safety concerns at specific high-priority locations); freight rail improvements; and passenger transit service enhancements. Completion of a land-use analysis to identify corridors for potential public/private improvements, implementation of a public education/outreach program, and enhanced interagency coordination were also included. To date and while many short-term initiatives have been completed or initiated, the overall study is still underway with several medium-term and long-term recommendations. (See #5 in Figure 1).

- *Gowanus Expressway Interim Deck Replacement*

NYSDOT is bidding a series of four contracts for the replacement of 1.8 million square feet of concrete deck of the Gowanus Expressway in Brooklyn (see #6 in Figure 1). This is an interim measure to curb deterioration while awaiting completion of the Gowanus Expressway DEIS and subsequent action. Deck replacement construction is underway for the viaduct from 92nd Street to the Brooklyn-Queens Expressway Interchange. The DEIS, which is examining both roadway and tunnel alternatives, is not expected to be completed until 2012, with an earliest anticipated construction start date beyond 2015. Until a permanent replacement option is built, an interim solution is needed to maintain the viability and safety of the structure. NYSDOT anticipates that the Repair and Interim Deck Replacement project will extend the useful life of the Expressway by 10-15 years. The last contract for the Shore Parkway Interchange contract (PIN X730.81), while currently in design, is expected to begin during the summer 2009 and for completion by 2011.

- *Intelligent Transportation Systems (ITS) Limited Access Highway Improvements Program*

NYSDOT is implementing an ITS network on all limited access highways in the New York metropolitan region, slated to be completed by 2010. A series of closed-circuit cameras, loop detectors, variable message signs, and a regional data center will be in place at completion. In Staten Island, this project includes the WSE and the SIE (see #7 in Figure 1).

- *Cross Bronx Expressway (CBE) Rehabilitation*

NYSDOT is rehabilitating all of the bridges (about 50) that cross or support the CBE as part of a $200-million rehabilitation program (see #8 in Figure 1). Construction on two of the easternmost bridges (East Tremont Avenue over the CBE, and the CBE over Randall Ave) is underway. While many of the bridge rehabilitations have been completed, a long-planned rehabilitation of the Alexander Hamilton Bridge (D015647, PIN X726.81), currently in the design stage, began in 2007 and includes the replacement of rocker bearings and rehabilitation of the deck to incorporate full shoulders. At this time, no completion date could be identified.

1.1.2 New Jersey

- *Portway Extensions Transportation Improvements*

Portway, begun in the late 1990s, is a series of 11 independent projects of the New Jersey Department of Transportation (NJDOT) that will improve access to and between the Newark-Elizabeth Air/Seaport Complex, intermodal rail facilities, trucking and warehousing/ transfer facilities and the regional surface transportation system (see #9 in Figure 1). These facilities and their access routes are key landside connectors to global and domestic commerce for New Jersey and the greater New York metropolitan region. The projects are located in the counties of Union, Essex, Hudson and Bergen and the municipalities of Elizabeth, Newark, Bayonne, Jersey City, Kearny, Secaucus, North Bergen, Little Ferry and Ridgefield Park. A subsequent study, the Portway Extension Study, favorably reviewed the planning rationale for the project components and recommended further infrastructure and operational improvements. As summarized below, three of the 11 original projects have been constructed and two are in Final Design or Final Scope Development phases, while improvements of the remaining segments are in the Feasibility Assessment (FA) stage. Due to overall budgetary constraints, NJDOT (as of July 2008) has placed the FA projects on hold, subject to a re-evaluation related to total agency program needs.

More information on the Portway Extension Study and its status can be found on the NJDOT website at http://www.state.nj.us/transportation/freight/portway/.

Completed Projects

- Doremus Avenue from south of Port Street to north of Wilson Avenue -- Newark
- Doremus Avenue from north of Wilson Avenue to north of Raymond Boulevard -- Newark.
- Charlotte & Tonnelle Circles -- Jersey City

Projects in Final Design

- Route 1&9T (25) St. Paul's Viaduct Replacement -- Jersey City

Projects in Preliminary Design

- Route 7 Wittpenn Bridge -- Kearney, Jersey City
- New Road (Rte. 1&9T Extension) from St. Pauls Avenue to Secaucus Road -- Jersey City
- Pennsylvania Avenue and Fish House Road -- Kearny

Projects in Feasibility Assessment

- NJ Turnpike Interchange 15E -- Newark
- Doremus Avenue Interchange with Route 1&9 Truck -- Newark
- New Passaic River Bridge Crossing -- Kearny & Newark
- Central Avenue Interchange with Route 1&9T -- Kearny

- *NJ Turnpike Exit 12 Reconstruction Project*

The NJ Turnpike Authority (NJTA) is performing final engineering to rebuild Exit 12 (Roosevelt Avenue) in Carteret (see #10 in Figure 1). Designed to relieve truck traffic through the area, the reconstruction plan calls for constructing new flyover ramps linking to Roosevelt Avenue, widening existing bridges, building a new 1.2 mile connector road (with a bridge over the Rahway River) from Industrial Avenue in Carteret to the Tremley Point industrial area of Linden, increasing the number of toll booths, and demolishing several oil tanks in the area. The project has three distinct phases, with the first encompassing local road improvements; the second focusing on reconstruction of the interchange and toll plaza; and the final phase focusing on construction of the new connector road. The first phase was completed in December 2005. Construction of the second phase (project ID# TPK0207) is currently on-going and expected to be completed by 2009. For the third phase (project ID# TPK0210), also known as the Tremley Point Connector Road, the NJTA, in collaboration with NJDOT and Union County, is currently advancing the Environmental Assessment (EA) document with the USCG for a Connector Road from NJ Turnpike Interchange 12 to Tremley Point before final approvals are received and it is programmed and committed. The EA for Tremley Point is expected to be completed in late 2008 with an envisioned construction between 2009 and 2011; however it should be noted that funding sources have not yet been identified within the NJTA.

- *NJ Route 139/Holland Tunnel Approach Rehabilitation*

NJDOT will rehabilitate the 12th and 14th Street viaducts, which are part of the Route 139 approaches in Jersey City connecting Routes 1/9 to the Holland Tunnel (see #11 in Figure 1). The project, scheduled for completion in December 2008, includes re-decking of the viaducts and structural repairs. The project does not entail provision of additional roadway capacity.

- *NJ Turnpike Interchange 6 to 9 Widening Program*

NJTA has proposed the widening of and improvements to the New Jersey Turnpike from the vicinity of the mainline interconnection with the Pearl Harbor Memorial Turnpike Extension at Milepost 51.0, commonly referred to as Interchange 6, to the area immediately south of Interchange 9 in New Brunswick (see #12 in Figure 1). The widening will enlarge the Turnpike in this area from three and five lanes in each direction to a total of six lanes in each direction, in a dual-dual roadway configuration that separates truck traffic from automobile traffic. With the FEIS approved in late 2007, the widening is currently in the Final Design phase, with construction anticipated to start in late 2009.

- *Driscoll Bridge Widening over Raritan River*

On April 10, 2006, a new span crossing the Raritan River (see #13 in Figure 1) was opened for south- and northbound traffic on the Garden State Parkway while the existing spans undergo a $50-60 million rehabilitation, including re-decking. Upon completion of the program in 2009, the new and rehabilitated structures will provide a total of 15 widened travel lanes. The new bridge will have seven lanes for southbound traffic, while the existing bridge will be reconfigured with eight northbound lanes.

1.1.3 Bi-State

- *Arthur Kill Channel Deepening Program**

As part of the U.S. Army Corps of Engineers' New York and New Jersey Navigation Project for the Arthur Kill navigation channel, which began work in 2003, this marine transportation project will provide for deepening the existing 35-foot Arthur Kill Channel to 41 feet below Mean Low Water (MLW) from its confluence with the Kill Van Kull Channel and Newark Bay Channels to the NYCT in Staten Island, and to 40 feet below MLW from NYCT to the Conoco Phillips (Tosco) Oil Terminal and former GATX facilities in New Jersey and New York, respectively. Also included are selected widenings and realignments of the channel, as well as a 23-acre wetland mitigation program. Deepening work in the Arthur Kill to 41 feet was initiated in July of 2003 and completed in December 2006, providing for a 41-foot Arthur Kill channel from its confluence with the KVK/Newark Bay Channels to the western limit of the NYCT. A third contract to deepen the channel to 40 feet below MLW from the NYCT to about 0.5 mile south of the Goethals Bridge is currently unscheduled. (See #14 in Figure 1).

1.2 Land Use Development Projects

Programmed and committed land use development projects that have the potential to affect travel demand across the Goethals Bridge and in the study area are described below.

1.2.1 New York

- *Howland Hook Redevelopment Program**

Howland Hook Marine Terminal (HHMT), located on the north side of the Goethals Bridge Study Area, is primarily leased to NYCT (see #15 in Figure 1). The existing terminal, owned by the PANYNJ, was built in the 1960s and is a major port facility for shipment of containerized cargo. As part of this project, the PANYNJ is proceeding with both on-site and associated transportation expansions and improvements[1]. With the phasing of potential improvements through the year 2018, this redevelopment program involves: the extension of the existing ship berth by 500 linear feet to accommodate three ships simultaneously (completed in 2005); the reconfiguration of berth and container

[1] Complementing improvements at HHMT and other sites in the Port of New York and New Jersey, the US Army Corps of Engineers is deepening the existing 35-foot Arthur Kill Channel. See respective description on *Arthur Kill Channel Deepening Program* for more details.

operations; the redevelopment of the former Proctor and Gamble site into a 38-acre intermodal rail terminal; the reactivation of the Staten Island Railroad between Arlington Yard (just east of NYCT) and the rehabilitation of the Arthur Kill Lift Bridge (completed in 2007). Dredging of the existing berth to 50 feet, which is currently underway, is scheduled to be completed by 2009.

While the Howland Hook Redevelopment Program, as detailed above, is a programmed and committed project, it also contains some redevelopment elements that are in the planning stage. The operator, NYCT, in coordination with PANYNJ, is studying improvement opportunities and feasibilities to increase the capacity of the terminal to accommodate forecasted growth of 12 percent/year. In the Fall of 2006, a decision was made to further consider these expansion opportunities with two principal alternatives currently under study: 1) development of the 38-acre Parcel C on the northern waterfront of NYCT into a high-efficiency container terminal, with a new berth measuring 1,340 and 220 feet in length and width, respectively; and 2) efficiency and capacity improvements on-site without expansion onto Parcel C. With Parcel C development, the necessary environmental review process would be conducted concurrently with design (USACE/NYSDEC Joint Permit Application for Parcel C Development was submitted in November 2007). If permitted, construction would begin in late 2008 and would conclude in 2012, the anticipated opening year of new Parcel C operations. Contingent on the findings associated with the alternatives being implemented and on construction of a Goethals Bridge replacement, the NYCT would also seek to build a new egress ramp (also known as the Westbound Ramp) in order to provide a direct access for trucks to westbound thoroughfare of I-278 (directly to the new bridge) from the marine terminal and to handle anticipated growth in truck traffic. The NY Approach Span of the Goethals Bridge replacement would be designed to not preclude such a ramp.

- *NYSDEC's Old Place Creek Site Access**

In 2003, the State of New York, with the Trust for Public Land (TPL – a non-profit land conservation organization), acquired the 11.62-acre property (formerly known as Saperstein property) in Staten Island (see #16 in Figure 1), located southeast of the Goethals Bridge Toll Plaza along Gulf Avenue. The purchase was made using funds from the B.T. Nautilus Damages Account, which was established under a consent order in 1994 as a result of a June 1990 fuel spill in the Kill van Kull. The parcel was then added to the 58-acre Old Place Creek Wetland, which, in turn, is part of the Harbor Herons Wildlife Complex, consisting of 2,196 acres of undeveloped land along the western shore of Staten Island, including tidal and freshwater marshes, a pond, creeks and four islands. The acquisition was made with the goal of protecting the natural resources of Old Place Creek (a tributary tidal creek of the Arthur Kill) and expanding recreational access opportunities.

To further such goals, the New York State Department of Environmental Conservation (NYSDEC) obtained funds in early 2007 for the development of an access plan and improved open space opportunities. Based on discussions with NYSDEC-Region 2 in October 2007, the plan would include an on-site parking area (8-10 cars), walk-in only trails with educational signage, as well as a kayak launch area, fishing areas, and a

viewing platform. Construction is planned for mid- to late-2008, and the parcel will remain owned by NYSDEC. The access improvements are to be primarily funded under State stewardship funds as well as additional funding, up to a 1:1 match, provided by the Jamaica Bay Damages Account.

- *Stapleton Waterfront Revitalization Plan*

Redevelopment of the former 36-acre U.S. Navy Homeport Site in the Stapleton section of Staten Island (see #17 in Figure 1) has been proposed by the New York City Economic Development Corporation (NYCEDC), in collaboration with the New York City Department of City Planning (NYCDCP). The mixed-use development proposal includes creation of a waterfront esplanade and public open space, 350 residential units, a restaurant banquet facility, sports complex, local retail, farmers market, parking and commercial uses. The proposal also seeks to encourage complementary private mixed-use development, including 288 residential units, parking and rail uses on adjacent parcels located between Front Street and the Staten Island Rapid Transit right-of-way. A Final EIS and Uniform Land Use Review Process (ULURP) were concluded in late 2006, which included approvals for street mapping/demapping and rezoning actions to accommodate the mixed-use developments. The proposed project, which is anticipated to be completed in 2015, received a $66 million initial investment from NYC and an additional $1.1 million state grant to implement the infrastructure improvements associated with the Plan. Plan implementation is expected to result in a $150 million private investment and the creation of 700 permanent and 1,000 construction jobs. As of April 2008, the plan was being refined in order to initiate development.

- *Hudson Yards / No.7 Subway Extension EIS*

The NYCDCP and the Metropolitan Transportation Authority – New York City Transit (MTA-NYCT) completed a FEIS of rezoning and redevelopment of Manhattan's Far West Side and extension of the No. 7 subway to serve the area (see #18 in Figure 1). The project includes: adoption of zoning map and text amendments to the New York City Zoning Resolution and related land use actions to permit the development of Hudson Yards as a mixed-use community (roughly 26 million square feet of office space, 13.6 million square feet of residential space, 1 million square feet of hotel space and, 1 million square feet of retail space); the extension of the No. 7 Subway Line with two new stations (10th Avenue at 41st Street and 11th Avenue at 34th Street); expansion of the Jacob Javits Convention Center; a new Multi-Use Facility (this project element is no longer being considered); and new garages for the New York City Department of Sanitation (NYCDOS) and the NYC Police Department's tow pound. The New York City Council approved the amendments to the zoning resolution and the expansion of the Javits Center. The MTA Board approved the extension of the subway line. Funding for the subway extension, which was proposed to be through Tax Increment Financing from development projects enabled by the rezoning, has not yet been finalized. Final preliminary engineering leading to procurement of tunnel engineering contractors is currently underway.

In March 2008, the development firm Tishman Speyer paid $1.004 billion to the MTA for the right to develop the Hudson Rail Yards site. Tishman is currently negotiating an

agreement for a 99-year lease and has 120 days to sign a formal contract for the Eastern rail yards, which would house most of the commercial development. A contract for the Western yards will not go into effect until an environmental impact study is completed, which is expected by late 2009. Tishman plans to build 8.1 million square feet of office space, nearly 3 million square feet of residential space, nearly 500,000 feet of retail space and a school on the site between 10th and 12th Avenues and West 30th and 33rd Streets. Before major construction can start, platforms that will cost $2 billion need to be built over each rail yard.

1.2.2 New Jersey

- *Jay Cashman Dredged Material Processing Facility**

This facility is proposed to occupy the former Borne Chemical Site located at 632-650 South Front Street along the Arthur Kill just north of the Goethals Bridge, in Elizabeth (see #19 in Figure 1). With the New Jersey Department of Environmental Protection's (NJDEP) on-going remedial action workplan (RAW) for the site (characterized as a brownfield redevelopment and remediation project), the developer, Jay Cashman, Inc., applied for a Waterfront Development Permit in May 2005 to the NJDEP for the construction and operation of a full-scale, upland, dredged-material processing facility. Construction will include rehabilitation of an existing dilapidated bulkhead, as well as the construction of a pug-mill dredged-material processing facility utilizing Portland Cement and other additives approved by the NJDEP, and the associated infrastructure (e.g., truck staging/weighing area and offices). The developer plans to transport dredged spoil material from the Arthur Kill and the Kill van Kull to the site using scow barges and would then add powdered cement, which would be obtained from the nearby cement company on South Front Street. The hardened material would then be excavated from the barge and placed in a holding upland area for future loading assignments.

This development project conforms to the South Front Street Redevelopment Plan, which is a planning initiative by the City of Elizabeth to redevelop the former Borne Chemical Site with more desired land use and building. Under the Redevelopment Plan, the City intends to redevelop the entire area as an industrial district to attract businesses that require direct transportation access to the regional and national transportation network.

- *Elizabeth River Trail Project*

The greenway trail project will run from Broad Street to Mattano Park in Elizabeth (see #20 in Figure 1), and will provide for pedestrian and bicycle travel along the banks of the Elizabeth River. The Union County Open Space, Recreation and Historic Preservation Trust Fund approved a $500,000 grant to Groundwork Elizabeth, a non-profit corporation dedicated to fostering sustainable community regeneration, to design and construct the Elizabeth River Trail Project. The project also received an earmark of $400,000 in SAFETEA-LU for design and construction of the trail.

- *Redevelopment of Allied Signal Site*

A portion of this former manufacturing site in Elizabeth (see #21 in Figure 1) is to be redeveloped with a 1-million-square-foot warehouse to support port-related cargo by

2010; the utilization of the remainder of the site is yet to be determined. The project developer is in the process of obtaining permits from the NJDEP.

2.0 Ongoing Planning Initiatives

Numerous studies of potential projects within the study area are ongoing, with decisions, necessary approvals, and funding for their potential implementation not yet obtained. These projects, listed below, are not considered part of the No-Build alternative, as the projects are not programmed and committed and the likelihood of their implementation is uncertain. However, the GBR EIS is keeping abreast of these studies as they progress to identify any that may become programmed and committed during the GBR EIS study timeframe. Any such projects would then be incorporated in the No-Build alternative, and factored into the EIS studies, as appropriate.

2.1 Transportation Studies

2.1.1 New York

- *SIE Corridor Studies**

NYSDOT's long-term planning objectives for the SIE corridor include improving mobility and safety, managing congestion, and improving system planning from the Verrazano-Narrows Bridge to the Goethals Bridge. As a result, NYSDOT has several concurrent studies of the SIE corridor underway to examine proposed improvements, including new and reconfigured ramps; re-designation and/or extension of the existing bus lane; traffic operational improvements; and reconstruction of the WSE/SIE interchange. In addition to its technical studies, NYSDOT is intending to develop and implement an outreach program to communicate the studies' conclusions and NYSDOT's proposals to elected officials and the public in late fall 2008. While these studies are described below, it should be noted that NYSDOT-Region 11 is working in close coordination with MTA-Bridges and Tunnels (MTA-B&T)concerning their planned improvements at the Verrazano-Narrows Bridge toll plaza, with PANYNJ concerning the GBR EIS, and with the New York City Department of Transportation (NYCDOT), the Brooklyn Borough President's Office and the Mayor's Staten Island Transportation Task Force concerning their recommendations so that all potential actions and improvements provide a seamless system to the traveling public with minimal adverse impacts to the community and the environment.

- ✓ *SIE Access Improvement Study* – In July 2008, NYSDOT announced the reconfiguration of the SIE ramps from the Verrazano-Narrows Bridge to Renwick Avenue. Currently in the early preliminary design stage and with construction slated to begin in spring of 2010 (completion by Winter 2011/2012), the project (ID# X731.30) is proposed to construct six new ramps, relocate two ramps further down from their present locations, and make enhancements to two other access points. Proposed construction components of the improvements include reconfigurations of the eastbound SIE exit ramp to Clove Road and the Clove Road/Narrows Road North

intersection; relocations of the east- and westbound entrance and exit ramps, respectively, from and to Targee Street; and construction of a total of six new ramps – variously east- and westbound exits and entrances– at Hylan Boulevard, Fingerboard Road, and Clove Road. Total order-of-magnitude construction coast would be $51.9 million.

- ✓ *SIE Priority Lane, Bus Lane Re-designation, and Bus Lane Extension Studies* – NYSDOT is evaluating alternatives for re-designating the existing bus lane between the Verrazano-Narrows Bridge and Slosson Avenue to potentially also accommodate HOVs (bus only, bus/HOV2+, HOV3+), as well as alternatives for extending the existing bus lane from its current terminus at Slosson Avenue to Richmond Avenue (again, with either bus only, bus/HOV2+, HOV3+). If feasible, bus lanes or bus/HOV lanes may be extended westward in the next phase of construction from the current terminus at Slosson Avenue to Richmond Avenue. If feasibility is established, additional study and design are projected to be completed in 2011. The potential bus lane/priority lane extension to Richmond Avenue (under project ID# X731.22) is set to begin in Spring 2011 for completion in Spring 2013, and would cost about $64.2 million.
- ✓ *Reconstruction of WSE/SIE Interchange* – Reconstruction of the WSE/SIE Interchange in Staten Island was planned by NYSDOT to support possible future bus/HOV lane expansion and improvements on the SIE (see above) and planned improvement in the Goethals Bridge corridor. The intended purpose of the project (project ID# X096.22) was to reconstruct the ("semi-directional T") interchange so that the stream from both expressways would be made more favorable to the predominant traffic flow, as well as to provide more direct truck access to NYCT. For example, the majority of cars on the SIE tend to move onto the WSE, although the interchange is currently designed to favor cars going to the Goethals Bridge. According to NYSDOT's Office of Planning and Development, the left two westbound lanes at the SIE/WSE interchange would be directed toward the WSE, while the right two lanes would be directed toward the Goethals Bridge.

  However, NYSDOT announced in April 2008 that it will not be undertaking this study due to funding issues, and that the study has been postponed indefinitely. As a consequence, NYSDOT is also no longer studying a SIE bus lane/ priority lane extension for the segment past Richmond Avenue and west to the Goethals Bridge.

- *Verrazano-Narrows Toll Plaza Replacement Study*

MTA-B&T, in coordination with NYSDOT, is studying the feasibility of various operational improvements at the toll plaza, including removing the long-unused eastbound toll booths; realigning eastbound approaches to the bridge; and rehabilitating and realigning eastbound entrance and westbound exit and entrance ramps to the SIE. Construction is expected to be completed between 2010 and 2013. The design portion only for the new westbound toll plaza would also be carried out as part of this project, for

which $135.1 million has been allocated as part of the MTA's 2008-2013 Five-Year Capital Program.

- *Staten Island West Shore Land Use & Transportation Study**

The NYCDCP, in conjunction with NYCEDC, has undertaken a comprehensive assessment of land use issues and transportation needs along the West Shore of Staten Island. The study is reviewing the status of properties in this part of the Borough to assess development constraints and potential in light of significant pressure for new development. In addition, the study is assessing transportation needs associated with development planning for the area, notably including the need for north-south access connections to roadways and to other transportation transit services. Following the release of a Request for Proposal in late 2007, NYCEDC and NYCDCP selected a consultant in January 2008 for the study. This phase of the West Shore Study is expected to be completed by mid-2009.

- *West Shore Light Rail Project*

In parallel with the Staten Island West Shore Land Use & Transportation Study (see above), the City has allocated in January 2008 funding to enable the Staten Island Economic Development Corporation (SIEDC) to further study the feasibility of light rail passenger service along the West Shore of Staten Island. Back in 2004, the SIEDC had completed the first phase of the West Shore Light Rail Project, concluding that a light rail transit (LRT) system running along the West Shore could serve up to 31,000 riders per day by the year 2020. The light rail system would be designed to begin at the South Shore of Staten Island, run up the West Shore Expressway (WSE) corridor, utilize existing rail right-of-way in the Borough's northwestern corner, and cross the Bayonne Bridge to link with the Hudson-Bergen Light Rail Transit (HBLRT) system at 22nd Street in Bayonne. Manhattan-bound commuters would transfer from the HBLRT to a PATH train into downtown or midtown Manhattan. Under this scenario, the construction of the envisioned LRT would probably occur in multi-phases; including an extension from the HBLRT to the former GATX property off Bloomfield Road (using the North Shore and Travis Branch rail lines), and other phases comprising a Minimum Operable Segment (MOS) that could provide effective service to the West Shore (potentially using the median of the WSE). An optional final phase would involve construction of a spur leading to the Staten Island Mall. In July 2008, the SIEDC initiated the second phase of the study (including a public open house on 7/24/08 where two new alternative alignments were introduced), which will include an in-depth study of the proposed LRT alignment, LRT vehicles, potential ridership, capital and operating costs, and engineering obstacles that must be addressed in order to successfully implement the project. At the Public Open House of July'08, the SIEDC stated that a preferred alignment would be chosen by March 2009. It should be noted that the project has also been referred in the past as the "Staten Island Transit Enhancements Plan".

- *Staten Island North Shore Light Rail Feasibility Study*

In 2004, the Office of the Staten Island Borough President, in cooperation with the PANYNJ, conducted a study to examine the feasibility of restoring passenger transit service along a 5.1-mile corridor that follows the former route of the North Shore

Railroad between Arlington and St. George, within a City-owned right-of-way. The 2004 study concluded that LRT is the best transit alternative for the corridor. A North Shore LRT is anticipated to be part of a broader LRT system comprising a West Shore Light Rail Project to the LRT system in Bayonne, New Jersey (see above).

In March 2008, NYCEDC and NYCDCP issued a Request for Proposals to conduct an in-depth development study to ensure that future land use and transportation growth patterns on Staten Island, particularly on the North Shore, meet specific economic growth objectives. The ultimate goal of the project is to create a framework that can be used to guide future zoning and development actions in the area, which extends from South Avenue on the west to the St. George Ferry terminal on the east. The southern border of the project area is approximately one-half mile south of the Kill van Kull shore line. Specifically, the study will include land use and transportation planning, market analysis and feasibility, and community outreach support services and is anticipated to take 12-15 months to complete.

- *Staten Island South Shore Ferry Landing*

Development of a fast-ferry terminal on a 4.5-acre parcel in Pleasant Plains on the South Shore of Staten Island is under study. The City of New York is in negotiations for $6 million purchase of the waterfront parcel, near the former Camp St. Edward property on which a developer is currently constructing 100 townhouses. If implemented, the proposal for fast ferries would carry Staten Island commuters from Mid-Island and the South Shore to Manhattan. Currently and based on community opposition, this study is on hold and has no anticipated date of completion.

- *New York City Bus Rapid Transit (BRT) Study*

MTA-NYCT, NYCDOT, and NYSDOT are studying the possible introduction of Bus Rapid Transit (BRT) in New York City. Following selection of 15 corridors that were deemed to have BRT potential and development of concept plans for those corridors; five initial demonstration corridors were identified to ensure immediate, high-visibility impact of the BRT program. Among the five “Select Bus Service” (SBS) corridors is the Hyland Boulevard SBS in Staten Island, extending along Richmond Avenue from the Staten Island Mall to and along Hyland Boulevard northward to the Verrazano-Narrows Bridge for connection to/from Brooklyn.. Funding for SBS implementation has been identified in the MTA's 5-year capital program, with $20 million allocated for the implementation of the five demonstration corridors. Additional funding is being pursued from federal sources to pay for new bus lanes, traffic signals and SBS stations.

- *Verrazano-Narrows Bridge Rehabilitation*

This project is to rehabilitate the Brooklyn on-grade approach to the Verrazano-Narrows Bridge and is scheduled to begin in 2014. The anchorages will be rehabilitated and sealed to protect the structure from moisture penetration. In addition, a study will be performed to determine the feasibility of widening the Belt Parkway ramps in order to facilitate reconstruction and allow for two-lane access to and from both the upper and lower levels of the bridge.

- *65th Street Rail Yard Improvement*

NYCEDC is improving operation of the 65th Street Rail Yard and its associated rail float bridge in Brooklyn. Existing on-street rail rights-of-way between Brooklyn waterfront rail yards would also be improved, with unknown construction date. NYCEDC is currently seeking proposals from shipping industry companies to operate two distinct parcels within the 65th Street Rail Yard. The more southern of the two parcels, roughly 18 acres, incorporates 14 rail tracks (a classification yard) that are connected to the two electric gantry float bridges. The northern parcel (15 acres) of the Rail Yard has an intermodal area with water frontage. While some Request For Proposals (RFPs) were released in January 2005, the outcome of NYCEDC's solicitation for facility operators is not known at this time.

- *Gowanus Expressway DEIS*

In addition to the interim deck replacement for the Gowanus Expressway in Brooklyn (see *Section 1.1.1*), NYSDOT and the Federal Highway Administration (FHWA) are preparing a DEIS to consider longer-term improvement options. The project alternatives being evaluated in the DEIS include: a No-Build/maintenance alternative; a relief viaduct; full viaduct rehabilitation; and one or more tunnel alternatives. Five tunnel alternatives were proposed for evaluation in the DEIS. NYSDOT and the study's Community Stakeholder Group conducted a screening process and selected a single tunnel alternative to be advanced for analysis in the DEIS. The DEIS is not expected to be completed until 2010 with the earliest date for construction set for 2013.

- *Bronx Arterial Needs Major Investment Study*

This study was completed in March 2004, and focused primarily on the Cross Bronx Expressway and the Major Deegan Expressway, both located in the Bronx. The study assessed travel conditions and problems within these corridors, and conceptual plans were developed to implement programs, projects and strategies to help optimize the movement of people and goods. Special consideration was given to the High Bridge Interchange, which provides a connection between the Cross Bronx and Major Deegan expressways. At this time, conceptual designs and traffic studies for connector roads along the Cross Bronx Expressway are underway although a full environmental review has yet to be undertaken.

- *Canal Street Area Transportation Study, Phase II*

Phase II of the Canal Area Transportation Study is developing recommendations for short-, medium-, and long-term transportation investments for the Canal Street Corridor, an area bounded approximately by Houston Street in the north and Chambers Street to the south in Manhattan. Canal Street itself is a major east-west artery in Lower Manhattan that serves vehicular as well as non-motorized transportation modes. Issues previously identified by local elected officials, community boards and other community interests include traffic congestion, truck traffic, air pollution, pedestrian mobility, inadequate parking, a high number of motor vehicle and pedestrian conflicts, as well as impacts of the transportation system on local economic development and quality of life. To respond to these issues, this study developed a broad set of proposed actions and strategies built

around the improvement to and/or reduction of overall vehicle travel and the improvement of air quality, safety, quality of life and economic vitality. The study included, in addition to public outreach, an extensive traffic data collection and analysis program, including aerial congestion, parking and origin-destination surveys. It also included the application of NYMTC's Best Practice Model to forecast and analyze regional, as well as local, travel conditions and benefits. The use of a traffic simulation model, as well as an expanded parking study, is programmed. Conceptual design plans for the reconstruction of Canal Street will be developed that will be utilized as the basis for a reconstruction project scheduled for the corridor.

- *Kosciuszko Bridge Study*

NYSDOT is preparing a DEIS to assess two rehabilitation and three replacement alternatives for the Kosciuszko Bridge, focusing on a 1.1-mile portion of the Brooklyn/Queens Expressway (BQE/I-278) corridor connecting Kings (Brooklyn) and Queens Counties. All of the alternatives would involve construction of parallel bridges (temporary and permanent) on one or both sides of the existing bridge to maintain the six lanes of traffic on the BQE during construction. The DEIS was issued in March 2007 and public hearings were held in April 2007. To date, no FEIS has been released and construction would apparently not be expected to begin before 2011.

2.1.2 New Jersey

- *NJ Turnpike Interchange 13 Study**

For the purpose of the GBR EIS, this New Jersey Turnpike Authority (NJTA) study is discussed because of the Goethals Bridge's direct connection to New Jersey Turnpike Interchange 13 in Elizabeth. As a separate study, the NJTA evaluated all other interchanges on the New Jersey Turnpike north of Interchange 8A in Middlesex County in order to: examine traffic flows and congestion at each of those intersections; determine which intersections are in greatest need of relief: and develop conceptual designs to improve traffic conditions at the priority interchanges. Since early 2008, the NJTA and PANYNJ have been closely coordinating their efforts in order to develop appropriate improvement alternatives for Interchange 13 that would coincide with the plans being developed for the proposed Goethals Bridge replacement.

- *Missing Link Study for US Route 1 & 9 and I-278 Interchange**

The present configuration of the I-278/US Route 1 & 9 interchange, which is located in the two municipalities of Elizabeth and Linden, does not provide connections from Southbound US Route 1 & 9 to Eastbound I-278 or from Westbound I-278 to Northbound US Route 1 & 9. These "missing links" result in higher traffic volumes on local roads in the City of Elizabeth, notably on Bayway Avenue (NJ Route 439) due to through-truck and automobile movements as Bayway Avenue provides the only direct access to the Goethals Bridge and the New Jersey Turnpike from areas west and north of Bayway Circle on US Route 1 & 9. In response to local government concerns about additional traffic resulting from congestion on Bayway Avenue and other local roads, and in anticipation of additional capacity at the Goethals Bridge with the proposed

replacement, the NJDOT, in collaboration with the Cities of Elizabeth/Linden and the PANYNJ, is currently evaluating several alternatives that would construct these "missing links" between I-278 and US Route 1 & 9. Construction of the two missing ramps connecting I-278 to US Route 1 & 9 would complete the existing partial interchange as a means to provide improved access for traffic from the New Jersey Turnpike at Interchange 13 and the Goethals Bridge to locations north and west of Bayway Circle, and vice versa. The purpose of these ramps would be to keep the regional traffic on I-278 and US Route 1 & 9 in lieu of traffic using local streets through residential neighborhoods.

- *Newark-Elizabeth Rail Link (NERL) MOS-2 and MOS-3*

In addition to the initial minimum operable segment (MOS) which has been constructed since July 2006 (MOS-1 connecting Broad Street Station and Penn Station in Newark), two additional segments have been planned, but have not been programmed and committed. MOS-2 calls for an extension of the system from downtown Newark to Newark Liberty International Airport. MOS-3, re-designated as Union County Light Rail, would further extend LRT service from Newark Liberty International Airport to downtown Elizabeth and Elizabethport, and include a cross-county connection to Cranford. The future of MOS-2 is uncertain, as no work beyond the DEIS has been undertaken. A Supplemental DEIS (SDEIS) has been prepared for MOS-3, as the initial design did not extend into Elizabethport nor did it include the cross-county connection. A Supplemental Final EIS (SFEIS) for MOS-3 is pending. The future of MOS-3 is uncertain, as the projected transit ridership may not be sufficient for a cost effective project.

- *Route 3 Bridge Replacement over Passaic River*

In Clifton, NJDOT has proposed replacement of the Route 3 Bridge over the Passaic River due to its structural obsolescence and ongoing repair needs. The proposed project would include safety improvements, including new shoulders, auxiliary and acceleration/deceleration lanes, and reconfigured exit ramps, and would be within the existing roadway right-of-way. Pending environmental approvals and funding availability, construction is expected to begin in 2008 and be completed in 2011.

- *Palisades Interstate Parkway Connector Ramp*

The PANYNJ is undertaking final design for a new set of ramps to connect the Palisades Interstate Parkway to the lower level of the George Washington Bridge in Fort Lee. Originally scheduled for construction between 2005 and 2009, this project has been postponed indefinitely.

2.1.3 Bi-State

- *Cross Harbor Freight Movement EIS*

NYCEDC is proposing a rail freight tunnel between Brooklyn and New Jersey. The proposed tunnel alignment, across New York Harbor, would connect the east side of the Hudson River to the national rail network in New Jersey. This would allow freight

destined for Long Island to continue on rail to a location closer to its final destination, rather than being transferred to trucks for transport on the region's highway network (including the Goethals Bridge corridor). The project DEIS was completed in April 2004. In October 2007, the PANYNJ agreed to undertake completion of the necessary environmental review. Funding of $100 million in federal dollars was allocated in SAFETEA-LU.

- *Comprehensive Port Improvement Plan (CPIP)*

Preparation of a Comprehensive Port Improvement Plan (CPIP) for the Port of New York and New Jersey (PONYNJ) was initiated by Federal, State, and local agencies and the PANYNJ to determine how best to plan for handling future growth in ocean-borne cargo volumes in an economically and environmentally sustainable manner. Based on CPIP forecasts of future cargo volumes to the year 2060 and estimates of the port facilities' assessed capacities, CPIP has concluded that capacity shortfalls will not occur for several decades (i.e., not until the 2030s and 2040s, varying by the type of cargo) and, therefore, that major port improvements are not required in the near-term. The CPIP Plan is intended to serve as a framework for planning and implementation of future port and associated transportation improvements to support cargo volume growth in the PONYNJ.

- *Access to the Region's Core (ARC)*

With no new rail tracks added across the Hudson River since the existing Penn Station rail tunnels were completed in 1910, many New Jersey commuters, Governor Jon Corzine, and New York Senator Charles Schumer are championing a proposal to add a new Trans-Hudson rail tunnel. The PANYNJ has said that it is willing to commit $2 billion to build a new rail tunnel under the Hudson River to provide increased connectivity between midtown Manhattan and the Hudson Valley. Current plans call for a $6 billion tunnel connecting the Pascack Valley and Port Jervis rail lines directly into Penn Station, doubling capacity across the Hudson, removing the current transfer at Secaucus and decreasing commuter times by nearly 25%. Advocates highlight the construction job opportunities and increased city revenue from the project but some are concerned about another train line terminating at Penn Station, and they caution for a more comprehensive plan to link the termination of the new line with New York City's future transportation needs. The FEIS is to be issued in the 4th quarter 2008 and preliminary engineering is underway, and to begin major construction by 2009 according to the SDEIS/FEIS.

2.2 Land Use Development Studies

2.2.1 New York

- *As-of-Right Development of the Former GATX Site**

Over the past few years, the 675-acre vacant industrial land of the former GATX Terminal (450 acres) and Duke Energy (225 acres) has been the subject of several redevelopment proposals. The site is located in Staten Island south of Old Place Creek along the shoreline of the Arthur Kill, and is also known as the Bloomfield site. With its

acquisition in early 2005, the International Speedway Corporation (ISC), in association with The Related Companies, proposed a Motorsports and Entertainment Complex (a speedway for NASCAR events) with grandstand seating for up to 80,000 spectators and a regional retail center. Due to public concerns related to traffic and site access, ISC canceled the project in late 2006 and announced it would sell the site. To date, no sale has been finalized; ProLogis made a purchase offer in December 2007, proposing to build a port-related warehouse facility on the site, but the corporations could not agree on the terms of sale.

Given the current uncertainty associated with future use of this large property, which is zoned for manufacturing, its redevelopment cannot be considered programmed and committed. However, given its proximity to the Goethals Bridge, redevelopment of the site has the potential to affect traffic in the Goethals Bridge Study Area. Therefore, for the purpose of this environmental evaluation, it has been assumed that development of the former GATX property will be as-of-right, i.e., as would be permitted under its existing M2-1 and M3-1 zoning designations, with approximately 270,000 gross square feet (gsf) of retail space and 2.6 million gsf of industrial use. These assumptions, obtained from the ISC's Environmental Assessment Statement (EAS) submitted to the NYC Department of City Planning (CEQR No. 05DC043R) in February 2006, have been incorporated into the Goethals Transportation Model (GTM) for purposes of including potential future trip generation from that specific site in the No-Build traffic forecasts and analyses.

- *Fresh Kills Park*

A master plan has been developed for the remediation and reuse of the former Fresh Kills Landfill as a natural habitat park on Staten Island. Called Fresh Kills Lifescape, this multi-agency effort comprises three phases of landscape development over the course of the next 30 years. The project also proposes construction of an access road to the park from the WSE. With completion of the master plan, the environmental review process was initiated in 2006, and a Generic EIS on the master plan is currently being prepared with completion scheduled by NYCDPR for late-2008.

- *Staten Island Growth Management*

In January 2006, New York City Mayor Bloomberg announced a series of efforts to counter overdevelopment on Staten Island. The Staten Island Growth Management Task Force is considering zoning proposals made by the NYCDCP to curtail commercial development in specific areas of the Borough; develop new rules for all commercial districts to direct appropriate commercial development; and coordinate with the West Shore Land Use and Transportation Planning Study (see Section 1.2.1, above) to create a planning framework for the area.

- *Downtown Brooklyn Redevelopment Projects*

Various project development initiatives have been undertaken for the redevelopment of Downtown Brooklyn. NYCDCP has proposed a series of zoning and development changes to expand the downtown Brooklyn Central Business District by about 4.5 million square feet of office space and nearly 1 million square feet of retail space. Forest

City/Rattner Associates has purchased the NBA Nets franchise and intends to locate them in a proposed new facility over the Atlantic Avenue Rail Yards of the Long Island Rail Road. The redevelopment around the yards would include about 2 million square feet of office space and 300,000 square feet of retail space. Project details have been refined in response to public input during the process of obtaining approvals for the development.

2.2.2 New Jersey

- *Portfields Initiative for Warehousing and Distribution Centers**

The Portfields Initiative is a joint project of the PANYNJ and the New Jersey Economic Development Authority (EDA). The program provides development opportunities for private developers, communities and others to transform underutilized and brownfield sites into product warehousing and distribution centers within the Port of New York and New Jersey (defined as the area within a 25-mile radius from the Statue of Liberty). These centers will support and capitalize upon emerging opportunities for new ocean- and air freight-related warehousing and distribution operations.

The Portfields Initiative will identify and help advance to "shovel ready" status at least six brownfield (and/or other underutilized) sites. Each site will be able to accommodate at least 350,000 square feet of competitive ocean or airfreight cargo-distribution building space. These sites should help accommodate the growing logistics market demand for high value, high velocity (cross dock) or value-added distribution centers. These types of facilities are well known for attracting substantial private investment and creating jobs, tax revenues and related economic benefits for communities.

The Portfields projects will have private-sector developers and, in some cases, private-sector partnerships of developers and public agencies sponsoring projects. The PANYNJ and New Jersey EDA are committed to providing financial, technical and other support to developers who want to build projects on identified Portfields sites.

The first phase of the Portfields Initiative–identification, validation and differentiation of potential sites–has been completed. Subsequent phases will focus on pre-development due diligence and successful implementation strategies for selected Portfield sites.

Nearly 20 such sites, ranging in size from 16 to 300 acres, have been identified and are under consideration for development in the municipalities of Kearny, Newark, Elizabeth, Linden, Carteret, and Perth Amboy, New Jersey. One potential site is near the Goethals Bridge: Site 11 – Elizabeth Bayway Area & Reichold Chemical, at Bayway Avenue and Front Street in Elizabeth and Linden, comprising Borne Chemical (see below re: planned redevelopment of this property), Reichold Chemical, Cory Warehouse, and Elizabethtown Gas.

- *Elizabeth Ferry Terminal and Service*

A new ferry terminal was planned to be constructed to serve passengers destined for Lower Manhattan. The new ferry slip would have been located just off Exit 13A on the NJ Turnpike, near the Jersey Gardens Mall in Elizabeth. In the fall of 2005, while all

necessary funding appeared to be in place and while the City Council had approved transfer of the property to the Union County Improvement Authority, no federal or state money was available to subsidize the operation. Since then, the funding allocation was reassigned and a developer (Tern Landing Group) has been working with the County to secure a new funding source.

- *Union County Transportation Studies*

Transportation and development initiatives in Union County include current planning initiatives and engineering work geared to improving the accessibility of the City's Elizabethport district and adjacent Union County communities. Proposals include the North Avenue Corridor Improvement Project in the northeast section of Elizabeth; the Tremley Point Connector Road project for improved access/egress between NJ Turnpike Exit 12 to Tremley Point, mentioned above; and a planning study for a potential parking and commuter bus transfer facility adjacent to the Turnpike at North Avenue in Elizabeth.

- *Downtown Newark Redevelopment Projects*

Officials from the City of Newark unveiled a downtown redevelopment plan that would create a new Downtown Core Redevelopment District within walking distance of Newark Penn Station. Major new redevelopment elements envisioned for the downtown district include up to 4 million square feet of office space, 500,000 square feet of new retail, a national brand hotel, a new Board of Education and City Municipal Building, new parking garages, and an arena as the home of the New Jersey Devils NHL hockey team. The City created the Newark Downtown Core Redevelopment Corporation, comprised of local area leaders to oversee the redevelopment district and plan. The first stage of the redevelopment plan included construction of The Prudential Center, with the Devils as the primary tenant of the arena. In addition to designating a master developer for the Downtown Core Redevelopment District, sites have been identified for certain elements, although final design plans been not been developed.

- *Fed-Ex Distribution Center Redevelopment*

This former manufacturing site in Elizabeth is identified for redevelopment with 500,000 square feet of space for use by Federal Express, some time after 2020.

- *Singer Manufacturing Site Redevelopment*

This former manufacturing site in Elizabeth is to be redeveloped with 445,000 square feet of office space and 100 residential units by the year 2020.

3.0 Projects Completed or Cancelled during Preparation of GBR DEIS

- *Staten Island Railroad (SIRR) Reactivation for Freight Rail**

Over the recent years (2006-2008) and through a combination of several distinct projects sponsored either individually or jointly by the Port Authority and/or the New York City Economic Corporation (NYCEDC), the SIRR network has been fully re-activated for

freight rail services (operated by CSX) , which in turn provides intermodal capabilities between New Jersey and Staten Island. The components of such re-activation effort included:

- ✓ The re-activation of the Travis Branch in 2006 by NYCEDC; a four-mile segment of the SIRR running south along the west shore of Staten Island and serving several businesses such as the NYC Department of Sanitation's Fresh Kills Transfer Facility, Visy Paper (former Pratt Industries), and the VanBro Corporation.
- ✓ The re-activation of the Arthur Kill Lift Bridge in 2007 by NYCEDC.
- ✓ The construction of the Northern Rail Connector in 2007 by the Port Authority between the SIRR line and the Chemical Coast Railroad Secondary Line[2] in Elizabeth, NJ. This new rail connector provides a direct link between Staten Island and the national rail network. It also completes the Port Authority's ExpressRail Intermodal System between the New York Container Terminal (NYCT) in Staten Island and the facilities of Elizabeth-Port Authority Marine Terminal and Port Newark in New Jersey. It should be noted that the Port Authority may evaluate the future construction of a Southern Rail Connector between the SIRR line and the Chemical Coast Secondary Line, if warranted by future rail volumes; but at this time, there is no committed schedule or allocated funding.
- ✓ The construction of a new NYCT's ship-to-rail 39-acre facility located at Port Ivory (the former Proctor & Gamble site) by the Port Authority in 2007. Such facility is known as the ExpressRail Staten Island facility and it is part of the wider Port Authority's ExpressRail Intermodal System between new York and New Jersey.
- ✓ The re-activation of the Arlington Yards in 2008 by NYCEDC and the Port Authority in Staten Island, which provides supporting intermodal rail yard capabilities to the ExpressRail Staten Island facility, as mentioned above.

- *New Jersey Freight Rail Improvements*

In conjunction with the recent restoration of the SIRR for freight rail (including the Arthur Kill Lift Bridge and Northern Rail Connector to the Chemical Coast Railroad Secondary Line, as described above), the restoration of the freight rail segment from Linden to Cranford was completed in mid-2008. Upon such restoration, the designated operator, the Morristown & Erie (M&E) Railway, now provides freight rail services to businesses in Linden, Roselle and Cranford with a connection to the Conrail Shared Assets Operating Area's (CSAO) Lehigh Line and New Jersey Transit's Raritan Valley Line, both in Cranford.[3] Furthermore, Union County has plans to restore the remaining segment to the Rahway Valley Line, from Cranford northwest to Summit, in order to provide freight rail services in the center of the County; but such work was suspended

[2] The Chemical Coast Railroad Secondary Line is owned and operated by Consolidated Rail Corporation (a subsidiary of the Norfolk Southern Railway Corporation and CSX Transportation, Inc.).

[3] Connection to the Raritan Valley Line also allows the M&E to interchange with both CSX and Norfolk Southern in Bound Brook.

indefinitely in 2006 due to lack of funding. As of end 2007, New Jersey State and Union County officials had noted that restoration of the final link to Summit may be years from completion.

- *Elizabeth IKEA Expansion*

The existing IKEA facility was expanded with additional retail and office space.

- *Staten Island/Bayonne Bus Link*

The MTA established a new bus service line (S89) between Staten Island, New York, and Bayonne, New Jersey, via Staten Island/New Jersey service agreements and cost-sharing with the PANYNJ and New Jersey Transit. The new bus service connects buses from Staten Island with the Hudson-Bergen Light Rail system and, from there, to Jersey City and PATH trains, buses, and ferries to Manhattan. New York State legislative action is required to provide MTA the authority to run an interstate passenger service.

- *Newark Light Rail Extension to Newark Broad Street Station*

Formerly a part of the larger Newark-Elizabeth Rail Link (NERL) project, this is the first in a series of three minimum operable segments (MOS) of modern LRT extensions of the Newark City Subway. The subway extension, between Broad Street Station and Newark Penn Station in downtown Newark, opened on July 17, 2006. LRT stations are located at Center Street (New Jersey Performing Arts Center), Atlantic Street, Washington Park, Riverfront Stadium and at Broad Street Station.

- *EZ-Pass Toll Plaza at the Outerbridge Crossing*

The PANYNJ has installed high-speed E-ZPass lanes (45 mph) at the Outerbridge Crossing to produce an unobtrusive open road through the toll plaza. To prepare the toll plaza for Express E-ZPass, three tollbooths were removed and replaced with overhead gantries that house electronic equipment for reading toll tags and identifying toll violators. Overhead signs have been posted on approach roads leading to the toll plaza. A concrete barrier before and after the toll plaza separates Express E-ZPass customers from slower moving traffic. Construction was completed in June 2005.