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APPENDIX A

Project Initiation Letters to NJHPO / NYSOPRHP

NJHPO Section 106 Project Initiation Letter

U.S. Department of Homeland Security

United States Coast Guard

Commander
First Coast Guard District

One South Street
Battery Building
New York, NY 10004

Staff Symbol: obr
Phone: 212 668-7165
Fax: 212 668-7967

June 17, 2005

Ms. Andrea Tingey
Architectural Historian
New Jersey Department of Environmental Protection
Historic Preservation Office
P.O. Box 404
Trenton, NJ 08625-0404

Re: Initiation of Section 106 Consultation for the Goethals Bridge Replacement EIS

Dear Ms. Tingey:

This letter is to formally initiate the Section 106 consultation process (pursuant to the National Historic Preservation Act of 1966) for the proposed Goethals Bridge Replacement (GBR) project, for which the Port Authority of New York and New Jersey (PANYNJ) is the project sponsor. The United States Coast Guard (USCG), federal lead agency for preparation of an environmental impact statement (EIS), in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, requests your consultation in the Section 106 review.

The USCG has regulatory oversight of the bridge project due to its authority under the General Bridge Act of 1946, as amended. As such, the project is subject to Section 106 of the National Historic Preservation Act and associated implementing regulations found at Title 36 CFR 800, which mandates review of a federal undertaking's effects on historic resources.

The USCG authorizes the Louis Berger Group, Inc./Parsons Brinckerhoff, Inc. Joint Venture, the environmental consultant team assisting the USCG with preparation of the GBR EIS, to prepare information, analyses, and recommendations supporting this effort.

Attached is the following information:

- Project Description, Purpose and Need for the Proposed Project, and Project Goals;
- Definition of Area of Potential Effect;
- List of Proposed Consulting Parties; and
- Public Participation Plan.

We seek your concurrence on the APE and the consulting parties.

Thank you for your assistance in this undertaking; we look forward to working with you further. We will provide you with additional project-related information, following your outline for a Historic Bridge Alternatives Analysis Report, in coming weeks.

In the meantime, please call me, at 212-668-7021, or Sara Moss, B. Thayer Associates (a member of the Berger/PB team), at (212) 564-2750, if you have any comments or questions concerning the enclosed information.

Sincerely,

Gary Kassof
Bridge Program Manager
First Coast Guard District
By direction of the District Commander

Enclosures:

Copy: Michelle Hughes (NJSHPO); James Warren (NYSHPO); Ernie Feemster (USCG); J. Blackmore, Coleen Hopson (PANYNJ); Ken Hess, Judith Versenyi, Esther Schwalb (Berger/PB); Sara Moss (BTA)

Request to Initiate Section 106 Process:

Project Description

The PANYNJ has proposed construction of a new bridge to replace the existing Goethals Bridge, which provides a direct connection over the Arthur Kill between Staten Island, New York, and Elizabeth, New Jersey. It facilitates mobility between the two states as part of the PANYNJ's interstate transportation network, comprised of the George Washington Bridge, the Holland and Lincoln Tunnels, and the three Staten Island Bridges (the other two being the Outerbridge Crossing and the Bayonne Bridge). The Goethals Bridge is considered a primary path of travel within the Southern Corridor, connecting Interstate 278 (the Staten Island Expressway) near Staten Island's north shore with the New Jersey Turnpike (Interstate 95) and U.S. Routes 1 and 9 in New Jersey.

The PANYNJ notified the USCG by letter dated June 3, 2004, of its intent to submit a formal application for a Bridge Permit, under the General Bridge Act of 1946. A Bridge Permit is required before construction could begin, since the proposed replacement bridge would cross navigable waters of the United States. The USCG assumed the role of the Federal lead agency for preparation and issuance of an EIS, pursuant to NEPA. The EIS will examine the potential social, economic, and environmental impacts of reasonable and feasible alternatives for replacement of the Goethals Bridge. The principal elements of the Goethals Bridge Replacement EIS process include definition and analysis of alternatives, environmental documentation, and public outreach and interagency coordination.

Purpose and Need

The Staten Island Bridges Program (SIBP) Modernization and Capacity Enhancement Final EIS, published in 1997, included environmental, historic, and visual resource analyses for the Goethals Bridge corridor. The purpose and need for the current, proposed GBR project is different from and broader than the purpose and need articulated for the previous SIBP study, as it takes into account conditions that have changed since 1997, including the bridge's deteriorating structural integrity and escalating maintenance requirements; emergence of E-Z Pass use at the bridge (and consequent changes in traffic conditions on the bridge and in its environs); post-9/11 security needs at critical links, such as the Goethals Bridge, in the region's transportation network; reactivation and expansion of the area's port facilities, notably the New York Container Terminal at Howland Hook, and consequent increases in truck traffic; and other transportation projects in the bridge's vicinity and in the region.

The existing Goethals Bridge has substandard 10-foot-wide lanes, no emergency shoulders, and escalating repair and maintenance costs. The functional and physical obsolescence of the 77-year-old bridge impedes efforts to: improve safety and reliability on this interstate crossing; adequately accommodate modern vehicles and trucks, as the bridge was designed for vehicles that were significantly smaller than those in use today; and maintain efficient traffic operations, particularly during peak periods of travel, and improve incident response.

The design of the proposed new facility would reflect current traffic design standards, modern structural and seismic codes, national-security safeguards, and technology enhancements. A proposed new crossing would also incorporate operational flexibility, which is precluded by the existing span, to facilitate future transit-service opportunities. By ensuring the ability to meet current and future interstate travel demand, the proposed bridge replacement would support long-term economic growth and improved mobility for the local communities that are dependent on the crossing, as well as enhance the overall performance, flexibility, and reliability of the transportation network serving the greater New York/New Jersey metropolitan area.

Project Goals

Project goals have been defined on the basis of the stated purpose and need for the proposed project, and reviewed through the Draft EIS scoping process. The project goals, in turn, serve as the basis for: 1) identifying potential project alternatives; and 2) defining criteria and related performance measures that will be used to select reasonable and feasible alternatives that may best satisfy the project goals, address the project purpose and need, and, therefore, warrant detailed evaluation in the EIS.

Based on the purpose and need for the Goethals Bridge Replacement project, the following project goals have been defined:

- Address the functional obsolescence of the existing Goethals Bridge.
- Address structural integrity issues associated with the aging bridge.
- Reduce roadway congestion and delays and enhance mobility on the Goethals Bridge.
- Improve the flow of goods to and from Staten Island and New Jersey and in the New York/New Jersey region.
- Correct the inability of the existing bridge to physically accommodate transit services and other single-occupant-vehicle commuting alternatives.
- Restore and enhance pedestrian access and provide for bicycle access.
- Implement measures to improve bridge structural security.
- Minimize environmental consequences of the improvement.

Definition of Area of Potential Effect

In the 1997 SIBP FEIS, the Area of Potential Effect (APE) was defined as one-half mile in all directions from the Goethals Bridge corridor. The APE for the GBR EIS has been initially defined in the same fashion, as it is anticipated that project alternatives will be within the Goethals Bridge corridor and assumed to be designed within the same overall envelope as the alternatives considered in the SIBP FEIS. The APE comprises the combined primary and secondary study areas defined during the GBR DEIS scoping process, and as shown on the attached maps. Once the alternatives are defined, the APE will be further refined, as necessary, in consultation with the New Jersey and New York State Historic Preservation Offices (SHPO)

to ascertain its sufficiency for determination of potential direct and indirect effects on identified historic resources when the project alternatives have been identified.

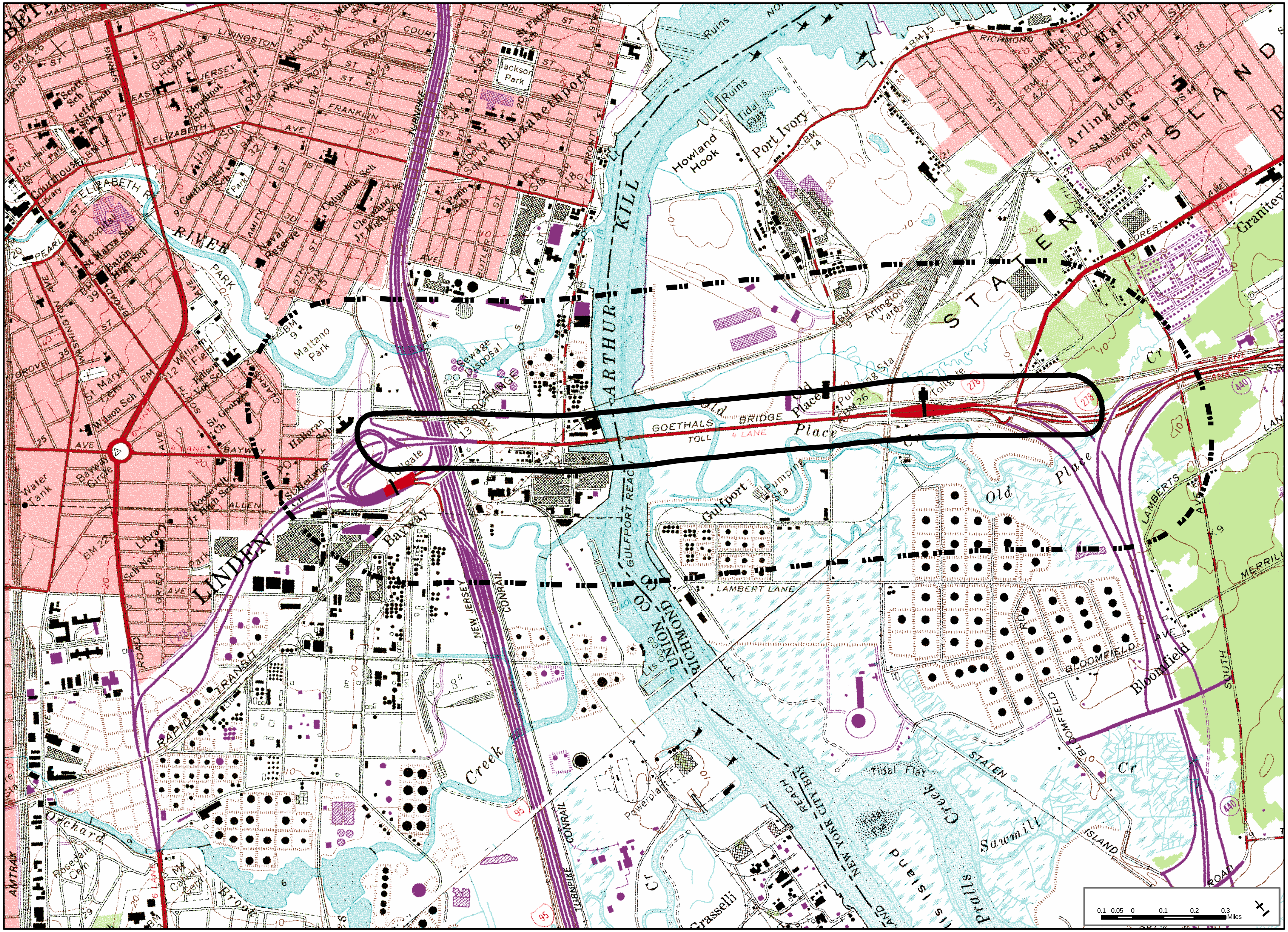
Public Participation Plan

The USCG has developed and implemented a public participation program that will continue throughout the EIS process. The program's purpose is to inform, educate, and directly engage all those with an interest in the GBR EIS. The Public Participation Plan, which conforms to and satisfies the public participation requirements of NEPA, is attached.

List of Consulting Parties

The following consulting parties may have an interest in this project:

- New Jersey State Historic Preservation Office
- Union County Division of Cultural and Heritage Affairs
- Historical Society of Elizabeth
- New York State Historic Preservation Office
- New York City Landmarks Preservation Commission
- New York City Economic Development Corporation
- Preservation League of Staten Island



Primary Study Area

Secondary Study Area / Area of Potential Effect

Area of Potential Effect

PLAN OF STUDY

Final Public Participation Plan

Addendum to Version 2.0, dated May 24, 2004

GOETHALS BRIDGE MODERNIZATION PROGRAM (GBMP)
ENVIRONMENTAL IMPACT STATEMENT (EIS)

The Louis Berger Group, Inc./Parsons Brinckerhoff JV

July 23, 2004

PLAN OF STUDY

TASK D - PUBLIC OUTREACH AND STAKEHOLDER PARTICIPATION

APPROACH

Conduct Public Participation Program:

Design and conduct a public and community participation program throughout the EIS process, that seeks to inform, educate, and directly engage all those with an interest in the Goethals Bridge Modernization Program. The Public Participation Program will conform to and satisfy the public participation requirements of NEPA.

- Develop and implement, in a manner consistent with NEPA, a public participation program which draws on multi-media approaches, including, but not limited to: scheduling stakeholders meetings and public open houses; preparing materials, handouts, periodic newsletters and displays for ongoing public participation; and developing and maintaining a project website.
- Maintain a database of all interested persons and organizations. The database will include all stakeholders, and will be updated as needed.

WORK PLAN

The principal activities for public participation and agency coordination and consultation will be detailed in the Public Participation Program. Outreach activities, which may be refined following consultation with the USCG and the Port Authority, follows.

- The following activities are proposed to be conducted prior to and/or coincident with Tasks B - Field Verification/Inspection; E – Applicable Regulatory Initiatives, Public Law, Permits, and Other Approvals; F - Purpose and Need; G - Public Scoping; H - Identify Environmental Criteria; and I - Alternative Actions and Screening.

  - Prepare Draft Public Participation Program;
  - Develop initial database (i.e., mailing list) of interested persons/organizations, to be maintained, updated, and supplemented throughout course of the GBMP EIS, as warranted;
  - Prepare first newsletter to introduce the GBMP EIS and notify the public of upcoming public scoping meetings;
  - Create issues log for subsequent recording of all public comments and GBMP EIS disposition of comments;
  - Prepare press releases and announcements for public notification of public scoping meetings;
  - Create Technical Advisory Committee (TAC) and Environmental Task Force (ETF), in coordination with USCG and the Port Authority pertaining to agencies/parties on each task force; and
  - Develop GBMP EIS website
  - Initiate development of Stakeholder Committee.

- The following activities are proposed to be conducted coincident with Tasks E - Applicable Regulatory Initiatives, Public Law, Permits, and Other Approvals; I - Alternative Actions and Screening; J - Evaluation of Design Options/Alternatives; K - Existing Conditions; L - Environmental Consequences; and M - Prepare Preliminary DEIS.

  – Revise Public Participation Program, if and as necessary, based on scoping and other public input;
  – Conduct Stakeholder Committee, TAC, and ETF meetings;
  – Second newsletter, focused on the alternatives screening activities;
  – One round of public open houses (one each in Elizabeth and Staten Island for each round);
  – Draft periodic press releases about the GBMP EIS status and findings, and to announce public open houses;
  – Update website, maintain database/mailing list, maintain issues log; and
  – Conduct other targeted outreach, as project issues and public interest warrant.

- The following activities are proposed to be conducted coincident with Tasks E - Applicable Regulatory Initiatives, Public Law, Permits, and Other Approvals, F - (refinement of) Purpose and Need, L - Environmental Consequences, M - Prepare Preliminary DEIS, N - Prepare DEIS, O - Facilitate All Public Hearings, and P - Prepare Final EIS.

  – Hold Stakeholder, TAC, and ETF meetings;
  – Prepare third and fourth newsletters, timed with completion of the DEIS and FEIS, respectively;
  – Second round of public open houses;
  – Draft periodic press releases about GBMP EIS status, findings, conclusions and to announce public open houses;
  – Update website, maintain database/mailing list, maintain issues log;
  – Conduct other targeted outreach, as project issues and public interest warrant, and;
  – Hold public hearings to gather comments on the DEIS; and
  – Prepare Technical Memorandum documenting the GBMP EIS public participation program.

- Coordinate Interagency Services

  In furtherance of the NEPA EIS process, establish and coordinate, subject to the USCG concurrence, the following:

  – An Inter-Agency Technical Advisory Committee (TAC) including PANYNJ, NJDOT, NYSDOT, NYCDOT, NJ Turnpike Authority, NJ Transit, MTA, the North Jersey Transportation Planning Authority, the New York Metropolitan Transportation Council, and other agencies as required.
  – An Environmental Task Force (ETF).
  – Assist in the preparation of presentation materials, evaluate the comments received, recommend courses of action to address the comments, and prepare draft and final minutes of all interagency meetings.
  – If requested by the USCG or the Port Authority, access to and review of all procedures and underlying data used in developing submitted sections of the EIS will be provided, including, but not limited to, field reports, subcontractor reports, and interviews with concerned private and public parties, whether or not such information may be contained in the draft or final EIS.
  – Notify the agencies of any substantive meetings that are scheduled and of their purpose and provide an opportunity for other parties to attend, if requested by the agencies.

DELIVERABLES

- Conduct Public Participation Program

- A draft Technical Memorandum, outlining a "Public Participation Program." Incorporate work product comments as directed and resubmit as Final. A Final draft is presented below.
- Monthly summaries of public participation efforts and outcomes. Incorporate work product comments as directed and resubmit drafts as Final.
- A database of the interested persons and organizations participating in the EIS process.

- Coordinate Interagency Services

  - A summary of all matters relating to the EIS discussed in any meetings or communications between the Berger/PB JV and inter-agencies will be included in each formal monthly report submitted to the USCG and the Port Authority.

TASK G - PUBLIC SCOPING

APPROACH

The USCG anticipates an early and open process for determining the scope of issues to be addressed in the Draft EIS and for identifying the significant issues related to this project, including the range of actions, alternatives and impacts to be considered.

WORK PLAN

Develop, publish and distribute the notice(s) of meeting(s); organize the meeting location and facilities; make provisions for hearing officers and stenographers, if required; present the proposed; develop draft and final minutes of the meetings; and make recommendations for addressing issues raised during the meetings. All scoping meetings will be conducted in compliance with the requirements of NEPA. In support of the above:

- Develop a draft scoping package outline that includes meetings with the involved agencies and the public.
- After approval of the scoping package outline, develop scoping presentation materials necessary to solicit input from interested agencies, organizations, and individuals. These materials may include, but may not be limited to:
  - Scoping meeting agenda.
  - Scoping presentation
  - Scoping document
  - Scoping document summary
- Establish dates and locations for three (3) meetings related to this task, one (1) all-agency scoping meeting (open to the public), and two (2) public scoping meetings, one (1) each in New York and New Jersey (with afternoon and evening sessions at each location). Set the same agenda for each of the meetings. Determine appropriate mailing lists for notice of meetings and the distribution of scoping materials.
- Attend all scoping meetings and provide administrative support. Provide digital, video and audio recordings of each scoping meeting.
- Provide input to the design team during revision of the goals and objectives based on information gathered from the scoping meetings.

DELIVERABLES

- A draft scoping package outline. Incorporate work product comments and resubmit as Final.

- Draft Scoping Document
- Scoping Summary Report
- A matrix listing all of the comments received at the agency and public scoping meetings or via other means, highlighting significant issues.

TASK O - FACILITATE ALL PUBLIC HEARINGS

WORK PLAN

- Facilitate all public hearings held in conjunction with the EIS process.
- Utilize digital video and audio recording and a court stenographer for all public hearings. Assume two (2) public hearings, with one (1) in New Jersey and one (1) in New York.

DELIVERABLES

- Draft copy of the minutes of the public hearings held for the DEIS and submit for review. Incorporate all comments and resubmit as Final. For estimating purposes, assume the same number of copies as indicated in the Plan of Study section.

FINAL PUBLIC PARTICIPATION PROGRAM

Introduction

The Goethals Bridge Modernization Program (GBMP) Environmental Impact Statement (EIS) is being conducted under the direction of the United States Coast Guard (USCG) as the lead federal agency, in coordination with the Port Authority of New York and New Jersey (Port Authority), the project sponsor. The Goethals Bridge spans the Arthur Kill between Staten Island, New York, and Elizabeth, New Jersey, providing direct connections between the Staten Island Expressway/West Shore Expressway on the east of the Kill, and the New Jersey Turnpike/Routes 1/9 on the west. The GBMP EIS will comprise:

- an alternatives analysis of potential options for replacement of the Goethals Bridge and addressing traffic and safety needs in the Goethals Bridge corridor;
- detailed social, economic, and environmental analysis of a short list of alternatives that appear most reasonable and feasible for satisfying the purpose and need for the project;
- and a program of public participation and interagency coordination throughout development of the GBMP EIS.

It is vital that those who are interested in or potentially affected by this study have an opportunity to share their concerns and provide input regarding the GBMP EIS. This Public Participation Program outlines the objectives, strategies, and tools that will be used to engage stakeholders and the general public throughout the GBMP EIS.

The Environmental Review Process

The GBMP EIS will be performed in accordance with the requirements of the National Environmental Policy Act (NEPA). NEPA is a procedural act aimed at ensuring that environmental information is available to the public and public officials before decisions are made and actions are undertaken. Public participation is a requirement of the environmental review process. In addition to dealing with the public, NEPA regulations require that there be thorough and complete documentation of participation by all involved government agencies and other interested parties.

Since 1969, NEPA has been amended, regulations have been promulgated by the Council on Environmental Quality (CEQ) and other federal agencies, and a whole body of EIS "best practices" literature has been established. Regulations and best practices cover many technical issues, as well as public participation efforts. The best practice for accomplishing this is to have a public participation program that is viewed as objective. This means that:

- The action under environmental review cannot be perceived as a foregone conclusion.
- All reasonable alternatives to the proposed action, including no action, need to be considered as well.
- All social, economic and environmental impacts of the project, both adverse and beneficial, must be identified and analyzed.
- Pro-active, early, and continuous efforts need to be made to involve a broad spectrum of the public in this process. This includes study area residents and businesses, as well as a wide range of stakeholders and groups who may be affected by impacts of the action.

Throughout the NEPA process, the public participation effort focuses on gathering input and dispersing information about the following key areas:

- The purpose and need for the proposed action and goals and objectives of the action.
- The potential set of reasonable alternative actions, including not implementing the action at all.
- Methodologies that will be used to assess impacts. This typically includes such items as models that will be employed to estimate such impacts as traffic conditions, air quality and/or noise impacts, as well as methods used to assess environmental, socioeconomic, cultural resource and/or hazardous material impacts.

- Potential impacts and associated mitigation.

There are two distinct points in the NEPA process where public participation is focused: Scoping and publication of the Draft Environmental Impact Statement (known as the Draft EIS, or DEIS). However, it is valuable to engage the public during the period after scoping and prior to the Draft EIS publication, and doing so is encouraged as a good practice under NEPA.

During scoping, the plan for how the environmental review is going to be conducted is issued in draft form. It is known as the draft scoping document. The public (and all relevant agencies) are invited to offer comments on this plan, both orally at publicized meetings and via written submittals. The draft scoping document includes the project purpose and need, the range of anticipated impacts to be analyzed, the methodologies to be employed to assess impacts, and may include, at least, a preliminary range of alternatives to be considered (though these may be developed in more detail later on in the process).

When the environmental analysis is nearing completion, a Draft EIS is published for public (and agency) review. Review comments can be provided both orally at publicized hearings and via written submittals. Following completion of the comment period, a Final EIS (or FEIS) document is published and made available.

The scoping and Draft EIS review stages are formally announced via notifications in the Federal Register. Public scoping is announced by the issuance of a Notice of Intent (to prepare an EIS), while a Notice of Availability announces the publication of the Draft EIS, kicks off the comment period, and announces public hearing dates and locations.

Other public participation techniques are used throughout the NEPA process to gather and disperse important information. Federal Register notices announcing scoping meetings, public hearings and formal comment periods are typically supplemented by media releases, flyers, newsletters, website announcements, briefings and public notifications. Following scoping, the public (and agencies) are provided with opportunities to offer input to the alternatives development and analysis steps through such means as public open houses and advisory committees. Information about the status of the NEPA process is typically dispersed through newsletters and a project website.

Goals and Objectives of the Public Participation Program

The public participation program is one that will require outreach to commuters, the general public, local businesses, associations, stakeholders, affected government agencies and others on both sides of the Arthur Kill to effectively engage the public in the planning and impact assessment process.

The overriding goal of the public participation program is to engage a diverse group of public and agency participants to solicit relevant input and provide timely information throughout the environmental review process. In order to best accomplish this, the following objectives will be pursued:

- Establish ongoing, inclusive and meaningful two-way communication with stakeholders, agencies and the general public.
- Educate the public about the environmental review process and the role of government, stakeholders and the general public.
- Coordinate outreach efforts with the USCG's internal protocols and policies for timely and relevant outreach activities.
- Evaluate the effectiveness of outreach activities on a continual basis in order to refine this Plan, as necessary, and utilize the most effective techniques throughout this study.

As part of this process, this public participation program will meaningfully engage minority, low-income, and traditionally under-represented populations in the GBMP EIS. As a general rule, the following principles will be adopted to support involvement of "environmental justice" (EJ) populations:

- Documents, notices and meetings will be made concise, understandable and readily accessible to the public.
- When appropriate, notices and meetings deemed will also be provided in Spanish for targeted public audiences and stakeholders.
- Informational material will be made available through a variety of outlets.
- All public events will be scheduled at convenient, accessible locations.
- Various community leaders and groups will be contacted to increase public participation of constituent communities.

Public Participation Techniques

Basic Support Mechanisms:

Study Team Communication Protocols – The study team will establish communication protocols early in the process to facilitate information sharing with the public and agencies in a timely and efficient manner, to comply with NEPA requirements for preparation of the GBMP EIS.

Stakeholder Identification – Relying on a variety of sources, including earlier environmental studies of the bridge and the corridor, stakeholders will be identified to meet in group interviews, as appropriate, and to become members of the Stakeholder Committee, which will meet at milestones throughout the EIS. These Stakeholders will represent an array of local and regional perspectives, and include representatives of environmental justice areas.

Project Branding – In order to assist the public in identifying project-related materials that will be produced and disseminated by the study team, a banner and readily recognizable "look" will be established and used on all project materials including meeting announcements, flyers, the website, newsletters, etc.

Mailing List – A mailing list will be developed for the purpose of publicizing public meeting opportunities via meeting flyers, and for keeping interested parties apprised of study developments through periodic newsletters. The list will be comprised of area residents, businesses, civic associations, shippers, commuters, community groups, schools, health care facilities, etc. Multiple copies of meeting notices and newsletters will be distributed to libraries and community centers in the study area.

Issues and Media Log – A log of comments received from the public and media articles relating to the project will be kept for informational and study purposes.

Meetings:
Interagency Technical Advisory Committee (TAC): The TAC will include the necessary federal, state, local and regional agencies to address traffic and transportation issues, mobile-source air quality (and noise) issues related to changes in traffic volumes and patterns, and transit-related air quality issues if transit survives as either an alternative or a component of a multimodal alternative. As there are no stationary sources involved with this project, it can be assumed that all air quality (and noise) issues will be addressed in the TAC, with no overlap with any other committees formed for this project. The TAC will meet several times during the course of the GBMP EIS, for discussion among their respective agencies about the same EIS topics, but focusing on their respective jurisdictions and expertise. The first formal meeting of the TAC will not occur until after the formal agency scoping meeting.

The agencies invited to join this committee will include:

- US Environmental Protection Agency

- Federal Highway Administration
- New York State Metropolitan Transportation Authority (Bridges & Tunnels, NYC Transit)
- New York State Department of Transportation
- New York State Department of Environmental Conservation
- New Jersey Department of Transportation
- New Jersey Department Environmental Protection
- North Jersey Transportation Planning Authority
- New Jersey Turnpike Authority
- New Jersey TRANSIT
- New York Metropolitan Transportation Council
- New York City Department of Transportation
- New York City Department Environmental Protection
- New York City Economic Development Corporation
- New York City Department of City Planning
- Union County Department of Economic Development
- City of Elizabeth Traffic Engineer

Environmental Task Force*:* One of the mechanisms for eliciting participation of involved agencies in developing an EIS is formation of an Environmental Task Force (ETF). ETFs provide an opportunity for concerned agencies to interact and discuss issues and areas of potential concern, as well as provide comments on the development of the EIS. This group will comprise agencies with jurisdiction and special expertise in a wide-range of environmental categories other than traffic/transportation, air quality, and noise (which will be the focus of the TAC, discussed above) social, economic, and environmental impact categories, with the principal issues likely to be related to natural resources. The ETF will be convened several times over the course of the EIS process. Meetings will take place after formal agency and public scoping meetings. A list of potential agencies that will be invited to participate in the ETF follows.

- US Army Corps of Engineers
- US Fish and Wildlife Service
- National Marine Fisheries Service
- US Environmental Protection Agency
- Federal Highway Administration
- NYS Department of Environmental Conservation
- NYS Office of Parks, Recreation, and Historic Preservation
- NYS Department of State
- NYC Mayor's Office of Environmental Coordination
- NYC Department of City Planning
- NYC Department of Parks and Recreation
- NYC Department of Environmental Protection
- Staten Island Borough President's Environmental Representative
- NJ Department of Environmental Protection
- NJ State Historic Preservation Office
- City of Elizabeth Environmental Representative
- Union County Environmental Representative

Elected Official Briefings: Briefings will be held with elected officials, as requested. These briefings will be arranged in concert with the Intergovernmental Relations officers at USCG. Among the officials that will be contacted are the Staten Island Borough President, the Mayor of Elizabeth, and the Union County Freeholders. Meetings with members of the federal, state and local legislative bodies serving the study area will be held upon request.

Agency and Public Scoping Meetings: Following the publication of the Notice of Intent (NOI) by the

USCG, the USCG will conduct scoping meetings for agencies and for the public. The purpose of these meetings is to gather input and feedback on the study's draft purpose and need statement, and potential alternatives for consideration; issues to be addressed in the EIS; methodologies to be used to evaluate impacts; and the public participation program. One agency scoping meeting will be held at the USCG offices, and public scoping meetings will be held in Staten Island, NY and in Elizabeth, NJ spanning both afternoon and evening hours to gather as broad participation as possible. Meeting participants may make statements orally, which will be transcribed by a stenographer, or submit comments in writing either at a scoping meeting or subsequently by mail during the scoping comment period. Meeting announcements will be mailed to the GBMP EIS mailing list, posted at libraries and community centers, announced through media press releases, through paid advertisements in newspapers, and posted on the GBMP EIS website. Upon request by a prescribed date prior to the public scoping meetings, Spanish translators and/or assistance to individuals with hearing or sight impairment will be provided at meetings for which such services are requested. The public scoping meetings will take place in central, convenient locations, and the facilities will be fully accessible to those with disabilities.

Stakeholder Committee Meetings: The Stakeholder Committee will provide an open forum for discussion and encourage interaction among key stakeholders, who represent a cross-section of organizations and interests. Organizations that join the Stakeholder Committee will be invited to assign a representative to the Committee. The Committee will update its membership as additional interested organizations are identified. Stakeholder Committee members will agree to bring their members' concerns to the attention of the project team, and bring project information back to their membership. The Stakeholder Committee will meet several times in the EIS process. The first meeting will be held shortly after Public Scoping to review the methodology and criteria by which the alternatives will be screened, as well as to review the long list of alternatives. Below are the types of organizations expected to be represented on the Stakeholder Committee:

- TransOptions (TMA)
- Tri-State Transportation Campaign (TSTC)
- Regional Plan Association
- Environmental Defense
- NRDC
- Alliance for Action
- Local Emergency Services
- CSX
- Shipping (UPS/FedEx)
- Private Bus Operators
- Trucking Associations
- AAA (NY & NJ)
- Chambers of Commerce
- American Lung Association/Other Health Groups
- Hospitals
- Schools & Colleges
- Large Employers in SI & NJ
- Utilities (PSE&G, ConEd, KeySpan)
- Service/Community Groups who serve low-income and and/or minority populations
- Civic Associations
- Brooklyn-based Groups (Gowanus Area)
- Staten Island Borough President
- Mayor of Elizabeth

If deemed appropriate, non-PANYNJ personnel from the following facilities:

- Newark Liberty International Airport

- Port of Elizabeth
- Port Newark
- Howland Hook Marine Terminal

Public Open Houses: Between Public Scoping and the Public Hearings upon completion of the Draft EIS, there will be two rounds of public open houses. Each round will include a meeting in Staten Island, NY and Elizabeth, NJ. These meetings will include both static displays and informal discussions with EIS team members and meeting attendees, as well as presentations. These meetings will be publicized in a similar manner to the Public Scoping meetings. The first open houses will follow the first Stakeholder Committee to review the EIS process, the screening criteria and methodology for reducing the list of alternatives to the short list. The second round will review the impacts of the alternatives undergoing detailed analysis.

DEIS Public Hearings: After circulation of the Draft EIS, public hearings will be held both in Staten Island, NY and in Elizabeth, NJ to gather comments on the document. The document will be available for review 30 days prior to these hearings, and the public comment period will be open for an appropriate period of time following the hearings. The comments received during the hearing process will be addressed in the Final EIS. The method for publicizing these hearings, and the format of the hearings themselves will be similar to the public scoping meetings described above.

Materials:

Newsletters: Four newsletters will be produced and disseminated to the project mailing list for the purpose of educating the general public about the EIS process, providing information on the study as it progresses, announcing public participation opportunities, and providing project team contact information. These newsletters will be written in straightforward language. Graphics will be used to assist in communicating the appropriate information. The first newsletter will announce the public scoping meetings, the second will review the results of the alternatives analysis, the third will announce the Draft EIS completion, and the fourth will announce the completion of the Final EIS.

Meeting Announcements: Meeting flyers will be used to publicize all public meetings. These flyers will be in English and Spanish, and will be mailed to the project mailing list, and distributed in bulk to libraries and community centers.

Press Releases: Press releases will be drafted in advance of public meeting opportunities and to announce the availability of project materials. These releases will be submitted to USCG for their review and release. It is anticipated that there will be at least 5 releases to announce public scoping, the two rounds of public open houses, the DEIS public hearings, and the availability of the DEIS and FEIS.

Website: A public website will be developed for the GBMP EIS and will include information on the EIS process, project activities and progress, public participation opportunities and project contact information; and will have downloadable documents (pdf format) for information and/or review.

Meeting Materials: Handouts will be available at all public meetings for attendees. Public meeting presentations will be available as handouts, as appropriate, and on the website for review by those unable to attend meetings.

Implementation of the Public Participation Plan

A three-phase public participation effort is envisioned for the GBMP EIS, as listed below:

- Scoping – during scoping, agencies and the public will comment on the study purpose and need statement, analysis methodologies and the alternatives that will be considered in the Alternatives Analysis.

- Alternatives Analysis – during the Alternatives Analysis phase, the long list of alternatives gathered in scoping will be reduced through a process by which selection criteria are applied to the alternatives. The selection criteria and methodology for reducing the number of alternatives will be shared with the TAC, ETF, Stakeholder Committee and the public. Alternatives will be evaluated based on their transportation performance, environmental impacts and costs.
- Draft EIS and Final EIS – the final short list of alternatives will be put through a rigorous evaluation of impacts, mitigation, and costs prior to selecting the final alternative as part of the Final EIS. The USCG will, upon completion of the Final EIS, publish a Record of Decision for the action that has been agreed to through this process.

A discussion of outreach activities that are anticipated under each phase follows.

- Scoping: During this phase, the following activities will be undertaken:
  - Complete and publish the first newsletter
  - Launch public website
  - Hold briefings with local municipal officials, other elected officials, as requested
  - Conduct Agency Scoping meeting
  - Conduct Public Scoping meetings
  - Update mailing list
  - Present issues log information to USCG and the Port Authority and utilize as input into the scoping process

- Alternatives Analysis: During this phase, the following activities will be undertaken:
  - Update website materials
  - Meet with TAC and ETF and Stakeholder Committee on Screening Criteria and Long list of alternatives, and the Short List of Alternatives and their impacts
  - Draft press releases to announce public meetings
  - Conduct two rounds of Public Open houses on Screening Criteria and Long list of alternatives, and the Short List of Alternatives and their impacts
  - Prepare draft and publish second newsletter

- DEIS and FEIS: During this phase, the following activities will be undertaken:
  - Prepare drafts and publish third and fourth newsletters
  - Update website materials
  - Meet with TAC and ETF and Stakeholder Committee
  - Conduct Elected Official briefings, as requested
  - Draft press releases to announce public hearings and availability of the FEIS
  - Conduct public hearings for DEIS
  - Present issues log information to USCG and the Port Authority and utilize as input into the DEIS review process
  - Categorize agency and public comments on the DEIS, and prepare responses.

Evaluation of the Public Participation Program

Evaluation of the public participation program is important to the EIS process. The purpose of carrying out this program review is:

- To get valuable input that can make the whole public participation process more effective as well as increasing the chance of its successful completion.
- To ensure the public and concerned parties are reached and engaged in the process.

Some examples of critical questions and techniques that will be considered to assess the public participation program include:

- How many hits does the project website receive?
- Are EJ populations and typically under-represented groups involved?
- Are input and comments pertinent and substantive, showing understanding of project information disseminated to the public?
- Conduct brief survey/questionnaire at public meetings for participants to judge the value of the activities.
- Review content of issues log to judge the value of the overall outreach effort.

The results of ongoing evaluation will be discussed with USCG officials, with the intent of making mid-course refinements to the public participation program, as appropriate.

NYSOPRHP Section 106 Project Initiation Letter

U.S. Department of Homeland Security

United States Coast Guard

Commander
First Coast Guard District

One South Street
Battery Building
New York, NY 10004

Staff Symbol: obr
Phone: 212 668-7165
Fax: 212 668-7967

June 17, 2005

Mr. James Warren
New York State Office of Parks, Recreation
and Historic Preservation
P.O. Box 189
Peebles Island
Waterford, NY 12188

Re: Initiation of Section 106 Consultation for the Goethals Bridge Replacement EIS

Dear Mr. Warren:

This letter is to formally initiate the Section 106 consultation process (pursuant to the National Historic Preservation Act of 1966) for the proposed Goethals Bridge Replacement (GBR) project, for which the Port Authority of New York and New Jersey (PANYNJ) is the project sponsor. The United States Coast Guard (USCG), federal lead agency for preparation of an environmental impact statement (EIS), in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, requests your consultation in the Section 106 review.

The USCG has regulatory oversight of the bridge project due to its authority under the General Bridge Act of 1946, as amended. As such, the project is subject to Section 106 of the National Historic Preservation Act and associated implementing regulations found at Title 36 CFR 800, which mandates review of a federal undertaking's effects on historic resources.

The USCG authorizes the Louis Berger Group, Inc./Parsons Brinckerhoff, Inc. Joint Venture, the environmental consultant team assisting the USCG with preparation of the GBR EIS, to prepare information, analyses, and recommendations supporting this effort.

Attached is the following information:

- Project Description, Purpose and Need for the Proposed Project, and Project Goals;
- Definition of Area of Potential Effect;
- List of Proposed Consulting Parties; and
- Public Participation Plan.

We seek your concurrence on the APE and the consulting parties.

Thank you for your assistance in this undertaking; we look forward to working with you further. We will provide you with additional project-related information, and seek your guidance in relation to NYSHPO's preference regarding the necessary documentation, in coming weeks.

In the meantime, please call me, at 212-668-7021, or Sara Moss, B. Thayer Associates (a member of the Berger/PB team), at (212) 564-2750, if you have any comments or questions concerning the enclosed information.

Sincerely,

Gary Kassof
Bridge Program Manager
First Coast Guard District
By direction of the District Commander

Enclosures:

Copy: Andrea Tingey (NJSHPO); Michelle Hughes (NJSHPO);; Ernie Feemster (USCG); J. Blackmore, Coleen Hopson (PANYNJ); Ken Hess, Judith Versenyi, Esther Schwalb (Berger/PB); Sara Moss (BTA)

Request to Initiate Section 106 Process:

Project Description

The PANYNJ has proposed construction of a new bridge to replace the existing Goethals Bridge, which provides a direct connection over the Arthur Kill between Staten Island, New York, and Elizabeth, New Jersey. It facilitates mobility between the two states as part of the PANYNJ's interstate transportation network, comprised of the George Washington Bridge, the Holland and Lincoln Tunnels, and the three Staten Island Bridges (the other two being the Outerbridge Crossing and the Bayonne Bridge). The Goethals Bridge is considered a primary path of travel within the Southern Corridor, connecting Interstate 278 (the Staten Island Expressway) near Staten Island's north shore with the New Jersey Turnpike (Interstate 95) and U.S. Routes 1 and 9 in New Jersey.

The PANYNJ notified the USCG by letter dated June 3, 2004, of its intent to submit a formal application for a Bridge Permit, under the General Bridge Act of 1946. A Bridge Permit is required before construction could begin, since the proposed replacement bridge would cross navigable waters of the United States. The USCG assumed the role of the Federal lead agency for preparation and issuance of an EIS, pursuant to NEPA. The EIS will examine the potential social, economic, and environmental impacts of reasonable and feasible alternatives for replacement of the Goethals Bridge. The principal elements of the Goethals Bridge Replacement EIS process include definition and analysis of alternatives, environmental documentation, and public outreach and interagency coordination.

Purpose and Need

The Staten Island Bridges Program (SIBP) Modernization and Capacity Enhancement Final EIS, published in 1997, included environmental, historic, and visual resource analyses for the Goethals Bridge corridor. The purpose and need for the current, proposed GBR project is different from and broader than the purpose and need articulated for the previous SIBP study, as it takes into account conditions that have changed since 1997, including the bridge's deteriorating structural integrity and escalating maintenance requirements; emergence of E-Z Pass use at the bridge (and consequent changes in traffic conditions on the bridge and in its environs); post-9/11 security needs at critical links, such as the Goethals Bridge, in the region's transportation network; reactivation and expansion of the area's port facilities, notably the New York Container Terminal at Howland Hook, and consequent increases in truck traffic; and other transportation projects in the bridge's vicinity and in the region.

The existing Goethals Bridge has substandard 10-foot-wide lanes, no emergency shoulders, and escalating repair and maintenance costs. The functional and physical obsolescence of the 77-year-old bridge impedes efforts to: improve safety and reliability on this interstate crossing; adequately accommodate modern vehicles and trucks, as the bridge was designed for vehicles that were significantly smaller than those in use today; and maintain efficient traffic operations, particularly during peak periods of travel, and improve incident response.

The design of the proposed new facility would reflect current traffic design standards, modern structural and seismic codes, national-security safeguards, and technology enhancements. A proposed new crossing would also incorporate operational flexibility, which is precluded by the existing span, to facilitate future transit-service opportunities. By ensuring the ability to meet current and future interstate travel demand, the proposed bridge replacement would support long-term economic growth and improved mobility for the local communities that are dependent on the crossing, as well as enhance the overall performance, flexibility, and reliability of the transportation network serving the greater New York/New Jersey metropolitan area.

Project Goals

Project goals have been defined on the basis of the stated purpose and need for the proposed project, and reviewed through the Draft EIS scoping process. The project goals, in turn, serve as the basis for: 1) identifying potential project alternatives; and 2) defining criteria and related performance measures that will be used to select reasonable and feasible alternatives that may best satisfy the project goals, address the project purpose and need, and, therefore, warrant detailed evaluation in the EIS.

Based on the purpose and need for the Goethals Bridge Replacement project, the following project goals have been defined:

- Address the functional obsolescence of the existing Goethals Bridge.
- Address structural integrity issues associated with the aging bridge.
- Reduce roadway congestion and delays and enhance mobility on the Goethals Bridge.
- Improve the flow of goods to and from Staten Island and New Jersey and in the New York/New Jersey region.
- Correct the inability of the existing bridge to physically accommodate transit services and other single-occupant-vehicle commuting alternatives.
- Restore and enhance pedestrian access and provide for bicycle access.
- Implement measures to improve bridge structural security.
- Minimize environmental consequences of the improvement.

Definition of Area of Potential Effect

In the 1997 SIBP FEIS, the Area of Potential Effect (APE) was defined as one-half mile in all directions from the Goethals Bridge corridor. The APE for the GBR EIS has been initially defined in the same fashion, as it is anticipated that project alternatives will be within the Goethals Bridge corridor and assumed to be designed within the same overall envelope as the alternatives considered in the SIBP FEIS. The APE comprises the combined primary and secondary study areas defined during the GBR DEIS scoping process, and as shown on the attached maps. Once the alternatives are defined, the APE will be further refined, as necessary, in consultation with the New Jersey and New York State Historic Preservation Offices (SHPO)

to ascertain its sufficiency for determination of potential direct and indirect effects on identified historic resources when the project alternatives have been identified.

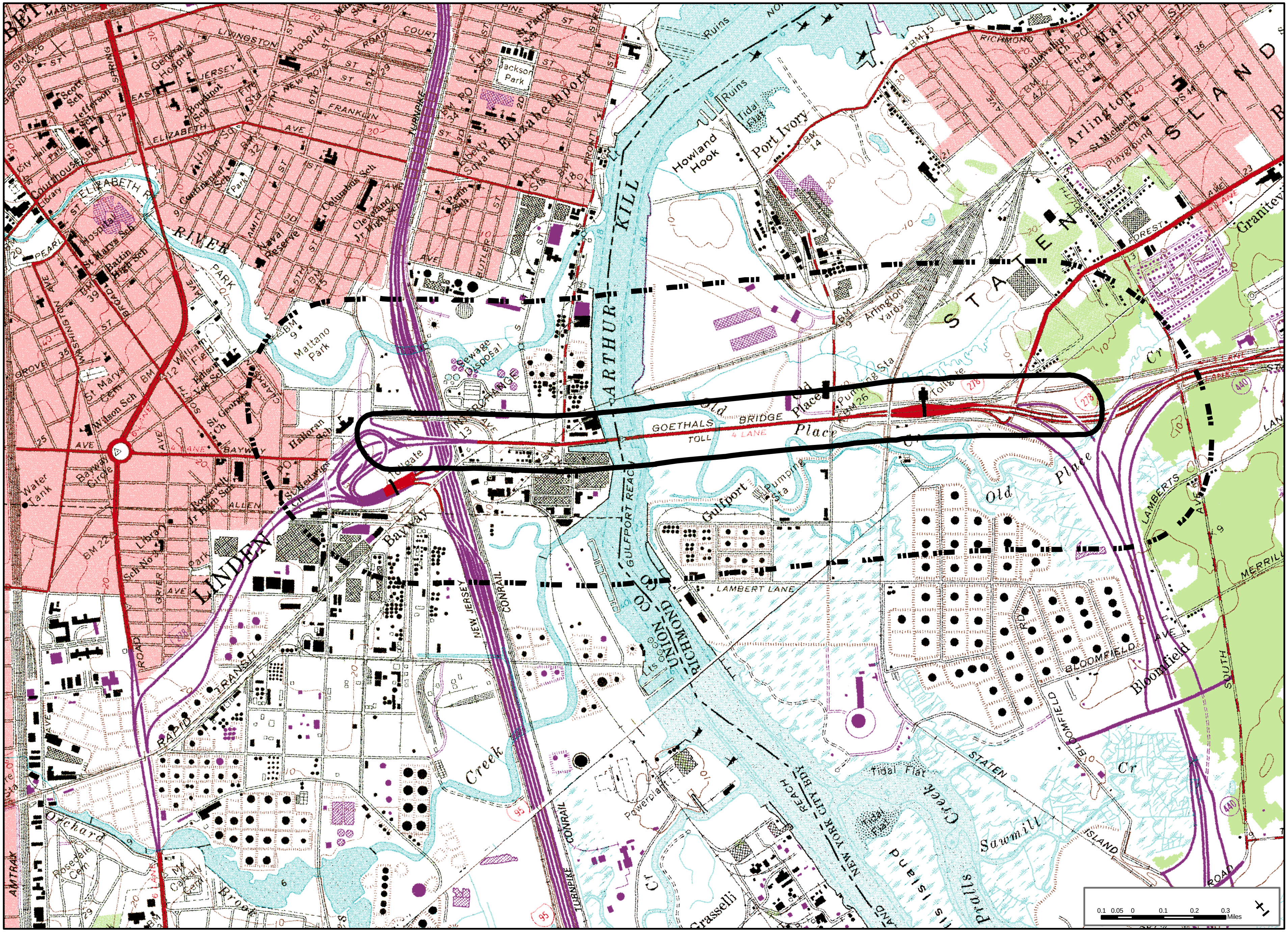
Public Participation Plan

The USCG has developed and implemented a public participation program that will continue throughout the EIS process. The program's purpose is to inform, educate, and directly engage all those with an interest in the GBR EIS. The Public Participation Plan, which conforms to and satisfies the public participation requirements of NEPA, is attached.

List of Consulting Parties

The following consulting parties may have an interest in this project:

- New Jersey State Historic Preservation Office
- Union County Division of Cultural and Heritage Affairs
- Historical Society of Elizabeth
- New York State Historic Preservation Office
- New York City Landmarks Preservation Commission
- New York City Economic Development Corporation
- Preservation League of Staten Island



Primary Study Area

Secondary Study Area / Area of Potential Effect

Area of Potential Effect

PLAN OF STUDY

Final Public Participation Plan

Addendum to Version 2.0, dated May 24, 2004

GOETHALS BRIDGE MODERNIZATION PROGRAM (GBMP)
ENVIRONMENTAL IMPACT STATEMENT (EIS)

The Louis Berger Group, Inc./Parsons Brinckerhoff JV

July 23, 2004

PLAN OF STUDY

TASK D - PUBLIC OUTREACH AND STAKEHOLDER PARTICIPATION

APPROACH

Conduct Public Participation Program:

Design and conduct a public and community participation program throughout the EIS process, that seeks to inform, educate, and directly engage all those with an interest in the Goethals Bridge Modernization Program. The Public Participation Program will conform to and satisfy the public participation requirements of NEPA.

- Develop and implement, in a manner consistent with NEPA, a public participation program which draws on multi-media approaches, including, but not limited to: scheduling stakeholders meetings and public open houses; preparing materials, handouts, periodic newsletters and displays for ongoing public participation; and developing and maintaining a project website.
- Maintain a database of all interested persons and organizations. The database will include all stakeholders, and will be updated as needed.

WORK PLAN

The principal activities for public participation and agency coordination and consultation will be detailed in the Public Participation Program. Outreach activities, which may be refined following consultation with the USCG and the Port Authority, follows.

- The following activities are proposed to be conducted prior to and/or coincident with Tasks B - Field Verification/Inspection; E – Applicable Regulatory Initiatives, Public Law, Permits, and Other Approvals; F - Purpose and Need; G - Public Scoping; H - Identify Environmental Criteria; and I - Alternative Actions and Screening.

  - Prepare Draft Public Participation Program;
  - Develop initial database (i.e., mailing list) of interested persons/organizations, to be maintained, updated, and supplemented throughout course of the GBMP EIS, as warranted;
  - Prepare first newsletter to introduce the GBMP EIS and notify the public of upcoming public scoping meetings;
  - Create issues log for subsequent recording of all public comments and GBMP EIS disposition of comments;
  - Prepare press releases and announcements for public notification of public scoping meetings;
  - Create Technical Advisory Committee (TAC) and Environmental Task Force (ETF), in coordination with USCG and the Port Authority pertaining to agencies/parties on each task force; and
  - Develop GBMP EIS website
  - Initiate development of Stakeholder Committee.

- The following activities are proposed to be conducted coincident with Tasks E - Applicable Regulatory Initiatives, Public Law, Permits, and Other Approvals; I - Alternative Actions and Screening; J - Evaluation of Design Options/Alternatives; K - Existing Conditions; L - Environmental Consequences; and M - Prepare Preliminary DEIS.

  – Revise Public Participation Program, if and as necessary, based on scoping and other public input;
  – Conduct Stakeholder Committee, TAC, and ETF meetings;
  – Second newsletter, focused on the alternatives screening activities;
  – One round of public open houses (one each in Elizabeth and Staten Island for each round);
  – Draft periodic press releases about the GBMP EIS status and findings, and to announce public open houses;
  – Update website, maintain database/mailing list, maintain issues log; and
  – Conduct other targeted outreach, as project issues and public interest warrant.

- The following activities are proposed to be conducted coincident with Tasks E - Applicable Regulatory Initiatives, Public Law, Permits, and Other Approvals, F - (refinement of) Purpose and Need, L - Environmental Consequences, M - Prepare Preliminary DEIS, N - Prepare DEIS, O - Facilitate All Public Hearings, and P - Prepare Final EIS.

  – Hold Stakeholder, TAC, and ETF meetings;
  – Prepare third and fourth newsletters, timed with completion of the DEIS and FEIS, respectively;
  – Second round of public open houses;
  – Draft periodic press releases about GBMP EIS status, findings, conclusions and to announce public open houses;
  – Update website, maintain database/mailing list, maintain issues log;
  – Conduct other targeted outreach, as project issues and public interest warrant, and;
  – Hold public hearings to gather comments on the DEIS; and
  – Prepare Technical Memorandum documenting the GBMP EIS public participation program.

- Coordinate Interagency Services

  In furtherance of the NEPA EIS process, establish and coordinate, subject to the USCG concurrence, the following:

  – An Inter-Agency Technical Advisory Committee (TAC) including PANYNJ, NJDOT, NYSDOT, NYCDOT, NJ Turnpike Authority, NJ Transit, MTA, the North Jersey Transportation Planning Authority, the New York Metropolitan Transportation Council, and other agencies as required.
  – An Environmental Task Force (ETF).
  – Assist in the preparation of presentation materials, evaluate the comments received, recommend courses of action to address the comments, and prepare draft and final minutes of all interagency meetings.
  – If requested by the USCG or the Port Authority, access to and review of all procedures and underlying data used in developing submitted sections of the EIS will be provided, including, but not limited to, field reports, subcontractor reports, and interviews with concerned private and public parties, whether or not such information may be contained in the draft or final EIS.
  – Notify the agencies of any substantive meetings that are scheduled and of their purpose and provide an opportunity for other parties to attend, if requested by the agencies.

DELIVERABLES

- Conduct Public Participation Program

- A draft Technical Memorandum, outlining a "Public Participation Program." Incorporate work product comments as directed and resubmit as Final. A Final draft is presented below.
- Monthly summaries of public participation efforts and outcomes. Incorporate work product comments as directed and resubmit drafts as Final.
- A database of the interested persons and organizations participating in the EIS process.

- Coordinate Interagency Services

  - A summary of all matters relating to the EIS discussed in any meetings or communications between the Berger/PB JV and inter-agencies will be included in each formal monthly report submitted to the USCG and the Port Authority.

TASK G - PUBLIC SCOPING

APPROACH

The USCG anticipates an early and open process for determining the scope of issues to be addressed in the Draft EIS and for identifying the significant issues related to this project, including the range of actions, alternatives and impacts to be considered.

WORK PLAN

Develop, publish and distribute the notice(s) of meeting(s); organize the meeting location and facilities; make provisions for hearing officers and stenographers, if required; present the proposed; develop draft and final minutes of the meetings; and make recommendations for addressing issues raised during the meetings. All scoping meetings will be conducted in compliance with the requirements of NEPA. In support of the above:

- Develop a draft scoping package outline that includes meetings with the involved agencies and the public.
- After approval of the scoping package outline, develop scoping presentation materials necessary to solicit input from interested agencies, organizations, and individuals. These materials may include, but may not be limited to:
  - Scoping meeting agenda.
  - Scoping presentation
  - Scoping document
  - Scoping document summary
- Establish dates and locations for three (3) meetings related to this task, one (1) all-agency scoping meeting (open to the public), and two (2) public scoping meetings, one (1) each in New York and New Jersey (with afternoon and evening sessions at each location). Set the same agenda for each of the meetings. Determine appropriate mailing lists for notice of meetings and the distribution of scoping materials.
- Attend all scoping meetings and provide administrative support. Provide digital, video and audio recordings of each scoping meeting.
- Provide input to the design team during revision of the goals and objectives based on information gathered from the scoping meetings.

DELIVERABLES

- A draft scoping package outline. Incorporate work product comments and resubmit as Final.

- Draft Scoping Document
- Scoping Summary Report
- A matrix listing all of the comments received at the agency and public scoping meetings or via other means, highlighting significant issues.

TASK O - FACILITATE ALL PUBLIC HEARINGS

WORK PLAN

- Facilitate all public hearings held in conjunction with the EIS process.
- Utilize digital video and audio recording and a court stenographer for all public hearings. Assume two (2) public hearings, with one (1) in New Jersey and one (1) in New York.

DELIVERABLES

- Draft copy of the minutes of the public hearings held for the DEIS and submit for review. Incorporate all comments and resubmit as Final. For estimating purposes, assume the same number of copies as indicated in the Plan of Study section.

FINAL PUBLIC PARTICIPATION PROGRAM

Introduction

The Goethals Bridge Modernization Program (GBMP) Environmental Impact Statement (EIS) is being conducted under the direction of the United States Coast Guard (USCG) as the lead federal agency, in coordination with the Port Authority of New York and New Jersey (Port Authority), the project sponsor. The Goethals Bridge spans the Arthur Kill between Staten Island, New York, and Elizabeth, New Jersey, providing direct connections between the Staten Island Expressway/West Shore Expressway on the east of the Kill, and the New Jersey Turnpike/Routes 1/9 on the west. The GBMP EIS will comprise:

- an alternatives analysis of potential options for replacement of the Goethals Bridge and addressing traffic and safety needs in the Goethals Bridge corridor;
- detailed social, economic, and environmental analysis of a short list of alternatives that appear most reasonable and feasible for satisfying the purpose and need for the project;
- and a program of public participation and interagency coordination throughout development of the GBMP EIS.

It is vital that those who are interested in or potentially affected by this study have an opportunity to share their concerns and provide input regarding the GBMP EIS. This Public Participation Program outlines the objectives, strategies, and tools that will be used to engage stakeholders and the general public throughout the GBMP EIS.

The Environmental Review Process

The GBMP EIS will be performed in accordance with the requirements of the National Environmental Policy Act (NEPA). NEPA is a procedural act aimed at ensuring that environmental information is available to the public and public officials before decisions are made and actions are undertaken. Public participation is a requirement of the environmental review process. In addition to dealing with the public, NEPA regulations require that there be thorough and complete documentation of participation by all involved government agencies and other interested parties.

Since 1969, NEPA has been amended, regulations have been promulgated by the Council on Environmental Quality (CEQ) and other federal agencies, and a whole body of EIS "best practices" literature has been established. Regulations and best practices cover many technical issues, as well as public participation efforts. The best practice for accomplishing this is to have a public participation program that is viewed as objective. This means that:

- The action under environmental review cannot be perceived as a foregone conclusion.
- All reasonable alternatives to the proposed action, including no action, need to be considered as well.
- All social, economic and environmental impacts of the project, both adverse and beneficial, must be identified and analyzed.
- Pro-active, early, and continuous efforts need to be made to involve a broad spectrum of the public in this process. This includes study area residents and businesses, as well as a wide range of stakeholders and groups who may be affected by impacts of the action.

Throughout the NEPA process, the public participation effort focuses on gathering input and dispersing information about the following key areas:

- The purpose and need for the proposed action and goals and objectives of the action.
- The potential set of reasonable alternative actions, including not implementing the action at all.
- Methodologies that will be used to assess impacts. This typically includes such items as models that will be employed to estimate such impacts as traffic conditions, air quality and/or noise impacts, as well as methods used to assess environmental, socioeconomic, cultural resource and/or hazardous material impacts.

- Potential impacts and associated mitigation.

There are two distinct points in the NEPA process where public participation is focused: Scoping and publication of the Draft Environmental Impact Statement (known as the Draft EIS, or DEIS). However, it is valuable to engage the public during the period after scoping and prior to the Draft EIS publication, and doing so is encouraged as a good practice under NEPA.

During scoping, the plan for how the environmental review is going to be conducted is issued in draft form. It is known as the draft scoping document. The public (and all relevant agencies) are invited to offer comments on this plan, both orally at publicized meetings and via written submittals. The draft scoping document includes the project purpose and need, the range of anticipated impacts to be analyzed, the methodologies to be employed to assess impacts, and may include, at least, a preliminary range of alternatives to be considered (though these may be developed in more detail later on in the process).

When the environmental analysis is nearing completion, a Draft EIS is published for public (and agency) review. Review comments can be provided both orally at publicized hearings and via written submittals. Following completion of the comment period, a Final EIS (or FEIS) document is published and made available.

The scoping and Draft EIS review stages are formally announced via notifications in the Federal Register. Public scoping is announced by the issuance of a Notice of Intent (to prepare an EIS), while a Notice of Availability announces the publication of the Draft EIS, kicks off the comment period, and announces public hearing dates and locations.

Other public participation techniques are used throughout the NEPA process to gather and disperse important information. Federal Register notices announcing scoping meetings, public hearings and formal comment periods are typically supplemented by media releases, flyers, newsletters, website announcements, briefings and public notifications. Following scoping, the public (and agencies) are provided with opportunities to offer input to the alternatives development and analysis steps through such means as public open houses and advisory committees. Information about the status of the NEPA process is typically dispersed through newsletters and a project website.

Goals and Objectives of the Public Participation Program

The public participation program is one that will require outreach to commuters, the general public, local businesses, associations, stakeholders, affected government agencies and others on both sides of the Arthur Kill to effectively engage the public in the planning and impact assessment process.

The overriding goal of the public participation program is to engage a diverse group of public and agency participants to solicit relevant input and provide timely information throughout the environmental review process. In order to best accomplish this, the following objectives will be pursued:

- Establish ongoing, inclusive and meaningful two-way communication with stakeholders, agencies and the general public.
- Educate the public about the environmental review process and the role of government, stakeholders and the general public.
- Coordinate outreach efforts with the USCG's internal protocols and policies for timely and relevant outreach activities.
- Evaluate the effectiveness of outreach activities on a continual basis in order to refine this Plan, as necessary, and utilize the most effective techniques throughout this study.

As part of this process, this public participation program will meaningfully engage minority, low-income, and traditionally under-represented populations in the GBMP EIS. As a general rule, the following principles will be adopted to support involvement of "environmental justice" (EJ) populations:

- Documents, notices and meetings will be made concise, understandable and readily accessible to the public.
- When appropriate, notices and meetings deemed will also be provided in Spanish for targeted public audiences and stakeholders.
- Informational material will be made available through a variety of outlets.
- All public events will be scheduled at convenient, accessible locations.
- Various community leaders and groups will be contacted to increase public participation of constituent communities.

Public Participation Techniques

Basic Support Mechanisms:

Study Team Communication Protocols – The study team will establish communication protocols early in the process to facilitate information sharing with the public and agencies in a timely and efficient manner, to comply with NEPA requirements for preparation of the GBMP EIS.

Stakeholder Identification – Relying on a variety of sources, including earlier environmental studies of the bridge and the corridor, stakeholders will be identified to meet in group interviews, as appropriate, and to become members of the Stakeholder Committee, which will meet at milestones throughout the EIS. These Stakeholders will represent an array of local and regional perspectives, and include representatives of environmental justice areas.

Project Branding – In order to assist the public in identifying project-related materials that will be produced and disseminated by the study team, a banner and readily recognizable "look" will be established and used on all project materials including meeting announcements, flyers, the website, newsletters, etc.

Mailing List – A mailing list will be developed for the purpose of publicizing public meeting opportunities via meeting flyers, and for keeping interested parties apprised of study developments through periodic newsletters. The list will be comprised of area residents, businesses, civic associations, shippers, commuters, community groups, schools, health care facilities, etc. Multiple copies of meeting notices and newsletters will be distributed to libraries and community centers in the study area.

Issues and Media Log – A log of comments received from the public and media articles relating to the project will be kept for informational and study purposes.

Meetings:
Interagency Technical Advisory Committee (TAC): The TAC will include the necessary federal, state, local and regional agencies to address traffic and transportation issues, mobile-source air quality (and noise) issues related to changes in traffic volumes and patterns, and transit-related air quality issues if transit survives as either an alternative or a component of a multimodal alternative. As there are no stationary sources involved with this project, it can be assumed that all air quality (and noise) issues will be addressed in the TAC, with no overlap with any other committees formed for this project. The TAC will meet several times during the course of the GBMP EIS, for discussion among their respective agencies about the same EIS topics, but focusing on their respective jurisdictions and expertise. The first formal meeting of the TAC will not occur until after the formal agency scoping meeting.

The agencies invited to join this committee will include:

- US Environmental Protection Agency

- Federal Highway Administration
- New York State Metropolitan Transportation Authority (Bridges & Tunnels, NYC Transit)
- New York State Department of Transportation
- New York State Department of Environmental Conservation
- New Jersey Department of Transportation
- New Jersey Department Environmental Protection
- North Jersey Transportation Planning Authority
- New Jersey Turnpike Authority
- New Jersey TRANSIT
- New York Metropolitan Transportation Council
- New York City Department of Transportation
- New York City Department Environmental Protection
- New York City Economic Development Corporation
- New York City Department of City Planning
- Union County Department of Economic Development
- City of Elizabeth Traffic Engineer

Environmental Task Force*:* One of the mechanisms for eliciting participation of involved agencies in developing an EIS is formation of an Environmental Task Force (ETF). ETFs provide an opportunity for concerned agencies to interact and discuss issues and areas of potential concern, as well as provide comments on the development of the EIS. This group will comprise agencies with jurisdiction and special expertise in a wide-range of environmental categories other than traffic/transportation, air quality, and noise (which will be the focus of the TAC, discussed above) social, economic, and environmental impact categories, with the principal issues likely to be related to natural resources. The ETF will be convened several times over the course of the EIS process. Meetings will take place after formal agency and public scoping meetings. A list of potential agencies that will be invited to participate in the ETF follows.

- US Army Corps of Engineers
- US Fish and Wildlife Service
- National Marine Fisheries Service
- US Environmental Protection Agency
- Federal Highway Administration
- NYS Department of Environmental Conservation
- NYS Office of Parks, Recreation, and Historic Preservation
- NYS Department of State
- NYC Mayor's Office of Environmental Coordination
- NYC Department of City Planning
- NYC Department of Parks and Recreation
- NYC Department of Environmental Protection
- Staten Island Borough President's Environmental Representative
- NJ Department of Environmental Protection
- NJ State Historic Preservation Office
- City of Elizabeth Environmental Representative
- Union County Environmental Representative

Elected Official Briefings: Briefings will be held with elected officials, as requested. These briefings will be arranged in concert with the Intergovernmental Relations officers at USCG. Among the officials that will be contacted are the Staten Island Borough President, the Mayor of Elizabeth, and the Union County Freeholders. Meetings with members of the federal, state and local legislative bodies serving the study area will be held upon request.

Agency and Public Scoping Meetings: Following the publication of the Notice of Intent (NOI) by the

USCG, the USCG will conduct scoping meetings for agencies and for the public. The purpose of these meetings is to gather input and feedback on the study's draft purpose and need statement, and potential alternatives for consideration; issues to be addressed in the EIS; methodologies to be used to evaluate impacts; and the public participation program. One agency scoping meeting will be held at the USCG offices, and public scoping meetings will be held in Staten Island, NY and in Elizabeth, NJ spanning both afternoon and evening hours to gather as broad participation as possible. Meeting participants may make statements orally, which will be transcribed by a stenographer, or submit comments in writing either at a scoping meeting or subsequently by mail during the scoping comment period. Meeting announcements will be mailed to the GBMP EIS mailing list, posted at libraries and community centers, announced through media press releases, through paid advertisements in newspapers, and posted on the GBMP EIS website. Upon request by a prescribed date prior to the public scoping meetings, Spanish translators and/or assistance to individuals with hearing or sight impairment will be provided at meetings for which such services are requested. The public scoping meetings will take place in central, convenient locations, and the facilities will be fully accessible to those with disabilities.

Stakeholder Committee Meetings: The Stakeholder Committee will provide an open forum for discussion and encourage interaction among key stakeholders, who represent a cross-section of organizations and interests. Organizations that join the Stakeholder Committee will be invited to assign a representative to the Committee. The Committee will update its membership as additional interested organizations are identified. Stakeholder Committee members will agree to bring their members' concerns to the attention of the project team, and bring project information back to their membership. The Stakeholder Committee will meet several times in the EIS process. The first meeting will be held shortly after Public Scoping to review the methodology and criteria by which the alternatives will be screened, as well as to review the long list of alternatives. Below are the types of organizations expected to be represented on the Stakeholder Committee:

- TransOptions (TMA)
- Tri-State Transportation Campaign (TSTC)
- Regional Plan Association
- Environmental Defense
- NRDC
- Alliance for Action
- Local Emergency Services
- CSX
- Shipping (UPS/FedEx)
- Private Bus Operators
- Trucking Associations
- AAA (NY & NJ)
- Chambers of Commerce
- American Lung Association/Other Health Groups
- Hospitals
- Schools & Colleges
- Large Employers in SI & NJ
- Utilities (PSE&G, ConEd, KeySpan)
- Service/Community Groups who serve low-income and and/or minority populations
- Civic Associations
- Brooklyn-based Groups (Gowanus Area)
- Staten Island Borough President
- Mayor of Elizabeth

If deemed appropriate, non-PANYNJ personnel from the following facilities:

- Newark Liberty International Airport

- Port of Elizabeth
- Port Newark
- Howland Hook Marine Terminal

Public Open Houses: Between Public Scoping and the Public Hearings upon completion of the Draft EIS, there will be two rounds of public open houses. Each round will include a meeting in Staten Island, NY and Elizabeth, NJ. These meetings will include both static displays and informal discussions with EIS team members and meeting attendees, as well as presentations. These meetings will be publicized in a similar manner to the Public Scoping meetings. The first open houses will follow the first Stakeholder Committee to review the EIS process, the screening criteria and methodology for reducing the list of alternatives to the short list. The second round will review the impacts of the alternatives undergoing detailed analysis.

DEIS Public Hearings: After circulation of the Draft EIS, public hearings will be held both in Staten Island, NY and in Elizabeth, NJ to gather comments on the document. The document will be available for review 30 days prior to these hearings, and the public comment period will be open for an appropriate period of time following the hearings. The comments received during the hearing process will be addressed in the Final EIS. The method for publicizing these hearings, and the format of the hearings themselves will be similar to the public scoping meetings described above.

Materials:

Newsletters: Four newsletters will be produced and disseminated to the project mailing list for the purpose of educating the general public about the EIS process, providing information on the study as it progresses, announcing public participation opportunities, and providing project team contact information. These newsletters will be written in straightforward language. Graphics will be used to assist in communicating the appropriate information. The first newsletter will announce the public scoping meetings, the second will review the results of the alternatives analysis, the third will announce the Draft EIS completion, and the fourth will announce the completion of the Final EIS.

Meeting Announcements: Meeting flyers will be used to publicize all public meetings. These flyers will be in English and Spanish, and will be mailed to the project mailing list, and distributed in bulk to libraries and community centers.

Press Releases: Press releases will be drafted in advance of public meeting opportunities and to announce the availability of project materials. These releases will be submitted to USCG for their review and release. It is anticipated that there will be at least 5 releases to announce public scoping, the two rounds of public open houses, the DEIS public hearings, and the availability of the DEIS and FEIS.

Website: A public website will be developed for the GBMP EIS and will include information on the EIS process, project activities and progress, public participation opportunities and project contact information; and will have downloadable documents (pdf format) for information and/or review.

Meeting Materials: Handouts will be available at all public meetings for attendees. Public meeting presentations will be available as handouts, as appropriate, and on the website for review by those unable to attend meetings.

Implementation of the Public Participation Plan

A three-phase public participation effort is envisioned for the GBMP EIS, as listed below:

- Scoping – during scoping, agencies and the public will comment on the study purpose and need statement, analysis methodologies and the alternatives that will be considered in the Alternatives Analysis.

- Alternatives Analysis – during the Alternatives Analysis phase, the long list of alternatives gathered in scoping will be reduced through a process by which selection criteria are applied to the alternatives. The selection criteria and methodology for reducing the number of alternatives will be shared with the TAC, ETF, Stakeholder Committee and the public. Alternatives will be evaluated based on their transportation performance, environmental impacts and costs.
- Draft EIS and Final EIS – the final short list of alternatives will be put through a rigorous evaluation of impacts, mitigation, and costs prior to selecting the final alternative as part of the Final EIS. The USCG will, upon completion of the Final EIS, publish a Record of Decision for the action that has been agreed to through this process.

A discussion of outreach activities that are anticipated under each phase follows.

- Scoping: During this phase, the following activities will be undertaken:
  - Complete and publish the first newsletter
  - Launch public website
  - Hold briefings with local municipal officials, other elected officials, as requested
  - Conduct Agency Scoping meeting
  - Conduct Public Scoping meetings
  - Update mailing list
  - Present issues log information to USCG and the Port Authority and utilize as input into the scoping process

- Alternatives Analysis: During this phase, the following activities will be undertaken:
  - Update website materials
  - Meet with TAC and ETF and Stakeholder Committee on Screening Criteria and Long list of alternatives, and the Short List of Alternatives and their impacts
  - Draft press releases to announce public meetings
  - Conduct two rounds of Public Open houses on Screening Criteria and Long list of alternatives, and the Short List of Alternatives and their impacts
  - Prepare draft and publish second newsletter

- DEIS and FEIS: During this phase, the following activities will be undertaken:
  - Prepare drafts and publish third and fourth newsletters
  - Update website materials
  - Meet with TAC and ETF and Stakeholder Committee
  - Conduct Elected Official briefings, as requested
  - Draft press releases to announce public hearings and availability of the FEIS
  - Conduct public hearings for DEIS
  - Present issues log information to USCG and the Port Authority and utilize as input into the DEIS review process
  - Categorize agency and public comments on the DEIS, and prepare responses.

Evaluation of the Public Participation Program

Evaluation of the public participation program is important to the EIS process. The purpose of carrying out this program review is:

- To get valuable input that can make the whole public participation process more effective as well as increasing the chance of its successful completion.
- To ensure the public and concerned parties are reached and engaged in the process.

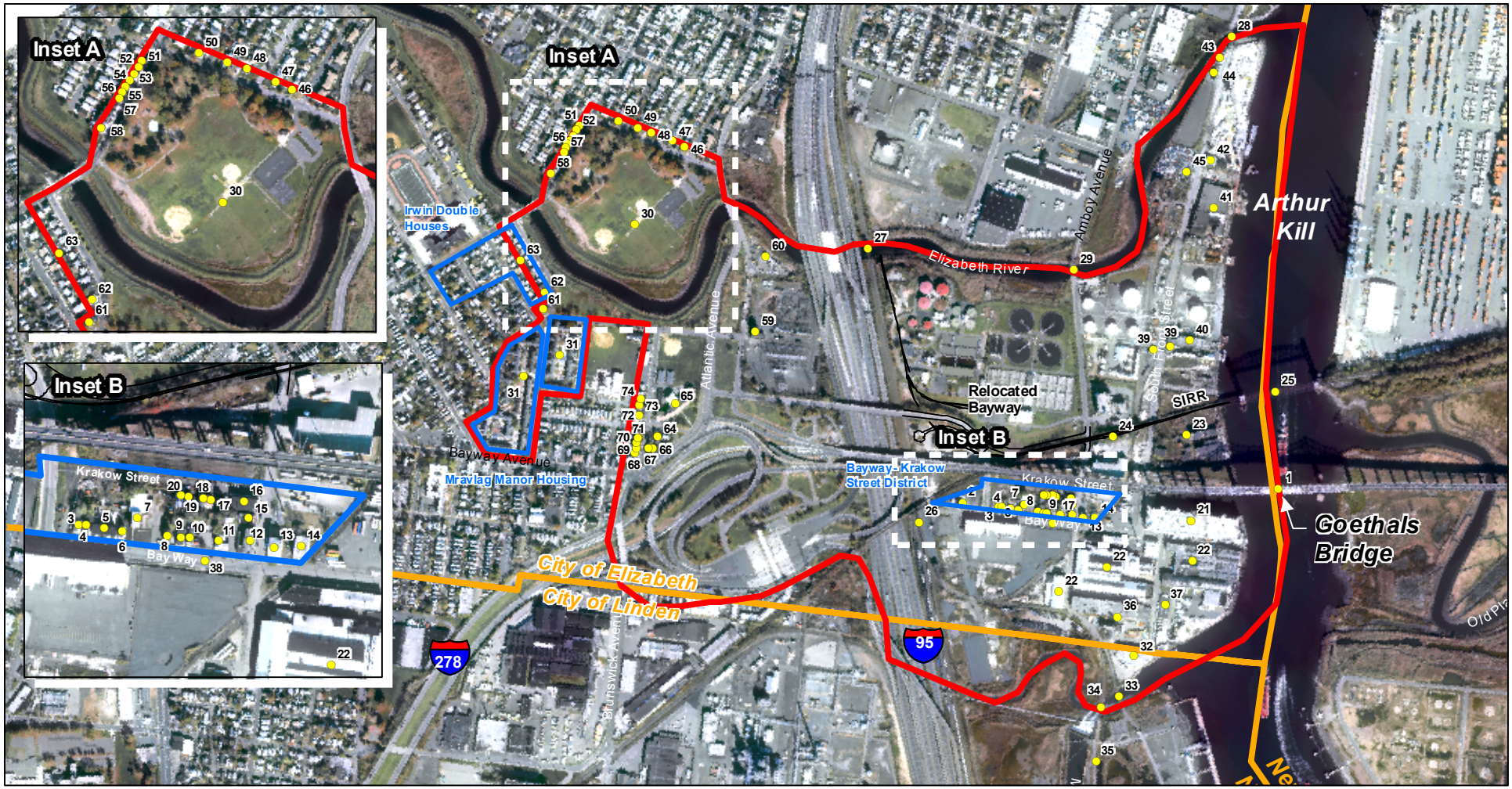
Some examples of critical questions and techniques that will be considered to assess the public participation program include:

- How many hits does the project website receive?
- Are EJ populations and typically under-represented groups involved?
- Are input and comments pertinent and substantive, showing understanding of project information disseminated to the public?
- Conduct brief survey/questionnaire at public meetings for participants to judge the value of the activities.
- Review content of issues log to judge the value of the overall outreach effort.

The results of ongoing evaluation will be discussed with USCG officials, with the intent of making mid-course refinements to the public participation program, as appropriate.

APPENDIX B

Area of Potential Effect



Legend

- Area of Potential Effect
- Historical Resource
- Historic Districts

Goethals Bridge Replacement EIS
Documented Historical Resources in the APE Study Area - New Jersey
United States Coast Guard

Source:
Basemapping: Port Authority of New York and New Jersey, 2002.
Data: The Louis Berger Group, 2004.

Legend

- Area of Potential Effect
- Historical Resource

Goethals Bridge Replacement EIS
Documented Historical Resources in the APE Study Area - New York
United States Coast Guard

Source:
Basemapping: Port Authority of New York and New Jersey, 2002.
Data: The Louis Berger Group, 2004.

Number of pages including coversheet: 3

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
Natural and Historic Resources, Historic Preservation Office
PO Box 404, Trenton, NJ 08625
TEL: (609) 292-2023 FAX: (609) 984-0578
www.state.nj.us/dep/hpo

JON S. CORZINE
Governor

LISA P. JACKSON
Commissioner

DATE: July 24, 2007

FAX TRANSMITTAL FORM

TO: Gary Kassof
FAX: 212/668-7967

FROM: Andrea Tingey
PHONE: 609/984-0539

RE: HPO-G2007-120
Goethals APE

If you have received this fax in error or if there is a problem with the transmission, please contact Sara Homer at **609/292-0061**

05-0030-4 AT
HPO-G2007-120
chrono

U.S. Department of Homeland Security
United States Coast Guard

Commander
First Coast Guard District

Battery Park Bldg.
One South Street
New York, NY 10004-5073
Staff Symbol: (dpb)
Phone: (212) 668-7195
Fax: (212) 668-7967
Email

16591//Goethals Bridge
March 10, 2006

Ms. Dorothy Guzzo
Deputy State Historic Preservation Officer
New Jersey Department of Environmental Protection
Historic Preservation Office
P.O. Box 404
Trenton, NJ 08625-0404

RECEIVED
MAR 13 2006
HISTORIC PRESERVATION OFFICE

Re: Goethals Bridge EIS/Area of Potential Effect

Dear Ms. Guzzo:

The U.S. Coast Guard thanks you and Andrea Tingey for her recent input via e-mail on December 7, 2005, in which she defined suggested limits of the Area of Potential Effect (APE) for the above-ground cultural (historical/architectural) resources of subject project on the New Jersey side of the project corridor.

Ms. Tingey's transmittal followed our joint field trip to the Goethals Bridge and its environs on October 17, 2005, and my subsequent transmittal to your office of a set of alignment concept drawings for the four build alternatives that are currently being advanced through the alternatives screening process, to identify those that will be studied in greater detail in the Draft Environmental Impact Statement (DEIS). Berger/PB, our environmental consultant team, also forwarded to Ms Tingey, digital photos taken of the study area during our joint field trip, including those locations of historic interest that have views of the bridge.

Since the suggested APE defined by Ms. Tingey differed somewhat from our initial submittal to your office, we enlisted the assistance of an architectural historian to assist us in better defining the limits of an appropriate APE. A windshield survey of the project area, including areas within the APE suggested by your office was conducted with the historian and with other Berger/PB cultural resources staff. Based upon the survey and previous documentation, the enclosed *Technical Memorandum on Consideration of the Area of Potential Effect for Historical/Architectural Resources* was developed. The memorandum addresses considerations of the nature and scale of the proposed project, various ways in which the proposed project could reasonably be demonstrated to affect historic properties, and the existing built environment in which the project would be implemented.

On this basis, we feel that the limits of the APE should be defined, as shown on the aerial map in the enclosed memorandum as it represents a reasonable area of potential effect for this undertaking. I have directed Berger/PB to undertake the identification of historic/architectural

properties within this APE and to prepare the inventory documentation for subsequent transmittal to your office for review.

The U.S. Coast Guard looks forward to your continued involvement in this EIS process and associated Section 106 consultation process. Please call me at 212-668-7021 if you have any questions or comments concerning the enclosed information and our determination of the limits of the APE for this project.

Sincerely,

Gary. Kassof
Bridge Program Manager
First Coast Guard District
By direction of the District Commander

Enclosures:
Technical Memorandum, Consideration of the Area of Potential Effect for Historical/Architectural Resources

Copy: Andrea Tingey (NJHPO)
Michelle Hughes (NJHPO)
James Warren (NYSHPO)
Ken Hess (Berger/PB)
Judith Versenyi (Berger/PB)
Esther Schwalb (Berger/PB)
Marty Bowers (Berger/PB)
Sara Moss (Berger/PB)

CONCUR

DOROTHY P. GUZZO
DEPUTY STATE HISTORIC PRESERVATION OFFICER

7/20/2007
DATE

TECHNICAL MEMORANDUM

GOETHALS BRIDGE REPLACEMENT EIS

DATE: March 10, 2006

TO: G. Kassof, E. Feemster

FROM: K. Hess, J. Versenyi, M. Bowers

SUBJECT: Consideration of the Area of Potential Effect for Historical/Architectural Resources

CC: J. Blackmore, C. Hopson, P. Dinh, E. Lopez, C. Gonzalez, E. Schwalb

1. INTRODUCTION

This memorandum summarizes a review of information and issues regarding the Area of Potential Effect (APE) for above-ground (historical/architectural) cultural resources on the New Jersey side of the project corridor for the proposed replacement of the Goethals Bridge. Based on this review, this memorandum also recommends revised APE boundaries for U.S. Coast Guard (USCG) consideration and consultation with the NJHPO.

In June 2005, the USCG initiated consultation with the New Jersey Historic Preservation Office (NJHPO), pursuant to Section 106 of the National Historic Preservation Act. At that time, the USCG requested NJHPO's concurrence with a preliminary APE (to be refined once project alternatives were identified), which was based on the combined primary and secondary study areas previously delineated for the 1997 Staten Island Bridges Program (SIBP) FEIS. In the previous EIS, the historic resources inventory was conducted within 400 feet of all project alternatives' alignments, and impacts to historic resources were assessed within the combined primary and secondary study areas, which extended one-half mile in all directions from the project corridor. The NJHPO initially concurred with an APE comprising the primary and secondary study areas; however, following a site visit by NJHPO representatives and project staff in October, 2005, the NJHPO recommended a substantially different APE, apparently based on potential impacts, including visual effects.

2. DEFINITIONS OF THE ADVISORY COUNCIL ON HISTORIC PRESERVATION (ACHP)

The following definitions (in 36 CFR Part 800, Protection of Historic Properties) guide consideration and delineation of an APE:

- **Area of Potential Effect** (36 CFR 800.16(d)): *Area of potential effect* means the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effect is influenced by the nature and scale of an undertaking and may be different for different kinds of effects caused by the undertaking.
- **Effect** (36 CFR 800.16(i)): *Effect* means alteration to the characteristics of a historic property that qualifies it for inclusion in or eligibility for the National Register.

There are no uniform guidelines for federal agencies (nor, therefore, for SHPOs) to use in determining an APE for Section 106 purposes. The Council's guidance in the matter is limited to its statement in 36 CFR 800.16(d), as noted above, that "The area of potential effect is influenced by the nature and scale of an undertaking and may be different for different kinds of effects caused by the undertaking."

3. PROJECT CHARACTERISTICS

The following information regarding the proposed Goethals Bridge replacement is pertinent to the consideration of an appropriate APE:

- The proposed replacement bridge(s) would be sited immediately up- or downstream from the existing bridge, which would remain in service until the replacement was completed.
- The overall design envelope of the replacement bridge(s) would be similar to that of the existing bridge, involving long elevated approaches to each end of a channel span.
- The replacement would have a wider "footprint" than the existing bridge (potentially ranging from 167 to 198 feet wide, depending on the alternative's configuration; the existing width is 62 feet) to accommodate six, rather than the existing four, travel lanes and sufficient width for a 10-foot-wide sidewalk/bikeway and potential mass transit use.
- The replacement bridge(s) would have more widely spaced piers designed to be entirely outside the Arthur Kill's navigable channel. Similar to the existing bridge, the replacement bridge(s) would have a minimum vertical clearance of approximately 135 feet above mean high water.
- At the west end, the replacement structure(s) would tie directly into the existing NJ Turnpike/I-278 interchange ramp configurations, as the existing Goethals Bridge currently does.

4. CHARACTERISTICS OF EXISTING BUILT ENVIRONMENT

The Goethals Bridge rises out of a dynamic urban/industrial environment. The existing land use patterns were basically established in the 19th century, predicated in large measure on maritime and railroad transportation and the access both provided to raw materials and markets. Twentieth-century developments in transportation followed 19th century alignments: the auto road across the Arthur Kill to Staten Island (Goethals Bridge) beside the much earlier Baltimore and New York Railroad (Arthur Kill) crossing, and the NJ Turnpike beside the much earlier Central Railroad of New Jersey (now Conrail's Chemical Coast Line). (See Figure 1: Key to Photo Locations and Photo 1 for an aerial view of the Goethals Bridge and the Arthur Kill waterfront).

The area immediately around the bridge approach (roughly between the Elizabeth River and Morses Creek) is intensively developed. This development began in the mid- to late 19th century at what was probably then a neck of fast land providing access to the Arthur Kill (at a relatively narrow point) and buildable ground for industry. East of the NJ Turnpike, the Goethals and Arthur Kill Lift bridges and approaches are by far the most dominant features. Below and close to either side of the approaches are found closely spaced late 19th to mid-20th century industrial buildings, varying from one to several stories,

with brick, concrete, concrete block, or metal-clad exteriors. Here also are brick and wood frame remnants of the residential neighborhood that grew up in response to the industrial development here. Toward the Elizabeth River, the more open reclaimed marshland features industrial buildings and small tank farms.

Immediately west of NJ Turnpike Interchange 13 (north of the long elevated access ramps between Route 1 and the NJ Turnpike) is a densely built-up urban neighborhood fanning out from Bayway, consisting primarily of low-scale (2.5 stories generally being the maximum height), wood frame and brick-masonry residences and small mixed-use blocks dating to the late 19th to early 20th centuries, terminating at the interchange in service stations from late 20th century. To the north are the Halloran School, Mattano Park (containing a channelized stretch of the Elizabeth River), and a large PSE&G electrical substation, from which emanate lines of tall steel transmission towers.

Downstream from Morses Creek, the environment is characterized by an almost abstract landscape of large-scale late 20th century infrastructure and industry that are rather widely scattered across flat, partially reclaimed marshland transected by the former Central Railroad of New Jersey alignment and the NJ Turnpike, with a PSE&G generating station on the waterfront on the north side of Piles Creek.

5. POTENTIAL EFFECTS TO CONSIDER IN DELINEATING THE APE

The following considerations are pertinent to delineation of the APE.

a. Potential effects involving physical destruction of or damage to all or part of a historic property:

The area in which these kinds of effects could occur would encompass the existing bridge and approach corridor, as well as the corridors of proposed new alignments up- or downstream, including:

- All locations where buildings or structures are to be removed (demolished);
- All locations where buildings or structures could suffer damage during demolition of adjacent buildings (e.g., shared party walls or foundations, or proximity that could place them in the way of construction equipment);
- All locations contiguous to and within a defined lateral distance from the outer limits of construction/demolition (as an example, the 90 feet specified in New York City Department of Buildings Technical Policy and Procedure Notice #10/88 regarding “fragile” buildings (including historic buildings and structures)), in which construction-induced ground vibration could damage foundations or structural systems; and
- Locations where the operation of construction equipment could inadvertently damage historic buildings or structures.

b. Potential effects involving changes in use or changes to physical features within a property's setting (including introduction of incompatible visual, atmospheric or audible elements) that contribute to its historical significance:

The project proposes to replace an existing bridge with another in essentially the same location to maintain this important transportation artery connecting New Jersey and New York. The project will not introduce any new features inconsistent with those already present in the built environment, or out of character with this built environment's historical development.

The potential of the project to diminish the integrity of a property's significant historic features is limited to those locations suggested for inclusion in the APE, as described below.

Elizabeth, East of the NJ Turnpike between the Elizabeth River and Morses Creek: The intent of the project is to continue using the area east of the NJ Turnpike between the Elizabeth River and Morses Creek as a transportation corridor, albeit with a replacement structure. However, demolition of the existing bridge and construction of a replacement structure(s) within an expanded right-of-way could prompt changes in adjacent land use that could involve historic properties.

Because this area immediately around the Goethals Bridge approach is relatively confined, the setting is relatively intimate (even given the large scale of many elements within it). Both the Goethals Bridge and the adjacent Arthur Kill Lift Bridge are dominant features of this old industrial area. Removal and replacement of the existing Goethals Bridge and approach would thus transform the character of the built environment here and, as a result, transform the integral setting of any other historic properties in this area (Photos 2, 3, and 4).

The area between the Elizabeth River and Morses Creek east of NJ Turnpike should, therefore, be included within the APE.

Elizabeth, North and Northwest of NJ Turnpike Interchange 13: The NJ Turnpike Interchange 13 and associated toll plaza, and the NJ Turnpike itself (four lanes plus exit/entrance ramps), plus the double line of electrical transmission towers emanating from the PSE&G substation together constitute a physical and substantial visual barrier between the residential Elizabeth neighborhood north and northwest of the interchange and the Goethals Bridge. Due to the density of the built environment, the bridge is not visible from most locations within this neighborhood. The open, slightly sloping ground of Mattano Park affords the most "immediate" views of the bridge (and also of the Arthur Kill Lift Bridge and a PSE&G substation) both from the park itself and from the turn-of-the-20th century, closely spaced dwellings that overlook the park from Fifth Avenue (Photo 5). Limited views of the bridge are also available from locations along Pulaski Street near the northern edge of the interchange ramps (Photos 6 and 7). Therefore, these areas should be included in the APE.

Due to the flat topography and the visual barrier presented by the interchange, replacement of the Goethals Bridge would have no demonstrable potential to effect changes to historic properties (should any historic properties exist) in the residential neighborhood west of Pulaski Street, nor to any contributing attributes of such properties' settings or historical associations. Absent future project information to the

contrary, the residential neighborhood west of Pulaski Street appears to lie outside the area of potential effect for this project.

Elizabeth, West of NJ Turnpike Interchange 13 and South of I-278: Due to the flat topography and the visual barrier presented by the interchange, replacement of the Goethals Bridge would have no demonstrable potential to effect changes to historic properties (should any historic properties exist) in the residential area directly west of the interchange and the industrial area southwest of the interchange and south of I-278, nor to any contributing attributes of such properties' settings or historical associations. Absent future project information to the contrary, these residential and industrial areas west/southwest of the interchange and south of I-278 appear to lie outside the area of potential effect for this project.

Linden, East of NJ Turnpike and South of Morses Creek: Despite the scale of the Goethals Bridge, the structure's prominence in the built environment diminishes rapidly with distance. This may be due to the visual "lightness" of the channel truss and the attenuated character of the long deck approaches. However, it is also due to the proximity of other very large-scale features, among them the Arthur Kill Lift Bridge, the NJ Turnpike and Interchange 13, PSE&G transmission towers, and the sprawling Standard Oil refining and storage facilities just over the city line in Linden. Built by the Port Authority of New York and New Jersey primarily to improve access to Staten Island, the Goethals Bridge appears to have had little discernable influence on the already established industrialization of New Jersey's Arthur Kill waterfront. Maps of Union County from 1923 (pre-Goethals Bridge) and 1951 (post-Goethals Bridge) (Figures 2 and 3) offer clear evidence of the development of the original, rather peripheral area of Elizabeth between Bayway and the Elizabeth River over this period (whether attributable to the bridge or not) but essentially no change in the patterns of land use and transportation below Morses Creek in Linden. This review concludes that replacement of the Goethals Bridge would have no demonstrable potential to effect changes to historic properties (should any exist) in this area of Linden east of the NJ Turnpike nor to any contributing attributes of such properties' settings or historical associations. Therefore, the area of Linden east of the NJ Turnpike south of Morses Creek appears to lie outside the area of potential effect for this project (Photos 8 and 9).

6. CONCLUSION

The APE recommended for delineation in this memorandum considers the nature and scale of the proposed project, the existing built environment in which it will occur, and various ways in which the project could reasonably be demonstrated to affect historic properties. The APE provides an appropriate basis for taking the effects of the proposed Goethals Bridge Replacement Project on historic properties into account. The recommended APE boundary is shown on Figure 4.

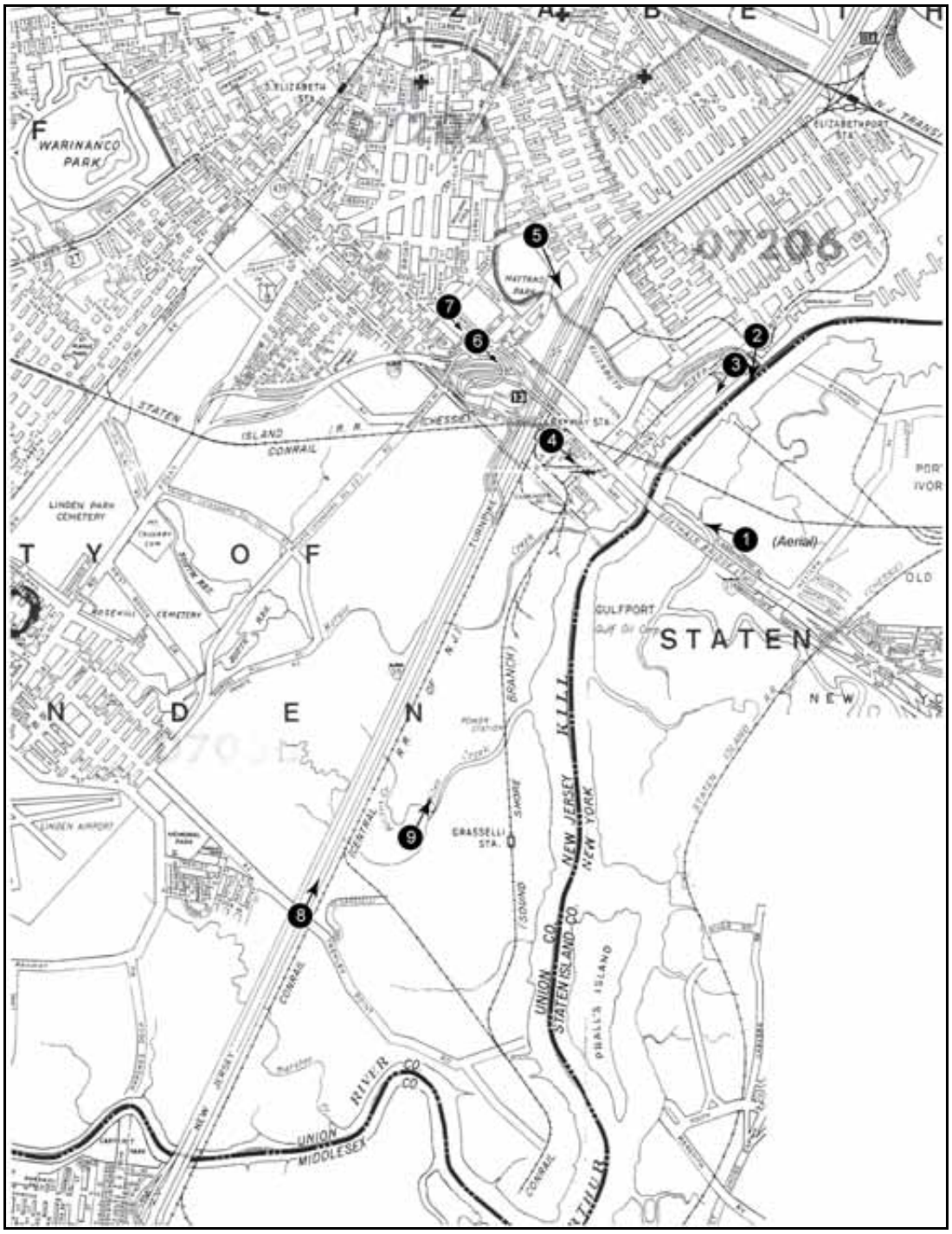


FIGURE 1: KEY TO PHOTO LOCATIONS

PHOTO 1:
Aerial View of the Goethals Bridge Looking Southwest toward Elizabeth-Linden

PHOTO 2:
View Southeast from the Elizabeth River toward the Goethals Bridge and Arthur Kill Lift Bridge

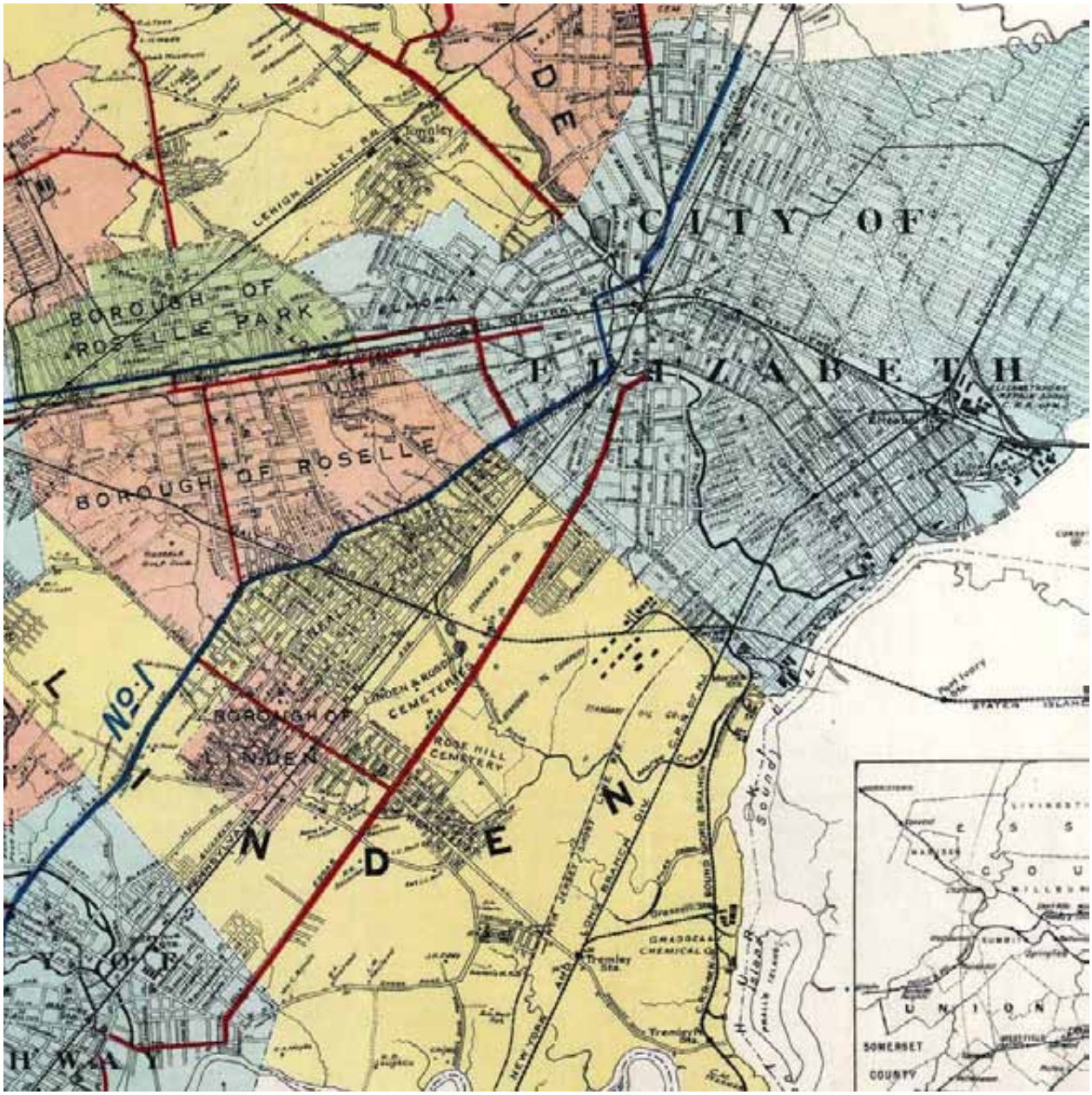
PHOTO 3:
View South on Front Street south of Elizabeth River--
the Goethals Bridge and Arthur Kill Lift Bridge are partially visible in left background

PHOTO 4:
View Southeast on Bayway Avenue east of Burlington Avenue toward Goethals Bridge (partially visible)

PHOTO 5:
Looking Southeast from the 5th Avenue side of Mattano Park toward the Goethals Bridge and Arthur Kill Lift Bridge

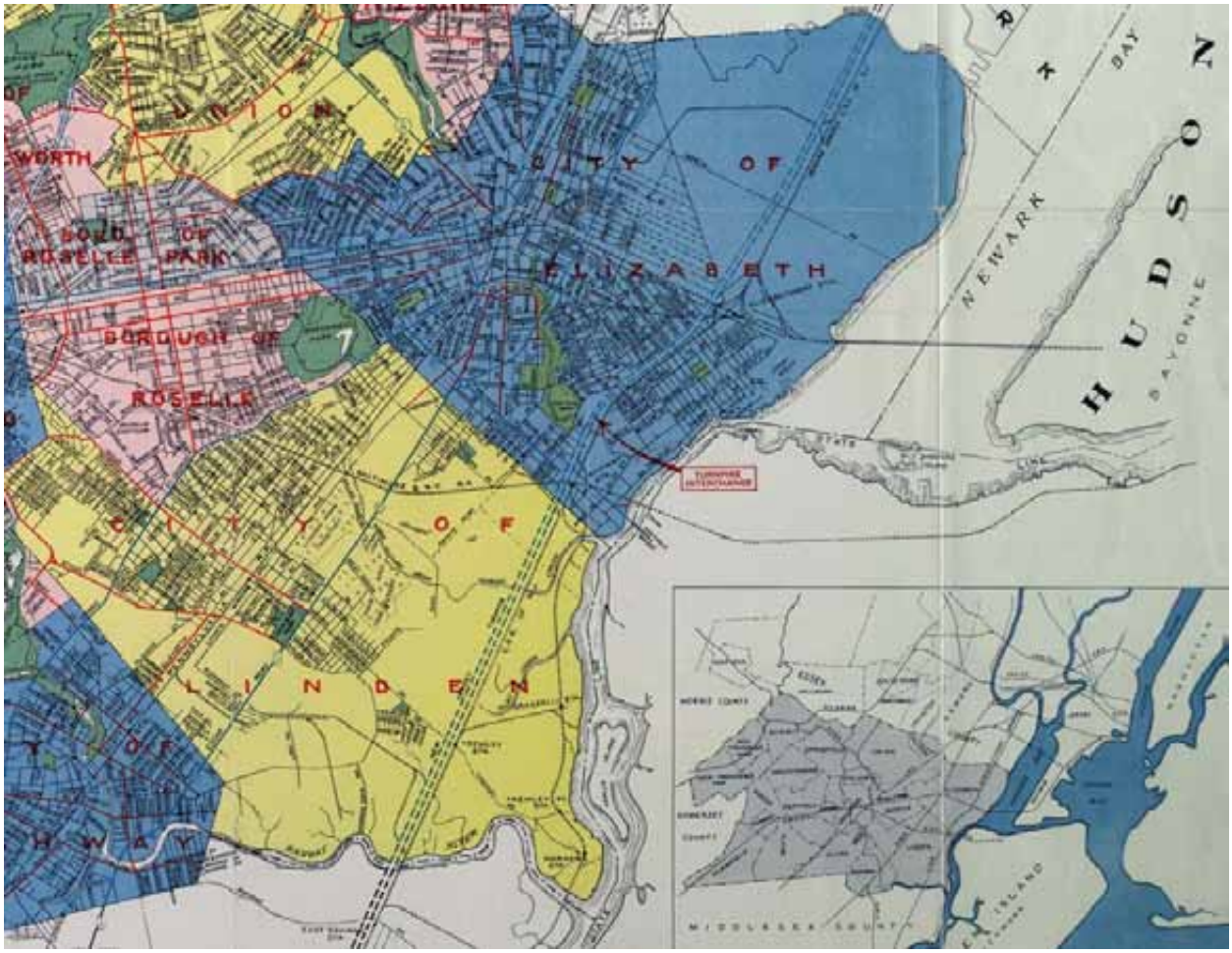
PHOTO 6:
Looking Southeast from a Citgo Station on Bayway Avenue near Pulaski Street, looking toward Goethals Bridge

PHOTO 7:
View Southeast along Richmond Street from Pulaski Street looking toward the Goethals Bridge



Source: http://mapmaker.rutgers.edu

FIGURE 2: MAP OF UNION COUNTY, NEW JERSEY (1923)



Source: http://mapmaker.rutgers.edu

FIGURE 3: MAP OF UNION COUNTY, NEW JERSEY (1951)

Photo 8:
Panoramic View North of the NJ Turnpike and waterfront from Tremley Point Bridge

PHOTO 9:
View North from Grasselli Road toward Linden Generating Station

Figure 4: Recommended APE Boundary

OFFICE OF PARKS, RECREATION & HISTORIC PRESERVATION
NEW YORK STATE
Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189 518-237-8643

July 14, 2005

Gary Kassoff
Bridge Program Manager
First Coast Guard District
One South Street
Battery Building
New York, New York 10004

Re: USCG/PANYNJ
Goethals Bridge Replacement
Staten Island, Richmond Co., NY
04PR03162

Dear Mr. Kassoff:

Thank you for your letter of June 17, 2005, by which you initiated consultation in accordance with Section 106 of the National Historic Preservation Act of 1966 with regard to the proposed replacement of the Goethals Bridge.

New York State Historic Preservation Office (NYSHPO) accepts the proposed Area of Potential Effect indicated by attachments to your June 17th letter as the combined "Primary Study Area" and "Secondary Study Area," subject to refinement as preferred alternatives are defined during the exploration of alternatives phase of the study.

We note your designation of the Louis Berger Group/ Parsons Brinckerhoff, Inc. Joint Venture as environmental consultants assisting USCG in evaluating project alternatives and potential environmental impacts of this undertaking; NYSHPO will communicate directly with you or with Ms. Sara Moss of the Berger/PB team unless directed otherwise.

Although the prior Staten Island Bridges Program study (EIS 1997) referred to the "*Modernization and Capacity Enhancement*" of Staten Island Bridges, and despite assurances that all alternatives are being explored, including reuse of the existing Goethals Bride, the NYSHPO is not encouraged by the consistent identification of the current project as the "Goethals Bridge Replacement" project. We recommend the continuing "good faith" exploration of alternatives that include "modernization and capacity enhancement" of the Goethals Bridge.

If you have any questions or comments regarding this response, please call me at (518) 237-8643, extension 3283 or email me at james.warren@oprhp.state.ny.us.

Sincerely,

James Warren
Historic Preservation Program Analyst

Copy: Andrea Tingey, NJSHPO
Sara Moss, BTA

APPENDIX C

Structural Inspection Report (July 2004)

(see Appendix A.1 for this EIS Document)

APPENDIX D

Assessment of Bridge Rehabilitation Needs and Maintenance Costs to Extend the Life of the Existing Bridge for Life Span Comparable to Design Life for Proposed Replacement Bridge (April 7, 2006)

(see Appendix A.2 for this EIS Document)

APPENDIX E

Alternative Actions and Screening Task Report (September 2007)

(see Appendix B for this EIS Document)

APPENDIX F

Summary of Public Comments Regarding the Existing Problem(s) and Proposed Solution

1. **Scoping Summary Report (November 2004)**
2. **Summary of Stakeholder Committee Meeting #1 (March 2005)**
3. **Summary of Stakeholder Committee Meeting #2 (June 2006)**
4. **Summary of Public Open House #1, Elizabeth, NJ (June 2006)**
5. **Summary of Public Open House #1, Staten Island, NY (June 2006)**

ENVIRONMENTAL IMPACT STATEMENT (EIS): GEOTHALS BRIDGE REPLACEMENT

TASK G – SCOPING

SCOPING SUMMARY REPORT

VERSION 1.0

[COMMENTS AND RESPONSES BY CATEGORY]

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Introduction

This document is the Scoping Summary Report for the Goethals Bridge Replacement Environmental Impact Statement (GBR EIS). This document is intended for use by the United States Coast Guard (USCG), the Port Authority of New York & New Jersey (Port Authority), and the Environmental Consultant. Once this report is complete, a newsletter will be prepared, which will include a succinct overview of the comments received and responses to those comments. This newsletter will be distributed to the GBR EIS mailing list.

The USCG is preparing an EIS for the proposed Goethals Bridge Replacement and other alternatives to address the functional and physical obsolescence of the existing Goethals Bridge, and other issues related to the bridge. The Port Authority has proposed the action to address existing deficiencies and improve conditions of the bridge crossing.

The Port Authority notified the USCG by letter of June 3, 2004, of its intent to submit a formal application for a Bridge Permit under the General Bridge Act of 1946. Accordingly, the USCG assumed the role of the Federal lead agency for preparation and issuance of an EIS for the proposed project, in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969.

A Draft Scoping Document describing the various analyses to be undertaken as part of the Draft EIS (DEIS) was distributed by the USCG to relevant public agencies; a briefer Public Scoping Information Packet was provided to elected officials, interest groups, members of the general public. A series of scoping meetings was held to obtain comments from these groups and individuals on the adequacy of the proposed scope of studies for the DEIS. An Agency Scoping meeting was held at the USCG offices at the Battery Building, One South Street, New York, NY on September 14, 2004. Public Scoping meetings were held at the Staten Island Hotel on October 5, 2004, and at Elizabeth City Hall on October 6, 2004. In addition, written comments on the scope of the DEIS studies were accepted by the USCG through November 5, 2004.

This document summarizes all comments received in writing (via letter, comment sheet, e-mail, and memoranda) and all comments made at the agency and public scoping meetings, as documented in the minutes of the Agency Scoping meeting and the official transcripts of the Public Scoping meetings. The comments have been categorized and grouped by subject matter. Each comment has been numbered and the person making the comment is identified, as follows:

- "ASM" refers to the Agency Scoping Meeting;
- "PSM" refers to the Public Scoping meetings with "SI1" and "SI2" referring, respectively, to the first (afternoon) and second (evening) sessions of the Public Scoping meeting in Staten Island, and "E1" and E2" referring to the first and second sessions of the Public Scoping meeting in Elizabeth;
- "CS" refers to comment sheets received at the Public Scoping meetings, and via fax or mail;
- "L" refers to letters received;
- "EM" refers to e-mails; and
- "M" refers to memoranda.

Each of these modes of comment has been assigned a number. The notation following each mode and number refers to the page number(s) where the specific comment occurs in a transcript. For instance, PSM SI1 1:32 refers to the Public Scoping meeting in Staten Island, first session, first speaker; his comment is found on page 32 of the transcript.

Comments and Responses, by Category

Alternatives

Bridge Alternatives

1. Assemblyman Matthew Mirones, NYS Assembly, 60th AD. PSM SI1 1:32
   He strongly supports the expeditious construction of a new bridge, approached in a coordinated and comprehensive effort with consideration of the Gowanus corridor.

2. Teresa Toro, Tri-State Transportation Campaign. PSM SI1 2:34-35
   Damien Newton, Tri-State Transportation Campaign. PSM E1 3:37
   The Campaign was critical of the 1990's proposal to "twin" the Goethals Bridge, but believes that this current effort emphasizes fixing the functional problems of the existing bridge with a new bridge, rather than creating a major increase in roadway capacity. This creates room for common ground. The number of lanes on the crossing should match, not exceed the lane capacity of the roads leading to it. Building more than three general purpose lanes in each direction would invite increased truck traffic.

3. Jane Vredenburgh, Community Board #1. PSM SI1 4:42
   The bridge needs to be improved and/or rebuilt to 21st Century standards. There needs to be at least six lanes, three in each direction, and possibly a seventh lane in the middle for emergency breakdowns. The more lanes the better as traffic will probably be much higher in 15-20 years.

4. Michael Arvanites, Councilman Michael McMahan's Office. PSM SI1 7:51-52
   The bridge in any incarnation must have: a ramp for trucks exiting and entering the NY Container Port; a bus HOV lane for X31, X21, X22, and New Jersey-bound buses from Staten Island to Manhattan; pedestrian/bike access; shoulders, emergency and breakdown lanes; and wider lanes.

5. Fred LeMoine, The Metallic Lathers and Reinforcing Ironworkers Union of New York. PSM SI1 11:62.
   The bridge needs to be replaced; it does not meet today's standards.

6. LT CDR Michael Keane/ENS Charles Baxter, US Coast Guard. ASM 1:2
   USCG recommends that air clearance below the bridge be maximized during the design phase due to increased vessel traffic at Howland Hook Marine Terminal, the deepening of the Arthur Kill, the Kill Van Kull and Newark Bay, the increasing size of vessels, and the need to maintain open navigation channels during future construction. The USCG responded to a recommendation from the NYS Department of Environmental Conservation that any new bridge be sited sufficiently far south of the present bridge where: shorelines have been bulkheaded and/or hardened and developed; and wetlands are not present. The USCG recommends that a new bridge not be located too close to the petroleum and fuel oil facilities south of Howland Hook for security reasons. A new bridge design should provide additional measures of security.

7. Kathryn McGuckin, NYS Department of Environmental Conservation. ASM 3:3
   A new bridge should be sited out of the recently restored wetland area to areas of hardened shorelines.

8. Mike Vissichelli, US Army Corps of Engineers. ASM 6:4

Potential impacts to the existing Federal navigation channel must be considered in designing any new bridge. In designing the bridge, consideration should be given to avoiding the placement of fill, and if fill were to be required, it should be minimized and mitigation would be required.

9. David Stilwell, US Department of the Interior, Fish and Wildlife Service. L 4:3
   The Service recommends that alternatives considered in the DEIS include bridge designs capable of carrying various types of cables (e.g. communications, energy) so that this type of infrastructure can be routed across the Arthur Kill in the future without further aquatic resource impacts.

10. Jeffrey Elmer, General Contractors Association of New York. PSM SI2 1:30-31
    It is clear that the Goethals Bridge is obsolete. Now there is a crying need for dedicated HOV bus lanes, bike and pedestrian access and future transit access to help address traffic congestion. A new bridge is the only way to fix these long standing problems. With the designation of Howland Hook as a Military Port of Embarkation, it is important that we have a bridge that can also accommodate the movement of large military equipment as well as freight. This is an urgent matter of national security.

11. Lawrence Kudla, Local 282, Teamsters. PSM SI2 2:36
    A new span is the only alternative to give easy flow between New Jersey and Staten Island. A bridge with a multitude of lanes that is easily accessible to motorists is needed.

12. James Gavin, No affiliation identified. PSM SI2 5:42-44
    A new bridge to replace the Goethals should be a ten-lane bridge with one side just for car traffic and with a lane for emergency vehicles and breakdowns as on the Route 35 bridge. The other side could be one or two lanes just for trucks, buses, and taxis, and then reserve enough room for freight trains, commuter trains, and light rail. It should also have a walkway for pedestrians and cyclists.

13. Don Tomasino, No affiliation identified. PSM SI1 13:68-69
    Having worked on the bridge, and seeing how dangerous it is, he states that it needs to be redone quickly. It needs to be done for public safety and transportation.

14. Leah Gebhardt, No affiliation identified. PSM SI1 14:69-70
    An emergency shoulder should accompany three lanes on each side of the bridge. Each lane should be twice the current width due to truck traffic and auto drivers intimidated to pass them.

15. Meagan Devereaux, Staten Island Borough President's Office. PSM SI1 15:74-78
    Borough President Molinaro reasserts his strong position in support of replacing the Goethals Bridge with a new bridge with wider lanes that can handle Staten Island's traffic needs. He requests that the Port Authority look into the feasibility of a ramp that would separate truck traffic bound to and from the New York Container Terminal to allow for safe separation of trucks from vehicular traffic. The reality is that the existing bridge is obsolete and costing $80 million to rehabilitate to survive another 10 years until a new bridge is built. You must not delay or ignore the inevitable. He urges the Port Authority to make the new bridge a top priority and find a way to expedite its planning, approval and construction.

16. Dee Vanderburg, Staten Island Taxpayers Association. PSM SI1 16:79
    The bottom line is that traffic will not go away no matter what is done. She is hoping that this job can get done yesterday. We are working all over this Island to get our infrastructure up to speed and we need to get something done.

17. T.L. Wolford, Conoco Phillips Company. CS 3:2
    The existing vertical clearance of 135' must not be reduced during or after construction. Large tankers traveling under the bridge currently utilize all available space.

18. Louise Vinciquerra, Westerfield Improvement Society. CS 7:2
    The Society is in support of a new bridge, but suggests keeping the existing bridge for use as one lane each way for truck traffic only.

19. Alan C. Epple, No affiliation identified. CS 1:2
    He is in support of building a new bridge. The bridge is needed and will take years to complete so do not delay. Make the new bridge as wide as possible.

20. Marie Bodnar, Community Board #3 CS 2:2
    Community Board #3 supports the proposal to replace the Goethals Bridge.

21. Ralph Marra, No affiliation identified. L 5:1
    Building a new Goethals Bridge with at least six lanes is sorely needed and should have been done 20 years ago.

22. Alex Garcia, Hispanic American Chamber of Commerce of Essex County. EM 2:1
    The Chamber is in support of the bridge replacement. Elimination of structural deficiencies such as those required for hardening against terrorism and for seismic forces should be undertaken.

23. John Surmay, City of Elizabeth. PSM E1 4:43
    There is a great need for modernization of the existing bridge, including but not limited to, the construction of an entirely new bridge.

24. Eric Larkin, Utility and Transportation Contractors Association of New Jersey. PSM E1 6:50-51
    The Association is in total support of the rebuilding and/or total reconstruction of the Goethals Bridge. The current bridge is behind the times and an extremely dangerous structure to all of the patrons in over twenty-eight million vehicles per year that cross the bridge. The cost of maintenance and repair of the current bridge is escalating every year. The current layout is becoming increasingly dangerous and inefficient due to massive amounts of people who use the bridge. A new bridge and surrounding transportation infrastructure will greatly benefit the safety and lives of the public.

25. Mayor J. Christian Bollwage, City of Elizabeth. PSM E1 1:30-31, L 7:1
    As the plans now stand for the twinning of the Goethals Bridge, it adversely impacts the City of Elizabeth and the City would not support the existing plans. He sees no changes between 1998 and 2004 and hopes to see some change between 2004 and the final draft of the EIS in 2006.

    The City of Elizabeth opposes the Port Authority's Goethals Bridge Replacement process plan for expansion as it currently exists without essential concerns regarding increasing traffic and quality of life issues for Elizabeth residents being taken into consideration and the appropriate actions taken to remedy these critical situations.

26. Don Donovan, Local 46, Metal Lathers. CS 30:2
    Elijah Mercado, Local 46, Metal Lathers. CS 29: 2
    Amoo Dimson, Local 46, Metal Lathers. CS 122:2
    Yolande Petit, Local 46, Metal Lathers. CS 37:2

David Sweeney, Local 46, Metal Lathers. CS 44:2
Edwin Alvarez, Local 46, Metal Lathers. CS 50:2
Lonoyn Bogant, Local 46, Metal Lathers. CS 65:2
Pete Rodriguez Jr., Local 46, Metal Lathers. CS 93:2
Lord Monroe, Local 46, Metal Lathers. CS 98:2
Kevin McLaughlin, Local 46, Metal Lathers. CS 121:2
Matthew Angevine, Local 46, Metal Lathers. CS 148:2
Edrick DeCastro, Local 46, Metal Lathers. CS 173:2
Robert Kittelberger, Local 46, Metal Lathers. CS 10:2
Jose Cardona, Local 46, Metal Lathers. CS 12:2
Keith Storetveit, Local 46, Metal Lathers CS 43:2
Kevin Green, Local 46, Metal Lathers. CS 142:2
Christopher McCarthy, Local 46, Metal Lathers. CS 169:2
Favla Arlee, Local 46, Metal Lathers. CS 150:2
Ron Richardson, Local 46, Metal Lathers. CS 130:2
Ed Obertlik, Local 46, Metal Lathers. CS 146:2
Glenville Bassaragh, Local 46, Metal Lathers. CS 143:2
Michael Reinhardt, Local 46, Metal Lathers. CS 135:2
David Jenne, Local 46, Metal Lathers. CS 144:2
David Ortiz, Local 46, Metal Lathers. CS 172:2
David Brag, Local 46, Metal Lathers. CS 168:2
Christopher Golden, Local 46, Metal Lathers. CS 165:2
Scott Edler, Local 46, Metal Lathers. CS 100:2
James Lamlo Jr., Local 46, Metal Lathers. CS 113:2
Robert Peccia, Local 46, Metal Lathers. CS 33:2
Kevin Barbata, Local 46, Metal Lathers. CS 118:2
Richard Ferraro, Local 46, Metal Lathers. CS 13:2
John Saddique, Local 46, Metal Lathers. CS 21:2
Michael White, Local 46, Metal Lathers. CS 117:2
Dionne Wagner, Local 46, Metal Lathers. CS 40:2
Edwin Jaramillo, Local 46, Metal Lathers. CS 41:2
Bryan Moore, Local 46, Metal Lathers. CS 78:2
Steven Califano, Local 46, Metal Lathers. CS 53:2
Orlando Wynter, Local 46, Metal Lathers. CS 77:2
Michael Natale, Local 46, Metal Lathers. CS 58:2
Brian Carey, Local 46, Metal Lathers. CS 46:2
Keith LewBow, Local 46, Metal Lathers. CS 94:2
Joshua Rivera, Local 46, Metal Lathers. CS 105:2
Tesfaye Hobombo, Local 46, Metal Lathers. CS 170:2
Bob Godfrey, Local 46, Metal Lathers. CS 131:2
Adam Kull, No affiliation identified. CS 115:2
Michael Ross, Local 46, Metal Lathers. CS 129:2
Michael Adams, Local 46, Metal Lathers. CS 136:2
John J. Harris III, Local 46, Metal Lathers. CS 6:2 and CS 84:2

A new bridge should be built. It should be bigger, with wider lanes.

27. James R. Coyle, Gateway Regional Chamber of Commerce. L 8:1
Replacing the bridge with one that is not only safer but has more and wider lanes, including breakdown lanes, has become the only viable solution. The Chamber strongly supports the project.

28. John Hibbs, Local 472, Heavy and General Construction Laborer's Union. L 10:1
    The Union supports the Goethals Bridge replacement to improve traffic flow and public safety.

29. Philip K. Beachem, New Jersey Alliance for Action. L 9:1
    The Alliance for Action strongly supports replacing the Goethals Bridge. While it is important to continue promoting alternatives to automobile use, it is equally important to rebuild current infrastructure to accommodate motorists.

30. Jeffrey Elmer, General Contractors Association of New York. PSM SI2 1:33
    It is poor public policy to redeck, patch and fix the span without making a plan to replace the structure in the long run.

31. Mark Kulewicz, Automobile Club of New York. L 13:1
    The bridge is a key piece of the New York-New Jersey metropolitan highway network and is the gateway to the "southern corridor". It is critical to the movement of people and passenger vehicles, and goods as well. At this early stage in the process, they are not endorsing any one specific bridge alignment or alternative. However, the bridge has many structural, operational, and technological difficulties that must be corrected. There is a need to address the inadequate lane widths and lack of shoulders and grades. Three general purpose lanes in each direction should be constructed as part of this project.

32. Ranjit Walia, New Jersey Pedestrian Task Force. L 15:1
    The replacement of the Goethals Bridge represents a once-in-a-lifetime opportunity that must not be missed to improve livability and increase transportation options in the New York City region.

33. Assemblyman Michael Cusick, NYS Assembly. L 23:1
    Wider and increased lanes would definitely enhance traffic flow. He also supports a plan for a ramp which would separate truck traffic bound to and from the New York Container Terminal. This alternative would greatly increase safety and allow for a smoother flow of traffic.

34. Pam Fischer, AAA New Jersey Automobile Club. EM 4:1
    The AAA Clubs of New Jersey are in support of upgrading or replacing the Goethals Bridge. Although they do not endorse one specific bridge alternative, the project must address inadequate lane width, inadequate capacity, the substandard interchange with the NJ Turnpike, need for high-speed toll lanes, and variable message signs on both sides of the bridge to help motorists decide which crossing they should take.

35. Douglas A. Currey, New York State Department of Transportation. L 20:1
    NYSDOT concurs that there is a strong need to replace the substandard bridge in order to make the Staten Island Expressway corridor operate more efficiently.

36. Raymond M. Pocino, Laborers' International Union of North America. L 25:1
    The Union supports the Port Authority's preferred alternative to replace the functionally obsolete bridge. The new bridge should be engineered to reduce congestion even with increased traffic volumes, accommodate transit, provide a dependable freight link for the region, and provide a reliable alternative for the diversion of traffic in an emergency.

37. Kenneth Koschek, New Jersey Department of Environmental Protection. L 26:2-3
    The NJDEP agrees that a Goethals Bridge replacement is warranted, and suggest a double-tiered bridge, similar to the George Washington Bridge. This would allow construction to take place

while the existing bridge remains in place, reducing the environmental impacts from the construction of two bridges. Truck traffic could be limited to one level possibly reducing the upper level width. This design could reduce costs and reduce shading impacts of the water over the two bridge alternative. If this design is infeasible, NJDEP would favor a replacement in the existing footprint or one north or south of the existing bridge.

Nonstructural Alternatives

1. Ralph Barone, Staten Island Community Board #2. PSM SI1 3:40
   Discounts should be given to Staten Island residents, seniors, and handicapped individuals who drive over the crossing.

2. Robert Cassara, Gowanus Community Stakeholder Group. PSM SI1 6:49
   An easy first step to solving the problem would be to reinstate the two-way tolls on the Verrazano Bridge. The MTA is losing millions of dollars while the impacts to environment and infrastructure, including the Goethals, are greatly increased.

3. Michael Arvanites, Councilman Michael McMahan's Office. PSM SI1 7:50
   The two-way tolls will not be reinstituted as part of Federal and State law and the people of Staten Island have spoken uniformly on that item.

4. Teresa Toro, Tri-State Transportation Campaign. PSM SI1 2:35
   Damien Newton, Tri-State Transportation Campaign. PSM E1 3:37-38
   The Campaign applauds the Port Authority's implementation of congestion-mitigating peak-period toll premiums, progress toward reopening the rail freight corridor across the Arthur Kill in the interim and pending plans for high-speed E-ZPass applications at its Staten Island bridges.

5. Linda Baran, Staten Island Chamber of Commerce. PSM SI1 10:57-59
   The Port Authority must take advantage of the EIS and related planning and design processes to identify measures to provide much needed interim relief. The Chamber is looking forward to the draft EIS to provide information that may provide relief sooner rather than later, and urges a multi-prong strategy to the EIS, including truckers, shippers, businesses, consumers, commuters, and the public at large. Short term relief measures could make it safer to cross and allow swifter bridge crossing. The relief that congestion pricing may afford, and alternative lane schemes similar to that used on the former Interborough Parkway connecting Brooklyn, might facilitate crossing while a better crossing is developed.

6. Mark Kulewicz, Automobile Club of New York. L 13:2
   The interchange on the New Jersey side of the bridge with the New Jersey Turnpike needs to be rebuilt to allow for safer access between these two roadways. High speed toll lanes should be installed to allow for freer flow. Installation of variable message signs to inform drivers on either the Staten Island Expressway or New Jersey Turnpike whether the Goethals Bridge or Outerbridge Crossing is the better choice for motorists crossing to and from Staten Island would provide more efficient use of both bridges.

7. Andrew J. Willner, NY/NJ Baykeepers. L 14:2-3
   Natural resources and the public should not suffer as a result of a failed maintenance compliance record by the bridge's owner. If the fees for the commercial users of the bridge had been raised years ago, it would have increased the likelihood of alternatives, such as rail or a better maintenance schedule. A more efficient layout of the bridge could be constructed without further damage to public trust, natural resources, or the public's interests. There are alternatives to using

this bridge during an emergency. Traffic should be diverted to the Verrazano-Narrows, Outerbridge Crossing, or Bayonne Bridges. Baykeeper asserts that there is no need to increase the footprint of the Goethals Bridge in its present location.

8. Kenneth Koschek, New Jersey Department of Environmental Protection. L 26:3
   Fishing access should be developed within or near the footprint of the bridge, including a fishing pier and/or a boat ramp.

No-Build Alternative

1. Eric Rothstein, City of New York Parks & Recreation Natural Resources Group. M 1:1
   Based on existing coastal wetlands conditions, his preference for the Goethals Bridge project are as follows (ordered from most to least preferred): no project, replace bridge with tunnel, build new bridge in existing alignment, construct new bridge to the south of the existing salt marsh or to the north of the existing salt marsh, or construct a new bridge adjacent to existing bridge (north or south), which would do the maximum damage.

Transit Alternatives

1. Assemblyman Matthew Mirones, NYS Assembly, 60th AD. PSM SI1 1:31
   Citizens are forced to use the Goethals Bridge because there are no mass transit options in Staten Island.

2. Teresa Toro, Tri-State Transportation Campaign. PSM SI1 2:37
   Damien Newton, Tri-State Transportation Campaign. PSM E1 3:39
   The Campaign applauds the Port Authority and Coast Guard's interest in adding transit capacity to the bridge. They suggest that the estimates for transit ridership be more expansive than in the last study and take into account "rational transportation behavior," whereby drivers would choose transit over driving if it shortened their trip. A new transit study should account for behavior changes occasioned by mounting traffic congestion and other transportation system conditions.

3. Ralph Barone, Staten Island Community Board #2. PSM SI1 3:40
   Rail is needed to unite Staten Island with the surrounding areas.

4. Michael Arvanites, Councilman Michael McMahan's Office. PSM SI1 7:52-53
   The MTA has no interest in providing viable off-Island mass transportation alternatives. The Port Authority is the only hope. Light rail connections, at the very least, the Hudson-Bergen Light Rail and other NJ TRANSIT rail alternatives to New York City and Newark Airport, Jersey City business centers, etc, are needed on Staten Island.

5. Dr. Jonathan Peters, College of Staten Island. PSM SI1 12:66-68
   A key component of this project has to be mass transit. Unless there is success at providing better facilities for mass transit on Staten Island, it will be difficult to get people away from reliance on automobiles. Because of a lack of mass transit in Staten Island/New Jersey corridors, it will be difficult to implement congestion pricing in terms of equity and actual application. Staten Island has one of the worst transit traffic times (43.8 minutes travel time to work on transit).

6. Kamal Saleh, Union County Division of Economic Development. ASM 4:3; PSM E1 2:36
   Union County encourages light rail access to the Goethals Bridge using the Elizabeth Segment of the Newark-Elizabeth Light Rail (NELR) system. The County would support the right-of-way for this.

7. Richard Gualtieri, No affiliation identified. PSM SI2 3:37
   He recommends looking at adding rail, since the lift bridge currently between Staten Island and New Jersey is opened a lot of times and it is only a one-track bridge. He also suggests consideration of a special lane for buses or some other use.

8. John Luisi, No affiliation identified. PSM SI2 6:45-46
   The existing bridge is very inadequate, not only for the width of the roadway, but there needs to be a plan for more public transportation, especially a railway and perhaps a dedicated express bus lane.

9. Jeffrey Zupan, Regional Plan Association. PSM E1 8:58
   It is imperative that rational policies relating to tolls and to preferential treatment for buses and high speed vehicles in the corridor be established. The NJ Turnpike provides preferences for buses and high speed vehicles in both directions in the peak period. The Goethals Bridge has no such policies – it doesn't have the space.

10. Mark Kulewicz, Automobile Club of New York. L 13:1
    The bus lane on the Staten Island Expressway should be extended and converted to an all-purpose HOV lane, and should seamlessly connect to the new Goethals Bridge.

11. William Wright, No affiliation identified. L 21:1
    Passengers can be handled with the plan to bring Raritan Valley trains from Cranford to the St. George ferry terminal to give needed redundancy to passengers heading for Manhattan.

12. Kenneth Koschek, New Jersey Department of Environmental Protection. L 26:2
    NJDEP strongly suggests that consideration be given to incorporating transit lines into the bridge design similar to those on the Benjamin Franklin Bridge over the Delaware River.

Bicycles/Pedestrians

1. Dr. Jonathan Peters, College of Staten Island. PSM SI1 12:66
   A key component of this project has to be pedestrian/bike facilities, which are sorely deficient in the region.

2. John Luisi, No affiliation identified. PSM SI2 6:45-46
   There should be pedestrian and bicycle access across the bridge the way it is across the George Washington Bridge, although it should not have night closures like the George Washington Bridge recently imposed.

3. Teresa Toro, Tri-State Transportation Campaign. PSM SI1 2:37
   Damien Newton, Tri-State Transportation Campaign. PSM E1 3:39-40
   The Campaign supports the agencies' interest in improving bicycle and pedestrian access over a new crossing. The Goethals bike and walkway was severely substandard, unattractive, and little used. A new fully-ramped facility will encourage foot and cycling traffic.

4. Elizabeth Brody, East Coast Greenway. PSM E1 5:47-48; EM 3:1
   The East Coast Greenway recognizes the importance of a network of greenways providing safe access to people of the local area to a green stretch. The path that goes in Elizabeth, in Hillside and crosses the Elizabeth River Greenway would provide a perfect route down to Goethals Bridge. The Greenway applauds the prospect of restoration of bicycle and pedestrian access onto

the Goethals Bridge. There is not a single crossing at present for a bicyclist or pedestrian to cross the Arthur Kill. The greenway serves people who like to ride for recreational purposes and people who must bicycle or walk to work and do not have an inexpensive alternative at convenient times. Consideration should be given to having a bicycle/pedestrian lane on both sides of the bridge unless there is a safe way of permitting a user to cross to the opposite side. The Greenway requests plans for meeting the project goal of "Restore and enhance pedestrian access and provide for bicycle access," and would like to know what is presently intended with reference to construction standards that would be followed.

5. Ranjit Walia, New Jersey Pedestrian Task Force. L 15:1
   A new crossing between Elizabeth, NJ and Staten Island, NY must include walkways for bicyclists and pedestrians separated from motor traffic. Many residents of New York and New Jersey would welcome and exercise the option of crossing the Arthur Kill on foot or bicycle. A decision to include a bikeway/walkway on a replacement span costing far more than the $7.2 million of the original bridge construction would capitalize on a historic opportunity to provide the bicycling and walking option to thousands of people at a small marginal cost – a context-sensitive solution in the truest sense.

6. Noah Budnick, Transportation Alternatives. L 24:1
   Transportation Alternatives urges the Coast Guard to include bicycle and pedestrian access in all plans for the Goethals Bridge Modernization Project. A new sidewalk on the bridge is a necessary part of the regional biking and walking network since there is no biking and walking connection from Staten Island to Central New Jersey. There is no bicycle or pedestrian shuttle service across the bridge, and no sidewalk on the Outerbridge Crossing. The Port Authority states that the bicycle and pedestrian sidewalk on the Goethals Bridge will be replaced as part of the Goethals Bridge Roadway Replacement Project, but it is unclear when the sidewalk will reopen. A new path on the bridge would make a key inter-state connection, and germinate new biking and walking projects in New Jersey and New York.

7. Karen Votava, East Coast Greenway Alliance. L 19:1
   Bicycle/pedestrian routes planned across Staten Island, NY and through Elizabeth, NJ can be joined only if bicycle and pedestrian access is restored to the Goethals Bridge. The Alliance takes great interest in the restoration of pedestrian and bicycle facilities on the bridge, and advocate that facilities be provided on both sides of the bridge (whether rebuilt or replaced) and that there be safe access at each end of the bridge to the sidewalks of the bridge. They are concerned that the replacement facility should meet federal standards for bicycle and pedestrian access.

Rehabilitation of Existing Bridge

1. Michael Arvanites, Councilman Michael McMahan's Office. PSM SI1 7:50-53
   Recent accidents highlight the need to correct significant problems with the antiquated and obsolete Goethals Bridge. In order to end the rehabilitation delays, the Port Authority has to begin to address the root issues of the bridge's overuse by refurbishing.

2. Anthony Mattei, No affiliation identified. PSM SI2 4:39
   He recommends rebuilding the existing bridge and using it for cars only, and constructing a tunnel with three lanes in each direction for trucks, and cars in one direction only.

3. Denny Newberry, No affiliation identified. PSM E1 7:53

The Goethals Bridge is a beautiful bridge. The engineers of our country could rehab that bridge efficiently and safely and economically to keep it right where it is.

4. Daryl Blanrinship, Local 46, Metal Lathers. CS 161:2
   Eduardo Rivera, Local 46, Metal Lathers. CS 154:2
   Lloyd Haynes, Local 46, Metal Lathers. CS 17:2
   Daniel Mercado, Local 46, Metal Lathers. CS 48:2
. George Baffato, Local 46, Metal Lathers. CS 70:2
   Robert T. Ritter, Local 46, Metal Lathers. CS 85:2

   The Bridge is in serious need of repair and reconstruction to widen the lanes.

5. Patrick Whalen, No affiliation identified. CS 167:2 and CS 181:2
   The Goethals Bridge is very unsafe and he would like to see it repaired and reconstructed.

6. Raymond M. Pocino, Laborers' International Union of North America. L 25:1
   A significant rehabilitation of the existing bridge will not adequately address the region's transportation needs, as the bridge's existing design is too limited.

Tunnel Alternatives

1. Anthony Mattei, No affiliation identified. PSM SI2 4:39-40
   He recommends rebuilding the existing bridge and using it for cars only, and constructing a tunnel with three lanes in each direction for trucks, and cars in one direction only. He recommends rail in the tunnel as well, using the existing Right-of-Way that goes to St. George to go to the Mall or to the St. George ferry. The rail could connect to Park & Ride lots in New Jersey.

2. Marvin Ostrega, No affiliation identified. EM 1:1
   Instead of replacing the Goethals Bridge, dig a tunnel under the Arthur Kill. This could make more traffic and transit lanes and money would be saved on not having to worry about weathering.

Goods Movement Alternatives

1. Richard Gualtieri, No affiliation identified. PSM SI2 3:37
   He suggests that the study consider a special use lane for freight.

2. Andrew J. Willner, NY/NJ Baykeepers. L 14:2
   If the Port Authority had followed the plan to rehabilitate the rail freight bridge across the Arthur Kill, and built rail on the Howland Hook facility as was the alternate proposal, there would be no need to increase the truck capacity of the Goethals Bridge. Baykeeper has made previous comments about the need for reliable truck access and request that those comments be made part of the record. The reduction of truck movement of goods is a goal of both States and the Port Authority, and the use of rail, rail on barges, and/or container barge movement is a more environmentally and economically sustainable way than increasing truck traffic on the Goethals Bridge.

3. Marty Markowitz, Brooklyn Borough President. L 16:1-2
   The Goethals Bridge, Outerbridge Crossing and Bayonne Bridge are a critical part of the goods movement system. The interaction of the truck and rail modes in connecting west of the Hudson

to east of the Hudson, including the potential effect of the Cross Harbor Freight Movement Project (CHFMP) being conducted by the NY City Economic Development Corporation, should be thoroughly analyzed. The effectiveness of tolling methodologies in achieving a diversion of goods from truck to rail and the CHFMP, and in mitigating the growth of truck volumes on the Goethals, the other Staten Island arterial bridges and along the I-278 corridor should also be thoroughly analyzed.

4. William Wright, No affiliation identified. L 21:1
   The freight solution is to upgrade the remains of the railcar floating system. This should be rebuilt with the emphasis on the new design of a four-track float capable of handling four five-platform cars. The Nadler freight tunnel solves nothing.

Integration of Proposed Project with Regional Projects

1. Assemblyman Matthew Mirones, NYS Assembly, 60th AD. PSM SI1 1:32-33
   This project should consider the needed repair and refurbishment of the Gowanus Expressway. There is a patchwork approach to repairing and maintaining that road. It would be shortsighted to build a new facility that attracts more traffic, particularly truck traffic without addressing the Gowanus corridor.

2. Jane Vredenburgh, Community Board #1. PSM SI1 4:41
   Community Board #1 agrees the Goethals Bridge needs to be improved, but only after issues are addressed concerning improving and expanding the Staten Island Expressway, West Shore Expressway, local roads leading into the expressway, and development of a north shore passenger rail line.

3. Robert Cassara, Gowanus Community Stakeholder Group. PSM SI1 6:46-47
   The Port Authority needs to upgrade its facilities, but needs to take a much broader view of the I-278 corridor – much of it is functionally obsolete and must be overhauled or replaced. It has to be viewed in regional terms to satisfy environmental and transportation concerns.

4. Michael Arvanites, Councilman Michael McMahan's Office. PSM SI1 7:51
   The Port Authority needs to address the overburdened Staten Island road network. Building a new bridge to carry more traffic to Staten Island's bottlenecked road network is a non-starter.

5. Linda Baran, Staten Island Chamber of Commerce. PSM SI1 10:58-59
   A determination on adjustments necessary to the interstate and other roads that feed into the Goethals Bridge is needed.

6. David Stilwell, US Department of the Interior, Fish and Wildlife Service. L 4:2-3
   The Service recommends that the Project Sponsors work with other planned and ongoing regional transportation projects including the Comprehensive Port Improvement Plan, and the Cross Harbor freight rail project.

7. Richard Gualtieri, No affiliation identified. PSM SI2 3:37-38
   He is in favor of this study and hopes that the agency could also look at the Outerbridge Crossing which has many of the same deficiencies and problems and carries a similar traffic load. Consideration should also be given to the transportation facility that would be feeding into and off of the bridge so that these do not become overburdened.

8. Ralph Marra, No affiliation identified. L 5:1
   The Staten Island and West Shore Expressways are main arteries that are overburdened and inadequate. At least two lanes must be added in each direction. Secondary and tertiary roads are getting congested and making commuting very difficult. Approving the new bridge and greatly expanding the expressways would help.

9. Teresa Toro, Tri-State Transportation Campaign. PSM SI1 2:38
   Damien Newton, Tri-State Transportation Campaign. PSM E1 3:40-41
   The study should develop scenarios that assume construction of the single and double rail tunnel under the harbor as proposed by the New York City Economic Development Corporation, which in some aspects would be a parallel route complementing the I-278 corridor.

10. Eric Larkin, Utility and Transportation Contractors Association of New Jersey. PSM E1 6:51
    A new reconstructed bridge will allow traffic to move across the Arthur Kill in a much safer and efficient manner. However, the highways that serve as ingresses and egresses must be able to handle the increased flow of traffic.

11. Jeffrey Zupan, Regional Plan Association. PSM E1 8:55-60
    The Goethals Bridge is one link on a chain of transportation facilities serving the critical southern corridor to and through New York City. The corridor is critical to the economy of the tri-state region as only one of two highway corridors providing access for trucks into and through New York City from the West. The corridor stretches from I-78 in New Jersey, the New Jersey Turnpike, the Goethals Bridge, the Staten Island Expressway, the Verrazano-Narrows Bridge, the Gowanus Expressway and the Brooklyn-Queens Expressway in Brooklyn, the Kosciuszko Bridge, and the Long Island Expressway. No less than six agencies are responsible for these facilities. And no less than six projects are in some state of decision-making in this corridor. There is no sign that these agencies are working on these projects as if any but their own existed. This corridor is too important to be left with no one in charge. The Goethals Bridge in particular is critical to the economy of Union County in New Jersey and to Staten Island.

    The Goethals EIS can be a springboard for rationalization of both toll and preferential treatment policies in the I-278 corridor. The agencies should convene an interagency group that meets regularly and informs the public, while seeking input from users of the facilities. The question of what capacity on the bridge is needed and what its configuration should be cannot be addressed until the approach above has been taken.

12. Mayor J. Christian Bollwage, City of Elizabeth. PSM E1 1:31-33, L 7:1
    The Mayor calls for a summit between now and the completion of the DEIS between the Port Authority, the New Jersey Department of Transportation, the City of Linden, the City of Elizabeth, Staten Island representatives and the County of Union to address transportation issues, and to develop a sound expansion plan which safeguards Elizabeth's roads, infrastructure and residents. You cannot put money in to build the Goethals Bridge and leave the interchange with the Turnpike Authority. The interconnection between Exit 13 of the Turnpike, Bayway Ave., and the city streets and Goethals Bridge, has been in need of significant improvements for years. It is not going to get better by toll plaza widening and it is not going to get better just by building another bridge south of the existing bridge. Bayway Ave., an important industrial corridor to the City of Elizabeth, needs to be improved to assure the smooth operation of businesses.

13. John Tancredi, Staten Island Resident. PSM SI1 5:43
    He is in favor of construction of a new bridge because of structural problems, traffic flow and safety issues. But he is against tying in any kind of studies, impact or other types, with the bridge

to any other requirements for other boroughs. It is important to build this structure as soon as possible.

14. William Wright, No affiliation identified. L 21:1
    No improvements should be undertaken for the Goethals until the Port Authority makes long overdue improvements to the area's rail network, both freight and passenger. Both Staten Island and Brooklyn oppose any improvements to the Goethals as the roads feeding the Goethals are at gridlock as well as being severely outdated themselves.

15. Douglas A. Currey, New York State Department of Transportation. L 20:1-2
    NYSDOT recognizes the importance of the Southern Corridor from a Regional mobility and economic development perspective, and the importance of the Goethals within the Southern Corridor. The bridge is adjacent to the West Shore Expressway (NY440)/Staten Island Expressway (I-278) interchange and any build alternative may impact both operations and level of service at the location. Changes to the bridge may produce changes in traffic demand along the entire I-278 corridor. Coordination of planning efforts between all affected parties in this corridor is very important. NYSDOT is continuing the extension of the SIE Median Bus Lane and other improvements along the corridor.

Goods Movement Issues

1. Teresa Toro, Tri-State Transportation Campaign. PSM SI1 2:38
   Damien Newton, Tri-State Transportation Campaign. PSM E1 3:40-41
   The Campaign urges the study to consider a variety of regional rail freight scenarios in its traffic model, and to take into account the Staten Island Railroad link, and pending improvements in the New Jersey rail network.

2. Linda Baran, Staten Island Chamber of Commerce. PSM SI1 10:59-60
   The concurrent proposal for a rail freight tunnel that bypasses Staten Island may provide an opportunity to identify diverted freight trips as economic growth will not allow reduction in freight movements. The only thing that could change is the movement mode.

3. Kamal Selah, Union County Division of Economic Development. ASM 4:3; PSM E1 2:36
   Union County suggests the project consider the interaction with freight activities especially rail adjacent or near to the bridge.

5. Robert Cassara, Gowanus Community Stakeholder Group. PSM SI1 6:46-47
   The Port Authority is conducting the Comprehensive Port Improvement Project. There will be large increase in the amount of goods coming into the area once goals of the plan are realized.

6. Jim Devine, New York Container Terminal / Resident. PSM SI1 9:55-56
   The NY Container Terminal invites the study to become involved in the future growth plans of the New York Container Terminal to properly scope what truck traffic will be in the near and distant future.

7. F. Fiumano, USCG Waterways Operations Division. L12:1
   Navigational concerns relating to the Howland Hook Terminal and Tosco Bayway Refinery must be considered due to the proximity of bridge and large vessel traffic.

Property Impacts

1. Joe Doherty, No affiliation identified. PSM E2 1:29
   He is concerned about how the residents of relocated Bayway will be affected by the new bridge. If a new bridge is built south of the present structure, will the homes and properties be allowed to remain intact or will they be bought out at a fair price or will they be subjected to an eminent domain scenario?

2. John Surmay, City of Elizabeth. PSM E1 4:46
   Special consideration should be given to residential properties in and around any area that may be impacted by construction or replacement of the bridge, especially people who live on Krakow St. If the properties on this street are needed for any construction or access, then compensation, relocation or purchase of these properties must be a priority.

3. Denny Newberry, No affiliation identified. PSM E1 7:52
   The whole area along the waterfront is becoming more attractive. Property values have increased everywhere and residents don't want to lose out on this. The area has come a long way and there is some history there.

4. Mayor J. Christian Bollwage, City of Elizabeth. PSM E1 1:33-35, L 7:1
   People live on Krakow St. It is a neighborhood that stands to lose everything. This proposed expansion would compromise the air space above Krakow St. in addition to the physical public street that will be occupied. The Port Authority should have a meeting with these residents to discuss if buying their property out or enhancing their living opportunities is something that should be discussed at fair market value. The proposed expansion will need the City of Elizabeth's cooperation in putting in pilings and everything else. Schools 17 and 22 (directly across from Goethals Bridge) must be properly protected from the traffic, noise and air pollution emanating from any expansion. The residents in the vicinity of the interchange at the base of the bridge, Bellmore Ave., are already subject to unacceptable noise and air pollution impacts. This bridge could only make it worse.

Study Area(s)

1. Robert Cassara, Gowanus Community Stakeholder Group. PSM SI1 6:48
   The environmental impacts will be greater than within 2 miles of the bridge. The EIS scoping must take into account the environmental impacts for the entire I-278 corridor.

2. Joan McDonald, NYC Economic Development Corporation. L 6:1
   They request that the Coast Guard expand the DEIS study area to include the Arthur Kill Lift Bridge and its approach spans. The environmental analysis should provide an assessment of the potential transportation, vibration, construction, and infrastructure impacts of all alternatives on the reactivated Arthur Kill Lift Bridge and the Howland Hook Marine Terminal.

3. Kathryn McGuckin, NYS Department of Environmental Conservation. ASM 3:2-3
   The EIS needs to consider the direct and cumulative impacts from these projects: the Harbor Freight Tunnel; improvements to Howland Hook Marine Terminal, Port Ivory, the Arthur Kill Railroad Lift Bridge, and the GATX site.

4. Kamal Saleh, Union County Division of Economic Development. ASM 4:3
   The cumulative impact assessment should also include the adjacent New Jersey area (i.e. Union County), as well as Staten Island, and other projects such as the Cross-Harbor Project.

5. Teresa Toro, Tri-State Transportation Campaign. PSM SI1 2:36
   Damien Newton, Tri-State Transportation Campaign. PSM E1 3:38-39
   The Campaign wonders whether the study area is large enough. The Goethals Bridge is part of an extended corridor and conditions of the Goethals can affect traffic patterns from Rahway to Queens or even farther. While the Port Authority and the Coast Guard have limited ability to affect other parts of the corridor, the EIS could outline and develop scenarios showing traffic effects on and around the Goethals that actions made by I-278 and the Turnpike corridors could potentially have.

6. Linda Baran, Staten Island Chamber of Commerce. PSM SI1 10:58-59
   The current scope of the Secondary Impact Study must extend to include crossing Staten Island to reach the Verrazano Bridge.

7. Marty Markowitz, Brooklyn Borough President. L 16:1-2
   The Borough President believes that this project will have potentially significant impact on Brooklyn. Because of the Goethals Bridge, as one of three arterial bridges linking the interstate highway system in New Jersey (I-287, I-95, I-78) with I-278 in New York, it cannot be evaluated in isolation. Congestion at one facility results in diversions to the other facilities. This study provides an opportunity to consider ways to improve traffic conditions at all three facilities. Traffic volumes/patterns should be reviewed on a regional basis along the I-278 corridor. The interaction of the Goethals Bridge and the New Jersey Turnpike is another effect that needs to be studied. The larger study area should include the I-278 corridor and affected feeder and diversion routes, such as Brooklyn truck routes to/from Queens and Long Island, as well as the East River Bridges to Manhattan and affected streets. An origination/destination survey and the creation of a regional trip table is recommended, in coordination with the New York Metropolitan Transportation Council's Best Practices Model. Direct and indirect impacts should be thoroughly quantified and analyzed.

8. James Daley, Union County Department of Economic Development. L 18:1
   The County of Union feels strongly that environmental impacts go beyond the immediate envelope of the proposed bridge and it is essential that effects of the project take into consideration the neighborhoods and corridors that serve as ingress and egress to the bridge, including the NJ Turnpike, I-278, Routes 1&9, and local roads within Elizabeth and Linden between the Arthur Kill and Routes 1&9. The County of Union strongly opposes any analysis of the project's impacts that does not take these areas of concern into account, and is willing to work with the agencies to identify the appropriate areas of impact.

Environmental Impacts

Air Quality

1. Fred LeMoine, The Metallic Lathers and Reinforcing Ironworkers Union of New York. PSM SI1 11:63
   A new bridge will allow for less idling of engines which will improve air quality.

2. Leah Gebhardt, No affiliation identified. PSM SI1 14: 72
   Additional lanes will improve traffic flow and promote cleaner air over the water.

3. Ralph Marra, No affiliation identified. L 5:1

He disagrees with Ms. Warren of the Staten Islanders for Clean Air and believes that a congested slow moving expressway will cause more air pollution than a functioning one.

4. Alex Garcia, Hispanic American Chamber of Commerce of Essex County. EM 2:1
   Vehicular pollution is a significant factor in high asthma rates in minority communities. Any plan that reduces idling will benefit our community. It is important to measure pollution level reduction and benefit to minority communities.

Archaeology

1. City of New York Landmarks Preservation Commission. L 3:2
   "May be archaeologically significant; requesting additional materials" is checked on the Environmental Review form. The text of the scope of work for the EIS appears to be adequate.

Construction Impacts

1. LT CDR Michael Keane/ENS Charles Baxter, US Coast Guard. ASM 1:2
   USCG's concerns regarding construction should be addressed so as to ensure that the navigation channel stays open to vessel traffic at all times.

2. Mike Vissichelli, US Army Corps of Engineers. ASM 6:4
   Impacts to the existing Federal navigation channel must be addressed during construction.

3. Jeffrey Elmer, General Contractors Association of New York. PSM SI2 1:32-33
   On other projects, the Port Authority has required ultra low sulphur diesel fuel in construction equipment. They also have plans that prevent unnecessary dust and noise at construction sites. Our contractors will take all necessary steps to make this construction project environmentally friendly and respectful of impacted neighborhoods.

4. Richard L. Tomer, US Army Corps of Engineers. L 22:2
   All construction practices that could potentially disrupt navigation, particularly within the Federal navigation channel, should be discussed, along with alternatives that would not result in such disruption.

5. Kenneth Koschek, New Jersey Department of Environmental Protection. L 26:3
   NJDEP recommends a timing restriction from 1/1 – 6/30 be imposed on any in-water work, blasting, and/or sediment generating activity. They recommend that any work that would be covered by the timing restriction be done behind cofferdams installed before the start of the timing restriction and not removed until after the end of the timing restriction. Construction activities could continue within the cofferdams during the timing restriction.

Economics

1. Timothy Desiderio, Staten Island Economic Development Corp. PSM SI1 8:53-54
   SIEDC supports the modernization of the Goethals Bridge. It is vital to the economic development of the Borough to provide ample access to Staten Island for those coming from New Jersey. Businesses interested in relocating to Staten Island have interest in getting goods and people on and off the island. The modernization will represent an advantage to Staten Island in marketing the borough and will prevent the loss of businesses to other areas in the region.

2. Fred LeMoine, The Metallic Lathers and Reinforcing Ironworkers Union of New York. PSM SI1 11:63
   A new bridge will make traveling in the area more desirable, and attract new businesses such as hotels, retail outlets, and restaurants. The project will bring hundreds of new jobs and tax revenues to Staten Island during the construction of the bridge and after its completion.

3. Jeffrey Elmer, General Contractors Association of New York. PSM SI2 1:30-31
   The replacement of the Goethals will also lead to jobs and economic security for Staten Island residents. The construction alone will put six hundred men and women to work with an additional seven hundred jobs for construction material suppliers and other support services.

4. Lawrence Kudla, Local 282, Teamsters. PSM SI2 2:34-35
   Local 282 represents around eight hundred Teamsters and their families in Staten Island and we speak in favor of this project. This new bridge will create jobs and income for members of the building trades.

5. Alex Garcia, Hispanic American Chamber of Commerce of Essex County. EM 2:1 and PSM E2 2:30-31
   Building the bridge will create economic opportunities for the community in terms of construction employment, contracting employment and consultant opportunities. The Port Authority has a history of creating opportunities for our community which we are sure will be part of the requirements for the new bridge construction. It is important to measure economic benefits to minority communities in the final outcome.

6. Richard Par, Local 46, Metal Lathers. CS 56:2
   Sean Shannon, Local 46, Metal Lathers. CS 24:2
   Tiffany Ince, Local 46, Metal Lathers. CS 149:2
   Heinz Bodenstab, Local 46, Metal Lathers. CS 127:2
   Leonard Garcia, Local 46, Metal Lathers. CS 151:2 and CS 186:2
   The bridge is very old and is falling apart. The new project would also create much needed jobs.

Energy

1. Fred LeMoine, The Metallic Lathers and Reinforcing Ironworkers Union of New York. PSM SI1 11:63
   A new bridge will result in less use of the natural resource of oil.

Fisheries

1. Kenneth Koschek, New Jersey Department of Environmental Protection. L 26:3
   NJDEP has concerns about the inadequacy of the proposed 2 to 3-day sampling to address migratory and resident species. The following species of concern are in the project area during various time of the year: anadromous fish (American shad and river herring), striped bass, winter flounder and both species of sturgeon (Atlantic and Shortnose) along with various other species of lesser concern. If an alternative is chosen that would result in the elimination of the existing bridge piers, they request that a portion of the near-shore piers be left above the bottom to provide habitat diversity in the water column. The resulting remnant structure should be designed to eliminate any hazard to navigation; the remnant structure and its attached organisms would benefit marine bio-diversity. The Division of Fish and Wildlife's Bureau of Marine Fisheries would be willing to assist with questions of concerns.

Historic

1. City of New York Landmarks Preservation Commission. L 3:1
   "Appears to be eligible for National Register Listing" is checked on the Environmental Review form. The text for historic properties in the EIS scope appears to be acceptable. The LPC concurs with the SHPO finding regarding the eligibility of the bridge for listing on the State/National Registers.

2. Kenneth Koschek, New Jersey Department of Environmental Protection. L 26:4-5
   The Goethals Bridge was determined eligible to be listed in the New Jersey and National Registers of Historic Places by both New York and New Jersey. It is clearly a significant and prominent landmark in the region and means to preserve this important structure need to be explored. The preferred alternative for the previous study involved rehabilitation of the existing bridge and the construction of a parallel structure. The current preferred alternative would demolish and replace the existing bridge. There has been no adequate explanation for this change. In its comments, NJDEP has included a historic bridge alternatives analysis outline developed by the Historic Preservation Office. They suggest that the alternatives analysis report include this effort.

   They suggest that the US Coast Guard begin the process of Section 106 review in accordance with the National Historic Preservation Act at the earliest stages of project planning to best ensure that their regulatory responsibilities are well coordinated and efficiently executed.

   Three additional resources were identified as eligible during consultation for the Staten Island Bridges Program: the Staten Island Railroad Vertical Lift Bridge, the Staten Island Railroad (New Jersey portion), and the Scherzer Rolling Vertical Lift Bridge over the Elizabeth River.

Navigable Airspace

1. Diana Crean, USDOT Federal Aviation Administration. L 2:1
   The FAA is concerned about the project's impact to navigable airspace. Please have the proponents of this project complete a Notice of Proposed Construction or Alternation (FAA Form 7460-1), giving the exact location and height of the project, including all appurtenances or construction equipment to be used. The FAA will conduct an aeronautical study upon receipt to determine if there is impact to navigable airspace and if marking and lighting will be necessary.

Navigation

1. T.L. Wolford, Conoco Phillips Company. CS 3:2
   The navigable channel under the bridge in the Arthur Kill must remain unrestricted and available for use by large tankers bound from Stapleton to Bayway.

Noise

1. John Surmay, City of Elizabeth. PSM E1 4:45
   He is conversant with most of the traffic noise issues and there are enough for concern at this area. These need to be addressed in any replacement of the bridge.

Water

1. Leah Gebhardt, No affiliation identified. PSM SI1 14:71

Having four lanes instead of three would slow traffic idling with additional fumes accumulating and dissipating over the water. This would help maintain or improve water quality in the area around Staten Island and New Jersey.

2. F. Fiumano, USCG Waterways Operations Division. L12:1
   The Captain of the Port will not authorize any extended closures of the waterway. Facilities on the Arthur Kill are receiving increasing shipments of liquefied gas and other potentially dangerous products. Bridge design should account for adequate standoff protection from vessels transferring such hazardous materials at berth.

Wetlands

1. Eric Rothstein, NYC Department of Parks and Recreation. ASM 5:3
   Mitigation issues for upland habitats, wetlands and aquatic issues should be handled as a package and not as independent issues as indicated in the draft Scope of Work.

2. David Stilwell, US Department of the Interior, Fish and Wildlife Service. L 4:3
   Wetlands along Morses Creek in NJ are classified by the NJ Department of Environmental Protection as foraging habitat for the NJ-listed (threatened) black-crowned night heron and yellow-crowned night heron, as well as other colonial nesting waterbirds. Project sponsors should contact the NJ Endangered and Nongame Species Program, Division of Fish and Wildlife. Smaller wetland areas are mapped near the intersection of I-278 and the NJ Turnpike. In Staten Island, important wetland resources in the project area include tidal and non-tidal wetlands associated with Old Place Creek and wetland mitigation projects managed by the NYC DEP. The project sponsors should include a detailed analysis of the direct, indirect, and cumulative wetland impacts associated with the project, and expressly consider avoidance and minimization of wetland impacts in the alternatives screening process. The project documents mentioned the use of mitigation banks as potential compensatory migration options. This option is limited by the last of approved banks in the immediate project area, and should only be considered when all other on-site wetland creation or restoration options have been exhausted.

3. Jeffrey Zupan, Regional Plan Association. PSM E1 8:60
   Designs for the bridge should consider how to avoid damaging the wetlands of the adjoining Harbor Herons complex.

4. Andrew J. Willner, NY/NJ Baykeepers. L 14:3
   The problem of narrow lanes could be addressed by increasing the size of the roadway on the present structure, and needed reinforcement of the structure, with much less impact on the natural resources including wetlands of the Arthur Kill Estuary. Shadowing from an increased footprint of the existing Goethals Bridge or twinning will have an adverse impact on natural resources and wildlife. We assert that because of the historical impacts on the natural resources of the Arthur Kill, the detriment of this proposal far outweighs any benefit, that there are alternatives, and that the impact is unmitigatable. A mid-Island alternative location avoiding wetlands impacts should be explored and a “no action” alternative to this project should be part of any EIS.

5. Richard L. Tomer, US Army Corps of Engineers. L 22:2
   Impacts to wetlands should include every activity that would destroy or degrade wetlands and other waters of the US on a temporary or permanent basis. This includes areas that would be permanently or temporarily filled, areas adversely impacted by mechanized equipment, and other indirect impacts. Filling of these resources shall not be permitted unless the applicant demonstrates that the project has been designed and constructed to avoid and minimize adverse

effects to the maximum extent practicable. You will be required to provide a detailed analysis on how you would mitigate for unavoidable impacts, including the size and type of wetland to be impacted.

6. Kenneth Koschek, New Jersey Department of Environmental Protection. L 26:1
   There are no wetlands mapped under the Coastal Wetlands of 1970 at this location.

Wildlife Resources

1. Mary Colligan, US Department of Commerce, NOAA. L 1:1
   No listed species is known to occur in the Arthur Kill where the project is located. As such, no consultation under the provisions of Section 7 of the Endangered Species Act of 1973, as amended, is necessary.

2. David Stilwell, US Department of the Interior, Fish and Wildlife Service. L 4:2-4
   The peregrine falcon, listed as endangered by the State of New York, is known to occur in the vicinity of the proposed project. The project should be coordinated with Peter Nye, Endangered Species Unit, NYSDEC, and Kathleen Clark, Division of Fish and Wildlife, Tuckahoe Wildlife Management Area. Except for occasional transient individuals, no other federally listed or proposed endangered or threatened flora or fauna are known to occur within the vicinity of the proposed project site. The Service recommends that the project sponsors contact the Service on an annual basis for updates. The Service recommends that project proponents evaluate bird collision mortality at the existing Goethals Bridge, and include measures to reduce mortality in the design of all alternatives considered in the DEIS.

3. Mayor J. Christian Bollwage, City of Elizabeth. L 7:1
   The disruption of the ecosystem is a factor. The wildlife resources that exist on the three islands within the Arthur Kill and Kill Van Kull must be preserved and protected.

4. John Surmay, City of Elizabeth. PSM E1 4:43-44
   The Goethals Bridge Pond, which is hydrologically connected to the waters of the Kill van Kull, is an important feeding area for colonial water birds. Over ninety species of birds have been identified in and around the pond, of which twenty-two species breed at the pond (including cattle egret, green heron to the great blue heron). The pond's ecosystem is in excess of a hundred acres. There are also three islands within Arthur Kill and Kill van Kull which have provided breeding sites since the 1970s, where water birds breed and feed. The concern is that disruption of the ecosystem be at a minimum, and if some sensitive areas are disturbed, then an equally pristine area be established somewhere else.

6. Eric Rothstein, City of New York Parks & Recreation Natural Resources Group. M 1:1-3
   The listing of species are the bare minimum of what should be investigated as part of the EIS based on our experience in western Staten Island (see memo for complete listing). The NYS Natural Heritage Program should be consulted for a rare element occurrence record to determine if there are rare elements within ¼ mile of the project site. The publication "Islanded Nature: Natural Area Conservation in Western Staten Island" should also be consulted. The following surveys should be conducted: breeding bird survey in May, a winter waterfowl survey, a pre-construction survey, and a plantation survey. Monitoring should also be conducted for fish, invertebrates, breeding birds, foraging birds, and crustaceans, at the times suggested in the memo.

7. Kenneth Koschek, New Jersey Department of Environmental Protection. L 26:3-4

The potential impact to wildlife from a bridge replacement on the south side of the existing bridge appears to be substantial on the New York side of the Arthur Kill. A search of the NJDEP's Landscape Project V2 and the Heritage database revealed no areas of concern on the New Jersey side for any threatened and/or endangered species. They recommend a search of the surrounding two-mile area using i-MapNJ to assist with the generation of any T&E species list associated with the project area and the immediate vicinity.

They are concerned that the 2-3 day sampling survey is unacceptable to identify project area species of waterbirds that use this area depending on the weather and status of their migration.

Safety

1. Assemblyman Matthew Mirones, NYS Assembly, 60th AD. PSM SI1 1:31-32
   The 10-foot lanes on the existing bridge and the tractor trailers that use the crossing create unsafe conditions for drivers on the bridge. There is also concern over emergency ingress and egress from Staten Island.

2. Louise Vinciquerra, Western Improvement Society. CS 7:2
   The Society suggests using the existing bridge for one lane each way for truck traffic only. Separating trucks from passengers is a consideration for safety and security.

3. Timothy Desiderio, Staten Island Economic Development Corp. PSM SI1 8:54
   The creation of an additional emergency lane will be essential to keeping the bridge open after an accident and will dramatically increase safety and reliability of bridge travel.

4. Linda Baran, Staten Island Chamber of Commerce. PSM SI1 10:57-58
   The current inadequate lane configuration – 10 feet instead of the modern 12 feet – fails to accommodate the width of a typical truck trailer and full size passenger buses.

5. Fred LeMoine, The Metallic Lathers and Reinforcing Ironworkers Union of New York. PSM SI1 11:62
   Many motorists are afraid to maintain the speed limit because of narrow lanes. Trying to pass another vehicle has been compared to riding an amusement park ride. There are no shoulders for emergencies.

6. Leah Gebhardt, No affiliation identified. PSM SI1 14:71-72
   She suggests improvement to the merger from the New Jersey side since it is one source of many accidents on the bridge. Additional lanes will also improve safety if the Island ever had to be evacuated.

7. Meagan Devereaux, Staten Island Borough President's Office. PSM SI1 15:75-77
   Borough President Molinaro states that many feel apprehensive about traveling on the Goethals Bridge because of narrow lanes. A new bridge would make driving safer and more comfortable. It would improve the flow of traffic and improve access for emergency vehicles on and off Staten Island. Accident rates on the Goethals Bridge are higher than the Outerbridge and Bayonne Bridge, and higher than statewide averages in NY and NJ. We should not scrimp or handicap our ability to better handle traffic in the event of an emergency. To improve safety we need a new Goethals Bridge with wider lanes.

8. Eric Larkin, Utility and Transportation Contractors Association of New Jersey. PSM E1 6:50

As the volume and speed of traffic continues to increase, the current Goethals Bridge will become more dangerous in the future. The current bridge cannot be adequately protected from seismic or terrorist activity.

9. Michael Rizzo, Local 46, Metal Lathers. CS 124:2
Travis Martin, Local 46, Metal Lathers. CS 128:2
Andrew O'Flaherty, Local 46, Metal Lathers. CS 132:2
Kelsey McCabe, Local 46, Metal Lathers. CS 171:2
John Faracy, Local 46, Metal Lathers. CS 134:2
Thomas J. Walsh, Local 46, Metal Lathers. CS 141:2
Devin Boodoo, Local 46, Metal Lathers. CS 145:2
Jemel M. Newman, Local 46, Metal Lathers. CS 133:2
Vernon Pouncey, Local 46, Metal Lathers. CS 160:2
Michael Kelly, Local 46, Metal Lathers. CS 166: 2
Ignacio Martinez, Local 46, Metal Lathers. CS 164:2
Roger King, No affiliation identified. CS 162:2
Steve Kehoe, Local 46, Metal Lathers. CS 158:2
Anthony Dziedzic, Local 46, Metal Lathers. CS 157:2
Arthur Brandao, Local 46, Metal Lathers. CS 155:2
Dalila Cintron, Local 46, Metal Lathers. CS 152:2
Miguel Huertas, Local 46, Metal Lathers. CS 103:2
David Cintron, Local 46, Metal Lathers. CS 153:2
Michael Ferrato, Local 46, Metal Lathers. CS 147:2
Jason Lewin, No affiliation identified. CS 139:2
Danny D. Cordero, Local 46, Metal Lathers. CS 138:2
Jeffrey Castro, Local 46, Metal Lathers. CS 140:2
Jayson Braswell, Local 46, Metal Lathers. CS 101:2
Nyheem Moore, Local 46, Metal Lathers. CS 106:2
Andrew J. Cleary, Local 46, Metal Lathers. CS 107:2
Guo Liang Yu, No affiliation identified. CS 108:2
Sam Wong, Local 46, Metal Lathers. CS 34:2
Sean Brown, Local 46, Metal Lathers. CS 120:2
Joseph Anatra, Local 46, Metal Lathers. CS 119:2
Omar E. Cordero, No affiliation identified. CS 116:2
Curtis Geruldsen, Local 46, Metal Lathers. CS 25:2
Michael Neglia, Local 46, Metal Lathers. CS 31:2
Steven V. Burke, Local 46, Metal Lathers. CS 20:2
Keith Mack, Local 46, Metal Lathers. CS 18:2
Frank Rivera, Local 46, Metal Lathers. CS 19:2
Alex Abrue, Local 46, Metal Lathers. CS 112:2
Man Wa Lee, Local 46, Metal Lathers. CS 111:2
Chris Moylan, Local 46, Metal Lathers. CS 9:2.
Christian Dunn, Local 46, Metal Lathers. CS 28:2 and CS 179:2
J. James Gallego, Local 46, Metal Lathers. CS 26:2
Francisco Marin, Local 46, Metal Lathers. CS 23:2
Abraham Chaljub, Local 46, Metal Lathers. CS 35:2
Robert Wooley, Local 46, Metal Lathers. CS 36: 2
Paul Bryant, Local 46, Metal Lathers. CS 38:2
Vinton McFarlane, Local 46, Metal Lathers. CS 42:2
Nicole Willis, No affiliation identified. CS 45:2
Anthony Duchatellier, Local 46, Metal Lathers. CS 47:2

Michael Davidson, Local 46, Metal Lathers. CS 52:2
Ricardo Harding, No affiliation identified. CS 54:2
Christian Rodriguez, Local 46, Metal Lathers. CS 55:2
Mike O'Brien, Local 46, Metal Lathers. CS 66: 2
Michael Zerbo, Local 46, Metal Lathers. CS 67:2
Muhammad Abdul-Rahman, Local 46, Metal Lathers. CS 68:2
Steve Lurry, Local 46, Metal Lathers. CS 69:2
Timothy Costello, Local 46, Metal Lathers. CS 61:2
Jamer Judge Jr., Local 46, Metal Lathers. CS 62:2
Danny Matadobra, Local 46, Metal Lathers. CS 63:2
Bo Ming Yu, No affiliation identified. CS 64:2
Victor Maldonado, Local 46, Metal Lathers. CS 71:2
Frank Torres, Local 46, Metal Lathers. CS 72:2
Lawrence McLaughlin, Local 46, Metal Lathers. CS 73:2
Joseph Lester, Local 46, Metal Lathers. CS 74:2
Daniel Cancel, Local 46, Metal Lathers. CS 75:2
Jimmy Gauthier, Local 46, Metal Lathers. CS 76:2
Michaelous Donovan, Local 46, Metal Lathers. CS 79:2
Justin O'Donnell, Local 46, Metal Lathers. CS 87:2
Jeff Guzzo, Local 46, Metal Lathers. CS 95:2
Joe Neglrio, Local 46, Metal Lathers. CS 49:2
Paul Marshallis, Local 46, Metal Lathers. CS 109:2
Thomas Markevitch, Local 46, Metal Lathers. CD 102:2
Kareem Garrett, Local 46, Metal Lathers. CS 32:2
Anthony Pennica, Local 46, Metal Lathers. CS 11:2
Sean Hughes, Local 46, Metal Lathers. CS 176:2
George Fernandez, Local 46, Metal Lathers. CS 177:2
Edward Whalen, Local 46, Metal Lathers. CS 178:2
Hubert Fonville, Local 46, Metal Lathers. CS 180:2
Dan Kennedy, Local 46, Metal Lathers. CS 182:2
Willie Gainey, Local 46, Metal Lathers. CS 183:2
James Shavis, Local 46, Metal Lathers. CS 184:2
John Close, Local 46, Metal Lathers. CS 185:2

The bridge is dangerous to travel on. The lanes are too narrow, and there are too many accidents. Traffic volumes are too high. The situation needs to be improved.

Traffic

1. Albert DeLillo, Private C. Trust. CS 5:2
   Staten Islanders are concerned about backup on the expressway, so there should be an immediate exit to local roads to avoid backup.

2. Jane Vredenburgh, Community Board #1. PSM SI1 4:41-42
   Accidents on the Goethals and Outerbridge were responsible for shutting down Staten Island. You need to address the issues of both short-term traffic problems and long-term solutions. Truck, local, and commuter traffic is expected to increase over the next few years.

3. Robert Cassara, Gowanus Community Stakeholder Group. PSM SI1 6:45-46
   The vehicular capacity of the Goethals Bridge and the Outerbridge acts like a brake on the increasing number of trucks and cars entering Staten Island and Brooklyn. By opening the spigot

at the NY/NJ borders you would unleash an onslaught of trucks and cars in Staten Island and Brooklyn. NYSDOT's plans for an HOV lane on the Staten Island Expressway, in conjunction with the Verrazano-Narrows Bridge by MTA, is desirable but represents a capacity increase. Any capacity increase at this crossing would dump more traffic onto the Staten Island Expressway portion of I-278. NYSDOT continues to ignore capacity issues.

4. Jim Devine, New York Container Terminal / Resident. PSM SI1 9:55
   The New York Container Terminal bears some responsibility for trucks and recognizes that 15-25% of truck traffic coming to and from the terminal will be removed because of the revitalization of the Staten Island Rail Road.

5. Linda Baran, Staten Island Chamber of Commerce. PSM SI1 10:58-60
   Anything that eases crossing the Goethals Bridge could likely induce more trips and shift impacts currently experienced approaching the bridge to points on Staten Island. Traffic jams not only plague the crossing, but make the Staten Island Expressway a parking lot and causes traffic spillover to local streets. Fixes cannot await a new crossing.

6. Fred LeMoine, The Metallic Lathers and Reinforcing Ironworkers Union of New York. PSM SI1 11:63
   A new bridge will allow for an easier flow of traffic and relieve congestion.

7. LT CDR Michael Keane/ENS Charles Baxter, US Coast Guard. ASM 1:2
   The USCG recommends that vessel traffic be addressed in the EIS.

8. Kamal Saleh, Union County Division of Economic Development. ASM 4:3
   Any proposed reconfiguration of traffic patterns for or adjacent to the bridge should consider and involve traffic interactions with the adjacent NJ Turnpike Interchange, I-287, and Routes 1&9.

9. Leah Gebhardt, No affiliation identified. PSM SI1 14:71-72
   The merger from the Turnpike is not always clearly defined and has bottlenecked traffic quite a bit. Additional lanes will improve traffic flow.

10. Meagan Devereaux, Staten Island Borough President's Office. PSM SI1 15:76-77
    Borough President Molinaro states that to improve traffic conditions, you need a new bridge with wider lanes. Traffic has increased and will continue to increase no matter what. It is better to have traffic efficiently managed on a modern bridge than to let our motorists suffer worsening conditions and delays.

11. Albert DeLillo, No affiliation identified. CS 5:2
    There is concern by Staten Islanders that if a new bridge is built, the expressway will be backed up. To ensure a benefit to Staten Islanders, there should be an immediate exit to local roads so Staten Islanders won't have to worry about Expressway backup.

12. Daniel Nozza, No affiliation identified. PSM E2 3:31-32
    Elmore Ave. is a block behind me. Especially at 1 and 9, getting into Bayway Avenue going to the Goethals Bridge is a bottleneck. It narrows down to one – I believe that it will adversely impact the City.

13. Teresa Toro, Tri-State Transportation Campaign. PSM SI1 2:36
    Damien Newton, Tri-State Transportation Campaign. PSM E1 3:38

Three modern-width general lanes in each direction is the way to go for the Goethals Bridge of the future. Having more lanes on the new bridge than the local highway network in New Jersey would produce less gridlock on the Turnpike and I-278.

14. John Surmay, City of Elizabeth. PSM E1 4:44
    He is concerned about traffic congestion on the city streets which wasn't supposed to happen when Entrance/Exit 13 was relocated to its present location next to the bridge. I-278 was supposed to direct traffic north and south, but it only connects to Routes 1&9 to the south. Route 439/Rahway Ave. was to be improved to handle northbound traffic to Routes 1&9, but only some slight cosmetic improvements have occurred. Permanent and effective remedies must be instituted before any replacement of the bridge proceeds.

15. Mayor J. Christian Bollwage, City of Elizabeth. L 7:1
    Traffic congestion within the City of Elizabeth is a concern and will only be increased as a result of the Goethals Bridge expansion.

Process Issues

1. Kamal Saleh, Union County Division of Economic Development. ASM 4:3
   The County suggests that City and County agencies be part of the ETF and TAC.

2. Diane Rusanowsky, National Marine Fisheries Service. ASM 7:4
   NMFS suggested that there be a separate meeting between NMFS, USACE and USCG to coordinate the manner in which the required Essential Fish Habitat Assessment will be handled in the regulatory process and its incorporation into the EIS. NMFS also suggest that the NMFS Gloucester Office be contacted for instructions and information on how to address issues related to listed threatened or endangered species.

3. Dave Carlson, US Environmental Protection Agency. ASM 8:4
   USEPA suggests that a subgroup of the ETF and TAC address cumulative impact issues. This methodology has worked well in the past for other complex projects.

4. John Surmay, City of Elizabeth. PSM E1 4:46-47
   The City of Elizabeth is a very progressive municipality and well managed. Do not take this cooperative spirit as permission to do what you want. Be considerate and include our City's businesses, residents, students and visitors into the plans. If this is done, we can all be proud of the collaboration and cooperation for the betterment of the users, operators of the bridge, and the community of Elizabeth, NJ.

5. Dr. Jonathan Peters, College of Staten Island. PSM SI1 12:65-66
   You should not be planning for just the next 5 or 10 years; the bridge will probably be around for 100 years. The newest population data by the New York Metropolitan Transportation Council projects roughly a 50 percent increase in the population on Staten Island within the span of this facility's life. Therefore, don't "underplan" this facility.

6. Richard T. Anderson, New York Building Congress. L 11:1
   The Goethals Bridge in unable to accommodate the volume of vehicles that use it daily. It has substandard lane widths, no emergency shoulders and is an unreliable link in the transportation system. The Building Congress is interested in improving infrastructure in the region and applauds the Coast Guard for conducting a thorough scoping process, and looks forward to the ensuing recommendations.

7. Andrew J. Willner, NY/NJ Baykeepers. L 14:1
   The NY/NJ Baykeepers agrees in part with the project statement that the bridge has become functionally and physically obsolete. They believe that it would be appropriate in the scope of work for this new iteration of the plan, that all supporting materials for this assertion be incorporated. It is important to include supporting materials that indicate why the proposal was withdrawn, and what circumstances have changed so that the Port Authority has found it necessary to re-introduce the proposal at this time.

8. Josephine Beckmann, Brooklyn Community Board 10. L 17:1
   Brooklyn Community Board 10 requests a 30-day extension to study the EIS, and ask that it encompass I-278 corridors and review the one-way toll on the Verrazano Bridge.

9. Richard L. Tomer, US Army Corps of Engineers. L 22:1
   If the US Army Corps of Engineers is a NEPA cooperating agency, we would participate in the preparation of the DEIS consistent with the extent of our jurisdiction for this project. Discharges of dredged or fill material incidental to the construction of bridges across navigational US waters that meet applicable requirements, may be authorized by Nationwide Permit number 15. Causeways and approach fills are not authorized in this nationwide permit; those activities and other work that is not authorized under the Nationwide Permit Program require a Department of the Army individual permit.

10. Douglas A. Currey, New York State Department of Transportation. L 20: 2-3
    The scoping document should change "narrow" to "substandard" lane widths as well as mentioning sight distance limitations. It should emphasize the importance of I-278 as a "bypass" or supplemental route for the I-95 corridor and outline the relationship between the earlier Staten Island Bridge Program effort and the current Goethals Bridge needs. The scoping goals should be noted as "preliminary" and subject to change through the ongoing EIS process. The NYSDOT-sponsored Staten Island Expressway Major Investment Study and the NYCDCP city-wide rezoning projects should be noted in the scoping documents. South Avenue should be added to the data collection plan. NYSDOT has, and continues to collect traffic data on the Staten Island Expressway and West Shore Expressway and this data is available. The alternatives and screening analysis process should define in more detail what constitutes "no build" and "committed project". The scope should differentiate between construction related and permanent impacts under the "environmental impacts" and "impacts on adjacent transportation facilities" sections. The value of the corridor for interstate goods movement, international freight terminal access and just-in-time delivery as well as relative economic impact on both New York and New Jersey should be expanded in the scope.

11. F. Fiumano, USCG Waterways Operations Division. L 12:1
    The US Army Corps of Engineers is planning a large-scale channel deepening within the waterway to allow for safe transit of larger vessels which require sufficient vertical and horizontal clearances. Therefore construction should be coordinated with this project to ensure safety of navigation.

13. Marty Markowitz, Brooklyn Borough President. L 16:3
    The extent of the arterial/highway system feeding the Goethals Bridge should be matched by the public participation process. Extensive public participation efforts should be formulated in Brooklyn and possibly Manhattan. The absence of such efforts is noteworthy in light of former Brooklyn Borough President Golden's 1998 request on this matter.

14. Kenneth C. Koschek, New Jersey Department of Environmental Protection. L 26:1-3
As the bridge is located within the New Jersey Coastal Zone and does not currently have a riparian instrument in force, an instrument will be required for activity at or below the New Jersey Tidelands Claims Line, as shown on map 651-2124 (see map in appendix). Compliance with the Coastal Zone Management Rules will need to be demonstrated.

The NJDEP's Transportation Group of the Land Use Regulation Program will be the reviewer for the project.

The EIS should indicate how Transportation Conformity has been addressed for this proposed project. NJDEP could not find this proposed project in the current NJTPA TP or TIP.

William Figley from the DFW's Bureau of Marine Fisheries should be contacted about the possibility of placing clean materials on an artificial reef site offshore.

Summary of Stakeholder Committee Meeting #1
(March 2005)

COMMITTEE MEETING SUMMARY

GOETHALS BRIDGE REPLACEMENT EIS

DATE:	**May 5, 2005**	**STAKEHOLDER COMMITTEE MEETING #:**	**1**
TO:	**E. Feemster, G. Kassof (USCG) E. Lopez, J. Blackmore, P. Crist, L. Venech, T. Benczik, J. Papageorgis, S. Coleman (PANYNJ)**		
FROM:	**Maura Fitzpatrick (HSH) / Ken Hess (Berger/PB JV)**		
SUBJECT:	**Stakeholder Committee Meeting #1 Summary – 3/24/05 from 2:00 pm – 4:00 pm at The Staten Island Hotel**		
CC:	**Regular Meeting Attendees**		

On 3/24/05, the US Coast Guard (USCG) hosted the first meeting of the Stakeholder Committee (SC) for the Goethals Bridge Replacement Environmental Impact Statement (GBR EIS). The purpose of the SC is to provide an open forum for discussion and encourage interaction about Environmental Impact Statement (EIS)-related issues among key stakeholders of the proposed project. This was the first of three SC meetings anticipated to be held during the preparation of the Draft EIS.

Gary Kassof of the USCG welcomed the meeting attendees and introduced Maura Fitzpatrick of the consultant team who facilitated the meeting. Ms. Fitzpatrick reviewed the meeting agenda and asked the participants to introduce themselves. The list of attendees is attached to this meeting summary. Ms. Fitzpatrick then reviewed the Guidelines for the SC, which had previously been mailed to all of the SC members, emphasizing that Committee members are asked to bring information about the study back to their constituencies. She then asked if there were any initial comments or questions.

A representative of the Central Jersey Bicycle Club (also representing the East Coast Greenway Alliance) expressed concern about limited bicycle and pedestrian access on local bridges. He noted that the George Washington Bridge is the only bridge currently providing pedestrian/bridge access between New Jersey and New York and that lack of access should be addressed in the GBR EIS. The consultants responded that lack of bicycle and pedestrian access on the existing Goethals Bridge is specifically identified in the project Purpose and Need and project goals.

A representative of the NY/NJ Baykeeper asked whether proposed alternatives consider using rail across the Arthur Kill Lift Bridge. The representative also expressed concern over the proposed project's impact on wetlands, and stated that the New York State Department of Environmental Conservation has said that there are no areas for in-place mitigation. Baykeeper indicated that they will make every effort to promote in-kind and in-place mitigation for the Goethals Bridge project. Ms. Fitzpatrick deferred response to these comments to the open-discussion session following the presentation on preliminary alternatives.

Ken Hess of the consultant team made the first technical presentation on the EIS Status and Scoping Process. Judith Versenyi of the consultant team then made a presentation on the Preliminary Alternatives and provided an overview of the Screening Evaluation Methodology. (Copies of both meeting

presentations are attached to this summary.) At the conclusion of both technical presentations, the attendees were invited to participate in a discussion period.

The Greater Elizabeth Chamber of Commerce expressed concern that the study area terminates on the west side at Interchange 13A of the NJ Turnpike and does not account for the impacts on local Elizabeth streets (i.e., Bayway Avenue). The representative suggested that the study area should be expanded to include areas in the City of Elizabeth. They do not want to see an increase in truck traffic on local Elizabeth streets. The representative from the Chamber also stated that time-shifting, mode-shifting, and other congestion-pricing alternatives would not be convenient for many workers and, therefore, would not be effective. Dedicating a lane for High Occupant Vehicle (HOV)/High Occupant Toll (HOT) users might not be effective either since it is difficult to change peoples' habits with these travel options. The speaker asked whether a replacement bridge would have three lanes in each direction, and whether that would be adequate. The representative cautioned that the alternatives should address the next 100 years, not just the next 5 years. Road improvements at either end of the existing bridge need more attention. It was also suggested that truck access improvements in Linden should be considered for this project since the current Goethals Bridge capacity constraints already adversely affect local streets with truck traffic.

The consultant team responded to the Greater Elizabeth Chamber of Commerce comments by stating that the area of study for traffic is larger than the primary and secondary study areas for environmental impacts. Potential traffic impacts beyond Exit 13A, including local streets in Elizabeth, will be included in the evaluation. Traffic conditions and potential impacts will be forecast to the year 2030. They added that the assessment of the efficacy of the preliminary Transportation Demand Management (TDM) alternatives, such as encouraging time or mode shifts and HOT lanes, will be part of the alternatives screening evaluations. For potential bridge replacement alternatives, including three lanes in each direction, for a combined total of six lanes of travel, will first be tested to determine the degree of traffic improvement that could be achieved. Depending on that outcome, the number of lanes may be changed and/or the bridge replacement may be combined with other transportation services, such as transit (Bus Rapid Transit or ferry) or TDM (congestion pricing, HOT lane) alternatives, in order to produce the desired transportation performance in the corridor. The first-level of screening will look at preliminary, single-mode alternatives individually; following that, the consultant team will combine certain alternatives that together may better satisfy the project purpose and need and project goals.

The Regional Plan Association (RPA) expressed concern about the level of coordination among the entities responsible for the regional network of roads and bridges. The representative asked whether the consultant team is integrating the input received at the Agency and Public Scoping Meetings in the studies under way. There was concern about a lack of coordination among the larger agencies on projects that have regional impacts. The consultant team replied that pertinent input from the Agency and Public Scoping Meetings is being considered in the study, and that the study's Technical Advisory Committee (TAC) and Environmental Task Force (ETF) were created specifically as vehicles for coordination among agencies with expertise and/or authority pertinent to the proposed project and EIS. The consultants noted that the TAC is focusing on transportation/traffic and mobile-source air quality and noise issues; the TAC includes FHWA, State DOTs, NYMTC and NJTPA, and other federal, state, and local agencies. RPA asked whether decisions made at the TAC meetings will be made public. The consultant replied that information from all meetings would be shared in the GBR EIS newsletters.

RPA stated that the Verrazano-Narrows Bridge Toll Collection Alternatives EIS is dated, and should not be used to dismiss the two-way toll alternative suggested during the scoping process, as traffic conditions have changed since issuance of that report, including introduction of E-ZPass. He commented that the controversial issue of two-way versus one-way toll at the Verrazano-Narrows Bridge should be discussed among key decision-makers and that the issue of an Act of Congress being necessary to alter the current one-way toll should not be considered adequate reason to dismiss the concept outright. The RPA representative requested a written response to his comments about the two-way tolling option. The consultant team responded that they will review their previous consideration of two-way tolling and communicate results of that to the commenter.

NY/NJ Baykeeper suggested that the EIS process is designed only to provide people the opportunity to react to decisions that have already been made. The public and nongovernmental stakeholders need to be involved at all levels and throughout the whole process. The consultant team responded that the EIS process is an interactive process, and that there will be a number of committee and public meetings during the environmental review process and development of the EIS. Each set of meetings will take place at milestone points in the EIS process, and all pertinent comments received will be considered.

NY/NJ Baykeeper also suggested combining alternatives, such as mode and price shifts to alleviate traffic, or light rail and BRT combinations. The representative asked why the bridge rehabilitation alternative is not being further considered as an option. The consultant team replied that bridge rehabilitation was eliminated as a single alternative because it would not address several aspects of the project purpose and need, notably related to the existing structure's functional and physical obsolescence and its inability to accommodate transit and bike/pedestrian access. However, rehabilitation of the existing bridge is assumed as part of the twin-bridge concept, with reconfiguration of the existing bridge for three lanes of traffic in one direction. The team will be considering combining alternatives in the next level of screening in order to determine the best combination of transportation services to most fully satisfy all elements of the project purpose and need.

380 Development LLC (representing the International Speedway Corporation) asked if there is an estimated timeline for completion of the project and whether navigation and water issues are being considered. The consultant team responded that navigation and water impacts will be addressed in the DEIS, and that construction of the proposed bridge replacement is expected to be complete around 2011-2012.

The RPA reiterated its concern about institutional coordination, stating that there needs to be a unified effort to improve regional transportation because the various projects undertaken by the responsible agencies are all interconnected. The RPA representative indicated that the selection of alternatives should also consider on-going plans of other agencies in order to avoid working in a vacuum. The consultants responded that both programmed/committed projects and others in stages of planning and development have been identified for appropriate incorporation and consideration in the studies for the EIS.

The East Coast Greenway Alliance asked what the plans are for bicycle and pedestrian access across the bridge and how that might affect plans for a non-motorized trail from Florida to Maine (the East Coast Greenway Trail). The consultant team replied that provision of pedestrian and bicycle access in the Goethals Bridge corridor is specifically identified as part of the project purpose and need.

The Central Jersey Bicycle Club (also representing the East Coast Greenway Alliance**)** stated that the East Coast Greenway is up and running and emphasized that the notion of "complete streets" relies on complete bridge access for pedestrians and bicycle users. One of the biggest concerns in establishing trails is whether or not there is pedestrian and bicycle access on bridges. The Club reminded the group that shortly after Sept. 11th, 2001, the only transportation modes available were walking, bicycles, and ferries. The representative asked why groups such as theirs are not included in the TAC for input on transportation issues. The consultant team replied that the TAC is comprised of regulatory and other transportation agencies, but that all comments and input received by the USCG and consultant team will be considered, regardless of at which committee meeting the comments are made. The consultant team also noted that a summary of the SC comments will be provided to the TAC and ETF members.

At 3:30 PM and following no more comments, the open-discussion session was closed. Maura Fitzpatrick informed attendees that the SC will meet again in the late spring to review the results of the alternatives screening process. She indicated that the next meeting would take place in Elizabeth and asked Committee members to suggest potential meeting venues. The Committee members agreed that 2-4 PM is a convenient meeting time.

Ms. Fitzpatrick asked that Committee members provide their comments on the materials presented within two weeks' time. She recommended that all comments and questions be directed to Ernie Feemster, USCG, via regular mail, or to Patty Mejia from the consultant team via email or fax. She asked that participants leave their email addresses on the sign-in sheet as email will be the initial means of communicating details of the next SC meeting. Ms. Fitzpatrick indicated that the consultant team would be available to answer any remaining questions after the formal close of the meeting.

Gary Kassof then thanked those in attendance, and brought the meeting to a close.

Following the meeting, Jeff Zupan of RPA provided two handouts that are attached to this summary.

Attachments:

- List of Meeting Attendees
- Meeting Agenda
- Meeting presentations
- RPA handouts

GBR Stakeholder Committee - 3/24/05 Meeting Attendance List

Salu	First Name	Last Name	Title	District/Dept/Division	Organization	Attended 3/24 Mtg.
Mr.	Michael	Printup	, Vice President		380 Development, LLC	x
Ms.	Gillian	Zucker			380 Development, LLC	x
Mr.	Mark	Sanford			Arcadis fof CSX	x
Mr.	Christopher S.	McBride	, Assistant Community Traffic Specialist		Automobile Club of New York	x
Mr.	Andrew	Willner	, Executive Director		Baykeeper, NY/NJ Harbor	x
Mr.	Victor	Dizengoff	, Executive Director		Black Car Assistance Corporation	x
Mr.	Mike	Kruimer	, President/Trustee		Central Jersey Bicycle Club/East Coast Greenway Alliance	x
Ms.	Cindy	Cappa			City of Elizabeth	x
Mr.	Oscar	Ocasio	, Director	Dept. of Planning & Community Development	City of Elizabeth	x
Mr.	Vic	Vinegora			City of Elizabeth	x
Mr.	Thomas	Boland	, City Councilman		City of Linden	x
Ms.	Mary Theresa	Purves	, Chairperson	Environmental Commission	City of Linden	x
Mr.	Roy	Fischman		New York Committee	East Coast Greenway	x
Mr.	Raymond S.	Londa	, Delegate	New Jersey Committee	East Coast Greenway	x
Capt	Lathey L.	Wirkus	, Deputy Fire Chief		Elizabeth Fire Department	x
Lt.	William C.	Dugan	, Commander	Traffic Division-Team Police Unit	Elizabeth Police Department	x
Det.	Richard	Hernandez			Elizabeth Police Department	x
Ms.	Kate	Conroy	, Assistant to the President		Gateway Regional Chamber of Commerce	x
Mr.	Gordon	Haas	, Executive Director	c/o Independence Community Bank	Greater Elizabeth Chamber of Commerce	x
Mr.	Philip	Connelly	, Vice President	Administration and Finance	Kean University	x
Mr.	Francisco	Ojeda	, Vice President		Mariners Harbor Civic Association	x
Mr.	Frank T.	Mongioi, Jr.	, Director of Operations	Commuter Services	Meadowlink	x
Mr.	John	Atkins			New York Container Terminal, Inc.	x
Mr.	Jeffrey	Zupan	, Senior Fellow	Transportation	Regional Plan Association	x
Ms.	Linda	Baran	, President & CEO		Staten Island Chamber of Commerce	x
Mr.	Patrick	Hyland	, Director of Govt. Affairs		Staten Island Chamber of Commerce	x
Mr.	Joseph	Carroll	, District Manager		Staten Island Community Board 1	x
Mr.	Roy	Garlisi			Staten Island Community Board 2	x
Mr.	Nick	Ilijic			Staten Island Community Board 2	x
Mr.	Timothy	Desidario	, Project Manager		Staten Island Economic Development Corporation	x
Mr.	Doug	Harris			Trinitas Hospital	x
Mr.	John R.	Farrell	, VP & Exec. Assistant to the President	Administrative Services	Union County College	x
Dr.	Barbara	Gaba	, Provost & Asst. VP for Academic Affairs	Elizabeth Campus	Union County College	x
					Total	**33**

ENVIRONMENTAL IMPACT STATEMENT
GOETHALS BRIDGE REPLACEMENT

Stakeholder Committee

Thursday March 24, 2005
2:00 p.m. –4:00 p.m.
Staten Island Hotel – Harbor Room

Agenda

1. Introductions and Review of Meeting Agenda
2. Review of Committee Ground Rules
3. Initial Questions and Comments
4. Presentation on EIS Status and Scoping Process
5. Technical Presentation on Preliminary Alternatives and Selection Criteria
6. Facilitated Group Discussion
7. Wrap up and next steps

Summary of Stakeholder Committee Meeting #2
(June 2006)

COMMITTEE MEETING SUMMARY

GOETHALS BRIDGE REPLACEMENT EIS

DATE:	**August 8, 2006**	**SC MEETING #:**	**2**
TO:	**E. Feemster, G. Kassof (USCG)** **E. Lopez, J. Blackmore, C. Hopson, P. Crist, L. Venech, J. Papageorgis, M. Luongo, K. Lucianin, P. Dinh (PANYNJ)**		
FROM:	**M. Fitzpatrick/C. Ryan (HSH), K. Hess/J. Versenyi/JP Magron (Berger/PB JV)**		
SUBJECT:	**Stakeholder Committee Meeting #2 Summary – 6/15/06 from 2:00 pm – 4:00 pm at the Elizabeth Public Library**		
CC:	**Committee members**		

On 6/15/06, the US Coast Guard (USCG) hosted the second meeting of the Stakeholder Committee (SC) for the Goethals Bridge Replacement Environmental Impact Statement (GBR EIS). The purpose of the SC is to provide a forum for discussion and encourage interaction about EIS-related issues among key stakeholder organizations potentially affected by the proposed Goethals Bridge Replacement Project. This was the second of three scheduled SC meetings to be held during the preparation of the Draft EIS.

Gary Kassof of the USCG welcomed the meeting attendees and reviewed the purpose of the SC. He then asked the participants to introduce themselves and introduced Maura Fitzpatrick of the environmental consultant team who facilitated the meeting.

Ms. Fitzpatrick reviewed the meeting agenda. She then briefed attendees on where the project team was in the process of preparing the DEIS, and the steps that had been taken since the SC last met on March 24, 2005. She notified all of the TAC and ETF meetings held June 1, 2006. She then asked if there were any initial questions, and there were none.

Peter Sucher of the consultant team then made a presentation on the Goethals Transportation Model development and refinement. A copy of all meeting presentations is attached to this summary. The floor was then opened to comments and questions.

First Group Discussion:

A representative from Staten Island Community Board 1 asked whether the consultant team had considered impacts to roadways beyond the Staten Island Expressway when calculating future eastbound traffic volumes. The consultant team responded that the next stage of detailed evaluation in the DEIS will consider impacts on surrounding facilities to determine if they can accommodate the projected traffic volumes, or if mitigation is warranted.

A representative from the Elizabeth Chamber of Commerce asked whether the consultant team had taken into account the increase in gas prices and the potential impacts of that increase on future traffic volumes. The consultant team responded that the model does look at cost as a factor in projecting travel behavior,

but that it could not predict the impacts of sudden shifts or unexpected increases in gas prices in the future.

A representative from Meadowlink asked whether a replacement bridge would be accessible to bicycles, and the consultant team responded that any of the considered replacement bridge alternatives would include a dedicated bicycle/pedestrian amenity.

A representative from the Brooklyn Borough President's Office asked how large an area would be examined to determine impacts of future traffic volumes, and specifically how far into the I-278 corridor would be examined. The consultant team responded that the analysis area for traffic impacts includes a portion of Brooklyn and the BQE corridor on the NY side and Routes 1 and 9 and the I-278 Expressway on the NJ side and that the study area will be increased, if warranted. The study area can be increased if warranted.

The Brooklyn Borough President's representative asked about the relationship between the traffic volumes on the Goethals Bridge and the Outerbridge Crossing, as well as between the Goethals and Bayonne Bridges. He added that the Bayonne Bridge is underutilized and that Transportation Demand Management (TDM) techniques such as Variable Message Signs (VMS) could be used to divert traffic away from the Goethals Bridge to other crossings. The consultant team responded that the analysis evaluated all three NY/NJ crossings, as well as the Verrazano Narrows Bridge, examining projected growth in jobs and population to project future traffic flows and proportional volumes among the crossings.

A representative from the Tri-State Transportation Campaign asked whether the model includes increases in freight movement via truck due to the expected modifications to the New York Container Terminal at Howland Hook. The consultant team indicated that the modeling for truck traffic was based on the most up-to-date data, and projections from the Port Authority of NY&NJ relative to NYCT.

A representative from the Staten Island Borough President's office asked whether the direction of traffic volumes was correct for the morning peak travel period, as it seems contrary to what one experiences when traveling on the Bridge. The consultant team responded that the unique thing about the Goethals Bridge is that travel during the peak hours is in reverse of what is expected, i.e., the majority of vehicles are traveling towards NJ in the morning rather than towards NY.

A representative from the Elizabeth Police Department asked whether the traffic projection model took expansion plans at the NY Container Terminal (NYCT) at Howland Hook into consideration, and asked what those expansion plans are. The consultant team responded that the model does take the NYCT into consideration and that this will be studied in greater detail in the DEIS. A representative from the NYCT indicated that the next rail project at the facility, the Dock Mail Yard will start in August of this year and will take 300-400 trucks per week off the road.

The Elizabeth Police Department representative asked about the level of detail of the Goethals Transportation Model (GTM) and why Bayway Circle was not included in the transportation model from the beginning. The consultant team responded that the GTM transportation model was originally adapted

from the Best Practice Model (BPM) developed and used by the New York Metropolitan Transportation Council (NYMTC). The BPM is primarily used for determining regional air conformity, and as such, does not include detailed information about local intersections. The GBR EIS study team created the Goethals Transportation Model (GTM) in part to include the necessary details such as the Bayway Circle.

The Elizabeth Police Department representative asked why the study area was limited to 1/8 mile from the existing Goethals Bridge, and the consultant team clarified that a 500-foot distance to either side of the existing bridge is only for identifying environmental conditions and assessing potential impacts to wetlands and other environmental features in proximity to the proposed project. The study area for traffic and transportation impacts includes a much larger geographic area which can be expanded as necessary.

A representative from the City of Linden asked if NJDOT and Federal agencies have been notified about these projections. In addition, it was asked where westbound traffic will go if a six-lane bridge is built. If the missing link between Rte. 278W and Routes 1 & 9N was completed first, then there would be sufficient capacity for westbound traffic coming off a new bridge. The consultant team responded that both NJDOT and key Federal agencies are members of the study's Technical Advisory Committee and have been included in the process from the beginning. The DEIS phase of the study will look in more detail at potential traffic impacts and any necessary steps to mitigate those impacts.

In addition, the Brooklyn Borough President's representative asked whether NYC Economic Development Corporation's plans for upgrading the Staten Island Railroad Lift Bridge had been considered in this evaluation. The representative commented that the Bayonne Bridge is under-utilized, and that the study team needs to consider that when looking at the forecasts for Goethals. The consultant team responded that the evaluation looked at all Staten Island bridges for the purpose of determining impacts of a Goethals Bridge replacement. They added that the study included all programmed and committed projects in the area in its projections of future conditions.

Ken Hess of the consultant team then made a presentation on the alternatives screening process and results, including a brief review of alternatives and screening criteria, and the results of the comparative screening. This was followed by a discussion period.

Second Group Discussion:

A stakeholder asked if the study was considering improvements to the bridge piers or changes to the height of the bridge to accommodate large ships, as the height of the current bridge severely limits the types of ships that can pass underneath it. The consultant team responded that these specific needs would be refined during the design process, but that in advance of that phase, the study team had met with the Harbor Pilots to get their input and were in agreement with the proposed clearance, which is slightly higher than the existing bridge's clearance. It was also stated that the bridge piers are proposed to be moved further away from the navigation channel of the Arthur Kill. Given restrictions on the height of the bridge that have been imposed by the Federal Aviation Administration, there is little additional ability to further increase the amount of clearance above the navigation channel.

A stakeholder asked about the present conditions of the bridge structure, and the areas of the worst deterioration. A representative from the Port Authority of NY&NJ stated that the main issue is the functional obsolescence of the bridge and its structural steel elements. The ongoing bridge's deck rehabilitation work that is being conducted to maintain the roadway conditions can only be considered a "band aid" with an estimated lifetime of 10 years before the next deck rehabilitation project.

A representative from the Elizabeth Chamber of Commerce asked about the construction duration and impacts to traffic for the two alternatives that would construct twin bridges. The consultant team and a representative from the Port Authority explained that the existing bridge would be maintained through construction of the first span of the twin bridge, and then taken down prior to the construction of the second span. During the construction of the second span of the twin bridge, the first span would be temporarily striped for dual two-way traffic so that it would maintain two lanes of traffic in each direction, while taking advantage of the wider shoulders. When the second span of the twin bridge is completed, each span would contain three lanes for traffic in addition to the bicycle/pedestrian amenity and shoulders.

A representative from the Baykeeper asked if the study team has coordinated with the Army Corps of Engineers which is proposing to dredge and deepen the Arthur Kill. The consultant team responded that the study is coordinating with the Army Corps of Engineers. A representative from the Port Authority added that the Army Corps of Engineers has been designated a cooperating agency for this EIS

The Baykeeper representative asked whether the team was advancing an alternative that transferred freight from ship to rail in an effort to take trucks off the road. The consultant team responded that that alternative was considered early in the process, but it did not meet the project's purpose and need which was vetted during the scoping process.

The Meadowlink representative asked whether the team had studied connections for the bicycle/pedestrian amenity proposed for the new bridge alternatives. The consultant team responded that this had not yet been considered at this stage of the study, but that a more detailed evaluation would be conducted at a later point in time. A ten-foot width is currently planned to accommodate the bicycle and pedestrian facility on the new bridge(s).

The Brooklyn Borough President's representative questioned a statement made during the presentation that the number of lanes on the Goethals Bridge drives the volume of traffic going over it, expressing concern that an increase in lanes would increase traffic. He recommended that the team revisit the bus rapid transit (BRT) analysis to determine a way to make it work, and it was suggested that there may have been better destinations that could have been considered. His main concern is that the future traffic increases associated with a 50% increase in number of lanes (from 4 to 6 lanes) for any of the proposed new bridge alternatives would have a negative impact on both the road network of Staten Island and Brooklyn. He cited a statement submitted by the Brooklyn Borough President during the public scoping comment period in November 2004 which stated: "The interaction of the truck and rail modes in connecting west of the Hudson to the east of the Hudson, including the potential effect of the Cross Harbor Freight Movement Project should be thoroughly analyzed." It was also suggested that this study should analyze how the truck cargo can be diverted to rail.

The Staten Island Borough President's representative questioned the population and job growth projections used by the consultant team for Staten Island, and asked how they were derived and if that information could be made available to the SC members. The consultant team responded that these projections were made in coordination with the New York Metropolitan Transportation Council, the New York City Department of City Planning, and the New York City Economic Development Corporation. The study team will share these projections with SC members.

The Elizabeth Chamber of Commerce representative commented that improving traffic from a level of service F to only a level of service D is unacceptable.

The Baykeeper representative asked if the consultant team could distinguish between trucks vs. autos in the projected traffic volumes. The consultant team did not have that breakdown available but indicated that it could be done for the next meeting, and that the truck data could be broken down further to different sizes of trucks.

A representative from the Staten Island Economic Development Corporation asked if the study would reconsider analyzing the BRT option at a later stage of the EIS Process. The consultant team responded that while dedicating a lane strictly to BRT would result in an underutilized BRT lane and unacceptable traffic volumes in the remaining lanes, the consultant team was considering other special use lane options, such as high-occupancy vehicle (HOV) or high-occupancy toll (HOT) lanes, congestion pricing, express toll lanes, and express bus services, in conjunction with the proposed general-use lanes.

The Brooklyn Borough President's representative stated that this project needs to incorporate heavy rail into its transportation model to test how tolling trucks can have an impact of shifting from truck to rail for goods movement.

Maura Fitzpatrick of the consultant team then told attendees that it is expected that the SC will meet again in the late Fall of 2006 to review the results of the DEIS analysis of alternatives, and reviewed the remaining project schedule.

Gary Kassof then thanked those in attendance, and invited SC members to join the team in reviewing more detailed information on the boards.

In addition to the comments captured above, a comment sheet was submitted following the meeting with the following suggestion:

- The Meadowlink representative recommended that the project team engage the bi-state Transportation Management Associations (TMAs) in their goal of enhancing non-single occupancy vehicle (SOV) commuting opportunities.

Attachments:

- Meeting Agenda
- Meeting presentations

Stakeholder Committee Meeting

Elizabeth Public Library
Thursday June 15, 2006

ENVIRONMENTAL IMPACT STATEMENT
GOETHALS BRIDGE REPLACEMENT

Sign-In Sheet

Name	Organization	Please Sign or Initial
Christopher S. McBride	Automobile Club of New York	
Betsy McDonald	Baykeeper, NY/NJ Harbor	
Nick Dmytryszyn	Borough of Staten Island	
Michael Rossmy	Brooklyn Borough President's Office	
Oscar Ocasio	City of Elizabeth	
Thomas Boland	City of Linden	
Mary Theresa Purves	City of Linden	
Dennis Purves, Jr.	City of Linden	
Councilwoman Michelle Yamakaitis	City of Linden	
Alfred J. Faella	County of Union	
Michelle Doran McBean	Future City Inc.	Represented by LILLIAN BONACHEA
Kate Conroy	Gateway Regional Chamber of Commerce	
Gordon Haas	Greater Elizabeth Chamber of Commerce	
Vic Vinegora	Harbor Consultants, Inc./City of Elizabeth	
Kathy Montiro	Kean University	
Tamara Jolley	Meadowlink	
Kinga Skora	Meadowlink	
John Atkins	New York Container Terminal, Inc.	
James McMahon	St. Vincent's Hospital	
Linda Baran	Staten Island Chamber of Commerce	
Patrick Hyland	Staten Island Chamber of Commerce	
Jay Anderson	Staten Island Economic Development Corporation	
Kate Slevin	Tri-State Transportation Campaign	
Teresa Toro	Tri-State Transportation Campaign	
MAIK IRVING	CON EDISON - STATEN ISLAND	
CHRISTOPHER GINOCCHIO	FDNY - BATTALION 22 STATEN ISL	
Jonathan Phillips	Groundwork Elizabeth	
Lillian Bonachea	Future City (REPRESENTING	MICHELLE
Jon Chisholm	Eliz Sch Dist	
William DUGAN	" "	
CURTIS WARD	S.I. COMMUNITY BOARD ONE	

ENVIRONMENTAL IMPACT STATEMENT
GOETHALS BRIDGE REPLACEMENT

Stakeholder Committee

Thursday June 15, 2006
2:00 p.m. – 4:00 p.m.
Elizabeth Public Library

Agenda

1. Welcome, Introductions and Review of Meeting Agenda

2. Goethals Transportation Model (GTM)

   a. Summary of GTM Development and Refinement
   b. Discussion

3. Alternatives Screening Process and Results

   a. Brief Review of Alternatives and Screening Criteria
   b. Results of Comparative Screening
   c. Discussion

4. Wrap up and next steps

Summary of Public Open House #1, Elizabeth

(June 2006)

PUBLIC OPEN HOUSE SUMMARY

GOETHALS BRIDGE REPLACEMENT EIS

DATE: August 8, 2006 **PUBLIC OPEN HOUSES #:** 1

TO: E. Feemster, G. Kassof (USCG)
E. Lopez, J. Blackmore, C. Hopson, P. Crist, L. Venech, J. Papageorgis, M. Luongo, K. Lucianin, P. Dinh (PANYNJ)

FROM: M. Fitzpatrick/C. Ryan (HSH), K. Hess/J. Versenyi/JP Magron (Berger/PB JV)

SUBJECT: Public Open House #1 Summary – 6/27/06 from 6:00 pm – 8:00 pm at the Elizabeth Public Library

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On 6/27/06, the US Coast Guard (USCG) hosted the first of two public open houses for the Goethals Bridge Replacement Environmental Impact Statement (GBR EIS) at the Elizabeth Public Library in Elizabeth, NJ. The second public open house took place the following evening at the Staten Island Hotel in Staten Island, NY. These open houses were initiated to provide a forum for discussion and encourage interaction between members of the public and the study team at key milestones during the preparation of the Draft EIS. This was the first of two rounds of public open houses scheduled to be held prior to public hearings at the completion of the DEIS.

Thirty-four members of the public attended this Elizabeth, NJ open house.

Information boards were on display in an open house area adjacent to the meeting area, and the first segment of the meeting took place at these board stations. Members of the project team were available to answer questions and address concerns of attendees. Attendees were then asked to assemble for a presentation.

Gary Kassof of the USCG welcomed the meeting attendees and reviewed the purpose of the open houses. He then introduced Maura Fitzpatrick, who facilitated the meeting.

Ms. Fitzpatrick reviewed the meeting agenda and ground rules. She then introduced Judith Versenyi and Ken Hess who made a presentation to the assembled audience. Ms. Versenyi began the presentation by reviewing the current status of the EIS process, the project's purpose and need, and the process by which alternatives were screened. (A copy of the meeting presentation is attached to this summary.)

Ken Hess then presented a summary of the results of the screening process. He further related that, on the basis of the screening evaluations and comments received during the Technical Advisory Committee, Environmental Task Force and Stakeholder Committee meetings, the follow bridge replacement alternatives have been selected for further study in the DEIS::

- Single 6-lane bridge replacement – south

- Single 6-lane bridge replacement – north
- Twin 3-lane bridge replacements – south
- Twin 3-lane bridge replacements – north

These four bridge replacement alternatives will undergo additional, detailed analysis, the results of which will be documented in a Draft EIS (DEIS). The DEIS will also investigate the potential for "special use lanes" that may be used for express buses and/or high occupancy vehicles, as well as congestion pricing.

Maura Fitzpatrick told attendees that additional newsletters would be produced as the process as the process continues and that there would be a second round of public open houses in early winter to review the results of the more detailed evaluation of the four proposed build alternatives. She added that formal public hearings would follow in the spring upon completion of the DEIS. The floor was then opened to comments and questions.

Group Discussion:

An attendee asked why light rail and additional ferry service routes were not considered in the comparative screening, pointing out that historically there had been a well used ferry route from Elizabeth to St. George. The consultant team responded that light rail was not included in the preliminary alternatives because the data on origins and destinations for users of the bridge show them to be highly dispersed. Light Rail Transit (LRT) is a fixed system and therefore does not have flexibility in routing, so does not serve this market. The consultant team also indicated that an analysis of commuter origin and destination did not satisfy the need for a LRT system. Bus Rapid Transit (BRT) has more flexibility in capturing dispersed users so the study evaluated that transit option. Ferry service was evaluated but the results of the modeling showed that there was not enough ridership to warrant this service. The consultant team emphasized that any new bridge design will not preclude the ability to accommodate some form of transit in the future, as warranted.

An attendee asked about the safety and remaining useful life of the existing bridge. The consultant team responded that the estimated cost for rehabilitating the existing bridge to extend its useful life out to 100 years is approximately $600 million, the same as it would cost to build an entirely new bridge with additional capacity and shoulders which would be designed to last a similar life span.

An attendee asked whether the consultant team had considered a replacement bridge with four lanes in each direction. The consultant team responded that the analysis did not include an eight-lane replacement bridge because the modeling showed that traffic would improve to an acceptable level with six lanes, three in each direction.

An attendee asked what the expected increase in traffic volume would be in the future, and the consultant team responded that over the next 25 years it was anticipated that the volume of traffic would increase by 40%.

An attendee asked how Bayway would accommodate the increase in traffic should a replacement bridge be built. The consultant team responded that this evaluation would be conducted in the next phase of study.

Gary Kassof then thanked those in attendance, and invited them to join the team in reviewing more detailed information on the display boards.

At the board stations, attendees raised the following issues:

- A Krakow St. resident asked about the schedule and process for property takings if a decision is made to replace the bridge. They indicated that residents would need at least two years time to relocate after being notified that their property was going to be taken. The consultant team responded that while they understood the expressed concern, they are currently in the process of identifying likely property impacts from the different build alternatives, and have not yet made a decision regarding which alternative will be carried forward. Therefore it would be premature to notify property owners. *(Subsequent to this conversation, Judy Versenyi and Ken Lucianin discussed the possibility of PANYNJ performing outreach to these potentially impacted property owners.)*
- A participant asked what additional information has been shared with the ETF, TAC and Stakeholder Committee that was not presented at the public open house. The consultant team explained that the committees received a more detailed presentation on the traffic modeling.
- A participant asked whether the materials on the display boards would be made available on the web site or via mail if requested. The consultant team responded that this request would be considered.
- A participant asked whether the dredging after removal of the existing bridge will be consistent with the new project depth and width created by the federal dredging project. The Coast Guard representative indicated that this would be examined further.
- An Elizabeth resident, living on Krakow Street, questioned how the issue on a restricted security zone or buffer area around the bridge would be implemented. The consultant team responded that this issue had not yet been addressed at this stage of the EIS and that only the right-of-way footprint was used to evaluate property impacts during the comparative screening phase of analysis.
- A Linden resident, living in the residential neighborhood located between I-278 (west of Interchange 13) and Routes 1&9, questioned whether the neighborhood would be impacted or displaced by the proposed project in the event that a northbound interchange would be built between I-278 and Routes 1&9. The consultant team indicated that the missing link between I-278 and Routes 1&9 was not part of the proposed Goethals Bridge Replacement and that the future detailed traffic study would determine if this missing link would be deemed necessary. In addition, the consultant team emphasized the fact that the missing link would only be addressed with the coordination of NJDOT (the roadway operator) which is a member of the Technical Advisory Committee (TAC).

PUBLIC OPEN HOUSE SUMMARY

In addition to the comments captured above, comment sheets were submitted after the meeting with the following comments or suggestions:

- How will the project be funded?
- Concern about displacement of residents on Krakow St., and whether the market value of their homes will be sufficient for them to relocate elsewhere with the increases in housing costs in the area. Who decides what the value is of those residences?
- Recommendation that the study consider additional alternatives and additional crossings at other locations.

Attachments:

- Meeting presentation
- Comment sheet transcripts

Summary of Public Open House #2, Staten Island

(June 2006)

PUBLIC OPEN HOUSE SUMMARY

GOETHALS BRIDGE REPLACEMENT EIS

DATE: August 8, 2006 **PUBLIC OPEN HOUSES #:** 1

TO: E. Feemster, G. Kassof (USCG)
E. Lopez, J. Blackmore, C. Hopson, P. Crist, L. Venech, J. Papageorgis, M. Luongo, K. Lucianin, P. Dinh (PANYNJ)

FROM: M. Fitzpatrick/C. Ryan (HSH), K. Hess/J. Versenyi/JP Magron (Berger/PB JV)

SUBJECT: Public Open House #1 Summary – 6/28/06 from 6:00 pm – 8:00 pm at the Staten Island Hotel

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On 6/28/06, the US Coast Guard (USCG) hosted the second of two public open houses for the Goethals Bridge Replacement Environmental Impact Statement (GBR EIS) at the Staten Island Hotel in Staten Island, NY. The first public open house took place the previous evening at the Elizabeth Public Library in Elizabeth, NJ. These open houses were initiated to provide a forum for discussion and encourage interaction between members of the public and the consultant team at key milestones during the preparation of the Draft EIS. This was the first of two rounds of public open houses scheduled to be held prior to public hearings at the completion of the DEIS.

Fifty members of the public attended this Staten Island, NY open house.

Information boards were on display in an open house area adjacent to the meeting area, and the first segment of the meeting took place at these board stations. Members of the project team were available to answer questions and address concerns of attendees. Attendees were then asked to assemble for a presentation.

Gary Kassof of the USCG welcomed the meeting attendees and reviewed the purpose of the open houses. He then introduced Maura Fitzpatrick, who facilitated the meeting.

Ms. Fitzpatrick reviewed the meeting agenda and ground rules. She then introduced Judith Versenyi and Ken Hess who made a presentation to the assembled audience. Ms. Versenyi began the presentation by reviewing the current status of the EIS process, the project's purpose and need, and the process by which alternatives were screened. (A copy of the meeting presentation is attached to this summary.)

Ken Hess then presented a summary of the results of the screening process. He further related that, on the basis of the screening evaluations and comments received during the Technical Advisory Committee, Environmental Task Force and Stakeholder Committee meetings, the follow bridge replacement alternatives have been selected for further study in the DEIS::

- Single 6-lane bridge replacement – south

- Single 6-lane bridge replacement – north
- Twin 3-lane bridge replacements – south
- Twin 3-lane bridge replacements – north

These four bridge replacement alternatives will undergo additional, detailed analysis, the results of which will be documented in a Draft EIS (DEIS). The DEIS will also investigate the potential for "special use lanes" that may be used for express buses and/or high occupancy vehicles, as well as congestion pricing.

Maura Fitzpatrick told attendees that additional newsletters would be produced as the process as the process continues and that there would be a second round of public open houses in early winter to review the results of the more detailed evaluation of the four proposed build alternatives. She added that formal public hearings would follow in the spring upon completion of the DEIS. The floor was then opened to comments and questions.

Group Discussion:

An attendee asked about the height of the proposed bridge and whether it will be able to handle larger container ships especially when considering the ongoing New York Container Terminal at Howland Hook Expansion and AK Dredging projects. The consultant team responded that the proposed bridge alternatives would be a few feet higher than what is there now. In addition, it was stated that the consultant team has already consulted with the marine harbor pilots who had agreed upon the proposed clearance.

An attendee asked for clarification about Bus Rapid Transit (BRT), and how there would be a provision for it in the future, given that it has been dismissed at the present as a supplement to the alternatives under consideration. The consultant team responded that the modeling demonstrated that there would not be enough riders to warrant a dedicated BRT lane, and that dedicating a lane strictly to buses would result in unacceptable traffic volumes in the remaining lanes. However, any alternative design will not preclude the ability to accommodate some form of transit in the future, as warranted. The study will also be looking at potential special use lane options such as express bus service and/or a high occupancy vehicle lane in conjunction with some sort of toll pricing.

An attendee commented that the areas east of the toll plaza have substantial deficiencies in the roadway system. Also on the west side of the bridge there are opportunities for improvements in the roadways beyond the immediate area of the bridge. Is anyone taking a more holistic view of this project and looking at other improvements beyond just the bridge? The consultant team responded that there is coordination with regional transportation agencies as part of the Technical Advisory Committee (TAC), where information about regional transportation initiatives is shared. The attendee continued that other transportation agencies could advance projects that would merge with this project rather than just considering the bridge independently from the surrounding roadways. The consultant team responded that other projects in the area are considered as part of the environmental review process.

PUBLIC OPEN HOUSE SUMMARY

An attendee commented that for 16 of 24 hours each day, the Staten Island Expressway is clogged with traffic, and they asked where the additional traffic would go if a new bridge has one more eastbound lane. The consultant team responded that the next phase of study will look in detail at whether additional traffic can be accommodated on both sides of the bridge and if there are impacts, how best they can be mitigated.

An attendee asked whether the DEIS would look at traffic impacts during construction as well as long-term traffic impacts. The consultant team responded that traffic impacts both during construction and over the long-term will be evaluated.

An attendee asked how much the toll will be to cross a new bridge, and the consultant team responded that this had not been determined.

An attendee read a statement from the Gowanus Stakeholder Group that is attached to this summary stating that there needed to be more effort on the part of the study team to reach out to and coordinate with Brooklyn interests. The statement also questioned why the USCG was the lead agency for this EIS. In response to this, Gary Kassof explained why this EIS fell under the jurisdiction of the USCG. Subsequent to the meeting, the Gowanus Stakeholder Group sent a letter to the USCG reiterating the request for more inclusion of Brooklyn, and this is also attached to this summary.

An attendee asked whether a decision had been made about the design of the bridge and whether it would be a truss, suspension, etc. bridge. The consultant team responded that no decision on design had been made and that this would be considered as part of the DEIS.

An attendee asked whether the study considered ferries for freight in addition to passenger ferries in its analysis. The consultant team responded that they looked only at passenger ferries because the focus was on transit opportunities. Earlier in the process the study did consider car floats but the analysis demonstrated no impact on the volume of trucks crossing the Goethals Bridge.

An attendee asked why the study was looking at the year 2030 when that is so close to the projected time that the bridge construction would be completed. The consultant team responded that the year 2030 was based on the original estimate for completion of construction plus 20 years, as is the practice for DEIS analyses. However, in reality the proposed construction is now anticipated to be completed in 2014, thereby making the design year 2034.

An attendee asked whether the study looked at transporting freight via rail or water, and the consultant team responded that improvements to freight infrastructure in the region have been considered in the analysis.

An attendee asked why the first effort to replace the bridge was not completed. The consultant team clarified that the last environmental review of the bridge in the 1990s looked at building a new four-lane twin facility and maintaining the existing four-lane structure. That proposal was not adopted. The consultant team clarified that this current EIS will be the first evaluation of replacing the Goethals Bridge, and that a six-lane facility is now being considered.

An attendee asked about potential impacts of this project on the New York Container Terminal at Howland Hook and whether there will be any loss in functionality at the facility. The consultant team responded that at this initial stage of comparative screening, the extent of impact that has been identified is that several of the alternatives could take some portion of the property, with one potentially taking one of the buildings on the property as well.

Gary Kassof then thanked those in attendance, and invited them to join the team in reviewing more detailed information on the display boards.

At the board stations, attendees raised the following issues

- A representative from the Protectors of Pine Oak Woods asked to join the Stakeholder Committee. (*Subsequent to this it was agreed that they will be asked to join the Committee.)*
- A representative of the East Coast Greenway indicated that the currently proposed width of the multi-use bike/ped path of 10-foot was smaller than current standards. He could not specify which standard but he mentioned the Bay Bridge Bike/Pedestrian Path amongst other projects which used a minimum of 12-foot widths and up to 14-foot widths.
- A representative of FDNY asked why a tunnel option was not considered. The Consultant team answered that such option had been previously dismissed as a preliminary alternative because of design constraints with tie-ins in both NY and NJ.

In addition to the comments captured above, comment sheets were submitted after the meeting with the following comments or suggestions:

- A representative from East Coast Greenway Alliance recommended that the bike/ped facility on a replacement bridge be designed for 14' in width to allow for use by emergency vehicles.
- A representative from the Gowanus Stakeholder Group asked to join the Stakeholder Committee. *(Subsequent to this it was agreed that they will be asked to join the Committee.)*

Attachments:

- Meeting presentation
- Comment sheet transcripts
- Written statements from the Gowanus Stakeholder Group

APPENDIX G

Vitae of Persons Involved in Writing Report

The following members of the Louis Berger Group, Inc./PB Americas, Inc. Joint Venture prepared this Historic Bridge Alternatives Analysis Report for the Goethals Bridge, in support of the Goethals Bridge Replacement Environmental Impact Statement.

KENNETH J. HESS, AICP, P.P.

- General Manager and Management Associate, The Louis Berger Group, Inc.
- 30 years of experience in NEPA and other environmental documentation and processes
- Master of City and Regional Planning, Rutgers University, 1977; B.A., Geography, University of Delaware, 1974
- American Institute of Certified Planners; New Jersey Licensed Planner #2640
- Project Manager, Goethals Bridge Replacement Environmental Impact Statement

JUDITH H. VERSENYI, AICP

- Vice President, PB Americas, Inc.; Northeast Manager, Environment Technical Resource Center; Senior Project Manager, Senior Professional Associate;
- 30 years of experience in NEPA and other environmental documentation and processes
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