

**Attachment E**  
**Errata Sheet to the FEIS**

## Attachment E

### Errata Sheet to the FEIS

#### A) ERRONEOUS STATEMENT FOR TOTAL VEHICLE ACCIDENTS ON THE GOETHALS BRIDGE BETWEEN 2000 AND 2007.

This error was repeated twice in the FEIS under Section 2.3.5 of "Purpose and Need" Section 4.19.5 of "Existing Traffic & Transportation." Looking at either section, the supporting data (as presented in Table 2.3-1 or Table 4.19-14) are correct but the accompanying statements are not. Thus, the two following statements (on Page 2-3 and Page 4-213 of the FEIS) should be revised as presented below. Original FEIS text is excerpted below along with respective deletion (~~striketrough~~) and insertion (*italic & underline*), as follows:

-----*START*-----

During the 8-year period, approximately 55 percent (~~more than 2,400~~ *more than 1,400*) of the total crashes recorded for the Port Authority's three Staten Island bridges occurred at the Goethals Bridge.

-----*END*-----

#### B) CLARIFICATIONS ON THE PROPOSED SECURITY FENCING ALONG THE PROPOSED PROJECT'S RIGHT-OF-WAY.

The original statement in the FEIS Section 3.3.2 (Page 3-20, subheading "Right-of-Way") was revised as follows in order to provide greater design flexibility. Original FEIS text is excerpted below along with respective deletion (~~striketrough~~) and insertion (*italic & underline*), as follows:

-----*START*-----

*Right-of-Way.* ~~This alternative would require complete or partial acquisition of (or easements for construction on) several properties in addition to those currently owned and maintained by the Port Authority. To that effect, a 50-foot-wide security buffer zone/right of way along both sides of the structure and approach roadways is proposed, including a permanent 8-foot high chain link fence to be located at the 50-foot-wide security buffer zone/right of way (i.e., approximately 50 feet from the outside edge of the new Goethals Bridge along the length of the project, except in open waters). The 50-foot buffer zone/right of way is measured at ground level from the point directly below the outside edge of the structure/approach roadways.~~ *This alternative would require acquisition of property interests (e.g., a complete ownership, legally called a fee simple absolute, or a lesser interest, such as an easement) on an entire lot or part of a lot involving land in addition to property currently owned by the Port Authority. The outside limits of the final right-of-way are established by utilizing a 210-foot-wide bridge cross-section and a maximum 50-foot-wide buffer area on both sides of the bridge's main span and approach roadways. However, such 50-foot-wide buffer areas may be reduced as a result of actual property acquisition. The buffer area is measured at ground level from the point directly below the outside edge of the structure/approach roadways.*

*The fencing would be located along the Port Authority's final outside property line, a minimum of 25 feet from the outside edge of the bridge.*

-----*END*-----

**C) RECTIFICATIONS TO FINDINGS AND MITIGATIONS FOR GENERAL CONFORMITY DETERMINATION.**

As the review and development of the Final General Conformity Determination (GCD) continued in consultation with interested agencies (notably NJDEP, NYSDEC, and USEPA) and the public after the release of the FEIS, some revisions to the respective findings and mitigation measures were made which in turn supersede the related statements made in the FEIS. To that effect, the following two revisions should be noted for the following sections of the FEIS, as per the Final GCD presented in the herein Appendix D of this ROD.

**GCD Revision #1 for Section 5.21.7.3 - Emission Control Measures (page 5-226):**

Original and entire FEIS text of Section 5.21.7.3 is excerpted below along with respective deletion (~~strickthrough~~) and insertion (*italic & underline*), as follows:

-----START-----

**5.21.7.3 Emission Control Measures**

~~The Port Authority's sustainability design guidelines will be followed during construction of the Proposed Project to minimize construction phase emissions. In accordance with these guidelines, construction activities would incorporate the following measures designed to minimize air quality impacts.~~

*Consistent with the Port Authority's sustainability design guidelines, the following construction mitigation measures to minimize construction-phase NOx emissions will be implemented.*

- Emission Control Measures for Diesel Equipment Exhaust
  - Ultra-low sulfur diesel fuel would be used for construction vehicles and equipment;
  - Engines for non-road construction equipment with a horsepower (HP) rating above 50 HP would be in compliance with USEPA's Tier 2 standards;
  - Eighty percent of construction equipment with engines above 50 HP would be retrofitted with best available control technology (BACT) verified by USEPA and/or the California Air Resources Board, which reduce PM emissions up to 90 percent (without increasing NOx emissions), using diesel particulate filters, diesel oxidation catalysts, flow through filter technology, etc.;
  - ~~Idling of diesel fueled vehicles would be limited (maximum of 3 minutes per vehicle);~~  
*Limit unnecessary idling times on diesel powered engines to three (3) consecutive minutes;*
  - Diesel equipment exhausts would be located away from sensitive land uses; and
  - Electric compressors and pumps would be used where possible, instead of diesel-powered equipment.
- Emission Control Measures for Fugitive Dust
  - Wet suppression, with or without approved binding agents, would be used on-site on a routine basis with hoses or a sprinkler system during deconstruction and material-handling activities aimed at a 10-percent moisture content in the ground;
  - Wet spray power vacuum street sweeper would be used on paved roadways;
  - Calcium chloride would be used instead of wet suppression when freezing conditions exist;

- Wheel-wash stations or crushed stone at construction ingress/egress areas would be used;
- Dump trucks during material transport on public roadways would be covered; *and*
- ~~-----  
Idling times on diesel-powered engines would be limited to 3 minutes; and~~
- Truck speed within the construction sites would be limited to less than 5 miles per hour (mph).

-----END-----

**GCD Revision #2 for Section 5.21.8 - Conformity Analysis (page 5-231):**

Original and entire FEIS text of Section 5.21.8 is excerpted below along with respective deletion (~~strickthrough~~) and insertion (*italic & underline*), as follows:

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**5.21.8 Conformity Analysis**

As approval for the Proposed Project is necessary from a federal agency other than the FHWA or FTA (i.e., the USCG is the Federal Agency from which a Bridge Permit is required), the Proposed Project is subject to review under the General Conformity Rule. For projects subject to this rule, the EPA has established *de minimis* levels (in tons per year) for each of the criteria pollutants for each type of designated nonattainment and maintenance area. If the emissions generated by a project (on an area-wide basis) are less than these levels, the project's impacts are not considered to be significant, the Conformity Rule is not applicable, and no additional conformity-related analyses are required.

The Proposed Project is located in an area that is designated as a moderate nonattainment area for the 8-hour ozone standard, nonattainment for PM<sub>2.5</sub>, and a maintenance area for CO. The applicable threshold levels for general conformity for this area (which is located within an ozone transport region), according to 40 CFR Part 93, are as follows:

- Carbon Monoxide (CO) = 100 tons per year
- Volatile Organic Compounds (VOCs) = 50 tons per year
- Nitrogen Oxides (NO<sub>x</sub>) = 100 tons per year
- PM<sub>2.5</sub> (Direct Emissions) = 100 tons per year
- Sulfur Dioxide (as a PM<sub>2.5</sub> Precursor) = 100 tons per year

As the regional emissions for all of the applicable pollutants are lower during the operations phase of the Build Alternative than with the No-Build Alternative, only emissions generated during the construction phase were compared to these threshold levels to determine conformity compliance. As shown in Table 5.21-8, construction-phase emissions (in New Jersey and New York combined) are less than the General Conformity applicability rates, with the following two exceptions:

- Annual estimated NO<sub>x</sub> emissions are greater than the applicability rate of 100 tons per year for the first three years of the construction phase;<sup>28</sup> and
- Annual estimated CO emissions are greater than the applicability rate of 100 tons per year for all years of the construction phase.

~~As such and in accordance with the applicable regulations of the General Conformity Rule (pursuant to the Clean Air Act, 42 U.S.C. 7401 et seq. as amended), a Draft General Conformity Determination, required for this project for these pollutants for these years, has herein been prepared for review (see FEIS Appendix N.4). The USCG has determined that the Proposed Project as designed will conform to the approved State Implementation Plans (SIPs), based on the following findings:~~

- ~~• A commitment from the Port Authority that, during the first three years of construction for the Proposed Project, all construction-phase NOx emissions generated (estimated to be 150 tons per year, thus over the *de minimis* levels) will be offset by the utilization of credits from projects developed by the Port Authority in conjunction with the Harbor Deepening Program;~~
- ~~• A determination that project-generated PM<sub>2.5</sub> emissions would not exceed the conformity applicability threshold for PM<sub>2.5</sub>; and~~
- ~~• A demonstration, based on the results of areawide and microscale CO analyses that the CO emissions generated during the project's construction phase meet the requirements of the Conformity Rule.~~

~~No additional analyses are required for the other pollutants. Following receipt of any comments on the Draft General Conformity Determination, the USCG will prepare and make public its Final General Conformity Determination.~~

~~*As such, a general conformity determination is required for these pollutants for the GBR Project's construction-phase years. This determination includes:*~~

- ~~• *A commitment from the Port Authority that all construction-phase NOx emissions for years exceeding the 8-hour ozone nonattainment area thresholds will be offset by the utilization of excess credits from the Harbor Deepening Project (HDP)*<sup>29</sup>;~~
- ~~• *A determination that Project-generated PM<sub>2.5</sub> emissions would not exceed the conformity applicability threshold for PM<sub>2.5</sub>; and*~~
- ~~• *A demonstration based on the results of microscale CO analyses that the Project would not cause or exacerbate a localized violation of a NAAQS.*~~

~~*No additional analyses are required for the other pollutants.*~~

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[Respective Footnotes to FEIS]

<sup>28</sup> While Table 5.21-8 indicates the first three years of construction to include 2011, 2012 and 2013; the timing of construction has recently been determined to be on a two-year delayed schedule (i.e., 2013-2017). Therefore, the first three years of construction would then more likely occur in 2013, 2014 and 2015. The difference between the construction period assessed herein for impacts and the currently anticipated construction schedule should not result in a significant difference in impacts.

<sup>29</sup> *Without setting a precedent, the Port Authority has advised that it would also commit to offset NOx emissions during the construction period that would satisfy the position of the NYSDEC and NJDEP regarding applicability of thresholds for a severe nonattainment area for the 1-hour ozone standard. Further, the Port Authority, as a contingency plan, subject to Port Authority Board authorization, would implement an additional Marine Vessel Engine Replacement Program, if necessary.*

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## **D) RECTIFICATIONS TO FOOTNOTE NUMBERING IN SECTION 5.0**

Following the creation of the new Footnote #29 on page 5-231 of FEIS Section 5.0 (as a result of above errata to Section 5.21.8), note that all of the subsequent footnotes of FEIS Section 5.0 (i.e., previously

#29 through #46) are thus revised/increased by one numerical number (i.e., now revised to #30 through #47). For example, the last footnote of Section 5.0 on page 5-274 had been #46 and is now revised to #47.

**[END OF ROD DOCUMENT]**