A. INTRODUCTION

This errata chapter was prepared following publication of the Cross Harbor Freight Program (CHFP) Tier I Draft Environmental Impact Statement (DEIS). As allowed and encouraged by the 2012 Transportation bill (MAP-21) mandating streamlined action under the National Environmental Policy Act (NEPA), this Tier I Final Environmental Impact Statement (FEIS) uses errata as an attachment to the DEIS to eliminate the need to publish a lengthy FEIS. The errata summarize information added to the DEIS or revised in response to comments received as part of public and agency review or due to other changes that occurred since the public release of the DEIS. None of the changes noted in this chapter alter the conclusions of the DEIS in any way. Note that the chapter and page numbers referenced in the following sections are chapters and pages of the Tier I DEIS.

B. ERRATA

EXECUTIVE SUMMARY

- Page ES-5 provides the following description of the Enhanced Railcar Float Alternative, which is supplemented as shown to clarify that intermodal service is an optional component of the Enhanced Railcar Float Alternative. "The enhanced railcar float operation would expand existing service between Greenville Yard in Jersey City and 65th Street Yard in Brooklyn with hourly service at full operation and reestablish the operation to 51st Street Yard in Brooklyn, which was temporarily discontinued in the aftermath of Superstorm Sandy. <u>The Enhanced Railcar Float Alternative could include only carload service, or both carload and intermodal service. Traffic and environmental effects for this alternative are described using ranges, accounting for the 'carload only' or 'with intermodal' option.</u>"
- Page ES-6, page ES-12 (**Table ES-2**), and page ES-25 (**Table ES-25**) refer to Port Elizabeth as one of the termini. The correct name of this facility is Elizabeth Port Authority Marine Terminal.
- **Figure ES-2** through **Figure ES-11** were revised to show the vessel crossings and the number of trains at the tunnel. The revisions are noted below. Note that the vessel crossings only include payload trips. Empty vessels and vessels with empty containers are not included.

  Figure ES-2: Add "5 VESSELS"

  Figure ES-3: Add "3–11 VESSELS"

  Figure ES-4: Add "1–7 VESSELS"

  Figure ES-5: Add "10 VESSELS" (399 Trucks), "13 Vessels" (496 Trucks), and "14 Vessels" (563 Trucks)

  Figure ES-6: Add "1 VESSEL"

Figure ES-7: Add "20–25 TRAINS" at the tunnel

Figure ES-8: Add "22–27 TRAINS" at the tunnel

Figure ES-9: Revise to "46–51 TRAINS" at the tunnel

Figure ES-10: Add "20–25 TRAINS" at the tunnel

Figure ES-11: Add "20–25 TRAINS" at the tunnel

CHAPTER 1: PROJECT PURPOSE AND NEED

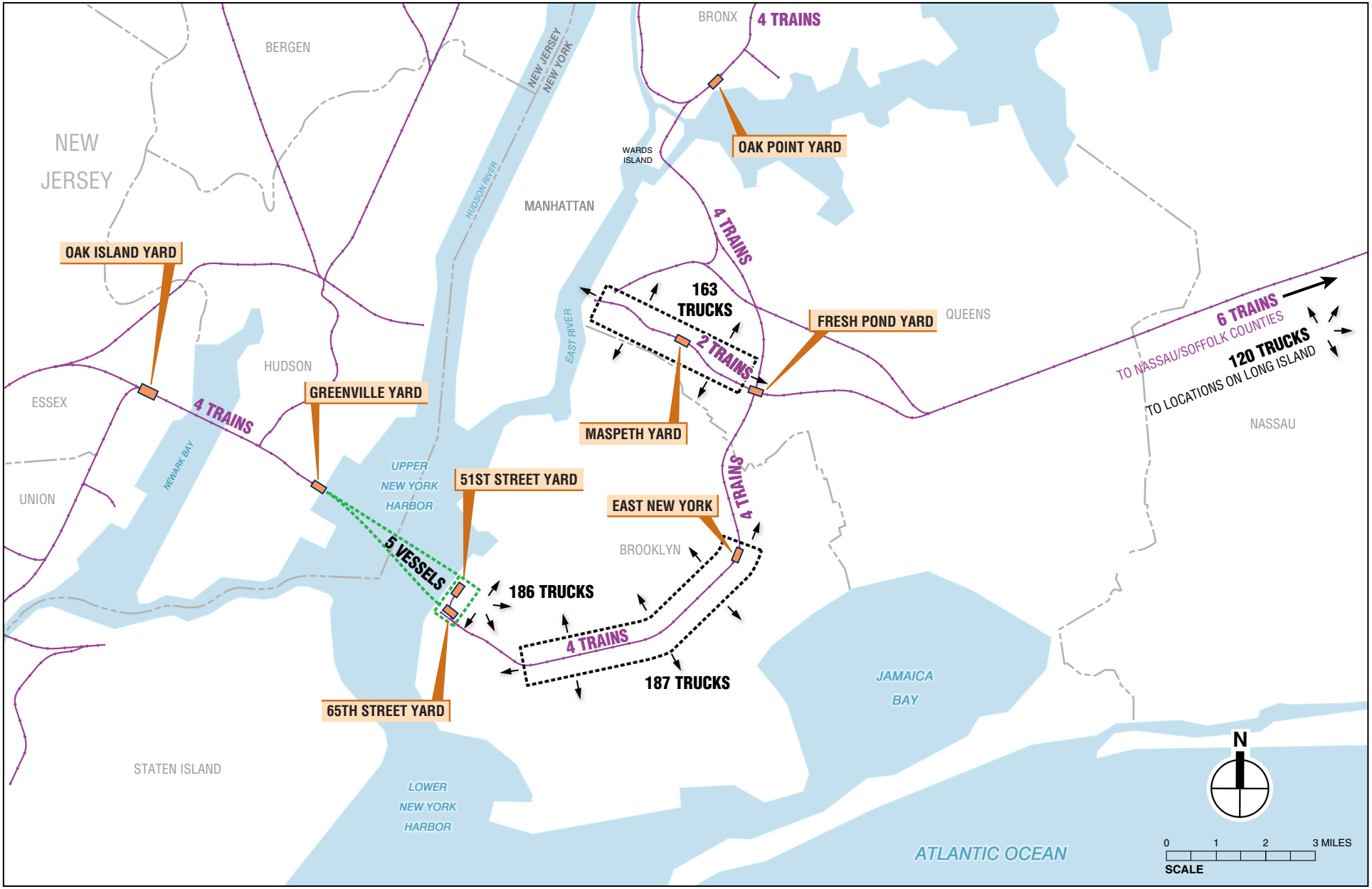
- Page 1-2, the following text is supplemented as shown. "As part of the Regional Goods Movement plan, PANYNJ is seeking to develop a comprehensive long-term regional goods movement plan for the New York/New Jersey region that establishes a framework and action plan for the identification and prioritization of freight strategies and projects within a 30-year planning horizon. The CHFP is considered to be a key strategy of the Regional Goods Movement Plan. The Regional Goods Movement Plan in now part of a joint initiative of PANYNJ, NJDOT, and NYSDOT, called G-MAP - A Comprehensive Goods Movement Action Program for the New York-New Jersey Metropolitan Region[1]."
- Page 1-9, the *Conflicts with Passenger Service* section includes the following statement, "It also prevents freight railroads, namely NY&A which handles freight operations on LIRR infrastructure on Long Island, from serving customer industries on weekdays, when they are typically staffed, which is an important consideration for many rail shippers." The sentence is removed to reflect that while passenger train movement is LIRR's priority, this does not "prevent" New York and Atlantic Railway (NY&A) from servicing customer industries on weekdays. NY&A operates freight trains along the Main Line and within freight territory on weekdays during daytime hours.
- Page 1-9 includes the following text, which is revised as shown. "~~On geographic Long Island, vertical clearances range from 14.5 feet to 17.5 feet, only enough to accommodate single-stacked containers. Double-stacked container service would require a vertical clearance of at least 20.5 feet. In addition, the bottom width of double-stack train equipment would not be able to clear third rail power infrastructure on Long Island lines.~~ Clearance envelopes on Long Island range from 14'6" to single-level container-on-flatcar clearance (17'6") and are limited to vertical clearances to the Association of American Railroads (AAR) Plate C standard (15'6") over much of the network. None of the rail lines are cleared for equipment that is double stacked (20'6") or higher and none of the track east-of-Hudson, except for a portion of the Hudson Line from Albany to Tarrytown, is cleared for car-carrying railcars (autoracks)."
- Page 1-12 and page 1-13 mention Port Elizabeth as one of important freight facilities in New Jersey. The correct name of this facility is Elizabeth Port Authority Marine Terminal.

CHAPTER 2: REGULATORY PROCESS

There are no errata for this chapter.

[1] G-Map - A Comprehensive Goods Movement Action Program for the New York-New Jersey Metropolitan Region, http://www.panynj.gov/about/pdf/GMapBrochure.pdf , Fall 2014; G-Map Presentation, http://www.nymtc.org/files.cfm?thecategory=Presentations, June 2014.

7.8.15



Freight Rail Line and Average Daily Train Passbys

Carfloat Operation

**The number of vessel crossings only include loaded vessels*

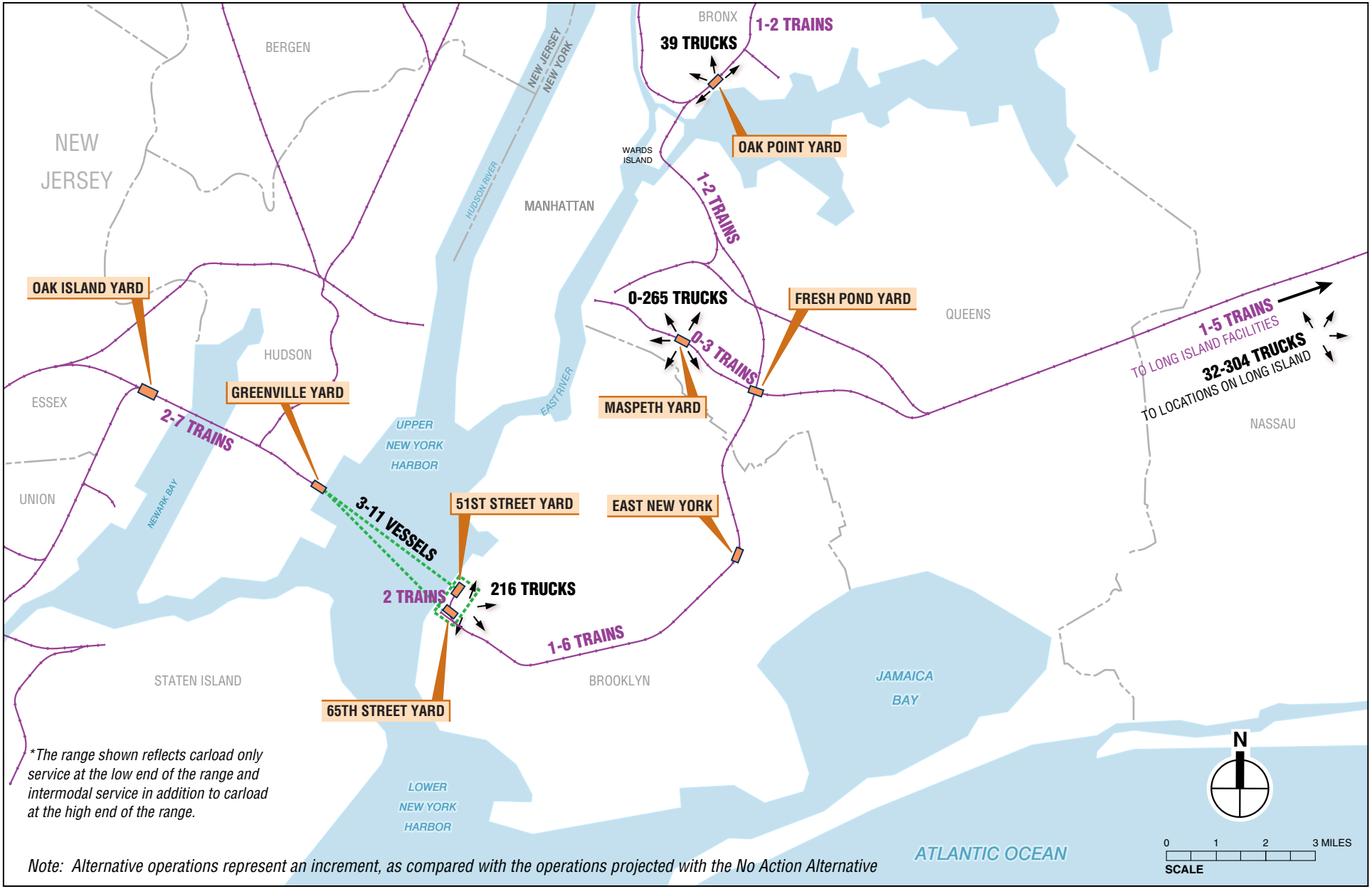
Average Daily Truck Trips

FIGURE ES-2

No Action Alternative Daily Operations

CROSS HARBOR FREIGHT PROGRAM

7.8.15



Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

Freight Rail Line and Average Daily Train Passbys

Enhanced Float Operation

**The number of vessel crossings only include loaded vessels*

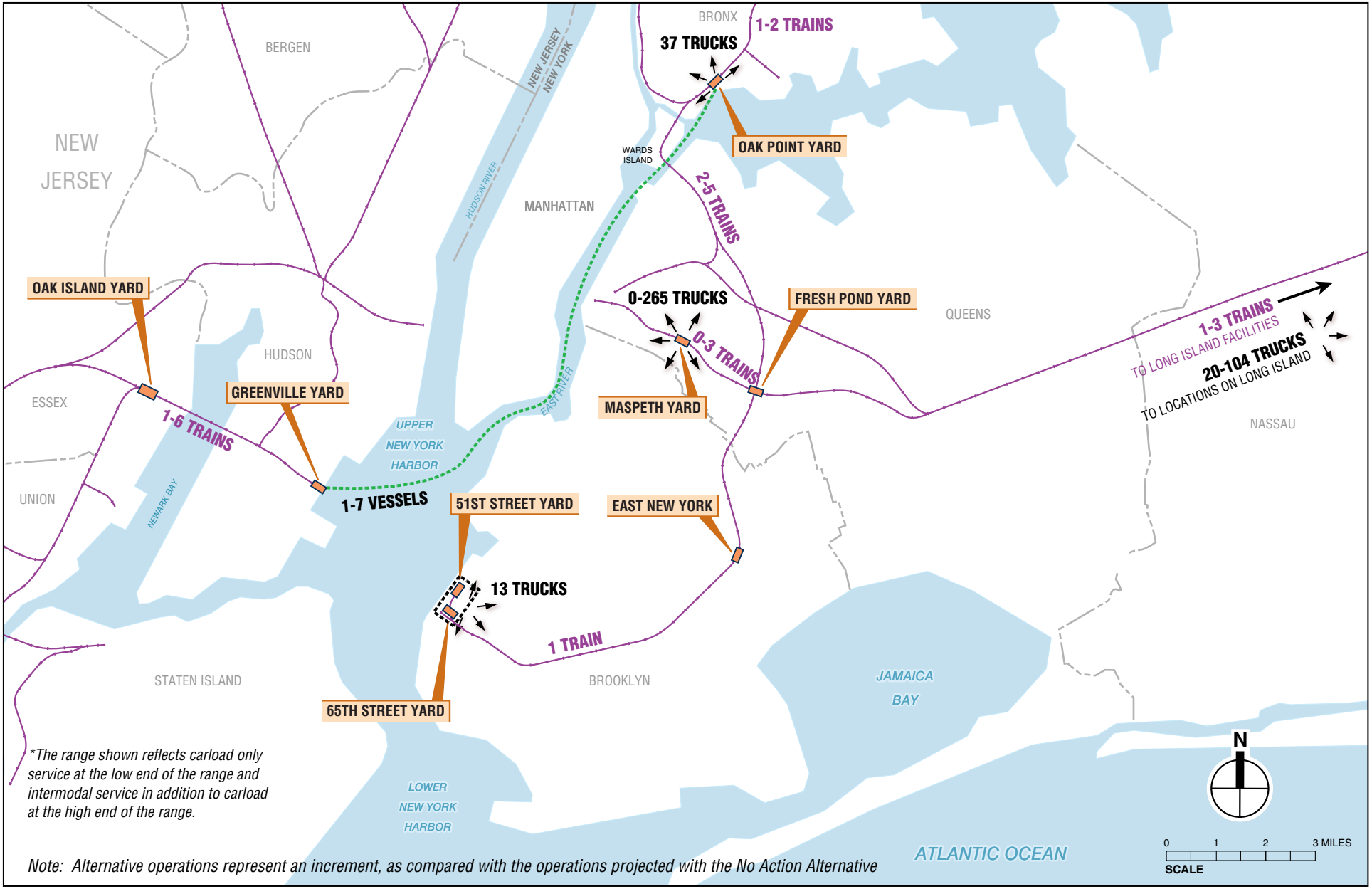
Average Daily Truck Trips

FIGURE ES-3

Enhanced Railcar Float to Brooklyn Alternative Projected 2035 Daily Operations

CROSS HARBOR FREIGHT PROGRAM

8.19.15



Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

Freight Rail Line and Average Daily Train Passbys

Enhanced Float Operation

**The number of vessel crossings only include loaded vessels*

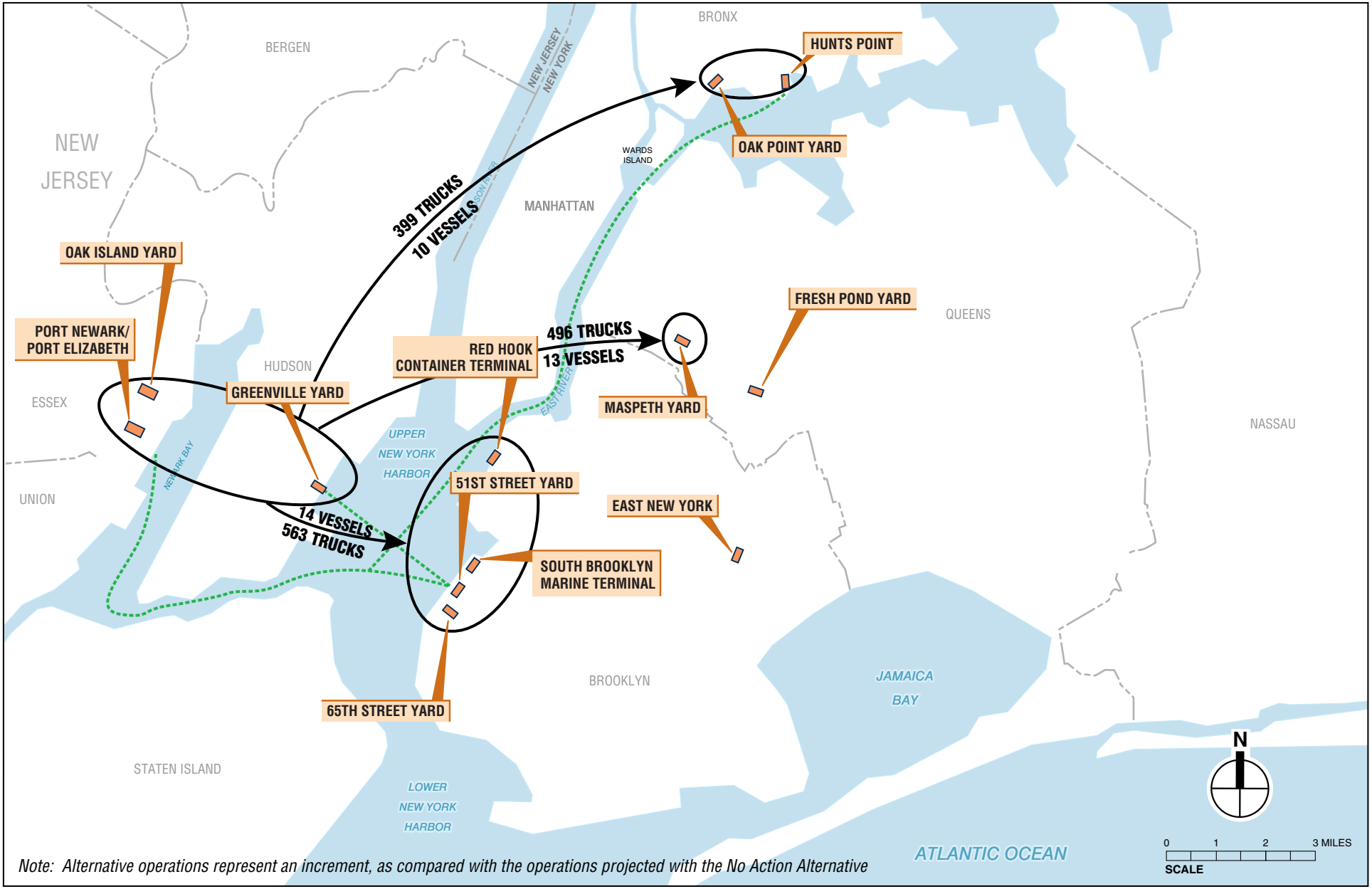
Average Daily Truck Trips

FIGURE ES-4

Enhanced Railcar Float to The Bronx Alternative Projected 2035 Daily Operations

CROSS HARBOR FREIGHT PROGRAM

7.8.15



Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

Truck Float / Ferry Operation

Destination and Number of Average Daily Truck Trips

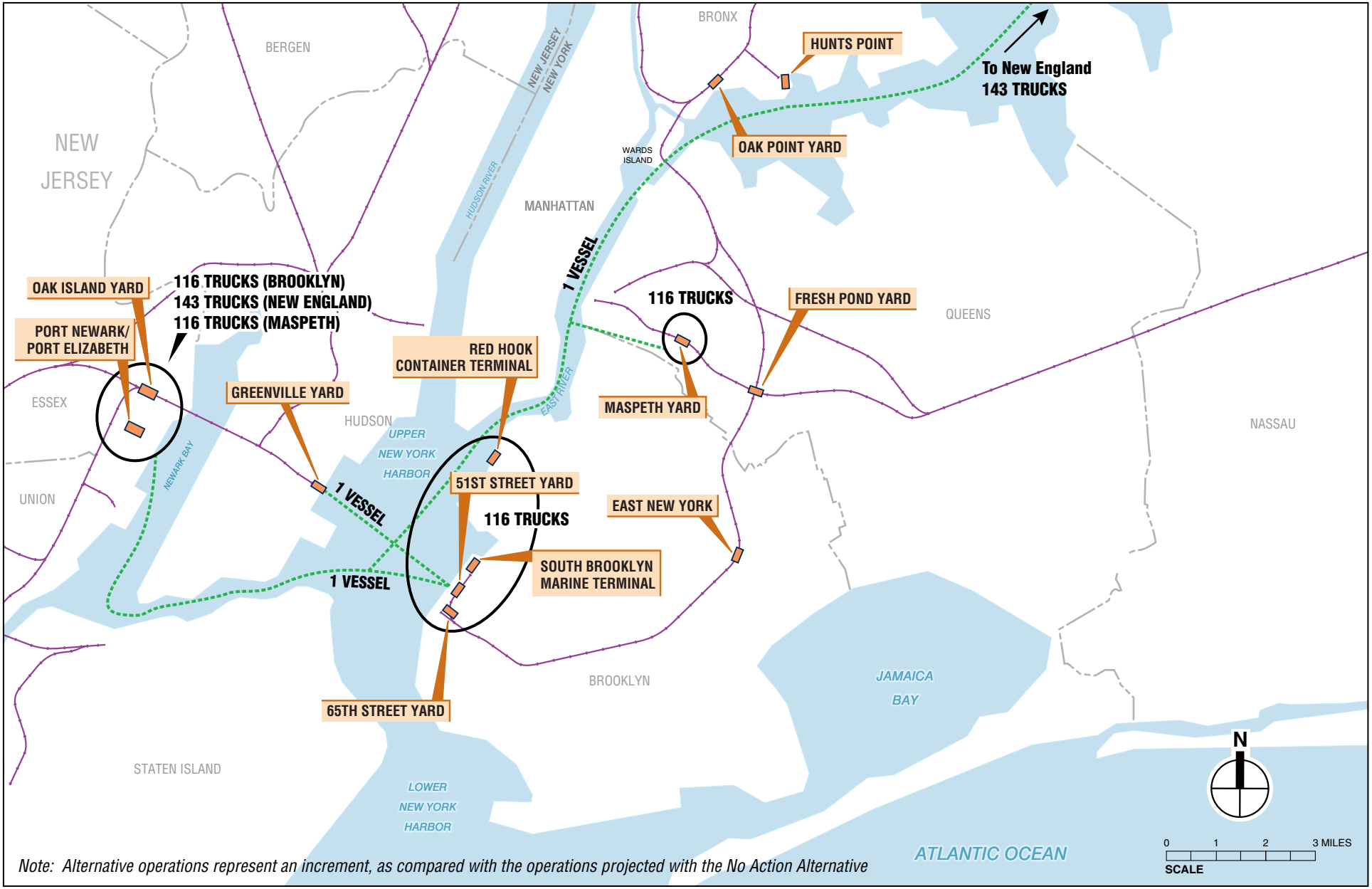
**The number of vessel crossings only include loaded vessels*

FIGURE ES-5

Truck Float/Truck Ferry Alternative Projected 2035 Daily Operations

CROSS HARBOR FREIGHT PROGRAM

7.8.15



Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

Truck Float / Ferry Operation

Destination and Number of Average Daily Truck Trips

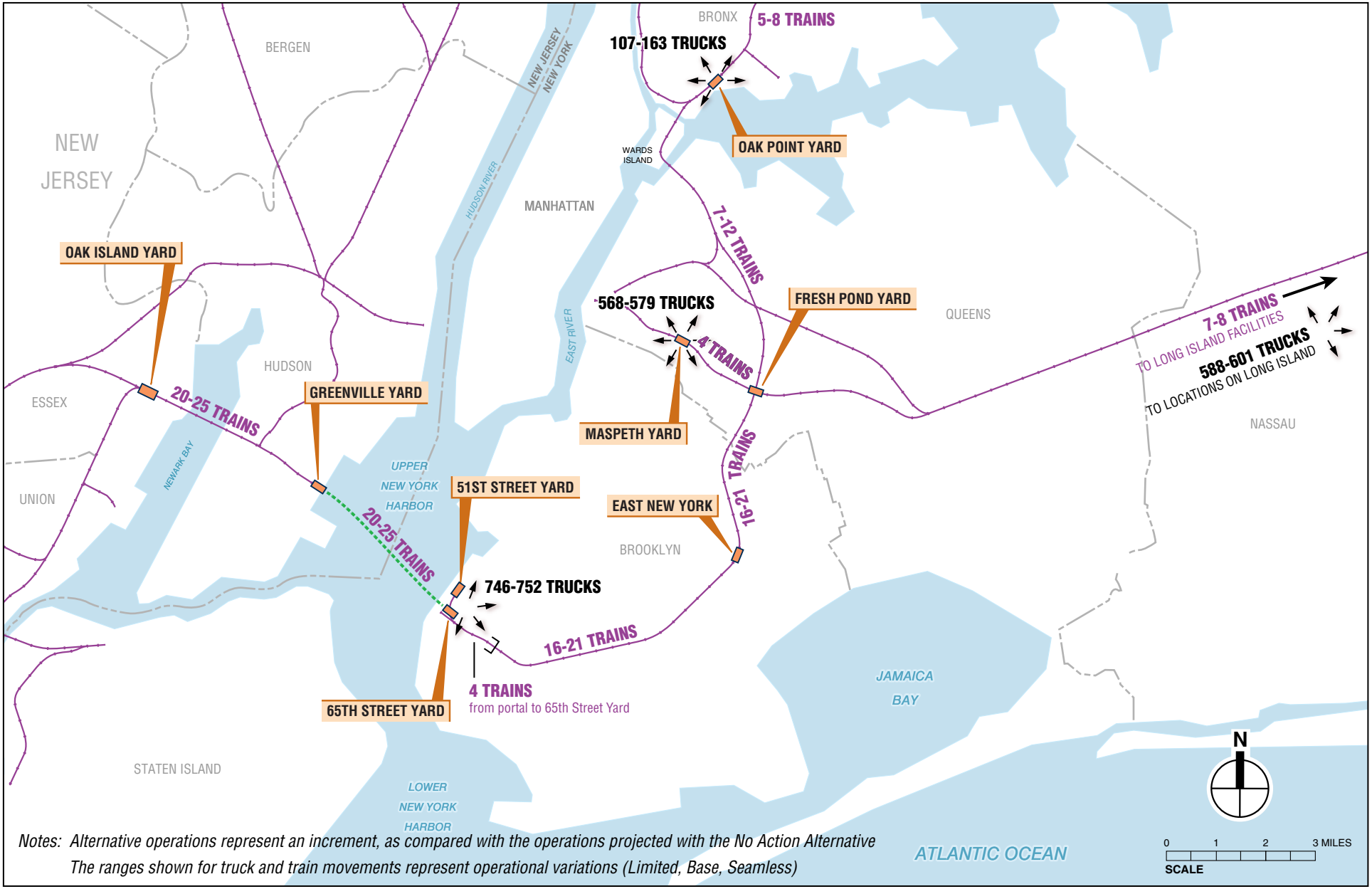
**The number of vessel crossings only include loaded vessels*

FIGURE ES-6

LOLO/RORO Container Barge Alternative Projected 2035 Daily Operations

CROSS HARBOR FREIGHT PROGRAM

8.19.15



Notes: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative
The ranges shown for truck and train movements represent operational variations (Limited, Base, Seamless)

Freight Rail Line and Average Daily Train Passbys

Rail Tunnel

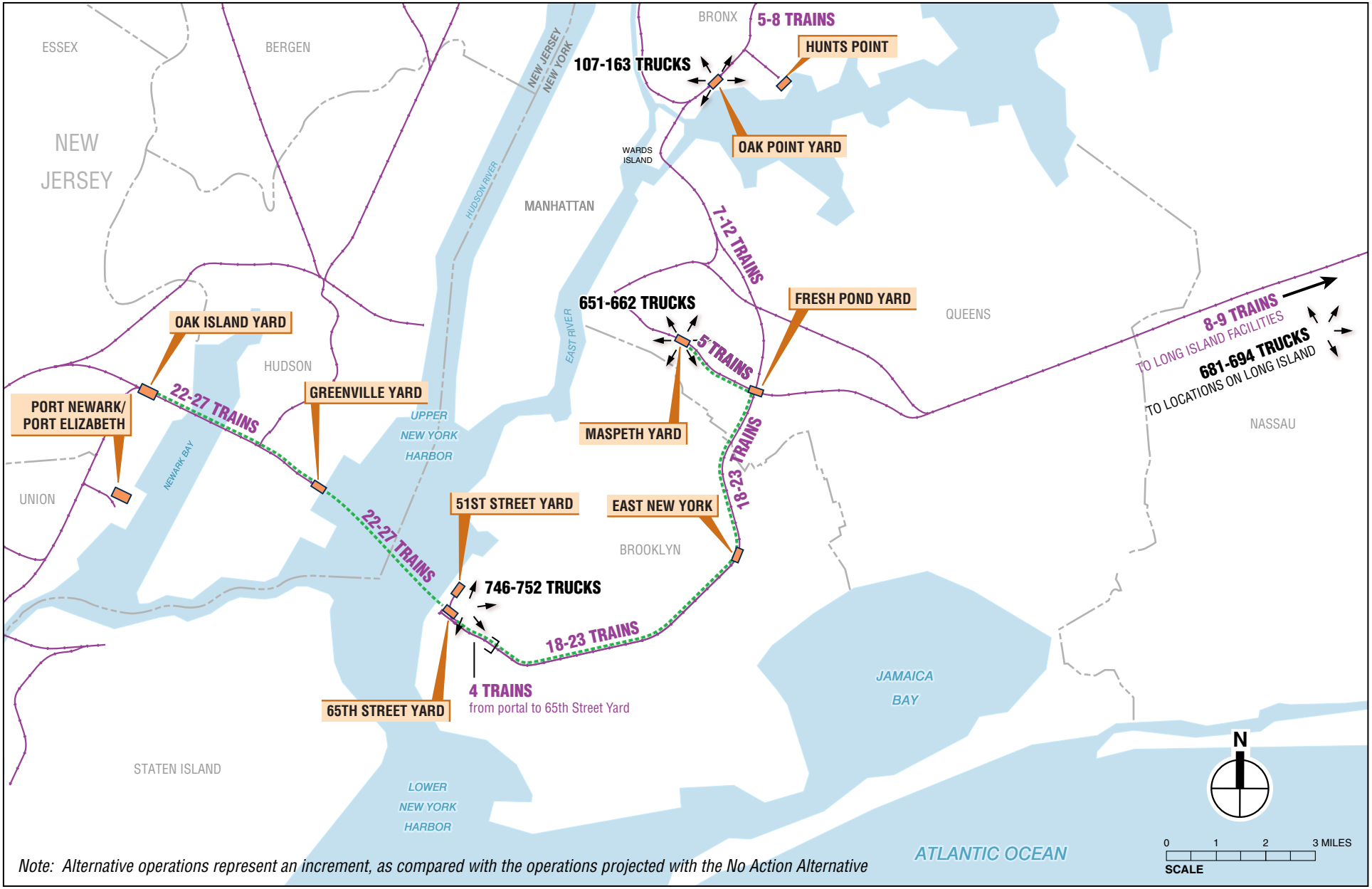
Average Daily Truck Trips

FIGURE ES-7

Rail Tunnel Alternative Daily Operations

CROSS HARBOR FREIGHT PROGRAM

8.19.15



Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

Freight Rail Line and Average Daily Train Passbys

Rail Tunnel with Shuttle Service

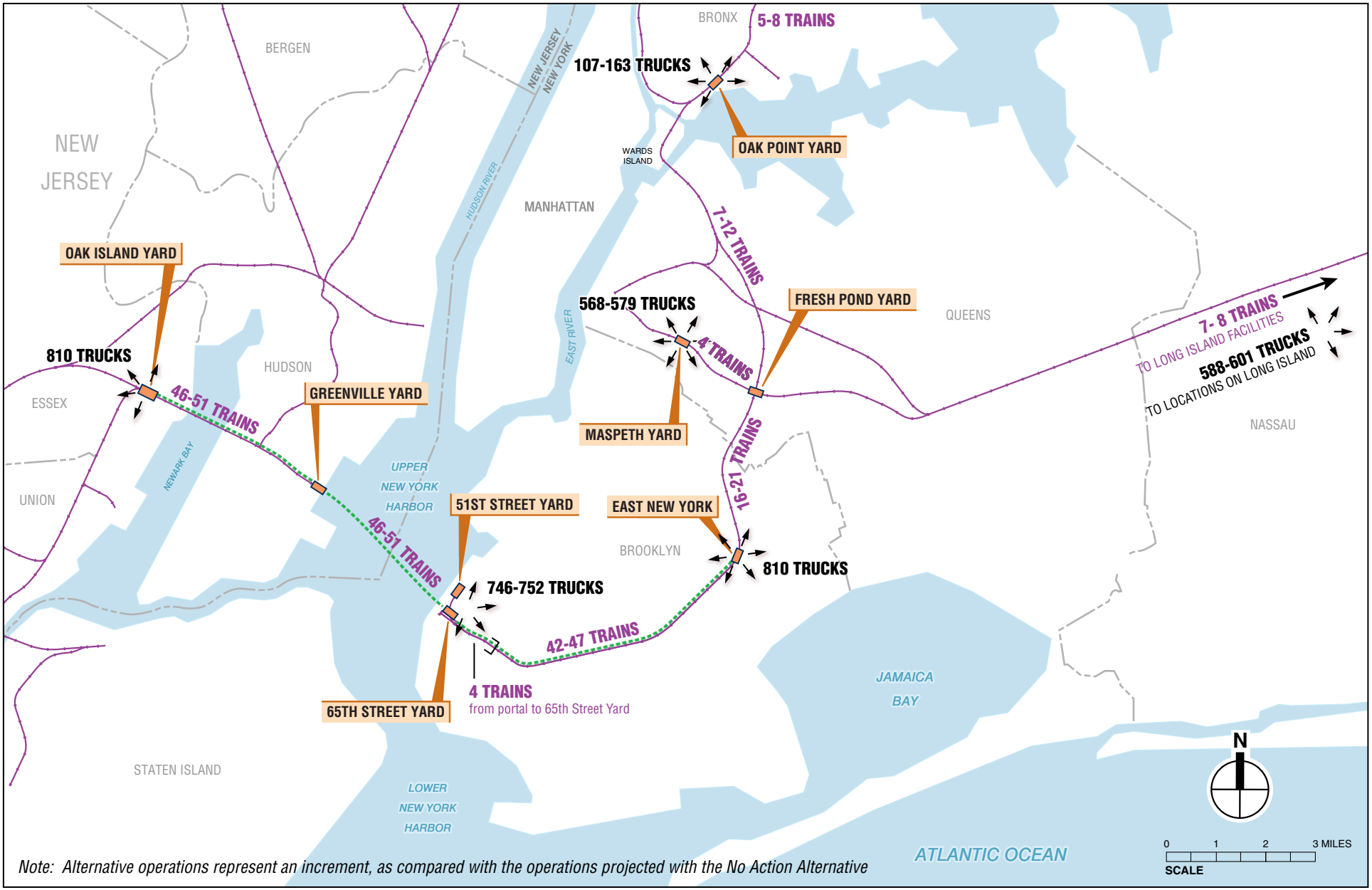
Average Daily Truck Trips

FIGURE ES-8

Rail Tunnel with Shuttle Service Alternative Daily Operations

CROSS HARBOR FREIGHT PROGRAM

9.4.15



Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

Freight Rail Line and Average Daily Train Passbys

Rail Tunnel with Chunnel Service

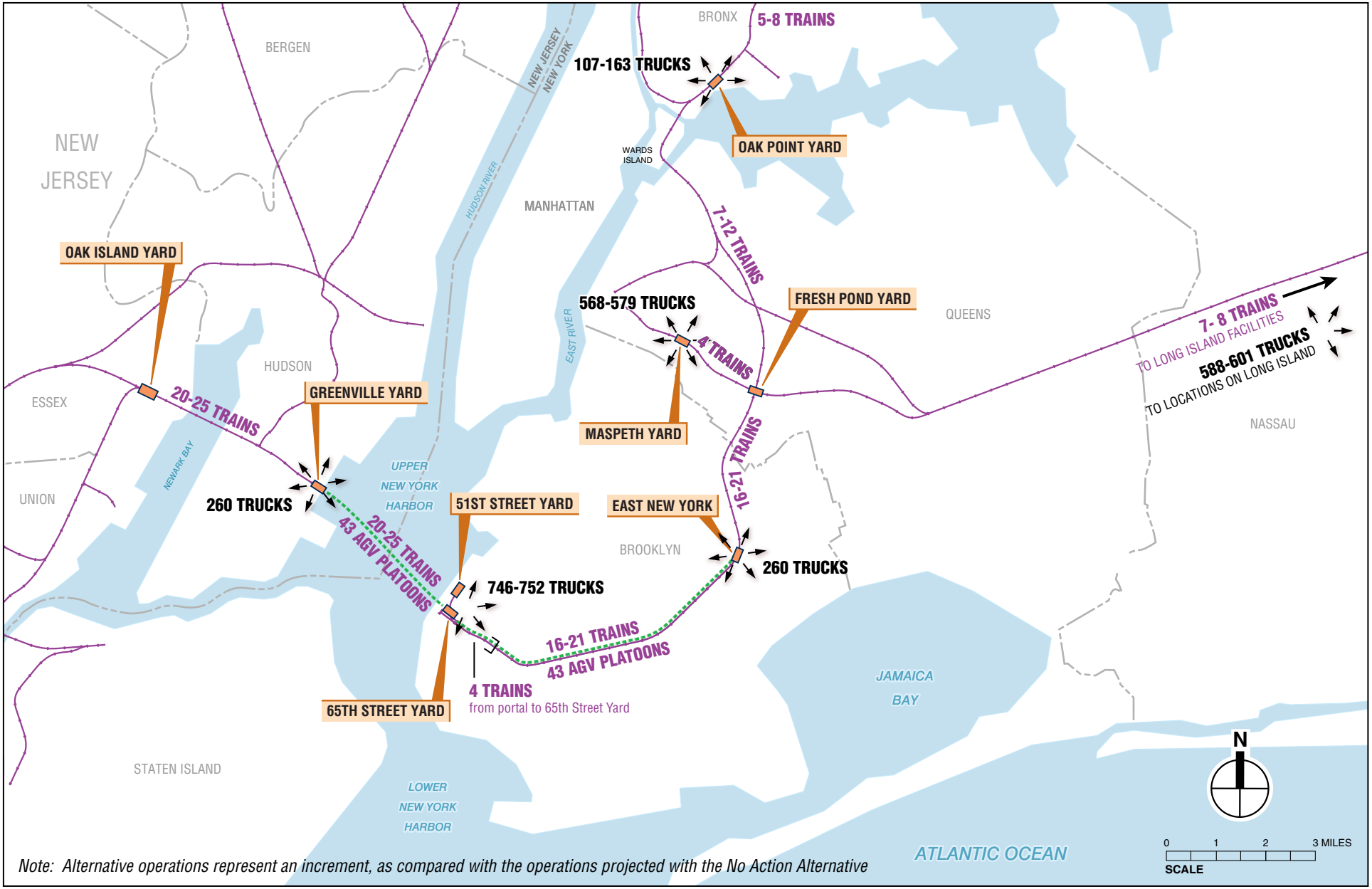
Average Daily Truck Trips

FIGURE ES-9

Rail Tunnel with Chunnel Service Alternative Daily Operations

CROSS HARBOR FREIGHT PROGRAM

8.19.15



Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

Freight Rail Line and Average Daily Train Passbys

Rail Tunnel with AGV Technology

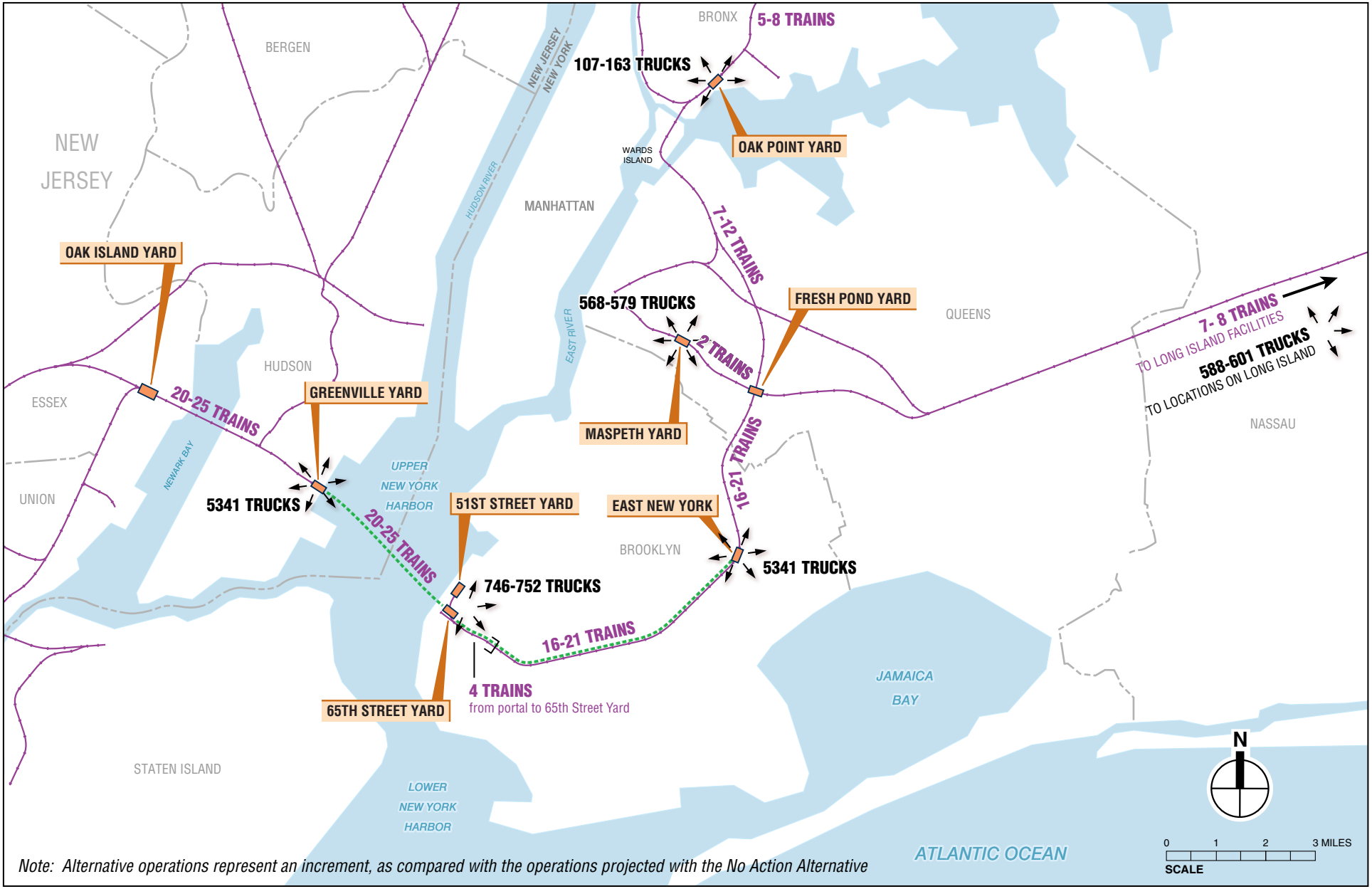
Average Daily Truck Trips

FIGURE ES-10

Rail Tunnel with AGV Service Alternative Daily Operations

CROSS HARBOR FREIGHT PROGRAM

8.19.15



Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

Freight Rail Line and Average Daily Train Passbys

Rail Tunnel with Truck Access

Average Daily Truck Trips

FIGURE ES-11

Rail Tunnel with Truck Access Alternative Daily Operations

CROSS HARBOR FREIGHT PROGRAM

CHAPTER 3: AGENCY COORDINATION AND PUBLIC INVOLVEMENT

- Page 3-6 includes the list of SAFETEA-LU meetings. The following meetings, which took place after the DEIS was produced, are added.

  November 12, 2014 – Port Authority of New York & New Jersey – New York, NY

  The purpose of this meeting was to reconvene the Cooperating and Participating Agencies to update them on progress and to provide an overview of the findings of the DEIS.

  January 7, 2015 – STV, Inc. – New York, NY

  The purpose of this workshop was to review the tiering process and the roles of Cooperating and Participating Agencies; examine the regional freight movement problem; discuss the 10 Build Alternatives under consideration; and discuss the screening analysis, modeling effort, and demand analysis, the findings of which informed the winnowing of the initial long list of alternatives.

  May 15, 2015 – STV, Inc. – New York, NY

  The purpose of this workshop was to review the public and agency comments received on the Tier I DEIS and to discuss the Preferred Alternative selection process and alternatives recommended for advancement for further study in Tier II.

- Pages 3-6 and 3-7 include a list of the Technical Advisory Committee (TAC) and Stakeholder Advisory Committee (SAC) meetings. The following combined TAC and SAC meetings, which took place after the DEIS was produced, are added:

  November 20, 2014 – Baruch College – New York, NY

  November 21, 2014 – Port Authority of New York & New Jersey – Jersey City, NJ

  The purpose of these meetings was to provide a project overview including the purpose and need, and the alternatives under consideration. The team presented findings of the technical studies included in the Tier I DEIS. The information presented at the two sessions of the joint TAC and SAC meeting (one in New York and one in New Jersey) was the same.

- Page 3-8, under "Communications Media," second bullet, "Newsletters," states that the newsletters were available in both English and Spanish. Additional translations of newsletters were made available in Chinese and Yiddish as well. A project overview video was also developed and used as a public outreach and involvement tool. The video was shown on the project website, http://www.crossharborstudy.com, and at all public hearings.

- Page 3-11, **Table 3-6**, "Ongoing Public Involvement Meetings to Date," lists public involvement meetings that had taken place before November 13, 2014. Additions to **Table 3-6** reflect meetings that took place subsequent to this date and (see below).

Table 3-6 (continued from DEIS)
Public Involvement Meetings

Date	Organization/Meeting Description
11/13/2014	Elected Officials Briefing – New York
11/14/2014	Elected Officials Briefing – New Jersey
12/4/2014	New York Senator Simcha Felder Briefing
12/5/2014	New York State Office of Parks, Recreation & Historic Preservation Webinar Briefing
12/10/2014	New York State Congressional Delegation Briefing in Washington, D.C.
12/11/2014	NYC Office of Environmental Coordination - NYC CEQR Task Force Briefing
12/18/2014	U.S. Representatives Joseph Crowley (14th Congressional District of New York – Bronx, Queens), and Grace Meng (6th Congressional District of New York – Queens), and Queens Elected Officials Briefing
1/9/2015	Senator Velmanette Montgomery Briefing, Brooklyn Elected Officials
1/12/2015	Queens Borough Board Briefing
1/20/2015	New Jersey Non-Government Organizations Briefing
1/22/2015	Brooklyn Borough Board Briefing
2/3/2015	New Jersey Elected Officials Briefing
2/12/2015	Partnership for NY Briefing
2/17/2015	NJTPA Freight Initiatives Committee Briefing
2/20/2015	NYMTC Briefing
2/25/2015	Nassau County Executive Briefing
3/2/2015	Suffolk County Executive Briefing
3/2/2015	Brooklyn Community Board 14 Briefing
3/3/2015	Meeting with Council Member Elizabeth Crowley and staff
3/4/2015	New York City Council Briefing
3/9/2015	Brooklyn Community Board 10 Briefing
3/11/2015	Queens Community Board 5 Briefing
3/13/2015	NY State Assembly - Transportation Committee Members Briefing

- Page 3-12, the following text is updated as shown to reflect public outreach since the publication of the Notice of Availability of the Tier I DEIS in the Federal Register. "After the publication of ~~this~~ the Tier I DEIS, public hearings ~~will be~~ were held, as shown in **Table 3-7,** to solicit and record comments. Public hearings were advertised, as shown in **Table 3-8**. Prior to the hearings, the DEIS ~~will be~~ was made available on the project's website; hard copies of the DEIS ~~will~~ were also be placed in selected repositories, such as public libraries in New York and New Jersey, as shown in **Table 3-9**. At the DEIS public hearings, formal testimony ~~will be~~ was recorded electronically by a stenographer and incorporated into a comments summary. Comments outside of formal testimony ~~may also be submitted immediately~~ were also received at the hearings in written format. Comments ~~will~~ were also ~~be~~ accepted during the comment period via e-mail, mail, or the project website. The public comment period ~~will be~~ was open for more than 45 days after the publication of the DEIS~~, and will end in February 2015~~."
- Page 3-12, **Table 3-7** is added as shown to provide information on the dates and locations of the public hearings held and the number of attendees at each of the hearings.

Table 3-7
Public Hearings

Date	Meeting	Location	Number of Attendees
1/23/2015	CHFP Manhattan Public Hearing	Baruch College, NY, NY	49
2/3/2015	CHFP Brooklyn Public Hearing	Brooklyn Borough Hall, Brooklyn, NY	42
2/5/2015	CHFP Bronx Public Hearing	Bronx Borough Hall, Bronx, NY	18
2/25/2015	CHFP Long Island Public Hearing	Suffolk County Legislature, Long Island, NY	13
2/26/2015	CHFP Jersey City Public Hearing	Mary McLeod Bethune Life Center, Jersey City, NJ	44
2/26/2015	CHFP Newark Public Hearing	NJTPA, Newark, NJ	24
3/3/2015	CHFP Queens Public Hearing	Queens Borough Hall, Queens, NY	33

- Page 3-12, **Table 3-8** is added as shown to provide information on the publications where the public hearings were advertised.

Table 3-8
Public Hearing Ads

Target Area	Publication Name
Hudson County, NJ	Newark Star Ledger
	Bayonne Community News
	Jersey Journal
New York, general	Newsday
	Daily News
Brooklyn, NY	Brooklyn Eagle
	Brooklyn Courier Life
	Brooklyn Paper
Staten Island, NY	Staten Island Advance
Queens, NY	Queens Courier
	Queens Gazette
	Queens Tribune & South East Queens Press
Manhattan, NY	Straus Media (Manhattan papers)
Bronx, NY	Bronx Times
Specialty Regional	El Diario (Spanish)
Specialty Regional	Chinese World Journal (Chinese)
Specialty Regional	Der Yid (Yiddish)
Specialty Regional	Der Blatt (Yiddish)
Specialty Regional	Hamodia

- Page 3-12, **Table 3-9** is added as shown to provide information on the repositories where the copies of the DEIS were placed for viewing by the public.

Table 3-9
Repository Listing

Manhattan (New York, NY)	
Manhattan Borough President Gale A. Brewer Municipal Building 1 Centre Street, 19th Floor New York, NY 10007	**New York Metropolitan Transportation Council** 25 Beaver Street, Suite 201 New York, NY 10004
New York Public Library - Mid-Manhattan Library 455 Fifth Avenue (at 40th Street) New York, NY 10016	**New York Public Library - Science, Industry, and Business Library** 188 Madison Avenue New York, NY 10016
Port Authority of New York & New Jersey 225 Park Avenue South, 11th Floor New York , NY 10003	
Bronx, NY	
Bronx Borough President Ruben Diaz Jr. Borough Hall 851 Grand Concourse, 3rd Floor Bronx, NY 10451	**New York Public Library- Hunts Point** 877 Southern Boulevard (at Tiffany Street) Bronx, NY 10459
New York Public Library – Mott Haven 321 East 140th Street (at Alexander Avenue) Bronx, NY 10454	**New York Public Library – Soundview** 660 Soundview Avenue (at Seward Avenue) Bronx, NY 10473
Brooklyn, NY	
Brooklyn Borough President Eric L. Adams 209 Joralemon Street Brooklyn, NY 11201	**Brooklyn Public Library – Central Library** 10 Grand Army Plaza Brooklyn, NY 11238
Brooklyn Public Library – Bay Ridge 7223 Ridge Blvd at 73rd Street Brooklyn, NY 11209	**Brooklyn Public Library – Borough Park** 1265 43rd Street at 13th Avenue Brooklyn, NY 11219
Brooklyn Public Library – Flatlands 2065 Flatlands Avenue at Avenue P Brooklyn, NY 11234	**Brooklyn Public Library – Kensington** 4207 18th Avenue Brooklyn, NY 11218
Brooklyn Public Library – Kings Highway 2115 Ocean Avenue (nr. Kings Highway) Brooklyn, NY 11229	**Brooklyn Public Library – Leonard** 81 Devoe Street at Leonard Street Brooklyn, NY 11211
Brooklyn Public Library – Mapleton 1702 60th Street Brooklyn, NY 11204	**Brooklyn Public Library – McKinley Park** 6802 Fort Hamilton Pkwy (at 68th Street) Brooklyn, NY 11219
Brooklyn Public Library – Midwood 975 East 16th Street at Avenue J Brooklyn, NY 11230	**Brooklyn Public Library – New Lots** 665 New Lots Avenue at Barbey Street Brooklyn, NY 11207
Brooklyn Public Library – Paerdegat 850 E. 59th Street at Paerdegat Avenue South Brooklyn, NY 11234	**Brooklyn Public Library – Ryder** 5902 23rd Avenue (between 23rd Avenue at 59th Street) Brooklyn, NY 11204
Brooklyn Public Library – Sunset Park 5108 4th Avenue at 51st Street Brooklyn, NY 11220	

Table 3-9 (cont'd)
Repository Listing

Queens, NY	
Queens Borough President Melinda Katz Borough Hall 120-55 Queens Boulevard Kew Gardens, NY 11424	**Queens Public Library – Central Library** 89-11 Merrick Boulevard Jamaica, NY 11432
Queens Public Library – Astoria 14-01 Astoria Boulevard Long Island City, NY 11102	**Queens Public Library – Court Square** 25-01 Jackson Avenue Long Island City, NY 11101
Queens Public Library – Glendale 78-60 73 Place Glendale, NY 11385	**Queens Public Library – Maspeth** 69-70 Grand Avenue Maspeth, NY 11378
Queens Public Library – Middle Village 72-31 Metropolitan Avenue Middle Village, NY 11379	**Queens Public Library – Ridgewood** 20-12 Madison Avenue Ridgewood, NY 11385
Queens Public Library – Sunnyside 43-06 Greenpoint Avenue Long Island City, NY 11104	**Queens Public Library – Woodside** 54-22 Skillman Avenue Woodside, NY 11377
Staten Island, NY	
Staten Island Borough President James S. Oddo Borough Hall 10 Richmond Terrace Staten Island, NY 10301	**New York Public Library – St. George Library Center** 5 Central Avenue Staten Island, NY 10301
Long Island, NY	
Nassau County Planning Commission 1194 Prospect Avenue Westbury, NY 11590	**Suffolk County Clerk** 310 Center Drive Riverhead, NY 11901
Hudson and Essex Counties, NJ	
North Jersey Transportation Planning Authority One Newark Center, 17th Floor Newark, NJ 07102	**City of Bayonne City Clerk** 630 Avenue C Bayonne, NJ 07002
City of Jersey City City Clerk 280 Grove Street Jersey City, NJ 07302	**City of Newark City Clerk** 920 Broad Street, Room 309 Newark, NJ 07102
City of Elizabeth City Clerk 50 Winfield Scott Plaza Elizabeth, NJ 07201	**Essex County Clerk** Hall of Records 465 Martin Luther King Jr. Boulevard, Room 247 Newark, NJ 07101
Union County Clerk Union County Courthouse, 2 Broad Street Elizabeth, NJ 07207	**Hudson County Economic Development Corporation** 830 Bergen Avenue Jersey City, NJ 07306
Newark Public Library 5 Washington Street Newark, NJ 07101	**Jersey City Free Public Library – Main Library** 472 Jersey Avenue Jersey City, NJ 07305
Jersey City Free Public Library – Greenville Branch 1841 Kennedy Boulevard Jersey City, NJ 07305	**Jersey City Free Public Library – Five Corners** 678 Newark Avenue Jersey City, NJ 07306

CHAPTER 4: ALTERNATIVES

- Page 4-22, the following text is expanded as shown to reflect the possibility of using the Wheel Spur Yard as a potential supporting facility, as suggested in a comment on the DEIS by the MTA. "Other planned facilities in the west-of-Hudson region, such as the Raritan Logistics Center, in Edison, New Jersey, and expansion of the intermodal facility in Harrisburg, PA

would support cross-harbor movement by rail. Another facility that could potentially serve as a supporting facility is the Wheel Spur Yard, which has both rail access and the potential for future marine transloading. The potential feasibility for using this yard for the CHFP and any related potential adverse impacts will be evaluated and analyzed in Tier II."

- Page 4-10 included the following statement, which is revised as shown to provide the correct reference. "The projects explicitly included in the transportation analysis are listed in Appendix A of the Draft Scoping Document (see **Appendix B** of the DEIS) and are generally described as follows."
- Page 4-13, page 4-14, and page 4-24 (**Table 4-5**) refer to Port Elizabeth as one of the termini. The correct name of this facility is Elizabeth Port Authority Marine Terminal.
- Page 4-26, provides the following description of the Enhanced Railcar Float Alternative, which is supplemented as shown to clarify that intermodal service is an optional component of the Enhanced Railcar Float Alternative. "The Enhanced Railcar Float Alternative would include enhanced capacity for the railcar float system across New York Harbor between Greenville Yard, in Jersey City (see **Figure 4-6**) and the existing yards in Brooklyn, shown in **Figure 4-8** (65th Street Yards and 51st Street Yard), as well as potential additional termini in the Bronx, as shown in **Table 4-5**, and illustrated in **Figure 4-13**. The Enhanced Railcar Float Alternative could include carload only service, or both carload and intermodal service. Traffic and environmental effects for this alternative are described using ranges, accounting for the carload only or with intermodal option. The enhancements would build upon the improvements approved for Greenville Yard and 65th Street Yard under the No Action Alternative and would include frequent and scheduled float operations, as well as improved schedule coordination between float operations and the rail operations, which would provide connecting service on either side of the harbor. Specifically, this alternative would include the following elements for the carload only option:"
- Page 4-26, the following text is added after the bullet list, under the Enhance Railcar Float Alternative, to describe the infrastructure that would be needed for carload and intermodal service.

  "For carload and intermodal service, the Enhanced Railcar Float Alternative would include the following elements (in addition to that which would be needed for the carload only option):

  - Construction of a new classification and filet-toupee yard at Oak Island, south of the existing rail yard;
  - Construction and rehabilitation of support tracks at Greenville Yard;
  - Construction and rehabilitation of tracks at Fresh Pond Upper Yard;
  - A possible improvement of wye tracks at Fresh Pond Yard;
  - Construction of a new intermodal yard;
  - Construction of one new railcar float bridge at Greenville and one new railcar float bridge at 65th Street Yard or 51st Street Yard;
  - Two new 18-railcar floats;
  - Construction and rehabilitation of more support tracks at 65th Street Yard and 51st Street Yard; and
  - Construction of sidings at East New York."

CHAPTER 5: TRANSPORTATION

- Page 5-6, **Table 5-2** is revised as shown.

Table 5-2
Modeled Rail Network Segments

Segment	Corridor	State	Miles	No. of Tracks	Control System
1	Conrail Lehigh Line	NJ	9.4	1	C - centralized traffic control
2	Conrail Lehigh Line	NJ	6.1	2	C - centralized traffic control
3	Conrail Lehigh Line	NJ	7.6	2	C - centralized traffic control
4	CSX West Trenton Line	NJ	24.4	1	C - centralized traffic control
5	CSX West Trenton Line	NJ	1.5	2	B - automatic block signals
6	CSX Philadelphia Subdivision	PA	11.9	2	C - centralized traffic control
7	CSX Philadelphia Subdivision	PA	3.4	2	C - centralized traffic control
8	CSX Philadelphia Subdivision	PA	5.6	2	C - centralized traffic control
9	CSX Philadelphia Subdivision	PA	4.4	2	C - centralized traffic control
10	CSX Philadelphia Subdivision	PA	1.8	2	B - automatic block signals
11	NS Lehigh Line	PA	51.0	2	B - automatic block signals
12	NS Lehigh Line	PA	0.2	2	C - centralized traffic control
13	NS Lehigh Line	NJ	34.5	1	C - centralized traffic control
14	NS Lehigh Line	NJ	6.4	1	C - centralized traffic control
15	NS Lehigh Line	NJ	0.1	1	C - centralized traffic control
16	NS Lehigh Line	PA	1.1	1	C - centralized traffic control
17	NS Lehigh Line	PA	43.1	2	B - automatic block signals
18	NS Lehigh Line	PA	9.1	2	C - centralized traffic control
19	Conrail River Line	NJ	0.6	1	B - automatic block signals
20	Conrail National Docks Secondary	NJ	3.4	2	C - centralized traffic control
21	Conrail National Docks Secondary	NJ	9.1	1	B - automatic block signals
22	CSX River Line	NJ	6.3	1	C - centralized traffic control
23	Conrail River Line	NJ	14.9	1	C - centralized traffic control
24	CSX River Line	NY	111.5	1	C - centralized traffic control
25	CSX Hudson Line	NY	4.1	2	C - centralized traffic control
26	CSX Oak Point Link	NY	3.7	1	M - manual
27	CSX Hudson Line	NY	119.5	2	C - centralized traffic control
28	CSX Fremont Secondary	NY	0.7	1	B - automatic block signals
29	CSX Fremont Secondary	NY	4.4	1	M - manual
30	CSX Fremont Secondary	NY	3.2	2	C - centralized traffic control
31	NY&A Bay Ridge Branch	NY	2.0	1	B - automatic block signals
32	NY&A Bay Ridge Branch	NY	6.1	1	B - automatic block signals
33	NY&A Bay Ridge Branch	NY	3.1	1	B - automatic block signals
34	~~NY&A~~ NYNJR 1st Avenue Line	NY	1.0	1	M - manual
35	LIRR Lower Montauk Branch	NY	1.2	1	C - centralized traffic control
36	LIRR Lower Montauk Branch	NY	0.4	1	M - manual
37	LIRR Main Line	NY	4.2	1	B - automatic block signals
38	LIRR Main Line	NY	19.6	1	C - centralized traffic control
39	LIRR Main Line	NY	20.0	2	C - centralized traffic control
40	NYNJR Greenville	NJ	1.3	1	M - manual
41	NYNJR Cross Harbor Railcar Float	NY/NJ	4.5	1	M - manual
42	NYNJR Cross Harbor Rail Tunnel	NY/NJ	4.5	2	C - centralized traffic control

Notes:
CSX = CSX Corporation
LIRR = MTA/Long Island Railroad
NS = Norfolk Southern
NY&A = New York and Atlantic Railway
NYNJR = New York New Jersey Rail
Sources: Cambridge Systematics Volume Projections, Oliver Wyman Analysis

- Page 5-10, page 5-19; pages 5-33, 5-34, and 5-35; and page 5-46 refer to Port Elizabeth as one of the termini or as an important freight facility in New Jersey. The correct name of this facility is Elizabeth Port Authority Marine Terminal.
- Page 5-16, the following text in the second paragraph is revised as shown "The on-dock facility known as ExpressRail Elizabeth and ExpressRail Newark was opened in ~~1996~~ 1991

and provides for double stack Intermodal transfer service between rail, ship, barge and truck."

- Page 5-27, the following text is added under "Hudson and East River Bridge and Tunnel Crossings":

  "Holland Tunnel — provides two travel lanes per direction between New Jersey and Lower Manhattan, with a speed limit of 35 miles per hour (mph) and an AADT of 96,000 vehicles. The height restriction is 12.5 feet and the width restriction is 8 feet. Campers, bottled gas, and hazardous materials are prohibited in the Holland Tunnel. Tolls are collected in the eastbound direction only. The Holland Tunnel provides access to Lower Manhattan and Canal Street, one of Manhattan's east-west through truck routes.

  Commercial vehicles in classes 4, 5, and 6 (four-, five-, and six-axle trucks) are prohibited from using the Holland Tunnel. These vehicles must use the Lincoln Tunnel or George Washington Bridge instead to cross the Hudson River from Manhattan. Commercial vehicles in classes, 1, 2, and 3 (two- and three-axle single-unit trucks) may use the Holland Tunnel in either direction.

  The tunnel approaches are heavily congested in both the AM and PM peak periods. Trucks comprise less than one percent of the total traffic stream in the tunnel during the AM and PM peak periods and over a 24-hour period. Given the vehicle size prohibitions through the tunnel, these trucks consist of small, single-unit trucks, which are only allowed to use the right lanes.

  Lincoln Tunnel — has a total of six 12-foot lanes with peak direction traffic generally utilizing four lanes and the non-peak direction allotted two lanes. The speed limit in the tunnel is 35 mph and the AADT is 119,000 vehicles. Its height restriction is 13 feet and the width restriction is 8.5 feet. Campers, bottled gas, and hazardous materials are prohibited. Tolls are collected in the eastbound direction only. There is heavy congestion in both directions in both the AM and PM peak periods, with the tunnel providing access into and across Midtown Manhattan and 34th Street, one of the few east-west through truck routes in Manhattan. Over a 24-hour period, large trucks account for 9 percent of the total traffic using the tunnel.

  The Port Authority of New York and New Jersey operates the Lincoln Tunnels' Exclusive Bus Lane (XBL), which is a 2.5-mile contra-flow bus lane traveling along New Jersey Route 495, leading from the New Jersey Turnpike to the Lincoln Tunnel. The XBL operates during the weekday morning peak period (from approximately 6 to 10 AM), and accommodates nearly 1,800 buses daily.

  George Washington Bridge (GWB) — has two levels with four travel lanes per direction on the upper level and three travel lanes per direction on the lower level. The upper level has a height restriction of 14 feet and a width restriction of 8.5 feet, while the lower level has a height restriction of 13.5 feet and a width restriction of 8.5 feet. Trucks are allowed only on the upper level of the bridge.

  The total AADT for the bridge is 290,000 vehicles, and tolls are collected only in the eastbound direction. The bridge is heavily congested in both directions in both the AM and PM peak periods. More tractor-trailers cross the Hudson River over the GWB than through the Holland and Lincoln Tunnels due to the tunnels' height restrictions. Over a 24-hour period, trucks account for 11 percent of the total two-directional traffic volume, of which 61 percent are large trucks (more than two axles or more than six tires). Eight

percent of eastbound vehicles are trucks in the AM period, 10 percent at midday, 4 percent in the PM, and 31 percent between 12 midnight and 6AM. In the westbound direction, trucks account for 10 percent of the total traffic in the AM, 14 percent at midday, 7 percent in the PM, and 26 percent between 12 midnight and 6AM.

The temporal distributions for large versus small trucks do not coincide. The early morning period of 3AM to 7AM for eastbound traffic and the midday 10AM to 2PM period for westbound traffic have the highest number of large trucks using the GWB. The small trucks tend to operate during the peak periods, with the highest volume of eastbound vehicles occurring from 6AM to 10AM, and the highest volume of such vehicles operating between 12 noon and 4 PM in the westbound direction."

- Page 5-27, the following text is revised as shown "Hugh L Carey Tunnel (HCT) ~~Brooklyn-Battery Tunnel (BBT)~~ — carries two 10 feet 8 inch ~~12-foot~~ travel lanes in each direction, has an AADT of 51,000 vehicles, and a toll must be paid in each direction. Over a 24-hour period, trucks account for two percent of the total traffic. The HCT ~~BBT~~ has a legal vertical clearance of 12 feet ~~3 inches~~ 1 inch."
- Page 5-28, the following text is revised as shown. "Queens-Midtown Tunnel (QMT) — consists of two tubes with two travel lanes in each direction. The ~~height restriction~~ legal vertical clearance is 12 feet 1 inch.
- Page 5-34, the following text is revised as shown. "~~The Upper Bay Lift Bridge~~ Newark Bay Lift Bridge, known locally as the Lehigh Valley Lift Bridge, is a rail bridge located just north of Port Newark/~~Port~~ Elizabeth Port Authority Marine Terminal and connects Jersey City to Newark.
- Page 5-35, the first paragraph should read "shown in **Table 5-5**" instead of "shown in **Table 5-4**."
- Page 5-37, the first paragraph should read "(See **Table 5-5**)" instead of "(See **Table 5-4**)."
- **Figure 5-8** through **Figure 5-17** were revised to show the vessel crossings and the number of trains at the tunnel. The revisions are noted below. Note that the vessel crossings only include payload trips. Empty vessels and vessels with empty containers are not included.

  Figure 5-8: Add "5 VESSELS"

  Figure 5-9: Add "3–11 VESSELS"

  Figure 5-10: Add "1–7 VESSELS"

  Figure 5-11: Add "10 VESSELS" (399 Trucks), "13 Vessels" (496 Trucks), and "14 Vessels" (563 Trucks)

  Figure 5-12: Add "1 VESSEL"

  Figure 5-13: Add "20–25 TRAINS" at the tunnel

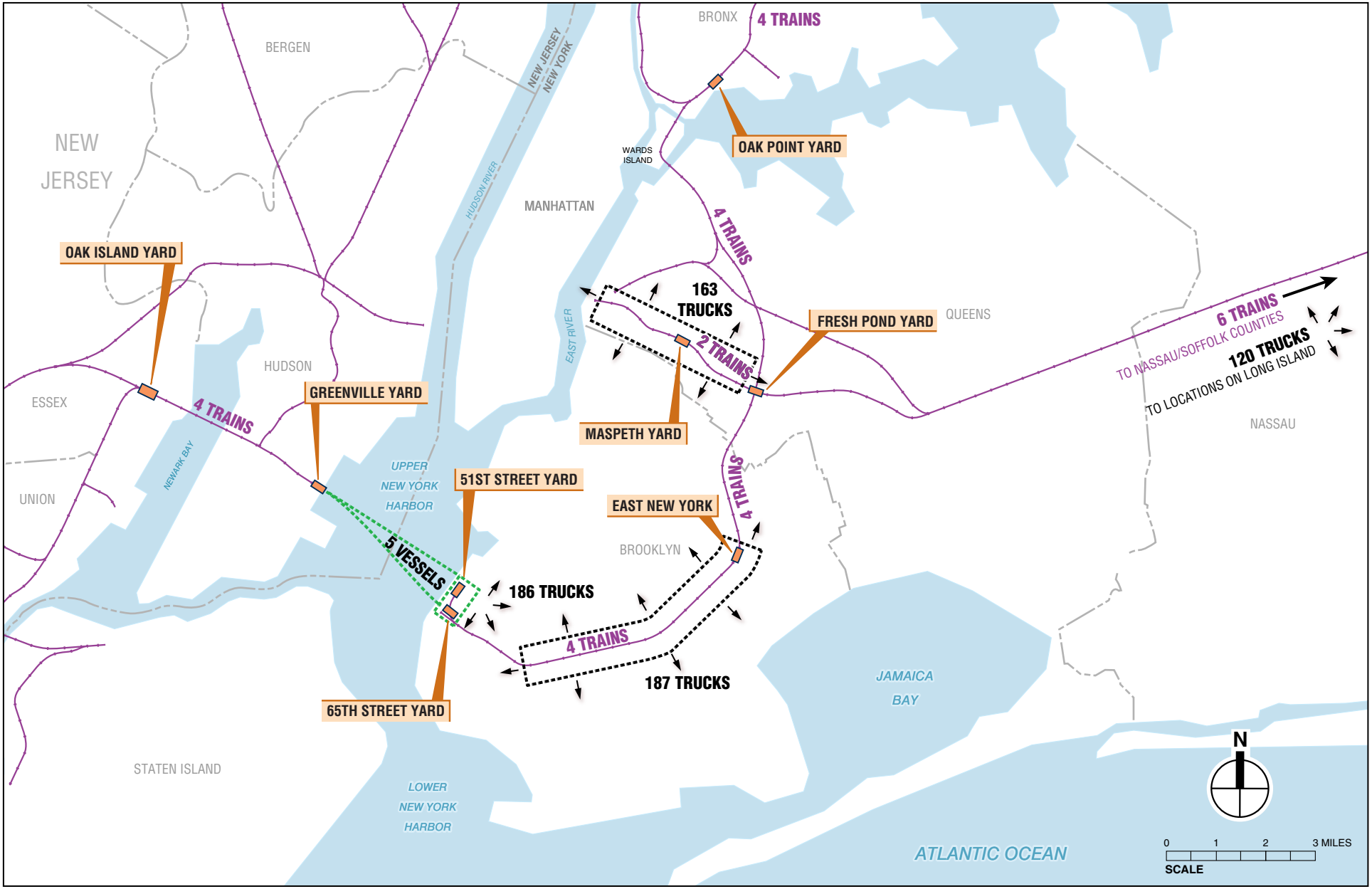
  Figure 5-14: Add "22–27 TRAINS" at the tunnel

  Figure 5-15: Revise to "46–51 TRAINS" at the tunnel

  Figure 5-16: Add "20–25 TRAINS" at the tunnel

  Figure 5-17: Add "20–25 TRAINS" at the tunnel

7.8.15



Freight Rail Line and Average Daily Train Passbys

Carfloat Operation

**The number of vessel crossings only include loaded vessels*

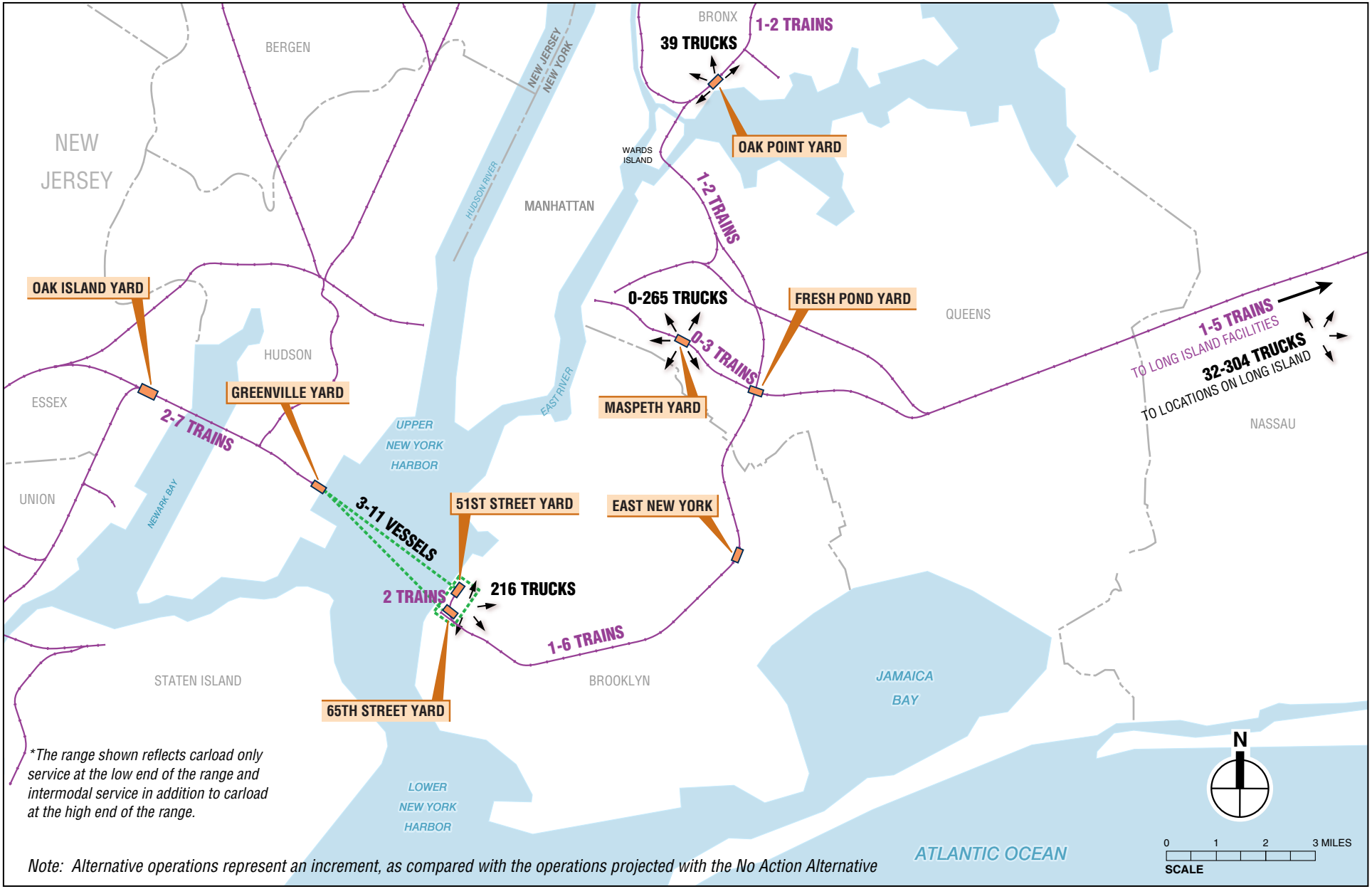
Average Daily Truck Trips

FIGURE 5-8

No Action Alternative Daily Operations

CROSS HARBOR FREIGHT PROGRAM

7.8.15



Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

Freight Rail Line and Average Daily Train Passbys

Enhanced Float Operation

**The number of vessel crossings only include loaded vessels*

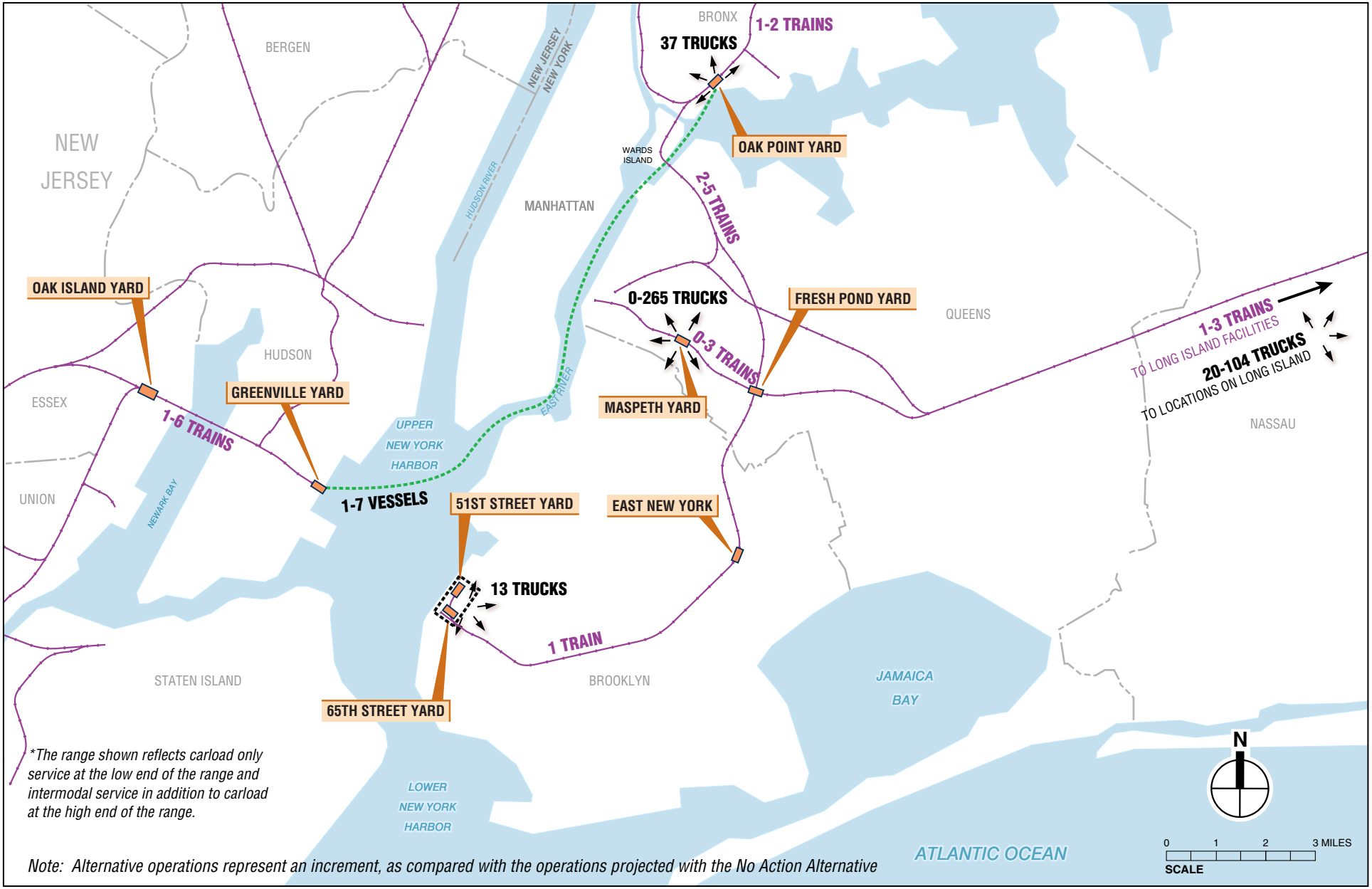
Average Daily Truck Trips

FIGURE 5-9

Enhanced Railcar Float to Brooklyn Alternative Projected 2035 Daily Operations

CROSS HARBOR FREIGHT PROGRAM

8.19.15



Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

Freight Rail Line and Average Daily Train Passbys

Enhanced Float Operation

**The number of vessel crossings only include loaded vessels*

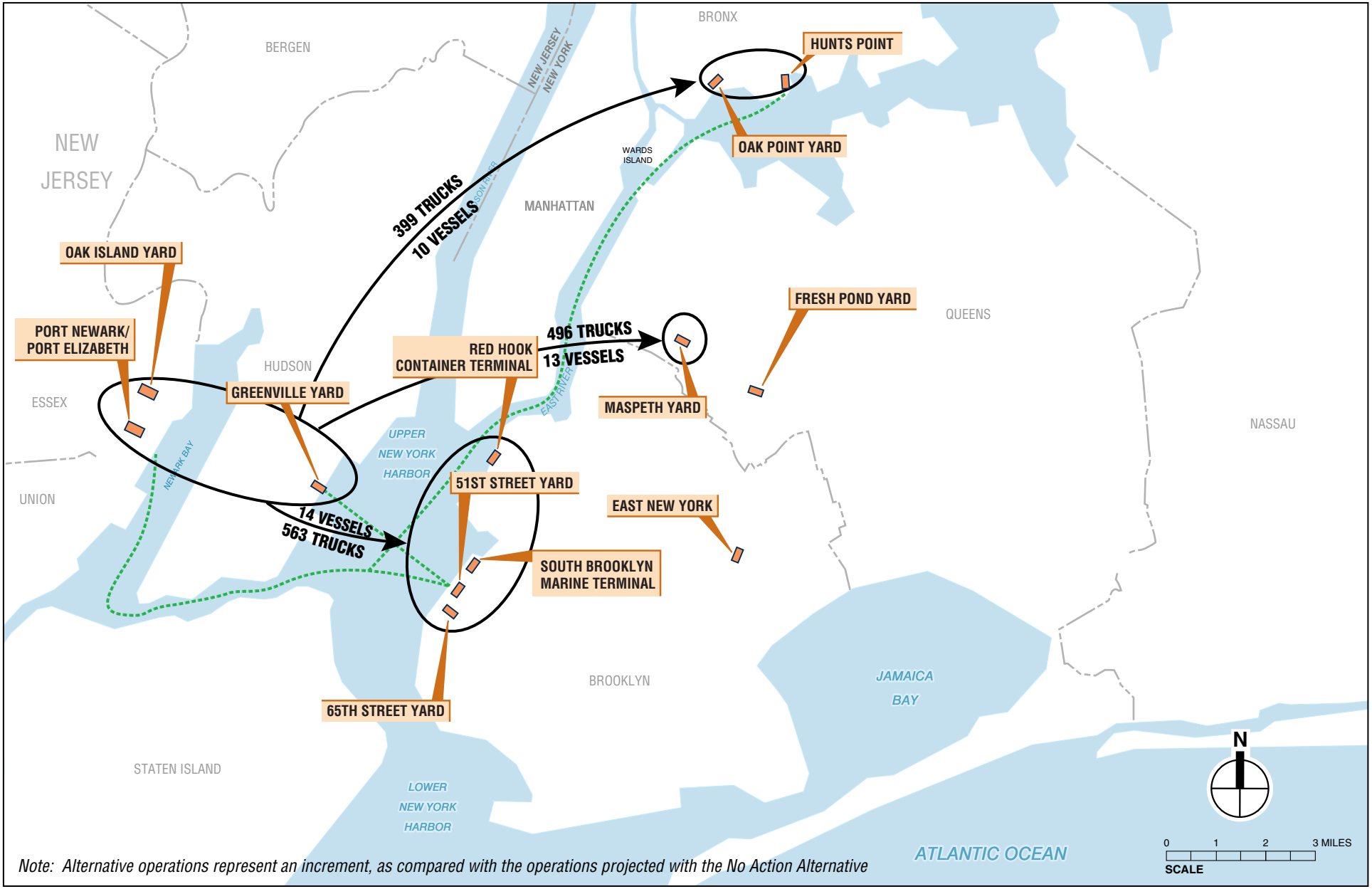
Average Daily Truck Trips

FIGURE 5-10

Enhanced Railcar Float to The Bronx Alternative Projected 2035 Daily Operations

CROSS HARBOR FREIGHT PROGRAM

7.8.15



Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

Truck Float / Ferry Operation

Destination and Number of Average Daily Truck Trips

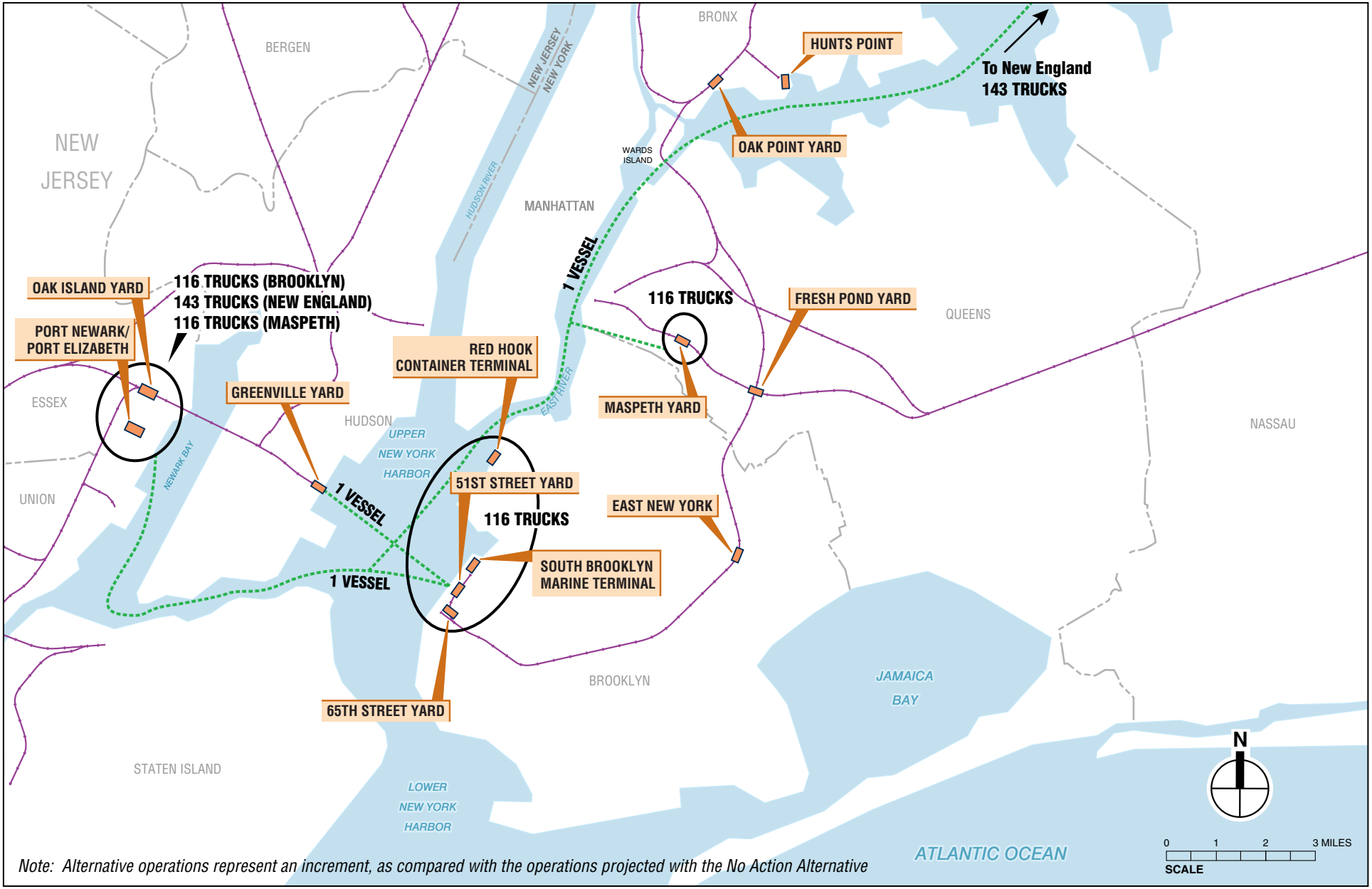
**The number of vessel crossings only include loaded vessels*

FIGURE 5-11

Truck Float/Truck Ferry Alternative Projected 2035 Daily Operations

CROSS HARBOR FREIGHT PROGRAM

7.8.15



Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

Truck Float / Ferry Operation

Destination and Number of Average Daily Truck Trips

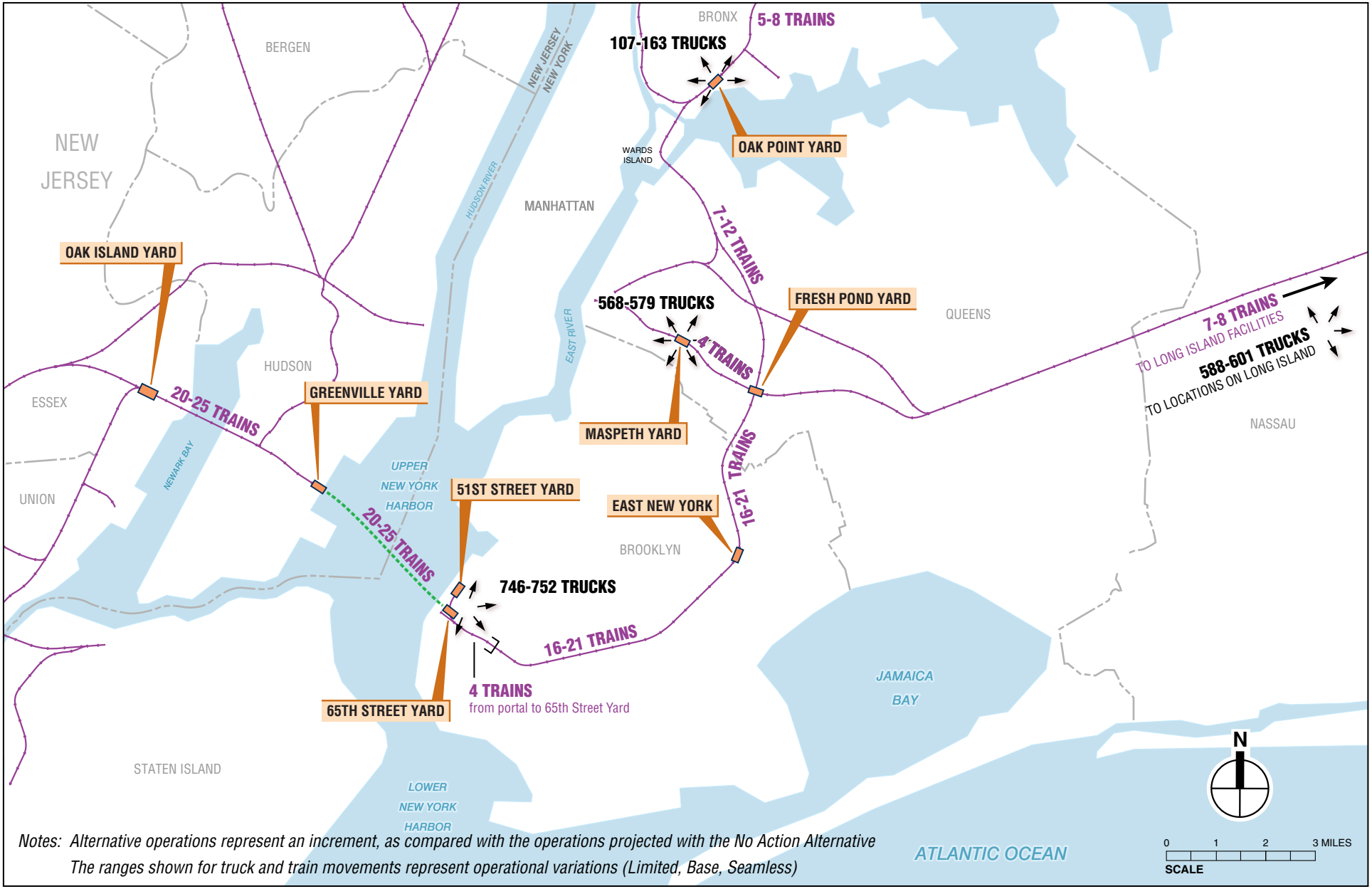
**The number of vessel crossings only include loaded vessels*

FIGURE 5-12

LOLO/RORO Container Barge Alternative Projected 2035 Daily Operations

CROSS HARBOR FREIGHT PROGRAM

8.19.15



Notes: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative
The ranges shown for truck and train movements represent operational variations (Limited, Base, Seamless)

Freight Rail Line and Average Daily Train Passbys

Rail Tunnel

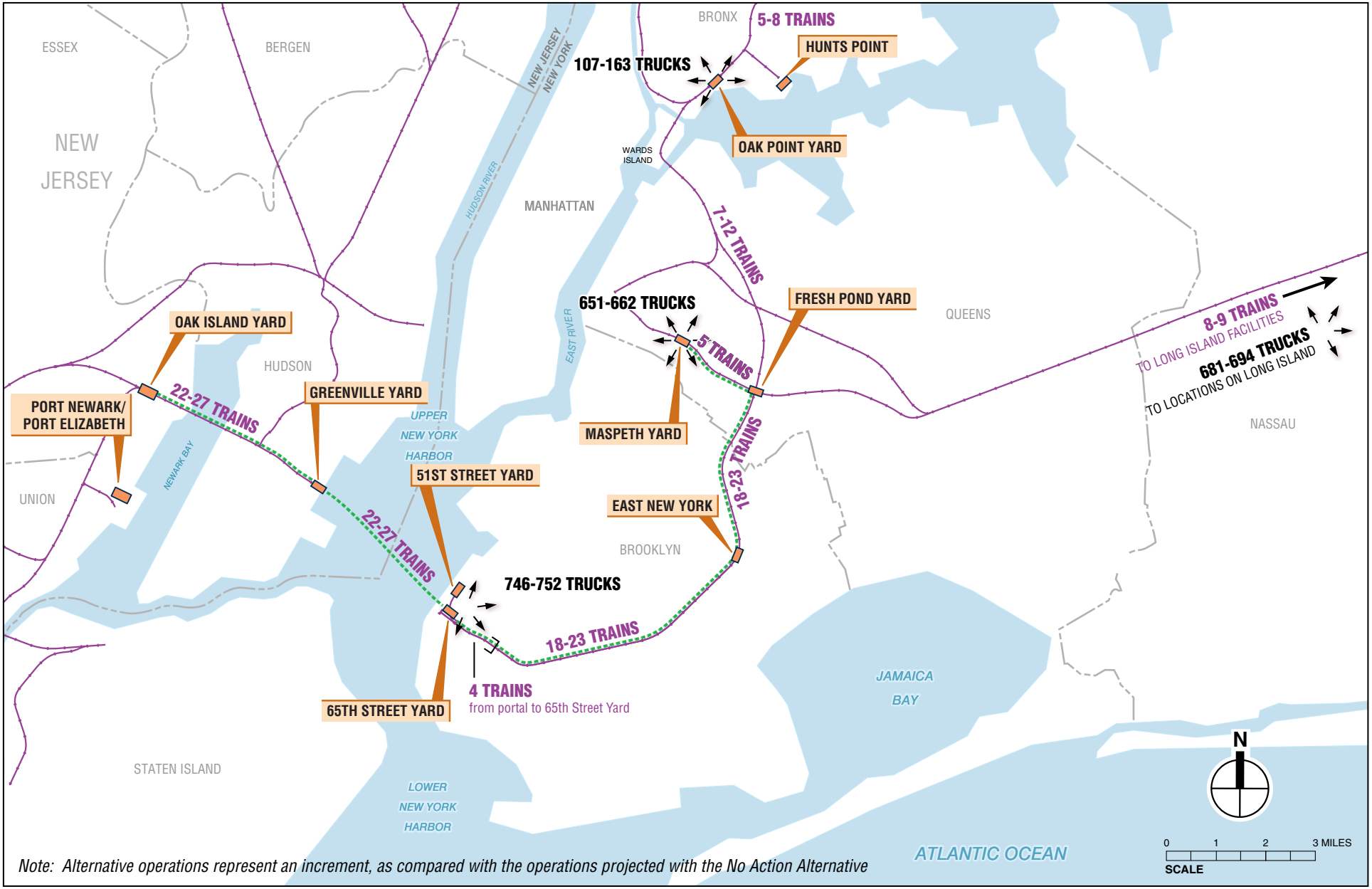
Average Daily Truck Trips

FIGURE 5-13

Rail Tunnel Alternative Daily Operations

CROSS HARBOR FREIGHT PROGRAM

8.19.15



Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

Freight Rail Line and Average Daily Train Passbys

Rail Tunnel with Shuttle Service

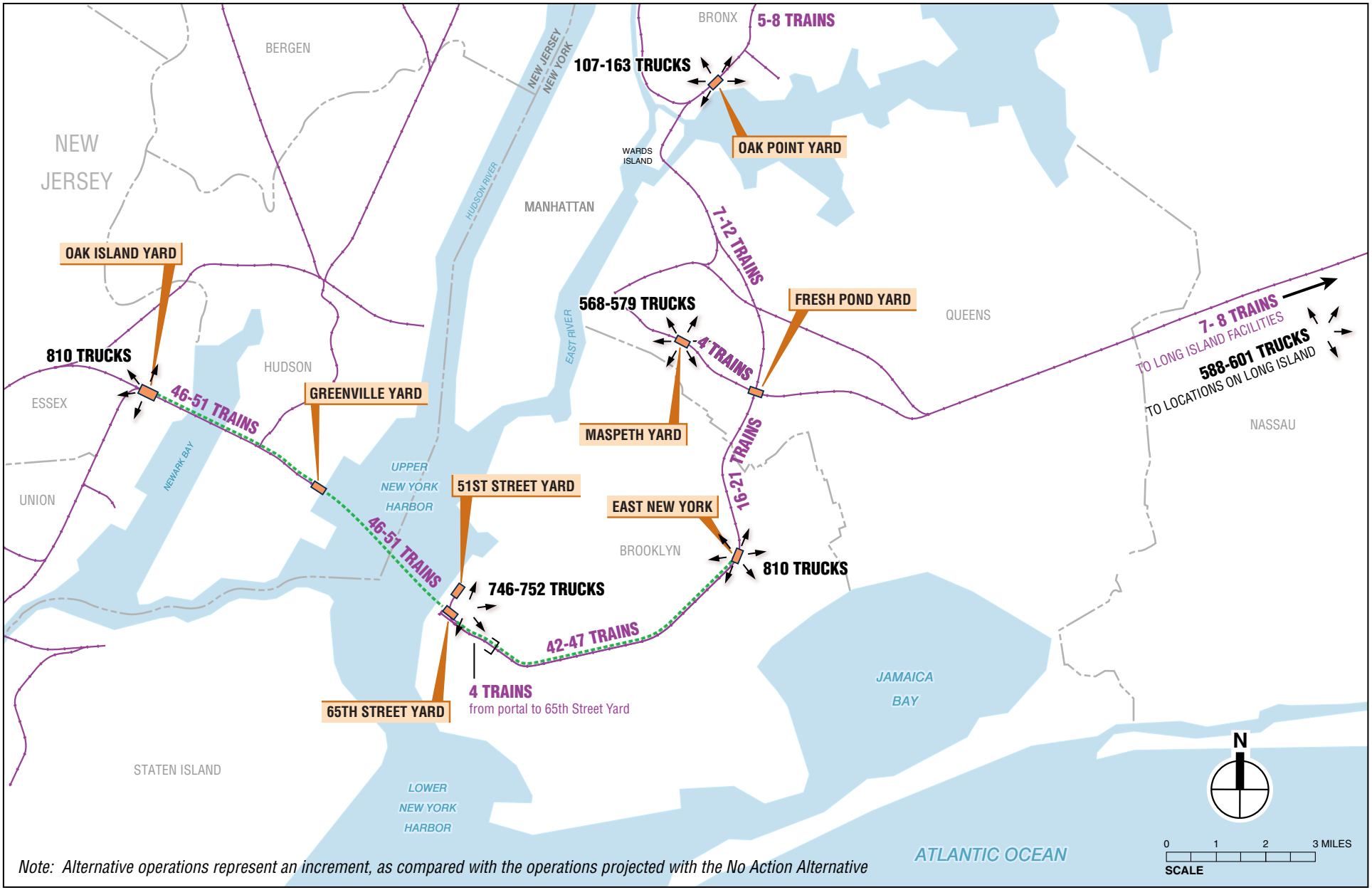
Average Daily Truck Trips

FIGURE 5-14

Rail Tunnel with Shuttle Service Alternative Daily Operations

CROSS HARBOR FREIGHT PROGRAM

9.4.15



Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

Freight Rail Line and Average Daily Train Passbys

Rail Tunnel with Chunnel Service

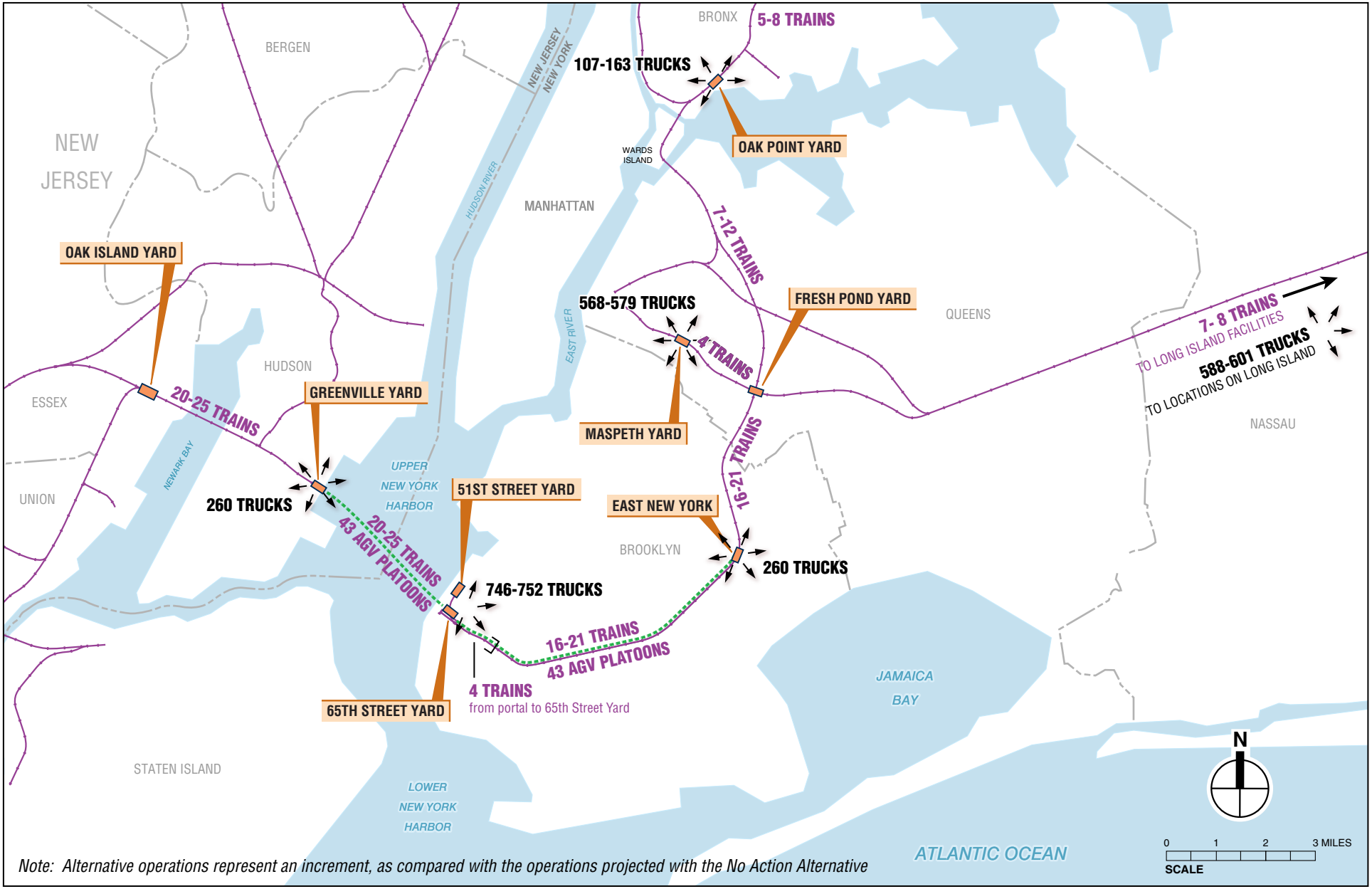
Average Daily Truck Trips

FIGURE 5-15

Rail Tunnel with Chunnel Service Alternative Daily Operations

CROSS HARBOR FREIGHT PROGRAM

8.19.15



Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

Freight Rail Line and Average Daily Train Passbys

Rail Tunnel with AGV Technology

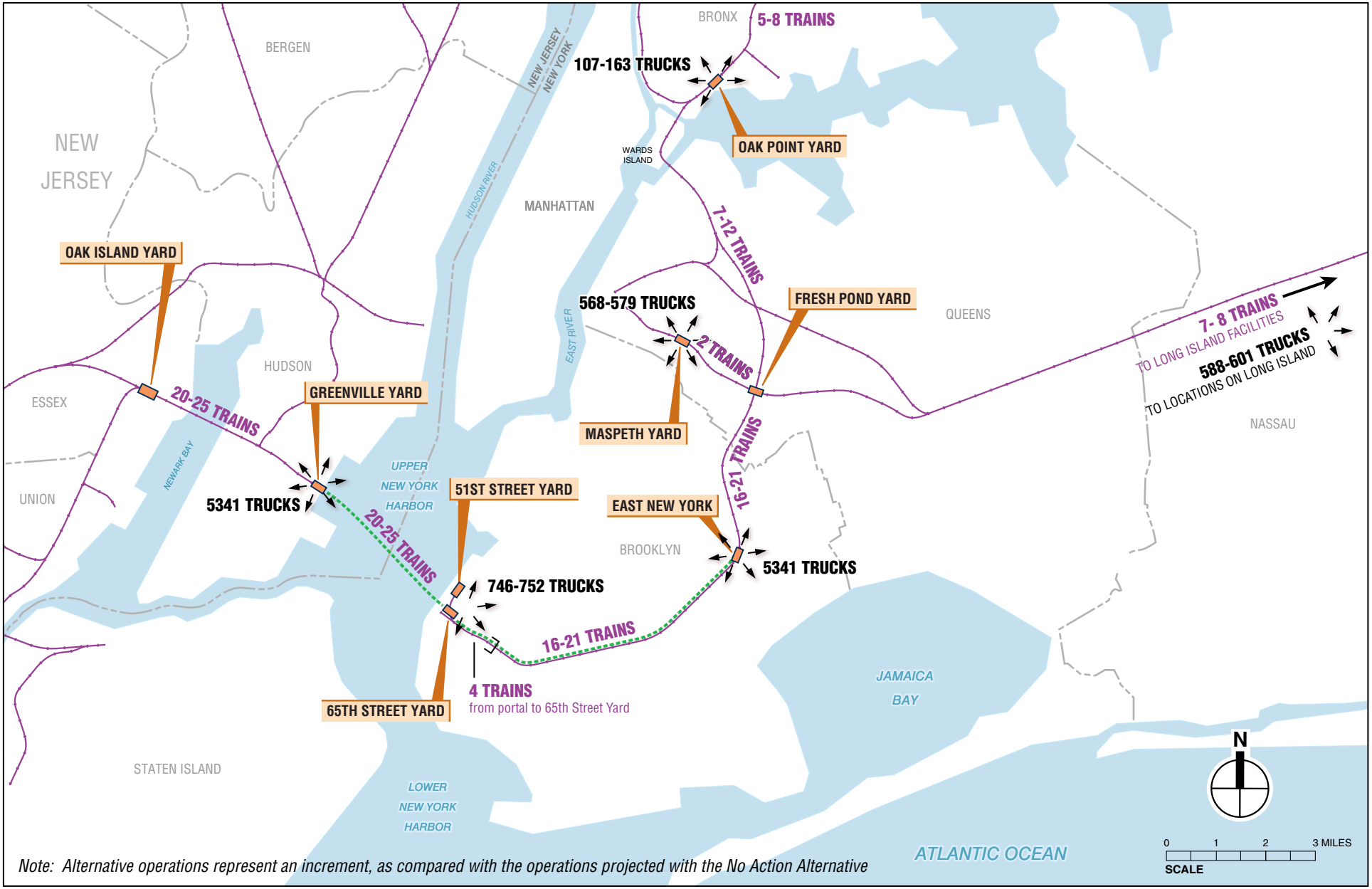
Average Daily Truck Trips

FIGURE 5-16

Rail Tunnel with AGV Service Alternative Daily Operations

CROSS HARBOR FREIGHT PROGRAM

8.19.15



Note: Alternative operations represent an increment, as compared with the operations projected with the No Action Alternative

Freight Rail Line and Average Daily Train Passbys

Rail Tunnel with Truck Access

Average Daily Truck Trips

FIGURE 5-17

Rail Tunnel with Truck Access Alternative Daily Operations

CROSS HARBOR FREIGHT PROGRAM

- Page 5-40, **Table 5-6** was revised as shown to reflect the Level of Service changes with both carload service and carload with intermodal service options for the Enhanced Railcar Float Alternative.

Table 5-6
LOS Changes Resulting from the Project Alternatives

Alternative Class	Alternative	Item	Description
No Action	No Action	Overview	Assumes no action is taken on improving rail service between Northern New Jersey and Long Island, above and beyond planned or programmed capacity expansion projects.
		Traffic Impact	Most rail traffic impacts are related to anticipated "background" growth in carload and intermodal rail traffic throughout the region. An additional volume of 20,000 annual revenue cars of rail traffic (replacing some drayage movements) is assumed to cross between Greenville area and 65st street.
		LOS Impact	The network impacts observed in the No Action Alternative compared to the 2007 existing conditions are attributable to the growth in background traffic expected between 2007 and 2035. Changes in volume that would result in a deterioration in LOS to a condition of D, E or F include portions of the Conrail River Line that may deteriorate from C to E, the CSX River Line that may decline from C to E, a drop from LOS C to LOS E on the Conrail National Docks Secondary north of Constable Junction. There would be an improvement in LOS on the NS Lehigh Line (from LOS C to LOS A) and the Conrail Lehigh Line (from LOS E to LOS C) due to planned capacity expansion on these lines.
Waterborne	Enhanced Railcar Float	Overview	Assumes improvements to increase traffic on the existing railcar float service, ~~but does not make~~ with and without the investments to support intermodal traffic.
		Traffic Impact	Compared to the No Action Alternative, the Enhanced Railcar Float Alternative would add 1.2 trains per day (approximately 3 train trips) through Greenville, and 0.5 train per day on the Lehigh and West Trenton lines with the carload only service option. With both carload and intermodal service, the Enhanced Railcar Float Alternative would add 2 trains per day through Greenville, and fewer than 1 freight train per day on the Lehigh and West Trenton lines.
		LOS Impact	Compared to the No Action Alternative, there was no change in LOS on any of the segments under the Enhanced Railcar Float Alternative. This was the case for both the carload only service option and the carload with intermodal service option.
	Truck Float, Truck Ferry, and LOLO/RORO Container Barge	Overview	The Truck Float, Truck Ferry, and LOLO/RORO Container Barge Alternatives draw from truck-served freight markets.
		Traffic Impact	There would be no effect on the rail traffic volumes in the region as a result of the implementation of these alternatives.
		LOS Impact	There would be no effect on the performance of the rail network as a result of the implementation of these alternatives.
Rail Tunnel	Rail Tunnel Alternative (Limited Operating Scenario)	Overview	Assumes a two-track rail tunnel with system wide operating characteristics, interchanging, and pricing schemes that discourage or limit the amount of through traffic expected. The addition of a second track to the Bay Ridge Branch and Greenville Lead is assumed in this scenario.
		Traffic Impact	The Rail Tunnel Alternative with Limited Operating Scenario added up to 7 daily freight trains (up to 14 train trips) through Greenville (up to 5 merchandise and 2 intermodal trains), with about 5 of these trains continuing to Fresh Pond Yard. The CSX's West Trenton line had 2.2 more trains per day, while the River Line from Selkirk and the NS Lehigh Line added approximately 1.5 daily trains each. The CSX line east of the Hudson from the Albany area added about 3 daily freight trains.
		LOS Impact	Under the Rail Tunnel Alternative with Limited Operating Scenario, there would be a 1.8 mile segment on the West Trenton in Pennsylvania line where the LOS would change from D to E. A 3-mile segment of the Fremont Secondary north of Fresh Pond Jct. would fall from LOS A to LOS B. A 0.6-mile segment of the Conrail Northern Branch in Jersey City would decline from LOS E to LOS F. The Conrail Lehigh Line between Bound Brook and Manville would change from LOS B to LOS C, and the NS Lehigh Line between Manville and the Pattenburg Tunnel would change from LOS A to LOS B. In this alternative, Segment 42 would be activated and operate at LOS A. ~~The Cross Harbor railcar float LOS improves from B to A.~~

- Page 5-47, the following section is added to the end of the chapter.

MARITIME NAVIGATION MITIGATION

Based on the assessment of existing conditions and maritime operations, mitigation strategies may be recommended in order to ensure that the maritime operations associated with any of the Waterborne Alternatives comply with existing government regulations, such as Port of New York Anchorage regulations codified in 33 CFR Part 110.155(1)(11), without negative impacts to pre-existing maritime operations, including moored or anchored vessels that impede or obstruct vessel movements in any channel; or obstruct or interfere with range lights; or obstruct or endanger the passage of vessels in transit by adjacent wharf property; or impede the movements of vessels entering or leaving adjacent slips. Mitigation strategies could include maintenance of a waterway traffic plan for any operations within any Federal Navigation Channel or waters historically used by commercial vessels.

CHAPTER 6.1: LAND USE, NEIGHBORHOOD CHARACTER, AND SOCIAL CONDITIONS

- Page 6.1-3, second paragraph, includes the following statement, which is revised as shown: "A small portion of the study area in Hudson County, west of Greenville Yard, includes residential land uses. Residential land uses, most of which are multi-family, account for less than a quarter of the total study area. ~~There are no residential uses adjacent to any of the rail lines or other facilities in the study area.~~ While some of these residential uses are adjacent to the rail line, none are adjacent to either rail yard in the study area." The original statement inaccurately described the location of residential uses within the study area in Hudson County. The location of residential uses is accurately shown in **Figure 6.1-1** (some of the residential uses in the study area are located adjacent to the rail line, although none are located adjacent to Oak Island Yard and Greenville Yard). Residential areas include the Curries Wood Housing project operated by the Jersey City Housing Authority, which is located adjacent to the rail line in the area of Mercer Park, as shown in **Figure 6.1-1**.
- Page 6.1-6, second paragraph, includes the following statement: "No community facilities are located within the New Jersey study area." This statement is inaccurate. The following community facilities are located within the New Jersey study area, which includes portions of the Bayonne and Greenville communities:
  - Marist High School (1241 John F. Kennedy Boulevard West, Bayonne)
  - Woodrow Wilson School 10 (West 57th Street and Avenue B, Bayonne)
  - City Line Church (1510 John F. Kennedy Boulevard West, Greenville)
  - St. Abanoub & St. Anthony Coptic Church of Bayonne (John F. Kennedy Boulevard West and West 63rd Street, Bayonne)

  As noted in Chapter 6.1 of the DEIS, the results of this Tier I EIS do not reveal the significance of potential effects; rather, it is anticipated that the sensitivities to environmental effects identified in this Tier I EIS would guide subsequent, detailed environmental review(s) as appropriate. These community facilities will be considered in the Tier II analysis, and, where appropriate, consultation with stakeholders will be undertaken.
- Page 6.1-3, page 6.1-4, page 6.1-6, page 6.1-21, page 6.1-23, and page 6.1-24 refer to Port Elizabeth as one of the termini or as an important freight facility in New Jersey. The correct name of this facility is Elizabeth Port Authority Marine Terminal.
- Page 6.1-5 included the following text, which is revised as shown to indicate that there are currently no plans to develop a CMSW facility at Greenville Yard. "Greenville Yard ~~is~~ was

~~also a proposed~~ considered as a site for a containerized municipal solid waste (CMSW) transloading facility, which would have transferred New York City CMSW in sealed containers arriving at Greenville by barge directly onto rail cars for shipment of the waste to landfills. Such a facility is not currently proposed at Greenville Yard."

All of the components of the Greenville Yard Master Plan~~, together with the CMSW transloading facility if it is built,~~ will use the same rail infrastructure: the Conrail A Yard, Lehigh Valley Railroad Bridge, and the National Docks Secondary line."

CHAPTER 6.2: ECONOMIC CONDITIONS AND EFFECTS

- Page 6.1-3, page 6.1 -4, page 6.1-6, page 6.1-21, and page 6.1-22 refer to Port Elizabeth as one of the termini. The correct name of this facility is Elizabeth Port Authority Marine Terminal.

CHAPTER 6.3: CULTURAL RESOURCES

- Page 6.3-6 and page 6.3-7, **Table 6.3-2** is revised as shown to reflect updates regarding two New York City Landmarks designated by the City of New York Landmarks Preservation Commission (LPC). The first, resource #37, the Central Ridgewood Historic District in Ridgewood, Queens, is now also a New York City Landmark (NYCL) Historic District. It was heard by LPC after the preparation of the DEIS and was designated on December 9, 2014. This resource had previously been listed on the State and National Registers of Historic Places (S/NR) and was identified and evaluated in the DEIS as a historic resource. It should also be noted that the boundaries of the NYCL Historic District extend several blocks farther north than the S/NR boundaries indicated in **Table 6.3-2** and illustrated on the map shown in **Figure 6.3-4**. The second NYCL of note is Ocean Parkway, an LPC-designated scenic landmark in Brooklyn. Ocean Parkway was inventoried in the DEIS (**Table 6.3-2**, historic resource #19) as the Ocean Parkway Historic District and identified as an S/NR-listed resource and a NYCL. It is acknowledged that Ocean Parkway is in fact a NYCL scenic landmark rather than a NYCL historic district. Further, **Figure 6.3-2** illustrated the resource on project mapping as an S/NR-listed resource only and did not indicate its NYCL status.

Table 6.3-2
Architectural Resources in the APE in New York

Ref. No.	Name	Address/Location	NYCL	S/NR	S/NR-eligible	NYCL-eligible
13	Brooklyn Army Terminal (U.S. Army Military Ocean Terminal)	West of Second Avenue between 58th and 64th Streets, Brooklyn		X		X
14	High School for Telecommunication Arts & Technology	350 67th Street, Brooklyn			X	
15	Sunset Park Historic District	Between 39th and 64th Streets and Fourth and Seventh Avenues, Brooklyn		X		
16	Bush Terminal Historic District	Between 28th Street and 50th Street, west of 2nd Avenue, Brooklyn			X	
17	Fire House; Engine Co. 247	1136 60th Street, Brooklyn			X	
18	New Utrecht Avenue Station	62nd Street between New Utrecht Avenue and 15th Street, Brooklyn			X	
19	Ocean Parkway Historic District	Between Avenues H and I, Brooklyn	X scenic landmark	X		
20	Avenue H Station House	802 East 16th Street, Brooklyn	X			
21	Fiske Terrace-Midwood Park Historic District	Between Foster Avenue and Avenue H, Railroad ROW to west, and Ocean Avenue to the east, Brooklyn	X			
22	Pieter Wyckoff House	5816 Clarendon Road	X	X		
23	The State Bank	1788-97 Pitkin Avenue, Queens			X	
24	Our Lady of Loretto Historic District	Pacific Street and Sackman Street			X	
25	Wilson Avenue Station	Wilson Avenue at Moffat Street			X	
26	Evergreens Cemetery	Bushwick Avenue, Jackie Robinson Parkway, Cooper Avenue, and Cypress Avenue, Brooklyn and Queens		X		
27	Summerfield Street Row Historic District of Ridgewood Multiple Resource Area	Summerfield Street between Myrtle and Forest Avenues, Queens		X		
28	PS 68-Q	5909 St. Felix Avenue			X	
29	75th Avenue-61st Street Historic District	Bounded by 74th Avenue to the north, 62nd Street to the eat, Felix Avenue to the south, and 60th Place to the west		X		
30	Pennsylvania Railroad Power House	2-17 51st Avenue, Queens			X	
31	Byrne Memorial Bridge	Greenpoint Avenue between Brooklyn and Queens			X	
32	Old Calvary Cemetery	Bounded by Review Avenue, Laurel Hill Blvd, Greenpoint Avenue, and Long Island Expressway, Queens			X	
33	Kosciuszko Bridge	Brooklyn Queens Expressway over Newtown Creek, Brooklyn and Queens			X	
34	P.S. 9 (Walter Reed School)	58-74 57th Street, Queens			X	
35	Fire House: Engine Company 291/Hook & Ladder 140	56-07 Metropolitan Avenue, Queens			X	
36	Fresh Pond-Traffic Historic District	Between Traffic Avenue, Fresh Pond Road, Grove and Woodbine Streets, Queens		X		

Table 6.3-2 (cont'd)
Architectural Resources in the APE in New York

Ref. No.	Name	Address/Location	NYCL	S/NR	S/NR-eligible	NYCL-eligible
37	Central Ridgewood Historic District	67th Avenue to the north, Fresh Pond Road to the east, 71st Avenue to the south, and Putnam Avenue to the west	X	X		
38	68th Avenue- 64th Place-Historic District	68th Avenue between 64th Street and 65th Street		X		
39	Central Avenue Historic District of the Ridgewood Multiple Resource Area	Between 70th and Myrtle Avenues and 65th Street and 66th Place, Queens		X		
40	68-10 Central Avenue	68-10 Central Avenue, Queens			X	
41	New York Connecting Railroad Bridge	Crosses above Queens Boulevard, Queens			X	
42	Jackson Heights Historic District	Bounded by Northern Boulevard to the north, 91st Street to the east, Roosevelt Avenue to the south, and 69th Street to the west, Queens		X		
43	Fire House: Engine Company 263/Hook & Ladder 117	42-06 Astoria Boulevard, Queens			X	X
44	21-21 Ditmars Avenue	21-21 Ditmars Avenue, Queens			X	
45	Hell Gate Bridge (New York Connecting Railroad Bridge)	Spans the Hell Gate Channel between Randall's/Wards Island and Astoria, Queens			X	
46	Wards Island Viaduct	Traverses Wards Island			X	
47	Little Hell Gate Bridge	Spans East River connecting Wards and Randall's Islands			X	
48	Randall's Island Viaduct	Traverses Randall's Island			X	
49	Robert F. Kennedy/Triborough Bridge	Over Bronx Kill			X	
50	Bronx Kill Bridge	New York Connecting Railroad (Amtrak) over Bronx Kill			X	
51	Longwood Historic District and Extension	Prospect Avenue, Longwood Avenue, Leggett Avenue, and Fox Street, Bronx	X			
52	The American Bank Note Company	1201 Lafayette Avenue, Bronx	X		X	
53	Pilgrim Psychiatric Center Historic District	998 Crooked Hill Road, West Brentwood, Long Island, New York			X	

- Page 6.3-8, page 6.3-16, page 6.3-17, page 6.3-2, page 6.3-28, page 6.3-29, and page 6.3-30 refer to Port Elizabeth as one of the termini or as an important freight facility in New Jersey. The correct name of this facility is Elizabeth Port Authority Marine Terminal.
- Page 6.3-12 included the following text, which is revised as shown to reference Appendix F. (Appendix F was not included in the DEIS, but is included in this FEIS). "These commitments were pledged in a Memorandum of Agreement (MOA) between PANYNJ, FHWA, and NJHPO, signed on March 17, 2011 and the implementation of these commitments is ongoing (see Appendix F)."

CHAPTER 6.4: VISUAL AND AESTHETIC CONSIDERATIONS

- Page 6.4-1, page 6.4-3, page 6.4-11, page 6.4-13, page 6.4-15, page 6.4-17, page 6.4-36, and page 6.4-37 refer to Port Elizabeth as one of the termini or as an important freight facility in New Jersey. The correct name of this facility is Elizabeth Port Authority Marine Terminal.

- Page 6.4-4 of the DEIS, third paragraph, includes the following statement, which is revised as shown: "In large part this is due to the fact that neighborhoods surrounding the rail corridors have developed in accordance with its presence, ~~making it merely an acknowledgeable landscape feature~~ maintaining an overall urban form and aesthetic character throughout the neighborhood streetscapes that generally is not defined by the presence of rail infrastructure within the project site."
- Page 6.4-5 includes the following statement: "The presence of the rail in the project area is not a defining feature, nor is it part of a larger industrial or transportation landscape element that dominates the surrounding neighborhoods." That statement is revised to: "The predominant visual character of most neighborhood streetscapes surrounding the existing rail in the study area is not defined by the nearby rail facility but is, instead, defined by localized streetscape elements (yards, trees, etc.)."
- Page 6.4-7 includes the following statement: "Throughout most of these neighborhoods, the presence of the rail in the project area is not a defining feature, nor is it part of a larger industrial or transportation landscape element that dominates the surrounding neighborhoods." That statement is revised to: "The predominant visual character of most neighborhood streetscapes surrounding the existing rail in the study area is not defined by the nearby rail facility but is, instead, defined by localized streetscape elements (yards, trees, etc.)."
- Page 6.4-10, page 6.4-11, page 6.4-12, page 6.4-13, page 6.4-14, page 6.4-20, page 6.4-23, page 6.4-27, page 6.4 -30, and page 6.4-34 include the following statement, which is revised as shown: "The acquisition of property and expansion of yard facilities at this location would not be expected to result in ~~no~~ substantial changes to the visual and aesthetic conditions of the site or in the surrounding area."

CHAPTER 6.5: ENERGY AND CLIMATE CHANGE

- Page 6.5-2 mentions the South Hudson Intermodal Facility project, which was the name of the project listed in the TIGER 2012 Awards.[2] It is noted here that this facility is more commonly known as the Global Marine Terminal (GMT) and the related Intermodal Container Transfer Facility proposed to be constructed at Greenville Yard in support of GMT.
- Page 6.5-5 includes the following text, which has been updated as shown to reference more recent draft guidance, which became available subsequent to the release of the DEIS. "The energy, GHG emissions, and climate change analysis was prepared in accordance with the *Draft NEPA Guidance on Consideration of the Effects of Climate Change and Greenhouse Gas Emissions*,[3] NYSDOT's *Draft Air Quality, Energy and Greenhouse Gas Emission Analysis Procedures for Plans and TIPs and Draft Energy and Greenhouse Gas Emission Analysis Procedures for Projects*[4] and subsequent guidance and methods from NYSDOT.

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[2] U.S. Department of Transportation, TIGER 2012 Awards, http://www.transportation.gov/sites/dot.dev/files/docs/fy2012tiger_0.pdf, accessed June 8, 2015.

[3] Council on Environmental Quality, Draft NEPA Guidance on Consideration of the Effects of Climate Change and Greenhouse Gas Emissions, February 18, 2010.

[4] New York State Department of Transportation, Draft Air Quality, Energy and Greenhouse Gas Emission Analysis Procedures for Plans and TIPs and Draft Energy and Greenhouse Gas Emission Analysis Procedures for Projects, February 12, 2003.

On December 18 (following the release of the DEIS), the Council on Environmental Quality released revised draft guidance for public comment that describes how Federal departments and agencies should consider the effects of GHG emissions and climate change in their NEPA reviews. The revisions to the draft guidance do not affect the assessment performed or the conclusions reached regarding GHG emissions and climate change."

- Page 6.5-14 refers to Port Elizabeth as one of the termini. The correct name of this facility is Elizabeth Port Authority Marine Terminal.

CHAPTER 6.6: AIR QUALITY

- Page 6.6-5 included the following sections of text, which have been supplemented as shown, with a discussion of General Conformity and specific information and updates regarding the Transportation Improvement Program for NYMTC and NJTPA. "The federal Transportation Conformity regulations (40 CFR § 93 Subpart A) establish the criteria and procedures for determining whether transportation projects developed, funded, or approved under title 23 U.S.C. or the Federal Transit Act conform to the SIP. Transportation Conformity applies to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) projects in nonattainment and maintenance areas for the transportation-related criteria pollutants CO, ozone, NO_2, $PM_{2.5}$, and PM_{10} and some precursor pollutants. General Conformity applies to projects or activities funded or permitted by Federal agencies and not covered under Transportation Conformity. General Conformity requirements will be determined at the appropriate time, during the Tier II process."

  "NYMTC included elements of the CHFP in the Transportation Improvement Plan (TIP) for ~~2012~~2014–2018 (PIN X50019, X50179, X77008). The transportation conformity determination for the ~~2011-2015~~2014–2018 TIP and ~~2010-2035~~ 2014–20140 Regional Transportation Plan was ~~finalized~~ adopted on ~~November 17, 2011~~Spetmeber 4, 2013."; "The NJTPA also listed portions of the proposed project in its 2012-2015 TIP (Greenville Yard and Lift Bridge – State-of-Good-Repair", bdnums: 09338B), including elements of the No Action Alternative—the ~~rehabilitation~~ replacement of two railcar float bridges and associated support infrastructure (track, fenders, new barge). In Tier II, air emissions from construction activities for the Preferred Alternatives will need a General Conformity Applicability Analysis/Conformity Determination, although it should be noted that SIP budgets account for emissions associated with certain construction activities (from non-road engines)."

- Page 6.6-11, the following text is revised as shown. "While some increases in pollutant burdens may result in the region, Transportation Conformity and General Conformity is determined considering the total emissions from all regional projects for each criteria pollutant. The increases predicted would be unlikely to affect the future Transportation and, if applicable, General Conformity determinations, and would therefore be unlikely to affect ~~or~~ the SIP budgets. In Tier II, additional evaluation and analysis will be performed to address Transportation and General Conformity, where applicable."

- Page 6.6-6 includes the following text, supplemented as shown to refer to Appendix G (Appendix G was not included in the DEIS, but is included in this FEIS). "Emission factors in grams per mile for criteria pollutant and MSAT emissions for combination short- and long-haul diesel trucks on restricted roadways (i.e., expressways, freeways, and interstates) were obtained using the MOVES model at the average vehicle speeds estimated in the transportation analysis. For MOVES model files, see Appendix G."

CHAPTER 6.7: NOISE AND VIBRATION

- Page 6.7-27 – the following text is added to the end of the last paragraph. "It should be noted that marine noise mitigation measures must comply with the Inland Navigation Rules, including 33 CFR Part 8 – Annex III: Technical Details of Sound Signal Appliances. Requests for alternate signal means must be submitted to the local Captain of the Port Office for review. Requests for alternate signal means must be balanced against the need for maintaining safe navigation within the adjacent waterways."
- Page 6.7-9 includes a paragraph describing the General Noise Assessment. This paragraph is removed because the General Noise Assessment for freight facilities was not performed in Tier I, due to the large number of Alternatives initially considered, the number of alternative freight facility locations, as well as lack of sufficient information regarding equipment, operations, and the precise configuration of the freight facilities. For these reasons, the noise assessment of freight facilities is deferred to Tier II. The increases in noise and vibration levels, due to increased activities at the freight facilities are acknowledged. Tier II will evaluate and analyze potential adverse impacts and will explore potential mitigation strategies, where appropriate.
- Page 6.7-13 and 6.7-14, **Table 6.7-6** is revised to report decibel values using integers only, as shown.

Table 6.7-6
Existing Noise Levels and Land Use Category Impact Thresholds

Rail Line Segment	Area	Points	Noise Monitor Location	Nearest Receptor Type/Loc	FTA Land Use Category	Distance to Railway (feet)	Existing Noise Levels (dBA)		Noise Impact Threshold (L_{dn}) Moderate Impact	Noise Impact Threshold (L_{dn}) Severe Impact
1	Brooklyn	65th Yard to 8th/9th Ave.	61st Street b/w 11th/12th Ave.	Residence at 170 ft.	2	170	~~71.3~~ 71	L_{dn}	~~65.4~~ 65	~~70.4~~ 70
2	Brooklyn	8th/9th Ave. to 13th Ave.	61st Street b/w 11th/12th Ave.	Residence at 170 ft.	2	170	~~71.3~~ 71	L_{dn}	~~65.4~~ 65	~~70.4~~ 70
3	Brooklyn	13th Ave. to Albany Ave.	Dead end E 22nd St. b/w Campus Rd. and Ave. I	Residence at 55 ft.	2	55	~~58.5~~ 59	L_{dn}	~~57.0~~ 57	~~62.7~~ 61
				Brooklyn College at 55 ft.	3	55	~~61.8~~ 62	$L_{eq(1)}$	~~58.8~~ 59	~~64.3~~ 64
4	Brooklyn	Albany Ave. to POW Highway	Dumont and Van Sicklen Aves.	Residence at 80 ft.	2	80	~~85.1~~ 85	L_{dn}	~~77.8~~ 78	~~81.6~~ 82
				Institute at 80 ft.	3	80	~~82.0~~ 82	$L_{eq(1)}$	~~74.7~~ 75	~~78.9~~ 79
5	Brooklyn	POW Highway to Fresh Pond	Felix Ave. b/w Woodward and Cyprus Aves.	Residence at 110 ft.	2	110	~~65.9~~ 66	L_{dn}	~~61.4~~ 60	~~66.8~~ 67
				School at 110 ft.	3	110	~~64.7~~ 65	$L_{eq(1)}$	~~60.6~~ 60	~~66.0~~ 66
6	Queens	Fresh Pond to Van Wyck	Crossing on 73rd St. b/w Central Ave. and Lutheran Cemetery	Residences at 45 ft.	2	45	~~69.2~~ 69	L_{dn}	~~63.8~~ 64	~~68.9~~ 69

Table 6.7-6 (cont'd)
Existing Noise Levels and Land Use Category Impact Thresholds

Rail Line Segment	Area	Points	Noise Monitor Location	Nearest Receptor Type/ Location	FTA Land Use Category	Distance to Railway (feet)	Existing Noise Levels (dBA)		Noise Impact Threshold (L_{dn})	
7	Queens	Maspeth to Fresh Pond	Dead end of 60th Place b/w 60th Drive and 62nd Ave.	Residences at 100 ft.	2	100	~~61.4~~ 61	L_{dn}	~~58.6~~ 59	~~64.1~~ 64
8	Queens	Fresh Pond to Hell Gate Bridge	72nd St. b/w 41st Ave. and Woodside Ave.	Residence at 80 ft.	2	80	~~64.7~~ 65	L_{dn}	~~60.6~~ 61	~~66.0~~ 66
				Church at 80 ft.	3	80	~~60.5~~ 61	$L_{eq(1)}$	~~58.1~~ 58	~~63.7~~ 64
9	Bronx	Hell Gate Bridge to Harlem River Yard	19th St. b/w 22nd Dr. and 22nd Rd.	Residence under tracks	2	25	~~71.1~~ 71	L_{dn}	~~65.2~~ 65	~~70.3~~ 70
				Park under tracks	3	25	~~70.5~~ 71	$L_{eq(1)}$	~~64.7~~ 65	~~69.8~~ 70
10	Bronx	Harlem River Yard to Oak Point Yard	138th St./ Bruckner	Residence at 60 ft.	2	60	~~75.0*~~ 75*	L_{dn}	~~68.4~~ 68	~~73.2~~ 73
11	Bronx/ Westchester	Oak Point Yard to New Rochelle	Elm Tree Ln/Forest Rd. – Pelham Bay	Residence at 200 ft.	2	200	~~65.0*~~ 65*	L_{dn}	~~60.8~~ 61	~~66.2~~ 66
12	Bronx/ Westchester	New Rochelle and north	Palmer Ave/Spencer Dr. – New Rochelle	High rise at 120 ft.	2	120	~~60.0*~~ 60*	L_{dn}	~~57.8~~ 58	~~63.4~~ 63
13	L.I.	Main Line at Van Wyck to Hicksville	Kinkell St./Railroad Ave. – New Cassel	Residence at 100 ft.	2	100	~~65.0*~~ 65*	L_{dn} *	~~60.8~~ 61	~~66.2~~ 66
14	L.I.	Hicksville to Bethpage	Lawnview Ave./Lawnside Dr – Hicksville	Residence at 75 ft.	2	75	~~65.0*~~ 65*	L_{dn}	~~60.8~~ 61	~~66.2~~ 66
15	L.I.	Bethpage to Ronkonkoma	L.I. Ave. / W. 2nd St – Deer Park	Residence at 120 ft.	2	120	~~60.0*~~ 60*	L_{dn}	~~57.8~~ 58	~~63.4~~ 63
16	L.I.	Ronkonkoma to Greenport	River Road – Calverton	Residence at 120 ft.	2	120	~~60.0*~~ 60*	L_{dn}	~~57.8~~ 58	~~63.4~~ 63
17	NJ	Greenville Yard to Constable Junction	Catherine Ct. adj. to tracks – Jersey City	Residence at 120 ft.	2	120	~~69.1~~ 69	L_{dn}	~~63.7~~ 64	~~68.9~~ 69
18	NJ	Constable Junction to Nave (near Bergen Tunnel)	Wayne St. b/w Ristaino Dr. and Chopin St. – Jersey City	Residence at 50 ft.	2	50	~~68.8~~ 69	L_{dn}	~~63.5~~ 64	~~68.7~~ 69
19	NJ	North Bergen to Tenafly	41st St. b/w Dell and Tonnelle Ave. – West N.Y.	Residence at 320 ft.	2	320	~~66.4~~ 66	L_{dn}	~~61.8~~ 62	~~67.1~~ 67
20	NJ	Constable Junction to Oak Island Yard	Roanoke Ave. b/w Hawkins and Vincent Sts.	Residence at 100 ft.	2	100	~~76.3~~ 76	L_{dn}	~~69.5~~ 70	~~74.2~~ 74
21	NJ	Oak Island Yard to E-Rail Terminal	Zamorski Dr. b/w 3rd Ave. and 2nd Ave – Elizabeth	Residence at 120 ft.	2	120	~~75.5~~ 76	L_{dn}	~~68.8~~ 69	~~73.6~~ 74

Notes: An asterisk denotes existing noise levels estimated per FTA methodology – "Transit Noise and Vibration Impact Assessment" **Table 5-7**. Other existing noise levels were based on the measurements obtained for the 2004 DEIS.

- Page 6.7-16, in Section D includes the following statement, which is revised as follows to refer to Appendix H (Appendix H was not included in the DEIS, but is included in this FEIS). "Using the methodology previously described, calculations to predict the noise levels from the increased train activity along the corridor take into account the number of trains and the number of locomotives on each train, the speed of the trains, and time of day (see Appendix H)."
- Page 6.7-16, in Section D includes the following statement, which is revised as follows to refer to Appendix H (Appendix H was not included in the DEIS, but is included in this FEIS). "Using the methodology previously described, calculations to predict vibration and vibration-induced noise levels from the increased train activity along the corridor take into account the number of trains, length of trains, number of locomotives on each train, the speed of the trains, and time of day (see Appendix H)."
- Page 6.7-17 refers to Port Elizabeth as one of the termini. The correct name of this facility is Elizabeth Port Authority Marine Terminal.
- Page 6.7-19, **Table 6.7-8** is revised as shown to correct a typographical error.

Table 6.7-8
Likely Noise Impacts Along the Rail Corridor

Rail Line Segment	FTA Land Use Category	Noise Descriptor	No Action	Waterborne Alternatives[1]	Rail Tunnel Alternatives				
				Enhanced Railcar Float	Rail Tunnel	Rail Tunnel with Shuttle Service[2]	Rail Tunnel with Chunnel Service	Rail Tunnel With AGV Technology[2]	Rail Tunnel With Truck Access[2]
1	2	L_{dn}	-	-	M	M	M	S	M
2	2	L_{dn}	-	-	M	M	M	S	M
3	2	L_{dn}	S	S	S	S	S	S	S
	3	$L_{eq(1)}$	S	S	S	S	S	S	S
4	2	L_{dn}	-	-	-	-	-	M	-
	3	$L_{eq(1)}$	-	-	-	-	-	-	-
5	2	L_{dn}	-	M	S	S	S	S	S
	3	$L_{eq(1)}$	M	M	M	M	M	M	M
6	2	L_{dn}	S	S	S	S	S	S	S
7	2	L_{dn}	M	M	S	S	S	S	S
8	2	L_{dn}	~~M~~ S	S	S	S	S	S	S
	3	$L_{eq(1)}$	S	S	S	S	S	S	S
9	2	L_{dn}	S	S	S	S	S	S	S
	3	$L_{eq(1)}$	S	S	S	S	S	S	S
10	2	L_{dn}	-	-	S	S	S	S	S
11	2	L_{dn}	-	-	S	S	M	M	S
12	2	L_{dn}	S	S	S	S	S	S	S
13	2	L_{dn}	S	S	S	S	S	S	S
14	2	L_{dn}	S	S	S	S	S	S	S
15	2	L_{dn}	S	S	S	S	S	S	S
16	2	L_{dn}	S	S	S	S	S	S	S
17	2	L_{dn}	-	M	S	S	S	S	S
18	2	L_{dn}	S	S	S	S	S	S	S
19	2	L_{dn}	-	-	S	S	S	S	S
20	2	L_{dn}	-	-	S	S	S	S	S
21	2	L_{dn}	M	M	S	S	S	S	S

Note: No Moderate or Severe Impact:
Moderate Impact: M
Severe Impact: S
[1] Other Waterborne Alternatives would not affect the rail corridor.
[2] Estimated results.

CHAPTER 6.8: NATURAL RESOURCES

- Page 6.8-1 is updated to include the following text from the Rivers and Harbors Act of 1899 (33 USC §§ 401):

  "Section 10 of the Rivers and Harbors Act of 1899 requires authorization from the Secretary of the Army acting through USACE for the construction of any structure in or over any navigable waters of the United States; the excavation from or deposition of material in these waters; or any obstruction or alteration in these waters. The purpose of this Act is to protect navigation and navigable channels. Any structures placed in navigable waters—such as pilings, piers, or bridge abutments up to the mean-high-water line—are regulated pursuant to this Act. USACE must evaluate, in the public interest, the benefits of the proposed activity versus potential detriments."
- Page 6.8-3 includes the following statement: "A permit is required for almost any activity that would alter wetlands or the adjacent areas (up to 300 feet inland from wetland boundary or up to 150 feet inland within New York City)." The text is revised as follows to list the types of activities that may require a permit, "Within tidal wetlands and tidal wetlands adjacent area, a permit is required for:
  - any form of draining, dredging, excavation or removal, either directly or indirectly, of soil, mud, sand, shells, gravel, or other aggregate;
  - any form of dumping, filling or depositing, either directly or indirectly, of any soil, stones, sand, gravel, mud, rubbish, or fill of any kind;
  - the erection of any structures or construction of any facilities or roads, the driving of any pilings or placing of any other obstructions, whether or not changing the ebb and flow of the tide;
  - any form of pollution;
  - any portion of a subdivision of land located in any tidal wetland or adjacent area; and
  - any other new activity within a tidal wetland or on an adjacent area which directly or indirectly may substantially alter or impair the natural condition or function of any tidal wetland."
- Page 6.8-28 includes a typographic error in the following sentence and is revised as follows: "The potential sites on Long Island contain habitats that are capable of supporting more diverse wildlife communities and more sensitive species ~~that~~ than those that occur in the local study areas in Jersey City and New York City."
- Page 6.8-37 does not list the 6 types of endangered whales. The sentence is updated to read as follows: "The six endangered whale species (blue whale, sei whale, sperm whale, finback whale, humpback whale, and right whale) that can ~~known to~~ occur within the New York City region are oceanic and would not occur within the areas affected by the project alternatives."
- Page 6.8-38 includes the following sentence, which is revised as shown. "Within the New York District of USACE, dredging operations may be restricted in the winter months and the spring (January ~~February~~ 1 to May 31) to protect striped bass, American shad, Atlantic tomcod (spawning), and winter flounder (spawning and hopper dredge entrainment)."
- Page 6.8-10, page 6.8-12, page 6.8-21, page 6.8-22, page 6.8-23, and page 6.8-25 refer to Port Elizabeth as one of the termini or as an important freight facility in New Jersey. The correct name of this facility is Elizabeth Port Authority Marine Terminal.

CHAPTER 6.9: WATER RESOURCES

- Page 6.9-20 included the following statement, which is revised and supplemented as shown. "Dredging and the placement of the tunnel tube segments for the Rail Tunnel Alternatives have the potential to result in the temporary resuspension of bottom sediment and the release of sediment contaminants to the water column, and possible decreases in dissolved oxygen, adversely affecting water quality of the Upper New York Harbor. Given the potential for adverse impacts on surface water quality during construction of the Rail Tunnel Alternatives, ~~and the Rail Tunnel with Chunnel Service Alternative, any~~ Tier II documentation would include a detailed assessment of the potential for these ~~two~~ alternatives to adversely affect surface water quality of the Upper New York Harbor and/or Newark Bay using the information presented in the 2004 DEIS, updated as necessary to incorporate changes in the tunnel alignment, and sediment quality conditions, and in-water construction techniques. Specific studies or regulatory land use and waterfront-related permits that would be required to construct the Waterborne and the Rail Tunnel Alternatives considered could potentially include, but may not be limited to:

    1. Department of the Army Permit issued by USACE pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899
    2. NJDEP Waterfront Development Permit
    3. NJDEP Tidelands Instrument (Grant, Lease, or License)
    4. NYSDEC Tidal Wetlands Permit
    5. NYSDEC Permit for Excavation and Fill in Navigable Waters

  These and any other regulatory permits, as well as any resource agency coordination and applicable environmental studies, will be described in detail in Tier II, as appropriate."

CHAPTER 6.10: HAZARDOUS MATERIALS

- Page 6.10-4, the following statement is added to Existing Conditions, West of Hudson Area: "As of May 2012, all remediation in the State of New Jersey under NJDEP regulation is required to be managed by a Licensed Site Remediation Professional (LSRP)."
- Page 6.10-4, fourth paragraph, the following statement is added: "Remediation has been conducted at Oak Island Yard by Conrail. Program identification (PI) numbers associated with site remediation include but are not limited to: #005878 (remediation is currently being conducted by an LSRP); #030921; and, #G000004434 (Oak Island Landfill)." The following statement is added to page 6.10-4, paragraph 5: "Remediation has been conducted at Oak Island yard by Conrail. Program identification (PI) numbers associated with site remediation include but are not limited to: #G000004412 and #G000006482."
- Page 6.10-6, page 6.10-25, page 6.10-26, page 6.10-27, and page 6.10-28refer to Port Elizabeth as one of the termini. The correct name of this facility is Elizabeth Port Authority Marine Terminal.
- Page 6.10-13, at the end of the paragraph for Site Description and History, the following statement is added: "Newtown Creek, immediately adjacent to the proposed Maspeth Yard, is designated a superfund site. Metals, volatile organic compounds, and semi-volatile organic compounds (including polycyclic aromatic hydrocarbons and polychlorinated biphenyls) are present in the Newtown Creek sediments at concentrations that are above the levels at nearby locations in the Atlantic Basin."
- Page 6.10-34, fifth paragraph, the following statement is added: "If any Alternative moves forward in New Jersey, an LSRP will conduct a full Open Public Records Act (OPRA) review and assess current or past remedial projects or existing remedial action permits on the

specific property blocks and lots identified in the construction area, as per NJDEP regulation."

CHAPTER 6.11: ENVIRONMENTAL JUSTICE

- Page 6.11-6 and page 6.11-7 refer to Port Elizabeth as one of the termini. The correct name of this facility is Elizabeth Port Authority Marine Terminal.

CHAPTER 6.12: COASTAL ZONE MANAGEMENT

- Page 6.12-7 includes the following text under Policy 3.2, which is revised as shown "Additional trips and movement of floats, ferries, and barges associated with the Waterborne Alternatives would be scheduled to be compatible with current marine traffic patterns and would not affect the movement of ocean-going freight vessels. ~~nor~~ Recreational vessel traffic is seasonal and is aware of designated commercial areas. There are no recreational facilities directly adjacent to the areas that would be utilized for construction or operation of the Build Alternatives, so interactions would be limited and have no direct effect on such recreational traffic."

CHAPTER 7: INDIRECT AND CUMULATIVE EFFECTS

- Page 7-15 includes the following text, which is updated as shown to clarify that there are currently no plans to build a barge-to-rail CMSW transloading facility. "Greenville Yard ~~is~~ was also a proposed site for a containerized municipal solid waste (CMSW) transloading facility, which ~~would~~ was to transfer New York City CMSW in sealed containers arriving at Greenville by barge directly onto rail cars for shipment of the waste to landfills. Such a facility is not currently proposed at Greenville Yard."

  All of the components of the Greenville Yard Master Plan, ~~together with the CMSW transloading facility if it is built,~~ will use the same rail infrastructure: the Conrail A Yard, Lehigh Valley Railroad Bridge, and the National Docks Secondary line."

- Page 7-16, **Table 7-1**, for "Cultural Resources" lists potential adverse effects to the Morris Canal. Rather than indirect impacts, the potential cumulative effects from construction of other projects that could potentially affect different portions of this cultural resource would warrant further consideration. **Table 7-1** is revised as shown.

- Page 7-16, the following statement is added after **Table 7-1**. "It should be noted that for certain impact criteria, the potential for cumulative effects cannot be determined at this time as part of Tier I environmental review. For example, although the potential for cumulative noise effects is noted in the table, the magnitude and location of such potential cumulative effects is not known at this time, and it cannot be determined whether such a cumulative effect would adversely or disproportionately impact environmental justice communities. Tier II will evaluate and analyze potential adverse impacts and will explore potential mitigation strategies, where appropriate."
- Page 7-17, the text is revised as follows: "The 151-foot air draft restriction posed by the air deck of the bridge is an obstacle for larger ships accessing marine terminals west of the bridge at Port Newark and ~~Port~~ Elizabeth Port Authority Marine Terminal in New Jersey and at Howland Hook Marine Terminal on Staten Island."

Table 7-1
Summary of Potential Cumulative Effects

Resources	Potential Adverse Effects[1]	Potential Adverse Cumulative Effects
Transportation	Local traffic impacts near existing and proposed rail facilities; potential impacts near Rail Tunnel with Chunnel Service Alternative and Rail Tunnel with Truck Access alignment access points.	Construction and operational truck traffic effects. Operational effects on National Docks Secondary and other rail facilities in the vicinity of Greenville Yard.
Land Use	Property acquisition for yard expansion, particularly in East New York.	No cumulative effects known at this time. No known additional public or private actions are proposed that would add to proposed property acquisition.
Economic Conditions	Displacement and relocation of businesses due to the expansion of project facilities.	No cumulative effects known at this time. No known additional public or private actions are proposed that would add to displacement and relocation effects.
Cultural Resources	~~Indirect adverse operational effects from rail traffic due to increased noise and vibration along several architectural APEs. Potential effects to Morris Canal in the New Jersey.~~	~~No cumulative effects known at this time.~~ Potential cumulative effects from construction of other projects that could affect different portions of this resource.
Visual and Aesthetic Resources	No potential adverse effects determined in Tier I.	No cumulative effects known at this time.
Air Quality	Potential effects determined in Tier I EIS to be unlikely. More detailed and updated analysis of emissions from the yards that are very close to sensitive uses would be needed in any Tier II documentation.	Potential local cumulative effects during construction and operations.
Energy and Climate Change	No adverse effects. Increase in local emissions is offset by regional reductions.	No cumulative effects known at this time.
Noise	Moderate to severe impacts in certain locations along the alignment.	Potential local cumulative effects during construction and operations.
Natural Resources	No potential adverse effects determined in Tier I.	Potential cumulative effects from construction on aquatic resources.
Water Resources	No potential adverse effects determined in Tier I.	No cumulative effects known at this time.
Hazardous Materials	No potential adverse effects determined in Tier I.	No cumulative effects known at this time.
Environmental Justice	No potential adverse effects determined in Tier I.	No cumulative effects known at this time.
Coastal Zone Management	No potential adverse effects determined in Tier I.	No cumulative effects known at this time.

Note: [1] Technical analyses and potential adverse effects are presented in greater detail in each of the EIS chapters.

APPENDIX A

- Page A-1 refers to Port Elizabeth as one of the termini. The correct name of this facility is Elizabeth Port Authority Marine Terminal.

APPENDIX B

- A supplement to Appendix B is included in this FEIS to document the public outreach that has occurred since the completion of the DEIS.

APPENDIX F

- Appendix F is new to the FEIS and has been added to provide documentation of the ongoing cultural resources effort as part of the MOA between PANYNJ, FHWA, and NJHPO.

APPENDIX G

- Appendix G is new to the FEIS and has been added to provide air quality analysis information, requested via public comments.

APPENDIX H

- Appendix H is new to the FEIS and has been added to provide noise and vibration analysis information, requested via public comments. ✷