Environmental Assessment
Global Terminal and Container Services Imaging System Port Facility Security Enhancements
Jersey City, Hudson County, NJ

PSGP 2008-GB-T8-K020 (39) (10128)

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FEMA

U.S. Department of Homeland Security
Federal Emergency Management Agency
Region II, 26 Federal Plaza, NY, NY 10278

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LIST OF APPENDICES

LIST OF ACRONYMS

BFE	Base Flood Elevation
BMP	Best Management Practice(s)
CFR	Code of Federal Regulations
DHS	Department of Homeland Security
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FIRM	Floodplain Insurance Rate Map
FONSI	Finding of No Significant Impact
MTSA	Maritime Transportation Security Act of 2002
NEPA	National Environmental Policy Act
NGVD	National Geodetic Vertical Datum
NRCS	National Resource Conservation Service
NJDEP	New Jersey Department of Environmental Protection
NJSHPO	New Jersey State Historic Preservation Office
OCR	Optical Character Recognition
OEHP	Office of Environmental Planning & Historic Preservation
OSHA	Occupational Safety and Health Administration
PANYNJ	Port Authority of New York & New Jersey
PEA	Programmatic Environmental Assessment
RCRA	Resource Conservation and Recovery Act
SIP	State Implementation Plan
USFWS	U.S. Fish and Wildlife Service
WMA	Watershed Management Area

1.0 INTRODUCTION

The Port Authority of New York and New Jersey (PANYNJ) and Global Terminal & Container Services, L.L.C. (Global) have applied for federal funding from the Department of Homeland Security-Federal Emergency Management Agency's (DHS-FEMA) Port Security Grant Program, as grantee and sub-grantee respectively, to construct new truck imaging portals at the their port facility located at 302 Port Jersey Blvd., Jersey City, Hudson County, NJ 07305 (*See Appendix A Location Maps*). The proposed port security enhancements would minimize port vulnerabilities. Global provides logistics services to markets throughout the eastern United States and Canada. These services are part of the third largest container port in the United States, the largest on the East Coast, and 14th largest port in the world. Global handles approximately 400,000 containers per year, consisting of imports and exports from/to foreign ports in South America, Europe and Asia. This project grant would allow the installation of high quality camera systems within three (3) pre-fabricated portal buildings respectively located at three (3) locations: in gate, out gate, and rail transfer gates of the Global Container Terminal and Container Service Facility (hereafter "site" or "facility"). Each pre-fabricated portal building will encompass two (2) Optical Character Recognition (OCR) portals, totaling six OCR portals. The result is that for each truck that enters or exits the terminal, a complete set of images will be captured. This solution will provide for high quality photographic images, linked to driver, truck and manifest details to support analysis and incident response requirements.

Additionally, the project would provide for six (6) computer servers, one (1) disk storage array and three (3) work stations to operate the security system. The infrastructure component of the project would provide emergency power generation to ensure the facility can provide uninterrupted recording capability. Each portal would include an outdoor generator with above ground storage tank with diesel fuel. The proposed project would involve installation of approximately 9,000 linear feet of utility lines. Details regarding this project were obtained from the "FY08 Port Security Grant Program Investment Justification" document provided by the applicant.

FEMA is required as a federal agency to evaluate the potential environmental impacts of its proposed action, and alternatives to the proposed action, in order to make an informed decision in defining a proposed project for implementation. FEMA must consider and incorporate, to the extent practicable, measures to avoid, minimize or mitigate adverse impacts to the human environment. The environmental analysis is conducted in compliance with the National Environmental Policy Act (NEPA), and its implementing regulations at 40 CFR Parts 1500-1508 and FEMA's regulations at 44 CFR Part 10. FEMA evaluates financial assistance projects prior to grant approval.

This Environmental Assessment (EA) serves as documentation of FEMA's analysis of the potential environmental impacts of the proposed security operations control center construction project, including analysis of project alternatives, and identification of impact minimization measures. The document serves as written communication of the environmental evaluation for public and interested party comment. Public involvement is a component of NEPA to inform an agency's determination of whether to prepare an Environmental Impact Statement (EIS) or issue a Finding of No Significant Impact (FONSI).

2.0 PURPOSE AND NEED

The purpose of the Port Security Grant Program is to provide funding for activities which help to enhance the security and safety of ports in the United States. The purpose of the proposed project is to enhance security at the site with the construction of new security systems at three (3) site access locations.

The vast amount of cargo movement in and out of Global on a daily basis requires high quality security systems to prevent security breaches and adverse impacts to the public. The need for the project is to address port and waterway security vulnerabilities at road and rail facility access points, and to implement plans to meet Maritime Transportation Security Act of 2002 (MTSA) (PL107-295) requirements.

3.0 DESCRIPTION OF ALTERNATIVES CONSIDERED

The following alternatives are being considered:

3.1 ALTERNATIVE 1: NO ACTION

If no federally funded project were implemented, Global would not construct six new truck imaging portals in three pre-fabricated portal buildings and complete associated work described in section 3.2. Current programs and services would continue within the existing facilities.

This No Action Alternative would not address project purpose and need, and would not minimize port security risks.

3.2 ALTERNATIVE 2: PROPOSED ACTION - CONSTRUCT NEW TRUCK IMAGING SECURITY PORTALS

The scope of work for the proposed alternative would consist of the installation of six truck OCR portals and associated work. This would include; the construction of three prefabricated metal portal buildings; which would be placed at the inbound and outbound gates as well as the entrance/exit to the rail facility, each with a nominal respective footprint of 30 ft by 60 ft and two imaging portal lanes each; the installation of two area scan cameras and five line scan cameras with associated mounting hardware within the portals; the installation of electrical power generators; and approximately 9,000 ft of utility trenching to a depth of 48 inches to provide power and communication connectivity between the three enclosures and the primary/backup server rooms. Alternative 2 would also fund computer equipment for security operations, including six (6) computer servers, one (1) disk storage array and three (3) work stations to operate the security system. All proposed activity would occur within existing paved area. No additional impervious surface would be created as a result of this alternative.

4.0 ENVIRONMENTAL SETTING AND POTENTIAL IMPACTS OF THE PROPOSED ACTION AND ALTERNATIVES CONSIDERED

Table 1 below summarizes potential impacts of the No Action and Proposed Action alternatives. The following sections provide a more detailed description of the affected environment and potential environmental impacts of the No Action and Proposed Action alternatives.

4.1 GENERAL SITE DESCRIPTION

The facility is situated on 100 acres of fenced and lighted land at 302 Port Jersey Blvd., Jersey City, Hudson County, NJ 07305 (Latitude 40º 40' 45.56" N/Longitude 74º 05' 40.97" W) (*See Appendix A Location Maps*). The site is bordered to the west by urban development, to the south by the Military Ocean Bay Terminal, and Upper Bay of New York & New Jersey Harbor to the north and east.

The site serves as an active port area with operations of equipment, cranes, and shipping and truck transportation vehicles. The terminal facilities include an administration building, maintenance building, marine control building, and a terminal gate complex.

The site is severely degraded ecologically because of extensive disruptions to the plant community, soil grading, hydrological alterations, and past construction activities. Although there is small emergent wetland area in the southeastern area of the site, approximately 95% of the port's ground surfaces are covered by or consist of impervious material such as asphalt and solid rooftops. Approximately 78 acres of the site is used as marshalling areas for containers mounted on chassis and container stacking areas.

4.2 GEOLOGY, TOPOGRAPHY, AND CLIMATE

The site is situated on the Manhattan Schist Formation in the Piedmont Physiographic Province. The Manhattan Schist formation is comprised of Medium-dark gray, medium- to coarse-grained schist and gneiss composed of biotite, muscovite, quartz, and plagioclase, and local accessory minerals sillimanite, kyanite, tourmaline, and garnet. Since the facility is situated on filled material situated in the littoral zone of the Upper Bay, there are no mapped soils on the project site. The topography of the site is essentially flat and is elevated 9 feet above sea level. The surrounding topography is marked by the New Jersey Palisades to the north, which exhibits steep cliffs overlooking the Hudson in its eastern portion and a less severe slope in its western portion.

Hudson County lies at the edge of the humid subtropical climate zone according to the Koppen climate classification because its coldest month (January) averages above 26.6°F / -3°C. In part due to its coastal location and relatively low elevation, Hudson County's climate is milder than in New Jersey counties further inland such as Sussex County.

Hudson County has a moderately sunny climate, averaging between 2,400 and 2,800 hours of sunshine annually. It receives around 46.4 inches of precipitation per year and has average temperature of 52.6 degrees Fahrenheit.

TABLE 1 Summary of Potential Environmental Impacts for Evaluated Alternatives

Resource	No Action Alternative	Proposed Action
Geography and Soils	No impact.	No significant impact. Industrial zone that has undergone previous ground disturbance and is composed of fill material.
Land Use	No impact.	No significant impact.
Noise	No impact.	Minor, temporary noise will be generated during construction. Noise associated with operation similar to ambient shipping operations. Camera System to be installed is silent.
Air Quality	No impact.	Drive through OCR camera system will reduce truck idling times. No significant impact. Minor, temporary impact associated with dust and particulate matter during construction.
Water Quality	No impact.	No significant impact. Best Management Practices would be used during construction for sedimentation and erosion control.
Wetlands	No impact.	No impact.
Floodplain Management	No impact.	The proposed portals and internal equipment must be elevated or floodproofed to the 100-year floodplain base flood elevation to minimize risk of damage to the structure during potential future flooding events. The applicant is responsible for coordinating the project with the NJDEP and local floodplain management administrator to obtain and comply with any local building, floodplain or environmental permit requirements. The proposed construction would not induce flooding on downstream or upstream structures or communities.
Coastal Resources	No impact	No significant impact.
Biological Resources – Fish & Wildlife Habitat	No impact.	No significant impact.
Cultural Resources	No impact.	No Historic Properties Affected.
Visual Resources	No impact.	No significant impact
Socioeconomics	Potential negative effect due to risk of security breach, and potential risk of impact to shipping or Port jobs.	Positive impact in enhancing port security for protected commerce.
Environmental Justice	No impact.	No adverse impact on neighboring low-income and minority populations.
Public Health & Safety	Negative impact due to continued vulnerability of Port operations.	Positive impact in enhancing port security for forensic purposes and as a deterrent for dangerous criminal activities. Occupational Safety & Health Administration Standards (OSHA) shall be adhered to during construction to protect worker health & safety.
Public Services & Utility	No impact.	No significant impact.
Transportation	No impact.	Negligible or no traffic increase during construction and project operations. Completed project would enhance security for shipping operations and rapidity of truck screening.

4.2.1 Alternative 1 – No Action

The No Action Alternative has no potential to affect geology and climate because no construction or other ground disturbance would take place.

4.2.2 Alternative 2 - Construct New Truck Imaging Security Portals

The Global facility is located on a filled embankment that is composed of fill material. The fill material was covered by concrete and other construction material. It is not anticipated that the proposed construction would have any effect on the geologic stability of the property. The climate will not be affected due to the projects construction.

4.3 WATER RESOURCES AND FLOODPLAIN MANAGEMENT

The site is located in the Upper Bay of the New York & New Jersey Harbor and Hudson River watershed. According to the New Jersey Department of Environmental Protection (NJDEP) the Upper Bay has a SE2 designation. The Hudson River is located in the Hackensack, Hudson, and Pascack Watershed Management Area (WMA 5).

According to the National Wetlands Inventory, there is a small wetland system in the southeastern portion of the facility. Two wetland types are mapped in this system: Persistent Emergent Wetlands (E2EM1/5P) and Estuarine Intertidal Submerged Shore Wetlands (E2USN). (*See Appendix B Figures 13 & 14*).

According to the National Flood Insurance Program's Flood Insurance Rate Map (Community-Panel Number 34017C0112D) (*Appendix D Figures 15 & 16*), the site is partially located within a designated "AE Zone", which is within the 100-year floodplain.

The Base Flood Elevation (BFE) is 9 feet. Federal funding requires compliance with Executive Order 11988 (Floodplain Management). Executive Order 11988 and regulation 44 CFR Part 9 require FEMA, and its grantees and sub-grantees, to evaluate all practicable alternatives for location of facilities outside the 100-year floodplain. If location is outside the 100-year floodplain is not practicable, FEMA, and its grantees and sub-grantees, must evaluate minimization measures to reduce the impact of the structure on/by the floodplain.

The alternative analysis for EO 11988 is incorporated into this EA. The Eight Step Decision-Making Process for EO11988 review is summarized in Appendix D.

4.3.1 Alternative 1 – No Action

Because there would be no new construction under the No Action Alternative, there would be no change of impervious surfaces on the property. Additionally, there would be no potential effects to drainage patterns or wetlands in the area, nor would there be any effects to the 100-Year Floodplain.

4.3.2 Alternative 2 - Construct New Truck Imaging Security Portals

The proposed project would not significantly impact water quality, as the site's existing condition is predominantly impervious cover. The proposed structures, including the trenching, will be placed along the northern side of the terminal over 550 feet away from existing wetlands. No effect to these wetlands is likely to occur as a result of the project. The storm water runoff at the site would be collected by existing drainage infrastructure. Best Management Practices would be used during construction for sedimentation and erosion control, and to handle any contaminated soil or groundwater in accordance with local, state and federal laws, regulations and executive orders.

As described in Appendix D summary, it would not be practicable to locate the entire proposed action outside of the Special Flood Hazard Area. The facilities must be located as identified to fulfill site access point security function. In order to minimize risk of future floodplain damage to the new structure and to comply with EO 11988 and the National Flood Insurance Program, the non-residential facilities located in the 100-Year floodplain must be elevated or flood-proofed to at or above the 100-year Base Flood Elevation. The Outbound portal is located in an "AE" Zone. Utilizing 1984 benchmarks, the existing ground elevation at the proposed site for the Outbound portal is 9 ft National Geodetic Vertical Datum (NGVD). Therefore, this structure and associated above ground utilities, must be elevated or flood-proofed to at/above 9ft NGVD. Global is responsible to obtain all applicable permits/authorizations for construction from the NJDEP and any local floodplain manager through the building permit or other identified local process for approval. Additional local community elevation requirements (freeboard) may require elevation/flood-proof to elevation above the BFE. The sub-grantee must submit a completed Elevation Certificate of Flood Proofing Certificate to either the local or the state floodplain manager, when the facility is elevated or flood-proofed.

4.4 COASTAL RESOURCES

Most of the facility is within the 500-foot jurisdictional limit of the Waterfront Development Act. Therefore, approval by the NJDEP Division of Land Use Regulation may likely be required. The proposed site facilities are located outside the coastal zone management boundary.

4.4.1 Alternative 1 – No Action

The No Action alternative would have no significant adverse effect on coastal resources.

4.4.2 Alternative 2 - Construct New Truck Imaging Security Portals

The proposed project alternative would not significantly impact the quality of the surrounding environment.

4.5 BIOLOGICAL RESOURCES

As mentioned previously, approximately 95% of the port's ground surfaces are covered by or consist of impervious material. Therefore, this area has negligible value as wildlife habitat.

Since the remaining portion of the site is composed of a small area of disturbed grass area and a small section of estuarine wetlands habitat, it is likely used by birds, small mammals, and occasional herptiles.

There are no federally listed threatened or endangered species in Hudson County. Although the site is within the North Atlantic Migratory Flyway, the site does not support any migratory bird habitat at the site.

4.5.1 Alternative 1 – the No Action Alternative

The No Action alternative would have no impact on fish and wildlife habitat, including federally listed threatened or endangered species, state listed or protected species, bald eagles, and migratory bird habitat.

4.5.2 Alternative 2 - Construct New Truck Imaging Security Portals

FEMA has determined that the Proposed Action alternative would have no impact on fish and wildlife habitat, including federally listed threatened or endangered species, state listed or protected species, bald eagles, and migratory bird habitat. The site offers no habitat for protected species, and the proposed building construction activity would not impact a protected species.

4.6 AIR QUALITY

The Federal Clean Air Act requires each state to attain and maintain specified air quality standards. Ambient Air Quality Standards have been promulgated by the federal government and by New Jersey for total suspended particulate (TSP), sulfur dioxide (SO2), carbon monoxide (CO), nitrogen dioxide (NO2), and lead. The New Jersey standards are generally the same as the federal standards for these pollutants. Primary air quality standards are set to protect human health and secondary standards are set to protect human welfare. The proposed project is located in the New York City non-attainment area, and is regulated as non-attainment for the release of Ozone under the 8-hour standard, as well as for Carbon Monoxide and particulate pollution over 2.5 pm. The area is classified as attainment for all other Clean Air Act criteria pollutants.

4.6.1 Alternative 1 – the No Action Alternative

The No Action Alternative would result in no effects to air quality.

4.6.2 Alternative 2 - Construct New Truck Imaging Security Portals

The assembly of the prefabricated portals will not have any adverse effects to the air quality. Trenching the electrical channel will produce a quantity of dust that will require the use of Best Management Practices (BMP). It is required that the generators used to power the portal operations will meet EPA standards. Therefore, it is anticipated that the proposed action would not result in adverse impact to air quality. Construction emissions are anticipated to below *de minimis* levels for criteria pollutants.

4.7 TRANSPORTATION

The location of Global has been a historic transportation hub since the city was incorporated in 1820. Global is strategically located near the state's extensive harbor system, major interstate highways, and railroads in the area. The extensive transportation network allows the Capital Region to be a major distribution center connecting products to major metropolitan markets in the U.S., South America, Canada, Europe and Asia.

4.7.1 Alternative 1 – the No Action Alternative

The No Action alternative would not result in any new construction; therefore there would be no potential for increased traffic.

4.7.2 Alternative 2 - Construct New Truck Imaging Security Portals

It is expected that there would be short-term increases to local traffic associated with construction vehicles. The security facility will not generate any additional traffic during operation. The improved security system will allow trucks to enter and exit at a faster pace.

4.8 NOISE

Noise can be defined as unwanted sound, or more specifically as any sound that is undesirable because it interferes with speech and hearing, is intense enough to damage hearing, or is otherwise annoying (EPA, 1976). The project site is located in an industrial zoned portion of the Jersey City. The site is very active with truck traffic, ships, and rail. As a result, the ambient noise levels are commensurate with the activity.

4.8.1 Alternative 1 – the No Action Alternative

There would be no impact to noise levels under the No Action Alternative.

4.8.2 Alternative 2 - Construct New Truck Imaging Security Portals

Short-term noise impacts are anticipated due to operation of heavy construction equipment; however, the construction noise levels are not anticipated to be significantly above the ambient port operation noise levels. There are no sensitive receptors that would be adversely affected by the temporary construction activities.

4.9 CULTURAL RESOURCES

Since the incorporation of Jersey City in 1820, shipping has been important to its growth and prosperity.

4.9.1 Alternative 1 – the No Action Alternative

The No Action Alternative would have no potential effect on cultural resources because it would not involve the demolition or construction of any buildings.

4.9.2 Alternative 2 - Construct New Truck Imaging Security Portals

FEMA performed a Section 106 consultation with New Jersey Historic Preservation Office (NJSHPO), dated December 14, 2011. FEMA determined that the proposed site is located on land with low probability for the occurrence of archaeological resources. There are no National Register listed or eligible existing structures that would be impacted by the project in the project area or vicinity. Based on these findings, FEMA concluded that the proposed undertaking would have no affect on historic properties. In a response dated December 20, 2011, NJSHPO concurred with FEMA's finding of No Historic Properties Affected (*See Appendix C*).

4.10 SOCIOECONOMIC

The New Jersey State Planning Commission adopted a State Development and Redevelopment Plan (State Plan) in 2001. The State Plan encourages development to occur where appropriate infrastructure exists. The State Plan is advisory and does not override local zoning authority.
The project area is in a Redevelopment Plan Area Zone that is called Greenville Industrial (City of Jersey City Zoning Map). The Greenville Industrial area consists of warehouses, garages, parking lots, industrial offices and Government properties.

Data provided by EPA Environmental Justice (EJ) Mapper indicates that the project is near a potentially sensitive EJ community. The community directly adjacent to the port consists of a population comprised of 74.6% minorities. Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including a racial, ethnic, or socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.

4.10.1 Alternative 1 – the No Action Alternative

The No Action Alternative will not have any impact of socioeconomic conditions of the area.

4.10.2 Alternative 2 - Construct New Truck Imaging Security Portals

While the nearby community is a potentially sensitive Environmental Justice community, the proposed action will not result in disproportionate adverse impact to the community. The proposed action will result in no appreciable increases in noise, traffic, or emissions. The project will provide additional safety and security for the Port and surrounding areas that will benefit all residents.

4.11 SAFETY

4.11.1 Alternative 1 – the No Action Alternative

The No Action Alternative would not address the vulnerabilities of the port operations and risks of terrorism, as compared to the Proposed Action Alternative.

4.11.2 Alternative 2 - Construct New Truck Imaging Security Portals

The proposed action will increase security at the Port and decrease the potential risk of terrorism. Increased and updated security has the potential to result in a beneficial impact to the health, safety, and welfare of the public and environment.

4.12 CLIMATE CHANGE

Climate change could potentially increase temperatures in the northeast, cause more severe weather incidents to occur, and cause sea level rise. Consideration of climate change does not change the decision-making to implement the proposed project. As stated previously, the sub-grantee would be required to elevate or flood-proof the new building to at/above the Base Flood Elevation for the Special Flood Hazard Area to reduce risk of future flood damage to the structure. The proposed new facility would be designed to current codes and standards to ensure the structure would be sound.

4.13 CUMULATIVE IMPACTS

Table 1 summarizes the potential environmental impacts of the No Action and Proposed Action alternative. Neither alternative would significantly adversely impact the environment due to the cumulative assessment of potential impacts. There are no known past or reasonably foreseeable future actions in the project vicinity that would change the cumulative impact determination for the proposed action.

5.0 PERMITS AND CONDITIONS

Global will be responsible for obtaining all applicable permits for project implementation prior to construction, and to adhere to permit conditions. The proposed portals will require a building permit, and associated or separate floodplain management permit/authorization. It is expected that the sub-grantee and its construction contractor(s) will conduct construction utilizing best management practices to limit noise, dust and sedimentation & erosion during construction. OSHA standards would be followed during construction to avoid adverse impacts to worker health and safety.

The proposed new portal must be elevated or flood-proofed to at/above the Base Flood Elevation (9 ft NGVD) to comply with EO 11988 and the National Flood Insurance Program. Any substantive change to the approved scope of work will require re-evaluation by FEMA for compliance with NEPA and other laws and executive orders. This EA was tiered from a Programmatic Environmental Assessment (PEA) for Grant Programs Directorate Projects. The sub-grantee must also adhere to the following conditions during project implementation that were identified in the Finding of No Significant Impact, issued in July 2010, for the PEA:

1. Excavated soil and waste materials will be managed and disposed of in accordance with applicable local, state and federal regulations. If contaminated materials are discovered during construction activities, the work will cease until the appropriate procedures and permits are implemented.

2. The grantee and sub-grantee will follow applicable mitigation measures as identified in Section 7 of the PEA for Grant Programs Directorate Project to the maximum extent possible.
3. In the event that unmarked graves, burials, human remains, or archaeological deposits are uncovered, the grantee and sub-grantee will immediately halt construction activities in the vicinity of the discovery, secure the site, and take reasonable measures to avoid or minimize harm to the finds. The grantee and sub grantee will inform FEMA of any archaeological findings immediately and FEMA will consult with the State Historic Preservation Office and/or Tribal Historic Preservation Officer or appropriate Tribal official. Construction work cannot resume until FEMA completes consultation and appropriate measures have been taken to ensure that the project is in compliance with the National Historic Preservation Act and other applicable Federal and State regulations.
4. The grantee and sub-grantee must meet any project-specific conditions developed and agreed upon between FEMA and with the environmental planning or historic preservation resource and regulatory agencies during consultation and coordination.
5. The grantee and sub-grantee are responsible for obtaining and complying with all required local, State and Federal permits and approvals.

The PEA is available for download from www.fema.gov/plan/ehp/envdocuments/programmatic-ehp.shtm.

6.0 PUBLIC INVOLVEMENT

In accordance with NEPA, this EA Report will be released for a 15-day public review and comment period. Availability of the document for comment will be advertised in the Jersey Journal newspaper. A hard copy of the EA will be available for review at the Jersey City Public Library located at 472 Jersey Avenue, Jersey City, NJ 07302. An electronic copy of the EA is available for download from the FEMA website at www.fema.gov/plan/ehp/envdocuments/ea-region2.shtm. The public is invited to submit written comments by mail to FEMA Region II, Mitigation Division, Office of Environmental Planning & Historic Preservation, RM1337F, 26 Federal Plaza, NY, NY 10278 or via fax to (212) 680-3602 (Attn: OEHP). If no substantive comments are received from the public and/or agency reviewers the PEA will be adopted as final and a Finding of No Significant Impact will be issued by FEMA. If substantive comments are received, FEMA will evaluate and address comments as part of Final Programmatic Environmental Assessment documentation.

The following agencies will receive notices of availability of the EA

NJSHPO
NJDEP Land Use Regulation Program

The following is a list of federal, state, and local agencies that were consulted during the preparation of the EA:

NJSHPO
NJDEP
USFWS

7.0 CONCLUSION

During the construction period, short-term impacts to soils, surface water, transportation, air quality, and noise are anticipated. Short-term impacts will be mitigated utilizing best management practices, proper equipment maintenance, and appropriate signage. Environmental impacts of construction will also be minimized through adherence to any required building or floodplain permit/authorization conditions.

At this time, it is anticipated that the proposed action, Alternative 2, will not have any significant impact upon the human environment. FEMA anticipates that a FONSI will be issued upon closure of the public review period. The FONSI will be made available on the FEMA website.

8.0 LIST OF PREPARERS

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