

NJ TRANSIT GRID TRACTION POWER SYSTEM

Agency and Public Coordination Plan

PREPARED BY:
FEDERAL TRANSIT ADMINISTRATION
and NEW JERSEY TRANSIT CORPORATION

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1.0 INTRODUCTION

The Federal Transit Administration (FTA) and New Jersey Transit Corporation (NJ TRANSIT) are completing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act of 1969 (NEPA) for the NJ TRANSITGRID TRACTION POWER SYSTEM (the proposed Project). This *Agency and Public Coordination Plan* outlines the measures that will be taken to engage stakeholders in the Project development process. None of the outreach strategies or communications tactics will be implemented without the coordination and approval of NJ TRANSIT's Office of Public Information and/or Legislative and Community Affairs Department.

The Project is a microgrid designed to provide highly reliable power to support a core segment of NJ TRANSIT's critical transportation services and infrastructure needs. As defined by the U.S. Department of Energy (DOE), a microgrid is a local energy grid with control capability, which means it can disconnect from the traditional grid and operate autonomously¹. The proposed Project will include an approximate 104-megawatt (MW) natural gas fired electric power generating plant (referred to as the Main Facility) and associated infrastructure to enable trains to operate during widespread power failures on a portion of the NJ TRANSIT and Amtrak systems, including some sections of the Northeast Corridor (NEC) and Morris & Essex (M&E) line, and the Hudson-Bergen Light Rail (HBLR) System. The proposed Project will also be designed to support the signal system on a portion of the Main Line (so that diesel trains can operate during power outages); electric loads at HBLR Stations and Hoboken Terminal; and other signal power, tunnel ventilation, pumping, and lighting loads.

A potential location in Kearny, Hudson County, New Jersey for the proposed Project's Main Facility was identified by NJ TRANSIT (see Figure 1). The FTA and NJ TRANSIT will explore alternative sites for the location of the proposed Project in the EIS process.

NJ TRANSIT is also progressing a project called DISTRIBUTED GENERATION SOLUTIONS that will provide power to certain train and bus stations and other transportation infrastructure in northeastern New Jersey. Together the TRACTION POWER SYSTEM and the DISTRIBUTED GENERATION SOLUTIONS are known as the NJ TRANSITGRID, which is a project that has been selected by the FTA as eligible for funding as a public transportation resilience project in response to Sandy as part of a competitive selection process under the Emergency Relief Program (79 FR 65762). The DISTRIBUTED GENERATION SOLUTIONS project can be constructed and function independent from the TRACTION POWER SYSTEM project and serves an independent transit purpose. Therefore, pursuant to NEPA, the TRACTION POWER SYSTEM project and the DISTRIBUTED GENERATION SOLUTIONS project are being reviewed separately. The level of environmental documentation for the DISTRIBUTED GENERATION SOLUTIONS project has not yet been determined. FTA and NJ TRANSIT have determined that the size of the proposed TRACTION POWER SYSTEM, the potential for significant environmental impacts, and the level of public interest in the proposed Project warrant the preparation of an EIS. The subject of this Agency and Public Coordination Plan is the TRACTION POWER SYSTEM Project.

¹ U.S. DOE web page accessed on March 8, 2016 and found at <http://energy.gov/articles/how-microgrids-work>.

Legend




-  Potential Site of Main Facility
-  NJTRANSIT Rail
-  Kearny Peninsula Industrial/Intermodal Zone



Figure 1: Kearny Site
NJ TRANSITGRID TRACTION POWER SYSTEM

Service Layer Credits: Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

2.0 PROJECT PURPOSE AND NEED

The purpose of the proposed Project is to enhance the resiliency of the electricity supply to the NJ TRANSIT and Amtrak infrastructure that serves key commuter markets in New York and New Jersey to minimize public transportation service disruptions. The need for the proposed Project is based on the vulnerability of NJ TRANSIT's rail service to power outages, which are occurring increasingly due to the nature of the existing centralized power distribution system and the intensity and frequency of severe weather events.

3.0 PURPOSE OF THE AGENCY AND PUBLIC COORDINATION PLAN

This *Agency and Public Coordination Plan* has been prepared following FTA's "Environmental Review Process Guidance"² that addresses statutory requirements regarding the environmental review of FTA actions.

This coordination plan outlines the following:

- How FTA and NJ TRANSIT have divided responsibilities for compliance with the various aspects of the environmental review process;
- How FTA and NJ TRANSIT will provide the opportunities for input from the public and federal, state and local agencies, in accordance with applicable laws, regulations, and policies.

The Plan describes the proposed Project's overall approach and involvement techniques that will be used to solicit agency and public input during the course of the environmental review process. The primary coordination goals are:

Goal 1: Provide early coordination with key agencies and stakeholders;

Goal 2: Support advancement of the proposed action;

Goal 3: Enable more efficient environmental reviews;

Goal 4: Facilitate project decision-making; and

Goal 5: Deliver a transparent public process.

As the proposed Project develops and advances through the NEPA environmental review to permitting and construction, this *Agency and Public Coordination Plan* will be updated to reflect current information and agency and public involvement techniques that are appropriate to the current project stage. The Plan will be revised approximately every six months.

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http://www.fta.dot.gov/documents/FHWA_FTA_Revised_Environmental_Process_Review_Guidance_for_public_comments....pdf

4.0 AGENCY ROLES AND RESPONSIBILITIES

4.1 Lead Agency and Project Sponsor

FTA is the lead federal agency in the NEPA environmental review process. FTA will be responsible for the following:

- Overseeing the preparation of the EIS and ensuring that the document and the steps completed in the NEPA process meet federal requirements, including compliance with 23 CFR part 771 and 40 CFR parts 1500-1508 and other relevant regulations;
- Reviewing and commenting in a timely fashion on project documentation that is developed by NJ TRANSIT;
- Maintaining responsibility for the scope, content and conclusions of the EIS;
- Providing assistance on programmatic procedures and requirements and keeping NJ TRANSIT apprised of emerging agency policies and guidance for completing technical analyses;
- Identifying and involving participating and cooperating agencies;
- Publishing the notices that are required in the NEPA process in the *Federal Register*;
- Issuing a Record of Decision (ROD) that describes the basis for FTA's funding decision and indicating that the requirements of NEPA have been satisfied.

NJ TRANSIT is the Project sponsor in the NEPA environmental review process. NJ TRANSIT will be responsible for the following:

- Preparing the EIS, and ensuring that the work is performed in a technically sound manner and completed in accordance with the proposed Project schedule and budget;
- Providing professional management and direction to the Environmental Consultant Team as the work progresses;
- Developing coordination plans and providing opportunities for public and agency involvement in:
 - a) Defining the purpose and need and determining the range of alternatives; and
 - b) Determining methodologies and the level of detail for the analysis of alternatives.
- Establishing and coordinating with a Technical Advisory Committee (TAC) to ensure the technical quality of the work;
- Publication in newspapers of the notices that are required in the NEPA process;
- Keeping other interested agencies and the public informed about the proposed Project during NEPA process and responding to information requests during the course of the study.

NJ TRANSIT will also be responsible for securing all necessary permits, licenses, and approvals that are required to construct the proposed Project and operate the new facility. NJ TRANSIT will carry out early coordination on environmental permitting requirements during the NEPA process via the TAC.

FTA, as lead federal agency for the proposed Project, has invited federal, state, and local agencies to be either cooperating or participating agencies, as appropriate, as defined below. The list of cooperating and participating agencies for the proposed Project is presented in Appendix A. Appendix B includes a preliminary stakeholder list that includes other agencies and organizations that have expressed or might express a general interest in the proposed Project.

4.2 Cooperating Agencies

The FTA NEPA regulations (23 CFR 771.111(d)) require that those federal agencies with jurisdiction by law (with permitting or land transfer authority) be invited to be cooperating agencies in the NEPA process. FTA may also invite any agency with special expertise, with respect to environmental impacts that could result from a proposed project or project alternative, to be a cooperating agency. A State or local agency of similar qualifications or, when the effects are on lands of tribal interest, a Native American tribe may, by agreement with the lead agencies, also become a cooperating agency (40 CFR 1508.5).

The roles and responsibilities of cooperating and participating agencies are similar, but cooperating agencies have a higher degree of authority, responsibility, and involvement in the environmental review process. A distinguishing feature of a cooperating agency is that the CEQ regulations (40 CFR 1501.6(b)(3)) permit a cooperating agency to “assume on request of the lead agency responsibility for developing information and preparing environmental analyses including portions of the environmental impact statement concerning which the cooperating agency has special expertise.” An additional distinction is that, pursuant to 40 CFR 1506.3(c), “a cooperating agency may adopt without recirculating the environmental impact statement of a lead agency when, after an independent review of the statement, the cooperating agency concludes that its comments and suggestions have been satisfied.” This provision is particularly important to permitting agencies who, as cooperating agencies, routinely adopt Federal Highway Administration (FHWA)/FTA environmental documents.

Cooperating agencies will be responsible for the following:

- Participating in the scoping process;
- Providing comments on purpose and need, methodologies, and the range of alternatives;
- Developing information and preparing environmental analyses in an area of special expertise upon request from FTA;
- Identifying issues of concern regarding the proposed Project’s environmental and socioeconomic impacts;
- Identification of issues that could substantially delay or prevent granting of permit/approval;
- Providing meaningful and timely input on unresolved issues and assisting in the development of mitigation measures, as appropriate.

4.3 Participating Agencies

Federal, state, tribal, regional, and local government agencies that may have an interest in the proposed Project must be invited to serve as participating agencies (23 U.S.C. 139(d)(2)). Nongovernmental organizations and private entities cannot serve as participating agencies. Any federal agency that is invited to participate in the environmental review process shall be designated as a participating agency unless the invited agency informs FTA, in writing, by the deadline specified in the invitation that the invited agency (1) has no jurisdiction or authority with respect to the proposed Project, (2) has no expertise or information relevant to the proposed Project, and (3) does not intend to submit comments on the proposed Project. A state, tribal, or local agency must respond affirmatively to the invitation to be designated as a participating agency.

Participating agencies will be responsible for the following:

- Participating in the scoping process;

- Providing comments on purpose and need, methodologies, the range of alternatives, and level of detail required in the alternatives analysis;
- Participating in coordination meetings and joint field reviews as appropriate;
- Identifying issues of concern regarding the proposed Project's environmental and socioeconomic impacts;
- Providing timely review and comments on environmental documents;
- Providing meaningful and timely input on unresolved issues.

Accepting the designation as a participating agency does not indicate support of the proposed Project and does not provide an agency with increased oversight or approval authority beyond its statutory limits, if applicable. Cooperating agencies also share the responsibilities of participating agencies.

If, during proposed Project development, new information indicates that an agency not previously requested to be a participating agency does indeed have authority, jurisdiction, acknowledged expertise or information relevant to the proposed Project, then FTA will promptly extend an invitation to that agency to be a participating agency. FTA will consider whether this new information affects any previous decisions on the proposed Project.

5.0 AGENCY COORDINATION

5.1 Technical Advisory Committee

Project Team members and Cooperating and Participating agencies will form a Technical Advisory Committee (TAC) to facilitate effective and timely decision-making and an efficient environmental review process. TAC coordination will occur as needed at key decision-making points (see Table 1):

TABLE 1. Technical Advisory Committee Coordination

TAC MEETING TOPIC	APPROXIMATE TIMEFRAME	COORDINATION ACTIVITY	DESIRED OUTCOME
1. Project Briefing	Fall 2015	Review Project concept and agency coordination objectives	Agreement on roles and responsibilities and proposed Project NEPA schedule
2. Public Scoping	Winter 2015/2016	Review/revision of scoping materials prior to public meeting	Finalize Purpose & Need Statement, Project Description, and methodology to be used in DEIS to evaluate potential impacts for public scoping document
3. Alternatives	Spring 2016	Review alternative technologies and siting study	Agreement on alternative options to be studied in DEIS, Preferred Alternative (if evident), and alternatives screening results. Collaboration on potential permitting requirements.
4. Preliminary DEIS	Fall 2016	Review/revision of document prior to publication	Identification of support documentation required for environmental permits and approvals. DEIS for publication in January 2017.
5. FEIS/ROD	Spring 2017	Review/revisions of DEIS comments and responses and ROD	Combined FEIS/ROD for publication in June 2017.

5.2 Section 106 Coordination

Section 106 of the National Historic Preservation Act (NHPA; 36 CFR § 800) requires federal agencies to take into account the effects of their undertakings on historic properties that are listed in or meet the eligibility criteria for listing in the National Register of Historic Places (NRHP).

Section 106 requires that agency officials work with the New Jersey State Historic Preservation Office (NJSHPO) to identify parties to participate in the Section 106 process (Consulting Parties). Consulting parties may include federally recognized Native American tribes (Tribal Government Organizations [TGOs]), local governments, and individuals and organizations with a demonstrated interest in the proposed Project due to the nature of their legal or economic relationship to the proposed Project or affected historic properties, or their concern with the project’s effects on historic properties. Outreach required for Section 106 will be conducted separately and is not included in this document.

6.0 PUBLIC INVOLVEMENT

FTA and NJ TRANSIT are committed to promoting an active role for the public from the early stages of the planning process through detailed project development. Public Involvement is essential to the proposed Project's success and is a required component of the EIS process and will always be conducted in coordination with NJ TRANSIT's Office of Public Information and Legislative and Community Affairs department. Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, dated February 11, 1994, requires federal agencies to involve potentially affected minority and low-income populations (Environmental Justice Communities) in the review of project issues related to human health and the environment. As indicated below, project information such as fact sheets and meeting notices will be translated into Spanish. Interpretation services will be provided at all public meetings.

Key objectives of the plan are to:

- Provide project-area elected officials, agencies, town, city and borough councils, special interest groups, residents, businesses, and property owners with information about the proposed action, and provide an opportunity for them to voice concerns related to the proposed Project and its environmental impacts;
- Clearly convey the proposed Project's purpose and need, goals and objectives, and benefits;
- Solicit feedback on the Scoping Document and DEIS; and
- Provide an organized, inclusive process to meet scheduled milestones.

The Plan provides:

- Targeted outreach to key stakeholders at critical points throughout the proposed Project's lifecycle;
- Broad, inclusive communications to engage a wide base of constituencies, as well as customized communications targeted to specific populations or groups, including minority and low-income populations;
- Timely updates on project information and progress to enable and maintain meaningful public dialogue; and
- Forums and venues to ensure stakeholders can easily participate in the process.

6.1 NEPA Mandated Public Review

NEPA is designed to ensure that the environmental consequences of major federal decisions are known and available to the public before decisions are made and actions are undertaken. An EIS is divided into three stages to solicit input from the public during the NEPA process:

- Public Scoping – written comments on a Draft Scoping Document during a 30-day (minimum) public comment period, and written and oral comments received at Public Scoping Meetings;
- DEIS – written comments on the DEIS during a 45-day (minimum) public review period, and written and oral comments received at Public Hearing; and
- Final EIS (FEIS)/ROD, which will address the comments received on the DEIS.

6.1.1 Notice of Intent to Prepare the DEIS and Public Scoping

Public scoping informs the public about the proposed Project and solicits input on issues that should be considered for evaluation in the DEIS. A Notice of Intent (NOI) was prepared indicating FTA's and NJ TRANSIT's intent to prepare a combined FEIS/ROD for the proposed Project.

The NOI described the scoping process, and indicated the availability of the *Draft Scoping Document*, dates of the scoping meetings, and ways in which the public can get involved.

The *Final Scoping Document* identifies the proposed Project's purpose and need, alternatives considered and those that will be studied in detail in the DEIS, and the methodologies that will be used to identify the proposed Project's potential to cause significant adverse impacts for each NEPA category of impacts.

The NOI was published in the *Federal Register* on January 7, 2016, more than 15 days before the Public Scoping Meeting, which was held on February 3, 2016. In addition to the NOI, public meeting preparation has included:

- Placement of advertisements and stakeholder notification of the upcoming meeting;
- Outreach to community organizations, local elected officials and municipalities;
- Targeted outreach to Environmental Justice communities, including outreach materials prepared in English and Spanish, and translation services at the public meetings; and
- Maintenance of all meeting records and correspondence.

A written summary of the public scoping meetings, responses to comments, and preparation of a Final Scoping Document will be completed at the close of the 30-day comment period.

6.1.2 Notice of Availability of DEIS and Public Hearings

FTA will publish a Notice of Availability (NOA) in the *Federal Register* to announce the issuance and public availability of the DEIS, solicit comments on the DEIS, and indicate the date for the Public Hearings. NJ TRANSIT will:

- Notify stakeholders via a project mailing;
- Prepare and execute a media advisory for appropriate broadcast and print outlets;
- Conduct outreach to community organizations, local elected officials and municipalities;
- Conduct outreach to Environmental Justice communities and prepare outreach materials in English and Spanish, and other languages if requested or deemed necessary based on interest in the Project;
- Arrange for the recordation of formal testimony;
- Make provisions for comments to be submitted verbally during the Public Hearings or via comment forms at the Public Hearings and during the public comment period by mail, email, fax, or via the project website;
- Maintain an internal database of all submitted comments and prepare a chapter for the FEIS summarizing the comments and responses; and
- Make provisions for translation services.

6.1.3 Notice of Availability of Combined FEIS/ROD

FTA will publish a NOA in the *Federal Register* to announce the issuance and public availability of the combined FEIS/ROD. The FEIS will respond to comments received on the DEIS and the ROD will record the decisions made by FTA regarding the preferred plan and the environmental factors considered.

In accordance with 40 CFR 1506.10, no decision on the proposed action shall be made or recorded by a federal agency until the later of the following dates: (1) Ninety days after the NOA published for the DEIS or (2) thirty days after publication of the NOA for the FEIS.

6.2 Other Public Involvement Tools and Activities

In addition to the formal outreach activities described above, a wide range of activities and tools will be employed to maximize public outreach and engagement. Processes are assessed periodically to determine their effectiveness and to identify areas where adjustments are needed. The tools and deliverables to facilitate this program include:

6.2.1 Project Database

An internal project database will be managed and maintained by NJ TRANSIT for the duration of the proposed Project. The database will:

- Include information on all project stakeholders (elected officials, community groups, local businesses, public agencies, affiliated team members, project committee members, and other interested parties);
- Be used to document correspondence and feedback received through the NEPA process;
- Be updated and reviewed after every meeting to ensure accuracy; and
- Provide issue-tracking.

6.2.2 Fact Sheets

Project fact sheets are an effective way to keep interested parties informed about project developments and key milestones (e.g., Scoping, Draft EIS)

- For maximum reach, fact sheets will be available in both English and Spanish, and available in printed form for distribution at meetings;
- Fact sheets will be posted to the project website and/or in email blasts in electronic form (PDF) in a format that is accessible for those with visual and audio impairments; and
- Fact sheets will be issued on an as needed basis.

6.2.3 E-Bulletins

Electronic bulletins are mini-briefings about project updates. They:

- Can be issued in between newsletter editions as an efficient way of providing timely information to stakeholders, community boards and other interested groups and organizations; and
- Are generally printed as a one-sided single-page bulletin or as a PDF, and will be issued on an as needed basis.

6.2.4 Email/Electronic Correspondence

Electronic media provides another means of getting information to target audiences quickly. Electronic media will be utilized as a significant part of the overall project communication media mix to report on

project status, progress and other key issues. Persons interested in receiving e-notices must provide contact information (including email address) via the project website, at public meetings, or through written request.

6.2.5 Project Website

Project website material will be developed in an electronic format that is accessible to those with visual and audible impairments to:

- Serve as a 24/7 destination for the latest project information;
- Provide information on how to contact project leaders; and
- Feature postings on project overview; benefits and goals; project timeline; project milestones; calendar of upcoming events; and environmental documentation.

The proposed Project's website can be found at <http://njtransitresilienceprogram.com/nj-transitgrid-overview/>.

6.2.6 Project Video

An informational video is considered a means to providing a general overview of the proposed action, including purpose and need, project benefits, project goals, and timeline, as well as information on how to provide feedback. The video will be:

- Shown at project-related meetings; and
- Posted to the Project website.

6.2.7 Podcasts

A short podcast series could be developed in English and Spanish to provide context for the public that can be shared via social media as a means to spark interest in additional project materials such as the fact sheet, project website, and video. Podcasts will be developed on an as needed basis.

6.2.8 Targeted Meetings and Outreach

As part of proactive outreach efforts, outreach will be conducted and meetings will be held to address the needs, questions, and concerns of the public, project agencies, special communities and specific stakeholder groups. Outreach efforts will be coordinated by the environmental review team³, which will maintain a log of all outreach and meeting activity and stakeholder feedback / comments. Targeted and general outreach meetings with the public and other key stakeholders groups will be held as needed and as required by NEPA process throughout the Project lifecycle. These could include:

- Project site tours and surveys (on as-needed basis);
- Information sessions for neighborhood and block associations, and other local organizations, upon request;
- One-on-one outreach briefings to elected officials to inform and discuss their concerns about potential community and environmental impacts;

³ The environmental review team includes the NJ TRANSIT Project Manager, members of NJ TRANSIT's Office of Public Information and the Legislative and Community Affairs Department, and a consultant team that includes personnel from InGroup Inc. and BEM Systems, Inc.

- One-on-one meetings with industry specialists or community groups to collect data or seek input on specific issues; and
- Meetings with other key stakeholders in the Project area, including marine and transportation industry representatives; community and environmental groups; and federal, state, county, regional and city elected and appointed officials, as needed.

Appendix A

Cooperating and Participating Agency List

APPENDIX A: COOPERATING AND PARTICIPATING AGENCY LIST

Cooperating Agencies

- U.S. EPA – Compliance with Clean Air and Water Acts, remedial activities/brownfields (permits administered through NJDEP)
- U.S. Army Corps of Engineers (USACE) – New Jersey Hackensack Meadowlands District (HMD)Wetlands Jurisdiction

Participating Agencies

- U.S. Department of Energy (DOE) – interest in advancing energy technologies, expertise in NEPA documentation for energy projects
- U.S. Department of Transportation, Federal Railroad Administration (FRA), Region 1 – Northeast Corridor jurisdiction
- Federal Emergency Management Agency (FEMA), Region 2 – general interest
- U.S. Department of Housing and Urban Development, Regions 1 and 2 – general interest
- Amtrak – owns and operates on Northeast Corridor, project elements include modification to Amtrak infrastructure
- N.J. Department of Environmental Protection (NJDEP) – Land use, Coastal/Waterfront Redevelopment, Freshwater Wetlands, Flood Hazard Area, NJPDES/Stormwater management permits, Air Resources (Title V, et al), as required.
- N.J. Board of Public Utilities - Regulatory oversight and expertise in interconnection agreements with PSE&G
- N.J. Department of Transportation (NJDOT) – general interest
- N.J. Office of Emergency Management (NJOEM) – interest in secure facility
- N.J. Office of Homeland Security and Preparedness (NJOHSP) – interest in secure facility
- Meadowlands Regional Commission –Koppers Coke Peninsula Redevelopment Plan (February 2013) encompasses the project site
- Hudson County Improvement Authority (HCIA) – owner of project site
- Hudson County Planning – facility to be located in Hudson County
- Hudson Essex Passaic Soil Conservation District – permit approval

Appendix B

Stakeholder List

APPENDIX B: STAKEHOLDER LIST

Federal Organizations (other than cooperating and participating agencies)

- Advisory Council on Historic Preservation (ACHP)
- Federal Highway Administration (FHWA)
- National Marine Fisheries Service (NMFS)/NOAA Fisheries
- U.S. Coast Guard (USCG)
- U.S. Department of the Interior (DOI)

State Organizations (other than cooperating and participating agencies)

- N.J. Department of Environmental Protection Historic Preservation Office (SHPO)
- N.J. Department of State
- N.J. State Police
- North Jersey Transportation Planning Authority (NJTPA)
- Port Authority of New York and New Jersey

Local Organizations (other than cooperating and participating agencies)

- Kearny Fire Department
- Kearny Police Department
- Jersey City Police Department
- Jersey City Department of Public Safety
- Kearny Municipal Utilities Authority
- Jersey City Municipal Utilities Authority
- Norfolk Southern, Conrail, CSX
- Pennsylvania New Jersey Maryland Interconnection LLC (PJM)
- PSE&G

Neighborhood and Block Associations

Kearny NJ

- Arlington Players Club
- Arlington Women's Club EMD
- B.P.O. Elks Kearny Lodge #1050
- Copestone Masonic Temple Association
- Fraternal Order Of Eagles
- Friends of the Kearny New Jersey Free Public Library, Inc.
- Girl Scout Headquarters West Hudson
- Henrietta Benstead Senior Center
- Irish American Association
- Junior Women's Club of Arlington
- Kearny Chapter of UNICO National
- Kearny Lions Club

- Kearny Museum Committee
- Kearny Optimists
- Knights of Columbus Kearny Council #402
- Pathways to Independence
- Peruvian Civic Association of New Jersey, Inc.
- Portuguese Cultural Association
- Presbyterian Boys and Girls Club
- Salvation Army
- Scots American Athletic Club
- Spruce Terrace Senior Citizens Residence
- West Hudson Hospital Association
- West Hudson/South Bergen Chamber of Commerce

Jersey City

- Columbia Avenue Block Association
- East Pershing Block Association
- Friends of Liberty State Park
- Hague Street Block Association
- Jersey City Parks Coalition
- Lincoln Street Block Association
- Nelson Avenue Block Association
- New York Avenue Block Association
- Riverview Neighborhood Association
- Sgt. Anthony Park Association
- Sherman Place Block Association
- Sparrow Hill Neighborhood Association
- The Jersey City Reservoir Preservation Alliance
- Washington Park Association of Hudson County
- Waverly St. Block Association

Elected Officials

- Assemblyman Vincent Prieto
- Assemblywoman Angelica M. Jimenez
- Council Member Albino Cardoso
- Council Member Marytrine DeCastro
- Council Member Carol Jean Doyle
- Council Member Eileen Eckel
- Council Member Jonathan D. Giordano
- Council Member Michael D. Landy
- Council Member Richard P. Konopka
- Council Member Susan McCurrie
- Hudson County Executive Thomas A. DeGise
- Senator Nicholas J. Sacco
- Town of Kearny Mayor Al Santos

Environmental Organizations

- Environmental Defense Fund
- Hackensack River Keeper
- Natural Resources Defense Council
- Jersey City Environmental Commission