

Appendix G: Public Involvement

- *Notification of Opposition Letter February 2, 2016*
- *Public Scoping Meeting Minutes February 2, 2016*
- *Notice of Public Scoping and Outreach Summary February 17, 2016*
- *Summary of Comments on Draft Scoping Documents and Responses March 8, 2016*



CASTANO QUIGLEY LLC

ATTORNEYS AT LAW

February 2, 2016

FEDEX – PRIORITY OVERNIGHT

JAMES P. BRUNO
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Mr. Nick Marton, Project Manager
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NJ TRANSIT Resilience Program
Capital Planning & Programs Department
One Penn Plaza East, 8th Floor
Newark, NJ 07105

*Re: NJ Transitgrid
Traction Power System in
Hudson County, NJ*

Gentlemen:

We are the attorneys for the Town of Kearny in Hudson County, New Jersey. We make this submission on behalf of the Town of Kearny in response to the request for comments on the captioned project that appeared in the January 7, 2016 Federal Register. The proposed location of the project is in the Town of Kearny.

The Town of Kearny opposes the location of the project in the Town of Kearny at this location because of the significant adverse economic, environmental and social impacts that it will have on the Town and its residents. These concerns are set forth in detail in the attached resolution of the Mayor and Council of the Town, which Resolution was adopted at a public meeting on January 26, 2016.

These objections and concerns must be given due and full consideration by New Jersey Transit and the Federal Transit Administration as part of its review.

Very truly yours,

James P. Bruno
CASTANO QUIGLEY LLC, attorneys for
The Town of Kearny

cc: Mayor Alberto Santos
Patricia Carpenter, Town Clerk



Kearny Town Council
402 Kearny Avenue
Kearny, NJ 07032
ADOPTED
RESOLUTION 2016-68

Resolution Setting Forth the Town of Kearny's Opposition to the Proposal by New Jersey Transit Corporation to Locate its Micro Grid Project in the Town on the Koppers Peninsula which Would Deprive the Town of Valuable Tax Revenue and Would Have Other Significant Adverse Environmental, Economic and Social Impacts.

WHEREAS, the Federal Transit Administration ("FTA") and New Jersey Transit Corporation ("NJ Transit") have issued a Notice in the Federal Register (the "FTA Notice") of its intent to prepare an environmental impact statement relating to the proposed micro grid project (designated as the NJ TRANSITGRID) to be located on the "Koppers Peninsula" (the "Peninsula");

WHEREAS, the Koppers Peninsula consists of a series of tracts of land located in the Town of Kearny comprising approximately 227 acres of potentially taxable property;

WHEREAS, one of the Peninsula tracts is the former Standard Chlorine site now owned by the Town through tax foreclosure;

WHEREAS, the FTA and NJ Transit are requesting public comments regarding the impact of the NJ TRANSITGRID project;

WHEREAS, by this Resolution the Town is setting forth its comments in opposition to the NJ TRANSITGRID project because of its adverse environmental, economic and social impacts, including those outlined in the following "Whereas" clauses;

WHEREAS, the Town has a vital economic interest in the quickest development of all of the tracts making up the Peninsula, not only the one it owns, because development will immediately produce construction and permanent jobs and eventually will create much-needed tax ratables;

WHEREAS, since the Peninsula tracts are all located in the New Jersey Meadowlands District their development will also economically benefit all 16 municipalities in the District through the inclusion of added tax revenue to the tax sharing formula;

WHEREAS, about seven years ago NJ Transit had expressed an interest in acquiring part of the Koppers Peninsula to utilize as part of the Arc Tunnel project later aborted by Governor Christie;

WHEREAS, after inducing the Hudson County Improvement Authority to incur substantial costs and expenses in assisting it to conduct extensive due diligence at the site, NJ Transit simply walked away from its efforts to acquire any portion of the Peninsula thereby delaying the private development of the Peninsula while leaving the Authority in the lurch for its costs and expenses;

WHEREAS, thereafter the Town, the County of Hudson and Tierra Solutions, Inc., sought to again promote the private development of the Koppers Peninsula and launched an extensive and expensive campaign, both jointly and separately, to determine the best economic uses for the Peninsula property and to select a developer(s) with the financial capability and expertise to develop the Peninsula, and each party continues to make substantial progress in that respect;

WHEREAS, while this process continues, New Jersey Transit, as part of an unrelated undertaking has been planning to create and construct an allegedly first of its kind “micro grid” to provide electrical power in the event of a power failure;

WHEREAS, the Federal Transit Administration previously released a notice of funding availability for projects related to the Sandy Recovery Program and apparently has caused New Jersey Transit to seek to make application for that funding by fitting its “micro grid” project within the four corners of that funding profile;

WHEREAS, by Resolution adopted on February 25, 2014, the Town stated its opposition to the NJ TRANSITGRID project and urged the North Jersey Transportation and Planning Authority to modify its support of the project by excluding the Kopper Peninsula as a possible location;

WHEREAS, nevertheless, NJ Transit has continued with its effort in acquiring all or a portion of the Peninsula for the NJ TRANSITGRID project;

WHEREAS, this effort has and will continue to have a chilling effect on prospective developers currently participating in the process to develop the Peninsula and is impeding the Town’s ability to facilitate economically productive uses on the site;

WHEREAS, the NJ TRANSITGRID project will also have an adverse negative impact on air quality and increase particulate emission in an area already affected by air emissions from nearby heavy industry, major highways and landfills;

WHEREAS, the NJ TRANSITGRID project will also have a disproportional impact on low income populations because the median per capita income of Kearny residents (\$25,936) and their median household income (\$61,782), are significantly lower than the median state per capita income (\$36,027) and median state household income (\$71,929), thereby raising significant environmental justice concerns;

WHEREAS, for all of these reasons the Town continues to oppose the location of the NJ TRANSITGRID project within the Town; now, therefore, be it

RESOLVED by the Mayor and Council of the Town of Kearny, Hudson County, New Jersey that:

1. The aforesaid recitals are incorporated herein as though fully set forth at length.
2. The Town of Kearny strongly opposes any attempt by New Jersey Transit to locate a "micro grid" power generation facility within the Town which already hosts one major generation plant and is nearby another.
3. The Town opposes any action by NJ Transit that interferes or may interfere with the process to develop the Peninsula and impedes the development of economically productive uses of the Peninsula tracts.
4. The FTA and New Jersey Transit are hereby petitioned to consider these significant environmental, economic and social justice impacts of the proposed NJ TRANSITGRID if it were to be located within the Town on the Koppers Peninsula.
5. This Resolution shall be submitted to the FTA and NJ Transit as formal comments in response to the FTA Notice.

Gregory Castano Sr.

ADOPTED: January 26, 2016

I hereby certify that the foregoing resolution was adopted by the Council on **January 26, 2016**.

Patricia Carpenter

PATRICIA CARPENTER
 TOWN CLERK

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Carol Jean Doyle, Council Member
SECONDER:	Alberto G. Santos, Mayor
AYES:	Doyle, Landy, McCurrie, Eckel, Cardoso, Konopka, Giordano, DeCastro, Santos

FM
JAN 28 2016
G. Castano Esq.

Appendix G: Public Involvement

Public Scoping Meeting Minutes- February 2, 2016



Memorandum

To: Nick Marton

Date: February 17, 2016

From: Audrey Heffernan, Marlene Pissott

**Re: Minutes of NJ TRANSITGRID TRACTION POWER SYSTEM
Public Scoping Meeting / Information Session**

The public scoping meeting for the NJ TRANSITGRID TRACTION POWER SYSTEM was held on February 3, 2016 at Saint Peter's University between 4 PM and 8 PM. Informational material on the NJ TRANSITGRID TRACTION POWER SYSTEM was made available at the meeting, including a Fact Sheet (in both English and Spanish), informational boards about the project, and the NEPA and Scoping processes. The *Draft Scoping Document* and *Agency and Public Coordination Plan*, which were prepared for the project, were available for review at the scoping meeting. A comment station and comment forms were also available.

At 6:00 pm, John Geitner, Senior Director, Energy, Environment & Sustainability for NJ TRANSIT, gave a presentation that provided a description of the project, its purpose and need, the various stages of the NEPA EIS environmental review process, the Scoping process, and the role of public and regulatory agencies in the process. At the close of the presentation, Mr. Geitner advised attendees on the various ways they could provide comments at the meeting, including placing written comments in the comment box, typing comments via a laptop available at the comment station and/or dictating comments to a stenographer who was available at the meeting. He noted that comments could be provided after the meeting by submitting them electronically via the website www.NJTRANSITResilienceProgram.com. Mr. Geitner invited attendees to ask question to Project Team members who were stationed around the room. The meeting adjourned at 8:00 pm.

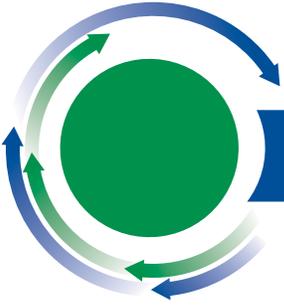
One favorable comment was received at the meeting. (Prior to the meeting the Town of Kearny submitted a letter dated February 2, 2016 transmitting a Resolution (2016-68) setting forth their opposition to the proposal in response to the Federal Register Notice that was published on January 7, 2016. U.S.EPA also submitted technical comments on the *Draft Scoping Document* via an email dated January 4, 2016).

Attachments:

- Registration sign-in sheets
- Fact sheets (English and Spanish)
- Presentation boards
- Comment received at scoping meeting

TEAM

✓	First Name	Last Name	Organization	Address	City	State	Zip	Phone	Email
	Dara	Callender	NJ TRANSIT	One Penn Plaza East	Newark	NJ	07105	(973) 491-7000	dcallender@njtransit.com
✓	Nina	Chung	Federal Transit Administration	One Bowling Green, Ste 428	New York	NY	10004	212-668-2180	Nina.Chung@dot.gov
	Jeremy	Colangelo-Bryan	NJ TRANSIT	1 Penn Plaza East	Newark	NJ	07105	(973) 491-7000	JColangelo-bryan@njtransit.com
✓	Carmen	Costa	InGroup, Inc.	340 West Passaic St	Rochelle Park	NJ	07662	201-612-1230	carmen@ingroupinc.com
✓	Eric	Daleo	NJ TRANSIT	One Penn Plaza East	Newark	NJ	07105	973-491-8528	edaleo@njtransit.com
	Nancy	Danzig	Federal Transit Administration	One Bowling Green, Ste 428	New York	NY	10004	212-668-2177	nancy.danzig@dot.gov
✓	John	Geitner	NJ TRANSIT	One Penn Plaza East	Newark	NJ	07105	908-359-3436	jgeitner@njtransit.com
✓	Audrey	Heffernan	BEM Systems, Inc.	100 Passaic Avenue	Chatham	NJ	07928	845-802-6093	aheffernan@bemsys.com
✓	Charles	Ingoglia	NJ TRANSIT	One Penn Plaza East	Newark	NJ	07105	973-491-8684	Cingoglia@njtransit.com
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✓	John	Leon	NJ TRANSIT	One Penn Plaza East	Newark	NJ	07105		jleon@njtransit.com
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✓	Sandy	Peterson	BEM Systems, Inc.	100 Passaic Avenue	Chatham	NJ	07928	908-598-2600	speterson@bemsys.com
	Jared	Pilosio	NJ TRANSIT	One Penn Plaza East	Newark	NJ	07105	973-491-7263	jpilosio@njtransit.com
✓	Marlene	Pissott	InGroup, Inc.	340 West Passaic St	Rochelle Park	NJ	07662	201-612-1230	marlene@ingroupinc.com
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✓	Matt	Tornetta	InGroup Inc.	340 West Passaic Street	Rochelle Park	NJ	07662	201-612-1230	mtornetta@ingroupinc.com
✓	Cynthia	Valentino	InGroup Inc.	340 West Passaic Street	Rochelle Park	NJ	07662	201-612-1230	cvalentino@ingroupinc.com
✓	Annette	Vazquez	Interpreter					908-662-3654	



NJ TRANSITGRID



Resilience Program • Building Stronger

Fact Sheet | February 2016

What is NJ TRANSITGRID?

The NJ TRANSITGRID TRACTION POWER SYSTEM will be a first-of-its-kind microgrid designed to provide highly reliable power to support a core segment of NJ TRANSIT's critical transportation service. It includes a natural gas-fired electric power generating plant and transmission lines that will provide electricity for trains to operate on sections of Amtrak's Northeast Corridor and NJ TRANSIT's Morris & Essex Lines and Hudson-Bergen Light Rail System. It will also be designed to support electrical loads at some NJ TRANSIT stations, some tunnel ventilation, pumping, and lighting loads, and the signal system on a portion of the NJ TRANSIT's Main Line so that diesel trains can operate during power outages.

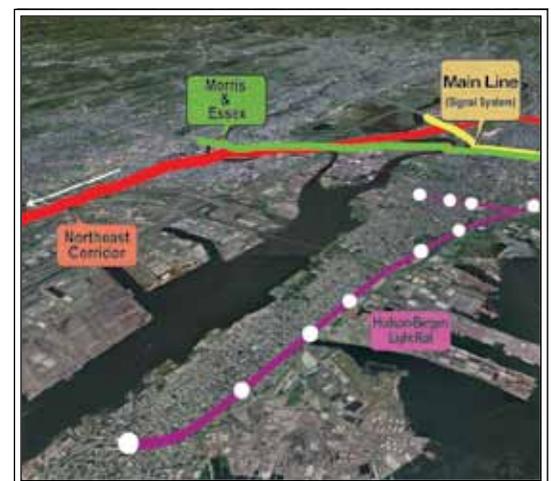
NJ TRANSIT is also progressing a project called DISTRIBUTED GENERATION SOLUTIONS that will provide power to certain train and bus stations and other transportation infrastructure in northeastern New Jersey. Together the TRACTION POWER SYSTEM and the DISTRIBUTED GENERATION SOLUTIONS are known as the NJ TRANSITGRID, which is a project that has been selected by the Federal Transit Administration (FTA) as eligible for funding as a public transportation resilience project in response to Sandy under the federal Emergency Relief Program.



Project Location

Where will the main facility be located?

The proposed location for the natural gas-fired electric power generating plant is in an industrial zone in Kearny, NJ, close to the two substations that serve the Morris & Essex Lines and the Northeast Corridor. The nearest sensitive land use is located more than a half mile away from the chosen site. Transmission lines will extend to substations in Kearny and Jersey City. Other elements of the project will be located at specific facilities serviced by those generation assets. Overall, a small but beneficial impact on regional air emissions is expected to result from project implementation, since the microgrid will burn cleaner and more efficiently than older generation units in the commercial electrical grid, offsetting impacts from power generation while it operates at all times.



NJ TRANSITGRID Energized Assets



Why is it needed and what are the benefits?

NJ TRANSIT's rail service is vulnerable to commercial grid power outages, which are occurring more frequently due to the nature of the existing centralized power distribution system and the intensity and frequency of severe weather events. In 2012, Sandy caused major damage in New Jersey and New York and resulted in prolonged power outages to approximately 2.6 million utility customers. NJ TRANSIT's rail service operating between job centers in New York and New Jersey was severely affected. NJ TRANSITGRID is consistent with national and State priorities to modernize the electric grid. It will:

- Provide the electricity to enable safe, reliable, and resilient transportation;
- Minimize disruptions to the regional workforce and economy;
- Provide a cleaner and more efficient source of power compared to the commercial grid.

What are the next steps?

NJ TRANSIT and the FTA are preparing an Environmental Impact Statement for the NJ TRANSITGRID TRACTION POWER SYSTEM in compliance with the National Environmental Policy Act of 1969 to characterize the project's potential environmental effects, identify effective air-emission-reduction measures, and fully describe its benefits.

How can you get involved?

Input from the public, interest groups, and government agencies is critical to the project and your feedback is encouraged. Email us your questions, comments, or concerns at NJTRANSITGRID@njtransitresilienceprogram.com. Stay connected by visiting our web page at www.njtransitresilienceprogram.com.

The agencies below will have an active role in the proposed project's environmental review process.

COOPERATING AGENCIES

U.S. Army Corps of Engineers

U.S. Environmental Protection Agency

PARTICIPATING AGENCIES

Federal Emergency Management Agency

Federal Railroad Administration

U.S. Department of Energy

U.S. Department of Housing and Urban Development

Amtrak

N.J. Board of Public Utilities

N.J. Department of Environmental Protection

N.J. Department of Transportation

N.J. Office of Emergency Management

N.J. Office of Homeland Security and Preparedness

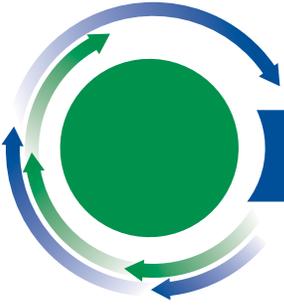
Meadowlands Regional Commission

Hudson County Improvement Authority

Hudson County Planning

Hudson County Soil Conservation District

For additional information about the project, visit www.njtransitresilienceprogram.com or contact us at NJTRANSITGRID@njtransitresilienceprogram.com.



NJ TRANSITGRID



Programa de resiliencia • Construyendo más fuerte

Hoja informativa | Febrero de 2016

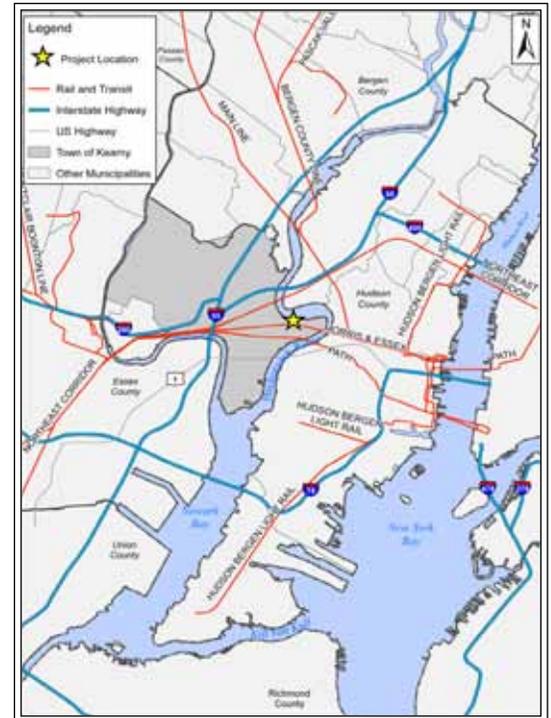
¿Qué es NJ TRANSITGRID?

El SISTEMA DE TRACCIÓN ELÉCTRICA DEL NJ TRANSITGRID – el primero de este tipo – es una microred (microgrid) para proveer electricidad de alta fiabilidad para alimentar un segmento central de los servicios de transporte cruciales de NJ TRANSIT. El proyecto incluye una planta de generación eléctrica por gas natural y líneas de transmisión que proveerán energía eléctrica para que los trenes puedan funcionar en una porción del corredor noreste de Amtrak y las líneas Morris y Essex y el Sistema de Hudson-Bergen Light Rail de NJ TRANSIT. También se diseñará para proveer a las necesidades eléctricas de algunas estaciones de NJ TRANSIT, sistemas de ventilación de túneles, bombas y luz, y el sistema de señalización de una parte del Corredor Central de NJ TRANSIT para que los trenes de diésel puedan operar durante eventuales cortes de suministro de electricidad.

Además, NJ TRANSIT está avanzando en un proyecto llamado DISTRIBUCIÓN DE SOLUCIONES PARA LA GENERACIÓN ELÉCTRICA (DISTRIBUTED GENERATION SOLUTIONS) que va a proveer electricidad a varias estaciones de trenes y estaciones de autobuses y a otras infraestructuras de transporte en el noreste de Nueva Jersey. Juntos, el SISTEMA DE TRACCIÓN ELÉCTRICA y la DISTRIBUCIÓN DE SOLUCIONES PARA LA GENERACIÓN ELÉCTRICA se llaman NJ TRANSITGRID, un proyecto seleccionado por la Administración de Tránsito Federal (FTA) como cualificado para recibir fondos como proyecto de resiliencia para el transporte público como respuesta a Sandy bajo el Programa de Asistencia de Emergencia (“Emergency Relief Program”).

¿Dónde se va a ubicar la instalación principal?

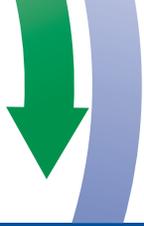
La locación propuesta para la planta de generación eléctrica por gas natural está en una zona industrial en Kearny, NJ en las cercanías de dos subestaciones de electricidad que sirven las líneas Morris y Essex y al corredor noreste. La zona de utilización de suelo delicada más cercana se encuentra a media milla de la locación elegida. Las líneas de transmisión se extenderán a subestaciones en Kearny y Jersey City. Otros elementos del proyecto tendrán lugar en facilidades provistas por la generación eléctrica de esa planta. En general, se espera un pequeño pero beneficioso impacto sobre las emisiones atmosféricas regionales como resultado de la implementación del proyecto, ya que la microred va a generar electricidad más eficientemente y con menos contaminación que las unidades más antiguas en la red eléctrica comercial, compensando por los impactos de la generación de electricidad mientras opera permanentemente.



Locación del proyecto



Beneficios energéticos de NJ TRANSITGRID



¿Por qué se necesita y cuáles son los beneficios?

El servicio ferroviario de NJ TRANSIT es vulnerable a cortes del suministro de electricidad, los que están ocurriendo con frecuencia creciente debido a la estructura centralizada del sistema de distribución de electricidad y a la intensidad y frecuencia de severas inclemencias meteorológicas. En 2012, Sandy causó grandes daños en Nueva Jersey y Nueva York y resultó en cortes prolongados de suministro de electricidad para aproximadamente 2,6 millones de clientes. El servicio ferroviario de NJ TRANSIT entre los centros comerciales de Nueva York y Nueva Jersey fue severamente impactado. NJ TRANSITGRID es consistente con las prioridades federales y estatales de modernizar la red eléctrica. Va a:

- Proveer electricidad para facilitar un transporte seguro, fiable y resiliente;
- Minimizar interrupciones a la fuerza laboral y la economía regional;
- Proveer una fuente de electricidad que es más limpia y más eficiente para la de la red comercial.

¿Cuáles son los próximos pasos?

NJ TRANSIT y la FTA están preparando una Evaluación de Impacto Ambiental para el SISTEMA DE TRACCIÓN ELÉCTRICA del NJ TRANSIT, de acuerdo con la Ley de Política Nacional de Medioambiente (NEPA) de 1969 para caracterizar los efectos ambientales potenciales del proyecto, identificar medidas efectivas de reducción de emisión atmosférica, y describir completamente sus beneficios.

¿Cómo se puede participar?

Devoluciones del público, partes interesadas y agencias gubernamentales participantes son críticos para el proyecto, y se alientan sus aportaciones. Enviénnos sus preguntas, comentarios o inquietudes a NJTRANSITGRID@njtransitresilienceprogram.com. Visite nuestra página web para seguir conectado: www.njtransitresilienceprogram.com.

Las siguientes agencias tendrán un rol activo en el proceso de la revisión del impacto ambiental del proyecto.

AGENCIAS DE COOPERACIÓN

U.S. Army Corps of Engineers

U.S. Environmental Protection Agency

AGENCIAS PARTICIPANDO

Federal Emergency Management Agency

Federal Railroad Administration

U.S. Department of Energy

U.S. Department of Housing and Urban Development

Amtrak

N.J. Board of Public Utilities

N.J. Department of Environmental Protection

N.J. Department of Transportation

N.J. Office of Emergency Management

N.J. Office of Homeland Security and Preparedness

Meadowlands Regional Commission

Hudson County Improvement Authority

Hudson County Planning

Hudson County Soil Conservation District

Para más información sobre el proyecto, visite

www.njtransitresilienceprogram.com

o contáctenos a NJTRANSITGRID@njtransitresilienceprogram.com.



Welcome

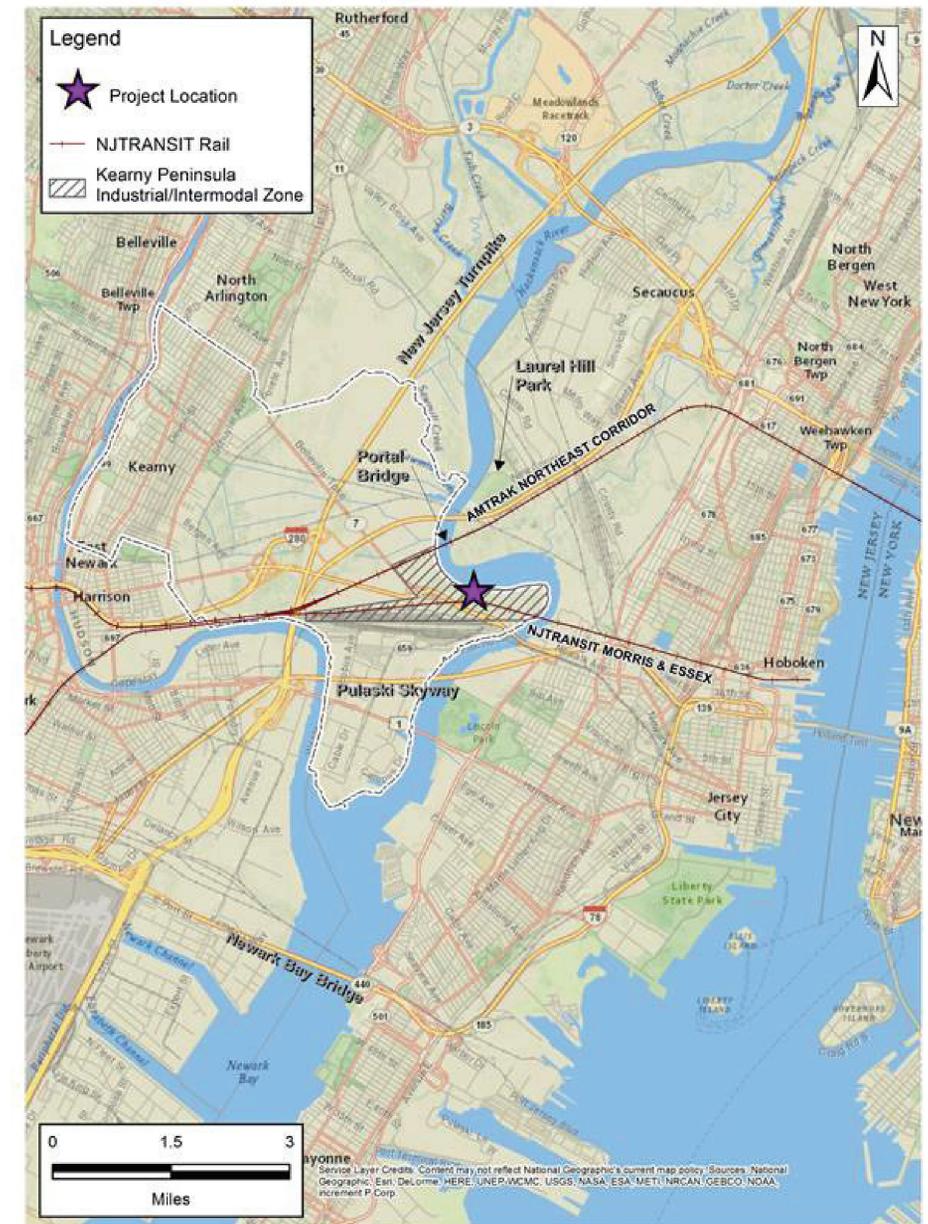
NJ TRANSITGRID

Public Scoping Meeting

Agenda

- Get informed about the **NJ TRANSITGRID TRACTION POWER SYSTEM**
- Learn how the project will be evaluated in a NEPA Environmental Impact Statement (EIS)
- Provide scoping comments

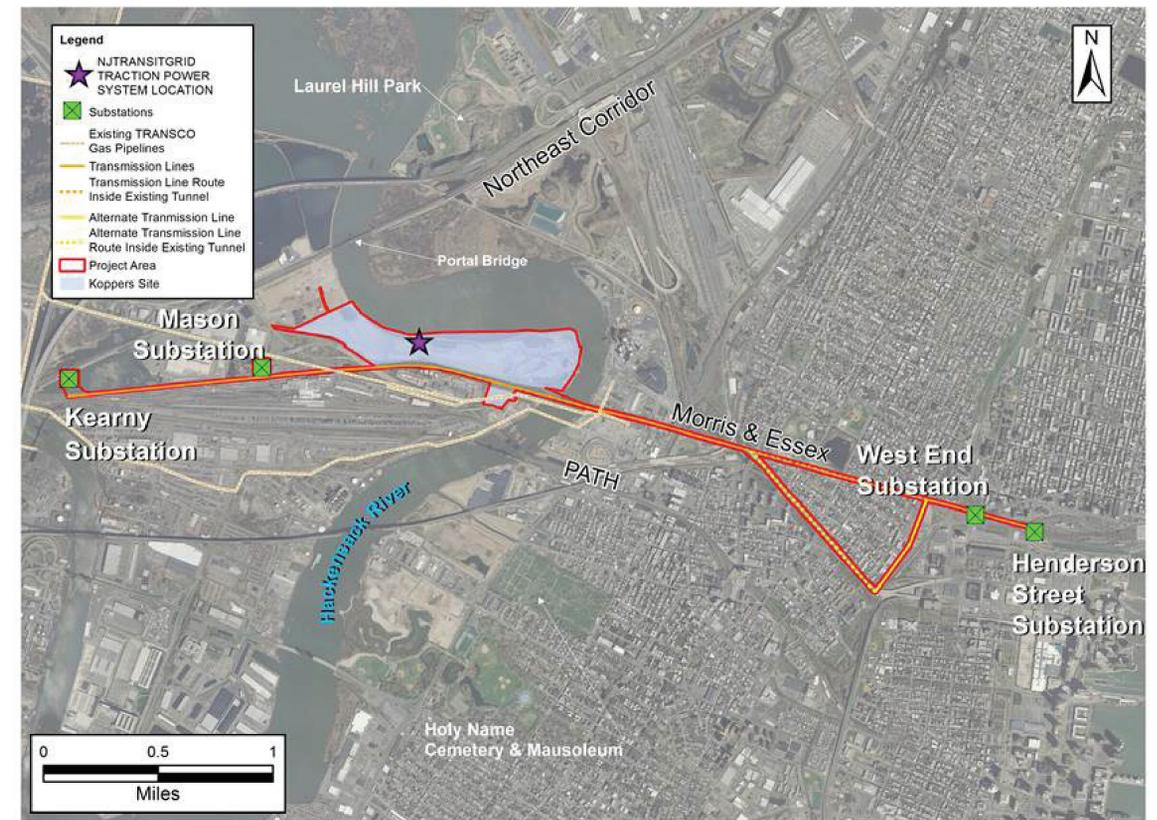
Thank you for attending!



Project Description

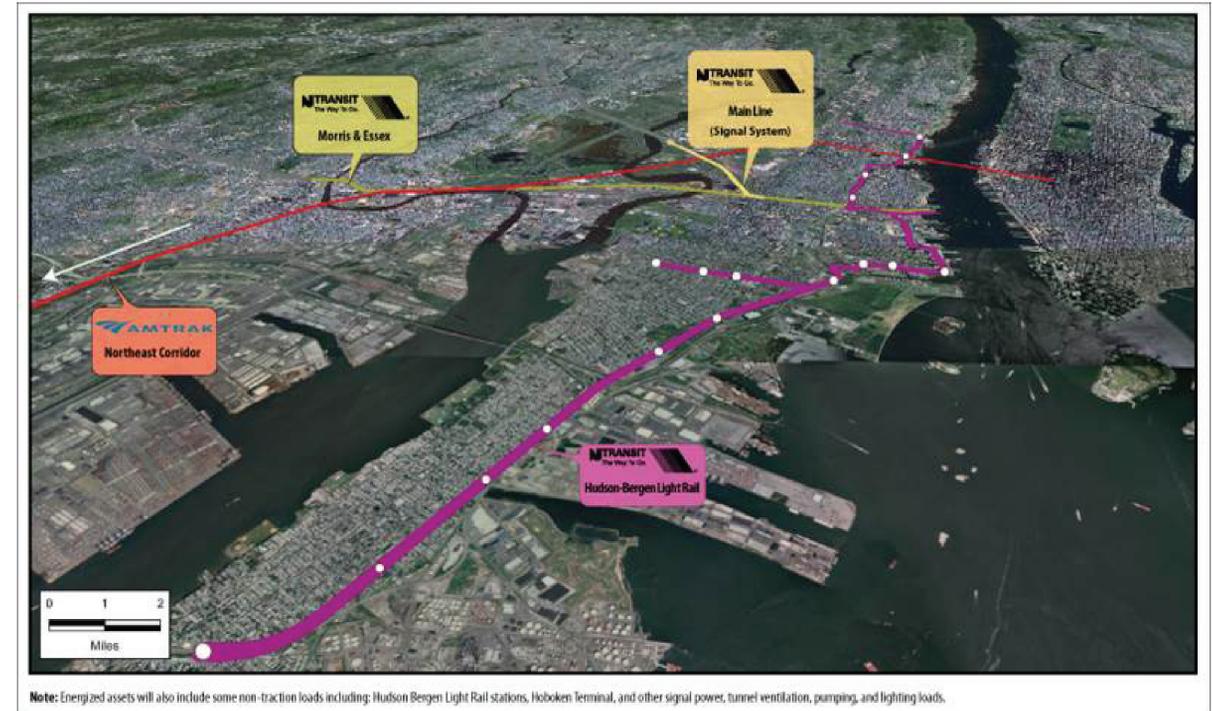
The **NJ TRANSITGRID TRACTION POWER SYSTEM** will be a first-of-its-kind microgrid designed to provide highly reliable power to support a core segment of NJ TRANSIT's critical transportation service. It includes:

- A natural gas-fired electric power generating plant in Kearny, NJ
- Transmission lines that will provide electricity to railroad substations in Kearny and Jersey City, NJ
- Electrical substations and other infrastructure to support the new facility in an industrial area of Kearny, NJ



Purpose & Need

- NJ TRANSIT's rail service is vulnerable to power outages
- The project will permit NJ TRANSIT to operate a measure of service in its core territory during power outages, including on sections of the:
 - Northeast Corridor
 - Morris & Essex Lines
 - Main Line
 - Hudson-Bergen Light Rail System



Resource Agencies

The following agencies have an active role in the environmental review process for the **NJ TRANSITGRID TRACTION POWER SYSTEM**:

COOPERATING AGENCIES

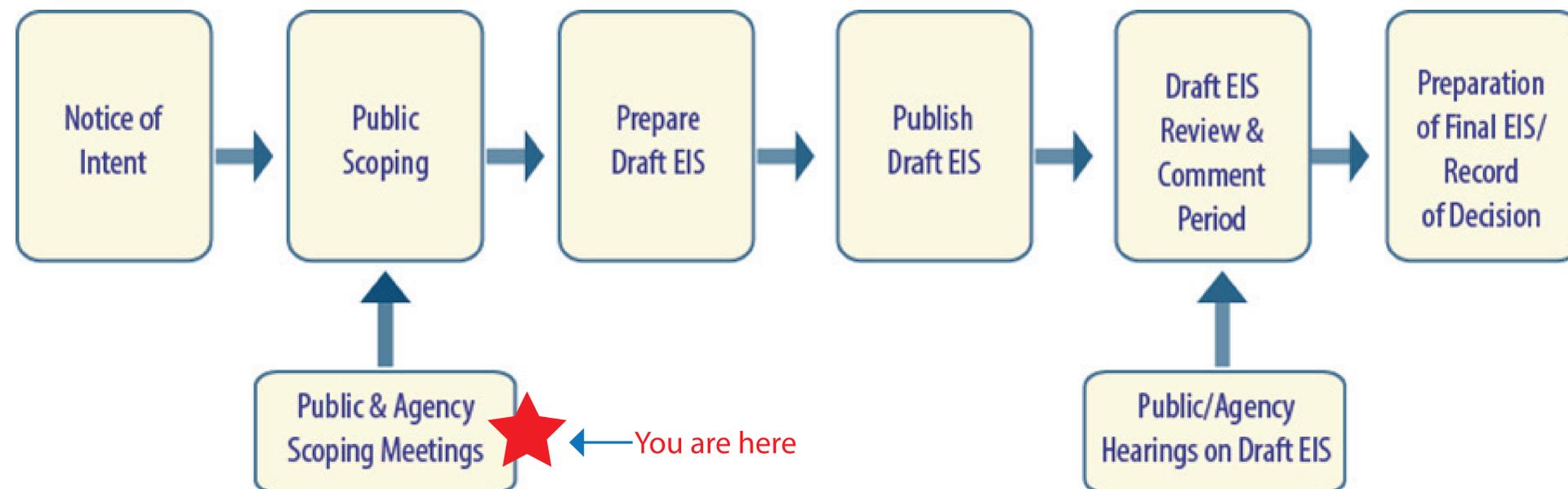
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency

PARTICIPATING AGENCIES

- Federal Emergency Management Agency
- Federal Railroad Administration
- U.S. Department of Energy
- U.S. Department of Housing and Urban Development
- Amtrak
- N.J. Board of Public Utilities
- N.J. Department of Environmental Protection
- N.J. Department of Transportation
- N.J. Office of Emergency Management
- N.J. Office of Homeland Security and Preparedness
- Meadowlands Regional Commission
- Hudson County Improvement Authority
- Hudson County Planning
- Hudson County Soil Conservation District

Scoping Process

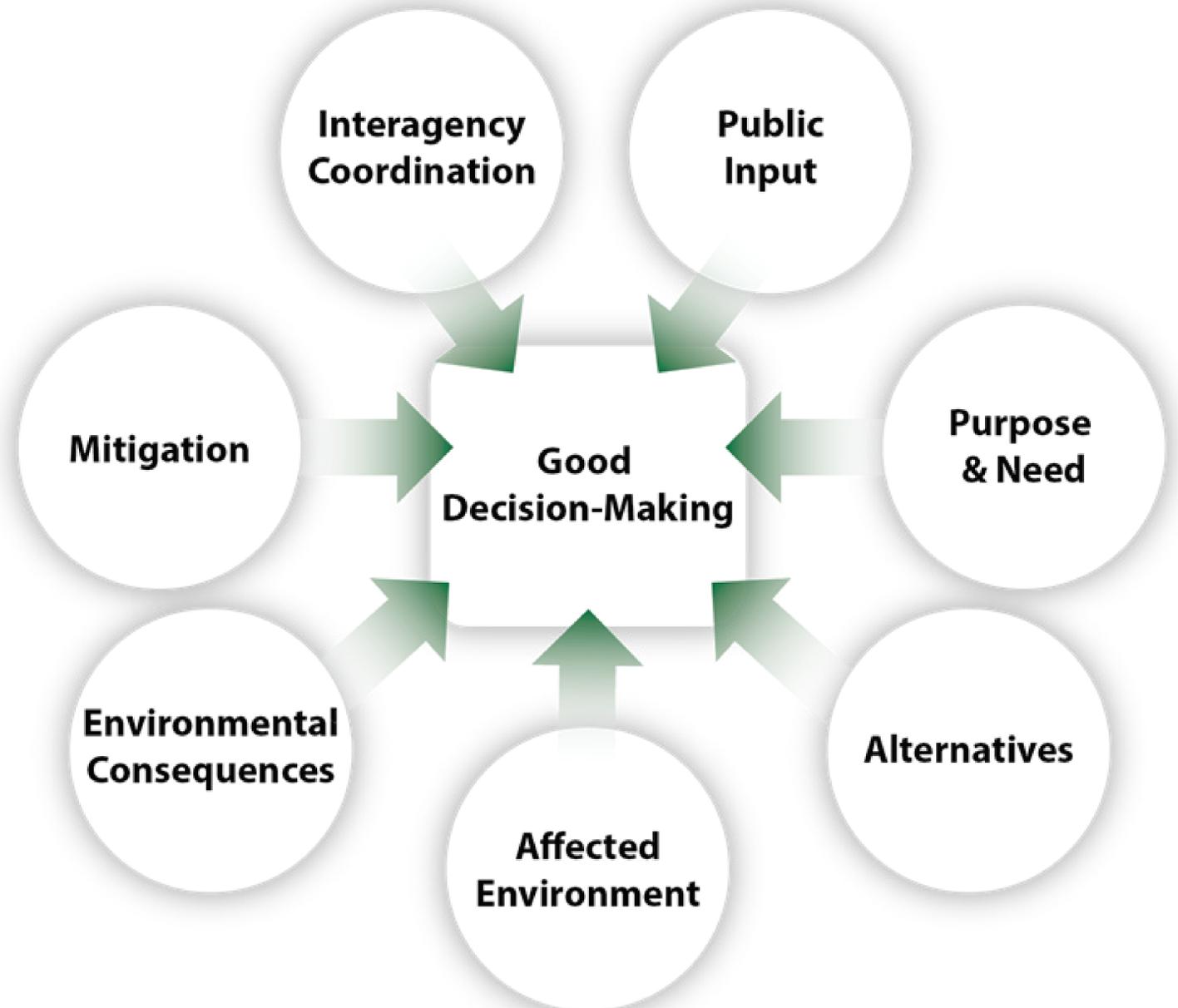
An initial step in the NEPA Environmental Impact Statement (EIS) process, scoping seeks input from the public and other stakeholders on the project's purpose and need, alternatives, and methods of evaluating impacts on the community and the environment. Comments received during scoping help determine what is considered in the EIS.



What Is NEPA?

The National Environmental Policy Act (NEPA) of 1969 helps decision-makers and the public understand how a proposed project will affect the environment and requires the identification and analysis of potential environmental impacts associated with construction and operation of a proposed project.

NEPA Process



Draft Scoping Document

The Draft Scoping Document outlines the methods that will be used to assess potential impacts in:

- Land Use, Zoning, Public Policy
- Socioeconomic Conditions
- Visual / Aesthetic Resources
- Transportation
- Air Quality
- Greenhouse Gas Emissions
- Noise and Vibration
- Cultural Resources
- Environmental Justice
- Natural Resources
- Water Resources
- Indirect and Cumulative Effects
- Safety and Security
- Construction Effects

Available for review:

- At the registration table
- At <http://njtransitresilienceprogram.com/documents>

We Value Your Input

How to submit your comments on the **NJ TRANSITGRID TRACTION POWER SYSTEM**

To comment this evening:

- Write your comments on the forms provided at the registration desk
- Use the online comment form on the laptop computer available
- Submit your comments to the stenographer

To comment outside of this public meeting:

- Visit the Project's website: NJTRANSITResilienceProgram.com/contact-us
- Send written comments to: NJ TRANSIT Resilience Program - Capital Planning & Programs Department, One Penn Plaza East, 8th Floor, Newark, NJ 07105



NJ TRANSITGRID

Resilience Program • Building Stronger

COMMENT FORM

Written comments may be submitted on or before **February 29, 2016**.

Name: Michael O'Connor Affiliation: Resident & NJT Rider
Address: 265 Ave A
City: Bayonne N.J. 07002 State: _____ Zip: _____
Telephone: _____ Fax: _____
E-mail: BAYMOC@gmail.com

Check here if you would like to be added to our mailing list.

Please provide your comments below:

As a lifelong resident of Hudson County and a regular rider of New Jersey Transit, I believe this is a highly meritorious project. It will be a great benefit to local residents and provide improved reliability and safety for riders & residents throughout the region. I support the project without reservation.

Mail To: NJ TRANSIT Resilience Program
Capital Planning & Programs Department
One Penn Plaza East, 8th Floor
Newark, NJ 07105

E-mail: njtransitgrid@njtransitresilienceprogram.com



NJ TRANSITGRID

Resilience Program • Building Stronger

Memorandum

To: Nick Marton

Date: February 17, 2016

From: Audrey Heffernan, Marlene Pissott

Re: NJ TRANSITGRID TRACTION POWER SYSTEM – Notice of Public Scoping and Outreach

The *Notice of Intent* for the project, which announced the date, time, and location of the Public Scoping Meeting, and availability of the *Draft Scoping Document* and *Agency and Public Coordination Plan*, was published in the *Federal Register* on January 7, 2016. Outreach conducted in advance of the February 3, 2016 Public Scoping Meeting, which was held at St. Peter's University, Jersey City, is described below.

Notice of the February 3, 2016, NJ TRANSITGRID Public Scoping Meeting / Information session placed in publications below:

- *The Jersey Journal* (Wednesday, January 13, 2016, English-language version)
- *The Observer* (Wednesday, January 13, 2016, English-language version)
- *The Star Ledger* (Wednesday, January 13, 2016, English-language version)
- *El Especialito* (Friday, January 15, 2016, Spanish-language version)

Secured agreement via telephone from the public venues below to post the meeting notice; meeting notice emailed to each venue as a PDF file:

Public Libraries:

- Kearny Public Library, 318 Kearny Avenue, Kearny, NJ 07032
- Kearny Branch Library, 759 Kearny Avenue, Kearny, NJ 07032
- Glenn D. Cunningham Branch of Jersey City Library, 275 Martin Luther King Drive, Jersey City, NJ 07305
- Five Corners Branch of Jersey City Library, 678 Newark Ave., Jersey City, NJ 07306
- Greenville Branch of Jersey City Library, 1841 Kennedy Boulevard, Jersey City, NJ 07305
- Heights Branch of Jersey City Library, 14 Zabriskie Street, Jersey City, NJ, 07307
- Miller Branch of Jersey City Library, 489 Bergen Avenue, Jersey City, NJ 07304
- Pavonia Branch of Jersey City Library, 326 Eighth Street, Jersey City, NJ 07302
- Lafayette Branch of Jersey City Library, 307 Pacific Avenue, Jersey City, NJ 07304
- Marion Branch of Jersey City Library, 1017 West Side Avenue, Jersey City, NJ 07306
- West Bergen Branch of Jersey City Library, 476 West Side Avenue, Jersey City, NJ 07304

Section 8 Housing:

- Montgomery Gardens, 563 Montgomery Street, Jersey City, NJ 07302



NJ TRANSITGRID

Resilience Program • Building Stronger

Section 8 Housing, *continued*:

- Booker T. Washington, 200 Colden Street, Bldg. #2, Jersey City, NJ 07302
- Thomas J. Stewart, 88-92 Erie Street, Jersey City, NJ 07302
- Barbara Place Terrace, 471 Pacific Avenue, Jersey City, NJ 07304
- Glennview Townhouses I, 463 Pacific Avenue, Jersey City, NJ 07304
- Lafayette Senior Living Center, 463 Pacific Avenue, Jersey City, NJ 07304
- Lafayette Village, 579 Grand Street, Jersey City, NJ 07304
- Pacific Court, 148 Bramhall Avenue, Jersey City, NJ 07304
- Woodward Terrace, 148 Bramhall Avenue, Jersey City, NJ 07304
- Berry Gardens, 199 Ocean Avenue, Jersey City, NJ 07305
- Curries Woods, 3 New Heckman Drive, Jersey City, NJ 07305
- Dwight Street Homes, 315 Randolph Avenue, Jersey City, NJ 07305
- Hudson Gardens, 27-29 Palisade Avenue, Jersey City, NJ 07305
- Ocean Pointe East and West, 460 Ocean Avenue, Jersey City, NJ 07305
- Gloria Robinson Court Homes, 348 Duncan Avenue, Jersey City, NJ 07306
- Marion Gardens, 57 Dales Avenue, Jersey City, NJ 07306
- Holland Gardens, 241 Sixteenth Street, Jersey City, NJ 07310

Eblast of NJ TRANSITGRID Public Scoping / Information Session ad sent on January 25, 2016 to:

- NJ TRANSITGRID TAC Committee members
- Elected officials
- All parties who signed up via the NJ TRANSIT Resilience Program website to be on the NJ TRANSITGRID email distribution list

NJTRANSITResilienceProgram.com:

Public Scoping Meeting / Information Session ads (both English- and Spanish-language versions) posted to “Documents” page (<http://njtransitresilienceprogram.com/documents/>), the NJ TRANSITGRID “Documents” page (<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>) as well as the e-news page of NJ TRANSIT Resilience Program website.

Attachments:

- Federal Register Notice
 - Newspaper Tear Sheets
-

Appendix G: Public Involvement

Notice of Public Scoping and Outreach Summary- February 17, 2016

• *Fax:* 202–395–5806. Attention: Desk Officer for Department of State.

FOR FURTHER INFORMATION CONTACT:

Direct requests for additional information regarding the collection listed in this notice, including requests for copies of the proposed collection instrument and supporting documents, to Taylor Mauck, who may be reached at 202–485–7635 or at *PRA_BurdenComments@state.gov*.

SUPPLEMENTARY INFORMATION:

- *Title of Information Collection:* Electronic Application for Immigration Visa and Alien Registration.
- *OMB Control Number:* 1405–0185.
- *Type of Request:* Extension of a Currently Approved Collection.
- *Originating Office:* CA/VO/L/R.
- *Form Number:* DS–0260.
- *Respondents:* Immigrant Visa Applicants.
- *Estimated Number of Respondents:* 581,642.
- *Estimated Number of Responses:* 581,642.
- *Average Time per Response:* 2 hours.
- *Total Estimated Burden Time:* 1,163,284.
- *Frequency:* Once per respondent.
- *Obligation to Respond:* Required to Obtain a Benefit.

We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary for the proper functions of the Department.
- Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.
- Enhance the quality, utility, and clarity of the information to be collected.
- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

Abstract of proposed collection:

Form DS–260 will be used to elicit information to determine the eligibility of aliens applying for immigrant visas.

Methodology:

The DS–260 will be submitted electronically to the Department via the Internet. The applicant will be instructed to print a confirmation page containing a 2–D bar code record

locator, which will be scanned at the time of processing. Applicants who submit the electronic application will no longer submit paper-based applications to the Department.

Dated: December 18, 2015.

Ed Ramotowski,

Deputy Assistant Secretary, Bureau of Consular Affairs, Department of State.

[FR Doc. 2016–00043 Filed 1–6–16; 8:45 am]

BILLING CODE 4710–06–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Preparation of an Environmental Impact Statement on NJ Transitgrid Traction Power System in Hudson County, New Jersey

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The FTA, as the federal lead agency, and the New Jersey Transit Corporation (NJ TRANSIT), as joint lead agency, are planning to prepare an Environmental Impact Statement (EIS) for the NJ TRANSITGRID TRACTION POWER SYSTEM, which will provide a reliable electric power generation system (called a microgrid) to provide electricity to operate trains on a portion of the NJ TRANSIT and Amtrak rail systems, including some sections of the Northeast Corridor and Morris & Essex line, and the Hudson-Bergen Light Rail System. The microgrid, which is needed to enhance the resiliency of the public transportation system, will also provide electricity for some signal power and tunnel ventilation, pumping, and lighting on the Main Line and Northeast Corridor. NJ TRANSITGRID consists of two projects with independent utility from each other: The TRACTION POWER SYSTEM and the DISTRIBUTED GENERATION SOLUTIONS, which will provide power to train and bus stations and other transportation facilities in northeastern New Jersey with sustainable energy sources such as fuel cells, photovoltaic panels, and combined heat and power units. The EIS, which will be prepared only for the NJ TRANSITGRID TRACTION POWER SYSTEM, will be in accordance with Council on Environmental Quality (CEQ) and FTA regulations implementing the National Environmental Policy Act (NEPA), as well as expedited project delivery provisions of the Moving Ahead for Progress in the 21st Century Act (MAP–21). DISTRIBUTED GENERATIONS

SOLUTIONS is a project with independent utility from the TRACTION POWER SYSTEM and will progress in a separate process to comply with NEPA and MAP–21.

DATES: Written comments on the scope of the EIS should be sent to Mr. Nick Marton or Mr. Chris Jeter by February 29, 2016. A public scoping meeting will be held on February 3, 2016 between 4 p.m. and 8 p.m. at the location indicated under **ADDRESSES** below.

ADDRESSES: Written comments on the scope of the EIS should be sent to: Mr. Nick Marton, Project Manager, NJ TRANSIT, River Line Office, 800 Lemuel Avenue, Camden, NJ 08105 or Mr. Chris Jeter, NJ TRANSIT, One Penn Plaza East, 8th Floor, Newark, NJ 07105–2246. Comments may also be offered at the public scoping meeting. The date, time, and address for the public scoping meeting is as follows:

February 3, 2016 4 p.m.–8 p.m.

St. Peter's University, 2641 John F. Kennedy Blvd., Center Room, Jersey City, NJ 07306

This location is accessible to persons with disabilities. If special translation or signing service or other special accommodations are needed, please contact the Project Manager, Mr. Nick Marton at (856) 614–7003 or Mr. Chris Jeter at (973) 491–7707 at least 48 hours before the meeting. A *Draft Scoping Document* for the NJ TRANSITGRID TRACTION POWER SYSTEM is available on NJ TRANSIT's Web site at: <http://njtransitresilienceprogram.com/documents>. or by calling the project manager, Mr. Nick Marton, at (856) 614–7003 or Mr. Chris Jeter at (973) 491–7707. Copies will also be available at the scoping meeting.

FOR FURTHER INFORMATION CONTACT: Ms. Nancy Danzig, Director of Planning and Program Development, FTA Region 2, One Bowling Green, Room 429, New York, NY 10004. (212) 668–2177.

SUPPLEMENTARY INFORMATION:

Scoping: The scoping process provides agencies and the public with the opportunity to review and comment on the purpose and need identified for the proposed project, alternatives considered, and the proposed methodologies that will be used to assess the potential social, economic, and environmental impacts of the project in the Draft EIS. Comments received during this process will be reviewed by FTA and NJ TRANSIT and incorporated into a Final Scoping Document, which will initiate the preparation of the Draft EIS.

Project 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 region's public transportation infrastructure is vulnerable to power outages due to the nature of the existing centralized power distribution system and the intensity and frequency of severe weather events.

Project Description and Alternatives: The proposed microgrid will be a state-of-the-art electric power generating facility that will be scaled to provide emergency power for NJ TRANSIT and Amtrak service operating between New York's Penn Station and northeastern New Jersey as well as other transit service as indicated above. It is anticipated that the new facility will be able to generate approximately 104 megawatts (MW) of electricity. Natural gas-fired generation was identified as the most cost-effective choice to serve the identified traction power loads (*i.e.*, the power needed to operate trains). At the present time, four types of conventional generation are under consideration:

- A simple-cycle reciprocating engine plant, with multiple reciprocating engines;
- A combined-cycle reciprocating engine plant, configured with multiple reciprocating engines and one steam turbine;
- A simple-cycle combustion-turbine plant, with three combustion turbines; and
- A combined-cycle gas turbine plant, configured with two combustion turbines and one steam turbine.

The preferred generation system could be one of the four listed above or a combination of reciprocating engine and gas turbine technologies. Clean-burning natural gas will provide fuel for the combustion turbines and/or engines. A no action alternative, which contemplates roadway and transit facility improvements (other than the proposed project) planned for and programmed to be implemented by the year 2021 (the proposed project's completion year) will be defined to serve as a baseline for comparison to the build alternative options.

A project site for the approximate 104 MW power plant was identified in Kearny, Hudson County, New Jersey based on a site screening analysis that evaluated properties on the Kearny Peninsula near NJ TRANSIT's Mason and Amtrak's Kearny (Sub 41) substations. The NJ Transit Site Screening Analysis can be found on the projects Web page at <http://>

njtransitresilienceprogram.com/documents.

These two substations will receive the highest electrical loads from the microgrid to supply power to the Morris & Essex Line and Northeast Corridor via transmission lines that run from the generation site to the substations. Transmission lines will also run from the proposed project site to NJ TRANSIT's Henderson substation in Hoboken, New Jersey to supply power to the Hudson-Bergen Light Rail.

EIS Process and Role of Participating Agencies and the Public: The purpose of the EIS process is to explore in a public setting potentially significant effects of implementing the proposed project on the physical, human, and natural environment. Areas of investigation will include, but are not limited to: Land use, community facilities, socioeconomic conditions, air quality (including consideration of greenhouse gas emissions and climate change), cultural resources, aesthetic conditions, transportation, noise and vibration, natural resources, water quality, electromagnetic fields, utilities, contaminated materials, and safety and security. Measures to avoid, minimize, and mitigate any significant adverse impacts will be identified. An *Agency and Public Coordination Plan* (Plan) has been developed to guide a comprehensive outreach program. It can be found on the project's Web page at <http://njtransitresilienceprogram.com/documents>.

The Plan outlines outreach to local and county officials and community and civic groups; a public scoping process to define the issues of concern among all parties interested in the project; establishment of a Technical Advisory Committee and periodic meetings with that committee; a public hearing on release of the Draft EIS; and development and distribution of project newsletters.

The purpose of and need for the proposed project has been preliminarily identified in this notice. We invite the public and participating agencies to consider the preliminary statement of purpose and need for the project, as well as the alternatives proposed for consideration. Suggestions for modifications to the statement of purpose and need and any other reasonable alternatives that meet the purpose and need for the project are welcomed and will be given serious consideration. Comments on significant environmental impacts that may be associated with the proposed project and alternatives are also welcomed. There will be additional opportunities to participate in the scoping process at

the public meeting announced in this notice.

FTA Procedures: The proposed NJ TRANSITGRID project has been identified by the FTA as a project eligible for Federal funding through FTA's Emergency Relief Program that was promulgated in response to Hurricane Sandy. Prior to providing funding, the FTA must review the proposed project in accordance with NEPA as well as other related statutes and regulations. In accordance with 23 CFR 771.105(a) and 771.133, FTA will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements include, but are not limited to, the regulations of the CEQ and FTA implementing NEPA (40 CFR parts 1500–1508 and 23 CFR part 771), the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93), the Section 404(b)(1) guidelines of EPA (40 CFR part 230), the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800), the regulation implementing Section 7 of the Endangered Species Act (50 CFR part 402), Section 4(f) of the DOT Act (23 CFR 771.135), and Executive Orders 12898 on environmental justice, 11988, as amended, on floodplain management, 11990 on wetlands, and 13186 on migratory birds.

Public comments will be received through those methods explained earlier in this NOI and will be incorporated into a Final Scoping Document. The Final Scoping Document will detail the scope of the EIS and the potential environmental effects that will be considered during the NEPA process. After the completion of the Draft EIS, a public and agency review period will allow for input on the Draft EIS and these comments will be incorporated into the Final EIS for the proposed project. In accordance with Section 1319 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112–114), *Accelerated Decision-making in Environmental Reviews*, FTA may consider the use of errata sheets attached to the DEIS in place of a in place of a traditional Final EIS and/or development a single environmental decision document that consists of a Final EIS and a Record of Decision (ROD), if certain conditions exist following the conclusion of the public and agency review period for the project's Draft EIS.

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as possible distribution of complete printed sets of NEPA documents. Accordingly, unless a specific request for a complete printed set of the NEPA document is received before the document is printed, FTA and NJ Transit will distribute only electronic copies of the NEPA document. A complete printed set of the environmental document will be available for review at the NJ Transit offices and elsewhere; an electronic copy of the complete environmental document will be available on the project's Web page <http://njtransitresilienceprogram.com/documents>.

Marilyn G. Shazor,

Regional Administrator, FTA, Region 02.

[FR Doc. 2016-00048 Filed 1-6-16; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Limitation on Claims Against a Proposed Public Transportation Project

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: This notice announces final environmental actions taken by the Federal Transit Administration (FTA) for a project in Los Angeles, CA. The purpose of this notice is to announce publicly the environmental decisions by FTA on the subject project and to activate the limitation on any claims that may challenge these final environmental actions.

DATES: By this notice, FTA is advising the public of final agency actions subject to Section 139(l) of Title 23, United States Code (U.S.C.). A claim seeking judicial review of FTA actions announced herein for the listed public transportation project will be barred unless the claim is filed on or before June 6, 2016.

FOR FURTHER INFORMATION CONTACT: Nancy-Ellen Zusman, Assistant Chief Counsel, Office of Chief Counsel, (312) 353-2577 or Terence Plaskon, Environmental Protection Specialist, Office of Environmental Programs, (202) 366-0442. FTA is located at 1200 New

Jersey Avenue SE., Washington, DC 20590. Office hours are from 9:00 a.m. to 5:30 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FTA has taken final agency actions by issuing certain approvals for the public transportation project listed below. The actions on the project, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the project to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA administrative record for the project. Interested parties may contact either the project sponsor or the relevant FTA Regional Office for more information. Contact information for FTA's Regional Offices may be found at <http://www.fta.dot.gov>.

This notice applies to all FTA decisions on the listed project as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, NEPA [42 U.S.C. 4321-4375], Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303], Section 106 of the National Historic Preservation Act [16 U.S.C. 470f], and the Clean Air Act [42 U.S.C. 7401-7671q]. This notice does not, however, alter or extend the limitation period for challenges of project decisions subject to previous notices for the Regional Connector Transit Corridor Project published in the **Federal Register**. The project and actions that are the subject of this notice are:

Project name and location: Regional Connector Transit Corridor Project, Los Angeles County, CA. *Project sponsor:* Los Angeles County Metropolitan Transportation Authority (LACMTA). *Project description:* The proposed project would provide a 1.9-mile direct connection of light rail transit service from the Metro Gold Line Little Tokyo/Arts District Station to the 7th Street/Metro Center Station in downtown Los Angeles. The project would allow passengers to transfer to Blue, Expo, Red, and Purple Lines, bypassing Union Station and providing a one-seat ride for travel across Los Angeles County. In January 2012, FTA and LACMTA prepared and distributed a Final Environmental Impact Statement/Environmental Impact Report (Final EIS/EIR) for the project. On June 29, 2012, FTA issued a Record of Decision (ROD) for the project. Subsequently, the Final EIS/EIR and ROD were challenged in federal court. Final Judgment was entered on October 24, 2014, partially in favor of Flower Associates and partially in favor of the Defendants ("NEPA Judgment"). The NEPA Judgment partially vacated the June 29, 2012 ROD and directed the FTA to prepare a supplemental analysis under NEPA addressing the feasibility of open-face shield and sequential excavation

method tunneling alternatives under South Flower Street south of 4th Street in the Financial District. *See, Today's IV, Inc. v. Federal Transit Administration, et al.* (U.S. District Court, Central District of California, Western Division, Case No. 2:13-CV-00378) and *515/555 Flower Associates, LLC v. Federal Transit Administration, et al.* (U.S. District Court, Central District of California, Western Division, Case No. 2:13-CV-00453). Pursuant to the Court's decision, FTA and LACMTA prepared additional analysis for the project, specifically draft and final versions of a Supplemental Environmental Impact Statement (SEIS). The SEIS was limited in its scope and analyzed in detail two additional tunnel construction alternatives along Flower Street from 4th Street to 7th Street, as required by the Court's Order. FTA issued the Final SEIS concurrently with a Supplemental ROD per 23 U.S.C. Section 139(n)(2)(A), as amended by the Fixing America's Surface Transportation Act, Public Law 114-94. This notice only applies to this discrete action taken by FTA. Nothing in this notice affects FTA's previous decisions, or notice thereof, for this project. *Final agency actions:* Supplemental Record of Decision, dated December 16, 2015. *Supporting documentation:* Final Supplemental Environmental Impact Statement, dated December 2015.

Lucy Garliauskas,

Associate Administrator Planning and Environment.

[FR Doc. 2016-00035 Filed 1-6-16; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35986]

Connex Railroad LLC—Lease and Operation Exemption—Line of Buzzi Unicem USA in College Park, Ga.

Connex Railroad LLC (Connex), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to lease from noncarrier Buzzi Unicem USA (Buzzi), operate, and maintain approximately 1,500 feet of railroad track located in College Park, Ga. (the Line). Connex states that the Line crosses West Point Avenue and connects to a CSX Transportation, Inc., mainline track in College Park, Ga., at milepost 12 of the CSX Old Atlanta West Point Subdivision. According to Connex, there are no mileposts associated with the Line, but it is identified as Buzzi Unicem Track ID XXB012.

Connex states that the proposed transaction does not involve any provision or agreement that would limit Connex's ability to interchange with a third party.

Bayonne woman charged with knifepoint robbery

BY MICHAELANGELO CONTE
JOURNAL STAFF WRITER

BAYONNE — A 35-year-old Bayonne woman has been charged with burglarizing an apartment on West 21st Street and

robbing a woman there at knifepoint.

Bail was set at \$100,000 cash or bond for Kathryn Toczynski, of East 25th Street, who is charged with robbery, burglary and weapons offenses related to a knife in

connection to the Dec. 1, 2015, incident, the criminal complaint says.

Toczynski allegedly entered the apartment and used a knife “during the commission of a robbery and burglary by threatening

(name omitted) for her money,” the complaint says.

Probable cause for the charges is the police investigation and identification of Toczynski by the victim, the complaint says.

Toczynski has six prior arrests

and three criminal convictions, a court official said when she made her first appearance on the new charges yesterday afternoon in Central Judicial Processing court in Jersey City via video link from Hudson County jail in Kearny.

NJ TRANSITGRID TRACTION POWER SYSTEM PUBLIC SCOPING MEETING

Notice of Public Scoping Meeting/Information Session and Notice of Intent to prepare an Environmental Impact Statement (EIS) for an approximate 104 MW natural gas-fired electric power generating plant in Hudson County, New Jersey.

New Jersey Transit Corporation (NJ TRANSIT), in cooperation with the Federal Transit Administration (FTA), is conducting a Public Scoping Meeting/Information Session for the NJ TRANSITGRID TRACTION POWER SYSTEM in accordance with the National Environmental Policy Act (NEPA) and FTA's regulations and guidance for implementing NEPA. The project is a first-of-its-kind microgrid designed to provide highly reliable power to support a core segment of NJ TRANSIT's critical transportation services and infrastructure needs during commercial electric grid power outages. An approximate 104-megawatt (MW) natural gas-fired electric power generating plant will be located in Kearny, New Jersey in close proximity to two traction power substations that provide electricity for trains to operate on a portion of Amtrak's Northeast Corridor and NJ TRANSIT's Morris & Essex Lines. Transmission lines and associated infrastructure will extend to these substations and also to a substation in Hoboken Yard in Jersey City, New Jersey to support operations on the Hudson-Bergen Light Rail System and other railroad electrical power needs.

Public Scoping Meeting/Information Session

Date: Wednesday, February 3, 2016	Location: St. Peter's University The Duncan Family Sky Room, Center Room 2641 John F. Kennedy Boulevard Jersey City, NJ 07306
Time: 4 pm to 8 pm (Open House)	

If you require special accommodations, please contact our outreach representative Carmen Costa at 201.612.1230 ext. 17 or ccosta@ingroupinc.com.

Public Scoping provides an opportunity for the public and agencies to comment and provide input to the EIS as it is initiated. The *Notice of Intent, Draft Scoping Document* and other project-related documents are available for review at <http://NJTransitResilienceProgram.com/documents>.

Written comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, and the impacts to be evaluated should be sent **on or before February 29, 2016** via mail to:

NJ TRANSIT Resilience Program
Capital Planning & Programs Department
One Penn Plaza East, 8th Floor
Newark, NJ 07105

Written comments may also be submitted **on or before February 29, 2016** through the comment form on the project Website at: <http://NJTRANSITResilienceProgram.com/contact-us/> or through the project email address: njtransitgrid@NJTRANSITResilienceProgram.com. Written and oral comments may also be submitted at the Public Scoping Meeting/Information Session.



Police to hold public auction of used vehicles

BY JONATHAN LIN
JOURNAL STAFF WRITER

BAYONNE — The Bayonne Police Department will be holding a public auction of at least 26 used vehicles, including a dump truck, on Tuesday, city spokesman Joe Ryan said.

Tuesday's auction, which is scheduled to take place at 9:30 a.m. at the Bayonne Police Pound at 330 Hook Road, may include last-minute additions of other items, Ryan said. Radios and metal parts may be available for auction.

The vehicles, whose owners either abandoned them or failed to claim them, will be available for inspection by prospective bidders on Monday from 9 a.m. to noon at the Bayonne Police Pound, Ryan said.

Ryan said the vehicles may be inoperable, may be missing parts, may require repairs or may have defects not readily apparent. Each item is being offered as is. The minimum bid price is \$120 per vehicle unless otherwise specified. An additional fee of \$2 for a junk title certificate shall be charged for

each vehicle.

Buyers must pay in full, either in cash or by certified check, at the time of sale, Ryan said. Buyers must remove the purchased vehicles from the pound no later than three days after the date of sale. The purchase of any vehicle not removed from the pound after three days following the sale may be declared void, and the money paid by the successful bidder would be forfeited.

The Bayonne Police Department reserves the right to withdraw any vehicle from the sale, Ryan said. This sale of motor vehicles bars all claims of interest in said motor vehicles except for the purchasers'. The Police Department reserves the right to reject any and all bids for the vehicles. In the event of the last-minute addition of new items to the auction, any terms or conditions applying to their sale at auction would be announced.

The auction scheduled by the Police Department for Tuesday is the first such event planned for this year, Ryan said. If other police auctions take place this year, they would be announced, he said.

5 facing drug charges: LPD

LYNDHURST –

On Dec. 30, Lyndhurst PD busted two township residents and one New Yorker on drug charges in the parking lot of 601 Riverside Ave.

Just one week later, the LPD said, the same three individuals were picked up again, this time in the company of two out-of-towners, also for drug offenses, on Riverside near Page Ave.

In the first incident, according to LPD Det. Capt. John Valente, officers were sent to 601 Riverside, at 11:35 a.m., to check on a vehicle occupied by driver Mazen Binsaadallah, 20, of that address; and passengers Abdoul Kane, 23, of Harlem, N.Y., and Abdulkhem Alghanmi, 22, also of 601 Riverside.

Upon approaching the driver, an officer immediately detected the odor of suspected raw marijuana coming from the vehicle, Valente said. In searching the vehicle, Valente said police found on the floor



Abdoul Kane

next to the passenger seat, a small bag of what was believed to be marijuana.

All three denied ownership of the package. All three were charged with possession of drugs.

In the second episode on Jan. 6, Valente said that police pulled over a vehicle, operated by Binsaadallah, with four passengers, at the Riverside/Page intersection, at 10:30 p.m., for a non-operating headlight and no inspection sticker.

Valente said Binsaadallah



Abdullah Alqurashi

had only a driver's license issued in Saudi Arabia but no other credential.

Valente said police detected a strong odor associated with both raw and burnt marijuana emanating from inside the vehicle, a search of which turned up plastic baggies containing 93 grams of suspected marijuana in addition to empty baggies.

Valente said that front seat passenger Serigne Pene, 25, of New York, reportedly had marijuana on him, as did, allegedly,



Abdulkhem Alghanmi

back-seat passenger Abdoul Kane. The other passengers were identified as Abdulkhem Alghanmi and Abdullah Alqurashi, 22, of Indianapolis.

Police found \$962 on Binsaadallah, \$601 on Pene and \$215 on Kane, Valente said.

All of the occupants were charged with possession of drugs over 50 grams, distribution of drugs and distribution of drugs in a school zone.

Kane was also charged with disorderly conduct for reportedly becoming loud and



Mazen Binsaadallah

aggressive with police during the investigation. After officers had seized drugs reportedly found in his coat pocket, Kane pulled down his pants, exposing himself to show that he had no drugs concealed there, Valente said.

All five arrestees were remanded to the Bergen County Jail to await court proceedings, with each being held on \$12,500 bail with no 10% cash option permitted.



Serigne Pene

– Ron Leir

NJ TRANSITGRID TRACTION POWER SYSTEM PUBLIC SCOPING MEETING

Notice of Public Scoping Meeting/Information Session and Notice of Intent to prepare an Environmental Impact Statement (EIS) for an approximate 104 MW natural gas-fired electric power generating plant in Hudson County, New Jersey.

New Jersey Transit Corporation (NJ TRANSIT), in cooperation with the Federal Transit Administration (FTA), is conducting a Public Scoping Meeting/Information Session for the NJ TRANSITGRID TRACTION POWER SYSTEM in accordance with the National Environmental Policy Act (NEPA) and FTA's regulations and guidance for implementing NEPA. The project is a first-of-its-kind microgrid designed to provide highly reliable power to support a core segment of NJ TRANSIT's critical transportation services and infrastructure needs during commercial electric grid power outages. An approximate 104-megawatt (MW) natural gas-fired electric power generating plant will be located in Kearny, New Jersey in close proximity to two traction power substations that provide electricity for trains to operate on a portion of Amtrak's Northeast Corridor and NJ TRANSIT's Morris & Essex Lines. Transmission lines and associated infrastructure will extend to these substations and also to a substation in Hoboken Yard in Jersey City, New Jersey to support operations on the Hudson-Bergen Light Rail System and other railroad electrical power needs.

Public Scoping Meeting/Information Session

Date: Wednesday, February 3, 2016	Location: St. Peter's University The Duncan Family Sky Room, Center Room 2641 John F. Kennedy Boulevard, Jersey City, NJ 07306
Time: 4 pm to 8 pm (Open House)	

If you require special accommodations, please contact our outreach representative Carmen Costa at 201.612.1230 ext. 17 or ccosta@ingroupinc.com.

Public Scoping provides an opportunity for the public and agencies to comment and provide input to the EIS as it is initiated. The *Notice of Intent*, *Draft Scoping Document* and other project-related documents are available for review at <http://NJTransitResilienceProgram.com/documents>.

Written comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, and the impacts to be evaluated should be sent **on or before February 29, 2016** via mail to:

NJ TRANSIT Resilience Program
Capital Planning & Programs Department
One Penn Plaza East, 8th Floor, Newark, NJ 07105

Written comments may also be submitted **on or before February 29, 2016** through the comment form on the project Website at: <http://NJTRANSITResilienceProgram.com/contact-us/> or through the project email address: njtransitgrid@NJTRANSITResilienceProgram.com. Written and oral comments may also be submitted at the Public Scoping Meeting/Information Session.

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NEW JERSEY

STATEHOUSE

Strength in numbers for Assembly Democrats

By Brent Johnson and Samantha Marcus
For The Star-Ledger

Democrats swore in their largest majority in the state Assembly in 37 years Tuesday as the lower house's leaders urged its members to work in unity and avoid the kind of bickering that has plagued politics across the country.

They also agreed New Jersey's sky-high property taxes should be their focus.

Jon Bramnick, who was again named the Republican leader of the Assembly even though his party lost four seats in last November's election, asked his colleagues to "make a promise" to draft meaningful, bipartisan policy in the new legislative session.

"Whether we will be productive, that is not so clear," Bramnick (R-Union) said during the chamber's reorganization at the War Memorial Theatre in Trenton. "But politics and policy seem to be drifting farther and farther apart. Politics has become our national pastime."

Tuesday was the first day of the 2016-17 legislative session. The Assembly swore in all 80 of its members, including 10 new lawmakers.

That included the four Democrats who unseated Republican incumbents in November, increasing the party's control of the chamber from 48 to 52 seats, its largest since 1979.

Assembly Speaker Vincent Prieto (D-Hudson) and Majority Leader Lou Greenwald (D-Camden) were also re-sworn into the leadership posts they held last session.

Both Prieto and Bramnick said lawmakers' focus should be relieving New Jersey's property taxes, among the highest in the nation.

In addition, Prieto again touted his concept of the state gas tax to help fund the nearly broke state Transportation Trust Fund, which pays for transportation projects across New Jersey. He said he is open to the GOP idea of cutting New Jersey's estate tax in return.

The state Senate did not hold elections in November, so did not seat new members. The Senate also swore in the same leaders as last session: President Stephen Sweeney (D-Gloucester), Majority Leader Loretta Weinberg (D-Bergen), Minority Leader Tom Kean Jr. (R-Union).

State's top court hands Virtua legal defeat

The New Jersey Supreme Court has rejected a southern New Jersey hospital's request to allow it to continue offering paramedic services in Camden while a new law is debated in court.

The ruling against Virtua Health System was issued Tuesday. It wanted to continue the services while appeals courts continue to consider their request to block the law entirely.

An appeals court had ruled late last month that the law signed by Gov. Chris Christie over the summer allowing Cooper University Hospital to take over EMS services could go forward. That reversed a lower-court decision that the law was unconstitutional.

Cooper launched its service earlier this month.

The chairman of Cooper's board is George Norcross, a Democratic Party power broker with deep influence in the Statehouse.

—Associated Press

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Secundado por los Comisionados Oms**

**Autoridad de Vivienda
Ciudad de West New York
Calendario de Reuniones del Caucus para el año 2016
Reuniones regulares y la
Reunión Anual de Reorganización**

De conformidad con N.J.S.A. 10:4-6 et. Seq., La Ley de "Open Public Meetings" (Reuniones Públicas Abiertas), a continuación se encuentra detallado el programa de Reuniones del Caucus, así como las Reuniones Regulares y la Reunión Anual de Reorganización de la Autoridad de Vivienda de la Ciudad de West New York ("La Autoridad"):

- | | |
|---------------------|------------------------|
| 25 DE ENERO, 2016 | 18 DE JULIO, 2016 |
| 22 DE FEBRERO, 2016 | 15 DE AGOSTO, 2016 |
| 21 DE MARZO, 2016 | 19 DE SEPTIEMBRE, 2016 |
| 18 DE ABRIL, 2016 | 17 DE OCTUBRE, 2016 |
| 16 DE MAYO, 2016 | 21 DE NOVIEMBRE, 2016 |
| 20 DE JUNIO, 2016 | 19 DE DICIEMBRE, 2016 |

19 DE DICIEMBRE, 2016 – REUNIÓN ANUAL DE REORGANIZACIÓN

Todas las reuniones tendrán lugar en la oficina de la Autoridad en 6100 Adams Street, West New York, Nueva Jersey. Las reuniones del caucus se llevarán a cabo a las 7:30 pm, y las Reuniones Regulares a las 8:00 pm. La reunión de reorganización se realizará inmediatamente después de la clausura de las Reuniones Regulares.

Por medio de la presente se certifica que en una reunión regular del Consejo de Comisionados de la Autoridad de Vivienda de la Ciudad de West New York llevada a cabo el 21 de Diciembre del 2015, se adoptó debidamente la resolución expuesta anteriormente, 5 miembros votando a favor y 0 en contra.

Robert A. DiVincent, Secretario

**REUNION PÚBLICA DE PRESENTACIÓN Y DEVOLUCIÓN
("Public Scoping Meeting") SOBRE EL SISTEMA ENERGÉTICO
DE TRACCIÓN DE NJ TRANSITGRID**

Notificación de la Reunión Pública de "Scoping" y Sesión Informativa y Notificación de Intención para preparar una Declaración de Impacto Ambiental (EIS) para una planta de generación eléctrica por gas natural de aproximadamente 104 megavatios en Hudson County, New Jersey.

La Corporación de Tránsito de New Jersey (NJ TRANSIT) en colaboración con la Administración Federal de Tránsito (Federal Transit Administration, FTA) estará llevando a cabo una Reunión y Discusión Pública de "Scoping"/Sesión Informativa sobre el SISTEMA ENERGÉTICO DE TRACCIÓN DE NJ TRANSITGRID de acuerdo con la Ley de Política Nacional de Medioambiente (NEPA), los reglamentos y direcciones de la FTA para implementar NEPA. El proyecto – el primero de este tipo – es una microred (*microgrid*) para proveer electricidad con alta fiabilidad para alimentar un segmento central de los servicios cruciales de transporte y las necesidades de infraestructura de NJ TRANSIT, durante eventuales cortes de suministro de la red comercial de electricidad. Una planta de generación eléctrica de gas natural de aproximadamente 104 megavatios será situada en Kearny, New Jersey, en las cercanías de dos subestaciones de electricidad de tracción que proveen energía eléctrica para que los trenes puedan funcionar en una porción del corredor noreste de Amtrak y las líneas Morris y Essex de NJ TRANSIT. Las líneas de transmisión e infraestructura asociada se extenderán a estas subestaciones y también a la subestación localizada en Hoboken Yard en Jersey City, New Jersey para apoyar las operaciones del Sistema de Hudson-Bergen Light Rail, así como otras necesidades de electricidad ferroviaria.

Reunión Pública de "Scoping" y Sesión Informativa

Fecha: Miércoles el 3 de febrero de 2016	Lugar: St. Peter's University The Duncan Family Sky Room Center Room 2641 John F. Kennedy Boulevard Jersey City, NJ 07306
Hora: 4 pm hasta 8 pm (Muestra abierta "Open House")	

Si usted requiere asistencia particular por una discapacidad, por favor contacte a nuestra representante: Carmen Costa al número de teléfono: 201.612.1230 ext. 17 o por medio de correo electrónico: ccosta@ingroupinc.com.

Scoping, y esta sesión informativa provee una oportunidad, para que el público y las agencias puedan comentar y ofrecer devoluciones, y pueda ser considerado en la Declaración de Impacto Ambiental (EIS) mientras está en la primera etapa de preparación. La *Notificación de Intención*, el *Borrador del Documento de Scoping*, y otros documentos relacionados con el proyecto están disponibles para revisión en: <http://NJTransitResilienceProgram.com/documents>.

Se podrá comentar sobre el alcance y contenido del EIS, sobre el propósito y la necesidad del proyecto, las alternativas que se van a considerar, y los impactos que se presentan, hasta el **29 de febrero de 2016**, por correo a:

NJ TRANSIT Resilience Program
Capital Planning & Programs Department
One Penn Plaza East, 8th Floor
Newark, NJ 07105

También se podrán enviar comentarios escritos el **29 de febrero de 2016** o antes utilizando el formulario en la página web del proyecto: <http://NJTRANSITResilienceProgram.com/contact-us/> o al correo electrónico njtransitgrid@NJTRANSITResilienceProgram.com. Además, se podrán presentar comentarios por escrito o verbalmente durante la Reunión Pública de Presentación y Devolución.





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Appendix G: Public Involvement

Summary of Comments on Draft Scoping Documents and Responses-March 8, 2016

Summary of Comments on Draft Scoping Document and Responses

Comment No.	Commenter Name	Comment	Response to Comment
U.S. Environmental Protection Agency (EPA)			
1.	Lingard Knutson	Page 10, Section 4.2. Are the existing transmission lines part of the catenary system? Or are they separate towers? If they are separate, describe how tall the towers are, and how much ground area each will require, and how you will site them.	The existing catenary system on the Morris & Essex lines, which support transmission lines, will be used for the new transmission lines if a structural survey indicates that the existing infrastructure can support them. If not, new transmission line poles will be located near the existing poles within NJ TRANSIT's right-of-way. New towers will need to be installed in the open water between the Morris & Essex lines and Sub 41. The new towers will be located near the existing towers. The height and footprint of the new poles and towers will be determined during conceptual design. This has been clarified in the document.
2.	Lingard Knutson	Section 7.11 – Geology and Soils. Koppers Koke was remediated by “keying” a slurry wall to the meadow mat. If we remember correctly, that was 30-40’ below the original elevation. If the project is going to require structural pilings that will need to go to the bedrock, the pilings may provide a seepage path for free product below the meadow mat. This kind of investigation should be included in the scoping document. There is also an existing pump and treat system which should be evaluated during siting of the project.	A new section – Section 7.12 “Contaminated Materials” has been added to provide background on site conditions at the preferred site, remedial activities that have been undertaken, and the assessments that will be included in the Draft EIS related to potential impacts to contaminated materials, including evaluation of the proposed Project’s design and potential for structural pilings to provide seepage paths for contamination. It is anticipated that the design will include double casing of piles to mitigate the potential for seepage of free product below the meadow mat, if required by site conditions.
3.	Lingard Knutson	Section 7.12 The Koppers Koke site did experience flooding during Sandy. The scoping should discuss the existing elevation of the property (or, if amended dredged material is still being placed, the expected elevation) and whether the project will be out of the floodplain, or whether it will need flood protection. This would also apply to the substations.	The preferred site is being raised to at least the FEMA 500-year flood elevation of 13.6 feet NAVD88 and improvements would comply with New Jersey’s Uniform Construction Code and NJ TRANSIT Flood Elevation Design Criteria, among other requirements. Verification that all elements of the Build Alternative(s) are outside of the floodplain and meet relevant criteria will be provided in the Draft EIS and/or flood protection measures will be identified. The intention is to raise all project elements above the FEMA 500-year flood elevation. This information has been added to Section 7.13.

Summary of Comments on Draft Scoping Document and Responses

Comment No.	Commenter Name	Comment	Response to Comment
4.	Lingard Knutson	Section 7.11 - Cumulative impacts should include construction of the Portal Bridge, any cleanup of Standard Chlorine (if we know)	Examples of the types of projects that will be analyzed in the cumulative impacts assessment, including Portal Bridge and the cleanup of Standard Chlorine, has been added to Section 7.14 "Indirect and Cumulative Effects".
5.	Lingard Knutson	Attachment A – Site Screening – Page 2, third line, the word "to" is repeated.	The typo has been corrected (note that the Main Facility Site Screening Analysis is now Attachment C).
6.	Lingard Knutson	Attachment A – Site Screening – A.4 and Figure 2. <ul style="list-style-type: none"> a. Parcel 7 – While a portion of the Diamond Shamrock property will be used for Portal Bridge, it will not be the majority of the site. b. There is no parcel 12 on figure 2 c. Parcel 16 is Standard Chlorine, not parcel 15 (The bold title is Parcel 15). This section should also include the information that the Standard Chlorine site is an active NPL site. 	<ul style="list-style-type: none"> a. Noted. The text has been revised. b. Noted. Figure 2 has been corrected. c. On the revised Figure 2, Standard Chlorine is parcel 15. As a result, the text is correct as is. The status of the Standard Chlorine site as an active NPL has been added to the text.
Town of Kearny			
1.	Gregory Castano Sr.	The Town of Kearny opposes the NJ TRANSITGRID project because of adverse environmental and social impacts. The Town opposes the location of the project in the Town of Kearny.	An alternatives analysis will be conducted to identify potential alternative sites to NJ TRANSIT's preferred site in Kearny, NJ. Information on the costs, benefits, and impacts of locating the facility elsewhere will be developed to inform project decision-making. Alternative sites will be evaluated based on their ability to meet the goals and objectives established for the proposed Project. All reasonable Build Alternatives will be advanced for detailed analysis in the Draft EIS (see Section 5.0).
2.	Gregory Castano Sr.	The Town has a vital interest in the quickest development of all of the parcels on the 227 acre Koppers Coke Peninsula because development will immediately produce construction and permanent jobs and eventually create much needed taxable ratables.	The Draft EIS will consider the impact of NJ TRANSIT's development of the two parcels of approximately 26 acres that comprise the preferred site within the Koppers Coke Redevelopment Area on construction and permanent jobs. This scope of work is included in Section 7.3 "Socioeconomic Conditions".

Summary of Comments on Draft Scoping Document and Responses

Comment No.	Commenter Name	Comment	Response to Comment
3.	Gregory Castano Sr	About 7 years ago, NJ TRANSIT expressed an interest in acquiring part of the Koppers Peninsula for the ARC Tunnel Project later aborted by Governor Christie. After inducing HCIA to incur substantial expenses for due diligence, NJ TRANSIT walked away from its acquisition efforts and delayed the private development of the Peninsula.	Comment noted.
4.	Gregory Castano Sr	The Town, the County of Hudson, and Tierra Solutions, Inc. are promoting the private development of Koppers Peninsula and have launched an expensive campaign to determine the best economic use of Peninsula property and to select developers with the financial capability and expertise to develop the Peninsula. NJ TRANSIT's efforts to acquire the property will continue to have a chilling effect on prospective developers currently participating in the process to develop the Peninsula and is impeding the Town's ability to facilitate economically productive uses at the site.	An assessment of the likelihood of the proposed Project to impede other development within the Koppers Coke Peninsula Redevelopment Area will be provided in the Draft EIS (see Section 7.3 "Socioeconomic Conditions").
5.	Gregory Castano Sr	The project will have an adverse impact on air quality and increase particulate emissions in an area already affected by air emissions from heavy industry, major highways, and landfills.	As indicated in Section 7.6 "Air Quality", the DEIS will present the results of an air quality modeling analysis that will be prepared in accordance with all relevant NJDEP and EPA guidance documents.
6.	Gregory Castano Sr	The project will have a disproportional impact on low income populations because the median per capita income of Kearny residents (\$25, 936) and their median household income (\$61,782) are significantly lower than the median state per capita income (\$36,002) and median state household income (\$71,929) thereby raising significant environmental justice concerns.	As indicated in Section 7.10 "Environmental Justice", the Draft EIS will contain an Environmental Justice analysis prepared in accordance with FTA, U.S.DOT, and CEQ guidance. The study area for the analysis will be based on NJDEP's <i>Guideline on Air Quality Impact Modeling Analysis, Technical Manual 1002</i> (November 2009).

Summary of Comments on Draft Scoping Document and Responses

Comment No.	Commenter Name	Comment	Response to Comment
Public Comments			
1.	Michael O'Connor	As a lifelong resident of Hudson County and a regular rider of New Jersey Transit, I believe this is a highly meritorious project. It will be a great benefit to local residents and provide improved reliability and safety for riders and residents throughout the region. I support the project without reservation.	Comment noted.
U.S. Department of Energy (DOE)			
1.	Bill Ostrum	Section 7.7 "Greenhouse Gas Emissions". The CEQ Revised Draft Guidance also suggests looking at how climate change (e.g., weather, sea level rise) will affect the project. This should also be discussed in this section.	Since the purpose of the proposed Project is to enhance the resiliency of NJ TRANSIT's system, to reduce the impact of future storms and facilitate continued operation during severe weather events, critical infrastructure will be raised above the FEMA 500-year flood elevation. This section will assess the compliance of the proposed Project's design with NJ TRANSIT's Flood Elevation Design Criteria and other relevant requirements with respect to resiliency.
N.J. Department of Environmental Protection (NJDEP)			
1.	Charlie Welch	Land Use Regulations – NJDEP concurs with scoping document that Flood Hazard Area and Freshwater Wetlands permits may be required. The EIS will need to include any necessary mitigation in accordance with NJDEP regulations. NJDEP recommends a pre-application meeting with Division of Land Use Regulation (DLUR). Contact information provided	Comment noted. The EIS will include discussion of all required environmental permits and land use regulatory approvals. A pre-application meeting with DLUR will be requested ahead of permit application preparation.

Summary of Comments on Draft Scoping Document and Responses

Comment No.	Commenter Name	Comment	Response to Comment
2.	Jeff Cantor	Air Quality – Due to diesel exhaust contributing highest canst risk of all air toxics in NJ, the NJDEP Bureau of Mobile Sources stated the following: 1) all vehicle must comply with N.J.A.C 7:27-14 and N.J.A.C. 7:27-15 which limits idling time to three minutes; recommends purchasing “No Idling” signs. 2) Non-road diesel equipment greater than 100 horsepower on site for more than 10 days should have engines that meet USEPA Tier 4 emission standards or have best available emission control technology in place. 3) On-road diesel equipment should use designated truck routes with minimal impact on residential areas and sensitive receptors.	Comment noted. As stated in Section 7.15 “Construction Effects”, the Draft EIS will identify the regulatory requirements and best practices that will be employed during construction to minimize construction-related impacts to the maximum extent feasible, including those listed.
3.	Kelly Davis	Natural Resources – NJDEP concurs with scoping document that full assessment of critical habitat, plant and migratory bird species will be conducted and summarized in the EIS. NJDEP requests that jpeg of site and transmission lines be included in the EIS.	Comment noted. The Draft EIS will include a jpeg of the entire Project area.
4.	Vincent Maresca	Cultural Resources – Historic Preservation Office (HPO) concurs with draft scoping document that proposed project is subject to review pursuant to Section 106 of National Historic Preservation Act and Section 4(f) as necessary. Known historic properties include the following: Old Main Delaware, Lackawanna and Western Railroad Historic District; Lower Hack Draw Bridge; Standard Chlorine Chemical Company Site (SCCC); Edison Battery Company Property; Jersey City Waterworks Pipeline; and Old and New Bergen Tunnels.	Comment noted. A letter regarding the initiation of the Section 106 consultation process was sent to your office on February 18, 2016 (from NJ TRANSIT/D. Callender to NJ SHPO/D. Saunders). The letter describes areas of potential effect (APEs) for above-ground architectural and below-ground archaeological resources, which encompass the resources listed (among others), for your review and concurrence.

Summary of Comments on Draft Scoping Document and Responses

Comment No.	Commenter Name	Comment	Response to Comment
5.	Caroline Armstrong	The draft scoping document indicates that the project is limited to Kearny but the transmission lines extend to Jersey City. Green Acres will need to perform a jurisdictional determination of properties anticipated to be affected by temporary disturbances, such as access roads, and temporary work spaces, to assess that the disturbance is indeed temporary, and to evaluate the overall impact of the disturbance on the resources and access of the recreation and conservation areas. Temporary use of Green Acres-encumbered property must comply with N.J.A.C. 7:36-25.14 as it concerns land held by a local government unit or non-profit. Tree removal is subject to Green Acre program requirements. NJDEP Green Acres will need to perform a jurisdictional determination of properties affected by the Project including along the transmission line routes.	The extension of the transmission line routes into Jersey City, New Jersey is evident on the figures indicating the Project Area and has been made clear on page 1 of the document. The Draft EIS will identify Green Acre properties in the Project area, defined to be the limits of construction, including temporary access routes and work spaces, including along the transmission line routes. An assessment of the Project's effects on properties in the Green Acres program will be made in consultation with NJDEP, and compliance with Green Acres program requirements will be described (see Section 7.3). The project will solicit a jurisdictional determination from NJDEP based on properties that will be affected by the Project's construction.
6.	Steven Pudney	Safe Drinking Water – scoping document does not include a discussion as to public water supply that would be needed at the proposed facility. Water main extension permit may be required if Kearny Water Department is the supplier.	A discussion of water supply for facility operations is in Section 7.13 “Water Resources and Utilities”.
7.	Riche Outlaw	Environmental Justice – NJDEP requests that an EJ analysis be conducted as part of the EIS including public meetings.	The EJ analysis, which will be prepared for the proposed Project, will comply with U.S, DOT, FTA and CEQ guidance as outlined in Section 7.10 “Environmental Justice” of the Scoping Document.
8.	Ruth Foster	List of NJDEP contacts by department was provided.	Contacts noted and will be contacted as appropriate throughout the EIS process.