

**APPENDIX C: Response to Agency and Public Comments**

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This Appendix responds to written and oral testimony comments received on the NJ TRANSITGRID TRACTION POWER SYSTEM Draft Environmental Impact Statement (DEIS) during the public review period and the public hearing. The 60-day public review period extended from May 20, 2019 through July 19, 2019. The public hearing was held on June 18, 2019 at Saint Peter’s University in Jersey City, NJ with two sessions from 2:00-4:00 PM and 7:00-9:00 PM. The June 18, 2019 public hearing included a presentation and video describing the purpose and need for the project. Following the presentation, hearing attendees were invited to give oral, transcribed statements to the project committee. The availability of the DEIS was advertised in the Federal Register on May 17, 2019. In addition, the availability of the DEIS and invitation for review and comment, as well as the public hearing notice was sent via email to individuals who had signed up on the email list on the project website on May 20, 2019, flyers were displayed in English and Spanish at local libraries and Section 8 Housing Authorities on May 28, 2019, in French Creole at local libraries on May 31, 2019 and published in four area newspapers as follows:

- Jersey Journal on Monday, May 20, 2019
- The Star Ledger on Monday, May 20, 2019
- The Observer on Wednesday, May 22, 2019
- El Especialito on Thursday, May 30, 2019

This Appendix is organized into two sections. The first section lists each of the organizations and individuals that provided comments during the public review period. The second section identifies all of the comments received, responses to those comments and as applicable, DEIS Reference pages, Errata Sheet identifications for revisions made, and/or Combined Final Environmental Impact Statement/Record of Decision (FEIS/ROD) sections and Appendices. The second section is split further into five tables presenting comments and responses to those comments as follows:

- **Table 1:** Response to Federal Agency Comments (USEPA and USCG)
- **Table 2:** Response to State Agency Comments (NJDEP)
- **Table 3:** Response to Interest Group Comments
- **Table 4:** Response to June 18, 2019 Public Hearing Comments
- **Table 5:** Response to Comments Received via Project Website  
(email: [njtransitgrid@NJTRANSITResilienceProgram.com](mailto:njtransitgrid@NJTRANSITResilienceProgram.com))

## **SECTION 1. LIST OF COMMENTERS**

### **Federal Agencies**

1. United States Environmental Protection Agency
2. United States Coast Guard

### **State Agency**

1. New Jersey Department of Environmental Protection

### **Other Interested Parties**

1. Lackawanna Coalition
2. Sierra Club
3. Beazer East, Inc.
4. Glenn Springs Holdings, Inc

## **Public Hearing**

1. Tito Anyanwu, PSE&G, Public Hearing
2. Chris Hartman, New Jersey Alliance for Action, Public Hearing
3. Jeff Tittle, New Jersey Sierra Club, Public Hearing
4. Todd Heverling, International 24 Brotherhood of Electrical Workers, Local 164, Public Hearing
5. James Kirkos, Meadowlands Regional Chamber, 201 Route 17 in Rutherford, Public Hearing
6. Dale Errico, Railroad Construction, Public Hearing
7. Michael O'Connor, Hudson County Improvement, Public Hearing

## **Website Comments**

1. Robert Walden
2. Carol Gay
3. Christine Lepore
4. Christine Lepore
5. Cassandra Worthington
6. Elizabeth Ndoye
7. Gaeton DiNapoli
8. Joseph Basralian
9. Janet Glass
10. Ken Dolsky
11. Katherine George
12. Patricia DeCandia
13. Paula Rogovin
14. Peter Schofield
15. Ruth A Adams
16. Zoraida Espinoza
17. Annette Coomber
18. Annette Coomber
19. Andrea Rodriguez
20. Barbara Gombach
21. Barbara Stomber
22. Christopher Ebert
23. Diane Beeny
24. Eve Peterson
25. Ginny Hut
26. Joseph Clift
27. Jeffrey Rapaport
28. Laura Piraino
29. Merelyn Dolins
30. Mary Ellen Teshima
31. Penelope Brackett
32. Paul Teshima
33. Renee Allesio

- 34.** Richard Grant
- 35.** Rosemary Orozco
- 36.** Samantha Feuss
- 37.** Stephanie Glover
- 38.** Sam Pesin
- 39.** Vincent Brevetti



## **SECTION 2. RESPONSE TO COMMENTS RECEIVED**

- **Table 1:** Response to Federal Agency Comments (USEPA and USCG)
- **Table 2:** Response to State Agency Comments (NJDEP)
- **Table 3:** Response to Interest Group Comments
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*(Tables 1 – 5 provided on the following pages)*

**Table 1: Response to Federal Agency Comments (USEPA and USCG)<sup>1</sup>**

Name	Affiliation	Comment
Lingard Knutson  Environmental Scientist	USEPA	USEPA raised concern that the frontage [spine] road through the Standard Chlorine Chemical Company (SCCC) Site could have potential impacts to the SCCC Site and these impacts need to be identified and described.  Figure 10.1 of the DEIS should show the location of the planned frontage road under discussion.
DEIS Errata/References		Response to Comment
FEIS Section 1.5.2.1  FEIS Appendix F – Agency Correspondence  DEIS Chapter 2, Section 2.3.4  DEIS Chapter 3, Section 3.3.1  DEIS Chapter 16, Section 16.2		Although the proposed access road would cross the SCCC site, FTA and NJ TRANSIT do not classify the Route 7 connection (to be constructed by others) is a “connected action” to the NJ TRANSITGRID project that would require the documentation of the access road impacts as part of the NJ TRANSITGRID DEIS. The proposed project could be implemented without the Route 7 connection. Project implementation will not have any effect on the proposed Route 7 alignment or subsequent development of the SCCC site or other parcels. Please see comments and responses below regarding DEIS figures.
Name	Affiliation	Comment
Lingard Knutson  Environmental Scientist	USEPA	Potential impacts to SCCC Site must reflect the full 42 acres, not just the 25 acres of the Former SCCC property.

<sup>1</sup> Comments and responses are summarized in the Tables in this Appendix. Please see FEIS Appendix F – Agency Correspondence for the full comment letters and NJ TRANSIT response letters. Letters received include USEPA letter dated July 11, 2019 and USCG letter dated July 12, 2019.

DEIS Errata/References		Response to Comment
FEIS Section 1.5.2.13 FEIS Errata Figures 14-1 and 14-2 FEIS Appendix F – Agency Correspondence		Concur. The DEIS will be amended via Errata to include a map illustrating the boundaries of the 42-acre SCCC Superfund Site and its location in relation to the NJ TRANSITGRID project. The description of a 25-acre site will be amended in the DEIS via Errata to reflect the correct size of 42 acres.
Name	Affiliation	Comment
Lingard Knutson Environmental Scientist	USEPA	Follow-up email correspondence on 12/16/2019 from USEPA to NJ TRANSIT stated USEPA was satisfied that the NJ TRANSITGRID Project would not impact the SCCC site since an existing road was available for NJ TRANSIT use. USEPA stated that upgrading or special permitting of the existing road should be discussed, and any impacts analyzed in the final Environmental Impact Statement (EIS). USEPA also requested the NJ TRANSIT evaluate water transportation for large pieces of equipment.
DEIS Errata/References		Response to Comment
FEIS Errata Figures 14-1 and 14-2 FEIS Appendix F – Agency Correspondence DEIS Chapter 17, Section 17.1.1		Comment noted. NJ TRANSIT does not expect the roadway to need special permitting or upgrading for NJ TRANSIT's use. The existing roadway is added to the DEIS via Errata. Regarding water transportation (e.g., river barge) for large pieces of equipment, NJ TRANSIT has included this as an option in Chapter 17 – Construction Effects, along with options to use trucks and rail.
Name	Affiliation	Comment
LCDR Buck	USCG	Chapter 10 – Traffic and Public Transportation - should consider the effects on vessel traffic of the proposed cable installation over, beneath or on the Hackensack Riverbed.

DEIS Errata/References		Response to Comment
ROD Section 2.4, Table ROD-2 FEIS Section 1.5.2.10 FEIS Appendix F – Agency Correspondence		Concur. A summary of existing conditions for vessel traffic is added to the DEIS via Errata as well as a statement that no impact to vessel traffic at the Lower Hack Bridge area will occur due to any selected design option utilized for the cable crossing. To further minimize any potential risk to navigation, NJ TRANSIT has initiated consult and coordination with the USCG in a letter dated December 4, 2019. Coordination with USCG will occur prior to start of construction to minimize navigational impacts during construction.
Name	Affiliation	Comment
LCDR Buck	USCG	Chapter 16- Safety and Security - should consider the effects of a vessel, or a vessel anchor, strike or snag of the proposed cable installation over, beneath or on the Hackensack Riverbed.
DEIS Errata/References		Response to Comment
FEIS Section 1.5.2.14 FEIS Appendix F – Agency Correspondence		Concur. A summary of potential effects to vessel safety is added to the DEIS via Errata.
Name	Affiliation	Comment
LCDR Buck	USCG	Chapter 17- Construction Effects: This chapter refers to components being delivered by barge and a temporary floating access easement for access from the river. If a permit is issued for this project, USCG does not intend to place any operational limitations on commercial vessels using the adjacent waterway. USCG does not issue floating access easements referenced in this chapter.

DEIS Errata/References		Response to Comment
ROD Section 2.4, Table ROD-2 FEIS Section 1.5.2.3, 1.5.2.6, 1.5.2.15 FEIS Appendix F – Agency Correspondence		Comment noted. NJ TRANSIT notes the comment regarding restrictions to vessel traffic during delivery of materials via barge and these restrictions will be considered during delivery planning phases. Requirements of 33 CFR § 165.5 Establishment Procedures for safety zone are incorporated to the DEIS via Errata. In addition, reference to floating access easement will be deleted from the DEIS via Errata.
Name	Affiliation	Comment
LCDR Buck	USCG	Chapter 17- Construction Effects: We recommend you contact Mr. Christopher Bisignano, our First Coast Guard District Bridge Manager for review of the minimum vertical clearance requirements of any utility crossings above the Hackensack River.
DEIS Errata/References		Response to Comment
FEIS Section 1.5.2.10, 1.5.2.14 FEIS Appendix F – Agency Correspondence		NJ TRANSIT initiated consultation with Mr. Bisignano as suggested in a letter dated December 4, 2019. Current plans for aerial clearance of transmission lines would meet or exceed the clearance provided by the Lower Hack Bridge when raised.
Name	Affiliation	Comment
LCDR Buck	USCG	Chapter 17- Construction Effects: USCG comment letter recommends sufficient burial depth of submarine cable, should that become the preferred option for Hackensack River Crossing.

DEIS Errata/References		Response to Comment
FEIS Section 1.5.2.3, 1.5.2.12, 1.5.2.14, 1.5.2.15 FEIS Appendix F – Agency Correspondence DEIS Chapter 2, Section 2.2.6		Concur. A revised description of the installation of submarine cable at Hackensack River crossing is added to the DEIS via Errata. As stated in the DEIS, the preferred option is the overhead installation of the cable crossing the Hackensack River.
Name	Affiliation	Comment
LCDR Buck	USCG	Chapter 17- Construction Effects: USCG comment letter outlines requirements of 33 CFR § 165.5 Establishment procedures (Regulated Navigation Areas and Limited Access Areas).
DEIS Errata/References		Response to Comment
ROD Section 2.4, Table ROD-2 FEIS Section 1.5.2.3, 1.5.2.14, 1.5.2.15, 1.5.2.19 FEIS Appendix F – Agency Correspondence		Concur. The requirements of 33 CFR § 165.5 are added to the DEIS via Errata. NJ TRANSIT initiated regulatory consultation with USCG in a letter dated December 4, 2019.
Name	Affiliation	Comment
LCDR Buck	USCG	Chapter 17- Construction Effects: USCG comment letter recommends Chapter 17, 17.3.8 Traffic and Transportation include the effects to vessel traffic during the project construction.
DEIS Errata/References		Response to Comment
FEIS Section 1.5.2.15 FEIS Appendix F – Agency Correspondence		Concur. A summary of effects to vessel traffic during construction is added to the DEIS via Errata.

Name	Affiliation	Comment
LCDR Buck	USCG	Chapter 17- Construction Effects: USCG comment letter recommends Chapter 17.3.10 Natural Resources consider comments regarding the burial depth of the utility cable beneath the Hackensack River and concerns with a cable laid on the riverbed in relation to vessel anchor strikes or snags.
<b>DEIS Errata/References</b>		<b>Response to Comment</b>
FEIS Section 1.5.2.15 FEIS Appendix F – Agency Correspondence		Concur. USCG’s comments regarding burial depth of the utility cable beneath the Hackensack riverbed and concerns of on riverbed installation of cable, including the risk of a vessel anchor strike are added to the DEIS via Errata.
Name	Affiliation	Comment
LCDR Buck	USCG	Chapter 21- Permits and Approvals: USCG comment letter recommends Section 21.2.2 Permits and Approvals include information on 33 CFR § 165.5 in the “Federal” paragraph.
<b>DEIS/Errata References</b>		<b>Response to Comment</b>
ROD Section 2.4, Table ROD-2 FEIS Section 1.5.2.19		Concur. Requirements of 33 CFR § 165.5 are added to the DEIS via Errata.

**Table 2: Response to State Agency Comments (NJDEP)<sup>2</sup>**

Name	Affiliation	Comment Summary
Christopher Jones	NJDEP-Land Use Regulation Program	<p>The Draft EIS does not provide design plans for the components and instead provides a project description and location for each component. The Division of Land Use Regulation provided the following comments:</p> <p>Within the Hackensack Meadowlands:</p> <ul style="list-style-type: none"> <li>- Any work below the mean high-water line will require an In-Water Waterfront Development Permit.</li> <li>- Any work above the mean high-water line that is within a flood hazard area will require a Flood Hazard Area Permit.</li> <li>- Any work within freshwater wetlands or State open waters will require a Water Quality Certificate.</li> </ul> <p>Outside the Hackensack Meadowlands:</p> <ul style="list-style-type: none"> <li>- Any work within a freshwater wetland will require a Freshwater Wetlands permit.</li> <li>- Any work within a Flood Hazard Area will require a Flood Hazard Area authorization.</li> <li>- Any work within 500 feet of a mean high-water line will require a Waterfront Development Permit</li> </ul>

<sup>2</sup> Comments and responses are summarized in the Tables in this Appendix. Please see FEIS Appendix F – Agency Correspondence for the full comment letter and NJ TRANSIT response letter. The DEIS comment letter from NJDEP is dated July 17, 2019.



DEIS Errata/References	Response to Comment
ROD Section 2.4, Table ROD-2 FEIS Section 1.5.2.1 FEIS Appendix F – Agency Correspondence DEIS Chapter 12, Section 12.5 DEIS Chapter 21, Section 21.2.2	<p>Concur. Design plans will be included with the NJDEP permit application submittals. Please also see ROD Section 2.4 Summary of Required Permits and Mitigation Commitments for further details. The required Land Use permits required are as follows:</p> <p>Within the Hackensack Meadowlands:</p> <ul style="list-style-type: none"> <li>- Waterfront Development In-Water Individual Permit</li> <li>- Flood Hazard Area Individual Permit and Flood Hazard Area Verification</li> <li>- Water Quality Certificate</li> </ul> <p>Outside the Hackensack Meadowlands:</p> <ul style="list-style-type: none"> <li>- Flood Hazard Area Individual Permit and Flood Hazard Area Verification</li> </ul>

Name	Affiliation	Comment Summary
Susan D. Lockwood	NJDEP-Land Use Mitigation	For the Microgrid project, NJ Transit shall confirm if preferred alternative Project Component E (electrical line connections to East Hoboken substation) overlaps with the proposed remediation cleanup activities for COPR sites. NJ Transit shall outline coordination efforts with Geosyntec/OXY to avoid any potential conflicts between these two projects.
DEIS Errata/References	Response to Comment	
FEIS Section 1.5.2.13 FEIS Appendix F – Agency Correspondence	<p>Concur. NJ TRANSIT has confirmed that Project Component E (electrical line connection to the new NJ TRANSITGRID East Hoboken substation) will not impact the ongoing remediation at the COPR site. This is clarified in the DEIS via Errata.</p>	

Name	Affiliation	Comment Summary
Randy Bearce	NJDEP-Tidelands	A Tidelands utility license is required wherever the proposed pipeline [or electrical line] will cross a currently tidally flowed water below the mean high-water line, or a historically tidally flowed water (i.e. a mapped tideland claim).
DEIS Errata/References		Response to Comment
ROD Section 2.4, Table ROD-2 FEIS Section 1.5.2.1 FEIS Appendix F – Agency Correspondence DEIS Chapter 12, Figures 12-1, 12-3 through 12-6 and Section 12.3.2, Table 12-1 DEIS Appendix D – Agency Correspondence		Concur. Tidelands are lands now or formerly flowed by the mean high tide of a natural waterway. Preferred Alternative Project Components A, E, F, and G intersect Tidelands areas (Figures 12-1, 12-3 through 12-6 of the DEIS) and have been issued Tidelands Grants, authorizing some work within the Tidelands area, as indicated in Table 12-1 of the DEIS (also see Appendix D, “Agency Correspondence” of the DEIS). The Tidelands Claim Area as shown on NJDEP’s GeoWeb environmental mapper is illustrated in DEIS Figures 12-1, 12-3 through 12-6. NJ TRANSIT notes that the new 0.5-mile natural gas pipeline (connecting Project Component A [Main Facility] to Project Component B [natural gas pipeline connection]) does not cross any Tidelands areas.
Name	Affiliation	Comment Summary
Kelly Davis	NJDEP-Fish and Wildlife-Endangered & Non-game Species Program	The Division of Fish and Wildlife (DFW) Office of Review (OER) agrees with the information provided in Table ES-1 for Natural resources. Please consult with the New Jersey Marine Fisheries Administration to confirm any constriction windows.

DEIS Errata/References		Response to Comment
ROD Section 2.4, Table ROD-2 FEIS Section 1.5.2.1 FEIS Appendix F – Agency Correspondence DEIS Chapter 12, Section 12.4.2 DEIS Chapter 17, Section 17.3.10		Concur. NJ TRANSIT has consulted with NOAA, as stated on page 12-28 of the DEIS. NJ TRANSIT will also consult with the NJ Marine Fisheries Administration during the permitting phase. The Project will adhere to all timing restrictions to avoid negative impacts to essential fish habitats within the Hackensack River. Please also see ROD Section 2.4 Summary of Required Permits and Mitigation Commitments for further details.
Name	Affiliation	Comment Summary
Vincent Maresca	NJDEP-State Historic Preservation Office (HPO)	The HPO continues to review this project pursuant to section 106 and has determined to date that the project as proposed in the Draft EIS will cause an adverse effect on historic properties. While we have not had a concern with the former Koppers Coke site itself, the proposed power line towers, as proposed, will have an adverse effect on the historic railroad district, as stated in the HPO comment letter dated April 24, 2018.
DEIS Errata/References		Response to Comment
ROD Section 2.4, Table ROD-2 FEIS Section 1.5.2.1 FEIS Appendix B – Programmatic Agreement FEIS Appendix F – Agency Correspondence		NJ TRANSIT acknowledges the comment and has coordinated with HPO and FTA to execute a Programmatic Agreement.

Name	Affiliation	Comment Summary
Maude Snyder	NJDEP-Green Acres	<p>The transmission line connections proposed may impact Green Acres encumbered property:</p> <ul style="list-style-type: none"> <li>• Reservoir in Jersey City (B 4802, L 1) is Green Acres funded and has public access.</li> <li>• 11th Street Oval in the City of Bayonne (B 273, L 13-17) is not funded, but is encumbered by Green Acres and has public access</li> <li>• Bayside Park in Jersey City (B 26001, L 1) is a Green Acres funded park.</li> </ul> <p>The applicant will need to provide more detail to Green Acres on the areas of parkland impact and the intended use of the parkland.</p>
DEIS Errata/References		Response to Comment
ROD Section 2.4, Table ROD-2 FEIS Section 1.5.2.7 FEIS Appendix F – Agency Correspondence		<ul style="list-style-type: none"> <li>• The transmission lines located near Reservoir in Jersey City (B 4802, L 1) will be installed within the Bergen Tunnel (NJ TRANSIT right-of-way) and will therefore not impact the Jersey City Reservoir or public access.</li> <li>• The 11th Street Oval in the City of Bayonne (B 273, L 13-17) is located adjacent to the HBLR alignment that is elevated. In this area, where the HBLR tracks are elevated, the distribution lines will be attached to the existing elevated structure within the right-of-way and will therefore not impact the 11<sup>th</sup> Street Oval.</li> <li>• Bayside Park in Jersey City (B 26001, L 1) is located approximately 30 to 40 feet from the HBLR right-of-way. All work completed for distribution along the HBLR will be completely within the right-of-way and will therefore not impact the Bayside Park.</li> </ul>

Name	Affiliation	Comment Summary
David Owen	NJDEP-Air Quality	<p>Preconstruction Permit application and Acid Rain Permit application were submitted to NJDEP on November 18, 2018 for the NJ Transitgrid Traction Power System in Hudson County. All turbines will be controlled with selective catalytic reduction (for NO<sub>x</sub> control) and oxidation catalyst (for CO and VOC control). The project triggers the Emission Offset Rule at N.J.A.C. 7:27-18 and is subject to Lowest Achievable Emission Rate requirements for NO<sub>x</sub>. Risk will be evaluated as part of the permit review process.</p> <p>In addition, all road and non-road vehicles in operation at the project site must comply with New Jersey's "No Idling" Law.</p> <ol style="list-style-type: none"> <li>1. All on-road vehicles and non-road construction equipment at the construction site shall comply with the three-minute idling limit.</li> <li>2. All non-road diesel construction equipment greater than 100 horsepower used on the project (more than ten days) should have engines meeting USEPA Tier 4 non-road emission standards, or the best available emission control technology that is technologically feasible for that application and is verified by the USEPA or the CARB as a diesel emission control strategy for reducing particulate matter and/or NO<sub>x</sub> emissions.</li> <li>3. All on-road diesel vehicles used to haul materials or traveling to and from the construction site should use designated truck routes that are designed to minimize impacts on residential areas and sensitive receptors such as hospitals, schools, daycare facilities, senior citizen housing, and convalescent facilities</li> </ol>
DEIS Errata/References		Response to Comment
ROD Section 2.4, Table ROD-2 FEIS Section 1.5.2.8 FEIS Appendix F – Agency Correspondence DEIS Chapter 2, Section 2.2.2 DEIS Chapter 6, Section 6.2.4, 6.2.6, 6.5.1		Concur. NJ TRANSIT acknowledges the Project triggers the Emission Offset Rule at N.J.A.C. 7:27-18 and is subject to the Lowest Achievable Emission Rate (LAER) requirements for NO <sub>x</sub> , as discussed in the DEIS. NJ TRANSIT also acknowledges that all road and non-road vehicles in operation at the Project site must comply with New Jersey's "No Idling" Law. Please also see ROD Section 2.4 Summary of Required Permits and Mitigation Commitments for further details.

Name	Affiliation	Comment Summary
Charles Jenkins	NJDEP-Environmental Infrastructure Financing-Redevelopment of Sewer and Water Connections	If the demand is greater than 12,000 gpd, then the applicant will need a Safe Drinking Water permit. In addition, they will need a physical connection permit. Currently, Kearny has a water surplus of approximately 6 mgd.
DEIS Errata/References		Response to Comment
ROD Section 2.4, Table ROD-2 FEIS Section 1.5.2.1 FEIS Appendix F – Agency Correspondence DEIS Chapter 2, Section 2.2.2 DEIS Chapter 15, Section 15.3.2		Please see Section 2.2.2 and 15.3.2 of the DEIS for discussion of water supply connections and water usage estimates. The projected Project demand of 1.4 mgd is less than the 6 mgd surplus available to the Town of Kearny. Therefore, Kearny water supply is sufficient, and no additional water from another source is needed. Because the Project will exceed 12,000 gpd threshold, NJ TRANSIT will obtain a Safe Drinking Water Permit. Please also see ROD Section 2.4 Summary of Required Permits and Mitigation Commitments for further details.
Name	Affiliation	Comment Summary
Steven Pudney	NJDEP-Potable and Sewer Connections	Water quality improvements will be required for this project as well as elsewhere within the Koppers Redevelopment Area in Kearny. These include potable connection and treatment works approvals.

DEIS Errata/References		Response to Comment
ROD Section 2.4, Table ROD-2 FEIS Section 1.5.2.1 FEIS Appendix F – Agency Correspondence		Concur. These permits authorize and monitor cross connections between potable and non-potable water supplies, and industrial and domestic wastewater connections. As potable water and wastewater connections are significant public health features, they will be applied for and maintained throughout this Project's construction phase. Please also see ROD Section 2.4 Summary of Required Permits and Mitigation Commitments for further details.
Name	Affiliation	Comment Summary
Xenia Feliz	NJDEP-NJPDES DSW	If uncontaminated construction dewatering water is proposed to be discharged to surface water, including wetlands, they will need a Construction Dewatering general permit. If the construction dewatering water is <b>contaminated</b> , it must be <b>treated</b> and could then potentially be discharged to surface water through the Groundwater Remediation Cleanup (BGR) general permit.
DEIS Errata/References		Response to Comment
ROD Section 2.4, Table ROD-2 FEIS Section 1.5.2.1 FEIS Appendix F – Agency Correspondence DEIS Chapter 21, Section 21.2.2		Concur. As the Project anticipates construction dewatering water to be contaminated, a Groundwater Remediation Cleanup General Permit is required. Please also see ROD Section 2.4 Summary of Required Permits and Mitigation Commitments for further details.

Name	Affiliation	Comment Summary
N/A	NJDEP-Water Allocation	If construction related dewatering is required at rates exceeding 100,000 gallons per day of water (70 gallons per minute pumping capacity) then that activity would be regulated under a short term water use permit by rule if less than 31 days, or a dewatering permit if 31 days or longer. Well construction permits are required for well construction activities with some exceptions. The drilling of blast holes in quarries or mines is not regulated under the Well Construction regulations.
DEIS Errata/References		Response to Comment
ROD Section 2.4, Table ROD-2 FEIS Section 1.5.2.1 FEIS Appendix F – Agency Correspondence DEIS Chapter 21, Section 21.2.2		Dewatering is anticipated for construction for over 31 days and may exceed 100,000 gallons per day per Project Component under construction. A dewatering permit-by-rule is not anticipated as the project will require dewatering for large foundation area, as well as utility spaces. Additionally, no wells are proposed as part of this Project, so no well driller, borings or blast holes will be required. The Project will not require a Well Construction Permit.
Name	Affiliation	Comment Summary
N/A	NJDEP-DGW Stormwater	A general permit for Construction Activities, (5G3) is required from the Department. This general permit authorizes stormwater discharges from construction activities which disturb areas greater than 1 acre or smaller areas that are part of a large plan of common development greater than 1 acre. The applicant must have a certified Soil Erosion and Sediment Control Plan by the County Soil Conservation District in order to have the necessary information for a complete permit application.



DEIS Errata/References		Response to Comment
ROD Section 2.4, Table ROD-2 FEIS Section 1.5.2.1 FEIS Appendix F – Agency Correspondence DEIS Chapter 12, Section 12.5 DEIS Chapter 21, Section 21.2.2		Concur. The Project will procure a Soil Erosion and Sediment Control Certificate from the Hudson Essex Passaic Soil Conservation District prior to submittal of the 5G3 application. Please see Table ROD-2 for a summary of all permits required as part of this Project. The DEIS identifies the NJPDES permits on page 12-33 and the SESC approval on page 21-4. Please also see ROD Section 2.4 Summary of Required Permits and Mitigation Commitments for further details.
Name	Affiliation	Comment Summary
Riche Outlaw	NJDEP- Environmental Justice	Environmental Justice (EJ) is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. EJ is a guiding principle in the decision-making process to address disproportionately high and adverse human health or environmental effects on minority communities and low-income populations. This may involve conducting an EJ analysis for environmental impacts on the minority and low-income population in that area, completing a review of all potential environmental, cultural and historic resource impacts, identifying the various community groups, organizations and stakeholders of interest or impacted by the project, to develop useful public participation and outreach to inform decisions by engaging the community via public meetings, and incorporating community concerns in the decision making process.

DEIS Errata/References	Response to Comment
<p>FEIS Section 1.5.2.1, 1.5.2.17</p> <p>FEIS Appendix E – Public Outreach Update</p> <p>FEIS Appendix F – Agency Correspondence</p> <p>DEIS Chapter 19</p> <p>DEIS Chapter 21, Section 21.3</p>	<p>NJ TRANSIT acknowledges the comment. As discussed in the DEIS, an environmental justice (EJ) analysis was completed in compliance with the guidance and methodologies set forth in the DOT’s Final Environmental Justice Order (Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), FTA’s EJ guidance (Circular FTA C4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipient), and the federal Council on Environmental Quality’s (CEQ) environmental justice guidance (CEQ Environmental Justice- Guidance under the National Environmental Policy Act). The analysis identified and addressed any disproportionate and adverse impacts on minority and low-income populations that lie within the study area for the proposed Project. Public participation and outreach are summarized in Chapter 19-Environmental Justice and Chapter 21 – Agency and Public Participation. Full and fair participation by all potentially affected communities was encouraged in accordance with EJ policies. Public outreach completed after publication of the DEIS (Public Hearing held in June 2019, advertisements of DEIS availability, etc.) are documented in the combined FEIS/ROD.</p>

**Table 3: Response to Interest Group Comments<sup>3</sup>**

Name	Affiliation	Comment Summary
Technical Director	Lackawanna Coalition	We note that private utilities have much more experience in generating power. What does this project actually accomplish?
DEIS Errata/References		Response to Comment
N/A		<p>The primary objective of the Project is to improve the resiliency and reliability of the electric power supply necessary to support transportation of passengers generally between the major transportation hubs of Hoboken Terminal, Penn Station New York, Secaucus Junction, Newark Penn Station and other stations in New Jersey within a targeted service area. A microgrid will enable NJ TRANSIT to disconnect from commercial power and operate autonomously during natural or man-made disasters affecting the commercial grid resulting in a full or partial commercial grid outage.</p> <p>In addition to the resilience/reliability benefits, the project also allows NJ TRANSIT the ability to enjoy cost savings in the purchase of power from local utilities and gain revenue Power Purchase Agreements with other energy users and from ancillary services that this facility provides to the regional grid operator.</p> <p>The assumptions from NJ TRANSIT's grant application remain valid.</p>
Name	Affiliation	Comment Summary
Technical Director	Lackawanna Coalition	The just-released Draft Energy Master Plan has a goal of full renewable energy by 2050; why is a state agency proposing a central gas power plant in direct opposition to this administration goal?

<sup>3</sup> Note that comments provided are summarized by issue for clarity in response. Please see full letters as attachment to this Appendix. Comments received include Lackawanna Coalition statement, NJ TRANSIT June 12, 2019 Board Meeting; NJ Sierra Club DEIS comment letter, dated July 19, 2019; Beazer East, Inc., DEIS comment letter, dated July 19, 2019; Glenn Springs Holdings, Inc., DEIS comment letter, dated July 18, 2019.

DEIS Errata/References		Response to Comment
FEIS Sections 1.5.2.2, 1.5.2.9 FEIS Appendix D – Scoping Alternatives Analysis DEIS Executive Summary, Section ES.2 DEIS Chapter 1, Sections 1.2, 1.3, 1.5		Thank you for noting the recently released <i>Draft 2019 New Jersey Energy Master Plan – Policy Vision to 2050</i> , dated June 10, 2019 <sup>4</sup> . References in the EIS have been updated to reflect the issuance of this draft via Errata (see FEIS Section 1.5.2.2). NJ TRANSIT disagrees with the commenter’s statement that the NJ TRANSITGRID project is in direct opposition to the Plan’s goals. The proposed Project is designed to serve as a bridge between today’s available technologies and those of the future and has been innovatively designed to evolve over time (see FEIS Section 1.5.2.9). Additional future benefits of the project can be found in the NJ TRANSITGRID Benefits Evaluation Report on the project website ( <a href="https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/">https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/</a> ) The Scoping Alternatives Analysis (FEIS Appendix D) includes more detail on alternative energy technologies for the proposed Project. During periods when the commercial grid is unavailable, whether due to major storms (like Superstorm Sandy or other events, such as the 2003 regional blackout) or during other emergencies, the proposed Project would allow the continued use of public transportation; preventing a mode shift to an estimated 38,000 cars thus reducing emissions.
Name	Affiliation	Comment Summary
Technical Director	Lackawanna Coalition	What portion of the \$410 million FTA resiliency money is for building the central power plant, and what portion for the microgrid and redundant cables?
DEIS Errata/References		Response to Comment
N/A		The FTA grant of \$410 million includes the TRACTION POWER SYSTEM (\$377 million) and DISTRBUTED GENERATION SOLUTIONS (\$33 million). As stated in the DEIS and elsewhere, the FTA grant covers approximately 75% of the project amount. The remaining 25% will come from local match. At this time, the dollars from FTA funds versus local funds are not separated into line items for each specific project element.
Name	Affiliation	Comment Summary
Technical Director	Lackawanna Coalition	Does the Transportation Trust Fund have the capacity for the required match of 25% local money (about \$137 million)?

<sup>4</sup> <https://nj.gov/emp/pdf/Draft%202019%20EMP%20Final.pdf>

DEIS Errata/References	Response to Comment
N/A	<p>The NJ TRANSITGRID project will be financed by local match, including Transportation Trust Fund (TTF) sources and the FTA grant. If other opportunities become available for financing, NJ TRANSIT will investigate those opportunities to determine if they will benefit the project. Potential other opportunities could include a Power Purchase Agreement (PPA) through a Public-Private Partnership (PPP). However, as of the date of the Combined FEIS/ROD, all assumptions in the original grant application are still valid.</p> <p>As discussed by NJ TRANSIT during the Market Sounding Forum (December 17 and 18, 2019), if NJ TRANSIT decides to leverage private sector participation (and if FTA approves it), NJ TRANSIT will comply with all applicable federal and state procurement requirements, including those set forth by New Jersey statute (e.g., N.J.S.A. 27:25-11), NJ TRANSIT regulations (N.J.A.C. 16:72-1.1, et seq.), FTA’s Third Party Contracting Guidance (FTA C 4220.1 F), and the Federal Uniform Administrative requirements, Cost Principles, and Audit Requirements for Federal Awards (commonly referred to as the “Super Circular”), including 2 C.F.R. §§ 200.317 through 200.326. Procurements will be subject to the New Jersey Prevailing Wage Act (N.J.S.A. 34:11-56.25, et seq.) and/or the Davis-Bacon Act (40 U.S.C. §§ 276a to 276a-5).</p> <p>NJ TRANSIT’s understanding of the private sector participation is based on FTA’s Private Investment Project Procedures (PIPP) Final Rule (May 30, 2018) allowing FTA grantees considering capital projects to seek a waiver or modification of certain FTA regulation, policy, procedure, or guidance that may impede the use of a public-private partnership (P3) or private investment in that project. PIPP is intended to encourage project sponsors to seek modifications of federal requirements to spur private participation and investment in project planning, development, finance, design, construction, maintenance and operations. The new PIPP procedures are intended to accelerate the project development process, attract private investment and lead to increased project management flexibility, more innovation, improved efficiency and/or new revenue streams.</p> <p>Additionally, NJ TRANSIT, an instrumentality of the State of New Jersey, utilizes publicly advertised Requests for Proposal or Invitations for Bid for most procurements. NJ TRANSIT possesses broad authority to enter into agreements and contracts under N.J.S.A. 27:25-5, procurement authority under N.J.S.A. 27:25-11 and has developed regulations to exercise such authority which are codified at N.J.A.C. 16:72.1, et seq., and are available on our website at (<a href="http://www.njtransit.com">www.njtransit.com</a>).</p>

Name	Affiliation	Comment Summary
Technical Director	Lackawanna Coalition	Is the scale of the project appropriate for NJ TRANSIT'S needs alone, or <i>is it designed to generate excess energy and create an income stream?</i> NJ TRANSIT has ongoing financial needs but creating of NJT Power and Light with our tax dollars is not the solution. The DEIS indicates that the NEC and M&E lines would use 70-75Mw of traction and load power, with excess power sold to the PJM grid when economically justified. It quotes a sales figure growing from 8% to 19% (of 104-140Mw) between 2020 and 2049, leaving an unexplained difference in the vicinity of 20 to 30Mw. If there is no clear use for that power, perhaps building a smaller facility, focusing on a solar microgrid alone, would save money for both the FTA and the TTF and still cover NJ TRANSIT's needs.
DEIS Errata/References		Response to Comment
FEIS Sections 1.5.2.4, 1.5.2.5 DEIS Chapter 2, Section 2.2.9		<p>The scale of the project is appropriate to meet the anticipated maximum demand to power NJ TRANSIT's assets during island mode, to include the buffering capacity necessary to operate the electric locomotives, which have very narrow frequency fluctuation requirements. When the cost to generate power from the Main Facility is lower than the costs for PJM to activate less efficient power generating resources, such as older coal and natural gas technologies, NJ TRANSITGRID would sell its surplus power to the commercial grid through the Interconnection. This will not occur all of the time. Generally, it will be during peak demand times for PJM.</p> <p>The NEC and M&amp;E lines would use 70-75MW of power, but these are not the only applications of power from the Main Facility. It would also power Hoboken Terminal and Yard, as well as the HBLR, signals, and other components, such as the Meadowlands Maintenance Complex and the Regional Operations Center. As other power plants (e.g., nuclear, coal, etc.) are decommissioned, the portion of power that PJM could potentially receive from NJ TRANSITGRID is expected to increase from 8% at the project commissioning to 19% by 2049. Refer to Chapter 2, Section 2.2.9 of DEIS and footnote number 6 which have been revised for clarity via Errata (see FEIS Section 1.5.2.5). As of the date of the Combined FEIS/ROD, all assumptions in the original grant application are still valid, including use of TTF funds and FTA grant. Please refer to earlier response about Public-Private Partnership (PPP).</p>

Name	Affiliation	Comment Summary
Technical Director	Lackawanna Coalition	The NJ TRANSITGRID, as described, has 2 parts: a 140-Mw methane-fired power plant and a 4Mw solar microgrid. Why are those proportions not reversed to be more in line with the Draft Energy Master Plan?
DEIS Errata/References		Response to Comment
FEIS Section 1.5.2.9  FEIS Appendix D – Scoping Alternatives Analysis		<p>Please note the solar panel facility is 4 acres, not 4MW (solar capacity will be up to 0.6MW). Appendix D of this FEIS includes a more detailed discussion of alternative technologies, including solar only, for the proposed Project. Appendix D includes details as to why solar at the scale required to meet the Project purpose and need is not currently feasible. As a new plant with modern controls, the NJ TRANSITGRID will be among the cleanest plants in NJ, which will advance the 2019 Energy Master Plan goals by doing the following:</p> <ul style="list-style-type: none"> <li>• NJ TRANSITGRID employs the best available technology using solar, fly wheel storage and extremely efficient turbine engines and control systems. The use of these technologies will result in lower emission rates (0.57 tons of CO<sub>2</sub>/MWh versus 0.83 tons of CO<sub>2</sub>/MWh currently generated by the regional power grid).</li> <li>• NJ TRANSITGRID will displace less efficient, older power plants that currently provide power to New Jersey and to NJ TRANSIT.</li> <li>• The lower emission rates will result in overall estimated annual reductions of CO<sub>2</sub> emissions ranging from approximately 185,500 to 295,000 tons.</li> </ul> <p>The information in the above list has been incorporated into the DEIS via Errata, see FEIS Section 1.5.2.9.</p>

Name	Affiliation	Comment Summary
Technical Director	Lackawanna Coalition	Operating costs for the central gas plant are expected to be between \$16.6 and \$19.5 million, covered by power-purchase agreements. ... this is a distraction from NJ TRANSIT's mission of providing transportation, where we expect NJT management to place its focus. Instead of the large NJ TRANSITGRID, we suggest using available resiliency funds to use the L-trains' Canarsie Tunnel system to repair the Hudson Tunnels, and use the remainder for a third tunnel so that we will not have to wait 10 years to have at least two working tunnels consistently running trains into and out of New York Penn Station- we recommend using FTA resiliency money to actually protect and increase transportation capacity.
DEIS Errata/References		Response to Comment
DEIS Chapter 1, Section 1.2		<p>As stated in Chapter 1, "Purpose and Need" of the DEIS, 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.</p> <p>We acknowledge the suggested alternative to the proposed Project, which suggests support for the No Build Alternative and reallocating the available resilience funds towards repair of Amtrak's Hudson River Tunnels and construction of a new third cross-Hudson rail tunnel to protect and increase transportation capacity. While this alternative would also provide resilience benefits, it does not meet the purpose and need for transit energy resilience. Without the microgrid, NJ TRANSIT and Amtrak would continue to be served by the existing</p>



		<p>commercial grid and commuter and intercity rail service in the core service territory would remain vulnerable to power outages. During future widespread power outages, the benefits of NJ TRANSIT possessing a reliable power source to move commuters between Manhattan and other destinations in northern New Jersey would not be realized. There would be a missed opportunity to increase commuter safety and security in future widespread power outages. Under the No Action Alternative, the risk of not building the project is that extended power outages (e.g., greater than two weeks) could occur with an annual chance of occurrence of 3.3 percent (30-year return frequency). Similar to the No Action Alternative, this suggested “fund reallocation alternative” would not meet the project’s purpose—which 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.</p> <p>Additionally, FTA’s funding under the Public Transportation Emergency Relief Program and the Disaster Relief Appropriations Act of 2013, passed by congress was for the FTA recipients impacted by Hurricane Sandy. The money was to be awarded competitively for resilience projects, defined as those projects designed and built to address current and future vulnerabilities to a public transportation facility or system due to future occurrence or recurrence of emergencies or major disasters that are likely to occur in the geographic area in which the public transportation system is located; or projected changes in development patterns, demographics, or climate change and extreme weather patterns. Thus, money awarded through a competitive process for the NJ TRANSITGRID project to NJ TRANSIT, as New Jersey’s largest public transportation system, was for resiliency project that cannot be reallocated or repurposed for other uses.</p>
Name	Affiliation	Comment Summary
Jeff Tittel, Director	Sierra Club	We believe under the National Environmental Policy Act, NEPA, there must be a full EIS on this project because of its complexity, scope in size, and impacts to air and climate change. This is not an EIS, it is more of an environmental assessment.

DEIS Errata/References		Response to Comment
FEIS Appendix D – Scoping Alternatives Analysis  DEIS Chapter 1, Sections 1.2 and 1.4  DEIS Chapter 2, Sections 2.2, 2.4.2		The document complies with the requirements of an EIS. This EIS with two alternatives (Build and No Build) is based on USDOE practice. It is recognized that CEQ generally requires consideration of at least one other build alternative if it potentially results in fewer or less severe adverse impacts. This can only be discounted if the document sufficiently acknowledges and rules out potential alternatives based on Purpose and Need and or feasibility, as was done in this DEIS (see Chapters 1 and 2). Appendix D of this FEIS includes a more detailed discussion of alternative technologies for the proposed Project.
Name	Affiliation	Comment Summary
Jeff Tittel, Director	Sierra Club	The document does not deal with greenhouse gases; climate change. The document does not deal with the cradle-to-grave implications of natural gas, methane, and CO2. The project fails to have a climate assessment on CO2, which is required under NEPA. For Example, US Court of Appeals ruling on Sabal Trail Pipeline. On a normal operating schedule, the plant would emit over 383,000 tons of CO2 annually.
DEIS Errata/References		Response to Comment
FEIS Section 1.5.2.16  DEIS Chapter 7  DEIS Chapter 18, Section 18.3.2		Impacts to Greenhouse Gases and climate change are discussed in Chapter 7, and Indirect and Cumulative Impacts are discussed in Chapter 18. Additional information on cumulative effects are added to the DEIS via Errata.
Name	Affiliation	Comment Summary
Jeff Tittel, Director	Sierra Club	The plant will emit heavy metals and chemicals like ammonia, nitrogen oxide, and mercury. NJ is out of compliance for ground level ozone, fine particulates PM 2.5. An increase in Sox and NOx will cause an increase to these harmful particulates.

DEIS Errata/References	Response to Comment
<p>FEIS Section 1.6.2, Table 3</p> <p>ROD Section 2.4, Table ROD-2</p> <p>DEIS Chapter 6</p>	<p>As stated in the DEIS, the microgrid would have the capacity to import from, and export into, the larger commercial grid 24 hours per day, 7 days per week. When the existing commercial electric grid is fully available, the microgrid would operate in parallel with it, providing dedicated power for railroad operations to meet electrical demand in the most reliable and cost-effective manner, offsetting older, less efficient commercial power to the grid. During emergencies, the availability of public transportation would reduce the need for less-efficient transportation modes, which would result in reduced GhG emissions during commercial power grid outages. As discussed in DEIS Chapter 6 – Air Quality, metals such as cadmium, mercury, chromium, and lead compounds are considered in the Hazardous Air Pollutants (HAPS) analysis. Nitrogen oxides (NO<sub>x</sub>) ozone (O<sub>3</sub>), particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), and sulfur dioxide (SO<sub>2</sub>) are included as air pollutants for analysis, among other pollutants. [Please note that Sulfur Oxide (SO<sub>x</sub>) is not a criteria pollutant per the USEPA.]</p> <p>As stated in the DEIS “As designed, the preferred equipment option of the Build Alternative for the Main Facility (Preferred Alternative Project Component A) would not cause significant air quality impacts; therefore, no mitigation is needed for this component.” In addition, NJ TRANSIT has submitted a Pre-Construction Air Permit Application to NJDEP. Through this process, more in-depth modeling analysis is being completed to further demonstrate negligible impacts to the local air quality and compliance with federal and state standards. NJ TRANSIT acknowledges the American Lung Association rating, however, the accepted framework for the EIS is USEPA and/or New Jersey State equivalent thresholds and standards.</p> <p>Heavy metals: Heavy metal emissions from power generation are primarily associated with coal and oil-fired power plants. Natural gas fired power plants emit negligible amounts of heavy metals<sup>5</sup>.</p> <p>Ammonia: Ammonia is used in the Selective Catalytic Reduction system to reduce NO<sub>x</sub> emissions. It is not</p>

<sup>5</sup> Union of Concerned Scientists, USA (UCSUSA). 2014. Environmental Impacts of Natural Gas. <https://www.ucsusa.org/resources/environmental-impacts-natural-gas>. Accessed 12/4/2019

	<p>produced by burning natural gas. The emissions of ammonia would be negligible because it would be metered to meet catalytic needs in the powerplant exhaust. Also note that ammonia is not a criteria pollutant per the USEPA.</p> <p>Mercury: The combustion of natural gas produces negligible amounts of mercury.</p> <p>Ground level ozone: Volatile organic compounds (VOC) are one of the primary contributors to the formation of ground level ozone.<sup>6</sup> No significant impact of the VOC/HAPS emissions on either a short-term or annual basis is predicted based upon regulatory definitions. Both NO<sub>x</sub> and VOC will require LAER emission controls, which will reduce the formation of ozone downwind of the powerplant.</p> <p>PM<sub>2.5</sub>: The combustion of natural gas produces negligible amounts of particulates. The maximum estimated 24-hour and annual PM<sub>2.5</sub> impacts are 0.91 µg/m<sup>3</sup> and 0.14 µg/m<sup>3</sup>, respectively, both of which are less than the allowable PSD increments of 9 µg/m<sup>3</sup> and 4 µg/m<sup>3</sup>, respectively.</p> <p>SO<sub>x</sub>: The combustion of natural gas produces negligible amounts of sulfur. Coal and oil combustion produce 500 times more sulfur emissions per MWh than natural gas. Virtually all sulfur emissions from power plants are emitted by coal-fired plants. SO<sub>x</sub> is not a criteria pollutant per the USEPA</p> <p>NO<sub>x</sub>: The maximum predicted 1-hour and annual NO<sub>2</sub> emissions from Project would be 26.8 µg/m<sup>3</sup> and 3.2 µg/m<sup>3</sup>, respectively. Even when added to background concentrations, both would be in compliance with 1-hour and daily NO<sub>2</sub> concentration limits of 188 µg/m<sup>3</sup> and 100 µg/m<sup>3</sup>, respectively.</p>
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<sup>6</sup> E. Massetti, M.A. Brown, M. Lapsa, I. Sharma, J. Bradbury, C. Cunliff, Y. Li. 2017. Environmental Quality and the U.S. Power Sector: Air Quality, Water Quality, Land Use and Environmental Justice. Oak Ridge National Laboratory, ORNL/SPR-2016/772. 159 pp.  
<https://www.energy.gov/sites/prod/files/2017/01/f34/Environment%20Baseline%20Vol.%202--Environmental%20Quality%20and%20the%20U.S.%20Power%20Sector--Air%20Quality%2C%20Water%20Quality%2C%20Land%20Use%2C%20and%20Environmental%20Justice.pdf>

Name	Affiliation	Comment Summary
Jeff Tittel, Director	Sierra Club	NJ Transit needs to look the impacts of building on top of Superfund Site, the former Kopper's Seaboard Coke and By-Products plant, that floods. Contamination has been capped, however building a power plant can cause safety and environmental implications. The cap can fail and release toxic materials to nearby communities and Hackensack River.
DEIS Errata/References		Response to Comment
DEIS Executive Summary, Section ES.3  DEIS Chapter 2, Section 2.2.2  DEIS Chapter 3, Section 3.4.2  DEIS Chapter 12, Sections 12.3.2, 12.4.2  DEIS Chapter 14, Sections 14.3.2, 14.4.2, 14.5  DEIS Chapter 17, Section 17.3.12		As stated in the DEIS (see for example page 2-4) the Base Flood Elevation (BFE) for this area, which corresponds to the 100-year flood, is +8 feet North American Vertical Datum (NAVD88) and the site elevation has been raised to more than +25 feet NAVD88, which therefore greatly reduces the risk of flooding. The DEIS does take into consideration development on this inactive Brownfield site. The site for construction of the Main Facility is not a Superfund Site. Although a Superfund Site exists on the peninsula, the NJ TRANSITGRID Project will not impact it. Potential impacts to the Brownfield site cap and mitigation measures to avoid spread of existing contamination are documented in Chapter 14 and Chapter 17. Furthermore, power generation has always been an approved use of the property, per the 2013 Redevelopment Plan, which is administered by the New Jersey Sports and Exposition Authority (NJSEA).
Name	Affiliation	Comment Summary
Jeff Tittel, Director	Sierra Club	Another superstorm like Sandy happened again and the damage will be even worse. Relying on natural gas is not resilient versus renewable energy that is on site.

DEIS Errata/References		Response to Comment
DEIS Chapter 15, Section 15.3.2		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. As stated in Chapter 15 – Utilities (see page 15-4) the volume of natural gas required for the proposed Project would not reduce the availability of natural gas for other users of the pipelines. Currently there is not a renewable energy source onsite.
Name	Affiliation	Comment Summary
Jeff Tittel, Director	Sierra Club	The document does not deal with cumulative or secondary impacts
DEIS Errata/References		Response to Comment
FEIS Section 1.5.2.16 DEIS Chapter 18		Indirect and Cumulative Impacts are addressed in Chapter 18. Additional information on Indirect and Cumulative Effects is added to the DEIS via Errata.
Name	Affiliation	Comment Summary
Jeff Tittel, Director	Sierra Club	The document does not deal with EJ. The proposed site in Kearny is in an EJ Community under E.O. 12898 form 1998.
DEIS Errata/References		Response to Comment
FEIS Section 1.5.2.17 DEIS Chapter 19, Table 19-1, Section 19.4.2		The site was selected because it is primarily industrial in nature and away from Environmental Justice communities. As noted in the DEIS Chapter 19 – Environmental Justice, an Environmental Justice analysis was performed as required. There is no population located in the Census Block Group where the Main Facility would be constructed. The Hudson County Correctional Facility located more than 7,000 feet (1.3 miles) to the south of the Main Facility is identified in the DEIS as an EJ community. All air quality pollutants of concern would be below the applicable NAAQS and impact thresholds at this distance from the Main Facility.

Name	Affiliation	Comment Summary
Jeff Tittel, Director	Sierra Club	We believe that there are more sustainable and cost-effective alternatives. Solar panels distributed over NJ TRANSIT properties. 140 MW Solar farms would only cost \$140 million versus \$526 million. Microgrids (sic) would not be concentrated at a single point of failure for flooding compared to NG plant. Seattle and Los Angeles are utilizing energy storage. Green Mountain Energy microgrids using Tesla style Lithium batteries or flywheels.
<b>DEIS Errata/References</b>		<b>Response to Comment</b>
FEIS Appendix D – Scoping Alternatives Analysis		Neither solar nor wind turbines alone would provide the necessary frequency regulation power (i.e., regulation that corrects for short term changes in electricity use) required for traction power. There are significant current limitations in electrical storage technology. Appendix D of this FEIS includes a more detailed discussion of alternative technologies for the proposed Project.
Name	Affiliation	Comment Summary
Jeff Tittel, Director	Sierra Club	Kearny already has a natural gas power plant that NJ TRANSIT could use.
<b>DEIS Errata/References</b>		<b>Response to Comment</b>
FEIS Appendix D – Scoping Alternatives Analysis		Appendix D of this FEIS includes a more detailed discussion of project alternatives for the proposed Project, including use of existing power plants and hardening transmission lines.

Name	Affiliation	Comment Summary
Michael Slenska, P.E. Senior Environmental Manager	Beazer East, Inc.	<p>The DEIS should explain how the Project will comply with EO-28 and New Jersey’s draft 2019 Plan.</p> <p>The Project: (i) entails “a natural gas-fired electric power generating plant,” (DEIS at A- 1); (ii) would have a “50-year Project life,” (DEIS at ES-4); and (iii) would generate significant greenhouse gases (GHG), (DEIS at ES-14 (“approximately 576,802 metric tons per year of CO<sub>2</sub>e”), DEIS at 18-4 (“The proposed project will result in additional GHG emissions, which combined with increasing global emissions, would result in climate change and associated effects. [The Project] emissions of 0.577 MMTCO<sub>2</sub>e/year would be 3.3% of GHG emissions from power production in New Jersey.”)). The stated purpose of the Project is to provide dependable power to passenger rail service in the face of increasingly severe storms and flooding caused by climate change. (DEIS at ES-2). In contrast, EO-28 provides that the “2019 Energy Master Plan (the “2019 Plan”) shall provide a comprehensive blueprint for the total conversion of the State’s energy production profile to 100% clean energy sources on or before January 1, 2050,” well before the 50-year lifespan of the Project. Furthermore, the draft 2019 Plan highlights the need to make changes, first and foremost, in the transportation sector.</p>



DEIS Errata/References		Response to Comment
FEIS Section 1.5.2.2 FEIS Appendix D – Scoping Alternatives Analysis DEIS Executive Summary, Section ES.2, Table ES-1 DEIS Chapter 1, Sections 1.2, 1.3, 1.5 DEIS Chapter 2, Section 2.2.2 DEIS Chapter 6, Sections 6.1, 6.2.6, 6.11 DEIS Chapter 7, Sections 7.4, 7.5 DEIS Chapter 19, Section 19.4.2		<p>References in the DEIS have been updated to reflect the issuance of the Draft 2019 New Jersey Energy Master Plan – Policy Vision to 2050, dated June 10, 2019 via Errata. The Project will be designed and constructed to accommodate carbon neutral power generation options, such as renewable natural gas or hydrogen gas, as they become more commercially feasible.</p> <p>To support Governor’s Clean Energy goals of Executive Order 28, NJ TRANSIT prepared <i>Resiliency and Environmental Sustainability - An Evaluation and Quantification of NJ TRANSITGRID Benefits</i> report (dated December 2019, posted on the resiliency website <a href="https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/">https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/</a>) and includes additional future benefits of the project. Additionally, Appendix D of this FEIS includes more detail on alternative technologies for the proposed Project, including technologies that are discussed in the Energy Master Plan.</p>
Name	Affiliation	Comment Summary
Michael Slenska, P.E. Senior Environmental Manager	Beazer East, Inc.	Legal responsibility for Brownfield remediation remedies. Comment letter identifies various parties (HCIA, NJ TRANSIT, Beazer) responsible for past and future remediation and any costs associated with damage to remediation already paid for by Beazer.

DEIS Errata/References		Response to Comment
DEIS Chapter 14, Section 14.4.2  DEIS Chapter 17, Section 17.3.12		NJDEP has established Beazer as the Responsible Party (RP) for site remediation. Any construction activities onsite will be coordinated with the RP. Any construction related costs associated with the Project would be part of NJ TRANSIT's project development costs. NJ TRANSIT will procure applicable permits and approvals for the projects from NJDEP, USACE and NJSEA. NJ TRANSIT will prepare a Remedial Action Workplan Amendment (RAWPA) for the proposed development that will address any impacts to the existing cap, management of soil and groundwater contamination during construction, updating remedial action permits for soil and groundwater, revisions to existing engineering (NJ TRANSIT site restoration capping) and institutional (update existing Deed Notice), controls and outfalls through portions of the slurry wall and sheet piling will be addressed in accordance with the NJDEP regulatory requirements.
Name	Affiliation	Comment Summary
Michael Slenska, P.E. Senior Environmental Manager	Beazer East, Inc.	DEIS fails to consider, or inadequately considers, numerous potential impacts of the Project (individually or in conjunction with other planned development on the Property) on the efficacy of the environmental remedy at the Property.
DEIS Errata/References		Response to Comment
DEIS Chapter 3, Section 3.3  DEIS Chapter 16, Section 16.2  DEIS Chapter 18, Section 18.3		The Project is aware of the existing site conditions and existing remedial measures. Redevelopment of the property was approved in NJSEA's 2013 Redevelopment Plan. The RP's RAWP for the site had been approved by NJDEP.

Name	Affiliation	Comment Summary
Michael Slenska, P.E. Senior Environmental Manager	Beazer East, Inc.	DEIS entirely fails to evaluate whether stray electrical current from the operation of the proposed electric generation facilities (both gas and solar), the proposed electrical substation, or the proposed above and below ground electrical transmission lines would exacerbate the stray current problem and potentially compromise the steel sheet pile wall. HCIA owns and is currently responsible for maintaining the sheet pile wall.
DEIS Errata/References		Response to Comment
N/A		Power generation has always been an approved use of the property, per the 2013 Redevelopment Plan. Federal and state construction requirements provide standardized precautions to eliminate stray currents, the Project will be designed to meet these requirements.
Name	Affiliation	Comment Summary
Michael Slenska, P.E. Senior Environmental Manager	Beazer East, Inc.	Concerns raised regarding impacts to groundwater flow, both near the surface and lower water bearing zones due to new outfalls and other proposed structures. DEIS does not include an adequate evaluation of impacts to existing environmental conditions. If any of NJT's development activities cause the existing remedy to fail or exacerbate environmental conditions, the cost of correcting the situation would be borne by HCIA and/or NJT, not Beazer.
DEIS Errata/References		Response to Comment
DEIS Chapter 12, Section 12.5 DEIS Chapter 17, Section 17.3.12 DEIS Chapter 21, Section 21.2.2		The Project is aware of existing site conditions and existing remedial measures. Design of the stormwater conveyances will be mindful of the existing remedial measures. NJ TRANSIT will prepare a RAWPA for the main facility in coordination with the RP and applicable NJDEP Land Use permits will be procured before start of any construction activities.

Name	Affiliation	Comment Summary
Michael Slenska, P.E. Senior Environmental Manager	Beazer East, Inc.	Concerns raised over Hackensack River crossing for electrical line. Any of the alternatives has the potential to compromise the sheet pile wall, puncture below-grade naturally occurring confining layers, create a preferential pathway for contaminants to the river or groundwater, or otherwise disrupt the existing remedy in place at the Property.
DEIS Errata/References		Response to Comment
FEIS Section 1.6.2, Table 3 ROD Section 2.4, Table ROD-2 DEIS Chapter 21, Section 21.2.2		A submarine cable will not impact the sheetpile wall. The monopole and its foundation for an aerial crossing (preferred option) will be outside of the wall. If the submarine cable option is selected all applicable NJDEP, USACE, NJSEA and US Coast Guard permits/coordination will be procured before start of any construction activities.
Name	Affiliation	Comment Summary
Michael Slenska, P.E. Senior Environmental Manager	Beazer East, Inc.	Concerns raised over potential for project to impact the existing environmental remedy installed on site.
DEIS Errata/References		Response to Comment
DEIS Chapter 17, Section 17.3.12		The Project is aware of existing site conditions and existing remedial measures. Construction techniques to minimize groundwater contamination are discussed in Chapter 17. Design will be mindful of the existing remedial measures. NJ TRANSIT will prepare a RAWPA for the Main Facility in coordination with the RP.

Name	Affiliation	Comment Summary
Michael Slenska, P.E. Senior Environmental Manager	Beazer East, Inc.	NJT should prepare a Remedial Action Work Plan Amendment (RAWPA) detailing all elements of the existing remedy, including the existing groundwater monitoring network, that may be affected and/or altered by the Project. Additionally, such RAWPA should provide details concerning construction methods and techniques to be utilized during Project construction, or otherwise provide an evaluation and/or justification, demonstrating continued compliance with all remediation requirements following Project completion and that the Project will not exacerbate existing environmental conditions.
<b>DEIS Errata/References</b>		<b>Response to Comment</b>
DEIS Chapter 17, Section 17.3.12		As discussed in Section 17.3.12, a RAWPA for the Main Facility will be prepared in coordination with the RP. A Materials Management Plan (MMP) will also be prepared for the remaining components of the project.
Name	Affiliation	Comment Summary
Michael Slenska, P.E. Senior Environmental Manager	Beazer East, Inc.	The DEIS incorrectly characterizes the nature and extent of wetlands present at the Property. (See, e.g. Figure 3 in Appendix A)
<b>DEIS Errata/References</b>		<b>Response to Comment</b>
DEIS Chapter 12, Figure 12-1		This wetlands figure was from a 2014 siting analysis. Updated wetland data, which accurately represents existing site conditions, are presented in Chapter 12, Figure 12-1.
Name	Affiliation	Comment Summary
Suda Arakere VP Environmental Affairs	Glenn Springs Holdings, Inc.	The comment letter requested specific changes to a section of the DEIS regarding the Diamond Shamrock property.
<b>DEIS Errata/References</b>		<b>Response to Comment</b>
FEIS Section 1.5.2.13		Concur. Document will be modified as suggested.

**Table 4: Response to June 18, 2019 Public Hearing Comments<sup>7</sup>**

Name	Affiliation	Comment Summary
Tito Anyanwu	PSE&G	1) What are some of the limitations with NJ TRANSIT? Can they [NJ TRANSIT] become a public utility and to what extent?  2) How do they plan to actually make all of this happen from a commercial standpoint? <sup>8</sup>
DEIS Errata/References		Response to Comment
DEIS Chapter 2, Section 2.2.9		1) NJ TRANSIT has no intent to become a public utility.  2) When the cost to generate power from the Main Facility is lower than the costs for PJM to activate less efficient power generating resources, such as older coal and natural gas technologies, NJ TRANSITGRID would sell its surplus power to the commercial grid through the Interconnection. This will not occur all of the time. Generally, it will be during peak demand times for PJM. As demand increases, additional generation resources would be activated. NJ TRANSITGRID would be effectively in this list and would be activated to generate extra power through the Interconnection to meet that increased demand. The addition of NJ TRANSITGRID effectively increases the region's available power supply.
Name	Affiliation	Comment Summary
Chris Hartman	New Jersey Alliance for Action	Representing the New Jersey Alliance for Action. For the record, the Alliance for Action represents about 2,500 of New Jersey's top corporate, labor, professional, academic, and government representatives, and our mission is to improve New Jersey's economy through the promotion of capital construction and environmentally friendly infrastructure improvement. Comments provided support for the Project.
DEIS Errata/References		Response to Comment
N/A		NJ TRANSIT appreciates your comment and it has been noted for the record.

<sup>7</sup> Note that some statements are summarized by issue for clarity in response. Please see full transcripts from the June 18, 2019 public hearing as attachments to this Appendix.

<sup>8</sup> NJ TRANSIT acknowledges the letter received from PSE&G, dated July 18, 2019, withdrawing the request for the additional information voiced by Mr. Tito Anyanwu.

Name	Affiliation	Comment Summary
Jeff Tittel	Director of New Jersey Sierra Club	Jeff Tittel, Director of New Jersey Sierra Club. I'm also here representing Empower New Jersey which is a coalition of 80 environmental, civic, and community organizations in New Jersey.  <i>Specific concerns and responses are summarized below.</i>
Name	Affiliation	Comment Summary
Jeff Tittel	Director of New Jersey Sierra Club	Climate emergency. this plan, even though you call it a resilient plan, doing the opposite, cannot deal with climate change and flood impacts by releasing more fossil fuels encouraging more pipelines, more fracking and more air pollution.
DEIS Errata/References		Response to Comment
FEIS Section 1.5.2.9 DEIS Chapter 1 DEIS Chapter 7, Section 7.4.1		<p>The proposed Project is designed to serve as a bridge between today's available technologies and those of the future and has been designed to be adaptable to changing power generation sources over time. During normal operations (i.e., blue sky conditions), the power generated and used by the NJ TRANSITGRID project will reduce the need for NJ TRANSIT to purchase power from less efficient higher emitting power generating resources, such as older coal and natural gas technologies. As stated in the DEIS (Chapter 7) the sources of NJ TRANSIT electrical power in 2018 were natural gas (59.2%), nuclear (36.1%), renewables (3.3%), and coal (1.4%), according to U.S. Energy Information Administration. Reducing the use of less efficient higher emitting power generating resources, such as older coal and natural gas technologies, is critical to meeting the goals of the recently released Energy Master Plan. Additional details can be found in the <i>NJ TRANSITGRID Benefits Evaluation Report</i>, available on the project website.</p> <p><a href="https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/">https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/</a></p> <p>The proposed Project would allow the use of public transportation when the commercial grid is unavailable, whether due to major storms (like Superstorm Sandy or other events, such as the 2003 regional blackout). During emergency power outages, the project would reduce modal shift from trains by an estimated 38,000 cars thus keeping emissions low.</p>

Name	Affiliation	Comment Summary
Jeff Tittel	Director of New Jersey Sierra Club	Cumulative Effects - Within 10 miles there is a proposal for a 1,200-megawatt power plant to ship power to New York. A few miles the other way is a big facility in Woodbridge looking to build another power plant.
DEIS Errata/References		Response to Comment
FEIS Section 1.5.2.16  DEIS Chapter 3, Section 3.2		<p>The North Bergen Liberty Generating Station is outside of the study area considered for the DEIS. The two-mile study area considered in the DEIS was based on NJDEP's Guidance for Air Modeling Protocol which calls for a 3-kilometer radius (1.86 miles); two miles exceeds this radius. The proposed Woodbridge project would be nearly 20 miles away from the proposed Project location. There are other Title V facilities in the surrounding area (including other power generation facilities and the Owens Corning Plant). Through the Air Permitting process with NJDEP, NJ TRANSIT is completing updated air quality modeling. The modeling results have indicated that maximum predicted facility impacts for all of the pollutants considered, except for PM<sub>2.5</sub>, were below applicable significant impact levels (SILs). The radius of the significant impact area for PM<sub>2.5</sub> is 900 meters (0.56 miles). The North Bergen Liberty Generation Station and the Woodbridge project are both outside this radius, by several miles.</p> <p>Since the proposed Project modeled impacts initially indicated that the SIL for the PM<sub>2.5</sub> would be exceeded for the 24-hour averaging period through single-source modeling, a multisource (cumulative) modeling analysis was conducted to determine if the proposed Project would cause or significantly contribute to a modeled exceedance of the 24-hour PM<sub>2.5</sub> National Ambient Air Quality Standard (NAAQS). The cumulative modeling analysis included emissions from the proposed Project, emissions from nearby sources of PM<sub>2.5</sub> (Title V facilities and other sources as applicable within 3 kilometers [three times the 900 meter radius for PM<sub>2.5</sub> SIL] and downwind from background monitors) , and also monitored background concentrations to represent other sources or regional emissions not explicitly included in the model. The cumulative modeling analysis will be reviewed by NJDEP prior to obtaining an preconstruction air quality permit to operate and the analysis would be required to demonstrate the proposed Project did not cause or significantly contribute to a modeled exceedance of the NAAQS in order to obtain the permit to operate. This information is added to the DEIS via Errata.</p>



Name	Affiliation	Comment Summary
Jeff Tittel	Director of New Jersey Sierra Club	Local Air Quality Still emitting NOx and SOx, and it is already near another power plant and across the river from four other power plants.
DEIS Errata/References		Response to Comment
ROD Section 2.4, Table ROD-2 DEIS Chapter 2, Section 2.2.2 DEIS Chapter 6, Sections 6.2.4, 6.2.6		The combustion of natural gas produces negligible amounts of sulfur. Coal and oil combustion produce 500 times more sulfur emissions per MWh than natural gas. Virtually all sulfur emissions from power plants are emitted by coal-fired plants. Please also note that Sulfur Oxides (SOx) are not criteria pollutants recognized by the USEPA. The Project is, however, subject to the Lowest Achievable Emission Rate <sup>9</sup> requirements for NOx. NOx emissions would be minimized via state-of-the-art pollution controls including selective catalytic converters (SCRs) and oxidation catalyst systems and NOx credit purchase. It is recognized that this area contains other power plants, some of which are more susceptible to damage from severe weather and use older, less efficient technology.
Name	Affiliation	Comment Summary
Jeff Tittel	Director of New Jersey Sierra Club	Environmental Justice community Executive Order 23 from the governor, and the cumulative impacts are going to be more asthma attacks and more kids going to the hospital. F level for air pollution, some of the worst air quality in the nation.
DEIS Errata/References		Response to Comment
DEIS Chapter 19		As discussed in the DEIS, an environmental justice (EJ) analysis was completed in compliance with the guidance and methodologies set forth in the DOT's Final Environmental Justice Order (Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), FTA's EJ guidance (Circular FTA C4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipient), and the federal Council on Environmental Quality's (CEQ) environmental justice guidance (CEQ

<sup>9</sup> Lowest Achievable Emission Rates (LAER): NJDEP defines LAER as a limitation on the rate of emission from any source operation, equipment, or control apparatus. A LAER determination is based upon the more stringent emission limitation for a class or category of source operation achieved in practice or contained in the SIP of any state unless such limitation is demonstrated to not be achievable for the Project. LAER determinations are made during the Title V air permitting process.

		Environmental Justice- Guidance under the National Environmental Policy Act) (Chapter 19 – Environmental Justice). The analysis identified and addressed any disproportionate and adverse impacts on minority and low-income populations that lie within the study area for the proposed Project. Because of its location in an industrial area (non-residential), the proximity to sensitive receptors (elderly and young) is low. The Hudson County Correctional Facility located more than 7,000 feet (1.3 miles) to the south of the Main Facility is identified in the DEIS as an EJ community. The nearest residential area is approximately 0.7 miles away. All air quality pollutants of concern would be below the applicable NAAQS and impact thresholds at these distances from the Main Facility.
Name	Affiliation	Comment Summary
Jeff Tittel	Director of New Jersey Sierra Club	The Main Facility is near a Superfund site and near a chemical plant that recently caught fire.
DEIS Errata/References		Response to Comment
DEIS Chapter 14, Sections 14.3.2, 14.4.2  DEIS Chapter 16, Sections 16.3.2, 16.4.2, 16.6  DEIS Chapter 17, Sections 17.3.12, 17.3.14		<p>The Draft EIS does take into consideration development on an inactive Brownfield site. The site for construction of the Main Facility is not a Superfund Site. Although a Superfund Site exists on the peninsula, the proposed Project will not impact it. Potential impacts to the Brownfield site cap and mitigation measures to avoid spread of existing contamination are documented in Chapter 14 and Chapter 17. NJ TRANSIT will prepare a Remedial Action Workplan Amendment (RAWPA) for the proposed development.</p> <p>It is a tragedy that a nearby chemical plant caught fire. However, as discussed in Chapter 16 – Safety and Security, the Main Facility, and all operational systems are being designed to provide the safest working environment possible for all site personnel. Design provisions and health and safety policies would comply with Occupational Safety and Health Administration (OSHA) standards. Systems for fire prevention, detection, and control would be installed throughout the building and yard areas as recommended by the National Fire Protection Association (NFPA) and insurance requirements (NFPA 2015). Facility personnel would receive basic fire suppression training to address small fires that could be controlled and/or extinguished with rack hoses and fire extinguishers. If a fire exceeds the resources available, assistance from the local fire department would be requested. The proposed natural gas pipeline would be a specific source of potential fire or explosion during project operations. The first line of defense against a natural gas leak is the shutoff valves that can isolate a</p>

		section of the gas line. Shutoff valves limit the amount of gas that can leak from any breach of the line. Shutoff valves would be installed along the new gas pipeline connecting the Main Facility to the pipeline. A mercaptan (similar to odorant used for propane) is used in the existing natural gas line for leak detection because it has a very strong distinctive odor and makes a gas leak readily apparent. The gas would continue to be odorized and signage would be placed over the new pipeline to reduce the risk of pipeline rupture resulting from unauthorized excavation above or near the buried pipeline. Finally, operating and emergency plans would be prepared in accordance with state codes and regulations, and routine safety inspections would be conducted in accordance with state pipeline safety rules.
Name	Affiliation	Comment Summary
Jeff Tittel	Director of New Jersey Sierra Club	Small amount of solar you have is not a real offset.
DEIS Errata/References		Response to Comment
FEIS Appendix D – Scoping Alternatives Analysis		Due to the limited acreage (approximately 20 acres) available to NJ TRANSIT in Kearny, NJ, the amount of solar proposed is the most that can be provided at this time. Solar and wind farms require greater amount of space than what is available without displacement of existing businesses and other increased environmental impacts (wetlands, floodplains, etc.).
Name	Affiliation	Comment Summary
Jeff Tittel	Director of New Jersey Sierra Club	Alternatives - Buying a lot of electric buses might be an offset, maybe electric ironwork or lines might be an offset. Better storage facility and microgrid on renewable energy might make sense.
DEIS Errata/References		Response to Comment
DEIS Chapter 1, Section 1.2		As stated in Chapter 1, “Purpose and Need” of the DEIS, 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.
Name	Affiliation	Comment Summary
Jeff Tittel	Director of New Jersey Sierra Club	(NJ) energy master plan comes out this week and this plan is doing the opposite. HUD task force and the FEMA task force for Sandy, and this is exactly the opposite of what we were looking at for the region as far as generating power to deal with the climate impacts.
DEIS Errata/References		Response to Comment
FEIS Section 1.5.2.9 DEIS Chapter 1, Section 1.2 DEIS Chapter 7, Section 7.4.1		<p>The proposed Project is designed to serve as a bridge between today's available technologies and those of the future and has been innovatively designed to evolve over time. During normal operations, the power generated and used by the NJ TRANSITGRID project will eliminate the need for NJ TRANSIT to purchase power from less efficient higher emitting power generating resources, such as older coal and natural gas technologies. As stated in the DEIS (Chapter 7) the sources of NJ TRANSIT electrical power in 2018 were natural gas (59.2%), nuclear (36.1%), renewables (3.3%), and coal (1.4%), according to U.S. Energy Information Administration. Reducing the use of less efficient higher emitting power generating resources, such as older coal and natural gas technologies, is critical to the recently released Energy Master Plan. Additional details can be found in the <i>NJ TRANSITGRID Benefits Evaluation Report</i>, available on the project website (<a href="https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/">https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/</a>).</p> <p>The proposed Project would allow the use of public transportation when the commercial grid is unavailable, whether due to major storms (like Superstorm Sandy or other events, such as the 2003 regional blackout). During emergency power outages, the project would reduce modal shift from trains by an estimated 38,000 cars, thus reducing emissions.</p>
Name	Affiliation	Comment Summary
Jeff Tittel	Director of New Jersey Sierra Club	NJ TRANSIT should be looking at not filling in that [Long Slip] canal.

DEIS Errata/References		Response to Comment
N/A		The filling of Long Slip canal is not part of the NJ TRANSITGRID.
Name	Affiliation	Comment Summary
Todd Heverling	International 24 Brotherhood of Electrical Workers, Local 164	Representing the International Brotherhood of Electrical Workers, Local 164, the electricians in Essex, Hudson, and Bergen County. Comments provided in support of the project, including transportation resiliency and future jobs.
DEIS Errata/References		Response to Comment
N/A		NJ TRANSIT appreciates your comment and it has been noted for the record.
Name	Affiliation	Comment Summary
James Kirkos	Meadowlands Regional Chamber, 201 Route 17 in Rutherford	Representing the Meadowlands Regional Chamber also represent just short of 1,200 companies in the greater Meadowlands region. Comments provided support for the Project.
DEIS Errata/References		Response to Comment
N/A		NJ TRANSIT appreciates your comment and it has been noted for the record.
Name	Affiliation	Comment Summary
Dale Errico	Railroad Construction	Representing Railroad Construction. The company has been in this state for -- since 1926 with over 350 strong employees, mostly in the state of New Jersey. Comments provided in support of the Project.

DEIS Errata/References		Response to Comment
N/A		NJ TRANSIT appreciates your comment and it has been noted for the record.
Name	Affiliation	Comment Summary
Michael O'Connor	Hudson County Improvement Authority	Representing the Hudson County Improvement Authority ... worked with New Jersey TRANSIT regarding the preferred site in Kearny over the past number of years. Hudson County Improvement Authority is supportive of the project for job creation and safe transportation in the event of a power outage.
DEIS Errata/References		Response to Comment
N/A		NJ TRANSIT appreciates your comment and it has been noted for the record.

**Table 5: Response to Comments Received via Project Website<sup>10</sup>**

Names of 31 Commenter	Comment Summary
R. Walden, C. Gay, C. Lepore, C. Worthington, K. George, P. Rogovin, R. Adams, A. Rodriguez, B. Stomber, C. Ebert, D. Beeny, E. Peterson, G. Hut, L. Piraino, M. Dolins, M. Teshima, P. Brackett, P. Teshima, R. Allesio, R. Grant, R. Orozco, S. Glover, S. Pesin, V. Brevetti, B. Gombach, A. Coomer, Z. Espinoza, E. Ndoeye, K. Dolsky, J. Basralian, J. Rapaport	<p><u>No Fossil Fuel/No Fracking/ Accelerate Climate Change</u></p> <p>Email comments were received in opposition to the use of fracking to extract fossil fuels, as well as the power plant being fueled by natural gas. Fracking concerns included toxic discharge to air, groundwater, rivers, lakes and streams. Comments stated that the greenhouse gases produced from the power plant will accelerate negative effects on climate change.</p>

<sup>10</sup> A total of 39 comment emails were submitted via the project website during the Public Comment period (May 20, 2019 – July 19, 2019). Many of the emails included more than one concern. This table summarizes and categorizes the emails received during the Public Comment period. Please see attachments to this appendix for complete comments submitted.

DEIS Errata/References	Response to Comment
<p>FEIS Section 1.5.2.9</p> <p>FEIS Appendix D – Scoping Alternatives Analysis</p>	<p>The project will be designed and constructed to accommodate carbon neutral power generation options, such as Renewable Natural Gas (made from food waste or other organic materials) and fuel cells (using the chemical energy of hydrogen or another fuel to cleanly and efficiently produce electricity) as they become more commercially feasible. As stated in the DEIS (Chapter 7) the sources of NJ TRANSIT electrical power in 2018 were natural gas (59.2%), nuclear (36.1%), renewables (3.3%), and coal (1.4%), according to U.S. Energy Information Administration. The natural gas fired generation fleet emission factor for NJ TRANSITGRID would be approximately 0.57 tons/MWh. This ranks amongst the lowest of all fossil-fuel generation sources. By comparison, the fossil-fuel fired generation fleet emission factor in the Mid-Atlantic region (an area roughly corresponding to the service area of PJM) is estimated by USEPA at 0.83 tons/MWh. The displacement of PJM power with NJ TRANSITGRID power would provide significant environmental benefits by displacing and eliminating hundreds of thousands of tons of GhG emissions each year through generation of power for its own loads and to dispatch into the regional electric system. The lower emission rates will result in overall estimated annual reductions of CO<sub>2</sub> emissions ranging from approximately 185,500 to 295,000 tons. Please see FEIS Section 1.5.2.9 (Errata to the DEIS) for additional details.</p> <p>Additional future benefits of the project can be found in the NJ TRANSITGRID Benefits Evaluation Report on the project website (<a href="https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/">https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/</a>). Additionally, the PJM power grid remains vulnerable to outages from storms, which is one of the primary reasons this project is being implemented.</p>



Names of 26 Commenters	Comment Summary
R. Walden, C. Gay, C. Worthington, E. Ndoeye, J. Glass, K. Dolsky, K. George, Z. Espinoza, A. Coomer, E. Peterson, G. Hut, J. Rapaport, M. Dolins, P. Brackett, R. Allesio, R. Orozco, S. Glover, V. Brevetti, P. Rogovin, R. Adams, A. Rodriguez, B. Grombach, B. Stombar, D. Beeny, M. Teshima, S. Pesin	<p><u>100% Renewable Alternative</u></p> <p>Email comments were received urging use of 100% renewable alternatives, such as solar, wind and battery storage. Several email comments suggested an alternative to the Preferred Alternative of “100% clean, renewable technologies...”</p>
DEIS Errata/References	Response to Comment
<p>FEIS Appendix D – Scoping Alternatives Analysis</p> <p>DEIS Executive Summary, page ES-7</p> <p>DEIS Chapter 2, Section 2.2.1, pages 2-1, 2-5, 2-6, Table 2-2</p>	<p>As a new plant with modern controls, the NJ TRANSITGRID will be among the cleanest plants in NJ as it will be constructed using the best available technology using solar, fly wheel storage and extremely efficient turbine engines and control systems. As noted in the DEIS, solar power generation, of up to 0.6MW, is incorporated in the Project design within the Main Facility footprint. Energy storage technology is incorporated as well. The Scoping Alternatives Analysis (FEIS Appendix D) includes more detail on alternative technologies for the proposed Project but were deemed not feasible to meet the Project purpose and need in the near future.</p>
Names of 14 Commenters	Comment Summary
C. Worthington, E. Ndoeye, K. George, Z. Espinoza, A. Coomer, B. Gombach, G. Hut, R. Allesio, R. Orozco, S. Glover, S. Pesin, V. Brevett, E. Peterson, M. Dolins	<p><u>Accelerate Sea Level Rise</u></p> <p>Email comments were received noting concern that “a new long-term source of greenhouse gas pollution would accelerate climate change, thus increasing the frequency and severity of flooding, storm surges and sea level rise in our sensitive Meadowlands communities.”</p>

DEIS Errata/References	Response to Comment
<p>FEIS Section 1.5.2.9</p> <p>DEIS Chapter 12, Section 12.3.3, page 12-13, 12-14, 12-27, 12-28, 12-31, 12-32, Table 12-3</p> <p>DEIS Chapter 19, Section 19.4.2, page 19-21</p>	<p>NJ TRANSIT currently uses power from the PJM commercial grid, which includes the existing less efficient natural gas power plants. The new efficient NJ TRANSITGRID powerplant will reduce the demand from the commercial grid, which could result in a proportional reduction in both their natural gas usage and their emissions. As stated in the DEIS (Chapter 7) the sources of NJ TRANSIT electrical power in 2018 were natural gas (59.2%), nuclear (36.1%), renewables (3.3%), and coal (1.4%), according to U.S. Energy Information Administration. The displacement of PJM power with NJ TRANSITGRID power would provide significant environmental benefits by displacing and eliminating hundreds of thousands of tons of GhG emissions each year through generation of power for its own loads and to dispatch into the regional electric system. The lower emission rates will result in overall estimated annual reductions of CO<sub>2</sub> emissions ranging from approximately 185,500 to 295,000 tons. Please see FEIS Section 1.5.2.9 (Errata to the DEIS) for additional details.</p> <p>Additional future benefits of the project can be found in the NJ TRANSITGRID Benefits Evaluation Report on the project website</p> <p><a href="https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/">(https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/)</a>.</p> <p>Additionally, and as stated in the DEIS, approximately two acres of low value, disturbed, isolated wetlands will be filled as a result of the Preferred Alternative. These wetlands/waters provide minimal water quality benefits and do not serve as a natural storm surge protection barrier from flooding or rising sea levels. However, through mitigation, NJ TRANSIT will restore up to five acres of high value, functional wetlands located within a contiguous tidal marsh of the Meadowlands that will contribute to a larger ecosystem with water quality and collectively functions as the first natural defense for the surrounding communities to flooding and sea level rise. These compensation contributions would benefit wildlife and people residing in the area.</p>
Names of 6 Commenters	Comment Summary
<p>J. Basralian, P. Rogovin, B. Gombach, L. Piraino, M. Teshima, B. Stomber</p>	<p><u>Inconsistency with State Initiatives</u></p> <p>Email comments were received stating the project is in opposition to Governor Murphy's clean energy initiatives, New Jersey's resiliency goals, and New York State's Green New Deal.</p>

DEIS Errata/References	Response to Comment
<p>FEIS Section 1.5.2.9</p> <p>FEIS Appendix D – Scoping Alternatives Analysis</p>	<p>The proposed Project is designed to serve as a bridge between today’s available technologies and those of the future and has been innovatively designed to evolve over time. During normal operations, the power generated and used by the NJ TRANSITGRID project will eliminate the need for NJ TRANSIT to purchase power from less efficient higher emitting power generating resources, such as older coal and natural gas technologies. As stated in the DEIS (Chapter 7) the sources of NJ TRANSIT electrical power in 2018 were natural gas (59.2%), nuclear (36.1%), renewables (3.3%), and coal (1.4%), according to U.S. Energy Information Administration. Reducing the use of less efficient higher emitting power generating resources, such as older coal and natural gas technologies, is critical to the recently released Energy Master Plan. Please see FEIS Section 1.5.2.9 (Errata to the DEIS) for additional details. The Scoping Alternatives Analysis (FEIS Appendix D) includes more detail on alternative technologies for the proposed Project.</p> <p>Additional future benefits of the project can be found in the NJ TRANSITGRID Benefits Evaluation Report on the project website (<a href="https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/">https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/</a>). The proposed Project would allow the use of public transportation when the commercial grid is unavailable, whether due to major storms (like Superstorm Sandy or other events, such as the 2003 regional blackout). During emergency power outages the project would result in an estimated reduction in modal shifts from trains of more than 38,000 cars, thus reducing emissions.</p>
Names of 25 Commenters	Comment Summary
<p>C. Worthington, E. Ndoeye, J. Basralian, J. Glass, K. George, P. DeCandia, P. Rogovin, R. Adams. E. Peterson, J. Rapaport, M. Dolins, P. Brackett, P. Teshima, R. Orozco, S. Glover, S. Pesin, V. Brevitti, D. Beeny, G. Hut, R. Allesio, Z. Espinoza, A. Coomber, B. Gombach, K.</p>	<p><u>Local Air Quality/Health (asthma, COPD) /NJDEP Ozone permits, EJ</u></p> <p>Email comments were received with concerns of the Preferred Alternative having adverse impacts on local air quality, Ozone and health concerns. Some of the key points raised are listed below:</p> <ul style="list-style-type: none"> <li>• NJ has a high rate of Autism and asthma.</li> <li>• It would be built in an area with already dangerous levels of smog.</li> <li>• Toxic emissions from gas-fired power plants increase lung-related illness such as asthma and COPD.</li> <li>• From the New Jersey State Health Assessment and the Centers for Disease Control. In Hudson County: 45,000 residents are diagnosed with asthma, including 10,000 children, amounting to 9.5% of the population, nearly</li> </ul>

Dolsky, A. Rodriguez	<p>30,000 residents are diagnosed with COPD. Nearly 1,500 of them visit the ER each year and over 17,500 are hospitalized.</p> <ul style="list-style-type: none"> <li>• The power plant would increase already-high levels of nitrogen dioxide and ground-level ozone, two pollutants that are known to exacerbate asthma and COPD. In 2016, New Jersey registered 25 days with ground-level ozone above the maximum threshold for healthy communities, based on the new 0.070 parts-per-million standard. The worst-off area in New Jersey was Hudson County, where the power plant is proposed, with 16 days with high ozone.</li> <li>• The American Lung Association gave Hudson County an “F” for failing to control ozone pollution. Bergen County residents contended with 6 days of unhealthy ground-level ozone, and Essex County with 3, but these numbers could increase.</li> <li>• Nitrogen oxides, which are a key ingredient in ground-level ozone and smog, would also intensify. Nitrogen oxides can be produced from typical natural gas-fired power plants at rates of 2,500 - 25,000 parts per billion, far above the 100 ppb maximum allowable for human health, according to the U.S. Department of Energy.</li> <li>• The plant could annually spew an average hundreds of thousands of metric tons of carbon dioxide, and hundreds of metric tons of methane, heavy metals and chemicals. Steam released adds lead, algacides, fungicides, and volatile organic compounds to our lives.</li> <li>• It will add tons of CO<sub>2</sub>. In an area that already has the worst asthma record in the state.</li> <li>• North Bergen is an Urban Enterprise Zone because it is listed as a distressed area by the State.</li> </ul>
DEIS Errata/References	Response to Comment
<p>DEIS Chapter 6</p> <p>DEIS Chapter 19</p>	<p>The preferred location for the Main Facility is in an industrial area (non-residential), the proximity to sensitive receptors (elderly and young) is low. The nearest residential area is approximately 0.7 miles away, additionally, the Hudson County Correctional Facility is located more than 7,000 feet (1.3 miles) to the south. As discussed in Chapter 19 – Environmental Justice, an environmental justice (EJ) analysis was completed in compliance with the guidance and methodologies set forth in the DOT’s Final Environmental Justice Order (Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), FTA’s EJ guidance (Circular FTA C4703.1, Environmental Justice Policy Guidance for Federal</p>

	<p>Transit Administration Recipient), and the federal Council on Environmental Quality's (CEQ) environmental justice guidance (CEQ Environmental Justice- Guidance under the National Environmental Policy Act). The analysis concluded there would be no disproportionately high or adverse effects on minority or low-income populations that lie within the study area for the proposed Project.</p> <p>As discussed in Chapter 6 – Air Quality, Emissions of ozone (O<sub>3</sub>) precursors (NO<sub>x</sub> and VOCs) will require LAER emission controls and offsets; however, since O<sub>3</sub> impacts are felt far downwind of an emission source, dispersion modeling for O<sub>3</sub> is not required under Nonattainment New Source Review/Prevention of Significant Deterioration (NNSR/PSD). The applicable PSD increments for these designations are provided in Table 6-2. Dispersion modeling has been performed to confirm compliance with the PSD increments and NAAQS. The accepted framework for NEPA analysis is Federal and/or State thresholds. The project is designed to comply with these thresholds.</p> <p>The statement “Nitrogen oxides can be produced from typical natural gas-fired power plants at rates of 2,500 - 25,000 parts per billion” could not be confirmed by NJ TRANSIT. Selective Catalytic Reduction systems will be in place to reduce NO<sub>x</sub> emissions. As stated in the DEIS, the maximum predicted 1-hour and annual NO<sub>2</sub> emissions from the Project would be 26.8 µg/m<sup>3</sup> and 3.2 µg/m<sup>3</sup>, respectively. Even when added to background concentrations, both would be in compliance with 1-hour and daily NO<sub>2</sub> concentration limits of 188 µg/m<sup>3</sup> and 100 µg/m<sup>3</sup>, respectively.</p>
Name of Commenter	Comment Summary
P. Rogovin	<p><u>Cumulative Effects of Natural Gas power plants</u></p> <p><i>The following concerns were raised by representative of Coalition to Ban Unsafe Oil Trains, Don't Gas the Meadowlands Coalition. Other concerns reflect those addressed above and below by other website comments.</i></p> <p>There is a PSEG power plant in Ridgefield Park, thousands of people in Northern NJ are opposed to having 2 or even 1 additional power plant in the Meadowlands.</p> <p>Concern raised of the proximity to trains carrying Bakken crude oil. On July 9, we marked the 6th anniversary of the tragedy at Lac Megantic, Quebec, where a train carrying volatile Bakken crude oil derailed, and exploded like a bomb, killing 46 people, leaving 25 children orphans. Bakken crude explodes at a lower temperature. The Meadowlands is a flood zone and trains OFTEN derail during floods.</p>

DEIS Errata/References	Response to Comment
<p>FEIS Section 1.5.2.16, 1.5.2.18</p> <p>DEIS Chapter 2, Section 2.2.2, page 2-4</p> <p>DEIS Chapter 3, Section 3.2, page 3-1</p> <p>DEIS Chapter 6, Section 6.4.1, page 6-11</p> <p>DEIS Chapter 16, Section 16.3.2, page 16-8</p>	<p>The DEIS 2-mile air quality analysis area was based on NJDEP's Guidance for Air Modeling Protocol which calls for a 3-kilometer (1.86 miles) radius. NJDEP's guidance is based on Section 7.2.1.1 Dispersion Coefficients of USEPA's <i>Guideline on Air Quality Models</i> (40 CFR Appendix W to Part 51), which includes recommendations for dispersion modeling exercises for prediction of downwind concentrations. Using the 3-kilometer (1.86 miles) radius (with the source of pollution at the center) determines the proper dispersion coefficient (urban or rural) for use in USEPA's dispersion model, AERMOD. The DEIS used two miles to err on the conservative side.</p> <p>The PSE&amp;G power plant in Ridgefield, NJ is approximately 7 miles from the preferred location of the proposed NJ TRANSITGRID Main Facility. Therefore, there is no overlap in the predicted areas of emission dispersion, and consequently no or little potential for compounding of airborne emissions. Similarly, the proposed North Bergen Liberty Generating Station would be approximately 6.5 miles from the proposed Project and therefore, also outside of the conservative 2-mile study area. Additional information on Significant Impact Areas for criteria pollutants with regard to nearby Title V facilities (PSE&amp;G Fossil LLC Kearny Generating Station and Owens Corning Kearny Plant) has been incorporated into the DEIS via Errata (see FEIS Section 1.5.2.16).</p> <p>Power generation has always been an approved use of the property, per the 2013 NJSEA Redevelopment Plan. The Project will take reasonable measures to control stray current, as needed and as design progresses. As discussed in Chapter 16, the Project is designed to comply with all applicable safety regulations. The electrical lines would be designed and operated according to the National Electrical Safety Code. NJ TRANSIT acknowledges the tragedy that occurred in Quebec in 2013, however it should be noted that 99.99% of all oil (and other hazardous materials) transported by rail reaches its destination without incident. Additionally, the site upon which the Main Facility will be built has been raised to +25 feet NAVD88, which is significantly higher than the FEMA 500-year flood elevation of +12 feet NAVD88. The Morris &amp; Essex tracks approximately 180 feet to the south of the Main Facility are at an elevation of approximately +20 feet NAVD88, so would not expect to be flooded during a 500-year event, either.</p>

Names of 19 Commenters	Comment Summary												
<p>J. Glass, K. George, P. DeCandia, R. Adams, Z. Espinoza, B. Gombach, E. Peterson, G. Hut, M. Dolins, P. Brackett, R. Allesio, R. Orozco, S. Glover, S. Pesin, V. Brevetti, C. Worthington, E. Ndoye, A. Coomber, A. Rodriguez</p>	<p><u>Meadowlands and Hackensack River Recovery Impacts/Natural Resources</u></p> <p>Email comments were received with concerns of the Preferred Alternative having adverse impacts on historic recovery efforts in the Meadowlands and Hackensack River and other natural resources. Some of the key points raised are listed below:</p> <ul style="list-style-type: none"> <li>• ...it threatens the historic and ongoing recovery of the Hackensack River and New Jersey Meadowlands.</li> <li>• It will destroy the environment, especially the sensitive meadowlands ecosystem.</li> <li>• There are Bald Eagles nests and egret.</li> </ul>												
DEIS Errata/References	Response to Comment												
<p>DEIS Chapter 12, Section 12.4.2, page 12-27, Section 12.5, page 12-32 Table 12-3</p>	<p>The DEIS discusses and summarizes impacts to wetlands, habitats and avian species. As stated on page 12-32 in Table 12-3 – Wetland and Waters of the United States Impacts Summary:</p> <table data-bbox="879 776 1633 1336"> <tr> <th data-bbox="879 776 1278 833">Project Component</th><th data-bbox="1278 776 1633 833">Impact Acreage</th></tr> <tr> <td data-bbox="879 833 1278 935">Preferred Alternative Project Component A</td><td data-bbox="1278 833 1633 935">0.1 acres of wetlands</td></tr> <tr> <td data-bbox="879 935 1278 1037">Preferred Alternative Project Component B</td><td data-bbox="1278 935 1633 1037">0.1 acres of wetlands</td></tr> <tr> <td data-bbox="879 1037 1278 1140">Preferred Alternative Project Component C</td><td data-bbox="1278 1037 1633 1140">None</td></tr> <tr> <td data-bbox="879 1140 1278 1242">Preferred Alternative Project Component D</td><td data-bbox="1278 1140 1633 1242">1.7 acres of waters of the United States</td></tr> <tr> <td data-bbox="879 1242 1278 1336">Project Component E*</td><td data-bbox="1278 1242 1633 1336">0.1 acres of waters of the United States</td></tr> </table>	Project Component	Impact Acreage	Preferred Alternative Project Component A	0.1 acres of wetlands	Preferred Alternative Project Component B	0.1 acres of wetlands	Preferred Alternative Project Component C	None	Preferred Alternative Project Component D	1.7 acres of waters of the United States	Project Component E*	0.1 acres of waters of the United States
Project Component	Impact Acreage												
Preferred Alternative Project Component A	0.1 acres of wetlands												
Preferred Alternative Project Component B	0.1 acres of wetlands												
Preferred Alternative Project Component C	None												
Preferred Alternative Project Component D	1.7 acres of waters of the United States												
Project Component E*	0.1 acres of waters of the United States												

		Preferred Alternative Project Component F	None	
		Preferred Alternative Project Component G	None	
		Total	2 acres	
	*Note that the Preferred Alternative for Project Component E will not impact wetlands or waters of the United States			
	The DEIS also discusses the limited function and isolated nature of the approximately 2 acres of wetlands that will be impacted. Through mitigation, NJ TRANSIT will restore up to five acres of high value, functional wetlands located within a contiguous tidal marsh of the Meadowlands. While the Bald Eagle is known to inhabit the area, only one breeding pair was identified in Kearny and according to the 2018 NJDEP Bald Eagle Project report, breeding was unsuccessful in 2018, as discussed in Chapter 12 of the DEIS. Also disclosed in the DEIS, the FTA recognizes the possibility of insignificant and discountable take of endangered birds should they choose to rest on high voltage power lines, which could result in life threatening injuries to the individual bird.			
Names of 4 Commenters		Comment Summary		
K. Dolsky, M. Teshima, P. Teshima, R. Grant		<u>Business Model - Cost effectiveness/ Not Transit-Oriented Project</u>  Email comments were received with concerns that the Project is not the business model of NJ TRANSIT. Some of the key points raised are listed below: <ul style="list-style-type: none"><li>Two thirds of the nation's gas plants can be economically replaced by solar and storage.</li><li>Request to legislatures for increased transit budget does not include building power plants.</li><li>This project is not the best use of state-owned public transportation funds.</li></ul>		
DEIS Errata/References		Response to Comment		
FEIS Appendix D – Scoping Alternatives Analysis		As stated in Chapter 1, “Purpose and Need” of the DEIS, 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		



DEIS Chapter 1	<p>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.</p> <p>The Scoping Alternatives Analysis (FEIS Appendix D) includes more detail on alternative technologies for the proposed Project. Additional future benefits of the project can be found in the NJ TRANSITGRID Benefits Evaluation Report on the project website</p> <p><a href="https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/">(https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/)</a></p>
Name of Commenter	Comment Summary
J. Clift	<p>Comment raised concern that the project alternatives analyzed in detail in the DEIS include only a single Build Alternative, when a number of other alternatives exist (see below) and should have been analyzed in detail in the DEIS. The comment stated the DEIS is incomplete and must be rejected as unacceptable.</p> <p>The stated problem is not the availability of power in the PJM regional power grid, but the distribution of that power.</p> <p>Concern raised on scope creep, maximum demand of 80MW, but proposing a 140MW facility.</p> <p>Project will consume an estimated \$516 million in scarce transit capital, when most all the elements of the proposed Project can be provided by the national electric power industry.</p> <p><i>(comment provided specific alternatives, separated in the rows below for clarity in response).</i></p>

DEIS Errata/References	Response to Comment
<p>FEIS Section 1.5.2.4</p> <p>FEIS Appendix D – Scoping Alternatives Analysis</p> <p>DEIS Chapter 1</p> <p>DEIS Chapter 2</p>	<p>The document complies with the requirements of an EIS. This EIS with two alternatives (Build and No Build) is based on USDOE practice. It is recognized that CEQ generally requires consideration of at least one other build alternative if it potentially results in fewer or less severe adverse impacts. This can only be discounted if the document sufficiently acknowledges and rules out potential alternatives based on Purpose and Need and or feasibility, as was done in this DEIS (see Chapters 1 and 2). Appendix D of this FEIS includes a more detailed discussion of alternative technologies for the proposed Project.</p> <p>The PJM regional power grid is not reliable. NJ TRANSIT recorded 49 power outages from 2011 to 2013 affecting rail operations just in the NJ TRANSITGRID TRACTION POWER SYSTEM service area alone. Having a source of power closer to the substations that would use it further reduces the likelihood of power interruptions. Additional details have been added to the DEIS via Errata (see FEIS Section 1.5.2.4).</p> <p>As stated in the DEIS, during initial studies in 2013 and 2014, the size of the Main Facility was estimated based on historic electrical demand data and by considering the unique aspects of traction power for rail service, since it represents the vast majority of the peak load requirement. Based on these conceptual estimates, a net generation capacity of approximately 104MW would be needed for the core service territory to overcome the frequency fluctuations and negative phase sequence in the electrical system. The actual traction power loads are less than 104MW; however, the Main Facility’s generation capacity must be great enough to account for intra-hour peaks and down time for equipment maintenance, as well as provide stable voltage and frequency as load changes occur. The DEIS assumed the microgrid would include five natural gas turbines and one steam turbine with an output of 104MW to 140MW of mechanical power operating at maximum capacity. This conservative assumption accounts for the potential for higher estimates of hourly demand and the specification of additional equipment that would allow for uninterrupted service while maintenance is performed on the turbines. Of the \$546 million in capital expected to be expended on the NJ TRANSITGRID Project, only \$136 million (25%) would be funded by NJ TRANSIT (through the NJ Transportation Trust Fund). The project will include not only a natural gas fired powerplant, but also the replacement/construction of two substations, new resilient transmission and distribution lines, power for train signals and tunnel ventilation, a nanogrid to power the southern half of HBLR, backup power for the Hoboken Terminal and Yard, and backup power generation capabilities at six train stations. The national power grid cannot provide reliable power</p>

	generation, as evidenced by the extended outage caused by Superstorm Sandy, and the numerous outages that affected NJ TRANSIT operations (49 outages between 2011 and 2013 alone).
<b>Name of Commenter</b>	<b>Comment Summary</b>
J. Clift	Suggested Build Alternative 2: Buy power from private providers on the national grid and build only the redundant cable transmission connections to provide resilient power.
<b>DEIS Errata/References</b>	<b>Response to Comment</b>
FEIS Appendix D – Scoping Alternatives Analysis	Response to Build Alternative 2: NJ TRANSIT acknowledges the suggested alternative to the proposed Project. However, this approach assumes that the national grid would not be interrupted during storms like Superstorm Sandy, which evidence has shown not to be the case. For instance, four power plants serving PSE&G were damaged during Superstorm Sandy, in Essex, Kearny, Sewaren, and Linden. A total of 2.4 million houses were without power. Three nearby nuclear reactors were also shut down during the storm, including the 2,332MW Salem Unit 1 plan in Hancocks Bridge, NJ. NJ TRANSIT has considered alternatives such as a Transmission Improvement Only alternative as discussed in FEIS Appendix D – Scoping Alternatives Analysis.
<b>Name of Commenter</b>	<b>Comment Summary</b>
J. Clift	Suggested Build Alternative 3: Contract with an existing local electric power supplier to add the needed 60MW of power at another facility and build only the redundant cable transmission connections to provide resilient power.
<b>DEIS Errata/References</b>	<b>Response to Comment</b>
FEIS Appendix D – Scoping Alternatives Analysis	Response to Build Alternative 3: NJ TRANSIT acknowledges the suggested alternative to the proposed Project. However, this approach assumes that the local power supplier would not be interrupted during storms like Superstorm Sandy, which evidence has shown not to be the case. NJ TRANSIT has considered alternatives such as increasing generation capacity at existing power generating facilities as discussed in FEIS Appendix D – Scoping Alternatives Analysis.

<b>Name of Commenter</b>	<b>Comment Summary</b>
J. Clift	Build Alternative 4: Contract with an existing electric power provider to provide a stand-alone facility as described in the Build Alternative, but with power industry funds.
<b>DEIS Errata/References</b>	<b>Response to Comment</b>
FEIS Appendix D – Scoping Alternatives Analysis	Response to Build Alternative 4: NJ TRANSIT acknowledges the suggested alternative to the proposed Project. However, the cost to build a stand-alone facility to power NJ TRANSIT assets would be the same amount as the proposed Project, since it would have to meet the same needs as the Project. Further details on the limitations of contracting with an existing power provider to construct essentially the same facility, are discussed in FEIS Appendix D – Scoping Alternatives Analysis.
<b>Name of Commenter(s)</b>	<b>Comment</b>
J. Basralian	The plant would need to store 3.5 million gallons of diesel fuel even though it would be located in a flood zone.
<b>DEIS Errata/References</b>	<b>Response to Comment</b>
N/A	The NJ TRANSITGRID Main Facility would not store 3.5 million gallons of diesel fuel.
<b>Name of Commenter(s)</b>	<b>Comment</b>
P. Schofield, S. Feuss	No Comment provided
<b>Name of Commenter(s)</b>	<b>Comment</b>
C. Lepore, A. Coomber	Repeat comments provided
<b>Name of Commenter(s)</b>	<b>Comment</b>
G. Di Napoli	Agree with Bulletin Board

## **Federal Agency Letters**

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JUL 11 2019

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 2

290 BROADWAY

NEW YORK, NY 10007-1866

Mr. Stephen Goodman  
Regional Administrator, Region 2  
Federal Transit Administration  
One Bowling Green, Room 429  
New York, NY 10004

Dear Mr. Goodman:

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Transit Administration's (FTA) Draft Environmental Impact Statement (DEIS) dated April 2019 for the New Jersey Transitgrid Traction Power System (NJ Transitgrid) (CEQ#20190104). This review was conducted in accordance with Section 309 of the Clean Air Act, as amended (42 U.S.C 7609, PL 91-604 12 (a), 84 Stat. 1709), and the National Environmental Policy Act (NEPA).

The purpose of the NJ Transitgrid project is to enhance the resiliency of the electricity supply to the New Jersey Transit (NJ Transit) and Amtrak infrastructure that serves key commuter markets in New York and New Jersey to minimize public transportation service disruptions. The proposed NJ Transitgrid system would include a natural gas fired electric power generating plant, and electrical lines, substations and other emergency generators to distribute electrical power. The main power facility would be located on the Koppers Koke site in Kearny, Hudson County, New Jersey. Ancillary electrical lines would be located in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

In general, EPA concurs that the project will not cause significant impacts to the environment. However, throughout the document, it is stated that the main facility site would be connected to Route 7 via a new roadway near the intersection with the Belleville Turnpike. NJ Transit expects the Route 7 connection to be constructed by the Hudson County Improvement Authority (HCIA) but if the HCIA Route 7 improvements are delayed, NJ Transit will use an existing western access point on the Koppers Koke parcel by acquiring easements. The proposed roadway and access points are not mapped or described clearly. As a connected action to the Transitgrid Project, the roadway should be described in the DEIS and any environmental impacts analyzed. In addition, the Route 7 connection appears to be partially located on the Standard Chlorine Chemical Company property, a Superfund site. We have provided technical comments concerning the roadway siting attached to this letter.

Thank you for the opportunity to comment on the New Jersey Transitgrid Traction Power System. If you have any questions, please contact Lingard Knutson of my staff at (212) 637-3747 or [Knutson.lingard@epa.gov](mailto:Knutson.lingard@epa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David W. Kluesner", with a long, sweeping horizontal line extending to the right.

David Kluesner, Acting Director  
Strategic Programs Office

Comments on the NJ Transitgrid Draft Environmental Impact Statement dated April 2019  
Standard Chlorine Chemical Company, Inc. Superfund Site

EPA is the lead agency at the Standard Chlorine Chemical Company, Inc. Superfund Site (the SCCC Site) in Kearny, New Jersey. In 2016, EPA issued a Record of Decision for the SCCC Site, which is available online at [www.epa.gov/superfund/standard-chlorine](http://www.epa.gov/superfund/standard-chlorine). In 2019, a Consent Decree became effective in which four companies, Apogent Transition Corp., Beazer East, Inc., Cooper Industries, LLC, and Occidental Chemical Corporation, agreed to finance and perform the cleanup set forth in EPA's Record of Decision. On June 26, 2019, the companies submitted a Remedial Design Work Plan, which is under review by EPA. The Agency offers the comments below on the Draft EIS for the New Jersey Transitgrid Traction Power System (DEIS):

1. The frontage road through the SCCC Site needs to be depicted and potential impacts of the road to the SCCC Site need to be identified and described.

The DEIS notes that the Hudson County Improvement Authority (HCIA) and New Jersey Department of Transportation are in discussions regarding a frontage road to be built through the SCCC Site that would provide ingress and egress for the Transitgrid project (see, for example, pages 2-6 to 2-7, 2-19, 3-3, 10-3, 10-5, 12-26, 16-1, & 16-5). Figure 10.1 of the DEIS should show the location of the planned frontage road under discussion. Figure 10-1 has an arrow labeled "New West Access by HCIA" but no future road is shown. The DEIS also should identify and discuss the potential impacts of the road through the SCCC Site on the remediation and potential redevelopment of the SCCC Site, including its potential impacts on existing remedial components such as the barrier wall containment system.

2. Potential impacts to the SCCC Site must reflect its full 42-acre size, not just the 25 acres of the former Standard Chlorine Chemical Company, Inc. property.

The SCCC Site consists of approximately 42 acres. It includes the 25-acre former SCCC property located at 1025-1035 Belleville Turnpike and a 13-acre portion of the adjacent HCIA property commonly referred to as the Seaboard property. Together, the SCCC property and 13-acre portion of the Seaboard property are designated as Area 1 of the SCCC Site. The SCCC Site also includes 3.8 acres that consist primarily of the Belleville Turnpike, Newark Turnpike, and associated rights-of-way and steep embankments, which are designated as Area 2 of the SCCC Site. The Seaboard property adjacent to the south of the SCCC Site is a New Jersey brownfields site. Information in the DEIS describing the SCCC Site as 25 acres is inaccurate and needs to be corrected (see, for example, page 14-5). Moreover, the discussion of potential impacts to the SCCC Site must include potential impacts to all 45 acres.





16670  
July 12, 2019

NJ TRANSIT Resilience Program  
Capital Planning and Programs Department  
One Penn Plaza East  
8<sup>th</sup> Floor  
Newark, NJ 07105  
Attn: Mr. John Geitner

Mr. Geitner:

We have reviewed the NJ TRANSITGRID Draft Environmental Impact Statement and offer the following comments:

Chapter 10 – Traffic and Public Transportation - should consider the effects on vessel traffic of the proposed cable installation over, beneath or on the Hackensack Riverbed.

Chapter 16 – Safety and Security - should consider the effects of a vessel, or a vessel anchor, strike or snag of the proposed cable installation over, beneath or on the Hackensack Riverbed. To reduce the risk of an anchor strike or snag, the cable should be buried to a sufficient depth within the Federal navigation channel and the area historically transited by vessels, for the largest vessel and corresponding anchor types and sediment types. This is to prevent the cable from being broken by an anchor snag and becoming a hazard to navigation.

Chapter 17 – Construction Effects:

- This chapter refers to components being delivered by barge and a temporary floating access easement for access from the river. The Hackensack River is still used by commercial vessels, mainly tugs and barges operating at other upriver construction sites, as well as recreational vessels. This area is close to the Federal Channel, and the area historically transited by vessels, making it, and construction vessels, susceptible to wake and/or surge damage. If a permit is issued for this project, the Coast Guard does not intend to place any operational limitations on commercial vessels using the adjacent waterway. The Coast Guard does not issue floating access easements referenced in this chapter.
- We recommend you contact Mr. Christopher Bisignano, our First Coast Guard District Bridge Manager ([Christopher.J.Bisignano@uscg.mil](mailto:Christopher.J.Bisignano@uscg.mil), 212.514.4331) for review of the minimum vertical clearance requirements of any utility crossings above the Hackensack River.
- Installing the 12-inch diameter cable on the Hackensack Riverbed until it is covered by the Hackensack River siltation process could result in a larger number of smaller commercial tugs and barges drawing less water operating in the Hackensack River. The Harbor Safety, Navigation and Operations Committee of the Port of New York and New Jersey recommends that all entities responsible for the safe movement of vessels in and through the waters of the Port of NY/NJ maintain a minimum clearance of two feet between the deepest draft of their vessel and channel bottom in the Hackensack River

between Droyers Point to the turning basin at Marion (U.S. Coast Pilot 2, Chapter 11). If the aerial crossing (preferred option) is not installed over the Hackensack River, the Coast Guard recommends the 12-inch diameter cable be buried to a sufficient depth beneath the Hackensack Riverbed to reduce the risk of anchor strike or snag as outlined in our comments to Chapter 16 – Safety and Security above.

- Any request(s) to restrict, or prohibit, vessel traffic on the Hackensack River during any stage of the project must be requested in writing and include the information codified at 33 CFR 165.5 Establishment procedures (Regulated Navigation Areas and Limited Access Areas). This may require a notice and comment public rulemaking including a National Environmental Policy Act (NEPA) review. This generally requires a minimum of 135 days. We may require the requestor include a Maintenance of Waterway Traffic Plan with this request as well as provide a minimum of two waterway openings per day to allow for vessel transits.
- We recommend Chapter 17.3.8 Traffic and Transportation include the effects to vessel traffic during the project construction.
- We recommend Chapter 17.3.10 Natural Resources consider our comments regarding the burial depth of the utility cable beneath the Hackensack River and our concerns with a cable laid on the river bed in relation to vessel anchor strikes or snags.

Chapter 21 – Permits and Approvals - We recommend Chapter 21.2.2 Permits and Approvals include the following information in the “Federal” paragraph:

USCG establishment of a Regulated Navigation Area or Limited Access Area to restrict or prohibit vessel traffic during utility installation crossings of the Hackensack River must be submitted in writing as per 33 CFR 165.5.

If you have any questions or comments regarding this matter, please contact Mr. Jeff Yunker at (718) 354-4195.

Sincerely,



J. W. BUCK

Lieutenant Commander, U.S. Coast Guard  
Chief, Waterways Management Division  
By direction

Copy: Federal Transit Administration, Mr. Daniel Moser

## **NJDEP Letters**

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## State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION

**PHILIP D. MURPHY**  
*Governor*

**OFFICE OF PERMIT COORDINATION AND ENVIRONMENTAL REVIEW**  
P.O. Box 420 Mail Code 401-07J Trenton, New Jersey 08625-0420  
Telephone Number (609) 292-3600  
FAX NUMBER (609) 633-2102

**CATHERINE R. MCCABE**  
*Commissioner*

**SHEILA Y. OLIVER**  
*Lt. Governor*

July 17, 2019

Mr. Daniel Moser  
US Department of Transportation  
Federal Transit Administration  
One Bowling Green, Room 429  
New York, New York 10004-1415

Mr. John Geitner  
New Jersey Transit Corporation  
One Penn Plaza East, 8<sup>th</sup> floor  
Newark, NJ 07105

**RE: NJ Transitgrid Traction Power System**  
**Kearny, Hudson County**  
**Comments on Draft EIS**

Dear Mr. Moser and Mr. Geitner:

The New Jersey Department of Environmental Protection's (NJDEP) Office of Permit Coordination and Environmental Review (PCER) has distributed for review the Draft Environmental Impact Statement (EIS) for the proposed New Jersey Transit Microgrid Project (enclosure). The primary purpose of the project is to support limited service in a core segment of NJ Transit's and Amtrak's critical service territory in Northeast New Jersey and to provide an emergency power supply for traction power and auxiliary systems during a grid outage. Under normal operation, this system would provide power to both NJ Transit and the grid. However, when the grid is unavailable (emergency), this system would allow NJ Transit to provide limited train service. This project proposes the installation of a natural gas fired electric power plant on the former Koppers Coke site in Kearny, Hudson County. The associated infrastructure will include a 0.5 mile natural gas pipeline connection, connection to the Hoboken-Bergen train line, and electric transmission line connections to a new Kearny substation and to the existing East Hoboken and Mason substations.

Based on the information provided in the Draft EIS and in addition to comments provided on the Notice of Intent to Prepare an EIS on February 24, 2016), we offer the following comments for your consideration.

### **Land Use Regulation Program**

The Draft EIS does not provide design plans for the components and instead provides a project description and location for each component. Based upon the information available, the Division of Land Use Regulation offers the following comments:

The proposed project consists of the Main Facility, known as Component A, which includes a power generating plant, substations, transformers, frequency converters and other equipment and solar array on a 20 acre parcel that is part of the former Koppers Coke Site. Component B consists of a natural gas pipeline connection for the Main Facility. A new Kearny Substation, known as Component D, which will replace the existing Amtrak Substation No. 41 is also proposed. Components A, B and D are located

with the boundaries of the Hackensack Meadowlands. Any work below the mean high water line at these locations will require an In-Water Waterfront Development Permit. Any work above the mean high water line that is within a flood hazard area will require a Flood Hazard Area Permit. Any work within freshwater wetlands or State open waters located in the Hackensack Meadowlands will require a Water Quality Certificate. Component E consists of new electrical lines and a new NJT Substation known as the East Hoboken Substation. Component F consists of two 2MW generators driven by natural gas reciprocating engines. Component G consists of 14.4 miles of new electric lines to provide service to the Hudson-Bergen Light Rail Line. The portion of Component E east of the Hackensack River is located in the Hackensack Meadowlands. Any work above the mean high water line that is within a flood hazard area will require a Flood Hazard Area authorization. Based upon the information provided, the balance of the project is outside of the Meadowlands area. Therefore, any work within a freshwater wetland will require a Freshwater Wetlands permit. Any work within a Flood Hazard Area will require a Flood Hazard Area authorization. Finally, any work within 500 feet of a mean high water line will require a Waterfront Development Permit.

If you have any additional comment, please contact Christopher Jones, Manager, Bureau of Urban Growth & Redevelopment at (609) 984-6216

### **Land Use Mitigation**

In Spring 2019, NJDEP staff attended a site visit to the former Koppers facility with the Meadowlands Interagency Mitigation Advisory Committee (MIMAC) because portions of the COPR site are still undergoing cleanup activities under a Consent Judgement. Any ongoing remediation or redevelopment that impacts regulated features under land use regulations will result in required wetland mitigation/restoration. For the site remediation, MIMAC has advised the consultant for the responsible party how to achieve that mitigation onsite and the company doing those activities is Geosyntec/OXY. For the Microgrid project, NJ Transit shall confirm if preferred alternative project component E (electrical line connections to East Hoboken substation) overlaps with the proposed remediation cleanup activities. NJ Transit shall outline coordination efforts with Geosyntec/OXY to avoid any potential conflicts between these two projects. If you have any additional comment, please contact Susan D. Lockwood of the DEP Division of Land Use Regulation at 609)984-0580.

### **Tidelands**

A Tidelands utility license is required wherever the proposed pipeline will cross a currently tidally flowed water below the mean high water line, or a historically tidally flowed water (i.e. a mapped tidelands claim). This includes tidal creeks, former tidal creeks, and the bay area within waters of the State of NJ. For guidance, please refer to the Tidelands profile on the Department's NJ-GeoWeb page at <http://www.nj.gov/dep/gis/geoweb splash.htm> to view the historic tidelands claim mapping. In addition, please refer to the Department's Division of Land Use Regulation website for the Tidelands Program at <http://www.nj.gov/dep/landuse/forms.html> which for application forms and guidance for utility projects. All necessary Land Use Permits will be required to be approved before a tidelands license is issued. If you have any additional questions concerning Tidelands please contact Randy Bearce at (609) 292-2573.

### **Natural and Historic Resources**

#### **Fish and Wildlife - Endangered & Non-game Species Program**

The Division of Fish and Wildlife (DFW) Office of Review (OER) agrees with the information provided in Table ES-1 for Natural resources. However, under "Control Measures and Minimization/Mitigation

Commitment”, please consult with the New Jersey Marine Fisheries Administration to confirm any constriction windows. Timing restrictions will be required for construction based on potential species identified on and off-shore. These comments and recommendations are subject to change if any additional environmental issues or concerns are discovered during pre-construction surveys or during the construction phase of this project that negatively impact resources under the purview of the DFW whereupon the DFW should be contacted immediately. If there are any questions please contact Kelly Davis of the DFW Office of Environmental Review at (908) 236-2118 or [kelly.davis@dep.nj.gov](mailto:kelly.davis@dep.nj.gov).

### **State Historic Preservation Office**

The Historic Preservation Office (HPO) reviews projects for their effects on historic properties under Section 106 of the National Historic Preservation Act when federal funding, licensing, or permitting is involved. The HPO continues to review this project pursuant to section 106 and has determined to date that the project as proposed in the Draft EIS will cause an adverse effect on historic properties. While we have not had a concern with the former Koppers Coke site itself, the proposed power line towers, as proposed, will have an adverse effect on the historic railroad district. Enclosed are the most recent HPO comments dated April 24, 2018.

If you have any questions, please contact Vincent Maresca at (609) 633-2395

### **Green Acres**

The transmission line connections proposed may impact Green Acres encumbered property:

- Reservoir in Jersey City (B 4802, L 1) is Green Acres funded and has public access.
- 11<sup>th</sup> Street Oval in the City of Bayonne (B 273, L 13-17) is not funded, but is encumbered by Green Acres and has public access
- Bayside Park in Jersey City (B 26001, L 1) is a Green Acres funded park.

The applicant will need to provide more detail to Green Acres on the areas of parkland impact and the intended use of the parkland. Please contact Maude Snyder at the Bureau of Legal Services and Stewardship in the Green Acres Program at [maude.snyder@dep.nj.gov](mailto:maude.snyder@dep.nj.gov) or (609) 292-0903

### **Air Quality**

On November 21, 2018, the Division of Air Quality received a Preconstruction Permit application and Acid Rain Permit application for the NJ Transitgrid Traction Power System in Kearny, Hudson County. The project consists of two natural gas fired combined-cycle turbines generating a total of 60 megawatts, three 22.5-megawatt natural gas fired simple-cycle turbines, two natural gas fired emergency black start generators, and a cooling tower. All turbines will be controlled with selective catalytic reduction (for NOx control) and oxidation catalyst (for CO and VOC control). The project triggers the Emission Offset Rule at N.J.A.C. 7:27-18 and is subject to Lowest Achievable Emission Rate requirements for NOx. Risk will be evaluated as part of the permit review process. If you have any questions, please contact David Owen at (609) 633-1129

In addition, all road and non-road vehicles in operation at the project site must comply with New Jersey’s “No Idling” Law.

1. All on-road vehicles and non-road construction equipment operating at, or visiting, the construction site shall comply with the three minute idling limit, pursuant to N.J.A.C. 7:27-14 and N.J.A.C. 7:27-15. Consider purchasing “No Idling” signs to post at the site to remind contractors to comply with the idling limits. Signs

are available for purchase from the Bureau of Mobile Sources at 609/292-7953 or <http://www.stopthesoot.org/sts-no-idle-sign.htm>.

2. All non-road diesel construction equipment greater than 100 horsepower used on the project for more than ten days should have engines that meet the USEPA Tier 4 non-road emission standards, or the best available emission control technology that is technologically feasible for that application and is verified by the USEPA or the CARB as a diesel emission control strategy for reducing particulate matter and/or NOx emissions.
3. All on-road diesel vehicles used to haul materials or traveling to and from the construction site should use designated truck routes that are designed to minimize impacts on residential areas and sensitive receptors such as hospitals, schools, daycare facilities, senior citizen housing, and convalescent facilities

## **Water Quality**

### **Environmental Infrastructure Financing – Redevelopment of Sewer and Water Connections**

The report does not provide information of how much water the project needs. If the demand is greater than 12,000 gpd, then the applicant will need a Safe Drinking Water permit. In addition, they will need a physical connection permit. Currently, Kearny has a water surplus of approximately 6 mgd. Should the project need more supply, an arrangement with another water system to get more supply must be made. A copy of Kearny Def/Surplus calculation is available upon request. The application forms can be found at [https://www.state.nj.us/dep/watersupply/dws\\_const.html](https://www.state.nj.us/dep/watersupply/dws_const.html). It is recommended to complete first the Checklist for Administrative Completeness (BWSE-PA 05 (02/18) form) which provides a guide as to the technical review forms to be provided for each permit type. If you have any questions regarding funding please contact Charles Jenkins in the Division of Water Quality's Municipal Finance and Construction Element at (609) 633-1169.

### **Potable and Sewer Connections**

Water quality improvements will be required for this project as well as elsewhere within the Koppers Redevelopment Area in Kearny. These include potable connection and treatment works approvals. If you have any questions, please contact Tracy Shevlin for sewer connection permits and treatment works approvals at (609) 633-1169 and Steven Pudney for potable connection permits at (609) 292-1656.

### **NJPDES DSW**

If uncontaminated construction dewatering water is proposed to be discharged to surface water, including wetlands, they will need a Construction Dewatering general permit. Information regarding this permit can be found at [http://www.nj.gov/dep/dwq/gp\\_dewater.htm](http://www.nj.gov/dep/dwq/gp_dewater.htm). This Construction Dewatering general permit is designed for short term discharges only and authorizes the discharge of groundwater, during construction dewatering, that contains negligible levels of pollutants, to the surface waters of the State of New Jersey. This general permit does not cover discharges from sites known or suspected to contain contaminated groundwater, such as remediation or petroleum products clean-up sites, stormwater discharges, and discharges associated with sediment laden waters. The Certification Form and accompanying sample analysis data must be submitted at least 14 working days prior to the proposed discharge for review. If the construction dewatering water is **contaminated**, it must be **treated** and could then potentially be discharged to surface water through the Groundwater Remediation Cleanup (BGR) general permit. Information regarding this general permit can be viewed at [http://www.nj.gov/dep/dwq/gp\\_BGR.htm](http://www.nj.gov/dep/dwq/gp_BGR.htm). Please refer to our rules and regulations N.J.A.C. 7:10-10 and 7:10-11 et seq to avoid deficiencies and/or permit denial. Should the applicant has further questions, please advise to contact Xenia Feliz at the BWSE at (609) 292-2957.

### **Water Allocation**

If construction related dewatering is required at rates exceeding 100,000 gallons per day of water (70 gallons per minute pumping capacity) then that activity would be regulated under a short term water use

permit by rule if less than 31 days, or a dewatering permit if 31 days or longer. A dewatering permit by rule may be applicable if the dewatering occurs from within a coffer dam, or similar confined space.

Any well drilling activities are required to be performed by a New Jersey licensed well driller. Well construction permits are required for any well construction activities except for: in kind well screen replacements, test borings less than 50 feet deep and 8.5 inches or less in diameter, cathodic protection wells which are 50 feet or less in depth and six inches or less in diameter, and dewatering wells or dewatering wellpoints which are 25 feet or less in depth and six inches or less in borehole diameter. The drilling of blast holes in quarries or mines is not regulated under the Well Construction regulations.

#### **NJPDES DGW Stormwater**

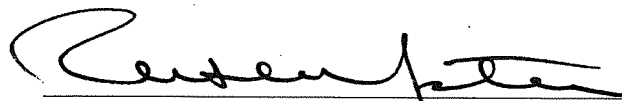
A general permit for Construction Activities, (5G3) is required from the Department. This general permit authorizes stormwater discharges from construction activities which disturb areas greater than 1 acre or smaller areas that are part of a large plan of common development greater than 1 acre. The applicant must have a certified Soil Erosion and Sediment Control Plan by the County Soil Conservation District in order to have the necessary information for a complete permit application. The permit application process is available online at <http://www.state.nj.us/dep/dwq/5g3.htm>. Stormwater management issues will be addressed by the local government unless a Department land use issue is involved.

#### **Environmental Justice**

Environmental Justice (EJ) is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. EJ is a guiding principle in the decision making process to address disproportionately high and adverse human health or environmental effects on minority communities and low-income populations. This may involve conducting an EJ analysis for environmental impacts on the minority and low-income population in that area, completing a review of all potential environmental, cultural and historic resource impacts, identifying the various community groups, organizations and stakeholders of interest or impacted by the project, to develop useful public participation and outreach to inform decisions by engaging the community via public meetings, and incorporating community concerns in the decision making process. For additional guidance, please contact Riche Outlaw (609) 633-0747 or [Riche.Outlaw@dep.state.nj.us](mailto:Riche.Outlaw@dep.state.nj.us).

Thank you for the opportunity to review and provide comment on the Draft EIS for the proposed NJ Transit Microgrid Project. If you have any additional questions, please do not hesitate to contact me at (609) 292-3600.

Sincerely,

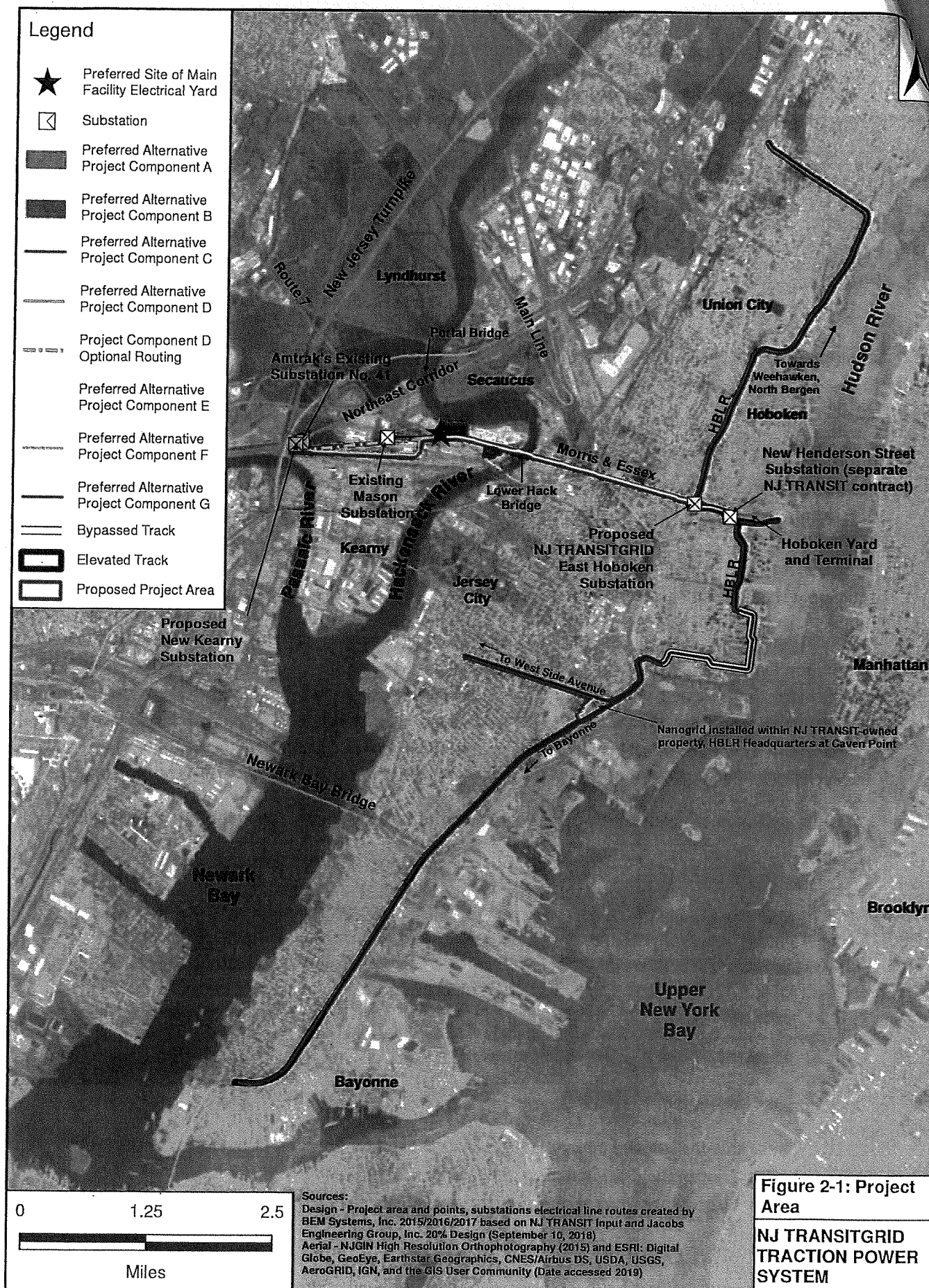


Ruth W. Foster, PhD, P.G, Director  
Office of Permit Coordination and Environmental Review

Enclosures

cc. Shawn LaTourette, Chief of Staff  
NJSEA Meadowlands Regional Commission







HPO Project# 14-1685-14,-15,-16  
HPO-D2018-122 PROD

## State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES

HISTORIC PRESERVATION OFFICE

MAIL CODE 501-04B

P.O. BOX 420

TRENTON, NJ 08625-0420

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PHILIP D. MURPHY  
Governor

SHEILA Y. OLIVER  
Lt. Governor

CATHERINE R. MCCABE  
Acting Commissioner

April 24, 2018

Dara Callender  
Manager, Environmental Compliance  
NJ TRANSIT  
One Penn Plaza East  
Newark, NJ 07105

Dear Ms. Callender:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published with amendments in the Federal Register on 6 July 2004 (69 FR 40544-40555), I am providing **Consultation Comments** for the following proposed undertaking:

**Hudson County, Town of Kearny, Jersey City, Hoboken, Union City  
Bayonne, Weehawken, and North Bergen  
NJ TRANSIT TransitGrid  
Federal Transit Administration (FTA)**

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### Summary (NEW SHPO OPINIONS):

Based on the survey provided, the following properties have been given a new or revised opinion of eligibility for inclusion in the New Jersey (NJR) and National (NR) Registers of Historic Places:

- Ruth Court / Maryland Court / Plaza Court, 3139-3149 John F. Kennedy Boulevard, City of Jersey City, is eligible for inclusion in the NJR and NR under Criterion C as it embodies "distinctive characteristics of a type, period, or method of construction."
- Belvedere Court, 364-270 Palisade Avenue, City of Jersey City, is eligible for inclusion in the NJR and NR under Criteria A and C as a well-preserved example of an early luxury apartment building designed by the prominent local architectural firm of William Neumann.
- Substation 41, Amtrak Northeast Corridor, Town of Kearny, is a contributing feature of the Pennsylvania Railroad (PRR) New York to Philadelphia Historic District.
- L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works, 100 Paterson Plank Road, City of Jersey City, is no longer eligible for inclusion in the NJR and NR due to extensive alterations.
- The following resources have been demolished and are therefore no longer eligible for inclusion in the NJR and NR:
  - Covert/Larch Historic District, City of Jersey City
  - Central Railroad of New Jersey Passenger Depot, City of Bayonne
  - Gates Avenue Bridge, City of Bayonne
  - Roundhouse, Central Railroad of New Jersey, City of Jersey City

- Central Railroad Bridge, City of Jersey City
- Conrail Bridge, City of Jersey City
- Schiavone-Bonomo Corporation, City of Jersey City
- Engine Company Number 8 Firehouse, City of Jersey City
- Firehouse Number 12, City of Jersey City
- Rogers-Pyatt Shellac Company/S.A. Wald Marine Cargo Salvors Warehouse, City of Jersey City
- PATH Exchange Place Station Entrance, City of Jersey City
- Erie Terminal Station of the Hudson and Manhattan Railroad Company ("Erie Station/Path Pavonia Station"), City of Jersey City
- 14th Street Viaduct, multiple municipalities
- Doric Temple, City of Union City

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The consultation comments below are in reply to the following cultural resources reports received at the New Jersey Historic Preservation Office (HPO):

Davis, Allee and Lynn Alpert

June 16, 2017

*Historic Architectural Resources Background Survey (HARBS) and Effects Assessment (EA) Report, NJ TransitGrid Traction Power System, City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of Union City, and Township of North Bergen, Hudson County, New Jersey, Volumes I and II. Prepared for BEM Systems, Inc., Chatham, NJ. Prepared by Richard Grubb and Associates, Cranbury, New Jersey.*

DeWhite, Sharon and Teresa Bulger

June 16, 2017

*Phase IA Archaeological Survey, NJ TransitGrid Traction Power System, City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of Union City, and Township of North Bergen, Hudson County, New Jersey. Prepared for BEM Systems, Inc., Chatham, NJ. Prepared by Richard Grubb and Associates, Cranbury, New Jersey.*

Alpert, Lynn

June 16, 2017

Letter report from, Lynn Alpert, Architectural Historian, Richard Grubb and Associates, to Dr. Katherine Marcopul, Deputy State Historic Preservation Officer, New Jersey Historic Preservation Office, concerning "Historic Context and Integrity Analysis, Pennsylvania Railroad Substations in New Jersey."

Bulger, Teresa D. and Sharon D. White

December 2017

*Supplemental Information for the Phase IA Archaeological Survey (Phase IA), NJ TransitGrid Traction Power System, City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of Union City, and Township of North Bergen, Hudson County, New Jersey.*

Davis, Allee and Lynn Alpert

December 20, 2017

*Supplemental Information for the Historic Architectural Resources Background Survey (HARBS) and Effects Assessment (EA) Report, NJ TransitGrid Traction Power System, City of Bayonne, Town of Kearny, City of Jersey City, City of Hoboken, Township of Weehawken, City of Union City, and Township of North Bergen, Hudson County, New Jersey, Volumes I and II. Prepared for BEM Systems, Inc., Chatham, NJ. Prepared by Richard Grubb and Associates, Cranbury, New Jersey.*

## 800.4 Identification of Historic Properties

### *Historic Architecture*

The submitted architectural survey examined 93 historic resources that were previously identified as listed in the NJR and/or NR, received a formal Determination of Eligibility (DOE) from the Keeper of the National Register, certified as National Register-eligible (COE) by the SHPO, or evaluated as National Register-eligible (SHPO Opinion) by the SHPO. Of these previously identified resources, the current survey determined that 14 of them have been demolished and 1 has suffered from a loss of integrity due to inappropriate alterations. In addition, 63 resources more than 50 years of age were evaluated for their potential significance. As a result of the intensive level survey, the following historic resources were identified within the Area of Potential Effects (APE) for Project Components A-G:

Listed in the NJR and/or NR:

- US Route 1 Extension [Pulaski Skyway] Historic District, multiple municipalities (NJR 6/13/2005; NR 8/12/2005)
- Jersey City High School [William Dickinson High School], City of Jersey City (NJR 12/23/1981; NR 6/1/1982)
- Engine Company #3, Truck #2 Firehouse, City of Jersey City (NJR 2/9/1984; NR 3/30/1984)
- Erie-Lackawanna Terminal, City of Hoboken (NJR 12/7/2004; NR 2/17/2005)
- Bayonne Trust Company, City of Bayonne (SHPO Opinion 12/9/1994; COE: 1/30/2002; NJR 4/20/2006; NR 8/8/2006)
- Morris Canal, multiple municipalities (SHPO Opinion: 5/27/2004; NJR 11/26/1973; NR 10/1/1974)
- Paulus Hook Historic District, City of Jersey City (NJR 8/7/1981; NR 6/21/1982)
- Van Vorst Park Historic District, City of Jersey City (NJR 8/21/1984; NR 10/11/1984)
- Hudson and Manhattan Railroad Powerhouse, City of Jersey City (COE 10/7/1999; NR 11/23/2001)
- Great Atlantic and Pacific Tea Company Warehouse, City of Jersey City (NJR 6/2/1978; NR 6/2/1978; NHL 6/2/1978)
- Butler Brothers Warehouse, City of Jersey City (SHPO Opinion 9/5/2013; NJR 10/26/2015)
- Holland Tunnel, City of Jersey City (NJR 10/13/1995; NHL 11/3/1993; NR 11/4/1993)
- Pohlmann's Hall, City of Jersey City, (NJR 7/5/1985; NR 9/5/1985)

Previously evaluated as eligible for inclusion in the NJR and/or NR:

- Old Main Delaware, Lackawanna and Western (DL&W) Railroad Historic District, multiple municipalities (SHPO Opinion 9/24/1996)

- PRR New York to Philadelphia Historic District, multiple municipalities (SHPO Opinion 10/2/2002)
- PRR New York Bay Branch Historic District, City of Newark (SHPO Opinion 4/22/2005)
- Essex Generating Station, Town of Kearny and City of Newark (SHPO Opinion 3/23/2015)
- Public Service Electric and Gas Company (PSE&G), Kearny-Essex-Marion Interconnection Historic District, Town of Kearny and City of Jersey City (SHPO Opinion 12/31/2013)
- Jersey City Water Works Historic District, multiple municipalities (SHPO Opinion 1/20/2003)
- Hackensack River Lift Bridges Historic District, Town of Kearny and City of Jersey City (SHPO Opinion 5/3/2002)
- People's Gas Light Company/PSE&G Marion Office Historic District, City of Jersey City (SHPO Opinion 3/10/1999)
- DL&W Railroad Boonton Line Historic District, multiple municipalities (SHPO Opinion 9/18/2008)
- US Routes 1 & 9 Historic District, multiple municipalities (SHPO Opinion 3/8/1996)
- New Jersey Midland Railway/New York, Susquehanna and Western Railroad Historic District, multiple municipalities (SHPO Opinion 4/25/2006 and 1/30/2015)
- Erie Railroad Main Line Historic District, multiple municipalities (SHPO Opinion 2/20/2003)
- Erie Railroad Bergen Archways Historic District, City of Jersey City (SHPO Opinion 4/27/2000)
- Hudson and Manhattan Railroad Transit System (PATH) Historic District, multiple municipalities (SHPO Opinion 3/4/2002)
- Hoboken Historic District, City of Hoboken (SHPO Opinion 12/12/2016)
- Substation 4, Town of Kearny (SHPO Opinion 9/12/1994)
- Edison Battery Company Property, Town of Kearny (SHPO Opinion 4/8/2008)
- Jersey City Water Works Pipeline, City of Jersey City (SHPO Opinion 5/7/1999)
- PSE&G Kearny Generating Station, Town of Kearny (SHPO Opinion 5/3/2002)
- Lower Hack Draw Bridge, Town of Kearny and City of Jersey City (SHPO Opinion 9/18/1996)
- Wittpenn Bridge [SI&A #0909150], Town of Kearny and City of Jersey City (SHPO Opinion 2/7/2001)
- PRR Harsimus Branch (Conrail/CSX) Bridge over the Hackensack River, Town of Kearny and City of Jersey City (SHPO Opinion 5/3/2002)
- PRR (PATH) Bridge over Hackensack River, Town of Kearny and City of Jersey City (SHPO Opinion 5/3/2002)
- St. Peter's Cemetery, City of Jersey City (SHPO Opinion 6/18/1996)
- West End Interlocking Tower, City of Jersey City (SHPO Opinion 1/20/1999)
- West-End Through Truss Bridges, City of Jersey City (SHPO Opinion 3/31/1997)
- Old and New Bergen Tunnels, City of Jersey City (SHPO Opinion 5/8/1998)
- JFK Boulevard Bridge [SI&A # 0951170], City of Jersey City (SHPO Opinion 4/27/2000)
- Erie Railroad Bergen Hill Tunnel [aka Long Dock Tunnel], City of Jersey City (SHPO Opinion 4/27/2000)
- Palisade Avenue Bridge [SI&A # 0951165], City of Jersey City (SHPO Opinion 4/27/2000)

- Holbrook Manufacturing Company, City of Jersey City (SHPO Opinion 2/28/1991)
- Continental Can Company Complex, City of Jersey City (SHPO Opinion 5/30/1997)
- Lackawanna Warehouse and Viaduct, City of Jersey City (SHPO Opinion 5/16/1995)
- Grove Street Bridge, City of Jersey City (SHPO Opinion 1/20/1999)
- Mechanic's Trust Company, City of Bayonne (SHPO Opinion 12/9/1994)
- East 17<sup>th</sup> Street Apartment Buildings Streetscape, City of Bayonne (SHPO Opinion 12/9/1994)
- Maidenform Brassiere Company, City of Bayonne (SHPO Opinion 12/9/1994)
- East 19<sup>th</sup> Street Streetscape, City of Bayonne (SHPO Opinion 12/9/1994)
- Mount Carmel Historic District, City of Bayonne (SHPO Opinion 2/28/1991)
- YMCA of Bayonne, City of Bayonne (SHPO Opinion 5/5/1997)
- Public School Number 5, City of Bayonne (SHPO Opinion 2/28/1991)
- Lehigh Valley Railroad Historic District, multiple municipalities (SHPO Opinion 3/15/2002)
- PRR New York Bay Branch Historic District, multiple municipalities (SHPO Opinion 9/10/2014)
- Hanover National Bank Repository, City of Jersey City (COE 5/18/2006)
- Communipaw-Lafayette Historic District, City of Jersey City (SHPO Opinion 2/17/1995)
- Ocean Avenue Bridge (SI&A #0950163), City of Jersey City (SHPO Opinion 5/16/1995)
- Bergen Avenue Bridge (SI&A #0900011), City of Jersey City (SHPO Opinion 5/16/1995)
- Former Candy Factory, City of Jersey City (SHPO Opinion 2/28/1991)
- One Exchange Place (Bank Building), City of Jersey City (SHPO Opinion 2/28/1991)
- Commercial Trust Company Bank, City of Jersey City (SHPO Opinion 5/16/1995)
- Warehouse Historic District, City of Jersey City (SHPO Opinion 2/28/1991)
- L.O. Koven & Brothers Sheet Iron and Plate Steel Works, City of Jersey City (SHPO Opinion 2/28/1991)
- 269-271 Ogden Avenue, City of Jersey City (SHPO Opinion 2/28/1991)
- 268-272 Ogden Avenue, City of Jersey City (SHPO Opinion 2/28/1991)
- Ferguson Brothers Manufacturing Company, City of Hoboken (SHPO Opinion 10/16/1998)
- Old Hillside Road Trolley Horseshoe Curve, multiple municipalities (SHPO Opinion 5/21/1999)
- North (Hudson) River Tunnels, multiple municipalities (SHPO Opinion 11/12/1998)
- NJ Route 3 (NJ 495) Highway Approach to Lincoln Tunnel Historic District, Weehawken Township (SHPO Opinion 11/17/1999)
- NJ Route 495 Viaduct (SI&A 3800031), Weehawken Township (SHPO Opinion 5/16/1995)
- Lincoln Tunnel Entrance and Ventilation Buildings, Weehawken Township (SHPO Opinion 2/28/1991)
- Lincoln Tunnel, Weehawken Township (SHPO Opinion 2/25/2003)
- King's Bluff Historic District, Weehawken Township (SHPO Opinion 5/16/1995)
- West Shore Railroad Tunnel, multiple municipalities (SHPO Opinion 2/28/1991)
- R. Neumann & Co. Factory Complex/300 Observer Highway, City of Hoboken (SHPO Opinion 12/9/2016)

Previously evaluated as eligible for inclusion in the NJR and/or NR, but no longer extant:

- Covert/Larch Historic District, City of Jersey City (SHPO Opinion 3/10/1999)
- Central Railroad of New Jersey Passenger Depot, City of Bayonne (SHPO Opinion 9/11/1975)
- Gates Avenue Bridge (SI&A# 82003274), City of Bayonne (SHPO Opinion 12/9/1994)



- Roundhouse for the Central Railroad of New Jersey, City of Jersey City (SHPO Opinion 10/1/1975)
- Central Railroad Bridge, City of Jersey City (SHPO Opinion 2/28/1991)
- Conrail Bridge, City of Jersey City (SHPO Opinion 5/16/1995)
- Schiavone-Bonomo Corporation, City of Jersey City (SHPO Opinion 5/16/1995)
- Engine Company Number 8 Firehouse, City of Jersey City (SHPO Opinion 6/12/1980)
- Firehouse Number 12, City of Jersey City (SHPO Opinion 5/16/1995)
- Rogers-Pyatt Shellac Company/S.A. Wald Marine Cargo Salvors Warehouse, City of Jersey City (SHPO Opinion 2/17/1995)
- PATH Exchange Place Station Entrance, City of Jersey City (SHPO Opinion 2/28/1991)
- Erie Terminal Station of the Hudson and Manhattan Railroad Company ("Erie Station/Path Pavonia Station"), City of Jersey City (SHPO Opinion 11/23/1983; DOE 6/26/1984)
- 14th Street Viaduct, multiple municipalities (SHPO Opinion 10/16/1998)
- Doric Temple, City of Union City (SHPO Opinion 10/18/1995)

It is my opinion as New Jersey Deputy State Historic Preservation Officer that the following resource, previously evaluated as eligible for inclusion in the NJR and NR, no longer meets the NJR/NR eligibility criteria, and is therefore not eligible for inclusion in the NJR/NR:

- L.O. Koven & Bro. Inc. Sheet Iron and Plate Steel Works (RGA-E1), 100 Paterson Plank Road, City of Jersey City. On February 28, 1991, the New Jersey SHPO evaluated this property as eligible for inclusion in the NJR/NR under Criterion C for its significance in the area of architecture as an excellent example of the industrial vernacular style and as part of an integrated and well-preserved group of industrial buildings. As indicated in the June 16, 2017 *Historic Architectural Resources Background Survey (HARBS) and Effects Assessment (EA) Report*, the property was extensively renovated in 2007, with some architecturally incompatible additions and a loss of historic fabric. Based on the extent and nature of the renovations, the property does not retain sufficient architectural integrity to meet NJR and NR Criterion C.

It is my opinion as New Jersey Deputy State Historic Preservation Officer that there is insufficient information at this time to issue an opinion of the eligibility for inclusion in the NJR/NR for the following resource that was identified in the June 16, 2017 *Historic Architectural Resources Background Survey (HARBS) and Effects Assessment (EA) Report* as eligible for inclusion in the NJR/NR:

- Bayonne Garden Apartments Historic District (RGA-52), 15-18 12<sup>th</sup> Street, City of Bayonne. The apartment complex is a simple, rather unadorned example of early twentieth garden apartment buildings. The architect, Andrew J. Thomas, does not appear to meet the test for "work of a master."

Based on the cultural resources report, it is my opinion as New Jersey Deputy State Historic Preservation Officer that the following resources are eligible for inclusion in the NJR/NR:

- **Ruth Court / Maryland Court / Plaza Court (RGA-18)**, 3139-3149 John F. Kennedy Boulevard, City of Jersey City. Built ca. 1920, this Tudor Revival-style apartment building meets NR Criterion C as it embodies "distinctive characteristics of a type, period, or method of construction." Located in the "Heights" neighborhood of Jersey City, this four-story multi-bay apartment house was a prevalent early twentieth century building type in urban areas. In addition, the building's detailing reflects the prevalent Tudor Revival style.

- **Belvedere Court (RGA-25)**; 364-270 Palisade Avenue, Jersey City. Built in 1914, this Spanish Colonial Revival apartment house is significant as a well-preserved example of an early luxury apartment building in the Heights section of Jersey City. Designed by the prominent local architectural firm of William Neumann, the apartment house reflects the transition to high-rise modern apartment buildings in burgeoning residential neighborhoods. It is eligible for inclusion in the NJR / NR under eligibility Criteria A and C.
- **Substation 41**, Amtrak Northeast Corridor, City of Kearny. Constructed in the 1930s as part of the PRR's electrification of its main line between New York and Philadelphia, this resource is a contributing feature to the NR-eligible PRR New York to Philadelphia Historic District. As part of the current project, the substation was evaluated for the extent to which the Northeast Corridor's 1930s substations retain five aspects of their historic fabric: setting, function, superstructure, control house, and original equipment. Substation 41 retains all or part of its setting, function, and superstructure (although with some new components) and has what appears to be four original transformers (two American Brown Boveri Company service transformers and two General Electric type E-116 instrument potential transformers).

These are new SHPO Opinions of Eligibility.

#### *Archaeology*

Thank you for providing the HPO with the opportunity to review and comment on the potential for the above-referenced undertaking to affect historic properties.

The additional information contained within the December 2017 supplemental report includes appropriate archaeological recommendations within the APE organized by project component and additional information regarding the archaeological sensitivity of each project component. The proposed project consists of the installation of monopoles of varying heights with associated duck banks throughout the APE. The installation of monopoles and utilities/duck banks will be undertaken using different construction techniques. In the case of the monopoles, ground disturbance will involve the use of a truck-mounted drill where an auger is drilled into the ground, turning up soils from subsurface deposits. For the installation of the utilities and duck banks, ground disturbance would include the mechanical excavation of trenches to a maximum depth of five feet. The report recommends archaeological monitoring for the installation of the monopoles and utilities/duck banks in areas of archaeological sensitivity within the APE.

*The HPO concurs with a portion of the above assessment. Recent projects of a similar nature reviewed by the HPO have found that archaeological monitoring of mechanically excavated monopoles is not effective in recovering useful archaeological data. Therefore, the HPO only recommends archaeological monitoring for the installation of utilities and duct banks within areas of archaeological sensitivity as identified in this report. In addition, the New Jersey Junction Railroad-to-Newark Avenue Iron Viaduct (Substructure Only) is located within Project Component F, Section 1 and is eligible for inclusion in the NJR and NR. If utility and/or duct banks are proposed within this eligible resource, archaeological monitoring will be required.*

#### **800.5 Assessing Adverse Effects**

The assessment of the proposed project's potential effects is based on review of the following design documents:

- NJ Transitgrid Morris & Essex Line Distribution, 10% submittal plans, 8/24/17



- NJ Transitgrid Morris & Essex Transmission, 20% submittal plans, 2/27/18
- NJ TRANSIT Microgrid – Distribution-HBLR South, 10% submittal plans, 8/24/17
- NJ TRANSIT Microgrid – Distribution-HBLR North, 10% submittal plans, 8/24/17

The various project components (described in the survey report as A-G) were evaluated for their potential effects. Components A-E have the potential to affect the National Register-eligible Old Main DL&W Railroad Historic District as well as resources within the corridor's viewshed. Component F extends south to Caven Point, using either an existing NJ Turnpike right-of-way or the existing Hudson Bergen Light Rail (HBLR) line. Component G extends north along the HBLR. These two project components, especially Component G, come in close proximity to numerous historic resources, and have the potential to visually affect these resources. The potential effects are discussed below under the individual historic resources.

Based on a review of the preliminary project plans, the proposed project, including Components A-G, will not have an effect on the following resources listed in or eligible for inclusion in the NJR/NR:

- Jersey City Water Works Historic District, multiple municipalities (SHPO Opinion 1/20/2003)
- Erie Railroad Bergen Archways Historic District, City of Jersey City (SHPO Opinion 4/27/2000)
- Hudson and Manhattan Railroad Transit System (PATH) Historic District, multiple municipalities (SHPO Opinion 3/4/2002)
- Jersey City Water Works Pipeline, City of Jersey City (SHPO Opinion 5/7/1999)
- Wittpenn Bridge [SI&A #0909150], Town of Kearny and City of Jersey City (SHPO Opinion 2/7/2001)
- PRR Harsimus Branch (Conrail/CSX) Bridge over the Hackensack River, Town of Kearny and City of Jersey City (SHPO Opinion 5/3/2002)
- PRR (PATH) Bridge over Hackensack River, Town of Kearny and City of Jersey City (SHPO Opinion 5/3/2002)
- JFK Boulevard Bridge [SI&A # 0951170], City of Jersey City (SHPO Opinion 4/27/2000)
- Palisade Avenue Bridge [SI&A # 0951165], City of Jersey City (SHPO Opinion 4/27/2000)
- Morris Canal, multiple municipalities (SHPO Opinion: 5/27/2004; NJR 11/26/1973; NR 10/1/1974)
- Hudson and Manhattan Railroad Transit System (PATH) Historic District, multiple municipalities (SHPO Opinion 3/4/2002)
- Holland Tunnel, City of Jersey City (NJR 10/13/1995; NHL 11/3/1993; NR 11/4/1993)
- L.O. Koven & Brothers Sheet Iron and Plate Steel Works, City of Jersey City (SHPO Opinion 2/28/1991)
- North (Hudson) River Tunnels, multiple municipalities (SHPO Opinion 11/12/1998)
- Lincoln Tunnel, Weehawken Township (SHPO Opinion 5/16/1995)
- West Shore Railroad Tunnel, multiple municipalities (SHPO Opinion 2/28/1991)

The proposed project, including Components A-G, will have an effect, but not adverse, on the following resources listed in or eligible for inclusion in the NJR/NR:

- PRR New York to Philadelphia Historic District, multiple municipalities (SHPO Opinion 10/2/2002)

The proposed project is within close proximity to the PRR New York to Philadelphia Historic District; however, the proposed poles will not be placed on this historic district and will only have a minor visual effect.

- Substation 4, Town of Kearny (SHPO Opinion 9/12/1994). This substation, a contributing feature of the PRR New York to Philadelphia Historic District, is located in close proximity to the western end of the project and will be within direct viewshed of Amtrak's new Substation 41. However, the visual effect will not be adverse due to the industrial nature of both substations and the immediately surrounding area. In addition, there will be no direct physical effect on Substation 4.
- Substation 41, Town of Kearny. This substation, a contributing feature of the Old Main DL&W Railroad Historic District, will retain most of its historic elements, including use, setting, and superstructure (with some new superstructure added). Its original control house was lost in a fire; the existing structures to be removed are modern. Although there are two transformers that are believed to be original, the loss of these two pieces of equipment is considered acceptable.
- PRR New York Bay Branch Historic District, City of Newark (SHPO Opinion 4/22/2005)
- Essex Generating Station, Town of Kearny and City of Newark (SHPO Opinion 3/23/2015)
- Public Service Electric and Gas Company (PSE&G), Kearny-Essex-Marion Interconnection Historic District, Town of Kearny and City of Jersey City (SHPO Opinion 12/31/2013)
- People's Gas Light Company/PSE&G Marion Office Historic District, City of Jersey City (SHPO Opinion 3/10/1999)
- US Route 1 Extension [Pulaski Skyway] Historic District, multiple municipalities (NJR 6/13/2005; NR 8/12/2005)
- US Routes 1 & 9 Historic District, multiple municipalities (SHPO Opinion 3/8/1996)
- New Jersey Midland Railway/New York, Susquehanna and Western Railroad Historic District, multiple municipalities (SHPO Opinion 4/25/2006 and 1/30/2015)
- Erie Railroad Main Line Historic District, multiple municipalities (SHPO Opinion 2/20/2003)
- Edison Battery Company Property, Town of Kearny (SHPO Opinion 4/8/2008)
- PSE&G Kearny Generating Station, Town of Kearny (SHPO Opinion 5/3/2002)
- St. Peter's Cemetery, City of Jersey City (SHPO Opinion 6/18/1996)
- Erie Railroad Bergen Hill Tunnel [aka Long Dock Tunnel], City of Jersey City (SHPO Opinion 4/27/2000)
- Jersey City High School [William Dickinson High School], City of Jersey City (NJR 12/23/1981; NR 6/1/1982)
- Holbrook Manufacturing Company, City of Jersey City (SHPO Opinion 2/28/1991)
- Continental Can Company Complex, City of Jersey City (SHPO Opinion 5/30/1997)
- Lackawanna Warehouse and Viaduct, City of Jersey City (SHPO Opinion 5/16/1995)
- Grove Street Bridge, City of Jersey City (SHPO Opinion 1/20/1999)

- Engine Company #3, Truck #2 Firehouse, City of Jersey City (NJR 2/9/1984; NR 3/30/1984)
- Eric-Lackawanna Terminal, City of Hoboken (NJR 12/7/2004; NR: 2/17/2005)
- Hoboken Yard / Henderson Street Substation
- Belvedere Court (RGA-25), 264-270 Palisade Avenue, City of Jersey City
- R. Neumann & Co. Factory Complex/300 Observer Highway, City of Hoboken (SHPO Opinion 12/9/2016)
- Hoboken Historic District, City of Hoboken (SHPO Opinion 12/12/2016)
- Mechanic's Trust Company, City of Bayonne (SHPO Opinion 12/9/1994)
- Bayonne Trust Company, City of Bayonne (SHPO Opinion 12/9/1994; COE: 1/30/2002; NJR 4/20/2006; NR 8/8/2006)
- East 17<sup>th</sup> Street Apartment Buildings Streetscape, City of Bayonne (SHPO Opinion 12/9/1994)
- Maidenform Brassiere Company, City of Bayonne (SHPO Opinion 12/9/1994)
- East 19<sup>th</sup> Street Streetscape, City of Bayonne (SHPO Opinion 12/9/1994)
- Mount Carmel Historic District, City of Bayonne (SHPO Opinion 2/28/1991)
- YMCA of Bayonne, City of Bayonne (SHPO Opinion 5/5/1997)
- Public School Number 5, City of Bayonne (SHPO Opinion 2/28/1991)
- Lehigh Valley Railroad Historic District, multiple municipalities (SHPO Opinion 3/15/2002)
- PRR New York Bay Branch Historic District, multiple municipalities (SHPO Opinion 9/10/2014)
- Hanover National Bank Repository, City of Jersey City (COE 5/18/2006)
- Communipaw-Lafayette Historic District, City of Jersey City (SHPO Opinion 2/17/1995)
- Ocean Avenue Bridge (SI&A #0950163), City of Jersey City (SHPO Opinion 5/16/1995)
- Bergen Avenue Bridge (SI&A #0900011), City of Jersey City (SHPO Opinion 5/16/1995)
- Former Candy Factory, City of Jersey City (SHPO Opinion 2/28/1991)
- Paulus Hook Historic District, City of Jersey City (NJR 8/7/1981; NR 6/21/1982)
- Van Vorst Park Historic District, City of Jersey City (NJR 8/21/1984; NR 10/11/1984)
- One Exchange Place (Bank Building), City of Jersey City (SHPO Opinion 2/28/1991)
- Commercial Trust Company Bank, City of Jersey City (SHPO Opinion 5/16/1995)
- Hudson and Manhattan Railroad Powerhouse, City of Jersey City (COE 10/7/1999; NR 11/23/2001)
- Warehouse Historic District, City of Jersey City (SHPO Opinion 2/28/1991)
- Great Atlantic and Pacific Tea Company Warehouse, City of Jersey City (NJR 6/2/1978; NR 6/2/1978; NHL 6/2/1978)
- Butler Brothers Warehouse, City of Jersey City (SHPO Opinion 9/5/2013; NJR 10/26/2015)
- Pohlmann's Hall, City of Jersey City, (NJR 7/5/1985; NR 9/5/1985)
- 269-271 Ogden Avenue, City of Jersey City (SHPO Opinion 2/28/1991)
- 268-272 Ogden Avenue, City of Jersey City (SHPO Opinion 2/28/1991)
- Ferguson Brothers Manufacturing Company, City of Hoboken (SHPO Opinion 10/16/1998)

- Old Hillside Road Trolley Horseshoe Curve, multiple municipalities (SHPO Opinion 5/21/1999)
- NJ Route 3 (NJ 495) Highway Approach to Lincoln Tunnel Historic District, Weehawken Township (SHPO Opinion 11/17/1999)
- NJ Route 495 Viaduct (SI&A 3800031), Weehawken Township (SHPO Opinion 5/16/1995)
- Lincoln Tunnel Entrance and Ventilation Buildings, Weehawken Township (SHPO Opinion: 2/28/1991)
- King's Bluff Historic District, Weehawken Township (SHPO Opinion 5/16/1995)

Project Components F and G's use of the HBLR line will involve the installation of new utility poles that will be similar to the HBLR's existing poles in design and color, although taller. The existing poles are approximately 25' in height; the proposed poles will be approximately 39' in height. Based on a review of the analysis in the June 16, 2017 *Historic Architectural Resources Background Survey (HARBS) and Effects Assessment (EA) Report*, it is my opinion as Deputy State Historic Preservation Officer that the proposed Components F and G will not constitute an adverse effect on resources listed in or eligible for inclusion in the NJR and NR.

The proposed project, specifically Project Components D and E, will have an **adverse effect** on the following resources listed in or eligible for inclusion in the NJR/NR:

- Old Main DL&W Railroad Historic District, multiple municipalities (SHPO Opinion 9/24/1996)
  - Rail corridor from Hoboken to Kearny. The rail corridor will be directly affected through the construction of approximately 60 new monopoles and 8 new portals. The effect on the rail corridor has been analyzed in three segments:
    - East of the Bergen Tunnels. The effect will be minimal due to the fact that there will be only be five new poles between the tunnels' eastern portals and the new proposed Hoboken East Substation. Between the substation and the Hoboken Yard, the line will run on the existing HBLR; within the Hoboken Yard the power will utilize poles being constructed as part of a separate project.
    - Portion of the rail corridor between the Bergen Tunnels' western portals and the Hackensack River. This portion of the rail line has maintained a high level of integrity, both in terms of the line itself and its setting. The 24 new poles, although only proposed to be a maximum of 65' tall, will be significantly taller than the rail corridor's existing catenaries and signal bridges and will have a cumulative adverse effect on the rail corridor as well as the following resources in the portion of the corridor immediately west of the Bergen Tunnels: Bergen Tunnels' western portal, the West End Through Truss Bridges, the West End Interlocking Tower, and the DL&W Railroad Boonton Line Historic District. In addition, the proposed 175' monopole immediately east of the Lower Hack Draw Bridge will have an adverse effect on the rail corridor. The adverse effect is based on a cumulative visual effect.

The physical alterations to the West End Truss Bridges and the Bergen Tunnels, two resources that contribute to the Old Main DL&W Railroad Historic District, have been planned to be in accordance with the *Secretary*

*of the Interior's Standards for Rehabilitation ("Standards")*. Therefore, the project's direct physical effect on these contributing resources will not be adverse.

- Portion of the rail corridor between the Hackensack River and the western end of the project at Substation 41. This portion of the rail line has maintained a high level of integrity within the corridor right-of-way, although its setting has been compromised due to the construction of multiple surrounding poles ranging in height from 105' to 300'. The 29 new poles, proposed to be a maximum of 175' tall, will be substantially taller than the rail corridor's existing catenaries and signal bridges and will have a cumulative adverse effect on the rail corridor. In addition, the proposed 175' monopole immediately west of the Lower Hack Draw Bridge will have an adverse effect on the rail corridor.
- Lower Hack Draw Bridge, Town of Kearny and City of Jersey City (SHPO Opinion 9/18/1996), and the Hackensack River Lift Bridges Historic District, Town of Kearny and City of Jersey City (SHPO Opinion 5/3/2002). In order for the line to cross the Hackensack River, the project includes construction of two 175' monopoles in close proximity to the bridge, one on the east river bank and one on the west river bank. The Lower Hack Draw Bridge, which is individually eligible for inclusion in the National Register of Historic Places and is a contributing element of the Old Main DL&W Railroad Historic District as well as the Hackensack River Lift Bridges Historic District, will be adversely affected due to the height of the monopoles in close proximity to the bridge.

#### **800.6 Resolution of Adverse Effects**

In accordance with 36 CFR 800.6, the HPO appreciates NJ TRANSIT's consideration of steps to avoid or minimize adverse effects to the Old Main DL&W Railroad Historic District and some of its contributing features, including the possible use of the southern route around NJ TRANSIT's Meadowlands Maintenance Complex, thereby reducing the visual effect to the rail corridor. According to our review of the current plans, running all poles along the rail corridor would require construction of 17 poles and 8 portals on rail line; using the combined route with some of the poles on the southern route would reduce the number to 12 poles and 8 portals on the rail line; and using the southern route would further reduce the number to 8 poles and 1 portal on the rail line.

We look forward to continuing to consult with you to review other possible steps to avoid, minimize, or mitigate the adverse visual effects to the Old Main DL&W Railroad Historic District, the Bergen Tunnels' western portal, the West End Through Truss Bridges, the West End Interlocking Tower, the Lower Hack Draw Bridge, the Hackensack River Lift Bridges Historic District, and the DL&W Railroad Boonton Line Historic District, and to including these provisions within a Memorandum of Agreement (MOA). When developed, the MOA should include, at a minimum, mitigation measures, provisions for the HPO to review and approve project plans as they are further developed, and the requirement for archaeological monitoring in accordance with an archaeological monitoring work plan that is submitted to the HPO for review and comment.

### Additional Comments

Thank you again for providing the opportunity to review and comment on this project. The HPO looks forward to receiving a draft MOA for review and comment, as well as an *Application for Project Authorization Under the New Jersey Register of Historic Places Act* (N.J.S.A. 13:1B-15.128 et seq.) pertaining to any properties listed in the New Jersey Register of Historic Places. Please reference the HPO project number 14-1685 in any future calls, emails, submissions, or written correspondence to help expedite your review and response. If you have any questions, please feel free to contact Meghan Baratta at (609) 292-1253 or Vincent Maresca of my staff at (609) 633-2395.

Sincerely,



Katherine J. Marcopul  
Deputy State Historic  
Preservation Officer

KJM/MMB/VM/NLZ

C:

Stephen Goodman, Regional Administrator, Region 2 Administrator, Federal Transit Administration  
Nicholas Marton, Sr., Director, NJ TRANSITGRID, NJ TRANSIT  
Harold Olarte, Program Manager, BEM Systems, Inc.  
Damon Tvaryanas, Principal Senior Historian, RGA, Inc.  
Robert Cotter, Director, Jersey City Historic Preservation Commission  
Dennis English, Chairperson, Hoboken Historic Preservation Commission  
Mayor Alberto Santos, Town of Kearny  
James P. Bruno, Esq., Castano Quigley LLC  
Bayonne Historic Preservation Commission  
Mayor Brian P. Stack, City of Union City  
Mayor Nicholas J. Sacco, Township of North Bergen  
Weehawken Historical Commission  
Neckole Alligood, Tribal Historic Preservation Officer, Delaware Nation  
Blair Fink, Delaware Tribe Historic Preservation Office  
Robin Dushane, Tribal Historic Preservation Officer, Eastern Shawnee Tribe of Oklahoma  
Kim Jumper, Tribal Historic Preservation Officer, Shawnee Tribe of Oklahoma  
Justin Frohwirth, President, City of Jersey City Landmarks Conservancy  
Robert Foster, Director, Hoboken Historical Museum  
William LaRosa, Director, Hudson County Office of Cultural Affairs & Tourism  
Mr. Richard Wilson, President, Jersey Central Chapter, National Railway Historical Society  
Jim Mackin, President, Roebling Chapter, Society for Industrial Archeology  
Dr. Ilene Grossman-Bailey, President, Archaeological Society of New Jersey  
Gerard Karabin, City Historian, Union City Museum of History

## **Interest Groups**

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## **NJTransit Board Meeting**

### **Lackawanna Coalition Statement**

**12 June 2019**

**Lackawanna  
Coalition**

We are concerned about the plans for a NJ Transit gas-fired power plant in Kearny. Of course we agree that trains need reliable power, but we think that there are better ways to achieve that and also help the surrounding communities. We note that private utilities have much more experience in generating power. What does this project actually accomplish? The just-released Draft Energy Master Plan has a goal of full renewable energy by 2050; why is a state agency proposing a central gas power plant in direct opposition to this administration goal? What portion of the \$410 million FTA resiliency money is for building the central power plant, and what portion for the microgrid and redundant cables? Does the Transportation Trust Fund have the capacity for the required match of 25% local money (about \$137 million)? Is the scale of the project appropriate for NJ Transit's needs alone, or is it designed to generate excess energy and create an income stream? NJ Transit has ongoing financial needs, but creating of NJT Power and Light with our tax dollars is not the solution. NJ Transit was created when Public Service dropped transportation in favor of utilities; let's not go back 40 years to combine transit and energy generation.

The DEIS indicates that the NEC and M&E lines would use 70–75Mw of traction and load power, with excess power sold to the PJM grid when economically justified. It quotes a sales figure growing from 8% to 19% (of 104–140Mw) between 2020 and 2049, leaving an unexplained difference in the vicinity of 20 to 30Mw. If there is no clear use for that power, perhaps building a smaller facility, focussing on a solar microgrid alone, would save money for both the FTA and the TTF and still cover NJ Transit's needs. The NJTransitgrid, as described, has 2 parts: a 140-Mw methane-fired power plant and a 4Mw solar microgrid. Why are those proportions not reversed to be more in line with the Draft Energy Master Plan?

Operating costs for the central gas plant are expected to be between \$16.6 and \$19.5 million, covered by power-purchase agreements. The project includes 32000 sq. ft. of office space and 30 full-time positions; this is a distraction from NJTransit's mission of providing transportation, where we expect NJT management to place its focus. We need NJT to improve rail and bus service, and leave power generation to the expert, experienced utility companies. We have been hearing ever since the storm about the Sandy damage to the Hudson Tunnels. Instead of the large NJTransitgrid, we suggest using available resiliency funds to use the L-trains' Canarsie Tunnel system to repair the Hudson Tunnels, and use the remainder for a third tunnel so that we will not have to wait 10 years to have at least two working tunnels consistently running trains into and out of New York Penn Station—we recommend using FTA resiliency money to actually protect and increase transportation capacity.

*David Anderson*  
**Technical Director**





## NEW JERSEY CHAPTER

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### **RE: DEIS for the NJ TRANSITGRID TRACTION POWER SYSTEM**

July 19, 2019

To Whom it May Concern,

We have serious concerns with NJ Transit's proposed TRANSITGRID Traction Power System. A 104-140 MW natural gas fired power plant in the Kearny, New Jersey will cause serious environmental and safety implications to the area. We believe under the National Environmental Policy Act, NEPA, there must be a full EIS on this project because of its complexity, scope in size, and impacts to air and climate change. The proposed site location is also on top of a contaminated area that floods. We believe that there are more sustainable and cost-effective alternatives which the agency can use a reliable back up micro grid.

NJ Transit calls the project as a backup plan in their filings, but it will run 24/7. On a normal operating schedule, the proposed natural gas power plant would emit over 383,000 tons of carbon dioxide. It will also emit heavy metals and chemicals like ammonia, nitrogen oxide, and mercury. New Jersey is out of compliance for ground level ozone and Fine Particulates PM2.5, an increase in SOx and NOx will cause an increase to these harmful pollutants.

This is not an EIS, it is more of an environmental assessment that does not deal with greenhouse gases, EJ, climate change, cumulative or secondary impacts. NJ Transit's assessment also does not include cradle to grave implications of natural gas, methane and CO2. The project fails to have a climate assessment on CO2 which is required under NEPA. For example, The U.S. Court of Appeals for the District of Columbia Circuit ruled that FERC failed to adequately consider climate impacts before approving the Sabal Trail Pipeline. What this draft shows is a need for a full EIS.

The proposed site in Kearny is in an EJ community under EO 12898 from 1994. The area that is already overburdened by air pollution and has received an F level for air quality according to American Lung Association. Ozone levels are so high that it may put sensitive individuals at risk, including such as children, the elderly and people suffering from asthma, heart disease and other lung ailments.

Under NEPA, NJ Transit need to look at the impacts of building on top of a Superfund Site. The proposed site location for the natural gas powerplant is on top of the former Koppers Seaboard Coke and By-Products plant. Contamination from past operations, like coke production, gas conditioning, coal-tar produced toxic chemicals like benzene, lead, mercury and other harmful metals



## NEW JERSEY CHAPTER

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has been capped, however building a power plant can cause serious safety and environmental implications. The proposed site is also in an area that floods, especially when Hurricane Sandy hit. The cap can fail and release toxic materials to nearby communities and the Hackensack River. It is critical that an EIS be conducted on the impact on the cap and other institutional controls on the site.

There are better alternative energy sources for a microgrid for NJ Transit's Resiliency project that is more cost effective. The 140MW goal for the project can be achieved by building solar panels in the proposed site, on railyards, in parking lots at train stations. The current costs are \$1 Million per MW for Solar Farms so that would only cost \$140 million versus the \$526 million proposed for Kearny power plant. Using microgrids would not be concentrated at a single point of failure for flooding or any other issue compared to natural gas plant. They could be used to supply power all the time. Seattle and King's County, Los Angeles are utilizing energy storage instead of using fossil fuels because it is more reliant and cheaper long term. Other Microgrids like Green Mountain Energy are using Tesla style lithium batteries or flywheels that are cheaper. Kearny already has a natural gas power plant in service that NJ Transit could use too.

The purpose of this project is to protect us from another Sandy. By building more fossil fuel projects, it will make another superstorm like Sandy happened again and the damage would be even worse. Since this is a resiliency project, if there is a shortage of gas during the wintertime or peak demand, that would cut back on supplies when they might need it the most. Relying on natural gas is not resilient versus renewable energy that is on site. NJ Transit need to look at no-bid alternatives like using renewable energy like solar, wind, geothermal, and using battery storage and flywheels. These alternatives are not only cheaper, but safer for us and the environment.

NJ Transit should be looking out to protect its riders and citizens of New Jersey by rescinding their authorization for their natural gas plant.

If you have any questions, feel free to reach out at any time at 609-556-9100.

Sincerely,

Jeff Tittel, Director, NJ Sierra Club



**BEAZER EAST, INC.**

c/o Three Rivers Management, Inc. (Agent for Beazer East, Inc.)  
600 River Avenue, Suite 200, Pittsburgh, PA 15212-5994

July 19, 2019

Via Electronic Mail and First-Class Mail

Mr. John Geitner  
Senior Director - Environmental, Energy, and Sustainability  
New Jersey Transit Corporation  
NJ TRANSIT Resilience Program  
Capital Planning and Programs Department  
One Penn Plaza East, 8th Floor  
Newark, NJ 07105  
njtransitgrid@NJTRANSITResilienceProgram.com

**Re: Comments of Beazer East, Inc.  
Draft Environmental Impact Statement  
New Jersey Transit Grid Traction Power System  
Kearny, New Jersey**

Dear Mr. Geitner,

New Jersey Transit Corporation (“NJT”) was required to publish a Draft Environmental Impact Statement (“DEIS”) for public comment relating to NJT’s proposal to design and construct the “NJ TRANSITGRID TRACTION POWER SYSTEM” microgrid consisting of a natural gas-fired electric generating plant and solar facility referred to as the “Main Facility,” as well as electrical lines, natural gas pipelines, water and sewer lines, substations, and emergency generators (collectively the “Project”). (*See, e.g.*, DEIS at A-1). The Main Facility and several other components of the Project are proposed for construction on contaminated property formerly owned by Beazer East, Inc. (“Beazer”) and currently owned by the Hudson County Improvement Authority (“HCIA”). (DEIS at ES-4). According to the DEIS, NJT’s Project would use approximately 26 acres of a larger, approximately 170-acre, site owned by HCIA and sometimes referred to as the Koppers Coke Site (the “Property”). (DEIS at ES-4, ES-5).<sup>1</sup> According to the DEIS, of the 26 acres to be acquired from HCIA, the Main Facility would occupy approximately 20 acres (the “Main Facility Site”), and a metering station and gas pipeline would occupy approximately six acres. (DEIS at ES-5). The Property is bordered by the Hackensack River, and the Main Facility Site is proposed to be adjacent to the river. Please accept the following comments regarding the DEIS for the Project on behalf of Beazer.

1. The Project is inconsistent with Executive Order No. 28 signed by Governor Murphy on May 23, 2018 (“EO-28”) and the Draft Energy Master Plan published on June 10, 2019. The Project: (i) entails “a natural gas-fired electric power generating plant,” (DEIS at A-

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<sup>1</sup> The DEIS incorrectly refers to the Property as the Kopper’s “Koke” Site.

1); (ii) would have a “50-year Project life,” (DEIS at ES-4); and (iii) would generate significant greenhouse gases (GHG), (DEIS at ES-14 (“approximately 576,802 metric tons per year of CO<sub>2</sub>e”), DEIS at 18-4 (“The proposed project will result in additional GHG emissions, which combined with increasing global emissions, would result in climate change and associated effects. . . . [The Project] emissions of 0.577 MMTCO<sub>2</sub>e/year would be 3.3% of GHG emissions from power production in New Jersey.”)). The stated purpose of the Project is to provide dependable power to passenger rail service in the face of increasingly severe storms and flooding caused by climate change. (DEIS at ES-2). In contrast, EO-28 provides that the “2019 Energy Master Plan (the “2019 Plan”) shall provide a comprehensive blueprint for the total conversion of the State’s energy production profile to 100% clean energy sources on or before January 1, 2050,” well before the 50-year lifespan of the Project. Furthermore, the draft 2019 Plan highlights the need to make changes, first and foremost, in the transportation sector. The DEIS should explain how the Project will comply with EO-28 and New Jersey’s draft 2019 Plan.

2. The Project threatens to disrupt and compromise a large, complex environmental remedy previously installed at the Property, or to otherwise exacerbate existing environmental conditions, both with potentially significant financial implications to New Jersey’s taxpayers and public entities. As noted in the DEIS, the remedy for the Property is complete, except for the construction of improvements on top of the existing soil cap, (DEIS at 14-4), which is the contractual and legal responsibility of HCIA to complete.<sup>2</sup> The DEIS states that the Project would “impact” the cap, as well as “soil and groundwater contamination, and portions of the slurry wall and sheet piling.” (DEIS at 14-4). The cost of these “impacts” are potentially significant and would be borne by HCIA pursuant to various agreements with Beazer. The DEIS incorrectly assumes that modifications to the remedy to accommodate the Project would be the responsibility of Beazer. (DEIS at 14-4 (“Beazer would be responsible for all LSRP compliance for [the Project].”)).<sup>3</sup> These costs, however, would be borne by NJT and/or HCIA, not Beazer.

---

<sup>2</sup> In a Purchase and Sale Agreement, dated March 1, 1988, conveying the Property to HCIA, HCIA agreed to bear the remedial costs necessary for development at the Property. Pursuant to a settlement agreement, dated September 22, 2003, Beazer and HCIA agreed that Beazer would not be responsible for completing activities that are for the benefit of the development of the Property. Beazer and HCIA subsequently agreed via letter, dated March 14, 2014, that HCIA would be responsible, at its sole cost and expense, for: (1) delivery, spreading, compaction, and placement of all remaining sub-final grade fill (whether PDM or other material) at the Property; (2) delivery, spreading, compaction, and placement of all final grade cover at the Property; and (3) delivery, spreading, placement, and seeding of any required topsoil at the Property.

<sup>3</sup> The DEIS further incorrectly assumes that the Property is in Direct Oversight by NJDEP. The DEIS references a letter from NJDEP, dated February 8, 2017, in which NJDEP erroneously found that a completed Remedial Investigation Report had not been submitted by May 7, 2014, in violation of Section 27a of the Site Remediation Reform Act (“SRRRA”), N.J.S.A. 58:10C-27a, and ordering the immediate compliance with the provisions of Direct Oversight specified at N.J.A.C. 7:26C-14.2(b). NJDEP, however, approved a Remedial Investigation Report in 1988. On February 28, 2017, Beazer filed a timely Request for Stay and Adjudicatory Hearing challenging NJDEP’s letter of February 8, 2017. That appeal is pending. Beazer and HCIA subsequently submitted a joint request to NJDEP for an extension to the Remedial Action Report Regulatory Timeframe. By letter, dated March 19, 2019, NJDEP denied that request, again relying on its erroneous finding that the Property is out of compliance

Furthermore, the DEIS fails to acknowledge additional permits and approvals that would be required, including soil and groundwater remedial action permits, as well as a deed notice that provides institutional and engineering controls. (DEIS at 21-3 to 21-5).

3. The DEIS fails to consider, or inadequately considers, numerous potential impacts of the Project (individually or in conjunction with other planned development on the Property) on the efficacy of the environmental remedy at the Property. The approved remedy for the Property consists of a subsurface confining layer, a surface cap and a subsurface slurry wall, among other components, to contain contaminants on-site and prevent their migration to the Hackensack River. A six-thousand-foot long steel sheet pile wall purchased by HCIA also provides structural stability to the Property, including to the subsurface slurry wall.

a. In 2009, CorrTech, Inc., a corrosion engineering and infrastructure technologies company, issued a report concluding that stray electrical current was in part responsible for the corrosion of the steel sheet pile wall which provides support for the slurry wall at the Property. CorrTech further concluded that “[c]ommon sources of stray current are primarily rapid transit systems and transmission pipeline operations that employ impressed current cathodic protection.” (Corrtech Inc. Report at p. 3). The DEIS entirely fails to evaluate whether stray electrical current from the operation of the proposed electric generation facilities (both gas and solar), the proposed electrical substation, or the proposed above and below ground electrical transmission lines would exacerbate the stray current problem and potentially compromise the steel sheet pile wall. HCIA owns and is currently responsible for maintaining the sheet pile wall.

b. The Project would involve a new stormwater retention basin, a proposed new outfall to the Hackensack River with a tide gate, and several large structures, (*see, e.g.*, DEIS Figure ES-3), but the DEIS does not include an adequate evaluation of whether these new structures, individually or collectively with other planned development at the Property,<sup>4</sup> would impact groundwater flow, which would affect the existing remedy at the Property or could otherwise exacerbate existing environmental conditions. NJT should conduct such an evaluation to determine the impacts that the Project may have on groundwater flows near the surface and lower water bearing zones. If any of NJT’s development activities cause the existing remedy to fail or exacerbate environmental conditions, the cost of correcting the situation would be borne by HCIA and/or NJT, not Beazer.

c. The Project would involve a transmission line across the Hackensack River which would either: (i) require puncturing the sheet pile wall and placing the cable on the

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with the May 7, 2014 Statutory Timeframe for the Remedial Investigation. On April 5, 2019, Beazer filed a Request for Stay and Adjudicatory Review challenging NJDEP’s letter of March 19, 2019. That appeal is pending.

<sup>4</sup> NJT is aware of “HCIA plans for warehousing development on portions of the [Property].” (DEIS at ES-6).

floor of the river; (ii) require constructing a large monopole near the shore of the Hackensack River with a massive foundation to suspend the transmission line above the river; or (iii) utilize horizontal directional drilling techniques to pull the cable through a boring below the river. Any of these alternatives has the potential to compromise the sheet pile wall, puncture below-grade naturally occurring confining layers, create a preferential pathway for contaminants to the river or groundwater, or otherwise disrupt the existing remedy in place at the Property. More detail should be provided concerning the proposed design and construction techniques that would be employed by NJT regarding this necessary component of the Project to ensure that the existing remedy at the Property is not compromised and that there is otherwise no exacerbation of environmental conditions. If any of NJT's development activities cause the existing remedy to fail or exacerbate environmental conditions, the cost of correcting the situation would be borne by HCIA and/or NJT, not Beazer.

d. The DEIS notes that the construction of the Project would involve several significant disruptions to the installed cap, installed subsurface groundwater controls and the natural subsurface confining layer that form the key elements of the environmental remedy installed at the Property.<sup>5</sup> The DEIS focuses on the potential need to handle contaminated material, but fails to address the impact and costs of the construction that could be imposed on the existing remedy. Far more detailed information must be developed and evaluated regarding the potential impact of the Project (individually or in conjunction with the other planned development activities on the Property) to ensure that the Project does not compromise the existing remedy and does not result in significant additional remedial costs and delays. The conclusory statement in the DEIS that "[c]onstruction of [the Project] would not affect current remediation activities," is unsupported and unexplained. Any impacts of NJT's development activities on the existing remedy and their associated costs, along with the potential to exacerbate existing environmental conditions at the Property, need to be thoroughly evaluated and would be the responsibility of HCIA and/or NJT, not Beazer.

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<sup>5</sup> The DEIS explains that construction of the Main Facility building foundation would require pile driving to bedrock and forming and casting large concrete floor slabs and equipment pads, (DEIS at 17-1), as well as the construction of an underground duct bank for the installation of utility cables and feeders, (DEIS at 17-2). In addition, electrical lines would be run on monopoles or through underground duct banks. "For monopoles with a diameter greater than four feet, at each monopole location a single drilled shaft roughly 3.5 to 5 feet in diameter and up to 95 feet deep would be augered with a permanent steel casing. The reinforcing steel cage would then be placed atop of the shaft and concrete would be casted using the tremie method. ... For monopoles with a diameter less than four feet, at each monopole location a single drilled shaft roughly 3.5 to 5 feet in diameter and up to 95 feet deep would be augered with a permanent steel casing. The reinforcing steel cage would then be placed atop the shaft and concrete would be casted using the tremie method. ... To install electrical lines within new duct banks, the first step would be trenching along the proposed route, to a minimum approximate depth of 36 inches. ... Multiple conduits would then be installed within the trench using a conduit support system prior to the casting of the concrete. Concrete would then be cast within the trench ... ." (DEIS at 17-3). The construction of the Project would also include a new stormwater detention basin, a sitewide stormwater collection and drainage system, a natural gas pipeline, and sewer and water connections. (DEIS at 17-2).

Mr. John Geitner  
July 19, 2019  
Page 5

e. NJT should prepare a Remedial Action Work Plan Amendment (“RAWPA”) detailing all elements of the existing remedy, including the existing groundwater monitoring network, that may be affected and/or altered by the Project. Additionally, such RAWPA should provide details concerning construction methods and techniques to be utilized during Project construction, or otherwise provide an evaluation and/or justification, demonstrating continued compliance with all remediation requirements following Project completion and that the Project will not exacerbate existing environmental conditions.

f. The DEIS incorrectly characterizes the nature and extent of wetlands present at the Property. (*See, e.g.*, Figure 3 in Appendix A).

We appreciate this opportunity to comment on the DEIS. If you should have any questions or concerns, please feel free to contact me at 412-208-8867, or [mike.slenska@trmi.biz](mailto:mike.slenska@trmi.biz).

Sincerely,



Michael Slenska, P.E.  
Senior Environmental Manager



# Glenn Springs Holdings, Inc.

A Subsidiary of Occidental Petroleum Corporation

Suda Arakere  
VP Environmental Affairs  
Direct (713) 366-5872  
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5 Greenway Plaza  
Suite 110  
Houston, TX 77046

July 18, 2019

**VIA ELECTRONIC MAIL & FEDERAL EXPRESS**

NJ TRANSIT Resilience Program  
Capital Planning & Programs Department  
One Penn Plaza East, 8<sup>th</sup> Floor  
Newark, NJ 07105  
njtransitgrid@NJTRANSITResilienceProgram.com

Federal Transit Administration Region 2 Office  
1 Bowling Green Room 429  
New York, NY 10004

**Re: NJ TRANSITGRID DEIS Written Comments**

To whom it may concern:

This letter is written on behalf of Occidental Chemical Corporation (OCC) in connection with the NJ TransitGrid Draft Environmental Impact Statement dated as of May 2019 (DEIS) and published for comment on or around May 20, 2019. The comments below are not intended to provide a comprehensive review of and comment on the contents of the DEIS but, rather, are provided to correct some material factual inaccuracies regarding a select portion of the report. Please note that neither the submission of these comments nor the failure to raise comments other than those set forth below shall be deemed an endorsement, admission or acknowledgement by OCC regarding any of the content or statements made in the DEIS and OCC expressly denies, and reserves all rights to dispute, any and all such content and/or statements in any context or proceeding. Nor shall any of the statements made herein be deemed an admission of any fact, fault or liability on the part of OCC.

Subject to the foregoing, OCC compelled to address some material inaccuracies set forth on page 14-6 of the DEIS under the heading regarding the "Diamond Shamrock Corporation". In short, there are a number of factual errors set forth in that paragraph concerning the nature of site conditions, the status of remedial efforts, the program governing remediation and other relevant site-related history. Corrections to the draft report are shown below in strikeout and bold:

The 27-acre Diamond Shamrock property is located west of the Hackensack River between the SCCC site and Amtrak's Northeast Corridor. It is identified as PI number G000001974 **and is referred to as "Hudson County Chromate Site 113" also known as Diamond Shamrock Corporation.** ~~and has an LSRP assigned.~~ The



chromium chemicals manufacturing facility initially engaged in the processing of imported chromite ore for the purpose of producing sodium bichromate for sale and for use in the manufacturing of other chromium chemicals. ~~The site is also known as Occidental Chemical Corporation (successor to Diamond Shamrock) and Chemical Land Holdings.~~ Chromium chemicals manufactured in the plant included chrome-based leather tanning agents, specifically a product sold under the trade name "Tanolin," and chromic acid. **All operations at the Site ceased by the end of 1976. Years later, when OCC acquired the Diamond Shamrock Chemicals Company in 1986, Maxus Energy Corporation (Maxus) agreed to indemnify OCC for a number of environmental sites including Site 113 and certain other sites alleged to be contaminated by chromite ore processing residue from the former plant. A Maxus subsidiary, Chemical Land Holdings, Inc. ("CLH") (later known as Tierra Solutions, Inc. ("Tierra")) acquired the Site to facilitate remediation pursuant to the indemnity. OCC and CLH entered into an Administrative Consent Order in April 1990 for that purpose. The 1990 ACO was modified and superseded by a September 7, 2011 Consent Judgment between NJDEP, OCC and others to govern remediation at the Site under NJDEP review independent of the current LSRP program. Following Maxus/Tierra's entry into bankruptcy in 2016, OCC and its corporate affiliate, Glenn Springs Holdings, Inc., ("GSH") assumed direct control over site remediation. An affiliate of GSH, Mariana Properties, Inc. is the current owner of the property. Substantial remediation efforts have been completed at the site including construction of a barrier wall containment system surrounding the Site and adjacent SCCC Site to contain groundwater, operation of a hydraulic control treatment system to treat groundwater and excavation and consolidated capping of soils and sediments associated with the implementation of the barrier control remedy. A CEA for groundwater was also established. AOCs at the site include COPR impacted site soil, shallow and deep contaminated groundwater aquifers, and the river sediments and surface water. Chromium contaminated material originating from Diamond Shamrock was utilized as fill off site, which contaminated 40 other sites in Hudson County. The site is also referred to as Hudson County Chromate "Site 113." This site was placed on the KCSL in 1990 and a CEA has been established for the documented groundwater contamination. Tierra Solutions, Inc., is currently completing remediation and redevelopment at the Diamond Shamrock property. A RAWP was submitted May 3, 2018 to NJDEP describing the final capping remedy for the Site.**

If you have any questions or would like to discuss, please contact me at 713-366-5872 or [suda\\_arakere@oxy.com](mailto:suda_arakere@oxy.com) at your convenience.

Sincerely,



Suda Arakere  
VP Environmental Affairs  
Glenn Springs Holdings, Inc.

## **Public Hearing**

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COURT REPORTING

LEGAL VIDEOGRAPHY

VIDEOCONFERENCING

TRIAL PRESENTATION

MOCK JURY SERVICES

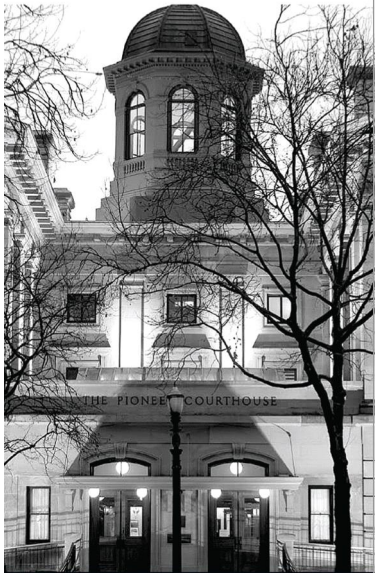
LEGAL TRANSCRIPTION

COPYING AND SCANNING

LANGUAGE INTERPRETERS

NEW JERSEY TRANSIT CORPORATION  
in corporation with  
FEDERAL TRANSIT ADMINISTRATION  
NJ TRANSIT GRID TRACTION POWER SYSTEM  
DRAFT ENVIRONMENTAL IMPACT STATEMENT

---



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**FINAL**

**PUBLIC HEARING**

**HELD ON  
TUESDAY, JUNE 18, 2019  
2:00 P.M.**

**SAINT PETER'S UNIVERSITY  
DUNCAN FAMILY SKYROOM - 6TH FLOOR  
47 GLENWOOD AVENUE  
JERSEY CITY, NEW JERSEY 07306**

**APPEARANCES****WITNESS NAME**

AT THE PODIUM

JOHN GEITNER,

**HEARING OFFICER****New Jersey Transit**

MARLENE BAUER

**InGroup, Inc.**

MARK NARDOILLO

**National Environmental Policy Act (NEPA)****SIGN LANGUAGE INTERPRETER**

Laura Brennan, SIGN TALK

**SPANISH INTERPRETER**

Carlo Jaramillo

UBIQUUS

1	INDEX	
2	SPEAKERS	Page
3		
4	TITO ANYANWU	21
5	PSE&G	
6		
7	CHRIS HARTMAN	22
8	NEW JERSEY ALLIANCE FOR ACTION	
9		
10	JEFF TITTEL	24
11	EMPOWER NEW JERSEY	
12	DIRECTOR, NEW JERSEY SIERRA CLUB	
13		
14	TODD HEVERLING	27
15	INT'L BROTHERHOOD OF ELECTRICAL WORKERS,	
16	LOCAL 164	
17		
18	JAMES KIRKOS	29
19	MEADOWLANDS REGIONAL CHAMBER	
20		
21	DALE ERRICO	31
22	RAILROAD CONSTRUCTION	
23		
24	MICHAEL O'CONNOR	32
25	HUDSON COUNTY IMPROVEMENT AUTHORITY	

**NEW JERSEY TRANSIT CORPORATION**  
**in corporation with**  
**FEDERAL TRANSIT ADMINISTRATION**  
**NJ TRANSIT GRID TRACTION POWER SYSTEM**  
**DRAFT ENVIRONMENTAL IMPACT STATEMENT**  
**PUBLIC HEARING - FINAL**  
**HELD ON**  
**TUESDAY, JUNE 18, 2019**  
**2:00 P.M.**

**MS. BAUER:** Welcome to the public hearing for the New Jersey Transitgrid Traction Power System. We're going to have everyone take their seat, and before we begin, I'd just like to run through some housekeeping items. There are emergency exits to the left and the right. The restrooms are just around the corner. We also have a Spanish language interpreter here today, Carlos. If you can come over and just let everyone know what you will be doing for us today.

**(Whereupon, at this time Carlos Jaramillo, the Spanish Interpreter, addresses the audience).**

**MS. BAUER:** Thank you very much. We also have an American Sign Language Specialist here today. I would like to now introduce John Geitner

1 from New Jersey Transit, and he will walk you  
2 through a presentation.

3 And thank you for your participation  
4 today.

5 **MR. GEITNER:** Good afternoon, ladies  
6 and gentlemen. On behalf of New Jersey Transit, I  
7 would like to welcome you to the public hearing on  
8 the New Jersey TransitGrid Traction Power System  
9 Draft Environmental Impact Statement, or DEIS. My  
10 name is John Geitner and I serve as senior director  
11 of environment, energy, and sustainability at New  
12 Jersey Transit. I will be conducting today's public  
13 hearing in accordance with the National  
14 Environmental Policy Act of 1969 known as NEPA and  
15 the Federal Transit Administration regulations and  
16 guidance for implementing NEPA. I would like to  
17 thank all who have joined us here in advance, our  
18 elected leaders, the FTA, and those who are here to  
19 participate.

20 The purpose of this hearing is to share  
21 information on the New Jersey Transitgrid Traction  
22 Power System and to give you the opportunity to  
23 provide comments to the project committee on the  
24 DEIS for the proposed project.

25 Following Superstorm Sandy, congress

1 allocated 10.2 billion dollars for public  
2 transit recovery in the Northeast in New York, New  
3 Jersey, Philadelphia, and Washington. This was part  
4 of the Disaster Relief Appropriations Act of 2013.  
5 Approximately three billion was reserved for public  
6 transit resiliency projects that would go beyond  
7 replacement of damaged systems and fund projects to  
8 make transit less vulnerable to future flooding and  
9 other unplanned disruptions.

10 The funds were allocated based on a highly  
11 competitive selection process among transportation  
12 agencies in the Northeast. As with all federal or  
13 federally-funded construction projects, this project  
14 is subject to the environmental review aspect under  
15 NEPA. FTA, the Federal Transit Administration,  
16 decided that it warranted development of an  
17 environmental impact statement, or EIS, in  
18 accordance with the US Department of Energy's  
19 practice for electric power plants of this size.

20 The purpose of the EIS is to identify  
21 potential environmental impacts resulting from the  
22 project and to disclose the proposed means of  
23 mitigating or minimizing those impacts. Transit  
24 agencies seeking funding for dedicated resilience  
25 projects were required to apply to the FTA. As



1 noted, applications from transit agencies were  
2 evaluated competitively. The projects selected for  
3 potential funding were announced in November of  
4 2014. The public hearing today is an important part  
5 of the NEPA process, a process which includes an  
6 initial Notice of Intent, a public scoping meeting,  
7 drafting a DEIS, having a public comment period such  
8 as we're having today, and then incorporating those  
9 important comments in the final document.

10 My purpose is to run the hearing in a fair  
11 and impartial manner and to make sure that everyone  
12 who wishes to speak has an adequate opportunity to  
13 do so. Please be advised that we will not be  
14 responding should your remarks include questions.  
15 The purpose of a meet-the-public hearing is to  
16 solicit and record a stakeholder comment or question  
17 which will then, if appropriate, be responded to in  
18 the final environmental impact statement.

19 It is important that you use this  
20 opportunity to articulate concerns and ask questions  
21 regarding the project, the New Jersey Transit  
22 Traction Power system project, so that they may be  
23 documented and reviewed by both New Jersey Transit  
24 and the Federal Transit Administration.

25 Additionally, a stenographic transcript of

1 this hearing is being made.

2 I would like to start today's meeting by  
3 drawing everyone's attention to the New Jersey  
4 Transit project team stationed around the room, only  
5 at this time they're actually seated, but normally  
6 they would be around the room and the location would  
7 be behind us. You all see the project boards back  
8 there. So a New Jersey Transit person will be back  
9 there. These folks are here to provide information  
10 on the project and on any specific aspects or  
11 questions that you may have. While your  
12 conversations with them will not be documented, it  
13 may provide a clearer understanding of the project  
14 and help to inform your remarks. Feel free to speak  
15 to our team as often as you'd like. Project team  
16 members can be identified by name tags.

17 Today's meeting will proceed as follows.  
18 We will present a product overview and video with  
19 information about the New Jersey Transit Traction  
20 Power System. Following the presentation, I will  
21 recognize anyone who wishes to make a comment about  
22 the project at the podium. I ask that while people  
23 are speaking at the microphone please be courteous  
24 and silence your cell phones, and if necessary,  
25 please take calls outside the room. If you do wish

1 to speak at today's hearing, please be sure to sign  
2 in at the speakers's registration table which is  
3 located at the entrance to the room.

4 There is also an opportunity for you to  
5 submit private testimony. Written comments may be  
6 submitted at the comments station today and can also  
7 be submitted by mail through the project's website  
8 or via e-mail.

9 Comments must be received by the close of  
10 business on July 19th, 2019. Instructions for  
11 submitting written comments can be found at the  
12 sign-in table located at the entrance of the room.

13 For your information and convenience, a  
14 full copy of the draft environmental impact  
15 statement is also located on the table near the  
16 entrance of the room. This is available for  
17 inspection only. In addition, the DEIS is available  
18 for agency and public review and comment on the  
19 project's website. The URL for the website is  
20 provided on flyers available at the registration  
21 desk.

22 A hard copy of the DEIS is also available  
23 for review at the Federal Transit Administration's  
24 Region 2 office located at One Bowling Green in New  
25 York and also at New Jersey Transit's headquarters

1 located at One Penn Plaza in Newark. We are  
2 committed to providing a robust public participation  
3 and outreach process, and we are here to listen to  
4 you. To give everyone an ample opportunity to speak  
5 today, I request that speakers keep their comments  
6 to no more than three minutes. Marlene Bauer of  
7 InGroup will serve as our timekeeper.

8 She will give you a 30-second warning as  
9 you approach the three-minute limit. Should you  
10 wish to speak again, you must re-sign at the  
11 speaker's list, and if time permits you will be  
12 welcomed back to the microphone. The same three-  
13 minute rule would apply. In order to ensure an  
14 accurate transcript and to enable all assembled to  
15 hear your remarks, I ask that each speaker, when  
16 called, come to the microphone at the front of the  
17 room. Please state your name and address and if you  
18 are appearing as a representative of an organization  
19 or a government entity. If so, please identify the  
20 organization or entity and state its address.

21 Again at this time -- less formally,  
22 again, to make comments to the meeting, there is a  
23 public comment up here. If you'd rather make private  
24 testimony to the stenographer on the side, that is  
25 welcome as well. In addition, we have sort of a

1 ballot box to place a written comment in, and again,  
2 even beyond today's meeting the ability for you to  
3 submit comments on the project website or via e-mail  
4 also there as well, and again, all comments need to  
5 be received by close of business on July 19th, 2019.

6 At this point I would like to proceed to a  
7 short presentation on the project. Again, this  
8 presentation is designed to give a little bit of an  
9 overview as to what the project is in case there are  
10 those who would like further description, and then  
11 following the -- the short presentation there will  
12 be a very short video that will also give more  
13 definition to the project itself.

14 **(Whereupon at this time, draft**  
15 **Environmental Impact Statement shown at public**  
16 **hearing, June 18, 2019, began.)**

17 **MR. GEITNER:** So again, my intent here is  
18 not to read from the flyer, but rather just to share  
19 with you what the basic project is, but we want to  
20 start with this. We want to make sure people are  
21 aware of New Jersey Transit, who we are, what we  
22 are, and what we provide. Again, core to our  
23 mission -- core to our mission, again, is to provide  
24 public transportation in a safe, reliable,  
25 convenient, and cost effective manner. So this is

1 our charter. This is who New Jersey Transit is.

2 What brought us here today, in part, was a  
3 devastating storm that took place that we all know.  
4 Superstorm Sandy occurred back in 2012. So during  
5 the course of that storm as you all well know, New  
6 Jersey was heavily affected via power loss, storm  
7 surge, lack of transportation, lack of resources.  
8 Superstorm Sandy defined quite a bit what the  
9 resiliency program at New Jersey Transit took on.  
10 In our product area many customers lost power for up  
11 to maybe 8 days. Our rail service was severely  
12 affected for weeks following Superstorm Sandy's  
13 damage.

14 Our purpose here today is to explain to  
15 you what is the New Jersey Transitgrid Project and  
16 to make it clear to everyone here. The product  
17 involves two components.

18 The first component is the design and  
19 construction of a Traction Power System. So it is  
20 comprised of a natural gas quadgeneration facility,  
21 a solo facility, energy storage assets, and the  
22 associated infrastructure necessary to provide power  
23 for trains to run.

24 A second aspect of the project is called  
25 New Jersey Transitgrid Distributed Generation

1 Solutions. This is a smaller project that includes  
2 a portfolio of projects that would deliver power to  
3 certain train stations, bus garages, and other  
4 transportation infrastructure that, again, allows  
5 mobility during times when the public grid is out.  
6 So just to be clear, during the meeting the focus of  
7 our environmental impact statement, our draft, is on  
8 the traction -- the New Jersey TransitGrid Traction  
9 Power System component. If you have any questions  
10 about the second product feel free to ask the  
11 Transit representatives in the back, but the main  
12 focus for me today is the EIS associated with the  
13 Traction Power System.

14 So the product proposed is to address rail  
15 service vulnerability, so the New Jersey Transit  
16 took a careful look at its system. We recognized  
17 those areas we were vulnerable and considering the  
18 fact that we're an electric fired railroad in many  
19 aspects, one of the significant risks that we had  
20 was if we lose power, we lose the ability to provide  
21 mobility. So the electric traction power system,  
22 this product itself, is designed to address that  
23 vulnerability and that is one of our other  
24 vulnerabilities as well.

25 We have taken a look at our

1 infrastructure. Where necessary we're making  
2 investments to improve the infrastructure so we're  
3 no longer vulnerable there. We've taken a look, for  
4 example, at our track and signal systems, and where  
5 that's vulnerable to weather events we want to make  
6 improvements there as well. So whether it is  
7 infrastructure vulnerability, communication  
8 vulnerability, or energy vulnerability, the goal  
9 here is to make sure that New Jersey Transit can  
10 perform should we need to should the assets that we  
11 have to maintain for the public be affected by power  
12 outages in -- in the case of this project.

13 And again, we know that -- where the  
14 weather is bearable we know that climate can change.  
15 We know that with that possibility we could expect  
16 more frequent storms, possibly storms that have a  
17 greater effect on us. We want to be ready for that.  
18 The purpose and need of the project is fairly  
19 straightforward.

20 So again, we would like to be able to  
21 provide some limited service on three main  
22 corridors, the northeast corridor which as most of  
23 you know is not New Jersey Transit owned but owned  
24 and maintained by Amtrak, the national rail  
25 passenger corporation. But New Jersey Transit runs a



1 great deal of service in the northeast corridor and  
2 we have the ability with this product to run power  
3 to get trains from New York Penn Station -- New York  
4 Penn Station down to the north New Brunswick area.

5 In addition, we would have power to runs  
6 trains along the Morris & Essex line. This is the  
7 line that also goes through Newark's Broad Street  
8 station out to around Maplewood, New Jersey. And  
9 then lastly, we would like to make sure that we can  
10 run the Hudson-Bergen Light Rail system. Again, an  
11 extremely popular system that's used by a lot of  
12 customers, especially in this area, an important  
13 aspect of the New Jersey Transit.

14 Again, maintaining reliable transportation  
15 is important considering the number of users who use  
16 our system on a daily basis. So the product itself  
17 is a transitgrid, a microgrid, and again, that's a  
18 term maybe not familiar to most, but it is a term  
19 that's growing in popularity. So in this case for  
20 our use of the term, we would like to use a small  
21 dedicated limited sourced facility to provide power  
22 to the assets just mentioned, not dissimilar to  
23 other branches of the government that, for example,  
24 do this all the time. For example, the Department  
25 of Defense has microgrids. Hospital systems run

1 microgrids. Camp environments run microgrids,  
2 again, dedicated to the load.

3 So our microgrid system will include a  
4 generating facility, it would include the necessary  
5 transmission and distribution lines that would  
6 provide electricity to railroad substations. That's  
7 what we would hook into the system, and then would  
8 provide some updates or some -- in some cases some  
9 new sub-stations to receive that power.

10 The project components are fairly  
11 straightforward and, again, these are just visuals  
12 here, but we do want to include solar. We do want  
13 to include power generation facility. We would like  
14 to combined cycle technology as part of that power  
15 generation facility, a highly efficient way of  
16 generating power. Sub-stations of course will be  
17 part of it as well.

18 Benefits of the product include the  
19 following. Again, if emergency conditions exist,  
20 New Jersey Transit would be able to provide  
21 reliable, safe, resilient rail service.

22 Providing that rail service would allow  
23 people to take our systems, also allow first  
24 responders who are responding to get from place to  
25 place, to -- to be able to move as well. During

1 those emergency conditions, again, we would be  
2 encouraging people not to use personal conveyance  
3 like their cars, but instead to take our system. And  
4 obviously through a product such as this, employment  
5 opportunities would result as well, both during  
6 construction and then of course during the facility  
7 operation.

8           So energy benefits. Again, we looked  
9 carefully at the product as proposed. We have taken  
10 a look at what makes the most sense, how do we  
11 integrate ourselves with the direction we want to go  
12 in, how do we comply with where the public would  
13 like us to go as well. So in this particular slide,  
14 and I will go through a number of these points, but  
15 we have this product fits in well with the direction  
16 New Jersey -- New Jersey as a -- as a state would  
17 like to go energy wise. So we propose this project  
18 to be net zero ready.

19           We would allow certain resources that  
20 would allow for either zero carbon or other  
21 technology to become part of the product as well.  
22 Resilient, we want to make sure that this facility  
23 is built to provide that power when it is needed.  
24 Economic, the ability for New Jersey Transit to  
25 control its energy spend and to control how it

1 generates electricity and to make sure the  
2 electricity is generated for the operation is a huge  
3 -- is a huge advantage for the New Jersey Transit,  
4 the fact that it is sustainable.

5 So we mentioned other component of the  
6 project, the distributive generation aspect of the  
7 product as a whole, but specifically for this  
8 particular power plant product, the incorporation of  
9 solar, the incorporation fast responding resources,  
10 the incorporation of energy storage, all part of our  
11 plan here. The fact that it is energy efficient so  
12 again, as technology has increased, highly efficient  
13 combustible turbines, and what that would do is  
14 release our -- relieve our reliance on coal-fired  
15 facilities that currently power the grid that power  
16 the trains that we run.

17 So again, the ability for us to generate  
18 our own power in a in a cost effective manner, in a  
19 highly efficient manner on a limited basis would  
20 reduce our dependence on a grid that would places  
21 outside of New Jersey, outside of some of the  
22 regulations that New Jersey faces and things like  
23 that. Air quality, so again, the ability for us to  
24 generate power for ourselves in a limited direct  
25 fashion.

1 Again, we don't rely on a large grid for  
2 which we have no control for which excess power is  
3 generated for which excess emissions are present.  
4 And then finally, energy independence. New Jersey  
5 Transit can assert power of its own control. We have  
6 the ability to generate as needed and not to  
7 generate when not needed, so flexibility.

8 Efficient, dedicated, limited, flexible,  
9 highly resilient power. Thank you. I'll proceed at  
10 this point we have a short video that, again,  
11 focuses on the purpose and need of the project, so I  
12 invite you to watch that and then after that I'll  
13 open up for some public comments, and we do have a  
14 list of commenters at this point.

15 **(Whereupon the video, as mentioned, is**  
16 **shown) .**

17 **MR. GEITNER:** Thank you. So at this time  
18 we will proceed to the public comment portion of the  
19 hearing. The procedures to be followed are as --  
20 are as such. If you wish to speak at today's  
21 meeting and if you haven't already done so, please  
22 register at the sign-in table. Public officials and  
23 certain project participants will be allowed to  
24 speak as soon as possible after their arrival, but  
25 in all instances speakers will be called in the

1 order in which they have signed in.

2           Once we have a seat at the table I would  
3 like to call up our first speaker. Again, if you  
4 don't want to participate in the portion over here,  
5 there's boards in the back of the room. There's a -  
6 - there's a short looping video inside. You can ask  
7 questions of project team members who are out there,  
8 but for those who wish to speak we will start that  
9 meeting shortly.

10           Okay. Just to start this portion, we have  
11 about three speakers who have signed up. Once  
12 they're concluded with their remarks, I can  
13 certainly pause this portion. That will give people  
14 the freedom to move around the room and ask  
15 questions. If other speakers do wish to come to the  
16 podium, they can just sign in as we go. We can call  
17 this portion back up. So we can pause the public  
18 portion once we are done with the speakers who have  
19 signed up and as more speakers do sign up we can  
20 restart the public portion as well.

21           Okay. So at this time I would like to  
22 call up our first speaker, and again, once you do  
23 approach the podium please state your name, state  
24 your address, and state the organization that you do  
25 represent. So at this time, I'd like to call up --

1 and I'm going to probably mess up his last name. I  
2 apologize in advance. It's Tito Anyanwu.

3 **MR. ANYANWU:** Actually, I think I had more  
4 of a question and not so much of a commentary, so I  
5 didn't know if --

6 **MR. GEITNER:** Understood, Tito. The --  
7 the format is such you can certainly state it for  
8 the record. We wouldn't address it directly from  
9 this format, but feel free to ask your question  
10 certainly.

11 **MR. ANYANWU:** Yeah, sure, I guess.

12 Hi, everyone. I'm Tito Anyanwu. I'm with  
13 PSEG. So just here to get a little bit more  
14 education on the New Jersey Transit project.

15 **MR. GEITNER:** Tito, I'm sorry. Just give  
16 us your address as well.

17 **MR. ANYANWU:** 80 Park Plaza, Newark, New  
18 Jersey.

19 **MR. GEITNER:** Thank you.

20 **MR. ANYANWU:** So, just, you know -- just  
21 to get a little more education in terms of funding  
22 and some of the commercial arrangement expectations  
23 as it relates to the power plants itself, and what  
24 are some of the limitations with New Jersey Transit,  
25 can they become a public utility and to what extent,

1 and how they plan to actually make all of this  
2 happen from a commercial standpoint, so...

3 **MR. GEITNER:** Tito, thank you for those.

4 At this time, I would like to invite Chris  
5 Hartman to come forward.

6 **MR. HARTMAN:** Thank you. Sorry about  
7 that. Last name is Hartman. It's H-a-r-t-m-a-n.  
8 I'm personally a resident of North Arlington, New  
9 Jersey, but I represent today the New Jersey  
10 Alliance for Action, and we're located at 91  
11 Fieldcrest Avenue in Edison, New Jersey. For the  
12 record, the Alliance for Action represents about  
13 2,500 of New Jersey's top corporate labor,  
14 professional, academic, and government  
15 representatives, and our mission is to improve New  
16 Jersey's economy through the promotion of capital  
17 construction and environmentally friendly  
18 infrastructure improvement.

19 So for over 40 years we have been focused  
20 exclusively on those infrastructure issues, whether  
21 it is harbor dredging or coastal protection, energy,  
22 things of that nature. I wanted to put officially  
23 on the record that we support the NJ TransitGrid  
24 Traction Power System.

25 The program will provide highly reliable



1 electric power and support service in one of the  
2 most important segments of NJ Transit's service  
3 territory, and it'll also provide redundancy in the  
4 system that allows residents to travel to work, go  
5 to school, and to all other essential locations that  
6 would otherwise be inaccessible during a commercial  
7 power outage, and we, as the Alliance, we're really  
8 excited too about this first usage of microgrid in  
9 transit and transportation. We think that's really  
10 great.

11 On a personal level because up where I  
12 live in Bergen County rail service, we know, is so  
13 important to New Jersey. It transports people in  
14 and out of New York to various residential and  
15 commercial areas of the state, and it's crucial to  
16 our economy, and it's unfortunately vulnerable to  
17 commercial grid power outages, especially which are  
18 happening more frequently.

19 And we've all been affected by the recent  
20 powerful storms in the region. Memory of Superstorm  
21 Sandy I know is still fresh in everyone's mind, and  
22 for this storm it caused transit prolonged power  
23 outages, in some instances more than a month, and  
24 the impact to the economy is impossible to  
25 calculate.

1 From an economic standpoint, it's going to  
2 provide 200 construction jobs, around 30 permanent.  
3 We're in support of that. We think that's great.  
4 And from an environmental standpoint, you are you  
5 transforming a brownfield that, frankly, has been  
6 there inactive longer than I've been alive. And  
7 you're also going to be restoring areas of the  
8 Meadowlands wetlands as well to mitigate some of  
9 that. So we think that's great too.

10 You will have solar facility built there,  
11 different technologies to generate and store power  
12 such as flywheel solar panels, things like that. So  
13 we're really excited about this, so we're going to  
14 continue to review the environmental impact  
15 statement. We stand ready to assist in any way that  
16 we can. The Alliance for Action supports it, and  
17 thank you for the opportunity to come today.  
18 Appreciate it.

19 **MR. GEITNER:** So our next speaker is Jeff  
20 Tittel.

21 **MR. TITTEL:** Jeff Tittel, Director of New  
22 Jersey Sierra Club. I'm also here representing  
23 Empower New Jersey which is a coalition of 80  
24 environmental, civic, and community organizations in  
25 New Jersey. We're here because we are in a climate

1 emergency in this country and there is a real sense  
2 of urgency and, you know, the first rule is that  
3 when you are in a hole you don't dig it deeper. You  
4 get out. And instead, we see this plan, even though  
5 you call it a resilient plan, doing the opposite,  
6 that it's -- you know, calling a power plant a  
7 resilient power plant is an oxymoron.

8           It is like Ben and Jerry calling a banana  
9 split dietetic. You can call it what you want, but  
10 it's not. You cannot deal with climate change and  
11 flood impacts by releasing more fossil fuels, very  
12 simple. You're going to be encouraging more  
13 pipelines, more fracking and more air pollution.  
14 And then when you look at what is happening within  
15 the region within 10 miles there is a proposal for a  
16 1200 megawatt power plant to ship power to New York.

17           A few miles the other way is a big  
18 facility in Woodbridge that they're looking to build  
19 another power plant. So when you look at the  
20 cumulative impacts you are undercutting exactly what  
21 you're going to do because you are going to increase  
22 more flooding and more storm surges and have more  
23 climate impacts as well as more air quality impacts.

24           The cleanest natural gas plant is still  
25 emitting NOx and SOx, and it is already near another

1 power plant and across the river from four other  
2 power plants. So when you look at the cumulative  
3 impact and environmental justice community, you're  
4 not looking at Executive Order 23 from the governor,  
5 and the cumulative impacts are going to be more  
6 asthma attacks and more kids going to the hospital.

7 It is also near a superfund site and it is  
8 near a site where, you know, recently a, you know,  
9 chemical plant caught fire, so and let's just keep  
10 dumping on South Kearny. I think that is a mistake,  
11 and then when I look at your plan overall, the small  
12 amount of solar you have is not a real offset. You  
13 know, maybe buying a lot of electric buses might be  
14 an offset, maybe electric ironwork or lines might be  
15 an offset. Putting in better storage facility and  
16 microgrid and actually trying to run New Jersey  
17 Transit more on renewable energy might make sense,  
18 and so we see this, you know, especially this is the  
19 week the energy master plan comes out is sort of  
20 doing the opposite.

21 You know, this is in an area that's F  
22 level for air pollution, some of the worst air  
23 quality in the nation, so we're going to add more  
24 natural gas. It makes absolutely no sense. If you  
25 want to reduce climate impacts, you cannot do that.

1 And, you know, I was actually on the HUD task force  
2 and the FEMA task force for Sandy, and this is  
3 exactly the opposite of what we were looking at for  
4 the region as far as generating power to deal with  
5 the climate impacts. I also want to just make one  
6 other little -- little point.

7           You should be looking at not filling in  
8 that canal. You should be looking at turning it  
9 into a storm basin and putting floodgates on it  
10 because by filling it in you are taking away  
11 potential flood storage, and there is big  
12 developments and runoff in Hoboken that that could  
13 actually store some of that water in. But getting  
14 back to this, you know, specific point, we strongly  
15 believe that you should be looking at an alternative  
16 of mixes of clean renewable energy and not going  
17 down the fossil foolishness of the past. Thank you.

18           **MR. GEITNER:** Thank you, Mr. Tittel.

19           Going to call the next speaker up, and I  
20 apologize if I mispronounce the last name. It's Todd  
21 Heverling.

22           **MR. HEVERLING:** Hi. My name is Todd  
23 Heverling. I am representing the International  
24 Brotherhood of Electrical Workers, Local 164. Our  
25 address is 205 Robin Road in Paramus. We represent

1 the electricians in Essex, Hudson, and Bergen  
2 County. I think we all learned where we're -- we're  
3 affected by Sandy in one way or another, and we all  
4 did what we had to do to mitigate any future crises  
5 from any other storms. I know myself, I had to  
6 raise my house. I am sure several in here also had  
7 to do the same thing, and I actually applaud New  
8 Jersey Transit for taking a step to become  
9 resilient.

10 I mean, we can't shut down our whole  
11 economy for two weeks at a time because of a storm.  
12 And I think the film said it all as in, you know,  
13 look at what New Jersey Transit is doing. They're  
14 generating power, and they're generating it in the  
15 cutting edge 2019 manner. They're making it so in  
16 the future when other sources become available, like  
17 fuel cells and other things, they can integrate them  
18 in which will even reduce -- reduce emissions even  
19 more. They're putting solar in.

20 They're going to store that power. This  
21 power will not going to be used all the time, so  
22 they are going to be storing solar power at all  
23 times. So I applaud New Jersey Transit for this,  
24 and it's also -- and I'm not going to lie, it will  
25 provide good middle class jobs to my members and

1 other members of other trades. So I applaud New  
2 Jersey Transit for this. Thank you.

3 **MR. GEITNER:** Thank you, Mr. Heverling.

4 Mr. James Kirkos.

5 **MR. KIRKOS:** Good afternoon. Thank you  
6 for the opportunity. Jim Kirkos. I represent the  
7 Meadowlands Regional Chamber, 201 Route 17 in  
8 Rutherford, and as my colleague from the New Jersey  
9 Alliance for Action, we also represent just short of  
10 1200 companies in the greater Meadowlands region,  
11 and I can tell you unequivocally that our advocacy  
12 in the past for economic development and  
13 transportation infrastructure relies on the  
14 resiliency and the ability to move forward.

15 So I am here today to offer my full  
16 support for New Jersey TransitGrid. As a long  
17 advocate of transportation infrastructure and  
18 mobility, our organization knows full well about the  
19 impacts on our economy and quality of life of our  
20 members who rely on efficient, reliable  
21 transportation system.

22 The plan put forth by the New Jersey  
23 Transit not only addresses the the realities of  
24 current electric generation sources to power its  
25 transportation network, but it lays out a plan that

1 will allow for the adoption of new technologies and  
2 renewable power generation systems for the future to  
3 be easily incorporated into the grid. Resiliency of  
4 the grid means many things.

5 It means that power generation needs to be  
6 cost effective to maintain a predictable pricing  
7 structure for the ridership. Attaining that will  
8 require power generation from multiple sources. It  
9 means the system can be protected and secured from  
10 the ravages of severe weather that we're certain to  
11 endure from time to time, and it means the system  
12 need to be adaptable and flexible so we can, in  
13 fact, incorporate renewable energy sources as they  
14 become more mainstream and available.

15 This plan offered by New Jersey Transit is  
16 adaptable and sustainable and should be commended  
17 for being well thought. Often advocates such as  
18 myself of economic development take issue with the  
19 lack of forward thinking and long-term planning by  
20 government entities. This is one of those times  
21 when I can applaud New Jersey Transit for thinking  
22 about both the current realities and the needs of  
23 the future, respectfully. Thank you.

24 **MR. GEITNER:** Thank you, Mr. Kirkos. Mr.  
25 Dale Errico.



1           **MR. ERRICO:** Good afternoon. My name is  
2 Dale Errico. I represent Railroad Construction.  
3 The company has been in this state for -- since 1926  
4 with over 350 strong employees, mostly in the state  
5 of New Jersey. We also have a building division, we  
6 have an electrical division, and we have a power  
7 division as well. I applaud New Jersey Transit, you  
8 know, for conducting this grid to keep sustained  
9 from the main, you know, energy system of the state.  
10 So this way giving an independent point of being  
11 able to self contain their unit. It affected us  
12 greatly when this storm hit.

13           Being from New Brunswick, New Jersey, it  
14 was very difficult for me once the system went down  
15 to get back and forth to work from Paterson, New  
16 Jersey to New Brunswick. So I just want to thank  
17 New Jersey Transit and the team for thinking outside  
18 the box here to being able to keep our  
19 transportation up and running. So thank you again  
20 from our 350 strong employees of Railroad  
21 Construction in the state of New Jersey.

22           **MR. GEITNER:** Thank you, Mr. Errico.  
23           Is there any one else present who would  
24 like to make a statement regarding the project?

25           Let the record reflect that no one has

1 answered the question. The time is now 3:08. We  
2 will hold the hearing open till 4 o'clock. At this  
3 we can call a pause to afford any latecomers the  
4 opportunity to sign in to make a statement. At this  
5 time I will call for recess from these proceedings,  
6 a pause, until such time as somebody else would like  
7 to speak. And again, I would invite people to  
8 partake in questions and answers with the project  
9 team in the back and to view the displays that we  
10 have out for you. Thank you.

11 **(Whereupon, the matter laid aside and**  
12 **continued after a 25-minute break, as follows).**

13 **MR. GEITNER:** At this time I would like to  
14 call Michael O'Connor up.

15 **MR. O'CONNOR:** Thank you. Michael  
16 O'Connor from the Hudson County Improvement  
17 Authority. I spoke at the previous hearing that was  
18 here at St. Peter's college. I guess it was what  
19 was -- John, are you going to tell me how long ago  
20 it was?

21 **MR. GEITNER:** Yeah. Don't mean to  
22 interrupt you, it's just -- Michael, can you just  
23 give us your address too. I'm sorry.

24 **MR. O'CONNOR:** Sure. My business address  
25 is 830 Bergen Avenue, Jersey City, New Jersey. My

1 home address is 265 Avenue A, Bayonne, New Jersey.

2 **MR. GEITNER:** Thank you, and it was a  
3 scoping meeting, Michael, that you spoke at last  
4 time.

5 **MR. O'CONNOR:** And that was about a year  
6 and a half ago?

7 **MR. GEITNER:** That was three years ago.

8 **MR. O'CONNOR:** That was three years ago.  
9 Well, time passes. So I want to commend the New  
10 Jersey Transit's entire team including John who is  
11 here, Eric Daleo, and Steve Santoro, who I saw just  
12 a moment ago in the audience. So I am here on  
13 behalf of the Hudson County Improvement Authority  
14 which thinks of itself as almost a partner -- as a  
15 partner with New Jersey Transit on this TransitGrid  
16 project. We've worked with New Jersey Transit  
17 regarding the preferred site in Kearny over the past  
18 number of years and it's been a productive and I  
19 think fruitful relationship.

20 Particularly, I think from the county  
21 executive, Tom Degise, our CEO, Norman Guerra, the  
22 board of the Hudson County Improvement Authority are  
23 very supportive of this project on a number of  
24 levels. I can go through those. I think they're  
25 apparent. But particularly because this project will

1 serve critical elements of transportation  
2 infrastructure in Hudson county, the light rail --  
3 the light rail that stretches from Bayonne through  
4 North Bergen to the west side of Jersey City.

5 That was efficient obviously during, well  
6 most recently, Superstorm Sandy. There have been  
7 other events that I think even before or just at the  
8 beginning of light rail that could have benefited  
9 from having this type of redundancy and resiliency.  
10 The project is I think, without question, a critical  
11 benefit to our county. It will create jobs, but  
12 more importantly, in the event of either a power  
13 outage or a catastrophic event, this will provide  
14 safety and security to the county and is -- is  
15 something that is necessary and should proceed  
16 without question.

17 **MR. GEITNER:** Thank you, Mr. O'Connor.

18 Is there anyone else present who would  
19 like to make a statement at this time?

20 Then please let the record reflect that no  
21 one has answered the question and that the time is  
22 now 3:34. We'll hold the hearing open until 4 p.m.  
23 to afford any latecomers the opportunity to make a  
24 statement, and at this time I will call a pause in  
25 the public portion of the meeting.

1                   **(Whereupon, the matter laid aside to be**  
2 **later recalled) .**

3                   **(Whereupon, the time is now 4 p.m., and**  
4 **the matter is now in session once again)**

5                   **MS. BAUER:** Ladies and gentlemen, if I can  
6 have your attention, we're just going to call to  
7 order in a minute to close out the session.

8                   Thank you for your comments. The time is  
9 now 4 p.m., and before we adjourn is there anyone  
10 else who would like to make a statement regarding  
11 the project?

12                   **(Whereupon, no one answered) .**

13                   **MR. GEITNER:** Let the record show that no  
14 one has responded to the question. The time is now  
15 4 p.m., and we will adjourn the hearing. Thank you  
16 again to all who attended.

17                   **(Whereupon, the matter is laid aside to be**  
18 **recalled for the 7 p.m. session) .**

CERTIFICATE

I, Barbara Hightower, do hereby certify that I reported all proceedings adduced in the foregoing matter and that the foregoing transcript pages constitutes a full, true and accurate record of said proceedings to the best of my ability.

I further certify that I am neither related to counsel or any party to the proceedings nor have any interest in the outcome of the proceedings.

IN WITNESS HEREOF, I have hereunto set my hand this 28th day of June, 2019.

A handwritten signature in cursive script that reads "Barbara Hightower". The signature is written in dark ink and is positioned above a horizontal line.

Barbara Hightower



## DECLARATION

Transcript of: Public Hearing Date: 06/18/19

Regarding: NJ Transit Corporation

Reporter: Hightower

I declare under penalty of perjury the following to  
be true:

I have read the transcript and the same is true and  
accurate save and except for any corrections as made  
by me on the Correction Page herein.

Signed at \_\_\_\_\_, \_\_\_\_\_  
on the \_\_\_\_\_ day of \_\_\_\_\_, 2019.

Print Name \_\_\_\_\_

Signature \_\_\_\_\_



<u>1</u>	<b>30</b> 24:2	22:14	5:15 6:15
<b>10</b> 25:15	<b>30-second</b>	<b>accordance</b>	7:24
<b>10.2</b> 6:1	10:8	5:13 6:18	<b>Administratio</b>
<b>1200</b> 25:16	<b>350</b> 31:4	<b>accurate</b>	<b>n's</b> 9:23
29:10	31:20	10:14	<b>adoption</b> 30:1
<b>164</b> 27:24	<u>4</u>	<b>across</b> 26:1	<b>advance</b>
<b>17</b> 29:7	<b>4</b> 32:2	<b>Act</b> 5:14 6:4	5:17 21:2
<b>18</b> 4:8 11:16	34:22	<b>Action</b>	<b>advantage</b>
<b>1926</b> 31:3	35:3 35:9	22:10 22:12	18:3
<b>1969</b> 5:14	35:15	24:16 29:9	<b>advised</b> 7:13
<b>19th</b> 9:10	<b>40</b> 22:19	<b>actually</b>	<b>advocacy</b>
11:5	<u>7</u>	8:5 21:3	29:11
<u>2</u>	<b>7</b> 35:18	22:1	<b>advocate</b>
<b>2</b> 9:24	<u>8</u>	26:16	29:17
<b>2,500</b> 22:13	<b>8</b> 12:11	27:1	<b>advocates</b>
<b>2:00</b> 4:9	<b>80</b> 21:17	27:13 28:7	30:17
<b>200</b> 24:2	24:23	<b>adaptable</b>	<b>affected</b> 12:6
<b>201</b> 29:7	<b>830</b> 32:25	30:12 30:16	12:12 14:11
<b>2012</b> 12:4	<u>9</u>	<b>add</b> 26:23	23:19
<b>2013</b> 6:4	<b>91</b> 22:10	<b>addition</b> 9:17	28:3 31:11
<b>2014</b> 7:4	<u>A</u>	10:25 15:5	<b>afford</b> 32:3
<b>2019</b> 4:8 9:10	<b>ability</b>	<b>Additionally</b>	34:23
11:5	11:2	7:25	<b>afternoon</b> 5:5
11:16 28:15	13:20	<b>address</b> 10:17	29:5 31:1
<b>205</b> 27:25	15:2	10:20 13:14	<b>agencies</b> 6:12
<b>23</b> 26:4	17:24 18:17	13:22 20:24	6:24 7:1
<b>25-minute</b>	18:23	21:8	<b>agency</b> 9:18
32:12	19:6 29:14	21:16 27:25	<b>ago</b> 32:19
<b>265</b> 33:1	<b>able</b> 14:20	32:23 32:24	33:6 33:7
<u>3</u>	16:20 16:25	33:1	33:8 33:12
<b>3:08</b> 32:1	31:11 31:18	<b>addresses</b>	<b>air</b> 18:23
<b>3:34</b> 34:22	<b>absolutely</b>	4:22 29:23	25:13 25:23
	26:24	<b>adequate</b> 7:12	26:22 26:22
	<b>academic</b>	<b>adjourn</b>	<b>alive</b> 24:6
		35:9 35:15	<b>Alliance</b>
		<b>Administratio</b>	22:10 22:12
		<b>n</b> 4:3	23:7

24:16 29:9	10:18	<b>aspects</b>	<b>banana</b> 25:8
<b>allocated</b> 6:1	<b>applaud</b>	8:10 13:19	<b>based</b> 6:10
6:10	28:7	<b>assembled</b>	<b>basic</b> 11:19
<b>allow</b> 16:22	28:23	10:14	<b>basin</b> 27:9
16:23 17:19	29:1	<b>assert</b> 19:5	<b>basis</b> 15:16
17:20 30:1	30:21 31:7	<b>assets</b>	18:19
<b>allowed</b> 19:23	<b>applications</b>	12:21 14:10	<b>Bauer</b> 4:11
<b>allows</b> 13:4	7:1	15:22	4:23 10:6
23:4	<b>apply</b> 6:25	<b>assist</b> 24:15	35:5
<b>already</b> 19:21	10:13	<b>associated</b>	<b>Bayonne</b>
25:25	<b>Appreciate</b>	12:22 13:12	33:1 34:3
<b>alternative</b>	24:18	<b>asthma</b> 26:6	<b>bearable</b>
27:15	<b>approach</b> 10:9	<b>attacks</b> 26:6	14:14
<b>am</b> 27:23 28:6	20:23	<b>Attaining</b>	<b>become</b>
29:15 33:12	<b>appropriate</b>	30:7	17:21 21:25
<b>American</b> 4:24	7:17	<b>attended</b>	28:8
<b>among</b> 6:11	<b>Appropriation</b>	35:16	28:16 30:14
<b>amount</b> 26:12	<b>s</b> 6:4	<b>attention</b> 8:3	<b>begin</b> 4:14
<b>ample</b> 10:4	<b>Approximately</b>	35:6	<b>beginning</b>
<b>Amtrak</b> 14:24	6:5	<b>audience</b> 4:22	34:8
<b>announced</b> 7:3	<b>area</b> 12:10	33:12	<b>behalf</b> 5:6
<b>answered</b> 32:1	15:4	<b>Authority</b>	33:13
34:21 35:12	15:12 26:21	32:17 33:13	<b>behind</b> 8:7
<b>answers</b> 32:8	<b>areas</b> 13:17	33:22	<b>believe</b> 27:15
<b>Anyanwu</b>	23:15 24:7	<b>available</b>	<b>Ben</b> 25:8
21:2 21:3	<b>Arlington</b>	9:16 9:17	<b>benefit</b> 34:11
21:11 21:12	22:8	9:20 9:22	<b>benefited</b>
21:17 21:20	<b>arrangement</b>	28:16 30:14	34:8
<b>anyone</b> 8:21	21:22	<b>Avenue</b>	<b>benefits</b>
34:18 35:9	<b>arrival</b> 19:24	22:11 32:25	16:18 17:8
<b>apologize</b>	<b>articulate</b>	33:1	<b>Bergen</b>
21:2 27:20	7:20	<b>aware</b> 11:21	23:12
<b>apparent</b>	<b>aside</b> 32:11	<b>away</b> 27:10	28:1
33:25	35:1 35:17	<hr/>	32:25 34:4
<b>appearing</b>	<b>aspect</b> 6:14	<b>B</b>	<b>better</b> 26:15
	12:24 15:13	<b>ballot</b> 11:1	<b>beyond</b> 6:6
	18:6		

11:2 <b>billion</b> 6:1 6:5 <b>bit</b> 11:8 12:8 21:13 <b>board</b> 33:22 <b>boards</b> 8:7 20:5 <b>Bowling</b> 9:24 <b>box</b> 11:1 31:18 <b>branches</b> 15:23 <b>break</b> 32:12 <b>Broad</b> 15:7 <b>Brotherhood</b> 27:24 <b>brought</b> 12:2 <b>brownfield</b> 24:5 <b>Brunswick</b> 15:4 31:13 31:16 <b>build</b> 25:18 <b>building</b> 31:5 <b>built</b> 17:23 24:10 <b>bus</b> 13:3 <b>buses</b> 26:13 <b>business</b> 9:10 11:5 32:24 <b>buying</b> 26:13 <hr/> <div>C</div> <hr/> <b>calculate</b>	23:25 <b>Camp</b> 16:1 <b>canal</b> 27:8 <b>capital</b> 22:16 <b>carbon</b> 17:20 <b>careful</b> 13:16 <b>carefully</b> 17:9 <b>Carlos</b> 4:18 4:21 <b>cars</b> 17:3 <b>case</b> 11:9 14:12 15:19 <b>cases</b> 16:8 <b>catastrophic</b> 34:13 <b>caught</b> 26:9 <b>caused</b> 23:22 <b>cell</b> 8:24 <b>cells</b> 28:17 <b>CEO</b> 33:21 <b>certain</b> 13:3 17:19 19:23 30:10 <b>certainly</b> 20:13 21:7 21:10 <b>Chamber</b> 29:7 <b>change</b> 14:14 25:10 <b>charter</b> 12:1 <b>chemical</b> 26:9 <b>Chris</b> 22:4	<b>City</b> 32:25 34:4 <b>civic</b> 24:24 <b>class</b> 28:25 <b>clean</b> 27:16 <b>cleanest</b> 25:24 <b>clear</b> 12:16 13:6 <b>clearer</b> 8:13 <b>climate</b> 14:14 24:25 25:10 25:23 26:25 27:5 <b>close</b> 9:9 11:5 35:7 <b>Club</b> 24:22 <b>coal-fired</b> 18:14 <b>coalition</b> 24:23 <b>coastal</b> 22:21 <b>colleague</b> 29:8 <b>college</b> 32:18 <b>combined</b> 16:14 <b>combustible</b> 18:13 <b>comes</b> 26:19 <b>commend</b> 33:9 <b>commended</b> 30:16 <b>comment</b> 7:7 7:16 8:21 9:18	10:23 11:1 19:18 <b>commentary</b> 21:4 <b>commenters</b> 19:14 <b>comments</b> 5:23 7:9 9:5 9:6 9:9 9:11 10:5 10:22 11:3 11:4 19:13 35:8 <b>commercial</b> 21:22 22:2 23:6 23:15 23:17 <b>committed</b> 10:2 <b>committee</b> 5:23 <b>communication</b> 14:7 <b>community</b> 24:24 26:3 <b>companies</b> 29:10 <b>company</b> 31:3 <b>competitive</b> 6:11 <b>competitively</b> 7:2 <b>comply</b> 17:12 <b>component</b> 12:18 13:9 18:5 <b>components</b>
---	--	---	--

12:17 16:10	9:22	30:22	<b>dependence</b>
<b>comprised</b>	<b>core</b> 11:22	<b>currently</b>	18:20
12:20	11:23	18:15	<b>description</b>
<b>concerns</b> 7:20	<b>corner</b> 4:17	<b>customers</b>	11:10
<b>concluded</b>	<b>corporate</b>	12:10 15:12	<b>design</b> 12:18
20:12	22:13	<b>cutting</b> 28:15	<b>designed</b> 11:8
<b>conditions</b>	<b>corporation</b>	<b>cycle</b> 16:14	13:22
16:19 17:1	4:1 4:2	<hr/>	<b>desk</b> 9:21
<b>conducting</b>	14:25	D	<b>devastating</b>
5:12 31:8	<b>corridor</b>	<b>daily</b> 15:16	12:3
<b>congress</b> 5:25	14:22 15:1	<b>Dale</b> 30:25	<b>development</b>
<b>considering</b>	<b>corridors</b>	31:2	6:16
13:17 15:15	14:22	<b>Daleo</b> 33:11	29:12 30:18
<b>construction</b>	<b>cost</b> 11:25	<b>damage</b> 12:13	<b>developments</b>
6:13	18:18 30:6	<b>damaged</b> 6:7	27:12
12:19	<b>country</b> 25:1	<b>days</b> 12:11	<b>dietetic</b> 25:9
17:6	<b>county</b>	<b>deal</b> 15:1	<b>different</b>
22:17	23:12	25:10 27:4	24:11
24:2 31:2	28:2	<b>decided</b> 6:16	<b>difficult</b>
31:21	32:16 33:13	<b>dedicated</b>	31:14
<b>contain</b> 31:11	33:20 33:22	6:24	<b>dig</b> 25:3
<b>continue</b>	34:2	15:21	<b>direct</b> 18:24
24:14	34:11 34:14	16:2 19:8	<b>direction</b>
<b>continued</b>	<b>course</b> 12:5	<b>deeper</b> 25:3	17:11 17:15
32:12	16:16 17:6	<b>Defense</b> 15:25	<b>directly</b> 21:8
<b>control</b> 17:25	<b>courteous</b>	<b>defined</b> 12:8	<b>director</b> 5:10
17:25	8:23	<b>definition</b>	24:21
19:2 19:5	<b>create</b> 34:11	11:13	<b>Disaster</b> 6:4
<b>convenience</b>	<b>crises</b> 28:4	<b>Degise</b> 33:21	<b>disclose</b> 6:22
9:13	<b>critical</b> 34:1	<b>DEIS</b> 5:9 5:24	<b>displays</b> 32:9
<b>convenient</b>	34:10	7:7 9:17	<b>disruptions</b>
11:25	<b>crucial</b> 23:15	9:22	6:9
<b>conversations</b>	<b>cumulative</b>	<b>deliver</b> 13:2	<b>dissimilar</b>
8:12	25:20	<b>Department</b>	15:22
<b>conveyance</b>	26:2 26:5	6:18 15:24	<b>Distributed</b>
17:2	<b>current</b> 29:24		
<b>copy</b> 9:14			

12:25	<b>Edison</b> 22:11	16:19	4:5 5:9
<b>distribution</b>	<b>education</b>	17:1 25:1	5:14 6:14
16:5	21:14 21:21	<b>emissions</b>	6:17 6:21
<b>distributive</b>	<b>effect</b> 14:17	19:3 28:18	7:18 9:14
18:6	<b>effective</b>	<b>emitting</b>	11:15
<b>division</b> 31:5	11:25 18:18	25:25	13:7 24:4
31:6 31:7	30:6	<b>employees</b>	24:14 24:24
<b>document</b> 7:9	<b>efficient</b>	31:4 31:20	26:3
<b>documented</b>	16:15 18:11	<b>employment</b>	<b>environmental</b>
7:23 8:12	18:12 18:19	17:4	<b>ly</b> 22:17
<b>dollars</b> 6:1	19:8	<b>Empower</b> 24:23	<b>environments</b>
<b>done</b> 19:21	29:20 34:5	<b>enable</b> 10:14	16:1
20:18	<b>EIS</b> 6:17 6:20	<b>encouraging</b>	<b>Eric</b> 33:11
<b>draft</b> 4:5 5:9	13:12	17:2 25:12	<b>Errico</b>
9:14	<b>either</b>	<b>endure</b> 30:11	30:25
11:14 13:7	17:20 34:12	<b>energy</b> 5:11	31:1 31:2
<b>drafting</b> 7:7	<b>elected</b> 5:18	12:21	31:22
<b>drawing</b> 8:3	<b>electric</b> 6:19	14:8 17:8	<b>especially</b>
<b>drudging</b>	13:18 13:21	17:17 17:25	15:12 23:17
22:21	23:1	18:10 18:11	26:18
<b>dumping</b> 26:10	26:13 26:14	19:4	<b>essential</b>
<b>during</b> 12:4	29:24	22:21 26:17	23:5
13:5 13:6	<b>electrical</b>	26:19 27:16	<b>Essex</b> 15:6
16:25	27:24 31:6	30:13 31:9	28:1
17:5 17:6	<b>electricians</b>	<b>Energy's</b> 6:18	<b>evaluated</b> 7:2
23:6 34:5	28:1	<b>ensure</b> 10:13	<b>event</b> 34:12
	<b>electricity</b>	<b>entire</b> 33:10	34:13
	16:6 18:1	<b>entities</b>	<b>events</b> 14:5
<hr/>	18:2	30:20	34:7
<b>E</b>	<b>elements</b> 34:1	<b>entity</b>	<b>everyone</b> 4:13
<b>easily</b> 30:3	<b>else</b> 31:23	10:19 10:20	4:19 7:11
<b>economic</b>	32:6	<b>entrance</b>	10:4
17:24	34:18 35:10	9:3 9:12	12:16 21:12
24:1	<b>e-mail</b> 9:8	9:16	<b>everyone's</b>
29:12 30:18	11:3	<b>environment</b>	8:3 23:21
<b>economy</b> 22:16	<b>emergency</b>	5:11	<b>exactly</b> 25:20
23:16 23:24	4:16	<b>environmental</b>	27:3
28:11 29:19			<b>example</b>
<b>edge</b> 28:15			

14:4 15:23 15:24 <b>excess</b> 19:2 19:3 <b>excited</b> 23:8 24:13 <b>exclusively</b> 22:20 <b>executive</b> 26:4 33:21 <b>exist</b> 16:19 <b>exits</b> 4:16 <b>expect</b> 14:15 <b>expectations</b> 21:22 <b>explain</b> 12:14 <b>extent</b> 21:25 <b>extremely</b> 15:11 <hr/> <b>F</b> <hr/> <b>faces</b> 18:22 <b>facilities</b> 18:15 <b>facility</b> 12:20 12:21 15:21 16:4 16:13 16:15 17:6 17:22 24:10 25:18 26:15 <b>fact</b> 13:18 18:4 18:11 30:13 <b>fair</b> 7:10 <b>fairly</b>	14:18 16:10 <b>familiar</b> 15:18 <b>fashion</b> 18:25 <b>fast</b> 18:9 <b>federal</b> 4:3 5:15 6:12 6:15 7:24 9:23 <b>federally-</b> <b>funded</b> 6:13 <b>feel</b> 8:14 13:10 21:9 <b>FEMA</b> 27:2 <b>Fieldcrest</b> 22:11 <b>filling</b> 27:7 27:10 <b>film</b> 28:12 <b>final</b> 4:6 7:9 7:18 <b>finally</b> 19:4 <b>fire</b> 26:9 <b>fired</b> 13:18 <b>first</b> 12:18 16:23 20:3 20:22 23:8 25:2 <b>fits</b> 17:15 <b>flexibility</b> 19:7 <b>flexible</b> 19:8 30:12 <b>flood</b> 25:11 27:11	<b>floodgates</b> 27:9 <b>flooding</b> 6:8 25:22 <b>flyer</b> 11:18 <b>flyers</b> 9:20 <b>flywheel</b> 24:12 <b>focus</b> 13:6 13:12 <b>focused</b> 22:19 <b>focuses</b> 19:11 <b>folks</b> 8:9 <b>foolishness</b> 27:17 <b>force</b> 27:1 27:2 <b>formally</b> 10:21 <b>format</b> 21:7 21:9 <b>forth</b> 29:22 31:15 <b>forward</b> 22:5 29:14 30:19 <b>fossil</b> 25:11 27:17 <b>fracking</b> 25:13 <b>frankly</b> 24:5 <b>free</b> 8:14 13:10 21:9 <b>freedom</b> 20:14 <b>frequent</b>	14:16 <b>frequently</b> 23:18 <b>fresh</b> 23:21 <b>friendly</b> 22:17 <b>front</b> 10:16 <b>fruitful</b> 33:19 <b>FTA</b> 5:18 6:15 6:25 <b>fuel</b> 28:17 <b>fuels</b> 25:11 <b>full</b> 9:14 29:15 29:18 <b>fund</b> 6:7 <b>funding</b> 6:24 7:3 21:21 <b>funds</b> 6:10 <b>future</b> 6:8 28:4 28:16 30:2 30:23 <hr/> <b>G</b> <hr/> <b>garages</b> 13:3 <b>gas</b> 12:20 25:24 26:24 <b>Geitner</b> 4:25 5:5 5:10 11:17 19:17 21:6 21:15 21:19 22:3 24:19 27:18
--	--	---	--

29:3	29:10	7:4 7:10	15:10
30:24 31:22	<b>greatly</b> 31:12	7:15 8:1	<b>huge</b> 18:2
32:13 32:21	<b>Green</b> 9:24	9:1 11:16	18:3
33:2 33:7	<b>grid</b> 4:4 13:5	19:19	<hr/>
34:17 35:13	18:20	32:2	<hr/> I <hr/>
<b>generate</b>	19:1	32:17 34:22	<b>I'd</b> 4:14
18:17 18:24	23:17	35:15	20:25
19:6 19:7	30:3 30:4	<b>heavily</b> 12:6	<b>identified</b>
24:11	31:8	<b>HELD</b> 4:7	8:16
<b>generated</b>	<b>gridthat</b>	<b>help</b> 8:14	<b>identify</b> 6:20
18:2 19:3	18:15	<b>Heverling</b>	10:19
<b>generates</b>	<b>growing</b> 15:19	27:21 27:22	<b>I'll</b> 19:9
18:1	<b>Guerra</b> 33:21	27:23 29:3	19:12
<b>generating</b>	<b>guess</b> 21:11	<b>Hi</b> 21:12	<b>I'm</b> 21:1
16:4	32:18	27:22	21:12 21:12
16:16	<b>guidance</b> 5:16	<b>highly</b> 6:10	21:15
27:4	<hr/>	16:15 18:12	22:8
28:14 28:14	H	18:19	24:22 28:24
<b>generation</b>	<b>half</b> 33:6	19:9 22:25	32:23
12:25 16:13	<b>happen</b> 22:2	<b>hit</b> 31:12	<b>impact</b> 4:5
16:15	<b>harbor</b> 22:21	<b>Hoboken</b> 27:12	5:9 6:17
18:6	<b>hard</b> 9:22	<b>hold</b> 32:2	7:18 9:14
29:24	<b>Hartman</b>	34:22	11:15
30:2 30:5	22:5 22:7	<b>hole</b> 25:3	13:7
30:8	<b>H-a-r-t-m-a-n</b>	<b>home</b> 33:1	23:24 24:14
<b>gentlemen</b> 5:6	22:7	<b>hook</b> 16:7	26:3
35:5	<b>HARTMAN</b> 22:6	<b>hospital</b>	<b>impacts</b>
<b>getting</b> 27:13	<b>haven't</b> 19:21	15:25 26:6	6:21 6:23
<b>giving</b> 31:10	<b>having</b> 7:7	<b>house</b> 28:6	25:11 25:20
<b>goal</b> 14:8	7:8 34:9	<b>housekeeping</b>	25:23 25:23
<b>government</b>	<b>headquarters</b>	4:15	26:5
10:19 15:23	9:25	<b>HUD</b> 27:1	26:25
22:14 30:20	<b>hear</b> 10:15	<b>Hudson</b> 28:1	27:5 29:19
<b>governor</b> 26:4	<b>hearing</b> 4:6	32:16 33:13	<b>impartial</b>
<b>great</b> 15:1	4:11 5:7	33:22 34:2	7:11
23:10	5:13 5:20	<b>Hudson-Bergen</b>	<b>implementing</b>
24:3 24:9			5:16
<b>greater</b> 14:17			<b>important</b> 7:4
			7:9 7:19



15:12 15:15 23:2 23:13 <b>importantly</b> 34:12 <b>impossible</b> 23:24 <b>improve</b> 14:2 22:15 <b>improvement</b> 22:18 32:16 33:13 33:22 <b>improvements</b> 14:6 <b>inaccessible</b> 23:6 <b>inactive</b> 24:6 <b>include</b> 7:14 16:3 16:4 16:12 16:13 16:18 <b>includes</b> 7:5 13:1 <b>including</b> 33:10 <b>incorporate</b> 30:13 <b>incorporated</b> 30:3 <b>incorporating</b> 7:8 <b>incorporation</b> 18:8 18:9 18:10 <b>increase</b> 25:21 <b>increased</b>	18:12 <b>independence</b> 19:4 <b>independent</b> 31:10 <b>inform</b> 8:14 <b>information</b> 5:21 8:9 8:19 9:13 <b>infrastructur e</b> 12:22 13:4 14:1 14:2 14:7 22:18 22:20 29:13 29:17 34:2 <b>InGroup</b> 10:7 <b>initial</b> 7:6 <b>inside</b> 20:6 <b>inspection</b> 9:17 <b>instances</b> 19:25 23:23 <b>instead</b> 17:3 25:4 <b>Instructions</b> 9:10 <b>integrate</b> 17:11 28:17 <b>intent</b> 7:6 11:17 <b>International</b> 27:23 <b>Interperter</b> 4:22 <b>interpreter</b>	4:18 <b>interrupt</b> 32:22 <b>introduce</b> 4:25 <b>investments</b> 14:2 <b>invite</b> 19:12 22:4 32:7 <b>involves</b> 12:17 <b>ironwork</b> 26:14 <b>issue</b> 30:18 <b>issues</b> 22:20 <b>items</b> 4:15 <b>it'll</b> 23:3 <b>I've</b> 24:6 <hr/> <b>J</b> <hr/> <b>James</b> 29:4 <b>Jaramillo</b> 4:21 <b>Jeff</b> 24:19 24:21 <b>Jerry</b> 25:8 <b>Jersey</b> 4:1 4:12 5:1 5:6 5:8 5:12 5:21 6:3 7:21 7:23 8:3 8:8 8:19 9:25 11:21 12:1 12:6	12:9 12:15 12:25 13:8 13:15 14:9 14:23 14:25 15:8 15:13 16:20 17:16 17:16 17:24 18:3 18:21 18:22 19:4 21:14 21:18 21:24 22:9 22:9 22:11 23:13 24:22 24:23 24:25 26:16 28:8 28:13 28:23 29:2 29:8 29:16 29:22 30:15 30:21 31:5 31:7 31:13 31:16 31:17 31:21 32:25 32:25 33:1 33:10 33:15 33:16 34:4 <b>Jersey's</b> 22:13 22:16 <b>Jim</b> 29:6 <b>jobs</b> 24:2 28:25 34:11 <b>John</b> 4:25 5:10 32:19 33:10 <b>joined</b> 5:17 <b>July</b> 9:10
--	---	---	---



11:5	10:21	23:5	35:1 35:4
<b>June</b> 4:8	<b>let's</b> 26:9	<b>long</b> 29:16	35:17
11:16	<b>level</b> 23:11	32:19	<b>may</b> 7:22 8:11
<b>justice</b> 26:3	26:22	<b>longer</b> 14:3	8:13 9:5
<hr/>	<b>levels</b> 33:24	24:6	<b>maybe</b> 12:11
K	<b>lie</b> 28:24	<b>long-term</b>	15:18 26:13
<b>Kearny</b>	<b>life</b> 29:19	30:19	26:14
26:10 33:17	<b>light</b> 15:10	<b>looping</b> 20:6	<b>Meadowlands</b>
<b>kids</b> 26:6	34:2 34:3	<b>lose</b> 13:20	24:8 29:7
<b>Kirkos</b> 29:4	34:8	13:20	29:10
29:5 29:6	<b>limit</b> 10:9	<b>loss</b> 12:6	<b>mean</b> 28:10
30:24	<b>limitations</b>	<b>lost</b> 12:10	32:21
<b>known</b> 5:14	21:24	<b>lot</b> 15:11	<b>means</b> 6:22
<hr/>	<b>limited</b> 14:21	26:13	30:4 30:5
L	15:21 18:19	<hr/>	30:9 30:11
<b>labor</b> 22:13	18:24 19:8	M	<b>meeting</b> 7:6
<b>lack</b> 12:7	<b>line</b> 15:6	<b>mail</b> 9:7	8:2 8:17
12:7 30:19	15:7	<b>main</b> 13:11	10:22
<b>ladies</b> 5:5	<b>lines</b> 16:5	14:21 31:9	11:2 13:6
35:5	26:14	<b>mainstream</b>	19:21
<b>laid</b> 32:11	<b>list</b> 10:11	30:14	20:9 33:3
35:1 35:17	19:14	<b>maintain</b>	34:25
<b>language</b> 4:18	<b>listen</b> 10:3	14:11 30:6	<b>meet-the-</b>
4:24	<b>little</b> 11:8	<b>maintained</b>	<b>public</b> 7:15
<b>large</b> 19:1	21:13 21:21	14:24	<b>megawatt</b>
<b>last</b> 21:1	27:6 27:6	<b>maintaining</b>	25:16
22:7	<b>live</b> 23:12	15:14	<b>members</b>
27:20 33:3	<b>load</b> 16:2	<b>manner</b> 7:11	8:16 20:7
<b>lastly</b> 15:9	<b>Local</b> 27:24	11:25 18:18	28:25
<b>latecomers</b>	<b>located</b> 9:3	18:19 28:15	29:1 29:20
32:3 34:23	9:12 9:15	<b>Maplewood</b>	<b>Memory</b> 23:20
<b>later</b> 35:2	9:24 10:1	15:8	<b>mentioned</b>
<b>lays</b> 29:25	22:10	<b>Marlene</b> 10:6	15:22
<b>leaders</b> 5:18	<b>location</b> 8:6	<b>master</b> 26:19	18:5 19:15
<b>learned</b> 28:2	<b>locations</b>	<b>matter</b> 32:11	<b>mess</b> 21:1
<b>less</b> 6:8			<b>Michael</b> 32:14
			32:15 32:22
			33:3

<b>microgrid</b> 15:17 16:3 23:8 26:16	20:14 29:14 <b>multiple</b> 30:8 <b>myself</b> 28:5 30:18	<b>November</b> 7:3 <b>NOx</b> 25:25 <hr/> O <hr/>	34:23 <b>opposite</b> 25:5 26:20 27:3
<b>microgrids</b> 15:25 16:1 16:1	<hr/> N <hr/>	<b>obviously</b> 17:4 34:5	<b>order</b> 10:13 20:1 26:4 35:7
<b>microphone</b> 8:23 10:12 10:16	<b>nation</b> 26:23 <b>national</b> 5:13 14:24	<b>occurred</b> 12:4 <b>o'clock</b> 32:2	<b>organization</b> 10:18 10:20 20:24 29:18
<b>middle</b> 28:25	<b>natural</b> 12:20 25:24 26:24	<b>O'Connor</b> 32:14 32:15 32:16 32:24 33:5 33:8 34:17	<b>organizations</b> 24:24
<b>miles</b> 25:15 25:17	<b>nature</b> 22:22	<b>offer</b> 29:15	<b>otherwise</b> 23:6
<b>mind</b> 23:21	<b>necessary</b> 8:24 12:22 14:1 16:4 34:15	<b>offered</b> 30:15	<b>ourselves</b> 17:11 18:24
<b>minimizing</b> 6:23	<b>NEPA</b> 5:14 5:16 6:15 7:5	<b>office</b> 9:24	<b>outage</b> 23:7 34:13
<b>minute</b> 10:13 35:7	<b>net</b> 17:18	<b>officially</b> 22:22	<b>outages</b> 14:12 23:17 23:23
<b>minutes</b> 10:6	<b>network</b> 29:25	<b>officials</b> 19:22	<b>outreach</b> 10:3
<b>mispronounce</b> 27:20	<b>Newark</b> 10:1 21:17	<b>offset</b> 26:12 26:14 26:15	<b>outside</b> 8:25 18:21 18:21 31:17
<b>mission</b> 11:23 11:23 22:15	<b>Newark's</b> 15:7	<b>Okay</b> 20:10 20:21	<b>overall</b> 26:11
<b>mistake</b> 26:10	<b>NJ</b> 4:4 22:23 23:2	<b>open</b> 19:13 32:2 34:22	<b>overview</b> 8:18 11:9
<b>mitigate</b> 24:8 28:4	<b>normally</b> 8:5	<b>operation</b> 17:7 18:2	<b>owned</b> 14:23 14:23
<b>mitigating</b> 6:23	<b>Norman</b> 33:21	<b>opportunities</b> 17:5	<b>oxymoron</b> 25:7
<b>mixes</b> 27:16	<b>north</b> 15:4 22:8 34:4	<b>opportunity</b> 5:22 7:12 7:20 9:4 10:4 24:17 29:6 32:4	<hr/> P <hr/>
<b>mobility</b> 13:5 13:21 29:18	<b>northeast</b> 6:2 6:12 14:22 15:1		<b>p.m</b> 4:9 34:22 35:3 35:9 35:15 35:18
<b>moment</b> 33:12	<b>noted</b> 7:1		<b>panels</b> 24:12
<b>month</b> 23:23	<b>Notice</b> 7:6		<b>Paramus</b> 27:25
<b>Morris</b> 15:6			
<b>mostly</b> 31:4			
<b>move</b> 16:25			

<b>Park</b> 21:17	<b>permits</b> 10:11	<b>point</b> 11:6	15:21
<b>partake</b> 32:8	<b>person</b> 8:8	19:10 19:14	16:9
<b>participants</b>	<b>personal</b> 17:2	27:6	16:13 16:14
19:23	23:11	27:14 31:10	16:16 17:23
<b>participate</b>	<b>personally</b>	<b>points</b> 17:14	18:8
5:19 20:4	22:8	<b>Policy</b> 5:14	18:15 18:15
<b>participation</b>	<b>Peter's</b> 32:18	<b>pollution</b>	18:18 18:24
5:3 10:2	<b>Philadelphia</b>	25:13 26:22	19:2 19:5
<b>particular</b>	6:3	<b>popular</b> 15:11	19:9
17:13 18:8	<b>phones</b> 8:24	<b>popularity</b>	21:23 22:24
<b>particularly</b>	<b>pipelines</b>	15:19	23:1 23:7
33:20 33:25	25:13	<b>portfolio</b>	23:17 23:22
<b>partner</b> 33:14	<b>places</b> 18:20	13:2	24:11
33:15	<b>plan</b> 18:11	<b>portion</b> 19:18	25:6 25:7
<b>passenger</b>	22:1 25:4	20:4	25:16 25:16
14:25	25:5	20:10 20:13	25:19
<b>passes</b> 33:9	26:11 26:19	20:17 20:18	26:1 26:2
<b>past</b> 27:17	29:22 29:25	20:20 34:25	27:4
29:12 33:17	30:15	<b>possibility</b>	28:14 28:20
<b>Paterson</b>	<b>planning</b>	14:15	28:21 28:22
31:15	30:19	<b>possible</b>	29:24
<b>pause</b> 20:13	<b>plant</b> 18:8	19:24	30:2 30:5
20:17	25:6 25:7	<b>possibly</b>	30:8 31:6
32:3 32:6	25:16 25:19	14:16	34:12
34:24	25:24	<b>potential</b>	<b>powerful</b>
<b>Penn</b> 10:1	26:1 26:9	6:21 7:3	23:20
15:3 15:4	<b>plants</b> 6:19	27:11	<b>practice</b> 6:19
<b>people</b> 8:22	21:23 26:2	<b>power</b> 4:4	<b>predictable</b>
11:20 16:23	<b>Plaza</b> 10:1	4:12 5:8	30:6
17:2	21:17	5:22 6:19	<b>preferred</b>
20:13 23:13	<b>please</b> 7:13	7:22 8:20	33:17
32:7	8:23 8:25	12:6	<b>present</b>
<b>perform</b> 14:10	9:1 10:17	12:10 12:19	8:18 19:3
<b>period</b> 7:7	10:19 19:21	12:22	31:23 34:18
<b>permanent</b>	20:23 34:20	13:2 13:9	<b>presentation</b>
24:2	<b>podium</b> 8:22	13:13 13:20	5:2 8:20
	20:16 20:23	13:21 14:11	11:7 11:8
		15:2 15:5	11:11
			<b>previous</b>
			32:17

<b>pricing</b> 30:6	11:9	14:21 15:21	32:1
<b>private</b> 9:5	11:13 11:19	16:6 16:8	34:10 34:16
10:23	12:15 12:24	16:20 17:23	34:21 35:14
<b>probably</b> 21:1	13:1	22:25	<b>questions</b>
<b>procedures</b>	14:12 14:18	23:3 24:2	7:14 7:20
19:19	16:10 17:17	28:25 34:13	8:11 13:9
<b>proceed</b>	18:6	<b>provided</b> 9:20	20:7
8:17 11:6	19:11 19:23	<b>providing</b>	20:15 32:8
19:9	20:7	10:2 16:22	<b>quite</b> 12:8
19:18 34:15	21:14 31:24	<b>PSEG</b> 21:13	<hr/>
<b>proceedings</b>	32:8	<b>public</b> 4:6	R
32:5	33:16 33:23	4:11 5:7	<b>rail</b> 12:11
<b>process</b>	33:25 34:10	5:12 6:1	13:14 14:24
6:11 7:5	35:11	6:5 7:4 7:6	15:10 16:21
7:5 10:3	<b>projects</b>	7:7 9:18	16:22 23:12
<b>product</b>	6:6 6:7	10:2	34:2 34:3
8:18	6:13 6:25	10:23 11:15	34:8
12:10 12:16	7:2 13:2	11:24	<b>railroad</b>
13:10 13:14	<b>project's</b> 9:7	13:5	13:18
13:22	9:19	14:11 17:12	16:6 31:2
15:2	<b>prolonged</b>	19:13 19:18	31:20
15:16 16:18	23:22	19:22 20:17	<b>raise</b> 28:6
17:4 17:9	<b>promotion</b>	20:20 21:25	<b>rather</b>
17:15 17:21	22:16	34:25	10:23 11:18
18:7 18:8	<b>proposal</b>	<b>purpose</b>	<b>ravages</b> 30:10
<b>productive</b>	25:15	5:20 6:20	<b>ready</b> 14:17
33:18	<b>propose</b> 17:17	7:10 7:15	17:18 24:15
<b>professional</b>	<b>proposed</b> 5:24	12:14 14:18	<b>real</b> 25:1
22:14	6:22	19:11	26:12
<b>program</b>	13:14 17:9	<b>putting</b> 26:15	<b>realities</b>
12:9 22:25	<b>protected</b>	27:9 28:19	30:22
<b>project</b>	30:9	<hr/>	<b>really</b> 23:7
5:23 5:24	<b>protection</b>	Q	23:9 24:13
6:13 6:22	22:21	<b>quadgeneratio</b>	<b>realties</b>
7:21 7:22	<b>provide</b>	n 12:20	29:23
8:4 8:7	5:23 8:9	<b>quality</b> 18:23	<b>recalled</b> 35:2
8:10 8:13	8:13	25:23 26:23	35:18
8:15 8:22	11:22 11:23	29:19	<b>receive</b> 16:9
11:3 11:7	12:22 13:20	<b>question</b> 7:16	
		21:4 21:9	

<b>received</b> 9:9 11:5	<b>relates</b> 21:23	24:22 27:23	<b>restoring</b> 24:7
<b>recent</b> 23:19	<b>relationship</b> 33:19	<b>represents</b> 22:12	<b>restrooms</b> 4:17
<b>recently</b> 26:8 34:6	<b>release</b> 18:14	<b>request</b> 10:5	<b>result</b> 17:5
<b>recess</b> 32:5	<b>releasing</b> 25:11	<b>require</b> 30:8	<b>resulting</b> 6:21
<b>recognize</b> 8:21	<b>reliable</b> 11:24 15:14	<b>reserved</b> 6:5	<b>review</b> 6:14 9:18 9:23
<b>recognized</b> 13:16	16:21 22:25 29:20	<b>resident</b> 22:8	24:14
<b>record</b> 7:16 21:8	<b>reliance</b> 18:14	<b>residential</b> 23:14	<b>reviewed</b> 7:23
22:12 22:23	<b>Relief</b> 6:4	<b>residents</b> 23:4	<b>ridership</b> 30:7
31:25 34:20 35:13	<b>relies</b> 29:13	<b>re-sign</b> 10:10	<b>risks</b> 13:19
<b>recovery</b> 6:2	<b>relieve</b> 18:14	<b>resilience</b> 6:24	<b>river</b> 26:1
<b>reduce</b> 18:20 26:25	<b>rely</b> 19:1 29:20	<b>resiliency</b> 6:6 12:9	<b>Road</b> 27:25
28:18 28:18	<b>remarks</b> 7:14 8:14	29:14 30:3 34:9	<b>Robin</b> 27:25
<b>redundancy</b> 23:3 34:9	10:15 20:12	<b>resilient</b> 16:21 17:22	<b>robust</b> 10:2
<b>reflect</b> 31:25 34:20	<b>renewable</b> 26:17 27:16	19:9 25:5 25:7 28:9	<b>room</b> 8:4 8:6 8:25
<b>regarding</b> 7:21	30:2 30:13	<b>resources</b> 12:7	9:3 9:12 9:16
31:24 33:17 35:10	<b>replacement</b> 6:7	17:19 18:9	10:17 20:5 20:14
<b>region</b> 9:24 23:20 25:15	<b>represent</b> 20:25	<b>respectfully</b> 30:23	<b>Route</b> 29:7
27:4 29:10	22:9 27:25	<b>responded</b> 7:17 35:14	<b>rule</b> 10:13 25:2
<b>Regional</b> 29:7	29:6 29:9 31:2	<b>responders</b> 16:24	<b>run</b> 4:14 7:10 12:23
<b>register</b> 19:22	<b>representativ</b> e 10:18	<b>responding</b> 7:14	15:2 15:10 15:25
<b>registration</b> 9:2 9:20	<b>representativ</b> es 13:11	16:24 18:9	16:1 18:16 26:16
<b>regulations</b> 5:15 18:22	22:15	<b>restart</b> 20:20	<b>running</b> 31:19
	<b>representing</b>		<b>runoff</b> 27:12
			<b>runs</b> 14:25

15:5	25:1	13:19	9:1 10:4
<b>Rutherford</b>	26:17 26:24	<b>sign-in</b>	10:10 19:20
29:8	<b>serve</b> 5:10	9:12 19:22	19:24
	10:7 34:1	<b>silence</b> 8:24	20:8 32:7
<hr/> S <hr/>	<b>service</b> 12:11	<b>simple</b> 25:12	<b>speaker</b> 10:15
<b>safe</b> 11:24	13:15 14:21	<b>site</b> 26:7	20:3
16:21	15:1	26:8 33:17	20:22 24:19
<b>safety</b> 34:14	16:21 16:22	<b>size</b> 6:19	27:19
<b>Sandy</b> 5:25	23:1 23:2	<b>slide</b> 17:13	<b>speakers</b> 10:5
12:4 12:8	23:12	<b>small</b> 15:20	19:25 20:11
23:21	<b>session</b>	26:11	20:15 20:18
27:2 28:3	35:4 35:7	<b>smaller</b> 13:1	20:19
34:6	35:18	<b>solar</b> 16:12	<b>speaker's</b>
<b>Sandy's</b> 12:12	<b>several</b> 28:6	18:9	10:11
<b>Santoro</b> 33:11	<b>severe</b> 30:10	24:10 24:12	<b>speakers's</b>
<b>saw</b> 33:11	<b>severely</b>	26:12 28:19	9:2
<b>school</b> 23:5	12:11	28:22	<b>speaking</b> 8:23
<b>scoping</b> 7:6	<b>share</b> 5:20	<b>solicit</b> 7:16	<b>speaks</b> 7:12
33:3	11:18	<b>solo</b> 12:21	<b>Specialist</b>
<b>seat</b> 4:14	<b>ship</b> 25:16	<b>Solutions</b>	4:24
20:2	<b>short</b> 11:7	13:1	<b>specific</b> 8:10
<b>seated</b> 8:5	11:11 11:12	<b>somebody</b> 32:6	27:14
<b>second</b>	19:10	<b>sorry</b> 21:15	<b>specifically</b>
12:24 13:10	20:6 29:9	22:6 32:23	18:7
<b>secured</b> 30:9	<b>shortly</b> 20:9	<b>sort</b> 10:25	<b>spend</b> 17:25
<b>security</b>	<b>shown</b> 11:15	26:19	<b>split</b> 25:9
34:14	19:16	<b>sourced</b> 15:21	<b>spoke</b> 32:17
<b>seeking</b> 6:24	<b>shut</b> 28:10	<b>sources</b> 28:16	33:3
<b>segments</b> 23:2	<b>Sierra</b> 24:22	29:24	<b>St</b> 32:18
<b>selected</b> 7:2	<b>sign</b> 4:24 9:1	30:8 30:13	<b>stakeholder</b>
<b>selection</b>	20:16 20:19	<b>South</b> 26:10	7:16
6:11	32:4	<b>SOx</b> 25:25	<b>stand</b> 24:15
<b>self</b> 31:11	<b>signal</b> 14:4	<b>Spanish</b>	<b>standpoint</b>
<b>senior</b> 5:10	<b>signed</b> 20:1	4:18 4:22	22:2 24:1
<b>sense</b> 17:10	20:11 20:19	<b>speak</b> 8:14	24:4
	<b>significant</b>		<b>start</b> 8:2
			11:20

20:8 20:10	27:9	23:1 24:3	14:4
<b>state</b> 10:17	28:11 31:12	29:16	15:25 16:23
10:20 17:16	<b>storms</b>	<b>supportive</b>	30:2
20:23 20:23	14:16 14:16	33:23	
20:24	23:20 28:5	<b>supports</b>	<hr/> T <hr/>
21:7	<b>straightforwa</b>	24:16	<b>table</b> 9:2
23:15	<b>rd</b> 14:19	<b>sure</b> 7:11 9:1	9:12 9:15
31:3 31:4	16:11	11:20	19:22 20:2
31:9 31:21	<b>Street</b> 15:7	14:9 15:9	<b>tags</b> 8:16
<b>statement</b> 4:5	<b>stretches</b>	17:22	<b>taking</b>
5:9 6:17	34:3	18:1	27:10 28:8
7:18 9:15	<b>strong</b> 31:4	21:11	<b>task</b> 27:1
11:15	31:20	28:6 32:24	27:2
13:7	<b>strongly</b>	<b>surge</b> 12:7	<b>team</b> 8:4 8:15
24:15 31:24	27:14	<b>surges</b> 25:22	8:15 20:7
32:4	<b>structure</b>	<b>sustainabilit</b>	31:17
34:19 34:24	30:7	<b>y</b> 5:11	32:9 33:10
35:10	<b>subject</b> 6:14	<b>sustainable</b>	<b>technologies</b>
<b>station</b> 9:6	<b>submit</b> 9:5	18:4 30:16	24:11 30:1
15:3 15:4	11:3	<b>sustained</b>	<b>technology</b>
15:8	<b>submitted</b> 9:6	31:8	16:14 17:21
<b>stationed</b> 8:4	9:7	<b>system</b> 4:4	18:12
<b>stations</b> 13:3	<b>submitting</b>	4:13 5:8	<b>term</b> 15:18
<b>stenographer</b>	9:11	5:22 7:22	15:18 15:20
10:24	<b>substations</b>	8:20	<b>terms</b> 21:21
<b>stenographic</b>	16:6	12:19	<b>territory</b>
7:25	<b>sub-</b>	13:9	23:3
<b>step</b> 28:8	<b>stations</b>	13:13 13:16	<b>testimony</b> 9:5
<b>Steve</b> 33:11	16:9 16:16	13:21 15:10	10:24
<b>storage</b> 12:21	<b>superfund</b>	15:11 15:16	<b>thank</b> 4:23
18:10 26:15	26:7	16:3 16:7	5:3 5:17
27:11	<b>Superstorm</b>	17:3	19:9
<b>store</b> 24:11	5:25 12:4	22:24	19:17 21:19
27:13 28:20	12:8	23:4	22:3 22:6
<b>storing</b> 28:22	12:12 23:20	29:21	24:17 27:17
<b>storm</b> 12:3	34:6	30:9	27:18
12:5 12:6	<b>support</b> 22:23	30:11	29:2 29:3
23:22 25:22		31:9 31:14	29:5
		<b>systems</b> 6:7	30:23 30:24



31:16 31:19 31:22 32:10 32:15 33:2 34:17 35:8 35:15 <b>there's</b> 20:5 20:5 20:6 <b>they're</b> 8:5 20:12 25:18 28:13 28:14 28:15 28:19 28:20 33:24 <b>three-</b> <b>minute</b> 10:9 <b>till</b> 32:2 <b>timekeeper</b> 10:7 <b>Tito</b> 21:2 21:6 21:12 21:15 22:3 <b>Tittel</b> 24:20 24:21 24:21 27:18 <b>today</b> 4:18 4:20 4:25 5:4 7:4 7:8 9:6 10:5 12:2 12:14 13:12 22:9 24:17 29:15 <b>today's</b> 5:12 8:2 8:17 9:1 11:2 19:20 <b>Todd</b> 27:20	27:22 <b>Tom</b> 33:21 <b>top</b> 22:13 <b>track</b> 14:4 <b>traction</b> 4:4 4:12 5:8 5:21 7:22 8:19 12:19 13:8 13:8 13:13 13:21 22:24 <b>trades</b> 29:1 <b>train</b> 13:3 <b>trains</b> 12:23 15:3 15:6 18:16 <b>transcript</b> 7:25 10:14 <b>transforming</b> 24:5 <b>transit</b> 4:1 4:3 4:4 5:1 5:6 5:12 5:15 6:2 6:6 6:8 6:15 6:23 7:1 7:21 7:23 7:24 8:4 8:8 8:19 9:23 11:21 12:1 12:9 13:11 13:15 14:9 14:23 14:25 15:13 16:20 17:24	18:3 19:5 21:14 21:24 23:9 23:22 26:17 28:8 28:13 28:23 29:2 29:23 30:15 30:21 31:7 31:17 33:15 33:16 <b>transitgrid</b> 4:12 5:8 5:21 12:15 12:25 13:8 15:17 22:23 29:16 33:15 <b>Transit's</b> 9:25 23:2 33:10 <b>transmission</b> 16:5 <b>transportatio</b> <b>n</b> 6:11 11:24 12:7 13:4 15:14 23:9 29:13 29:17 29:21 29:25 31:19 34:1 <b>transports</b> 23:13 <b>travel</b> 23:4 <b>trying</b> 26:16 <b>TUESDAY</b> 4:8 <b>turbines</b>	18:13 <b>turning</b> 27:8 <b>type</b> 34:9 <hr/> U <hr/> <b>undercutting</b> 25:20 <b>understanding</b> 8:13 <b>Understood</b> 21:6 <b>unequivocally</b> 29:11 <b>unfortunately</b> 23:16 <b>unit</b> 31:11 <b>unplanned</b> 6:9 <b>updates</b> 16:8 <b>urgency</b> 25:2 <b>URL</b> 9:19 <b>usage</b> 23:8 <b>users</b> 15:15 <b>utility</b> 21:25 <hr/> V <hr/> <b>various</b> 23:14 <b>via</b> 9:8 11:3 12:6 <b>video</b> 8:18 11:12 19:10 19:15 20:6 <b>view</b> 32:9 <b>visuals</b> 16:11 <b>vulnerabiliti</b> <b>es</b> 13:24
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<b>vulnerability</b>	24:13 24:13	23:14 25:16	
13:15 13:23	24:25 26:23		
14:7 14:8	28:2 28:2	<hr/> Z <hr/>	
14:8	30:10 35:6	<b>zero</b> 17:18	
<b>vulnerable</b>	<b>west</b> 34:4	17:20	
6:8 13:17	<b>wetlands</b> 24:8		
14:3 14:5	<b>we've</b> 14:3		
23:16	23:19 33:16		
<hr/> W <hr/>	<b>Whereupon</b>		
<b>walk</b> 5:1	4:21		
<b>warning</b> 10:8	11:14 19:15		
<b>warranted</b>	32:11		
6:16	35:1 35:3		
<b>Washington</b>	35:12 35:17		
6:3	<b>whether</b>		
<b>watch</b> 19:12	14:6 22:20		
<b>water</b> 27:13	<b>whole</b> 18:7		
<b>weather</b>	28:10		
14:5	<b>wise</b> 17:17		
14:14 30:10	<b>wish</b> 8:25		
<b>website</b> 9:7	10:10 19:20		
9:19 9:19	20:8 20:15		
11:3	<b>wishes</b> 7:12		
<b>week</b> 26:19	8:21		
<b>weeks</b> 12:12	<b>Woodbridge</b>		
28:11	25:18		
<b>welcome</b>	<b>work</b> 23:4		
4:11 5:7	31:15		
10:25	<b>worked</b> 33:16		
<b>welcomed</b>	<b>Workers</b> 27:24		
10:12	<b>worst</b> 26:22		
<b>We'll</b> 34:22	<b>written</b> 9:5		
<b>we're</b> 4:13	9:11 11:1		
7:8 13:18	<hr/> Y <hr/>		
14:1 14:2	<b>York</b> 6:2 9:25		
22:10	15:3 15:3		
23:7 24:3			

1  
2 FEDERAL TRANSIT ADMINISTRATION  
3 &  
4 NEW JERSEY TRANSIT

5 -----X

6 PUBLIC HEARING OF THE  
7 NEW JERSEY TRANSIT GRID TRACTION POWER SYSTEM  
8 DRAFT ENVIRONMENTAL IMPACT STATEMENT  
9 (DEIS)

10 -----X

11 Saint Peter's University  
12 The Duncan Family Sky Room  
13 6th Floor  
14 47 Glenwood Avenue  
15 Jersey City, New Jersey 07306

16 June 18, 2019  
17 (7:30 p.m. - 9:00 p.m.)

18  
19 BEFORE:

20 John Geitner, Hearing Officer

21  
22  
23 REPORTED BY: Bonita Richards, Stenographer  
24  
25

2

## 3 A P P E A R A N C E S:

4

Project Participants

5

6 The Public

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2  
3 MS. BAUER: Hello, everyone and welcome  
4 to the Public Hearing for the New Jersey Transit  
5 Grid Traction Power System Draft Environmental  
6 Impact Statement.

7 If everyone will now take their seat,  
8 we'll start the session.

9 Before we begin, I'd like to run  
10 through a few housekeeping items and remind  
11 everyone that the emergency exits are both on the  
12 left and right-hand side of the hall. And the  
13 restrooms are just around the corner.

14 We also have a Spanish language  
15 interpreter here today, in case anyone needs  
16 those services. Please indicate to a member of  
17 our team.

18 I'd like to ask Carlo, the interpreter  
19 to come up and share a few words.

20 (Whereupon, the Spanish language interpreter  
21 addresses the audience in Spanish.)

22 MS. BAUER: Thank you, Carlo.

23 And now I'd like to introduce  
24 John Geitner from New Jersey Transit. He'll be  
25 serving as hearing officer.

2                   And I want to thank you all for your  
3 participation tonight.

4                   Thank you.

5                   MR. GEITNER: Good afternoon, ladies and  
6 gentlemen.

7                   On behalf of New Jersey Transit, I  
8 welcome you to the Public Hearing of the New  
9 Jersey Transit Grid Traction Power System Draft  
10 Environmental Impact Statement or DEIS.

11                  My name is John Geitner. And I serve  
12 as Senior Director of Energy Environment and  
13 Sustainability at New Jersey Transit.

14                  I will be conducting today's Public  
15 Hearing in Accordance with the National  
16 Environmental Policy Act of 1969, known as NEPA,  
17 in the Federal Transit Administration's  
18 regulations and guidance for implementing NEPA.

19                  I would like to thank all those in  
20 attendance in advance, especially any elected  
21 officials that we have among us, the Federal  
22 Transit Administration representatives, and all  
23 those who will participate in our meeting.

24                  The purpose of this hearing is to  
25 share information on the New Jersey Transit

2 Traction Power System, and to give you an  
3 opportunity to provide comments to the project  
4 committee on the DEIS for the proposed project.

5 Following Superstorm Sandy, Congress  
6 allocated \$10.2 billion for public transit  
7 recovery in the northeast, including New York,  
8 New Jersey, Philadelphia, and Washington. This  
9 allocation was part of the Disaster Relief  
10 Appropriations Act of 2013.

11 Approximately \$3 billion was provided  
12 for public transportation resiliency projects  
13 that would go beyond replacement damaged systems  
14 and fund projects to make transit less vulnerable  
15 to future flooding and other unplanned  
16 disruptions.

17 The funds were allocated based on a  
18 highly competitive selection process among  
19 transportation agencies in the northeast region.

20 As with all federal or federally  
21 funded construction projects, this project is  
22 subject to an Environmental Review as required  
23 under NEPA. The Federal Transit Administration  
24 or FTA, decided that it warranted development of  
25 an Environmental Impact Statement or EIS, in

2           accordance with the US Department of Energy  
3           practice for electric power plants of this size.

4                   The purpose of the EIS is to identify  
5           potential environmental impacts resulting from  
6           the project, and to disclose the proposed means  
7           of mitigating or minimizing any adverse impacts.

8                   Transit agencies seeking funding for  
9           dedicated resilience projects were required to  
10          apply to FTA. As noted, applications from  
11          transit agencies were evaluated competitively.  
12          The projects selected for potential funding were  
13          announced in November of 2014.

14                   The Public Hearing today is an  
15          important part of the NEPA process. This process  
16          includes providing a notice of intent for the  
17          project, providing a public scoping meeting,  
18          drafting the Environmental Impact Statement,  
19          providing a public comment forum in a Public  
20          Hearing -- which is where we are now -- and then  
21          incorporating those comments in the final  
22          document.

23                   My purpose is to run a hearing in a  
24          fair and impartial manner, and to make sure that  
25          everyone who wishes to speak has an adequate

2 opportunity to be heard. Please be advised that  
3 we will not be responding to your remarks, if  
4 they include questions.

5 The purpose of the NEPA Public Hearing  
6 is to solicit and record statements,  
7 comments, and questions which will then, if  
8 appropriate, be responded to in the Final  
9 Environmental Impact Statement or FEIS.

10 It is important that you use this  
11 opportunity to articulate your concerns and/or  
12 questions regarding the New Jersey Transit  
13 Traction Power System, so that they may be  
14 documented and reviewed by both New Jersey  
15 Transit and the Federal Transit Administration.

16 Additionally, a stenographic  
17 transcript of this hearing is being made.

18 I'd like to start tonight's meeting by  
19 drawing everyone's attention to the New Jersey  
20 Transit Project Team that's stationed around the  
21 room. These individuals are here to provide  
22 information on specific aspects of the project  
23 and to and answer any questions you might have.  
24 While your conversations with them will not be  
25 documented, it may provide a clear understanding



2 for you of the project and help to inform your  
3 remarks. Feel free to speak to our team as often  
4 as you'd like. Project team can be identified by  
5 their name tags.

6 Tonight's meeting will proceed as  
7 follows: we will present a project overview and  
8 then a short video with information about the New  
9 Jersey Transit Grid Traction Power System.

10 Following the presentation, I will recognize  
11 anyone who wishes to make a comment about the  
12 project at the podium.

13 I ask that while people are speaking  
14 at the microphone, please be courteous and  
15 silence your phone, and if necessary, take any  
16 calls outside the room.

17 If you do wish to speak at today's  
18 hearing, please sure to sign-in at the speaker's  
19 registration table located at the entrance to the  
20 room.

21 There is also an opportunity for you  
22 to provide private testimony in the comment area.  
23 Additionally, written comments may be submitted  
24 at the comments station as well and they can be  
25 also submitted by mail, through the project's

2 website, or by email. All comments must be  
3 received by the close of business on  
4 July 19th, 2019. Instructions for submitting  
5 written comments can be found at the sign-in  
6 table located at the entrance of the room.

7 For your information and convenience,  
8 a full copy of the DEIS is also located on the  
9 table near the entrance of the room. It is  
10 available for inspection only. In addition, the  
11 DEIS is available for agency and public review  
12 and comment from project website.

13 The URL for the website is provided on  
14 fliers available at the registration desk. A  
15 hard copy of the DEIS is also available for  
16 review at the Federal Transit Administration  
17 Region 2 Office, located at 1 Bowling Green, Room  
18 429 in Manhattan, and at the New Jersey Transit  
19 Headquarters, located at One Penn Plaza in  
20 Newark, New Jersey.

21 We are committed to a robust  
22 participation and outreach process. And we are  
23 here to listen to you.

24 To give everyone ample opportunity to  
25 speak today, I request that speakers keep their

2           comments to no more than three minutes.

3           Marlene Bauer with InGroup, will serve as the  
4           timekeeper. She will give you a 30 second  
5           warning as you approach the three minute limit.  
6           Should you wish to speak again, you must re-sign  
7           in at the speakers table. And if time permits,  
8           you'll be welcomed back to the microphone. The  
9           same three minute constraint will apply.

10                   In order to ensure an accurate  
11           transcript, and to enable all assembled to hear  
12           your remarks, I ask that each speaker when  
13           called: come to the microphone in front of the  
14           room, state your name and address, and if you are  
15           appearing as a representative of an organization  
16           or government entity. In that case, please  
17           identify the organization or entity and state  
18           it's address.

19                   Thank you.

20                   We will now proceed with the project  
21           presentation.

22                   So, the purpose of the presentation at  
23           this point, is to give those in the room a  
24           greater familiarity with the project itself.  
25           During the course of the presentation, the goal

2 is to make sure that those who are present  
3 understand what the New Jersey Transit Grid  
4 Traction Power System is all about. And it's our belief  
5 that when the presentation concludes and after  
6 the video, many of the questions that you may now  
7 have will be answered.

8 So, we begin by making sure that  
9 everyone's clear about who we are. So, we are  
10 New Jersey Transit, certainly an organization  
11 that you probably are familiar with. But I want  
12 to make sure that I state upfront what our  
13 mission is.

14 So, it's our mission to provide safe,  
15 reliable, convenient, and cost effective transit  
16 services. And again, I've highlighted the word  
17 reliable because a great deal of what we're going  
18 to discuss tonight in regard to the project is  
19 the concept of resiliency and reliability, the  
20 purpose of the New Jersey Transit Grid Traction  
21 Power Grid System.

22 Looking to our past, one event that  
23 brings us here tonight, of course, is Superstorm  
24 Sandy, a time when our region realized just how  
25 vulnerable we are to weather related events.

2                   Back in 2012, in the aftermath of  
3                   Superstorm Sandy, approximately 2.6 million  
4                   individuals lost power in New Jersey. Some of  
5                   them lost power for up to eight days. Certainly  
6                   our transit system was affected as well. Rail  
7                   service was severely affected in certain  
8                   locations for week. And in fact the repair and  
9                   recovery process is still ongoing to this day.

10                  So, what is the New Jersey Transit  
11                  Grid Project that we're here to speak about  
12                  tonight. It can be a little bit confusing, but  
13                  to start out the New Jersey Transit Grid Project  
14                  is comprised of two elements.

15                  The first element is the focus of our  
16                  Environmental Impact Statement, that is the New  
17                  Jersey Transit Grid Traction Power System. It's  
18                  comprised of a natural gas power generation  
19                  facility, and on-site solar facility, and  
20                  associate infrastructure to bring the power  
21                  that's generated to the assets that need it.

22                  Our second aspect to the overall  
23                  project but not the focus of tonight's  
24                  Environmental Impact Statement, is the New Jersey  
25                  Transit Grid Distributor Generation Solutions

2 Project; which involves a portfolio of small  
3 projects that will provide specific power to  
4 certain assets along the system, to make the  
5 entire system more resilient within the limited  
6 nature of our service territory for the project.  
7 So, this includes certain rail stations, certain  
8 bus garages, and other inter-mobile forms of  
9 transportation.

10 So, the purpose and need for the  
11 project. So, the project proposal to address New  
12 Jersey Transit's Rail Service vulnerability to  
13 power outages. When you consider New Jersey  
14 Transit, you've got to recognize that a great  
15 deal of our system is based on electric traction.  
16 So, we need electricity to run the trains.

17 When we looked at the effects of  
18 Superstorm Sandy and we looked at what was  
19 affected, we made determinations as to what parts  
20 of our system were most vulnerable. Some of our  
21 resiliency efforts have focused on structures,  
22 for example, infrastructure like bridges. Other  
23 parts of our resiliency focus has been on  
24 communications and signaling systems.

25 Another important part of our focus

2 has been on energy, are we really energy  
3 resilient. And as we look more closely at it, we  
4 recognize that we wanted to make sure that we can  
5 incorporate energy resiliency into the overall  
6 resiliency process based on the Relief  
7 Appropriations Act -- it's actually the  
8 Appropriations Act of 2013.

9 So, New Jersey Transit has certainly  
10 recorded the number of power outages that  
11 affected our system; beyond just Superstorm  
12 Sandy, Hurricane Irene, manmade blackouts,  
13 anything that can affect power reliability has an  
14 affect or potential affect on New Jersey Transit.  
15 So, energy resiliency is our focus.

16 Regarding what the project is proposed  
17 to do. So, the New Jersey Transit Traction Power  
18 System Project proposes to do this, to provide  
19 energy, electrical energy to three main parts of  
20 our system: to a section of the northeast  
21 corridor, originating in New York Penn Station  
22 and continuing down the corridor to the  
23 Newark/North Brunswick area. Again, realize that  
24 the northeast corridor actually is a property  
25 owned and operated by Amtrak but New Jersey

2 Transit does run a great deal of service on the  
3 corridor.

4 The second area we would have energy  
5 supply based on the project that we proposed is  
6 on the Morris and Essex line. Again, the Morris  
7 and Essex line travel through Newark Broad Street  
8 Station, as opposed to Newark Penn Station. And  
9 travel west into some of the suburban districts  
10 of Northern New Jersey. We will hopefully  
11 maintain service between the origin point, which  
12 essentially would be New York Penn Station up to  
13 Maplewood, New Jersey.

14 The third area we looked at, was the  
15 Hudson-Bergen Light Rail system, which is close to  
16 where we are tonight. The Hudson-Bergen  
17 Light Rail system is a very successful Light Rail  
18 operation. It transports up to 52,000 riders,  
19 directional riders each day. So, it's an  
20 important part of our system. We wanted to make  
21 sure that it was energy resilient as well.

22 If you look at the numbers up on the  
23 board, large numbers of users obviously use New  
24 Jersey Transit service on a daily basis. To  
25 provide energy resilience, to provide the



2 possibility for mobility for a portion of those  
3 riders is the focus of the New Jersey Transit  
4 Traction Grid Power System Project.

5 So, what is the project? So, the  
6 project itself is a Traction Power System based  
7 on the concept of being a micro-grid. Again, a  
8 micro-grid is a small, focused, dedicated source  
9 or energy production for a limited -- basically  
10 for a limited load.

11 Micro-grids are not a new technology,  
12 in fact, different organizations use them. The  
13 Department of Defense employs micro-grids,  
14 University Hospital systems employ micro-grids,  
15 and additionally campus environments sometimes  
16 employ micro-grids.

17 But our project here will be the first  
18 to ever use of a micro-grid for a transportation  
19 mobility purpose. So, the goal here is to  
20 provide a micro-grid that will provide up to  
21 140 megawatts of power, that will provide limited  
22 service within a core service territory should  
23 the grid fail.

24 It will be comprised of a generating  
25 facility, a transmission and distribution lines

2           that provide electricity from that facility to  
3           receiving assets, and all other associated  
4           electrical infrastructure. The grid components  
5           would be among the following, we would certainly  
6           have a generation facility that would include  
7           substations. That generation facility would  
8           involve highly resilient, reliable, and efficient  
9           power in the form of combined cycle of natural  
10          gas generation. And additionally, we'd employ  
11          solar and energy storage assets as well.

12                 The benefits of the project are  
13          numerous, but just to point out a couple. During  
14          emerging conditions, New Jersey Transit will be  
15          able to continue to provide reliable, resilient  
16          rail service, an important goal of the project.

17                 While providing reliable rail service  
18          during emergencies, New Jersey Transit would  
19          provide mobility to the public and also for those  
20          among us who need to respond to emergencies.  
21          During those emergency conditions, commuters  
22          would not need to use their cars, that would  
23          reduce roadway condition and additionally  
24          pollution as well.

25                 And finally, through the

2 implementation of the project, the anticipation  
3 would be for a number of certainly full time  
4 jobs, both during construction and operation of  
5 the facility.

6 When New Jersey Transit scoped out the  
7 project itself, we looked very carefully at the  
8 direction New Jersey wanted to move in, in terms  
9 of its energy program. So, what were some energy  
10 benefits that we wanted to make sure that we  
11 covered?

12 So, we wanted to make sure that this  
13 particular project was in line with  
14 Governor Murphy's Executive Order 28. What does  
15 that mean? That means that we would not preclude  
16 technologies, that when commercially viable could  
17 participate in the generation scheme here.

18 So, we talked about Net Zero Ready,  
19 low carbon resources or zero carbon resources,  
20 all of which could be used as part of the  
21 project, again, when commercially viable.

22 We talked about resilient power,  
23 on-site generation that allows New Jersey Transit  
24 to control how much electricity is generated,  
25 coordinate that carefully with our low to

2 eliminate excess emissions.

3 We talked about an economic benefit,  
4 the ability to control your ability to produce  
5 power provides New Jersey Transit with great  
6 flexibility, pricing control, and again, low loss  
7 control.

8 Sustainability. The project involves  
9 a solar benefit as well. So, we want to make  
10 sure that our power is resilient, sustainable.  
11 And to reach that goal we've looked at solar  
12 opportunities as well as energy storage  
13 opportunities as well. And in fact, the project  
14 does incorporate both.

15 Energy efficiency. Again, state of  
16 the art, high efficiency turbines in a combined  
17 cycles configuration that will provide low cost  
18 power for our operations and just for our  
19 operations, not excess power.

20 Air quality. The ability for us to  
21 take advantage of producing our own power,  
22 therefore eliminating the need to rely on a grid  
23 which produces power elsewhere but affects our  
24 air quality. So, by producing our electricity in  
25 a cleaner fashion, localized to our usage, we're

2 eliminating reliance on a larger grid system that  
3 produces power less efficiently.

4 And the same thing is true for the  
5 energy dependence aspect. Again, we're  
6 prioritizing efficient, focused, small scale  
7 power generation at the location of the load to  
8 eliminate loss. Again, all benefits that we want  
9 to make sure we promote as we go forward with the  
10 project.

11 Moving on, I'd like to share with the  
12 group gathered a small short video. Again, the  
13 video fits into our concept of purpose and need.  
14 Why is this project important, what have we heard  
15 from our riders, our customers, what have we  
16 heard from our elected officials. And I believe  
17 the video does a great job of doing that.

18 (Whereupon, the video is played for the  
19 audience.)

20 MR. GEITNER: Thank you.

21 We will now begin the public comment  
22 portion of this meeting.

23 The procedures to be followed are, if  
24 you wish to speak at today's meeting, and if you  
25 haven't all ready done so, please register at the

2 sign-in table. Public officials and certain  
3 project participants will be allowed to speak as  
4 soon as possible, after their arrival at the  
5 hearing room. In all other instances, speakers  
6 will be called in the order in which they have  
7 registered.

8 At this time, we have no one listed to  
9 speak.

10 Is there anyone present, who would  
11 like to make a statement regarding the project?

12 (No response.)

13 MR. GEITNER: Let the record reflect that  
14 no one has answered that question, and the time  
15 is now 7:57.

16 The hearing will be held open until  
17 9 p.m. At this point we'll make a pause in the  
18 public portion.

19 If anyone does wish to speak or  
20 someone does come and sign late, we will call the  
21 group to order again for the public portion. But  
22 at this point in time, we'll take a pause.

23 Again, I encourage those who are  
24 present to learn more about the project, to take  
25 a look at the boards that we have in the back,

2 and to engage in conversations with the project  
3 team. Again, they're identified by name tag.

4 Thank you.

5 (Whereupon, a recess was taken.)

6 MS. BAUER: Good evening.

7 We'd like to call the meeting together  
8 so that we can close it out.

9 MR. GEITNER: Good evening.

10 The time is now 9 p.m.

11 Before we adjourn, is there anyone  
12 else who would like to make a comment regarding  
13 the proposed project?

14 (No response.)

15 MR. GEITNER: Let the record reflect that  
16 no one has answered the question.

17 The time is now 9 p.m. and we will  
18 adjourn the meeting.

19 Thank you to all who attended.

20 (Time noted 9 p.m.)  
21  
22  
23  
24  
25

2  
3 STATE OF NEW YORK )

4 SS.

5 COUNTY OF NEW YORK )

6  
7  
8 I, BONITA RICHARDS, a Shorthand  
9 (Stenotype)Reporter and Notary Public within and for  
10 the State of New York, do hereby certify the  
11 foregoing pages 1 through 22, taken at the time and  
12 place aforesaid, is a true and correct transcription  
13 of my shorthand notes.

14 IN WITNESS WHEREOF, I have  
15 hereunto set my hand this 26 of June 2019.

16  
17 \_\_\_\_\_  
18 BONITA RICHARDS  
19  
20  
21  
22  
23  
24  
25



<b>\$</b>	<b>agencies (3)</b> 5:19;6:8,11	12:20	15:7	17:21
<b>\$10.2 (1)</b> 5:6	<b>agency (1)</b> 9:11	<b>associated (1)</b> 17:3	<b>Brunswick (1)</b> 14:23	<b>competitive (1)</b> 5:18
<b>\$3 (1)</b> 5:11	<b>Air (2)</b> 19:20,24	<b>attendance (1)</b> 4:20	<b>bus (1)</b> 13:8	<b>competitively (1)</b> 6:11
	<b>allocated (2)</b> 5:6,17	<b>attended (1)</b> 22:19	<b>business (1)</b> 9:3	<b>components (1)</b> 17:4
<b>A</b>	<b>allocation (1)</b> 5:9	<b>attention (1)</b> 7:19	<b>C</b>	<b>comprised (3)</b> 12:14,18;16:24
<b>ability (3)</b> 19:4,4,20	<b>allowed (1)</b> 21:3	<b>audience (2)</b> 3:21;20:19	<b>call (2)</b> 21:20;22:7	<b>concept (3)</b> 11:19;16:7;20:13
<b>able (1)</b> 17:15	<b>allows (1)</b> 18:23	<b>available (4)</b> 9:10,11,14,15	<b>called (2)</b> 10:13;21:6	<b>concerns (1)</b> 7:11
<b>Accordance (2)</b> 4:15;6:2	<b>along (1)</b> 13:4	<b>B</b>	<b>calls (1)</b> 8:16	<b>concludes (1)</b> 11:5
<b>accurate (1)</b> 10:10	<b>among (4)</b> 4:21;5:18;17:5,20	<b>back (3)</b> 10:8;12:2;21:25	<b>campus (1)</b> 16:15	<b>condition (1)</b> 17:23
<b>Act (4)</b> 4:16;5:10;14:7,8	<b>ample (1)</b> 9:24	<b>based (5)</b> 5:17;13:15;14:6; 15:5;16:6	<b>can (7)</b> 8:4,24;9:5;12:12; 14:4,13;22:8	<b>conditions (2)</b> 17:14,21
<b>actually (2)</b> 14:7,24	<b>Amtrak (1)</b> 14:25	<b>basically (1)</b> 16:9	<b>carbon (2)</b> 18:19,19	<b>conducting (1)</b> 4:14
<b>addition (1)</b> 9:10	<b>and/or (1)</b> 7:11	<b>basis (1)</b> 15:24	<b>carefully (2)</b> 18:7,25	<b>configuration (1)</b> 19:17
<b>Additionally (5)</b> 7:16;8:23;16:15; 17:10,23	<b>announced (1)</b> 6:13	<b>BAUER (4)</b> 3:3,22;10:3;22:6	<b>Carlo (2)</b> 3:18,22	<b>confusing (1)</b> 12:12
<b>address (3)</b> 10:14,18;13:11	<b>answered (3)</b> 11:7;21:14;22:16	<b>begin (3)</b> 3:9;11:8;20:21	<b>cars (1)</b> 17:22	<b>Congress (1)</b> 5:5
<b>addresses (1)</b> 3:21	<b>anticipation (1)</b> 18:2	<b>behalf (1)</b> 4:7	<b>case (2)</b> 3:15;10:16	<b>consider (1)</b> 13:13
<b>adequate (1)</b> 6:25	<b>appearing (1)</b> 10:15	<b>belief (1)</b> 11:4	<b>certain (5)</b> 12:7;13:4,7,7;21:2	<b>constraint (1)</b> 10:9
<b>adjourn (2)</b> 22:11,18	<b>applications (1)</b> 6:10	<b>benefit (2)</b> 19:3,9	<b>certainly (5)</b> 11:10;12:5;14:9; 17:5;18:3	<b>construction (2)</b> 5:21;18:4
<b>ADMINISTRATION (5)</b> 1:2;4:22;5:23;7:15; 9:16	<b>apply (2)</b> 6:10;10:9	<b>benefits (3)</b> 17:12;18:10;20:8	<b>City (1)</b> 1:13	<b>continue (1)</b> 17:15
<b>Administration's (1)</b> 4:17	<b>approach (1)</b> 10:5	<b>beyond (2)</b> 5:13;14:11	<b>cleaner (1)</b> 19:25	<b>continuing (1)</b> 14:22
<b>advance (1)</b> 4:20	<b>appropriate (1)</b> 7:8	<b>billion (2)</b> 5:6,11	<b>clear (2)</b> 7:25;11:9	<b>control (4)</b> 18:24;19:4,6,7
<b>advantage (1)</b> 19:21	<b>Appropriations (3)</b> 5:10;14:7,8	<b>bit (1)</b> 12:12	<b>close (3)</b> 9:3;15:15;22:8	<b>convenience (1)</b> 9:7
<b>adverse (1)</b> 6:7	<b>Approximately (2)</b> 5:11;12:3	<b>blackouts (1)</b> 14:12	<b>closely (1)</b> 14:3	<b>convenient (1)</b> 11:15
<b>advised (1)</b> 7:2	<b>area (4)</b> 8:22;14:23;15:4,14	<b>board (1)</b> 15:23	<b>combined (2)</b> 17:9;19:16	<b>conversations (2)</b> 7:24;22:2
<b>affect (3)</b> 14:13,14,14	<b>around (2)</b> 3:13;7:20	<b>boards (1)</b> 21:25	<b>comment (6)</b> 6:19;8:11,22;9:12; 20:21;22:12	<b>coordinate (1)</b> 18:25
<b>affected (4)</b> 12:6,7;13:19;14:11	<b>arrival (1)</b> 21:4	<b>Bonita (1)</b> 1:23	<b>comments (8)</b> 5:3;6:21;7:7;8:23, 24;9:2,5;10:2	<b>copy (2)</b> 9:8,15
<b>affects (1)</b> 19:23	<b>art (1)</b> 19:16	<b>both (4)</b> 3:11;7:14;18:4; 19:14	<b>commercially (2)</b> 18:16,21	<b>core (1)</b> 16:22
<b>aftermath (1)</b> 12:2	<b>articulate (1)</b> 7:11	<b>Bowling (1)</b> 9:17	<b>committed (1)</b> 9:21	<b>corner (1)</b> 3:13
<b>afternoon (1)</b> 4:5	<b>aspect (2)</b> 12:22;20:5	<b>bridges (1)</b> 13:22	<b>committee (1)</b> 5:4	<b>corridor (4)</b> 14:21,22,24;15:3
<b>again (14)</b> 10:6;11:16;14:23; 15:6;16:7;18:21;19:6; 15:20;5:8,12;21:21, 23;22:3	<b>aspects (1)</b> 7:22	<b>bring (1)</b> 12:20	<b>communications (1)</b> 13:24	<b>cost (2)</b> 11:15;19:17
	<b>assembled (1)</b> 10:11	<b>brings (1)</b> 11:23	<b>commuters (1)</b>	<b>couple (1)</b> 17:13
	<b>assets (4)</b> 12:21;13:4;17:3,11	<b>Broad (1)</b>		<b>course (2)</b> 10:25;11:23
	<b>associate (1)</b>			<b>courteous (1)</b> 8:14

covered (1) 18:11	6:22	3:11;17:21		20:9
customers (1) 20:15	documented (2) 7:14,25	emerging (1) 17:14	<b>F</b>	found (1) 9:5
cycle (1) 17:9	done (1) 20:25	emissions (1) 19:2	facility (7) 12:19,19;16:25; 17:2,6,7;18:5	free (1) 8:3
cycles (1) 19:17	down (1) 14:22	employ (3) 16:14,16;17:10	fact (3) 12:8;16:12;19:13	front (1) 10:13
<b>D</b>	DRAFT (3) 1:7;3:5;4:9	employs (1) 16:13	fail (1) 16:23	FTA (2) 5:24;6:10
	drafting (1) 6:18	enable (1) 10:11	fair (1) 6:24	full (2) 9:8;18:3
daily (1) 15:24	drawing (1) 7:19	encourage (1) 21:23	familiar (1) 11:11	fund (1) 5:14
damaged (1) 5:13	During (5) 10:25;17:13,18,21; 18:4	Energy (18) 4:12;6:2;14:2,2,5, 15,19,19;15:4,21,25; 16:9;17:11;18:9,9; 19:12,15;20:5	familiarity (1) 10:24	funded (1) 5:21
day (2) 12:9;15:19	<b>E</b>	engage (1) 22:2	fashion (1) 19:25	funding (2) 6:8,12
days (1) 12:5	economic (1) 19:3	ensure (1) 10:10	FEDERAL (7) 1:2;4:17,21;5:20, 23;7:15;9:16	funds (1) 5:17
deal (3) 11:17;13:15;15:2	effective (1) 11:15	entire (1) 13:5	federally (1) 5:20	future (1) 5:15
decided (1) 5:24	effects (1) 13:17	entity (2) 10:16,17	Feel (1) 8:3	<b>G</b>
dedicated (2) 6:9;16:8	efficiency (2) 19:15,16	entrance (3) 8:19;9:6,9	FEIS (1) 7:9	garages (1) 13:8
Defense (1) 16:13	efficient (2) 17:8;20:6	Environment (1) 4:12	few (2) 3:10,19	gas (2) 12:18;17:10
DEIS (6) 1:8;4:10;5:4;9:8,11, 15	efficiently (1) 20:3	ENVIRONMENTAL (11) 1:7,3;5:4;10,16; 5:22,25;6:5,18;7:9; 12:16,24	final (2) 6:21;7:8	gathered (1) 20:12
Department (2) 6:2;16:13	efforts (1) 13:21	environments (1) 16:15	finally (1) 17:25	Geitner (8) 1:20;3:24;4:5,11; 20:20;21:13;22:9,15
dependence (1) 20:5	eight (1) 12:5	especially (1) 4:20	first (2) 12:15;16:17	generated (2) 12:21;18:24
desk (1) 9:14	EIS (2) 5:25;6:4	essentially (1) 15:12	fits (1) 20:13	generating (1) 16:24
determinations (1) 13:19	elected (2) 4:20;20:16	Essex (2) 15:6,7	flexibility (1) 19:6	generation (8) 12:18,25;17:6,7,10; 18:17,23;20:7
development (1) 5:24	electric (2) 6:3;13:15	evaluated (1) 6:11	fliers (1) 9:14	gentlemen (1) 4:6
different (1) 16:12	electrical (2) 14:19;17:4	evening (2) 22:6,9	flooding (1) 5:15	goal (4) 10:25;16:19;17:16; 19:11
direction (1) 18:8	electricity (4) 13:16;17:2;18:24; 19:24	event (1) 11:22	Floor (1) 1:12	Good (3) 4:5;22:6,9
directional (1) 15:19	element (1) 12:15	events (1) 11:25	focus (6) 12:15,23;13:23,25; 14:15;16:3	government (1) 10:16
Director (1) 4:12	elements (1) 12:14	everyone (5) 3:3,7,11;6:25;9:24	focused (3) 13:21;16:8;20:6	Governor (1) 18:14
Disaster (1) 5:9	eliminate (2) 19:2;20:8	everyone's (2) 7:19;11:9	followed (1) 20:23	great (5) 11:17;13:14;15:2; 19:5;20:17
disclose (1) 6:6	eliminating (2) 19:22;20:2	example (1) 13:22	Following (3) 5:5;8:10;17:5	greater (1) 10:24
discuss (1) 11:18	else (1) 22:12	excess (2) 19:2,19	follows (1) 8:7	Green (1) 9:17
disruptions (1) 5:16	elsewhere (1) 19:23	Executive (1) 18:14	form (1) 17:9	GRID (16) 1:6;3:5;4:9;8:9; 11:3,20,21;12:11,13, 17,25;16:4,23;17:4; 19:22;20:2
distribution (1) 16:25	email (1) 9:2	exits (1) 3:11	forms (1) 13:8	
Distributor (1) 12:25	emergencies (2) 17:18,20		forum (1) 6:19	
districts (1) 15:9	emergency (2)		forward (1)	
document (1)				

<b>group (2)</b> 20:12;21:21	15:20;17:16;20:14	<b>John (3)</b> 1:20;3:24;4:11	<b>loss (2)</b> 19:6;20:8	16:2,19;17:19
<b>guidance (1)</b> 4:18	<b>include (2)</b> 7:4;17:6	<b>July (1)</b> 9:4	<b>lost (2)</b> 12:4,5	<b>more (4)</b> 10:2;13:5;14:3; 21:24
<b>H</b>	<b>includes (2)</b> 6:16;13:7	<b>K</b>	<b>low (4)</b> 18:19,25;19:6,17	<b>Morris (2)</b> 15:6,6
<b>hall (1)</b> 3:12	<b>including (1)</b> 5:7	<b>keep (1)</b> 9:25	<b>M</b>	<b>most (1)</b> 13:20
<b>hard (1)</b> 9:15	<b>incorporate (2)</b> 14:5;19:14	<b>known (1)</b> 4:16	<b>mail (1)</b> 8:25	<b>move (1)</b> 18:8
<b>Headquarters (1)</b> 9:19	<b>incorporating (1)</b> 6:21	<b>L</b>	<b>main (1)</b> 14:19	<b>Moving (1)</b> 20:11
<b>hear (1)</b> 10:11	<b>indicate (1)</b> 3:16	<b>ladies (1)</b> 4:5	<b>maintain (1)</b> 15:11	<b>much (1)</b> 18:24
<b>heard (3)</b> 7:2;20:14,16	<b>individuals (2)</b> 7:21;12:4	<b>language (2)</b> 3:14,20	<b>making (1)</b> 11:8	<b>Murphy's (1)</b> 18:14
<b>HEARING (15)</b> 1:5,20;3:4,25;4:8, 15,24;6:14,20,23;7:5, 17;8:18;21:5,16	<b>inform (1)</b> 8:2	<b>large (1)</b> 15:23	<b>Manhattan (1)</b> 9:18	<b>must (2)</b> 9:2;10:6
<b>held (1)</b> 21:16	<b>information (4)</b> 4:25;7:22;8:8;9:7	<b>larger (1)</b> 20:2	<b>manmade (1)</b> 14:12	<b>N</b>
<b>Hello (1)</b> 3:3	<b>infrastructure (3)</b> 12:20;13:22;17:4	<b>late (1)</b> 21:20	<b>manner (1)</b> 6:24	<b>name (4)</b> 4:11;8:5;10:14; 22:3
<b>help (1)</b> 8:2	<b>InGroup (1)</b> 10:3	<b>learn (1)</b> 21:24	<b>many (1)</b> 11:6	<b>National (1)</b> 4:15
<b>high (1)</b> 19:16	<b>inspection (1)</b> 9:10	<b>left (1)</b> 3:12	<b>Maplewood (1)</b> 15:13	<b>natural (2)</b> 12:18;17:9
<b>highlighted (1)</b> 11:16	<b>instances (1)</b> 21:5	<b>less (2)</b> 5:14;20:3	<b>Marlene (1)</b> 10:3	<b>nature (1)</b> 13:6
<b>highly (2)</b> 5:18;17:8	<b>intent (1)</b> 6:16	<b>Light (3)</b> 15:15,17,17	<b>may (4)</b> 7:13,25;8:23;11:6	<b>near (1)</b> 9:9
<b>hopefully (1)</b> 15:10	<b>inter-mobile (1)</b> 13:8	<b>limit (1)</b> 10:5	<b>mean (1)</b> 18:15	<b>necessary (1)</b> 8:15
<b>Hospital (1)</b> 16:14	<b>interpreter (3)</b> 3:15,18,20	<b>limited (4)</b> 13:5;16:9,10,21	<b>means (2)</b> 6:6;18:15	<b>need (7)</b> 12:21;13:10,16; 17:20,22;19:22;20:13
<b>housekeeping (1)</b> 3:10	<b>into (3)</b> 14:5;15:9;20:13	<b>line (3)</b> 15:6,7;18:13	<b>meeting (8)</b> 4:23;6:17;7:18;8:6; 20:22,24;22:7,18	<b>needs (1)</b> 3:15
<b>Hudson-Bergen (2)</b> 15:15,16	<b>introduce (1)</b> 3:23	<b>lines (1)</b> 16:25	<b>megawatts (1)</b> 16:21	<b>NEPA (5)</b> 4:16,18;5:23;6:15; 7:5
<b>Hurricane (1)</b> 14:12	<b>involve (1)</b> 17:8	<b>listed (1)</b> 21:8	<b>member (1)</b> 3:16	<b>Net (1)</b> 18:18
<b>I</b>	<b>involves (2)</b> 13:2;19:8	<b>listen (1)</b> 9:23	<b>micro-grid (4)</b> 16:7,8,18,20	<b>NEW (44)</b> 1:3,6,13;3:4,24;4:7, 8,13,25;5:7,8;7:12,14, 19:8;8:9,18,20;11:3, 10,20;12:4,10,13,16, 24;13:11,13;14:9,14, 17,21,25;15:10,12,13, 23;16:3,11;17:14,18; 18:6,8,23;19:5
<b>identified (2)</b> 8:4;22:3	<b>Irene (1)</b> 14:12	<b>little (1)</b> 12:12	<b>Micro-grids (4)</b> 16:11,13,14,16	<b>Newark (3)</b> 9:20;15:7,8
<b>identify (2)</b> 6:4;10:17	<b>items (1)</b> 3:10	<b>load (2)</b> 16:10;20:7	<b>microphone (3)</b> 8:14;10:8,13	<b>Newark/North (1)</b> 14:23
<b>IMPACT (8)</b> 1:7;3:6,4;10:5,25; 6:18;7:9;12:16,24	<b>J</b>	<b>localized (1)</b> 19:25	<b>might (1)</b> 7:23	<b>northeast (4)</b> 5:7,19;14:20,24
<b>impacts (2)</b> 6:5,7	<b>JERSEY (41)</b> 1:3,6,13,13;3:4,24; 4:7,9,13,25;5:8;7:12, 14,19;8:9;9:18,20; 11:3,10,20;12:4,10, 13,17,24;13:12,13; 14:9,14,17,25;15:10, 13,24;16:3;17:14,18; 18:6,8,23;19:5	<b>located (5)</b> 8:19;9:6,8,17,19	<b>million (1)</b> 12:3	<b>Northern (1)</b> 15:10
<b>impartial (1)</b> 6:24	<b>job (1)</b> 20:17	<b>location (1)</b> 20:7	<b>minimizing (1)</b> 6:7	<b>noted (2)</b> 6:10;22:20
<b>implementation (1)</b> 18:2	<b>jobs (1)</b> 18:4	<b>locations (1)</b> 12:8	<b>minute (2)</b> 10:5,9	
<b>implementing (1)</b> 4:18		<b>look (3)</b> 14:3;15:22;21:25	<b>minutes (1)</b> 10:2	
<b>important (6)</b> 6:15;7:10;13:25;		<b>looked (5)</b> 13:17,18;15:14; 18:7;19:11	<b>mission (2)</b> 11:13,14	
		<b>Looking (1)</b> 11:22	<b>mitigating (1)</b> 6:7	
			<b>mobility (3)</b>	

<b>notice (1)</b> 6:16 <b>November (1)</b> 6:13 <b>number (2)</b> 14:10;18:3 <b>numbers (2)</b> 15:22;23 <b>numerous (1)</b> 17:13	<b>outreach (1)</b> 9:22 <b>outside (1)</b> 8:16 <b>overall (2)</b> 12:22;14:5 <b>overview (1)</b> 8:7 <b>own (1)</b> 19:21 <b>owned (1)</b> 14:25	<b>pollution (1)</b> 17:24 <b>portfolio (1)</b> 13:2 <b>portion (4)</b> 16:2;20:22;21:18, 21 <b>possibility (1)</b> 16:2 <b>possible (1)</b> 21:4 <b>potential (3)</b> 6:5,12;14:14 <b>POWER (32)</b> 1:6;3:5;4:9;5:2;6:3; 7:13;8:9;11:4,21; 12:4,5,17,18,20;13:3, 13;14:10,13,17;16:4, 6,21;17:9;18:22;19:5, 10,18,19,21,23;20:3,7 <b>practice (1)</b> 6:3 <b>preclude (1)</b> 18:15 <b>present (4)</b> 8:7;11:2;21:10,24 <b>presentation (5)</b> 8:10;10:21,22,25; 11:5 <b>pricing (1)</b> 19:6 <b>prioritizing (1)</b> 20:6 <b>private (1)</b> 8:22 <b>probably (1)</b> 11:11 <b>procedures (1)</b> 20:23 <b>proceed (2)</b> 8:6;10:20 <b>process (6)</b> 5:18;6:15,15;9:22; 12:9;14:6 <b>produce (1)</b> 19:4 <b>produces (2)</b> 19:23;20:3 <b>producing (2)</b> 19:21,24 <b>production (1)</b> 16:9 <b>program (1)</b> 18:9 <b>project (44)</b> 5:3,4,21;6:6,17; 7:20,22;8:2,4,7,12; 9:12;10:20,24;11:18; 12:11,13,23;13:2,6, 11,11;14:16,18;15:5; 16:4,5,6,17;17:12,16; 18:2,7,13,21;19:8,13; 20:10,14;21:3,11,24;	22:2,13 <b>projects (6)</b> 5:12,14,21;6:9,12; 13:3 <b>project's (1)</b> 8:25 <b>promote (1)</b> 20:9 <b>property (1)</b> 14:24 <b>proposal (1)</b> 13:11 <b>proposed (5)</b> 5:4;6:6;14:16;15:5; 22:13 <b>proposes (1)</b> 14:18 <b>provide (16)</b> 5:3;7:21,25;8:22; 11:14;13:3;14:18; 15:25,25;16:20,20,21; 17:2,15,19;19:17 <b>provided (2)</b> 5:11;9:13 <b>provides (1)</b> 19:5 <b>providing (4)</b> 6:16,17,19;17:17 <b>PUBLIC (17)</b> 1:5;3:4;4:8,14;5:6, 12;6:14,17,19,19;7:5; 9:11;17:19;20:21; 21:2,18,21 <b>purpose (9)</b> 4:24;6:4,23;7:5; 10:22;11:20;13:10; 16:19;20:13	22:5 <b>recognize (3)</b> 8:10;13:14;14:4 <b>record (3)</b> 7:6;21:13;22:15 <b>recorded (1)</b> 14:10 <b>recovery (2)</b> 5:7;12:9 <b>reduce (1)</b> 17:23 <b>reflect (2)</b> 21:13;22:15 <b>regard (1)</b> 11:18 <b>regarding (4)</b> 7:12;14:16;21:11; 22:12 <b>region (3)</b> 5:19;9:17;11:24 <b>register (1)</b> 20:25 <b>registered (1)</b> 21:7 <b>registration (2)</b> 8:19;9:14 <b>regulations (1)</b> 4:18 <b>related (1)</b> 11:25 <b>reliability (2)</b> 11:19;14:13 <b>reliable (5)</b> 11:15,17;17:8,15, 17 <b>reliance (1)</b> 20:2 <b>Relief (2)</b> 5:9;14:6 <b>rely (1)</b> 19:22 <b>remarks (3)</b> 7:3;8:3;10:12 <b>remind (1)</b> 3:10 <b>repair (1)</b> 12:8 <b>replacement (1)</b> 5:13 <b>REPORTED (1)</b> 1:23 <b>representative (1)</b> 10:15 <b>representatives (1)</b> 4:22 <b>request (1)</b> 9:25 <b>required (2)</b> 5:22;6:9 <b>re-sign (1)</b> 10:6 <b>resilience (2)</b> 6:9;15:25
<b>O</b>	<b>P</b>		<b>Q</b>	
<b>obviously (1)</b> 15:23 <b>Office (1)</b> 9:17 <b>Officer (2)</b> 1:20;3:25 <b>officials (3)</b> 4:21;20:16;21:2 <b>often (1)</b> 8:3 <b>One (5)</b> 9:19;11:22;21:8,14; 22:16 <b>ongoing (1)</b> 12:9 <b>only (1)</b> 9:10 <b>on-site (2)</b> 12:19;18:23 <b>open (1)</b> 21:16 <b>operated (1)</b> 14:25 <b>operation (2)</b> 15:18;18:4 <b>operations (2)</b> 19:18,19 <b>opportunities (2)</b> 19:12,13 <b>opportunity (5)</b> 5:3;7:2,11;8:21; 9:24 <b>opposed (1)</b> 15:8 <b>order (4)</b> 10:10;18:14;21:6, 21 <b>organization (3)</b> 10:15,17;11:10 <b>organizations (1)</b> 16:12 <b>origin (1)</b> 15:11 <b>originating (1)</b> 14:21 <b>out (4)</b> 12:13;17:13;18:6; 22:8 <b>outages (2)</b> 13:13;14:10	<b>part (5)</b> 5:9;6:15;13:25; 15:20;18:20 <b>participants (1)</b> 21:3 <b>participate (2)</b> 4:23;18:17 <b>participation (2)</b> 4:3;9:22 <b>particular (1)</b> 18:13 <b>parts (3)</b> 13:19,23;14:19 <b>past (1)</b> 11:22 <b>pause (2)</b> 21:17,22 <b>Penn (4)</b> 9:19;14:21;15:8,12 <b>people (1)</b> 8:13 <b>permits (1)</b> 10:7 <b>Peter's (1)</b> 1:11 <b>Philadelphia (1)</b> 5:8 <b>phone (1)</b> 8:15 <b>plants (1)</b> 6:3 <b>played (1)</b> 20:18 <b>Plaza (1)</b> 9:19 <b>Please (6)</b> 3:16;7:2;8:14,18; 10:16;20:25 <b>pm (6)</b> 1:16,16;21:17; 22:10,17,20 <b>podium (1)</b> 8:12 <b>point (5)</b> 10:23;15:11;17:13; 21:17,22 <b>Policy (1)</b> 4:16		<b>quality (2)</b> 19:20,24	
			<b>R</b>	
			<b>Rail (8)</b> 12:6;13:7,12;15:15, 17,17;17:16,17 <b>reach (1)</b> 19:11 <b>Ready (2)</b> 18:18;20:25 <b>realize (1)</b> 14:23 <b>realized (1)</b> 11:24 <b>really (1)</b> 14:2 <b>received (1)</b> 9:3 <b>receiving (1)</b> 17:3 <b>recess (1)</b>	

<b>resiliency (7)</b> 5:12;11:19;13:21, 23:14:5,6,15 <b>resilient (7)</b> 13:5;14:3;15:21; 17:8,15;18:22;19:10 <b>resources (2)</b> 18:19,19 <b>respond (1)</b> 17:20 <b>responded (1)</b> 7:8 <b>responding (1)</b> 7:3 <b>response (2)</b> 21:12;22:14 <b>restrooms (1)</b> 3:13 <b>resulting (1)</b> 6:5 <b>Review (3)</b> 5:22;9:11,16 <b>reviewed (1)</b> 7:14 <b>Richards (1)</b> 1:23 <b>riders (4)</b> 15:18,19;16:3; 20:15 <b>right-hand (1)</b> 3:12 <b>roadway (1)</b> 17:23 <b>robust (1)</b> 9:21 <b>room (9)</b> 7:21;8:16,20;9:6,9, 17:10:14,23;21:5 <b>run (4)</b> 3:9;6:23;13:16; 15:2	<b>second (3)</b> 10:4;12:22;15:4 <b>section (1)</b> 14:20 <b>seeking (1)</b> 6:8 <b>selected (1)</b> 6:12 <b>selection (1)</b> 5:18 <b>Senior (1)</b> 4:12 <b>serve (2)</b> 4:11;10:3 <b>service (10)</b> 12:7;13:6,12;15:2, 11,24;16:22,22;17:16, 17 <b>services (2)</b> 3:16;11:16 <b>serving (1)</b> 3:25 <b>session (1)</b> 3:8 <b>severely (1)</b> 12:7 <b>share (3)</b> 3:19;4:25;20:11 <b>short (2)</b> 8:8;20:12 <b>side (1)</b> 3:12 <b>sign (1)</b> 21:20 <b>signaling (1)</b> 13:24 <b>sign-in (3)</b> 8:18;9:5;21:2 <b>silence (1)</b> 8:15 <b>size (1)</b> 6:3 <b>small (4)</b> 13:2;16:8;20:6,12 <b>solar (4)</b> 12:19;17:11;19:9, 11 <b>solicit (1)</b> 7:6 <b>Solutions (1)</b> 12:25 <b>someone (1)</b> 21:20 <b>sometimes (1)</b> 16:15 <b>soon (1)</b> 21:4 <b>source (1)</b> 16:8 <b>Spanish (3)</b> 3:14,20,21 <b>speak (10)</b> 6:25;8:3,17;9:25;	10:6;12:11;20:24; 21:3,9,19 <b>speaker (1)</b> 10:12 <b>speakers (3)</b> 9:25;10:7;21:5 <b>speaker's (1)</b> 8:18 <b>speaking (1)</b> 8:13 <b>specific (2)</b> 7:22;13:3 <b>start (3)</b> 3:8;7:18;12:13 <b>state (4)</b> 10:14,17;11:12; 19:15 <b>STATEMENT (9)</b> 1:7;3:6;4:10;5:25; 6:18;7:9;12:16,24; 21:11 <b>statements (1)</b> 7:6 <b>station (5)</b> 8:24;14:21;15:8,8, 12 <b>stationed (1)</b> 7:20 <b>stations (1)</b> 13:7 <b>Stenographer (1)</b> 1:23 <b>stenographic (1)</b> 7:16 <b>still (1)</b> 12:9 <b>storage (2)</b> 17:11;19:12 <b>Street (1)</b> 15:7 <b>structures (1)</b> 13:21 <b>subject (1)</b> 5:22 <b>submitted (2)</b> 8:23,25 <b>submitting (1)</b> 9:4 <b>substations (1)</b> 17:7 <b>suburban (1)</b> 15:9 <b>successful (1)</b> 15:17 <b>Superstorm (5)</b> 5:5;11:23;12:3; 13:18;14:11 <b>supply (1)</b> 15:5 <b>sure (11)</b> 6:24;8:18;11:2,8, 12;14:4;15:21;18:10, 12;19:10;20:9	<b>Sustainability (2)</b> 4:13;19:8 <b>sustainable (1)</b> 19:10 <b>SYSTEM (23)</b> 1:6;3:5;4:9;5:2; 7:13;8:9;11:4,21; 12:6,17;13:4,5,15,20; 14:11,18,20;15:15,17, 20;16:4,6;20:2 <b>systems (3)</b> 5:13;13:24;16:14	<b>transcript (2)</b> 7:17;10:11 <b>TRANSIT (44)</b> 1:2,3,6;3:4,24;4:7, 9,13,17,22,25;5:6,14, 23;6:8,11;7:12,15,15, 20;8:9;9:16,18;11:3, 10,15,20;12:6,10,13, 17,25;13:14;14:9,14, 17;15:2,24;16:3; 17:14,18;18:6,23; 19:5 <b>Transit's (1)</b> 13:12 <b>transmission (1)</b> 16:25 <b>transportation (4)</b> 5:12,19;13:9;16:18 <b>transports (1)</b> 15:18 <b>travel (2)</b> 15:7,9 <b>true (1)</b> 20:4 <b>turbines (1)</b> 19:16 <b>two (1)</b> 12:14
<b>S</b>			<b>T</b>	<b>transmission (1)</b> 16:25 <b>transportation (4)</b> 5:12,19;13:9;16:18 <b>transports (1)</b> 15:18 <b>travel (2)</b> 15:7,9 <b>true (1)</b> 20:4 <b>turbines (1)</b> 19:16 <b>two (1)</b> 12:14
				<b>U</b>
<b>safe (1)</b> 11:14 <b>Saint (1)</b> 1:11 <b>same (2)</b> 10:9;20:4 <b>Sandy (5)</b> 5:5;11:24;12:3; 13:18;14:12 <b>scale (1)</b> 20:6 <b>scheme (1)</b> 18:17 <b>scoped (1)</b> 18:6 <b>scoping (1)</b> 6:17 <b>seat (1)</b> 3:7			<b>table (5)</b> 8:19;9:6,9;10:7; 21:2 <b>tag (1)</b> 22:3 <b>tags (1)</b> 8:5 <b>talked (3)</b> 18:18,22;19:3 <b>team (5)</b> 3:17;7:20;8:3,4; 22:3 <b>technologies (1)</b> 18:16 <b>technology (1)</b> 16:11 <b>terms (1)</b> 18:8 <b>territory (2)</b> 13:6;16:22 <b>testimony (1)</b> 8:22 <b>therefore (1)</b> 19:22 <b>third (1)</b> 15:14 <b>three (4)</b> 10:2,5,9;14:19 <b>timekeeper (1)</b> 10:4 <b>today (3)</b> 3:15;6:14;9:25 <b>today's (3)</b> 4:14;8:17;20:24 <b>together (1)</b> 22:7 <b>tonight (5)</b> 4:3;11:18,23;12:12; 15:16 <b>tonight's (3)</b> 7:18;8:6;12:23 <b>TRACTION (13)</b> 1:6;3:5;4:9;5:2; 7:13;8:9;11:4,20; 12:17;13:15;14:17; 16:4,6 <b>trains (1)</b> 13:16	<b>under (1)</b> 5:23 <b>University (2)</b> 1:11;16:14 <b>unplanned (1)</b> 5:15 <b>up (6)</b> 3:19;12:5;15:12,18, 22;16:20 <b>upfront (1)</b> 11:12 <b>URL (1)</b> 9:13 <b>usage (1)</b> 19:25 <b>use (5)</b> 7:10;15:23;16:12, 18;17:22 <b>used (1)</b> 18:20 <b>users (1)</b> 15:23
				<b>V</b>
				<b>viable (2)</b> 18:16,21 <b>video (6)</b> 8:8;11:6;20:12,13, 17,18 <b>vulnerability (1)</b> 13:12

<b>vulnerable (3)</b> 5:14;11:25;13:20	9:4			
<b>W</b>	<b>2</b>			
<b>warning (1)</b> 10:5	<b>2 (1)</b> 9:17			
<b>warranted (1)</b> 5:24	<b>2.6 (1)</b> 12:3			
<b>Washington (1)</b> 5:8	<b>2012 (1)</b> 12:2			
<b>weather (1)</b> 11:25	<b>2013 (2)</b> 5:10;14:8			
<b>website (3)</b> 9:2,12,13	<b>2014 (1)</b> 6:13			
<b>week (1)</b> 12:8	<b>2019 (1)</b> 9:4			
<b>welcome (2)</b> 3:3;4:8	<b>28 (1)</b> 18:14			
<b>welcomed (1)</b> 10:8	<b>3</b>			
<b>west (1)</b> 15:9	<b>30 (1)</b> 10:4			
<b>Whereupon (3)</b> 3:20;20:18;22:5	<b>4</b>			
<b>wish (4)</b> 8:17;10:6;20:24; 21:19	<b>429 (1)</b> 9:18			
<b>wishes (2)</b> 6:25;8:11	<b>5</b>			
<b>within (2)</b> 13:5;16:22	<b>52,000 (1)</b> 15:18			
<b>word (1)</b> 11:16	<b>6</b>			
<b>words (1)</b> 3:19	<b>6th (1)</b> 1:12			
<b>written (2)</b> 8:23;9:5	<b>7</b>			
<b>Y</b>	<b>7</b>			
<b>York (3)</b> 5:7;14:21;15:12	<b>7:30 (1)</b> 1:16			
<b>Z</b>	<b>7:57 (1)</b> 21:15			
<b>Zero (2)</b> 18:18,19	<b>9</b>			
<b>0</b>	<b>9 (4)</b> 21:17;22:10,17,20			
<b>07306 (1)</b> 1:13	<b>9:00 (1)</b> 1:16			
<b>1</b>				
<b>1 (1)</b> 9:17				
<b>140 (1)</b> 16:21				
<b>1969 (1)</b> 4:16				
<b>19th (1)</b>				

Hesser G. McBride, Jr.  
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July 18, 2019

***VIA ELECTRONIC & REGULAR MAIL***

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

RE: **NJ TRANSIT Resilience Program**  
NJ TRANSIT GRID – Public Hearing, June 18, 2019

Dear Sir/Madam:

This letter is being filed on behalf of Public Service Enterprise Group and its affiliated entities such as PSE&G and PSEG Power. On June 18, 2019, on behalf of PSEG, Mr. Tito Anyanwu appeared at the above-referenced public hearing. At the public hearing Mr. Anyanwu requested certain information regarding the NJ TRANSITGRID project. Please be advised that PSEG withdraws its request for information made at the June 18 public hearing.

If you have any questions, please contact the undersigned.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Hesser G. McBride, Jr.", written over a faint, larger version of the same signature.

Hesser G. McBride, Jr.

## **Website Comments**

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**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Thursday, July 18, 2019 7:03 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/18/2019.

<b>Project Feedback Related to:</b>
Ongoing Resiliency Initiatives
<b>First Name</b>
Ruth A
<b>Last Name</b>
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<b>Phone</b>
(973) 697-3113
<b>Email</b>
<a href="mailto:mhsmediaRuth@gmail.com">mhsmediaRuth@gmail.com</a>
<b>Comments/Questions</b>
Please drop your plans for the Meadowlands Fracked Gas Power Plant. Fracking is destroying many areas of our country. We need renewable sources for all of our future power needs if we are going to slow global warming. Also, air pollution in that area is about the worst in the state. Why greatly add to it? Re-polluting the Meadowlands now that real progress is being made to bring it back is a terrible idea.

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 11:18 AM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Renee
<b>Last Name</b>
Allessio
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PO Box 76
<b>City</b>
Hewitt
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07421
<b>Phone</b>
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<b>Email</b>
<a href="mailto:rballessio@gmail.com">rballessio@gmail.com</a>
<b>Comments/Questions</b>
<p>The NJ Transit Meadowlands Gas Plant presents a wide range of serious negative public health, safety, economic and environmental impacts. It would be built in an area with already dangerous levels of smog and it threatens the historic and ongoing recovery of the Hackensack River and New Jersey Meadowlands. We cannot build for resiliency by doubling down on fossil fuels. Climate Change is real and is already having a negative impact on New Jersey. Currently the country including New Jersey is experiencing unusual high temperatures over 95 degrees and no one is allowed to use our 2 major lakes, Lake Hopatcong and Greenwood Lake, because of bacteria exacerbated by heavy rains and heat. Building a new long term source of greenhouse gas pollution would only accelerate climate change, increasing the frequency and severity of flooding, storm surges and sea level rise in our sensitive Meadowlands communities. At a time when we must rapidly transition our grid off fossil fuels and onto 100% clean renewables, approving a new power plant that would burn fracked gas 24/7 for decades would reverse progress on the region's clean energy and climate mitigation accomplishments. Please don't let the fossil fuel industry control and compromise your resilience program. The Draft Environmental Impact Statement must propose an alternative resilience plan that utilizes 100% clean renewable energy technologies such as solar, wind and battery storage.</p> <p>Thank you. Renee B. Allessio</p>

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**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Thursday, July 18, 2019 4:52 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/18/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Joseph
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<a href="mailto:jbasralian@gmail.com">jbasralian@gmail.com</a>
<b>Comments/Questions</b>
<p>This proposed plant is terrible for air quality in a region that is already under stress.</p> <p>Toxic emissions from gas-fired power plants increase lung-related illness such as asthma and COPD.</p> <p>As you know, both illnesses can seriously impact people's quality of life, financial burden and their entire families. For New Jersey parents with asthmatic children, there are thousands terrifying nights in emergency rooms and pediatric intensive care units every year. Residents of many NJ counties would be harmed by the plant.</p> <p>In Hudson County alone -- where the plant would be located -- 45,000 residents are diagnosed with asthma, including 10,000 children, amounting to 9.5% of the population. In 2016, there were over 600 hospitalizations due to asthma and over 4,000 emergency room visits, above the NJ average.</p> <p>Staying with the Hudson County example, nearly 30,000 residents are diagnosed with COPD. Nearly 1,500 of them visit the ER each year and over 17,500 are hospitalized. These data are from the New Jersey State Health Assessment and the Centers for</p>

## Disease Control.

The unnecessary power plant would increase already-high levels of nitrogen dioxide and ground-level ozone, two pollutants that are known to exacerbate asthma and COPD. The NJDEP allows companies to purchase ozone credits, which means it will allow any level of ozone pollution. Hospitalizations tend to increase on high pollution days.

In 2016, New Jersey registered 25 days with ground-level ozone above the maximum threshold for healthy communities, based on the new 0.070 parts-per-million standard. The worst-off area in New Jersey was Hudson County, where the power plant is proposed, with 16 days with high ozone. The American Lung Association gave Hudson County an "F" for failing to control ozone pollution. Bergen County residents contended with 6 days of unhealthy ground-level ozone, and Essex County with 3, but these numbers could increase. These data are provided by the New Jersey State Health Assessment.

Nitrogen oxides, which are a key ingredient in ground-level ozone and smog, would also intensify. Nitrogen oxides can be produced from typical natural gas-fired power plants at rates of 2,500 - 25,000 parts per billion, far above the 100 ppb maximum allowable for human health, according to the U.S. Department of Energy.

There are many more reasons to worry. The plant could annually spew an average hundreds of thousands of metric tons of carbon dioxide, and hundreds of metric tons of methane, heavy metals and chemicals. Steam released adds lead, algaecides, fungicides, and volatile organic compounds to our lives.

In addition to its exhaust ports, the plant would need to store 3.5 million gallons of diesel fuel even though it would be located in a flood zone.

The plant would "lock in" fossil fuels for 30 years or more, preventing a transition to clean energy, which both New Jersey and New York have pledged to pursue. It would strengthen the polluting gas fracking industry nationwide, which produces toxic discharges in the air, groundwater, rivers, lakes and streams as the gas is drilled. Over 700 chemicals are used in gas fracking, which produces many billions of gallons of toxic wastewater.

I am horrified by this proposal. Use CLEAN ENERGY!

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 4:11 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
Other
<b>First Name</b>
Diane
<b>Last Name</b>
Beeny
<b>Address</b>
181 Tudor Oval
<b>City</b>
Westfield
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07090
<b>Phone</b>
(908) 233-7344
<b>Email</b>
<a href="mailto:diane181@gmail.com">diane181@gmail.com</a>
<b>Comments/Questions</b>
<p>I STRONGLY OPPOSE the construction of the Meadowlands Fossil Fuel Power Plant or ANY other fossil fuel infrastructure. At this point you should be making EVERY effort to create and utilize 100% Green Renewable Energy and any other project in any other direction will be taking our state further away from energy sustainability and a safe clean energy future. We need to consider the pollution, safety hazards and increased climate effects that such a project will have. It is crucial that NJ Transit takes a more forward-thinking approach and that New Jersey takes a lead in clean energy instead of building in more fossil fuel dependent projects that will only exacerbate the pollution and climate instability that will only cause increased problems for our Garden State.</p> <p>NO MORE fossil fuel energy projects for New Jersey!!!</p> <p>Please Help Create a CLEAN ENERGY FUTURE for New Jersey INSTEAD and look to Creating 100% Renewable Energy Projects which will create GREEN JOBS for our state and a safer, healthier and SUSTAINABLE FUTURE for US ALL!!!!</p> <p>Thank you!!</p>

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 6:56 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Penelope
<b>Last Name</b>
Brackett
<b>Address</b>
penelope.brackett@gmail.com
<b>City</b>
MAPLEWOOD
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07040-2701
<b>Phone</b>
(201) 693-1586
<b>Email</b>
<a href="mailto:penelope.brackett@gmail.com">penelope.brackett@gmail.com</a>
<b>Comments/Questions</b>
<p>I am horrified by this plan to build a new fracked gas plant. This is the time for NJ to move to renewable energy! The NJ Transit Meadowlands Gas Plant presents many serious negative public health, safety, economic and environmental problems. It would increase the already dangerous levels of smog and threatens the recovery of the Hackensack River and New Jersey Meadowlands. Building this plant would further accelerate climate change, and extreme weather that comes with it for our fragile Meadowlands communities. At a time when we must rapidly transition our grid off fossil fuels and onto 100% clean renewables, approving a new power plant that would burn fracked gas 24/7 for decades would reverse progress on the region's clean energy and climate mitigation accomplishments. The Draft Environmental Impact Statement must propose an alternative resilience plan that utilizes 100% clean renewable energy technologies such as solar, wind and battery storage.</p>

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 2:35 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
Ongoing Resiliency Initiatives
<b>First Name</b>
Vincent
<b>Last Name</b>
Brevetti
<b>Address</b>
148 Church St
<b>City</b>
Teaneck
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07666
<b>Phone</b>
(201) 837-8354
<b>Email</b>
<a href="mailto:vbrevetti@aol.com">vbrevetti@aol.com</a>
<b>Comments/Questions</b>
<p>The NJ Transit Meadowlands Gas Plant presents a wide range of serious negative public health, safety, economic and environmental impacts. It would be built in an area with already dangerous levels of smog and it threatens the historic and ongoing recovery of the Hackensack River and New Jersey Meadowlands. We cannot build for resiliency by doubling down on fossil fuels. Building a new long term source of greenhouse gas pollution would only accelerate climate change, increasing the frequency and severity of flooding, storm surges and sea level rise in our sensitive Meadowlands communities. At a time when we must rapidly transition our grid off fossil fuels and onto 100% clean renewables, approving a new power plant that would burn fracked gas 24/7 for decades would reverse progress on the region's clean energy and climate mitigation accomplishments. The Draft Environmental Impact Statement must propose an alternative resilience plan that utilizes 100% clean renewable energy.</p>

---

**From:** JGeitner@njtransit.com  
**Sent:** Monday, July 22, 2019 12:39 PM  
**To:** Sandra Kochersperger  
**Subject:** FW: Comments on the NJ TransitGrid Traction Power System (Project) DEIS from Joseph M. Clift  
**Attachments:** Comments on the NJ TransitGrid Traction Power System (Project) DEIS from Joseph M. Clift

---

**From:** Joseph Clift <jmclift@hotmail.com>  
**Sent:** Saturday, July 20, 2019 12:26 AM  
**To:** NJ TRANSITGRID <njtransitgrid@njtransitresilienceprogram.com>  
**Subject:** Fw: Comments on the NJ TransitGrid Traction Power System (Project) DEIS from Joseph M. Clift

Resending; previous transmission was rejected.

Joseph M. Clift  
[jmclift@alum.mit.edu](mailto:jmclift@alum.mit.edu)  
212.245.6299 (primary & fax)  
917.284.5491 (secondary & text)

---

From: Mail Delivery System <[Mailer-Daemon@lds169.securednshost.com](mailto:Mailer-Daemon@lds169.securednshost.com)>  
Sent: Saturday, July 20, 2019 12:01 AM  
To: [Skochersperger@bemsys.com](mailto:Skochersperger@bemsys.com)  
Subject: Undeliverable: Comments on the NJ TransitGrid Traction Power System (Project) DEIS from Joseph M. Clift

This message was created automatically by mail delivery software.

A message that you sent could not be delivered to one or more of its recipients. This is a permanent error. The following address(es) failed:

[Skochersperger@bemsys.com](mailto:Skochersperger@bemsys.com)  
(ultimately generated from [njtransitgrid@njtransitresilienceprogram.com](mailto:njtransitgrid@njtransitresilienceprogram.com))  
host d132757a.ess.barracudanetworks.com [209.222.82.162]  
SMTP error from remote mail server after end of data:  
550 permanent failure for one or more recipients ([skochersperger@bemsys.com:blocked](mailto:skochersperger@bemsys.com:blocked))

---

**From:** Joseph Clift <[jmclift@hotmail.com](mailto:jmclift@hotmail.com)>  
**Sent:** Friday, July 19, 2019 11:59 PM  
**To:** NJ TRANSITGRID <[njtransitgrid@njtransitresilienceprogram.com](mailto:njtransitgrid@njtransitresilienceprogram.com)>  
**Subject:** Comments on the NJ TransitGrid Traction Power System (Project) DEIS from Joseph M. Clift

Comments on the NJ TransitGrid Traction Power System (Project) DEIS from Joseph M. Clift



The project alternatives analyzed in detail in the NJ TransitGrid Traction Power System (Project) DEIS include only a single Build Alternative, when a number of other alternatives exist and should have been analyzed in detail in the DEIS to solve the stated problem the Project is intended to solve: “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 (emphasis added).

Therefore, the Project DEIS is incomplete and must be rejected as unacceptable.

The stated problem is not the availability of power in the PJM regional power grid, but the distribution of that power, which can be addressed without NJ Transit building its own stand-alone central power plant and creating its own NJT Power & Light Company and all the costs associated with a new tiny organization.

Additionally, we have already seen scope creep in a project that claims a maximum demand of 80MW, yet has now grown to a 140MW facility.

Worst of all, the Project will consume an estimated \$516 million in scarce transit capital, when most all the elements of the proposed Project can be provided by the national electric power industry.

Specific alternatives that must be examined:

Build Alternative 2: Buy power from private providers on the national grid and build only the redundant cable transmission connections to provide resilient power.

Build Alternative 3: Contract with an existing local electric power supplier to add the needed 60MW of power at another facility and build only the redundant cable transmission connections to provide resilient power.

Build Alternative 4: Contract with an existing electric power provider to provide a stand-alone facility as described in the Build Alternative, but with power industry funds.

Thank you for this opportunity to comment.

Joseph M. Clift

[jmclift@alum.mit.edu](mailto:jmclift@alum.mit.edu)

212.245.6299 (primary & fax)

917.284.5491 (secondary & text)

**From:** {Name (First):1.3} {Name (Last):1.6}  
**To:** [outreach@njtransitresilienceprogram.com](mailto:outreach@njtransitresilienceprogram.com)  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission  
**Date:** Friday, July 19, 2019 5:21:40 AM

---

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
Ongoing Resiliency Initiatives
<b>First Name</b>
Annette
<b>Last Name</b>
Coomber
<b>Address</b>
<a href="mailto:aries200@optonline.net">aries200@optonline.net</a>
<b>City</b>
Ringwood
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07456-2816
<b>Email</b>
<a href="mailto:aries200@optonline.net">aries200@optonline.net</a>
<b>Comments/Questions</b>
<p>The NJ Transit Meadowlands Gas Plant presents a wide range of serious negative public health, safety, economic and environmental impacts. It would be built in an area with already dangerous levels of smog and it threatens the historic and ongoing recovery of the Hackensack River and New Jersey Meadowlands. We cannot build for resiliency by doubling down on fossil fuels. Building a new long term source of greenhouse gas pollution would only accelerate climate change, increasing the frequency and severity of flooding, storm surges and sea level rise in our sensitive Meadowlands communities. At a time when we must rapidly transition our grid off fossil fuels and onto 100% clean renewables, approving a new power plant that would burn fracked gas 24/7 for decades would reverse progress on the region's clean energy and climate mitigation accomplishments. The Draft Environmental Impact Statement must propose an alternative resilience plan that utilizes 100% clean renewable energy technologies such as solar, wind and battery storage.</p>

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 5:25 AM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

<b>Project Feedback Related to:</b>
Ongoing Resiliency Initiatives
<b>First Name</b>
Annette
<b>Last Name</b>
Coomber
<b>Address</b>
33 Sweetwater Lane
<b>City</b>
Ringwood
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07456
<b>Phone</b>
(973) 555-5555
<b>Email</b>
<a href="mailto:aries200@optonline.net">aries200@optonline.net</a>
<b>Comments/Questions</b>
<p>The NJ Transit Meadowlands Gas Plant presents a wide range of serious negative public health, safety, economic and environmental impacts. It would be built in an area with already dangerous levels of smog and it threatens the historic and ongoing recovery of the Hackensack River and New Jersey Meadowlands. We cannot build for resiliency by doubling down on fossil fuels. Building a new long term source of greenhouse gas pollution would only accelerate climate change, increasing the frequency and severity of flooding, storm surges and sea level rise in our sensitive Meadowlands communities. At a time when we must rapidly transition our grid off fossil fuels and onto 100% clean renewables, approving a new power plant that would burn fracked gas 24/7 for decades would reverse progress on the region's clean energy and climate mitigation accomplishments. The Draft Environmental Impact Statement must propose an alternative resilience plan that utilizes 100% clean renewable energy technologies such as solar, wind and battery storage.</p>

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Thursday, July 18, 2019 8:42 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/18/2019.

<b>Project Feedback Related to:</b>
Other
<b>First Name</b>
Patricia
<b>Last Name</b>
DeCandia
<b>Address</b>
520Prospect Ave
<b>City</b>
Ridgefield
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07657
<b>Email</b>
<a href="mailto:decan57@aol.com">decan57@aol.com</a>
<b>Comments/Questions</b>
I am writing regarding the proposed Meadowlands Power Plant.This plant is wrong for NJ. It will add tons of CO2. In an area that already has the worst asthma record in the state. It will destroy the environment, especially the sensitive meadowlands ecosystem. The worst part of this plan is that NJ will not be benefiting in any way. New Jerseyites wil be hurt. I am imploring you to NOT support this power plan.

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Thursday, July 18, 2019 5:18 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/18/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Gaeton
<b>Last Name</b>
Di Napoli
<b>Address</b>
651 Virgil Ave.
<b>City</b>
Ridgefield
<b>State / Province / Region</b>
N. j.
<b>ZIP / Postal Code</b>
07657
<b>Phone</b>
(201) 280-1392
<b>Email</b>
<a href="mailto:Gaetondinapoli@yahoo.com">Gaetondinapoli@yahoo.com</a>
<b>Comments/Questions</b>
I agree with posted bulletin boards

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 3:21 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
Ongoing Resiliency Initiatives
<b>First Name</b>
Merelyn
<b>Last Name</b>
Dolins
<b>Address</b>
10 Brookside Rd
<b>City</b>
Maplewood
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07040
<b>Email</b>
<a href="mailto:merelyndolins@gmail.com">merelyndolins@gmail.com</a>
<b>Comments/Questions</b>
<p>NJ already is among the states with highest rate of Autism and asthma in the US. The NJ Transit Meadowlands Gas Plant presents a wide range of serious negative public health, safety, economic and environmental impacts. It would be built in an area with already dangerous levels of smog and it threatens the historic and ongoing recovery of the Hackensack River and New Jersey Meadowlands. We cannot build for resiliency by doubling down on fossil fuels. Building a new long term source of greenhouse gas pollution would only accelerate climate change, increasing the frequency and severity of flooding, storm surges and sea level rise in our sensitive Meadowlands communities. At a time when we must rapidly transition our grid off fossil fuels and onto 100% clean renewables, approving a new power plant that would burn fracked gas 24/7 for decades would reverse progress on the region's clean energy and climate mitigation accomplishments. The Draft Environmental Impact Statement must propose an alternative resilience plan that utilizes 100% clean renewable energy technologies such as solar, wind and battery storage.</p> <p>Merelyn Dolins</p>

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Thursday, July 18, 2019 6:44 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/18/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Ken
<b>Last Name</b>
Dolsky
<b>Address</b>
21 Winfield Drive
<b>City</b>
Parsippany
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07054
<b>Email</b>
<a href="mailto:kdolsky@optonline.net">kdolsky@optonline.net</a>
<b>Comments/Questions</b>
<p>Building a new fracked gas power station in the 2020's is simply stupid. Right now two thirds of the nation's gas plants can be economically replaced by solar and storage. In five years no one is going to be building fracked gas plants because they will not be cost effective. The costs of solar and storage are going down while the cost of fracked gas has nowhere to go but up. But NJ Transit will be saddled with one of these pink elephants that not only will be needlessly costly but will also be making climate change worse and sending local residents to the hospital with breathing problems due to the increased levels of ozone that will form from its emissions. Just because the DEP will approve your permit does not make it a good decision as the DEP does not have the power to regulate greenhouse gases or ozone (they allow ozone credits).</p> <p>In case you are unaware, there is a recent IPCC report (Intergovernmental Panel on Climate Change) that demonstrates we have about 10 years to reduce GHGs by 45% in order to avoid the worst effects from climate change. Evidently, NJ Transit thinks it is good policy to hinder this effort so we can experience more devastation from climate change.</p> <p>Please take your heads out of the sand or out of your shells or wherever you have them and look at how fast the world of renewable energy technologies is changing and get on the right path for everyone and this planet.</p>

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 12:13 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Christopher
<b>Last Name</b>
Ebert
<b>Address</b>
527 78 St.
<b>City</b>
North Bergen
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07047
<b>Email</b>
<a href="mailto:christophercebert@gmail.com">christophercebert@gmail.com</a>
<b>Comments/Questions</b>
The proposed Meadowlands fracked - gas plant is a terrible idea. New Jersey urgently needs to move away from new fossil fuel projects. The plant will contribute to our climate emergency. please do not build this plant!



---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Thursday, July 18, 2019 5:59 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/18/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Zoraida
<b>Last Name</b>
Espinoza
<b>Address</b>
450-73 street
<b>City</b>
North bergen
<b>State / Province / Region</b>
Nj
<b>ZIP / Postal Code</b>
07047
<b>Phone</b>
(787) 435-0844
<b>Email</b>
<a href="mailto:Zoraesp@gmail.com">Zoraesp@gmail.com</a>
<b>Comments/Questions</b>
<p>The NJ Transit Meadowlands Gas Plant presents a wide range of serious negative public health, safety, economic and environmental impacts. It would be built in an area with already dangerous levels of smog and it threatens the historic and ongoing recovery of the Hackensack River and New Jersey Meadowlands. We cannot build for resiliency by doubling down on fossil fuels. Building a new long term source of greenhouse gas pollution would only accelerate climate change, increasing the frequency and severity of flooding, storm surges and sea level rise in our sensitive Meadowlands communities. At a time when we must rapidly transition our grid off fossil fuels and onto 100% clean renewables, approving a new power plant that would burn fracked gas 24/7 for decades would reverse progress on the region's clean energy and climate mitigation accomplishments. The Draft Environmental Impact Statement must propose an alternative resilience plan that utilizes 100% clean renewable energy technologies such as solar, wind and battery storage.</p> <p>Thank you, Zoraida Espinoza</p>

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 11:10 AM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Samantha
<b>Last Name</b>
Feuss
<b>Address</b>
15 Whippany Ave
<b>City</b>
Woodland Park
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07424
<b>Email</b>
<a href="mailto:kangabunnyie@animail.net">kangabunnyie@animail.net</a>

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Thursday, July 18, 2019 7:35 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/18/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Carol
<b>Last Name</b>
Gay
<b>Address</b>
747 Thiele Rd
<b>City</b>
Brick
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
08724
<b>Phone</b>
(173) 785-1503
<b>Email</b>
<a href="mailto:carolgay747@aol.com">carolgay747@aol.com</a>
<b>Comments/Questions</b>
No, we do not need this power plant!!! No more fossil fuel projects are needed. Renewable energy is what we need. Electrification of trains and buses thru renewable energy is possible. Stop harming the earth and its inhabitants with fossil fuels! We are running out of time to reverse the damage that has already been done. We have a climate emergency. This climate crisis must be addressed immediately. Be a responsible steward of the earth and its scarce resources.

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Thursday, July 18, 2019 4:58 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/18/2019.

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Katherine
<b>Last Name</b>
George
<b>Address</b>
108 78th St
<b>City</b>
North Bergen
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07047
<b>Phone</b>
(201) 861-4097
<b>Email</b>
<a href="mailto:kattgeorge@gmail.com">kattgeorge@gmail.com</a>
<b>Comments/Questions</b>
<p>The NJ Transit Meadowlands Gas Plant presents a wide range of serious negative public health, safety, economic and environmental impacts. It would be built in an area with already dangerous levels of smog and it threatens the historic and ongoing recovery of the Hackensack River and New Jersey Meadowlands. We cannot build for resiliency by doubling down on fossil fuels. Building a new long term source of greenhouse gas pollution would only accelerate climate change, increasing the frequency and severity of flooding, storm surges and sea level rise in our sensitive Meadowlands communities. At a time when we must rapidly transition our grid off fossil fuels and onto 100% clean renewables, approving a new power plant that would burn fracked gas 24/7 for decades would reverse progress on the region's clean energy and climate mitigation accomplishments. The Draft Environmental Impact Statement must propose an alternative resilience plan that utilizes 100% clean renewable energy technologies such as solar, wind and battery storage.</p>

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Thursday, July 18, 2019 10:24 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/18/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Janet
<b>Last Name</b>
Glass
<b>Address</b>
8700 Blvd East
<b>City</b>
North Bergen
<b>State / Province / Region</b>
Nj
<b>ZIP / Postal Code</b>
07047
<b>Email</b>
<a href="mailto:lguanaj@ail.com">lguanaj@ail.com</a>
<b>Comments/Questions</b>
North Bergen is an Urban Enterprise Zone because it is listed as a distressed area by the State. It also has an F rating by the American Lung Assn. How could you even consider placing a plant near such a vulnerable, underprivileged area? Plus the ecology of the Meadowlands in finally beginning to recover from being used as an industrial toilet. Now there are eagles nests and egret. Why would you undermine that? Come up with a renewable energy solution! It's urgent.

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 10:04 AM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Stephanie
<b>Last Name</b>
Glover
<b>Address</b>
314 Hudson Street
<b>City</b>
HOBOKEN
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07030-5842
<b>Phone</b>
(201) 253-0209
<b>Email</b>
<a href="mailto:shoppersteph2@yahoo.com">shoppersteph2@yahoo.com</a>
<b>Comments/Questions</b>
The NJ Transit Meadowlands Gas Plant presents a wide range of serious negative public health, safety, economic and environmental impacts. It would be built in an area with already dangerous levels of smog and it threatens the historic and ongoing recovery of the Hackensack River and New Jersey Meadowlands. We cannot build for resiliency by doubling down on fossil fuels. Building a new long term source of greenhouse gas pollution would only accelerate climate change, increasing the frequency and severity of flooding, storm surges and sea level rise in our sensitive Meadowlands communities. At a time when we must rapidly transition our grid off fossil fuels and onto 100% clean renewables, approving a new power plant that would burn fracked gas 24/7 for decades would reverse progress on the region's clean energy and climate mitigation accomplishments. The Draft Environmental Impact Statement must propose an alternative resilience plan that utilizes 100% clean renewable energy technologies such as solar, wind and battery storage.

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 1:44 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Barbara
<b>Last Name</b>
Gombach
<b>Address</b>
215 Bloomfield St.
<b>City</b>
HOBOKEN
<b>State / Province / Region</b>
NJ - New Jersey
<b>ZIP / Postal Code</b>
07030
<b>Email</b>
<a href="mailto:bgombach@gmail.com">bgombach@gmail.com</a>
<b>Comments/Questions</b>
<p>The NJ Transit Meadowlands Gas Plant threatens public health and safety, and would have deleterious economic and environmental impacts. 1. The proposed site currently has dangerous levels of smog; it is irresponsible to consider a plant that would increase those levels. 2. The plant would threaten the historic and ongoing recovery of the Hackensack River and New Jersey Meadowlands to which enormous resources have already been devoted. 3. Such a plant would be antithetical to New Jersey's resiliency goals. Adding a new, long term source of greenhouse gas pollution would only accelerate climate change. It would also increase the frequency and severity of flooding, storm surges and sea level rise in our sensitive Meadowlands communities. We MUST rapidly transition our grid from fossil fuels to 100% clean renewables. A new power plant burning fracked gas 24/7 for decades would reverse progress on the region's clean energy and climate mitigation accomplishments.</p> <p>The Draft Environmental Impact Statement MUST propose an alternative resilience plan using 100% clean renewable energy technologies such as solar, wind and battery storage.</p>

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 11:37 AM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Richard
<b>Last Name</b>
Grant
<b>Address</b>
290 Anderson Street, Apt. 3J
<b>City</b>
Hackensack
<b>State / Province / Region</b>
New Jersey
<b>ZIP / Postal Code</b>
07601-3654
<b>Phone</b>
(201) 906-3985
<b>Email</b>
<a href="mailto:rdgjn@aol.com">rdgjn@aol.com</a>
<b>Comments/Questions</b>
<p>There is a scientific consensus that the climate change resulting from increased carbon emissions in the atmosphere is directly linked the same extreme weather events that NJ Transit is trying to build resiliency against. If the state-owned public transportation system were to construct and operate a gas-fired power plant in the Meadowlands, it would be making a large contribution toward changing the climate rather than taking measures that other transit agencies are doing to keep global warming under 1.5 degrees Centigrade such as rapidly transitioning to electric buses.</p> <p>Because the costs of both utility-scale solar energy and lithium-ion battery energy storage have been dropping and are expected to continue to drop in coming years, it is essential that NJ Transit study alternative means of ensuring resilience of its railway lines before its efforts to improve service and restore its reputation become undercut by a full-bore campaign against the power plant project that might even include the phrase "Why is NJ Transit so ready to throw us under the bus?"</p> <p>Thank you for the opportunity to comment.</p>



---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 2:36 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Ginny
<b>Last Name</b>
Hut
<b>Address</b>
57 S Ridgewood Rd 1461
<b>City</b>
South Orange
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07079
<b>Phone</b>
(917) 613-5582
<b>Email</b>
<a href="mailto:ginnyhut@gmail.com">ginnyhut@gmail.com</a>
<b>Comments/Questions</b>
The NJ Transit Meadowlands Gas Plant presents a wide range of serious negative public health, safety, economic and environmental impacts. It would be built in an area with already dangerous levels of smog and it threatens the historic and ongoing recovery of the Hackensack River and New Jersey Meadowlands. We cannot build for resiliency by doubling down on fossil fuels. Building a new long term source of greenhouse gas pollution would only accelerate climate change, increasing the frequency and severity of flooding, storm surges and sea level rise in our sensitive Meadowlands communities. At a time when we must rapidly transition our grid off fossil fuels and onto 100% clean renewables, approving a new power plant that would burn fracked gas 24/7 for decades would reverse progress on the region's clean energy and climate mitigation accomplishments. The Draft Environmental Impact Statement must propose an alternative resilience plan that utilizes 100% clean renewable energy technologies such as solar, wind and battery storage.

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Thursday, July 18, 2019 4:36 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/18/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
christine
<b>Last Name</b>
lepore
<b>Address</b>
225 summit avenue
<b>City</b>
pomptom lakes
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07442
<b>Phone</b>
(983) 616-7551
<b>Email</b>
<a href="mailto:chrsteach1126@aol.com">chrsteach1126@aol.com</a>
<b>Comments/Questions</b>
Insanity is doing the same thing expecting a different result Fossil fuel use burning it is insane it leaves pollution This plan is planning insanity Stop this insanity

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Thursday, July 18, 2019 4:41 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/18/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
christine
<b>Last Name</b>
lepore
<b>Address</b>
225 summit
<b>City</b>
pompton lakes
<b>State / Province / Region</b>
new jersey
<b>ZIP / Postal Code</b>
07553
<b>Phone</b>
(973) 616-7551
<b>Email</b>
<a href="mailto:chrsteach1126@aol.com">chrsteach1126@aol.com</a>
<b>Comments/Questions</b>
Fossil gruel is not healthy for people and other living things C4XWB

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Thursday, July 18, 2019 7:20 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/18/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Elizabeth
<b>Last Name</b>
Ndoye
<b>Address</b>
conchart@aol.com
<b>City</b>
Hoboken
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07030
<b>Phone</b>
(201) 424-1275
<b>Email</b>
<a href="mailto:conchart@aol.com">conchart@aol.com</a>
<b>Comments/Questions</b>
The NJ Transit Meadowlands Gas Plant presents a wide range of serious negative public health, safety, economic and environmental impacts. It would be built in an area with already dangerous levels of smog and it threatens the historic and ongoing recovery of the Hackensack River and New Jersey Meadowlands. We cannot build for resiliency by doubling down on fossil fuels. Building a new long term source of greenhouse gas pollution would only accelerate climate change, increasing the frequency and severity of flooding, storm surges and sea level rise in our sensitive Meadowlands communities. At a time when we must rapidly transition our grid off fossil fuels and onto 100% clean renewables, approving a new power plant that would burn fracked gas 24/7 for decades would reverse progress on the region's clean energy and climate mitigation accomplishments. The Draft Environmental Impact Statement must propose an alternative resilience plan that utilizes 100% clean renewable energy technologies such as solar, wind and battery storage.

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 8:25 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Rosemary
<b>Last Name</b>
Orozco
<b>Address</b>
415 Grand St.
<b>City</b>
Hoboken
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07030
<b>Phone</b>
(201) 401-2016
<b>Email</b>
<a href="mailto:rosemary.orozco@gmail.com">rosemary.orozco@gmail.com</a>
<b>Comments/Questions</b>
<p>The NJ Transit Meadowlands Gas Plant presents a wide range of serious negative public health, safety, economic and environmental impacts. It would be built in an area with already dangerous levels of smog and it threatens the historic and ongoing recovery of the Hackensack River and New Jersey Meadowlands. We cannot build for resiliency by doubling down on fossil fuels. Building a new long term source of greenhouse gas pollution would only accelerate climate change, increasing the frequency and severity of flooding, storm surges and sea level rise in our sensitive Meadowlands communities. At a time when we must rapidly transition our grid off fossil fuels and onto 100% clean renewables, approving a new power plant that would burn fracked gas 24/7 for decades would reverse progress on the region's clean energy and climate mitigation accomplishments. The Draft Environmental Impact Statement must propose an alternative resilience plan that utilizes 100% clean renewable energy technologies such as solar, wind and battery storage.</p>

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 12:50 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Sam
<b>Last Name</b>
Pesin
<b>Address</b>
580 Jersey Ave apt 3L
<b>City</b>
Jersey City
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07302
<b>Phone</b>
(201) 341-7900
<b>Email</b>
<a href="mailto:pesinliberty@earthlink.net">pesinliberty@earthlink.net</a>
<b>Comments/Questions</b>
<p>The NJ Transit Meadowlands Gas Plant presents a wide range of serious negative public health, safety, economic and environmental impacts. It would be built in an area with already dangerous levels of smog and it threatens the historic and ongoing recovery of the Hackensack River and New Jersey Meadowlands. We cannot build for resiliency by doubling down on fossil fuels. Building a new long term source of greenhouse gas pollution would only accelerate climate change, increasing the frequency and severity of flooding, storm surges and sea level rise in our sensitive Meadowlands communities. At a time when we must rapidly transition our grid off fossil fuels and onto 100% clean renewables, approving a new power plant that would burn fracked gas 24/7 for decades would reverse progress on the region's clean energy and climate mitigation accomplishments. The Draft Environmental Impact Statement must propose an alternative resilience plan that utilizes 100% clean renewable energy technologies such as solar, wind and battery storage.</p>

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 12:25 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Eve
<b>Last Name</b>
Peterson
<b>Address</b>
2 Brookside Road
<b>City</b>
South Orange
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07079
<b>Phone</b>
(973) 761-7279
<b>Email</b>
<a href="mailto:ehpeter@aol.com">ehpeter@aol.com</a>
<b>Comments/Questions</b>
I am deeply concerned about the proposed NJ Transit Meadowlands Gas Plant, which presents a wide range of serious negative public health, safety, economic and environmental impacts. This area already has dangerous levels of smog and the plant threatens the delicate recovery of the Hackensack River and New Jersey Meadowlands. Fossil fuels are not the answer to sustained resiliency. A new long-term source of greenhouse gas pollution would accelerate climate change, thus increasing the frequency and severity of flooding, storm surges and sea level rise in our sensitive Meadowlands communities. At a time when we must rapidly transition our grid off fossil fuels and onto 100% clean renewables, approving a new power plant that would burn fracked gas 24/7 for decades would reverse progress on the region's clean energy and climate mitigation accomplishments. The Draft Environmental Impact Statement must propose an alternative resilience plan that uses 100% clean renewable energy technologies such as solar, wind and battery storage.

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 8:22 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Laura
<b>Last Name</b>
Piraino
<b>Address</b>
77 Hudson Street Unit 2513
<b>City</b>
Jersey City
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07303
<b>Phone</b>
(814) 880-8478
<b>Email</b>
<a href="mailto:Laurapiraino@yahoo.com">Laurapiraino@yahoo.com</a>
<b>Comments/Questions</b>
<p>Why would any organization continue to build fossil fuel infrastructure when we know that global warming has to be addressed before it is too late. This is in sharp contrast to the Green New Deal passed by New York State. We should be investing in clean renewable energy sources, which create many more jobs than dirty polluting fossil fuels.</p> <p>I am a regular rider as my family is in Denville, and I am very disappointed in this proposal.</p> <p>Invest in our future not this outdated technology.</p> <p>Thank you.</p>



---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 9:23 AM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Jeffrey
<b>Last Name</b>
Rapaport
<b>Address</b>
69 Allen Dr
<b>City</b>
Wayne
<b>State / Province / Region</b>
Nj
<b>ZIP / Postal Code</b>
97470
<b>Email</b>
<a href="mailto:Jefrap@optonline.netW3">Jefrap@optonline.netW3</a>
<b>Comments/Questions</b>
I am concerned about another fossil fuel plant in the meadowlands area. Increased pollution is a key concern. Consideration should be given to use renewable energy, especially as costs drop and efficiency increases. Thank you

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 4:34 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Andrea
<b>Last Name</b>
Rodriguez
<b>Address</b>
350 Warren St.
<b>City</b>
Jersey City
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07302
<b>Email</b>
<a href="mailto:AARODRIGUEZ87@GMAIL.COM">AARODRIGUEZ87@GMAIL.COM</a>
<b>Comments/Questions</b>
Hi, as a Jersey City resident I am extremely concerned with your plans for the Meadowlands Fracked Gas Power Plant. We are in a dense, heavily populated area and the amount of carbon dioxide that will get emitted into the air is going to harm myself, my family, my neighbors. It's time that we switch to renewable energy and NJ Transit should want to be at the forefront. Your proposed plant is estimated to produce 383,000 to 571,000 tons of carbon dioxide annually and that's according to you, NJ Transit. The effects are going to be devastating to many communities and nature. This is where we live, the air that we breath and the water that we drink should be safe. Please consider the consequences.

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Thursday, July 18, 2019 12:09 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/18/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Paula
<b>Last Name</b>
Rogovin
<b>Address</b>
PaulaRogovin3@gmail.com
<b>City</b>
Teaneck
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07666
<b>Phone</b>
(201) 248-3169
<b>Email</b>
<a href="mailto:PaulaRogovin3@gmail.com">PaulaRogovin3@gmail.com</a>
<b>Comments/Questions</b>
Paula Rogovin, Coalition to Ban Unsafe Oil Trains, Don't Gas the Meadowlands Coalition This was my testimony at the NJ Transit Board meeting on 7/17/2019  Governor Murphy pledged to move NJ to 100% renewable energy sources.  Do any of you on the Board have asthma, COPD, or any kind of lung problems? Do any of you have family members who suffer from asthma, CPRD, or any kinds of lung problems?  Those of you with asthma probably noticed that there were several days recently with ozone alerts, or smog alerts. The American Lung Association rated Bergen and Hudson Counties F for ozone.  We have the PSEG power plant in Ridgefield Park. You will understand why thousands of people in Northern NJ are opposed to having 2 or even 1 additional power plant in the Meadowlands. Approving a fracked gas powered power plant in the Meadowlands, in Kearny, would be the equivalent of being an accessory to

murder. Yes, putting a fracked gas power plant, with greenhouse gases, with ozone emissions, would be showing total disregard for your own family and for the other residents of Northern NJ.

We're in a climate emergency! This is not the time to build even one fossil fuel powered infrastructure project in NJ. The NJ Transit power plant would operate for 30-40 years - locking in pollution.

The NJ Transit power plant would have to buy ozone credits from facilities that are closing. If NJ Transit buys ozone credits, which would be allowed by the DEP, who would get the ozone in their lungs?

WE would. And that spells sickness and death.

The alternative would be for NJ Transit to provide power through renewable energy sources - wind, water, solar. NJ Transit could store electricity in storage batteries. Not only would this prevent dangerous emissions, but it would provide many jobs.

Another frightening thing about the proposed NJ Transit power plant in the Meadowlands is that CSX trains would be in the blast zone of trains carrying Bakken crude oil. These trains go through our communities in Bergen and Hudson. On July 9, we marked the 6th anniversary of the tragedy at Lac Megantic, Quebec, where a train carrying volatile Bakken crude oil derailed, and exploded like a bomb, killing 46 people, leaving 25 children orphans. Bakken crude explodes at a lower temperature. Any spark would endanger people in the whole region. The Meadowlands is a flood zone. Trains OFTEN derail during floods. The trump administration is now rushing the approval of transport of even more dangerous LNG. Placing a power plant near the CSX trains, could spell death.

Please, don't even consider allowing a fossil fuel powered power plant. I plead with you - save our lives. Vote NO for a fracked gas powered NJ Transit power plant. Vote yes for a renewable energy solution.

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Thursday, July 18, 2019 4:43 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/18/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Peter
<b>Last Name</b>
Schofield
<b>Address</b>
PSchofield321@gmail.com
<b>City</b>
Clifton
<b>State / Province / Region</b>
New Jersey
<b>ZIP / Postal Code</b>
07013
<b>Phone</b>
(908) 298-8977
<b>Email</b>
<a href="mailto:PSchofield321@gmail.com">PSchofield321@gmail.com7</a>

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 4:11 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

---

<b>Project Feedback Related to:</b>
Ongoing Resiliency Initiatives
<b>First Name</b>
Barbara
<b>Last Name</b>
Stomber
<b>Address</b>
101 Kiwanis Drive
<b>City</b>
Wayne
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07470
<b>Phone</b>
(973) 694-6883
<b>Email</b>
<a href="mailto:Stomberb@gmail.com">Stomberb@gmail.com</a>
<b>Comments/Questions</b>
New Jersey has a nickname. It's called the Garbage State. Please don't allow the surplus of Fracked gas to be dumped in the Meadowlands. We all know that this power plant is not for New Jersey and will make it impossible to meet the goals set for a clean energy future by governor Murphy. Governor Murphy promised us more than "balls and strikes"; he promised us a reduction of carbon omissions and leadership to allay the effects of climate change. Governor Christie calls governor Murphy a "hypocrite" when it comes to his promise to us on climate change. Is Governor Christie correct?

---

**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 10:04 AM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

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<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Mary Ellen
<b>Last Name</b>
Teshima
<b>Address</b>
21 Redding Pl
<b>City</b>
Towaco
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07082
<b>Phone</b>
(973) 299-9329
<b>Email</b>
<a href="mailto:teshima@optonline.net">teshima@optonline.net</a>
<b>Comments/Questions</b>
<p>The idea of NJ Transit proposing construction of a 104 to 104 natural gas powered electric generation plant in Kearny NJ to distribute power to segments of NJ transit and Amtrak. is harmful to NJ. Other forms of clean energy should be explored ie wind energy , solar energy etc. There should be a moratorium on fossil fuels including Fracked natural gas as these fuels and accessory pipelines are harmful to the environment and climate. They are harmful to the people in those areas.To create this plant is a distraction with resources going to polluters when moneys can be used for clean energy research and actions. The waste of money to build pipelines and polluting power plants will continue way past governor Murphy's clean energy initiatives.If built, polluters can say we built it so why don't we use it? This will continue for years. I urge you to deny this natural gas power plant proposal and research and use cleaner alternatives. They are there if you have a political will for clean energy , environments and people's health.</p>

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**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Friday, July 19, 2019 3:07 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/19/2019.

<b>Project Feedback Related to:</b>
Ongoing Resiliency Initiatives
<b>First Name</b>
Paul
<b>Last Name</b>
Teshima
<b>Address</b>
21 Redding Place
<b>City</b>
Towaco
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07082
<b>Phone</b>
(973) 299-9329
<b>Email</b>
<a href="mailto:pteshima@optonline.net">pteshima@optonline.net</a>
<b>Comments/Questions</b>
<p>Do NOT Build a Natural Gas Fired Generator.</p> <p>I cannot believe how un-aware you are. It's 95 degrees out today and all over the world, and here in NJ, there are record warm temperatures. HEAT kills more people each year than tornadoes, floods, landslides, volcanoes and all other weather/earth related causes COMBINED. This state, and this planet, needs sources of energy that do not contribute to climate warming. Burning fracked gas to produce electricity is the WORST way to generate power. The fracking process pollutes more water than any other fossil fuel process. It puts methane into the atmosphere that contributes more to atmospheric warming than CO2. This is a horrible idea. Also, the area you propose to build it already has an un-healthy level of ozone and particulates in the air. For decades I commuted via NJ Transit, both from Lyndhurst in Bergen County and from Morris County. I've always support NJ Transit, and applaud its efforts to build a better and more reliable transit system. The proposal to build a fracked-gas fired generator is a terrible mistake. When we ask our legislators for increased money for the transit budget, building harmful, big-budget, polluting generating plants is NOT what we have in mind.</p>



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**From:** JGeitner@njtransit.com  
**Sent:** Tuesday, June 18, 2019 8:49 AM  
**To:** Sandra Kochersperger  
**Subject:** FW: NJ TRANSITGRID TRACTION POWER SYSTEM

-----Original Message-----

From: Bob <nylawfoto@aol.com>  
Sent: Tuesday, June 18, 2019 8:21 AM  
To: njtransitgrid@NJTRANSITResilienceProgram.com  
Subject: NJ TRANSITGRID TRACTION POWER SYSTEM

Stop this proposed fossil fuel power project and use green, renewable energy sources instead!

Robert Walden  
7855 Boulevard East #15i  
North Bergen, NJ 07047

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This email has been checked for viruses by AVG.

[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.avg.com&d=DwICaQ&c=21vbVE6-003Gu60kE0YpEw&r=8UBQyGFYke5pjBx\\_ptIB-SEMFNj6SmnSTNwTXVMiw7k&m=Hf6GHuD9fSrvfeDRjJ3D-UDp7zuNFuZ6\\_v-gMR2k3bQ&s=3ZRjWQ6psh3sQJ6UwbyjZtyk7V6w1rrr-x6d7Lj-Qt4&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.avg.com&d=DwICaQ&c=21vbVE6-003Gu60kE0YpEw&r=8UBQyGFYke5pjBx_ptIB-SEMFNj6SmnSTNwTXVMiw7k&m=Hf6GHuD9fSrvfeDRjJ3D-UDp7zuNFuZ6_v-gMR2k3bQ&s=3ZRjWQ6psh3sQJ6UwbyjZtyk7V6w1rrr-x6d7Lj-Qt4&e=)

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**From:** {Name (First):1.3} {Name (Last):1.6} <outreach@njtransitresilienceprogram.com>  
**Sent:** Thursday, July 18, 2019 12:09 PM  
**To:** outreach@njtransitresilienceprogram.com  
**Subject:** NJ TRANSIT Resilience Program: Contact Us Form submission

Hello NJ TRANSIT Resilience Team,  
The following request was submitted to the Contact Us form on the NJ TRANSIT Resilience Program website on 07/18/2019.

---

<b>Project Feedback Related to:</b>
NJ TRANSITGRID
<b>First Name</b>
Cassandra
<b>Last Name</b>
Worthington
<b>Address</b>
25M Nobhill Dr
<b>City</b>
Roseland
<b>State / Province / Region</b>
NJ
<b>ZIP / Postal Code</b>
07068
<b>Phone</b>
(860) 806-5480
<b>Email</b>
<a href="mailto:cworthington@fwwatch.org">cworthington@fwwatch.org</a>
<b>Comments/Questions</b>
<p>The NJ Transit Meadowlands Gas Plant presents a wide range of serious negative public health, safety, economic and environmental impacts. It would be built in an area with already dangerous levels of smog and it threatens the historic and ongoing recovery of the Hackensack River and New Jersey Meadowlands. We cannot build for resiliency by doubling down on fossil fuels. Building a new long term source of greenhouse gas pollution would only accelerate climate change, increasing the frequency and severity of flooding, storm surges and sea level rise in our sensitive Meadowlands communities. At a time when we must rapidly transition our grid off fossil fuels and onto 100% clean renewables, approving a new power plant that would burn fracked gas 24/7 for decades would reverse progress on the region's clean energy and climate mitigation accomplishments. The Draft Environmental Impact Statement must propose an alternative resilience plan that utilizes 100% clean renewable energy technologies such as solar, wind and battery storage.</p>