

NJ TRANSITGRID TRACTION POWER SYSTEM

Combined Final Environmental Impact Statement/Record of Decision

PREPARED BY:
FEDERAL TRANSIT ADMINISTRATION
and NEW JERSEY TRANSIT CORPORATION

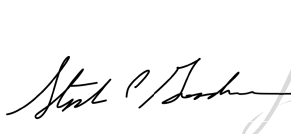
April 2020

NJ TRANSITGRID TRACTION POWER SYSTEM
Combined Final Environmental Impact Statement/Record of Decision
Final Section 4(f) Evaluation

Prepared By:
Federal Transit Administration
NJ TRANSIT


Cooperating Agencies:
U.S. Environmental Protection Agency
U.S. Army Corps of Engineers

Participating Agencies:
U.S. Department of Energy, Federal Railroad Administration, Federal Emergency Management Agency,
U.S. Department of Housing and Urban Development, Amtrak, N.J. Department of Environmental
Protection, N.J. Board of Public Utilities, N.J. Department of Transportation, N.J. Office of Emergency
Management, N.J. Office of Homeland Security and Preparedness, N.J. Sports and Exposition Authority,
Hudson County Improvement Authority, Hudson County Planning, and Hudson-Essex-Passaic Soil
Conservation District.

 Digitally signed by
STEPHEN C GOODMAN
Date: 2020.04.15 09:03:52
-04'00'

Stephen Goodman, PE
Regional Administrator
Federal Transit Administration - Region 2

04/15/2020
Date of Approval



Eric Daleo
Senior Vice President, Capital Programs
New Jersey Transit Corporation

4/14/2020

Date of Approval

The Federal Transit Administration (FTA), together with the New Jersey Transit Corporation (NJ TRANSIT), has prepared this combined Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) pursuant to federal environmental laws, regulations and executive orders applicable during the environmental review process. These requirements include, but are not limited to, the National Environmental Policy Act (42 United States Code [U.S.C.] § 4321 et seq.), and implementing regulations (40 Code of Federal Regulations [CFR] Part 1500 et seq.); FTA Environmental Impact and Related Procedures (23 CFR Part 771); National Historic Preservation Act (54 U.S.C. § 306101 et seq.) and implementing regulations (36 CFR Part 800); Clean Air Act as amended (42 U.S.C. § 7401 et seq.) and implementing regulations (40 CFR Parts 51 and 93); Navigation and Navigable Waters (33 CFR Chapter 1 § 160-169) the Endangered Species Act of 1973 (16 U.S.C. § 1531 et seq.) and implementing regulations (50 CFR Part 402); Clean Water Act (33 U.S.C. § 1251 et seq.) and implementing regulations (33 CFR Part 320 et seq. and 40 CFR Part 230); Rivers and Harbors Act of 1899 (33 U.S.C. § 403); Coastal Zone Management Act (16 U.S.C. § 1451 to 1465); Bald and Golden Eagle Protection Act (16 U.S.C. § 668-668(c)); Endangered Species Act (16 U.S.C. § 1531 to 1544); Fish and Wildlife Coordination Act (16 U.S.C. § 661-667(e)); Magnuson-Stevens Fishery Conservation and Management Act (16 U.S.C. § 1801 to 1891(d)); Migratory Bird Treaty Act (16 U.S.C. § 703-712); Pollutions and Harbors Act (16 U.S.C. § 1451 to 1465); Site Remediation Reform Act (N.J.S.A. 58:10C-1 et seq. [2013]); Resource Conservation and Recovery Act (42 U.S.C. § 321 et seq.); Comprehensive Environmental Response, Compensation, and Liability Act (42 U.S.C. § 9601 et seq.); Section 4(f) of the U.S. Department of Transportation (USDOT) Act (49 U.S.C. § 303 [1966]; 23 CFR § 774 [1966]); Executive Order 11990, *Protection of Wetlands*; USDOT Order 5650.2, *Flood Plain Management and Protection*; Construction and Operation of Public Parks and Recreational Facilities in Water Resource Development Projects (16 U.S.C. § 460); Preservation of Parklands (23 U.S.C. § 138); Policy on Lands, Wildlife and Waterfowl Refuges, and Historic Sites (49 U.S.C. § 303); National Primary and Secondary Ambient Air Quality Standards (40 CFR § 50); and Limitations on Certain Federal Assistance (42 U.S.C. § 7506).

Pursuant to 49 U.S.C. § 304a(b) and 23 U.S.C. § 139(n)(2), FTA is issuing a single document that consists of the FEIS and ROD as defined in US Department of Transportation's "Guidance on the Use of Combined Final Environmental Impact Statements/Records of Decision and Errata Sheets in National Environmental Policy Act Reviews" (April 25, 2019).

The primary purpose of this Combined Final Environmental Impact Statement (FEIS) /Record of Decision (ROD) (hereinafter referred to as Combined FEIS/ROD) is to respond to substantive comments received during the public comment period. Responses are in the form of factual corrections or clarifications. The ROD states the decision, identifies the alternatives considered in reaching the decision, and states the means to avoid, minimize, or mitigate impacts. Mitigation plans, including any enforcement and monitoring commitments are included in the ROD. The Final Section 4(f) Determination is included as Appendix A.

This Combined FEIS/ROD incorporates errata sheets within the FEIS and complies with the requirements 23 U.S.C. § 139(n) and 49 U.S.C. § 304a which require, to the maximum extent practicable, and unless certain conditions exist, that the lead United States Department of Transportation (USDOT) agency expeditiously develop a single NEPA document that combines the FEIS and ROD.

This combined FEIS/ROD is organized as follows:

- Chapter 1: FEIS
- Chapter 2: ROD

The Combined FEIS/ROD also contains appendices that include the following:

- APPENDIX A: Final Section 4(f) Evaluation
- APPENDIX B: Section 106 Determination and Programmatic Agreement
- APPENDIX C: Response to Agency and Public Comments
- APPENDIX D: Scoping Alternatives Analysis
- APPENDIX E: Public Outreach Update
- APPENDIX F: Agency Correspondence
- APPENDIX G: Draft Environmental Impact Statement

Based on its consideration of the environmental review documents, FTA finds that the project has met all applicable requirements. FTA further finds that this ROD is complete and supports the determination that all NEPA Requirements have been met.

If the FTA provides financial assistance for the design and/or construction of the Project, the FTA will require NJ TRANSIT to design and build the project as presented in this Combined FEIS/ROD. Any changes to the Project that are inconsistent with this ROD must be evaluated in accordance with 23 C.F.R. Sections 771.129 and 771.130, and if required therein, they must be approved by FTA in writing before NJ TRANSIT can proceed with the change.

John A. Geitner
Senior Director
New Jersey Transit Corporation
1 Penn Plaza East
Raymond Blvd.
Newark, NJ 07105

Donald Burns, AICP
Director of Planning and Program Development
Federal Transit Administration - Region 2
1 Bowling Green, Room 428
New York, NY 10004
212-668-2170

LIST OF ACRONYMS

ACO	Administrative Consent Order
AOC	Area of Concern
ASL	American Sign Language
BACT	Best Achievable Control Technology
BMPs	Best Management Practices
CEA	Classified Exemption Area
CEEP	Center for Energy, Economic & Environmental Policy
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CLH	Chemical Land Holdings, Inc.
CO	Carbon Monoxide
COPR	Chromite Ore Processing Residue
DEIS	Draft Environmental Impact Statement
DGW	Discharge to groundwater
DL&W	Delaware, Lackawanna and Western
DNAPL	Dense non-aqueous phase liquid
DSW	Discharge to surface water
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMP	Energy Master Plan
EO	Executive Order
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHA	Flood Hazard Area
FR	Federal Register
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GACT	Generally Available Control Technology
GHG	Greenhouse Gas
gpd	gallons per day
GSH	Glenn Springs Holdings, Inc.
HAPs	Hazardous Air Pollutants
HASP	Health and Safety Plan
HBLR	Hudson-Bergen Light Rail

HCIA	Hudson County Improvement Authority
HCP	Hudson County Planning
HCSCD	Hudson County Soil Conservation District
HUC	Hydraulic Unit Code
HUD	U.S. Department of Housing and Urban Development
Hz	hertz
IRT	Interagency Review Team
KMUA	Kearny Municipal Utilities Authority
kV	kilovolt
LAER	Lowest Achievable Emission Rate
LSI	Lined Surface Impoundment
LSRP	Licensed Site Remediation Professional
MACT	Maximum Achievable Control Technology
MBI	Mitigation Bank Inventory
MHW	Mean high water
MMC	Meadowlands Maintenance Complex
MMP	Materials Management Plan
MW	megawatts
MWh	Megawatt hour
N.J.A.C.	New Jersey Administrative Code
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NJ HPO	New Jersey State Historic Preservation Office
NJ TRANSIT	New Jersey Transit Corporation
NJAAQS	New Jersey Ambient Air Quality Standards
NJBMF	N.J. Bureau of Marine Fisheries
NJBPU	N.J. Board of Public Utilities
NJDEP	N.J. Department of Environmental Protection
NJDOT	N.J. Department of Transportation
NJOEM	N.J. Office of Emergency Management
NJOHSP	N.J. Office of Homeland Security and Preparedness
NJPDES	N.J. Pollution Discharge Elimination System
NJSEA	N.J. Sports and Exposition Authority
NMFS	National Marine Fisheries Service
NNSR	Nonattainment New Source Review
NO ₂	Nitrogen Dioxide
NOA	Notice of Availability
NOI	Notice of Intent

NO _x	Nitrogen Oxide
NPL	National Priorities List
NSPS	New Source Performance Standards
NWP	Nationwide Permit
O&M	Operating and Maintenance
O ₃	Ozone
OCC	Occidental Chemical Corporation
OE/AAA	Obstruction Evaluation/Airport Airspace Analysis
PA	Programmatic Agreement
PAHs	Polycyclic aromatic hydrocarbons
Pb	Lead
PCB	Polychlorinated biphenyl
PI	Program Interest
PM ₁₀	Particulate Matter of 10 Microns
PM _{2.5}	Particulate Matter of 2.5 Microns
Proposed Project	NJ TRANSITGRID TRACTION POWER SYSTEM
PTE	potential to emit
RACT	Reasonably Achievable Control Technologies
RAWP	Remedial Action Workplan
Redevelopment Area	Koppers Coke Redevelopment Area
RIR	Remedial Investigation Report
RNG	Renewable Natural Gas
ROD	Record of Decision
ROSI	Recreation and Open Space Inventory
RP	Responsible Party
SCCC	Standard Chlorine Chemical Company
SCR	Selective Catalytic Reduction
SESC	Soil Erosion and Sediment Control
SIL	Significant impact level
SIP	State Implementation Plan
SO ₂	Sulfur Dioxide
SOTA	State of the Art
SVOC	Semi-volatile organic compounds
TAC	Technical Advisory Committee
TCDD	2,3,7,8-tetrachlorodibenzo-p-dioxin
TSP	Total Suspended Particulate
TWA	Treatment Works Approval
UCC	Uniform Construction Code

USACE	U.S. Army Corps of Engineers
USC	United States Code
USCG	U.S. Coast Guard
USDOE	U.S. Department of Energy
USDOI	U.S. Department of Interior
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VOC	volatile organic compounds
WFD	Waterfront Development
WQC	Water Quality Certificate

NJ TRANSITGRID TRACTION POWER SYSTEM

COMBINED FINAL ENVIRONMENTAL IMPACT STATEMENT AND RECORD OF DECISION

TABLE OF CONTENTS

Chapter 1	Final Environmental Impact Statement.....	1
1.1	INTRODUCTION.....	1
1.1.1	Purpose and Need.....	2
1.1.2	Severe Weather and the Existing Commercial Power Grid.....	2
1.1.3	Frequency of Severe Weather Events Affecting NJ TRANSIT Service.....	2
1.1.4	Regional Mobility and Reliable Electrical Power.....	3
1.2	REGULATORY CONTEXT.....	3
1.2.1	Applicable Regulations.....	3
1.2.1.1	Final EIS Errata Sheet Approach	3
1.2.1.2	Combined FEIS/ROD	4
1.3	ALTERNATIVES.....	4
1.3.1	No Action Alternative.....	4
1.3.2	Preferred Alternative.....	5
1.4	PUBLIC AND AGENCY COORDINATION.....	6
1.4.1	Scoping.....	6
1.4.2	Draft Environmental Impact Statement.....	7
1.4.3	Limited English Proficiency Communities.....	7
1.4.4	Technical Advisory Committee.....	8
1.4.5	Public Comments Received on DEIS.....	8
1.5	DEIS ERRATA.....	9
1.5.1	Introduction to DEIS Errata.....	9
1.5.2	Errata.....	9

1.5.2.1	<i>Comments that do not warrant revisions or additional information to DEIS.....</i>	<i>9</i>
1.5.2.2	<i>General Comments.....</i>	<i>10</i>
1.5.2.3	<i>Executive Summary.....</i>	<i>10</i>
1.5.2.4	<i>Chapter 1 – Purpose and Need.....</i>	<i>13</i>
1.5.2.5	<i>Chapter 2 – Project Alternatives.....</i>	<i>13</i>
1.5.2.6	<i>Chapter 3 – Land Use, Zoning, and Public Policy.....</i>	<i>14</i>
1.5.2.7	<i>Chapter 4 – Community Facilities.....</i>	<i>14</i>
1.5.2.8	<i>Chapter 6 – Air Quality.....</i>	<i>15</i>
1.5.2.9	<i>Chapter 7 – Greenhouse Gas Emissions.....</i>	<i>16</i>
1.5.2.10	<i>Chapter 10 – Traffic, Navigation and Public Transportation.....</i>	<i>18</i>
1.5.2.11	<i>Chapter 11 – Noise and Vibration.....</i>	<i>18</i>
1.5.2.12	<i>Chapter 12 – Natural Resources.....</i>	<i>19</i>
1.5.2.13	<i>Chapter 14 – Contaminated Materials.....</i>	<i>19</i>
1.5.2.14	<i>Chapter 16 – Safety and Security.....</i>	<i>21</i>
1.5.2.15	<i>Chapter 17 – Construction Effects.....</i>	<i>22</i>
1.5.2.16	<i>Chapter 18 – Indirect and Cumulative Effects.....</i>	<i>23</i>
1.5.2.17	<i>Chapter 19 – Environmental Justice.....</i>	<i>24</i>
1.5.2.18	<i>Chapter 20 – Section 4(f) Evaluation.....</i>	<i>24</i>
1.5.2.19	<i>Chapter 21 – Agency Coordination and Public Participation.....</i>	<i>24</i>
1.6	CONCLUSION.....	25
1.6.1	Effects of the NEPA Preferred Alternative.....	25
1.6.2	Summary of Required Permits and Mitigation Commitments.....	37

Chapter 2	Record of Decision.....	1
2.1	DECISION.....	1
2.2	BASIS FOR THE DECISION.....	2
2.2.1	Planning and Project Development Process.....	2
2.2.2	Purpose and Need.....	2
2.2.3	Preferred Alternative Project Site Selection.....	3
2.2.4	Alternatives Considered	4
2.3	PREFERRED ALTERNATIVE PROJECT DESCRIPTION.....	5
2.3.1	Preferred Alternative Project Overview.....	5
2.3.2	Project Component A: Main Facility.....	5
2.3.3	Project Component B: Natural Gas Pipeline Connection.....	5
2.3.4	Project Component C: Electrical Lines to Mason Substation.....	6
2.3.5	Project Component D: Electrical Lines and New Kearny Substation.....	6
2.3.6	Project Component E: Electrical Lines and New NJ TRANSITGRID East Hoboken Substation.....	6
2.3.7	Project Component F: Connection to HBLR South.....	7
2.3.8	Project Component G: HBLR Connectivity.....	7
2.3.9	Effects of the NEPA Preferred Alternative.....	7
2.4	SUMMARY OF REQUIRED PERMITS AND MITIGATION COMMITMENTS.....	8
2.4.1	Section 106 - Programmatic Agreement	19
2.4.2	Section 4(f) of the US Department of Transportation (USDOT) Act of 1966.....	19
2.4.3	Section 10 Individual Permit.....	19
2.4.4	Section 404 Individual Permit.....	20
2.4.5	Compensatory Mitigation for Losses of Aquatic Resources.....	20
2.4.6	In-Water Waterfront Development Permit.....	20
2.4.7	Water Quality Certificate.....	21
2.4.8	Flood Hazard Area Individual Permit and Verification.....	21
2.4.9	Tidelands Conveyance Instrument.....	22

2.4.10	Air Quality.....	22
2.4.10.1	Nonattainment New Source Review (NNSR) and New Jersey Subchapter 18.....	22
2.4.10.2	New Source Performance Standards (NSPS).....	23
2.4.10.3	New Jersey State of the Art (SOTA) Standards.....	23
2.4.10.4	New Jersey Reasonably Available Control Technology (RACT) Standards.....	24
2.4.10.5	New Jersey Standards for Combustion of Fuel.....	24
2.4.10.6	Acid Rain Program.....	24
2.4.10.7	Title V Operating Permit Program.....	24
2.4.11	Initial Physical Connection and Safe Drinking Water Permit.....	25
2.4.12	Treatment Works Approval.....	25
2.4.13	Short Term De Minimis (B7) Discharge Permit.....	26
2.4.14	General Groundwater Remediation Clean-up (BGR) Permit.....	26
2.4.15	Discharge to Surface Waters for Industrial Discharge Individual Permit (Category B Permit).....	26
2.4.16	Construction Activities (5G3) General Permit.....	26
2.4.17	Soil Erosion and Sediment Control Certification.....	26
2.4.18	Lined Surface Impoundment General Permit.....	27
2.4.19	Materials Management Plan.....	27
2.4.20	Koppers Coke Redevelopment Plan.....	27
2.4.21	Other Measures to Minimize Harm.....	27
2.5	MONITORING AND ENFORCEMENT.....	28
2.6	PUBLIC AND AGENCY COORDINATION.....	29
2.6.1	Scoping	29
2.6.2	Draft Environmental Impact Statement	29
2.6.3	Section 106 and Section 4(f) Coordination.....	30
2.7	DETERMINATION OF FINDINGS.....	30
2.7.1	National Environmental Policy Act.....	30
2.7.2	Section 106 Consultation and Section 4(f) Evaluation.....	30

2.7.3	Clean Water Act.....	31
2.7.4	Floodplains.....	31
2.7.5	Executive Order 11988- Floodplain Management.....	31
2.7.6	Clean Air Act / Conformity with Air Quality Plans.....	32
2.7.7	Environmental Justice.....	33
2.8	CONCLUSION.....	33

LIST OF FIGURES

Key Map	Project Components Key Map
Figure 1-1	Project Components A/B
Figure 1-2	Project Components C/D
Figure 1-3	Project Components E/G
Figure 1-4	Project Component G (North)
Figure 1-5	Project Components F/G
Figure 1-6	Project Component G (South)

ERRATA FIGURES

Figure 14-1	Contaminated Sites on Kearny Peninsula
Figure 14-2	Contaminated Sites on Kearny Peninsula

LIST OF TABLES

Table 1	Technical Advisory Committee Coordination Schedule
Table 2	Summary of Potential Impacts and Mitigation Commitments for Preferred Alternative
Table 3	Summary of Required Permits, Certifications and Agreements
Table ROD-1	Summary of Permits, Certifications and Agreements

LIST OF APPENDICES

APPENDIX A	Final Section 4(f) Evaluation
APPENDIX B	Section 106 Determination and Programmatic Agreement
APPENDIX C	Response to Agency and Public Comments
APPENDIX D	Scoping Alternatives Analysis
APPENDIX E	Public Outreach Update
APPENDIX F	Agency Correspondence
APPENDIX G	Draft Environmental Impact Statement

NJ TRANSITGRID TRACTION POWER SYSTEM

Final Environmental Impact Statement

PREPARED BY:
FEDERAL TRANSIT ADMINISTRATION
and NEW JERSEY TRANSIT CORPORATION

April 2020

NJ TRANSITGRID TRACTION POWER SYSTEM

Final Environmental Impact Statement

TABLE OF CONTENTS

1.1	INTRODUCTION	1
1.1.1	Purpose and Need.....	2
1.1.2	Severe Weather and the Existing Commercial Power Grid	2
1.1.3	Frequency of Severe Weather Events Affecting NJ TRANSIT Service	2
1.1.4	Regional Mobility and Reliable Electrical Power	3
1.2	REGULATORY CONTEXT.....	3
1.2.1	Applicable Regulations.....	3
1.2.1.1	Final EIS Errata Sheet Approach	3
1.2.1.2	Combined FEIS/ROD	4
1.3	ALTERNATIVES.....	4
1.3.1	No Action Alternative	4
1.3.2	Preferred Alternative	5
1.4	PUBLIC AND AGENCY COORDINATION.....	6
1.4.1	Scoping.....	6
1.4.2	Draft Environmental Impact Statement	7
1.4.3	Limited English Proficiency Communities.....	7
1.4.4	Technical Advisory Committee	8
1.4.5	Public Comments Received on DEIS	8
1.5	DEIS ERRATA.....	9
1.5.1	Introduction to DEIS Errata.....	9
1.5.2	Errata	9
1.5.2.1	<i>Comments that do not warrant revisions or additional information to DEIS.....</i>	<i>9</i>
1.5.2.2	<i>General Comments</i>	<i>10</i>
1.5.2.3	<i>Executive Summary.....</i>	<i>10</i>
1.5.2.4	<i>Chapter 1 – Purpose and Need</i>	<i>13</i>
1.5.2.5	<i>Chapter 2 – Project Alternatives</i>	<i>13</i>

1.5.2.6	Chapter 3 – Land Use, Zoning, and Public Policy	14
1.5.2.7	Chapter 4 – Community Facilities	14
1.5.2.8	Chapter 6 – Air Quality.....	15
1.5.2.9	Chapter 7 – Greenhouse Gas Emissions.....	16
1.5.2.10	Chapter 10 – Traffic, Navigation and Public Transportation	18
1.5.2.11	Chapter 11 – Noise and Vibration.....	18
1.5.2.12	Chapter 12 – Natural Resources	19
1.5.2.13	Chapter 14 – Contaminated Materials	19
1.5.2.14	Chapter 16 – Safety and Security.....	21
1.5.2.15	Chapter 17 – Construction Effects	22
1.5.2.16	Chapter 18 – Indirect and Cumulative Effects.....	23
1.5.2.17	Chapter 19 – Environmental Justice.....	24
1.5.2.18	Chapter 20 – Section 4(f) Evaluation	24
1.5.2.19	Chapter 21 – Agency Coordination and Public Participation.....	24
1.6	CONCLUSION	25
1.6.1	Effects of the NEPA Preferred Alternative.....	25
1.6.2	Summary of Required Permits and Mitigation Commitments	37

LIST OF FIGURES

Key Map	Project Components Key Map
Figure 1-1	Project Components A/B
Figure 1-2	Project Components C/D
Figure 1-3	Project Components E/G
Figure 1-4	Project Component G (North)
Figure 1-5	Project Components F/G
Figure 1-6	Project Component G (South)

ERRATA FIGURES

Figure 14-1	Contaminated Sites on Kearny Peninsula
Figure 14-2	Contaminated Sites on Kearny Peninsula

LIST OF TABLES

Table 1	Technical Advisory Committee Coordination Schedule
Table 2	Summary of Potential Impacts and Mitigation Commitments for Preferred Alternative
Table 3	Summary of Required Permits, Certifications and Agreements

LIST OF APPENDICES

APPENDIX A	Final Section 4(f) Evaluation
APPENDIX B	Section 106 - Programmatic Agreement
APPENDIX C	Response to Agency and Public Comments
APPENDIX D	Scoping Alternatives Analysis
APPENDIX E	Public Outreach Update
APPENDIX F	Agency Correspondence
APPENDIX G	Draft Environmental Impact Statement

Chapter 1

Final Environment Impact Statement

1.1 INTRODUCTION

The Federal Transit Administration (FTA), together with the New Jersey Transit Corporation (NJ TRANSIT) has prepared this Final Environmental Impact Statement (FEIS) and Final Section 4(f) Evaluation (Appendix A) pursuant to the federal environmental laws, regulations and executive orders applicable during the environmental review process. The U.S. Environmental Protection Agency (USEPA) and the U.S. Army Corps of Engineers (USACE) are serving as Cooperating Agencies. NJ TRANSIT proposes to design and construct the NJ TRANSITGRID TRACTION POWER SYSTEM (proposed Project), a first-of-its-kind “microgrid” designed to provide highly reliable power to support limited service in a core segment of NJ TRANSIT’s and Amtrak’s critical service territory. As defined by the U.S. Department of Energy (USDOE), a microgrid is a local energy grid with “control capability,” which means it can disconnect from the commercial power grid and operate autonomously¹. The microgrid would be resilient, making the transportation system substantially less vulnerable to power outages, and thereby able to provide reliable and safe service to customers.

The proposed Project would be designed to generate enough electrical power to maintain operation of commuter and passenger rail service on key segments of Amtrak’s Northeast Corridor, NJ TRANSIT’s Morris & Essex Line, and NJ TRANSIT’s Hudson-Bergen Light Rail (HBLR) system indefinitely and without requiring electrical power from the commercial electrical grid. Specifically, the proposed Project is intended to produce and distribute enough electricity to provide traction (i.e., train locomotive) power to the following service territories:

- Amtrak’s Northeast Corridor between New York Penn Station and County Yard/Jersey Avenue Station in New Brunswick, NJ (approximately 32.8 rail miles);
- NJ TRANSIT commuter rail service between Hoboken Terminal and Maplewood Station in Maplewood, NJ, on the Morris & Essex Line (approximately 15.2 rail miles); and
- NJ TRANSIT HBLR (approximately 16.6 rail miles).

The proposed Project would also be designed to support non-traction functions (i.e., NJ TRANSIT signal power, switches, tunnel ventilation, pumping, station and lighting loads) in the above rail segments. Furthermore, the proposed Project will support the signal system on a portion of the NJ TRANSIT Main Line from the intersection with the Morris & Essex Line to the Upper Hack Lift Bridge (approximately 2.5 rail miles) so that diesel trains can operate on that non-electrified segment during power outages.

In addition to the equipment required for the microgrid, up to four acres of land is proposed for a solar (photovoltaic cells) facility. The proposed Project also includes the installation of electrical lines, new

¹ USDOE web page “How Microgrids Work” <https://www.energy.gov/articles/how-microgrids-work>, accessed in July 2016.

substations, and natural gas-fired emergency generators at the HBLR Headquarters (i.e., a nanogrid) to distribute the power to required areas, including the installation of electrical poles where necessary.

1.1.1 Purpose and Need

The purpose of the proposed Project is to enhance the resiliency of the electricity supply to NJ TRANSIT and Amtrak infrastructure that serves key commuter markets in the New York and New Jersey metropolitan region to minimize public transportation service disruptions and facilitate emergency transportation. The need for the proposed Project is based, in part, on the vulnerability of the commercial electric power grid that serves NJ TRANSIT and Amtrak's Northeast Corridor rail service. 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.

1.1.2 Severe Weather and the Existing Commercial Power Grid

America's commercial power grid comprises three smaller grids (referred to as "interconnections") that move electricity around the country. Because the existing power grid is so large and interconnected, it is vulnerable to widespread disruption from severe weather and physical or cyber-attacks². The existing commercial power grid is particularly vulnerable to severe weather resulting in, but not limited to, fallen trees, wildfires, and branches that can cause widespread power outages due to the extent of the large service territory and the corresponding length of the electrical lines. Microgrids are a leading technology in the effort to develop a more resilient power grid via the production of cleaner power in decentralized locations. The proposed Project will increase the resiliency of the NJ TRANSIT system by providing localized power for public transportation.

To achieve the resiliency required to operate during commercial grid outages, the facility and supporting infrastructure would be protected against flooding from tropical systems by constructing or hardening critical elements of the project to at least three feet above the water elevation associated with the 1% annual chance storm (100-year flood), which is equal to or greater than the 0.2% annual chance storm (500-year flood). Additionally, the Main Facility and supporting infrastructure (e.g., substations, transmission lines, and catenary lines) would be hardened to requirements for a Risk Category IV building. This would apply to potential impacts from wind, snow, seismic, and ice loads. Other components (stormwater drainage, etc.) will comply with Risk Category IV requirements defined in the NJ Uniform Construction Code (UCC).

1.1.3 Frequency of Severe Weather Events Affecting NJ TRANSIT Service

There is wide recognition that transportation resiliency in this critical area is a high priority. Superstorm Sandy was only the latest of several major events affecting rail transportation in northern New Jersey. Hurricane Floyd in 1999, Hurricane Irene and the subsequent Halloween Nor'easter in 2011, and Tropical Storm Andrea in 2013 also caused significant rail service disruptions. Smaller but more frequent storms have also caused outages that disrupted railroad operations. Between 2011 and 2013 alone, NJ TRANSIT

² USDOE web page "Keeping the Power Flowing", <http://www.energy.gov/articles/keeping-power-flowing>, accessed in July 2016.

recorded 49 power outages affecting rail operations in the proposed Project service area alone (other than outages from either Hurricane Irene or Superstorm Sandy), with a total duration of over 95 hours. This averages to 16 outages per year with an average duration of two hours, or about 32 hours per year of power outages.

1.1.4 Regional Mobility and Reliable Electrical Power

Reliable electric power is essential to regional mobility. Electric power is necessary to operate the signal system to safely route train movements. In addition, reliable electric power is needed for ventilation equipment and pumps in tunnels to support critical emergency activities in preparation for and recovery from flooding events (maintenance facilities, pump stations, and emergency operation centers need to be energized to pump water from the tunnels and inspect equipment to return trains to revenue service). The region's rail transportation system was largely shut down for nearly a week after Superstorm Sandy with substantial economic consequences.

1.2 REGULATORY CONTEXT

1.2.1 Applicable Regulations

This FEIS has been prepared in accordance with National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) guidelines, Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966, Section 106 of the National Historic Preservation Act, and other applicable environmental regulations and Executive Orders. Section 106 concurrence and an executed Programmatic Agreement are provided in Appendix B.

The Record of Decision (ROD), provides a table and summary of all applicable regulatory permits for the proposed Project and anticipated standard permit conditions known at this time.

1.2.1.1 Final EIS Errata Sheet Approach

Pursuant to 23 U.S.C. § 139(n) of the FAST Act, "Accelerated Decision Making in Environmental Reviews," the preparation of an FEIS by attaching errata sheets to the Draft Environmental Impact Statement (DEIS) is appropriate if certain conditions are met. The use of errata sheets is appropriate when comments received on a DEIS are minor and the responses to those comments are limited to factual corrections or explanations of why the comments do not warrant further response. Comments received on the proposed Project included requests for clarifications on environmental impacts; requests for alternative benchmarks for analyzing air quality impacts; statements opposing the purpose and need and/or Preferred Alternative; and requests for consideration of alternatives using renewable energy and "transmission only" options not included in the DEIS. Minor factual corrections and clarifications of environmental impacts and analysis methodology are addressed in the DEIS Errata sheets located below in Section 1.5. Direct responses to public comments are included in Appendix C. In addition, Appendix D was created to summarize alternatives proposed by the public and the reasons FTA and NJ TRANSIT determined them to be infeasible and/or insufficient to meet the Purpose and Need as defined in the DEIS (Appendix G).

1.2.1.2 Combined FEIS/ROD

The proposed Project has met the requirements for the issuance of a single Combined FEIS/ROD, including the following:

- Identification of the Preferred Alternative (Section 1.3 of this FEIS);
- Section 4(f) Evaluation and concurrence (Appendix A);
- Section 106 concurrence and an executed Programmatic Agreement (Appendix B);
- Commitments for the Preferred Alternative's mitigation measures (Section 1.6 of this FEIS and additional details in Section 2.4 of the ROD);
- Response to comments received on the DEIS (Appendix C), public outreach since issuance of the DEIS (Appendix E), and agency correspondence that has occurred since the issuance of the DEIS (Section 1.4 of this FEIS and Appendix F).

The primary purpose of this Combined FEIS/ROD is to respond to all substantive comments received during the public comment period. The proposed Project's Combined FEIS/ROD does not include substantial changes to the proposed action in terms of environmental or safety concerns, nor are there significant new circumstances or information relevant to environmental concerns of the proposed Project or its impacts. The ROD states the decision, identifies the alternatives considered in reaching the decision and states the means to avoid, minimize, or mitigate impacts. Mitigation plans, including any enforcement and monitoring commitments, are included in the ROD. The Final Section 4(f) Evaluation is included in Appendix A.

1.3 ALTERNATIVES

This section summarizes the No Action Alternative and the Preferred Alternative presented in the DEIS and demonstrates why the Preferred Alternative remains preferred following the DEIS comment period.

During the public comment period (May 20 – July 19, 2019), several commenters identified potential additional alternatives to the proposed Project. In response to these comments, these alternatives are discussed further in the newly drafted Appendix D. The project team has determined that these proposed alternatives – some of which were previously considered screened prior to the Public Scoping Period (2016) – are infeasible or incompatible with the proposed Project's Purpose and Need. NJ TRANSIT's May 2016 Final Scoping Document is located on the project website: <https://njtransitresilienceprogram.com/documents/>.

1.3.1 No Action Alternative

In the No Action Alternative, the microgrid would not be constructed and NJ TRANSIT and Amtrak would continue to be served by the existing commercial grid. The No Action Alternative includes other planned and programmed transportation improvements including ongoing initiatives for Amtrak's Northeast Corridor, as well as future development plans for the Hudson County Improvement Authority (HCIA)-

owned Koppers Koke Site (which lies within the Koppers Coke Redevelopment Area [Redevelopment Area]). The No Action Alternative as described in Chapter 2 of the DEIS serves as the basis of comparison for the Preferred Alternative.

1.3.2 Preferred Alternative

The Preferred Alternative was selected based on siting criteria, and consideration of other criteria including capital cost estimates, Buy America requirements, and consistency with proposed Project goals.

The preferred location in Kearny, NJ was identified during the Siting analysis in 2015 based on the following factors:

- Proximity to the substations (NJ TRANSIT's Mason Substation and Amtrak's existing Substation No. 41) that would supply power to the service territory of the Northeast Corridor and Morris & Essex Line;
- Proximity to existing natural gas supply lines;
- Relatively large amount of underdeveloped and vacant land located within an area zoned for heavy industrial use; and
- Desire to reduce the need to construct electrical lines in or above open waterways and wetlands.

Other design options of varying combinations of equipment and facility layouts (including all equipment housed inside one large building versus outside in individual enclosures) were also considered during the concept validation phase.

A financial analysis considered a 30-year project life; present values; operating costs including utilities, fuel and maintenance; and potential revenue. The Preferred Alternative utilizes combined-cycle technology resulting in power generation capacity of 104 megawatts (MW) to 140MW. The preferred equipment configuration includes five gas turbines, one steam turbine and two black start engines, all housed on the Koppers Koke Site was recommended for final design. Approximately four acres of land at the Main Facility site is proposed for a solar panel facility with photovoltaic cells. This configuration provides the mission requirements with safe margin, economic feasibility and provides the best long-term effectiveness. In addition, gas turbines of the size specified are made in the United States and, as a result, their use would comply with FTA's Buy America regulations (49 CFR § 661[2012]), allowing for an expedited project delivery schedule.

The Preferred Alternative would provide reliable power to support limited rail passenger service in a core segment of NJ TRANSIT and Amtrak's critical service territories and consists of seven contiguous-linked project components – Project Component A through Project Component G. Together, the seven segmented Project Components comprise the single Preferred Alternative. The Preferred Alternative includes the following components:

- Project Component A – Main Facility
- Project Component B – Natural Gas Pipeline Connection
- Project Component C – Electrical Lines to Mason Substation
- Project Component D – Electrical Lines and New Kearny Substation
- Project Component E – Electrical Lines and New NJ TRANSITGRID East Hoboken Substation
- Project Component F – Connection to HBLR South
- Project Component G – HBLR Connectivity

None of the public or agency comments (substantive or non-substantive³) received on the DEIS resulted in changes to the Preferred Alternative. Figures 1-1 through 1-6 depict the Preferred Alternative.

The USEPA concurred that the Preferred Alternative would result in no significant environmental impacts, and the U.S. Department of Interior (USDOl) had no comments on the DEIS and concurred with the analysis and conclusions of FTA's Section 4(f) Evaluation (Appendix A). The United States Coast Guard (USCG) provided a comment letter that requested factual corrections and minor revisions, as documented in the Errata Sheets (Section 1.5 below). NJ Department of Environmental Protection (NJDEP) also provided comments regarding various permitting requirements, which are acknowledged in the Errata Sheets (Section 1.5 below) and the DEIS (Appendix G). Additionally, no comments raised new circumstances or new information relevant to environmental or safety concerns that would change the selection of the Preferred Alternative. All agency correspondence is included in Appendix F. Section 2.4 of the ROD provides a summary of all applicable regulatory permits for the proposed Project and anticipated standard permit conditions known at this time. Section 1.6.2 below also includes a table with all applicable regulatory permits, this table is duplicated in Section 2.4 of the ROD.

1.4 PUBLIC AND AGENCY COORDINATION

1.4.1 Scoping

Public Scoping initiated the NEPA process. A Draft Scoping Document was made available for public review on January 7, 2016 on the Project website. A Public Scoping Meeting was held on February 3, 2016 at St. Peter's University in Jersey City, NJ. Availability of the Draft Scoping Document and notice of the meeting were advertised in the Federal Register on January 7, 2016, as well as in English- and Spanish-language newspapers. Notices were posted at 11 public libraries and 17 Section 8 housing complexes. In addition, e-blast notifications were sent to stakeholders and web subscribers.

³ Substantive comments are comments that raise specific issues or concerns regarding the project or the study process, suggest new alternatives, or question or raise concern over new impacts not previously addressed in the DEIS. Non-substantive comments are not relevant to the topics discussed in the EIS, such as general statements of support or opposition to the project, or comments concerning information that was already included in the document, but the reader overlooked.

At the Public Scoping Meeting, a project fact sheet was provided in English and Spanish, and a short presentation was given that described the NEPA process and the proposed Project including the Purpose and Need. Copies of the Draft Scoping Document were provided at the Public Scoping meeting. A video loop of the presentation was available and is posted on the Project website. Comment forms in English and Spanish as well as services of a stenographer and laptop computer with access to the Project website, were provided during the meeting for the attendees to submit comments. The presentation provided the Project website and NJ TRANSIT Resilience Department address for the public to submit questions outside of the Public Scoping meeting.

A *Final Scoping Document*, which summarizes the comments received during public scoping and responses to those comments, was posted to the Project website in May 2016 (<https://njtransitresilienceprogram.com/documents/>). The Final Scoping Document remains available for review and notice of its availability was widely distributed.

1.4.2 Draft Environmental Impact Statement

FTA and NJ TRANSIT, in cooperation with the USEPA and the USACE, initiated an Environmental Impact Statement (EIS) and Section 4(f) Evaluation for the Project in 2016. The DEIS was issued on May 17, 2019 and was prepared pursuant to NEPA.

The USEPA published the Notice of Availability for the proposed Project's DEIS in the Federal Register on Friday, May 17, 2019, formally beginning the 60-day public review and comment period (May 20, 2019 – July 19, 2019). NJ TRANSIT distributed the DEIS to local, regional, state and federal agencies, interested and affected parties, and the public for review and comment. The public notice included information on where to view the document and how to provide comments during the public comment period. The availability of the DEIS and notice of the Public Hearing sessions were advertised in four area newspapers, (The Jersey Journal on May 20, 2019; The Star-Ledger on May 20, 2019; The Observer on May 22, 2019 and El Especialito on May 24, 2019), on project information flyers to Section 8 Housing Authorities (English and Spanish) and local libraries (English, Spanish and Haitian Creole) for posting at their facilities. Appendix E – Public Outreach Update includes additional details on public outreach efforts as well as the published advertisements. NJ TRANSIT held two public hearings at St. Peters University in Jersey City, NJ on June 18, 2019 (2:00PM – 4:00PM and 7:00PM – 9:00PM), where oral and written comments regarding the DEIS could be formally submitted. Comments were also accepted by email and by mail. The review and comment period ended on July 19, 2019.

The DEIS for the proposed Project is currently available to the public on the Project website (<https://njtransitresilienceprogram.com/documents/deis/>), at the FTA Region 2 Headquarters located at One Bowling Green, Room 428 New York, New York 10004, and at the NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey 07105.

1.4.3 Limited English Proficiency Communities

As part of the DEIS public comment period outreach efforts, NJ TRANSIT provided proposed Project fact sheets in English, Spanish, and Haitian Creole. Spanish language and American Sign Language (ASL)

interpreters were available at the public hearing for those requiring necessary assistance. No comments were received from Spanish, Haitian Creole, or ASL communicators during the comment period.

1.4.4 Technical Advisory Committee

A Technical Advisory Committee (TAC) was formed to facilitate effective and timely decision-making and an efficient environmental review process. The TAC includes project team members and Cooperating and Participating Agencies. TAC coordination has occurred as needed at key decision-making points, as shown in Table 1.

Table 1 Technical Advisory Committee Coordination Schedule

TAC Meeting Topic	Timeframe	Coordination Activity	Notes
1. Project Briefing	October 29, 2015	Review Project concept and agency coordination objectives	Project overview and proposed Project NEPA schedule presented to meeting attendees.
2. Public Scoping	December 22, 2015 – February 15, 2016	Review/revision of scoping materials prior to the public meeting	Draft Scoping Document provided to TAC members for review prior to the public review period and public meeting. Comments provided by TAC members incorporated, as appropriate, into Draft Scoping Document.
3. Alternatives	June 22, 2016	Review alternative technologies and siting study	Proposed Project progress and alternative siting analysis presented to meeting attendees.
4. Preliminary DEIS	February 15 – March 18, 2019	Review/revision of DEIS document prior to publication	Preliminary DEIS provided to TAC members for review prior to public review period and public hearing. Comments provided by TAC members incorporated, as appropriate, into DEIS.
5. FEIS/ROD	February and April 2020	TAC members will be provided an eBlast notification advising that NJ TRANSIT and FTA are moving forward with a Combined FEIS/ROD. A second eBlast will be provided prior to the USEPA's publication of the Notice of Availability for the Combined FEIS/ROD in the Federal Register.	

1.4.5 Public Comments Received on DEIS

During the public review period, comment letters were received from four interested parties (such as stakeholders and/or environmental advocacy groups), 39 comments were submitted via email on the Project website and seven individuals spoke at the Public Hearing. The comments received from the public

do not warrant changes to the Preferred Alternative nor do they identify significant new circumstances or information relevant to concerns that would influence the Preferred Alternative. All comments and responses are included in Appendix C – Response to Agency and Public Comments.

1.5 DEIS ERRATA

1.5.1 Introduction to DEIS Errata

The Project Team prepared this Errata following publication of the NJ TRANSITGRID TRACTION POWER SYSTEM DEIS on May 17, 2019. The errata summarize information added to this FEIS or revised in response to comments received as part of public and agency review or due to other changes that occurred since the public release of the DEIS. None of the changes noted in this Section alter the conclusions of the FEIS in any way. Note that the chapter and page numbers referenced in the following sections are chapters and pages of the DEIS.

1.5.2 Errata

1.5.2.1 Comments that do not warrant revisions or additional information to DEIS

Comments from the USEPA were provided in a letter dated July 11, 2019. The comment regarding the identification and impact of the Route 7 connection for access along Frontage Road (Spine Road) does not require revisions to the DEIS. Although the proposed access road would cross the Standard Chlorine Chemical Company (SCCC) site, FTA and NJ TRANSIT do not believe the Route 7 connection is a “connected action” that would require the documentation of the access road impacts as part of the NJ TRANSITGRID DEIS. As stated in the DEIS, the access road is a separate project with separate utility that is part of a larger effort. This larger development project was originally planned as part of the “Koppers Coke Peninsula Redevelopment Plan” which was adopted by the New Jersey Sports and Exposition Authority (NJSEA) in February 2013. The planned development, including warehouses, paved parking and roads, and utility infrastructure is recognized in USEPA’s SCCC ROD, dated September 2016 as future development. HCIA is implementing this redevelopment plan using Langan Engineering as the design firm, and Morris Kearny Associates, LLC as the permit applicant. Both of these entities are aware of existing site conditions as evidenced in their coordination with the responsible party for remediation of the site. The access road will be funded by HCIA and built in support of that redevelopment plan on the Koppers Koke property of the peninsula, which encompasses approximately 170 acres, of which 126 acres have been elevated to protect against potential flood effects. The access road would be constructed to provide access to four proposed warehouses surrounding the NJ TRANSITGRID project (approximately 20 acres) regardless of whether the NJ TRANSITGRID Project is constructed by NJ TRANSIT. It is projected that HCIA will begin construction in spring 2020, which includes construction of the roadway, whereas the NJ TRANSITGRID project is anticipated to begin construction in early 2021. As such, the roadway is considered at this stage to be part of the Existing Conditions for the project area. USEPA concurred with this determination in an email dated December 16, 2019. Please see Appendix F – Agency Correspondence for the complete correspondence between USEPA, FTA and NJ TRANSIT regarding this matter.

Comments from the NJDEP were provided in a letter dated July 17, 2019. The comments received from the following departments/divisions do not require revisions to the FEIS: NJDEP's Land Use Regulation Program, Bureau of Tidelands, Fish and Wildlife- Endangered and Non-game Species Program, State Historic Preservation Office, Environmental Infrastructure Financing- Redevelopment of Sewer and Water Connections, Potable and Sewer Connections, NJ Pollution Discharge Elimination System (NJPDES) Discharge to Surface Water (DSW), Water Allocation, NJPDES Discharge to Groundwater (DGW) Stormwater and Environmental Justice. Please refer to Appendix C – Response to Agency and Public Comments for direct responses to each comment provided. Please see Appendix F – Agency Correspondence for the complete correspondence between NJDEP, FTA and NJ TRANSIT. Comments that do require revisions or clarifications are included in the sections below.

1.5.2.2 General Comments

- All references to “Frontage Road” are revised to “Spine Road” in the FEIS.
- All references to the submarine cable option to cross the Hackensack River being laid along or on the Hackensack River bottom are restated to clarify that the submarine cable will be laid on the river bottom within a jet plowed trench one to two feet deep.
- References to the 2015 New Jersey Energy Master Plan are updated to include the *Draft 2019 New Jersey Energy Master Plan – Policy vision to 2050*.

1.5.2.3 Executive Summary

- Section ES.5, Table ES-1, page ES-17 includes the following text, supplemented as shown.

Analysis Area	Potential Operational Effects	Potential Construction Effects	Control Measures and Minimization/ Mitigation Commitment	Net Result of Preferred Alternative with Implemented Mitigation	No Action Alternative Effects
Traffic, <u>Navigation</u> and Transportation	Minimal amount of traffic (approximately 20 trips per each shift, three shifts per day for 30 full time employees) generated by Main Facility would be easily accommodated into the traffic network with little noticeable effect. Positive effects on public transportation in the region would be realized during emergency conditions since limited rail service would be available. <u>The Hackensack River is a navigable waterway, with a channel maintained north of the Lower Hack Bridge approximately 11 feet deep. No impacts to navigation would occur once the project is operational.</u>	Temporary (non-significant) increase in vehicular traffic during construction from workers traveling to and from the site and equipment deliveries. Some limited, planned train service disruptions <u>and/or restrictions to vessel traffic near the Lower Hack Bridge</u> may be required to accommodate construction activities, such as installation of electrical lines, deliveries for large pieces of equipment (i.e., the turbines or generators if brought in by rail <u>or barge</u>) and cutover from existing Substation No. 41 to the new Kearny Substation (<u>rail disruptions only</u>).	Control Measure and Minimization: Planned service disruptions would be infrequent during construction and minimized to avoid impacts to commuters. <u>Restrictions to vessel traffic would be closely coordinated with the USCG, in accordance with 33 CFR § 165.5 Establishment procedures to facilitate a temporary safety zone, security zone, or regulated navigation area. The cable would cross the Hackensack River either via aerial crossing between two monopoles (preferred option) which would be constructed high enough to avoid impacts to vessel traffic passage, or directionally drilled beneath the river bottom or installed within a jet-plowed trench on the river bottom to avoid reducing existing draft clearances and risk of anchor snag. NJ TRANSIT would coordinate with USCG to establish the top of cable depths when crossing river bottom and federal navigation channels. Appropriate signage would be used in the latter two options to warn navigation interests of the presence of the cable.</u>	During emergency conditions, rail commuters would have access to reliable, although limited, rail service, resulting in a lesser impact to vehicle transportation during emergencies, which is a positive impact. <u>Some temporary restrictions to navigation would be required during construction, but no impacts to navigation from operations would be realized.</u>	Traffic in the proposed Project area will increase without the Preferred Alternative due to planned construction of warehouses on the Kearny Peninsula. Potential for adverse effects (delays and strandings) to commuters during power outages. <u>No changes to navigation would be realized.</u>

- Section ES.5, Table ES-1, page ES-21 includes the following text, supplemented as shown.

Analysis Area	Potential Operational Effects	Potential Construction Effects	Control Measures and Minimization/ Mitigation Commitment	Net Result of Preferred Alternative with Implemented Mitigation	No Action Alternative Effects
Safety and Security	None. The facility would be designed to meet and exceed regulatory standards.	Construction workers will be required to attend all applicable NJ TRANSIT and/or Amtrak safety training. <u>Construction activities (deliveries and installation of electrical line over Hackensack River) will be coordinated with USCG.</u>	Control Measure and Minimization: Safety and security features incorporated into the design. Preparation and implementation of HASP during construction.	Preferred Alternative would provide improvements to safety of public transportation users during emergency conditions.	Improvements to safety and security in the region (i.e., providing reliable public transportation if New Jersey and New York City job centers need to be evacuated during widespread outages of the commercial grid) would not be realized.

1.5.2.4 Chapter 1 – Purpose and Need

- Section 1.2, page 1-2, includes the following text, to be inserted after the first paragraph in Section 1.2 as shown.

Power grids are constructed to have a reserve capacity of 15%, so that demand would only exceed supply once in about every ten years (Center for Energy, Economic & Environmental Policy [CEEEP], 2014). The commercial power grid is comprised of multiple interconnected power generators, such that if one component fails, the grid can continue to operate without interruption. However, if multiple failures occur simultaneously, or within a short period of time, large-scale unplanned blackouts can occur. For example, New Jersey and other nearby states were subject to a bulk power system failure that caused a blackout on August 14, 2003 (CEEEP, 2014). Weather initiated events can also cause large-scale blackouts by affecting the generation, transmission, and distribution networks. In preparation for Superstorm Sandy, ConEdison in New York shut down power as a precaution before the storm made landfall (Walsh, 2012). Nuclear power plants are required by the Nuclear Regulatory Commission to shut down in the event of hurricane-force winds (Walsh, 2012). Public transportation would not be able to operate under these conditions, and commuters would be stranded. By using power generators that were independent of the commercial grid, the College of New Jersey, New York University, Princeton University, and Stony Brook University were able to remain powered throughout Superstorm Sandy (Abi-Samra, 2013). Under normal operating conditions, the NJ TRANSITGRID Project would remain connected to the commercial grid, and would use or supply power from or to the grid, as demand increases or decreases. However, during emergency conditions, when remaining energized with traction power can mean the difference between allowing evacuations or leaving people stranded, the NJ TRANSITGRID Project can disconnect from the commercial grid and continue to operate without interruption. The NJ TRANSITGRID Project is designed specifically to increase the mass transit resilience of the power infrastructure in the region. By creating its own power, NJ TRANSIT will be able to continue to operate when other power plants are damaged or shut down preemptively.

- Section 1.2, page 1-2 includes the following text, revised as shown.

Specifically, the proposed Project is intended to produce and distribute enough electricity to provide traction (train locomotive) power to Amtrak's Northeast Corridor between New York Penn Station and County Yard/Jersey Avenue Station in New Brunswick, NJ (approximately 32.8 rail miles), NJ TRANSIT commuter rail service between Hoboken Terminal and ~~Millburn~~ Maplewood Station in ~~Maplewood~~ Millburn, NJ on the Morris & Essex Line (approximately ~~16.3~~ 15.2 rail miles), and the NJ TRANSIT Hudson Bergen Light Rail (approximately 16.6 rail miles).

1.5.2.5 Chapter 2 – Project Alternatives

- Section 2.2.1, page 2-2 includes the following text, revised as shown.

Limited NJ TRANSIT commuter rail service between Hoboken Terminal and ~~Millburn~~ Maplewood Station on the Morris & Essex Line (approximately ~~16.3~~ 15.2 rail miles), via a power connection to the Mason Substation.

- Section 2.2.9, page 2-15 includes the following text, supplemented as shown.

Under normal conditions, NJ TRANSITGRID ~~will potentially~~ would supply up to 60MW of traction power for the Northeast Corridor (for Amtrak and NJ TRANSIT trains), meet NJ TRANSIT's Morris & Essex load demand of 10 to 15MW, ~~transfer excess~~ Excess energy could be transferred to PJM when those transactions are economically justified. Under emergency conditions (e.g., a PJM system blackout), NJ TRANSITGRID will operate in island mode and provide up to 140MW to meet NJ TRANSIT's ~~usage of parts~~ demand for parts of the Northeast Corridor, parts of NJ TRANSIT's Morris & Essex and HBLR loads, and assist Amtrak by moving its Northeast Corridor trains to nearby stations.

- Chapter 2, footnote 6, page 2-15 includes the following text, clarified as shown.

Economically dispatched (i.e., produced at the lowest cost to customers) energy sales to PJM are forecasted to ~~grow~~ change over time and is a function of market economics as older generation resources retire, potentially constraining the PJM market. NJ TRANSITGRID's ~~proportion of capacity factor for~~ proportion of capacity sales is forecasted to grow from 8% of the total PJM power availability in 2020 to 19% in 2049 as PJM's generation capacity decreases, subject to market conditions.

1.5.2.6 Chapter 3 – Land Use, Zoning, and Public Policy

- Section 3.5, page 3-15 includes the following text, revised as shown.

The permanent easements include the land needed to construct the proposed Project and for ongoing maintenance requirements. ~~A temporary floating access easement would be secured for construction access.~~

1.5.2.7 Chapter 4 – Community Facilities

- Section 4.3.2, page 4-13 includes the following text, supplemented as shown.

According to NJDEP's Recreation and Open Space Inventory (ROSI) (NJDEP 1996) and a Green Acres Program letter dated November 22, 2017, three properties within the 500-foot study areas of Preferred Alternative Project Component G are Green Acres encumbered. However, no construction from the proposed Project will occur within these NJDEP Green Acres encumbered properties and a reply notification with these details was sent on December 1, 2017. NJDEP Green Acres accepted the notification and it has been deemed that this proposed Project will not impact properties encumbered by NJDEP Green Acres (see Appendix D of DEIS).

In a comment letter from the NJDEP, dated July 17, 2019, (see Appendix C – Response to Agency and Public Comments and Appendix F – Agency Correspondence) three properties were identified as having potential to be impacted from the proposed transmission lines. The properties are the Jersey City Reservoir in Jersey City, 11th Street Oval in Bayonne and Bayside Park in Jersey City. The

transmission lines located near the 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. 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 11th Street Oval. Bayside Park in Jersey City (B 26001, L 1) is located approximately 30 to 40 feet from the HBLR right-of-way. Construction activities along the HBLR will remain within the right-of-way and will therefore not impact the Bayside Park. Based on consultation with NJDEP and review of NJDEP's online ROSI, the Project, as proposed, will not result in encumbrance to any Green Acres properties. In the event future design progress results in potential impacts on any Green Acres property, NJ TRANSIT will coordinate with NJDEP Green Acres Program immediately.

1.5.2.8 Chapter 6 – Air Quality

- Section 6.2.1, page 6-2 includes the following text (including new footnote), supplemented as shown.

Several air pollutants have been identified by the EPA as being of concern nationwide. These pollutants, known as “criteria pollutants,” are carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), sulfur dioxide (SO₂), and lead (Pb). Ammonia is not considered to be a “criteria pollutant.” (Add footnote here) Ambient concentrations of CO are predominantly influenced by motor vehicle activity (i.e., mobile sources).

Footnote text is as shown: An aqueous ammonia system consisting of two 10,000-gallon tanks and an injection system would be used to catalyze NO_x in the exhaust stream to reduce NO_x levels to below the limitations specified in the air permit. The metering of ammonia into the stream would be controlled by computer with input from a Continuous Emissions Monitoring System to prevent excess ammonia from being released. Ammonia releases of 100 pounds or more are required to be reported to the Local Emergency Planning Committees and State Emergency Response Commissions.

- Section 6.2.4, page 6-6 includes the following text, to be inserted at the end of the first paragraph of Section 6.2.4 as shown.

Requirements for LAER emissions controls are based on technologies used in the same or comparable industries. The most stringent emissions limitation contained in an existing State Implementation Plan (SIP) for a class or category of source must be considered LAER, unless a more stringent limitation was achieved in practice, or the SIP limitation is demonstrated to be unachievable. Reviewers would look at existing air permits across the country and in the State of New Jersey and would apply the most stringent limitation to the requirements.

- Section 6.2.5, page 6-7 includes the following text, to be inserted after second paragraph of Section 6.2.5 as shown.

As directed by Title IV of the Clean Air Act, which aims to reduce acid rain, USEPA has established a market-based allowance program for SO₂ emissions from utility units (that offer electricity for sale). The Acid Rain Program exempts new utility units “serving one or more generators with a total nameplate capacity of 25MWe or less” as stated in the New Unit Exemption (40 CFR § 72.7). The three simple cycle combustion turbines meet this exemption. However, because the 22.5MW combined cycle turbines also serve the 15MW steam turbine, the two combined cycle units will be subject to the Acid Rain Program. The Acid Rain Program was initiated by the USEPA in 1995 and was the first national cap and trade program in the United States. The SO₂ program established a permanent cap on the total amount of SO₂ that can be emitted from electricity generation in the contiguous United States. For the proposed Project, the background SO₂ concentrations are 20.9 µg/m³, and the emissions from the Main Facility would be less than 1.7 µg/m³, the total of which would be much lower than the NAAQS of 196 µg/m³. Emissions of SO₂ are not expected to contribute significantly to air pollution or acid rain.

- Section 6.11, page 6-20 includes the following text, supplemented as shown.

Additional emission reduction controls technologies, however, may be incorporated into the proposed Project’s design during the facility’s Title V and Acid Rain permitting process to further reduce emissions, which could reduce the NO_x credits needed to be purchased for emissions greater than 25 tons per year and/or SO₂ allowances required through the USEPA’s Acid Rain Program.

1.5.2.9 Chapter 7 – Greenhouse Gas Emissions

- Section 7.4.5, page 7-7, includes the following text, revised and supplemented as shown.

~~In addition, all of the possible equipment options would be consistent with the 2015 update to the New Jersey State Energy Master Plan, which outlines the State’s energy goals and provides strategies and recommendations for reducing overall emissions from power plants. Specifically, the project helps meet Goal 2, “Promote a Diverse Portfolio of New, Clean, In-State Generation,” through the development of a microgrid project “to address enhanced energy resilience.” (New Jersey Board of Public Utilities and New Jersey Department of Environmental Protection 2015)~~

On January 27, 2020, Governor Murphy unveiled New Jersey’s Energy Master Plan (EMP) which outlines key strategies to reach a goal of 100% clean energy in the State of New Jersey by 2050. Also, on January 27, 2020, Executive Order (EO) 100 was signed, instructing reform to existing state regulations in order to reduce emissions and adapt to climate change. As a state agency, NJ TRANSIT is committed to the clean energy initiatives outlined in EO28 (signed May 23, 2018), EO100 and the newly released Energy Master Plan. NJ TRANSIT developed the *Resiliency and Environmental Sustainability – An Evaluation and Quantification of NJ TRANSITGRID Benefits*, dated December 2019, to evaluate and quantify the full value of the NJ TRANSITGRID TRACTION POWER SYSTEM project. The full report is available on the project website: <https://njtransitresilienceprogram.com/documents/>. Benefits of the NJ TRANSITGRID are also highlighted in the Energy Benefits Fact Sheet on the project website, accessible via the above link.

To support the Governor’s clean energy initiatives, the NJ TRANSITGRID TRACTION POWER SYSTEM will be designed and constructed to accommodate carbon neutral power generation options, such as Renewable Natural Gas (RNG) (made from food waste or other organic materials) and large scale wind and solar generation inputs as they become more commercially feasible. The proposed Project design could potentially be adapted to emerging energy technologies and serve as a potential bridge between today’s available technologies and future 100% clean energy. The project is consistent with the Governor’s Clean Energy goals of EO28, to reduce emissions and adapt to climate change as per EO100, and will advance the EMP’s clean energy goals by doing the following:

- 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 low emission rates (0.57 tons of CO₂/MWh⁴ versus 0.83 tons of CO₂/MWh currently generated by the regional power grid)⁵.
- NJ TRANSITGRID will displace less efficient, older power plants that currently provide power to New Jersey and to NJ TRANSIT.
- The lower emission rates will result in overall estimated annual reductions of CO₂ emissions ranging from approximately 185,500 to 295,000 tons.
- In addition, NJ TRANSITGRID will displace additional pollutants that are harmful to public health including 412 tons of SO₂, 298 tons of NO_x, and 25 tons of PM_{2.5}, annually.
- NJ TRANSITGRID will increase the resilience of the electric distribution grid, while increasing the grid’s ability to integrate renewable power.
- NJ TRANSITGRID will not require any new natural gas transmission infrastructure.
- By 2050, to ensure NJ TRANSITGRID achieves net zero emissions, NJ TRANSIT is currently evaluating contractual requirements to incorporate emerging technologies, including:
 - Increase of variable renewable technology, such as solar;
 - Increase efficiency by using waste heat from the generators for area businesses, such as warehouses;
 - Use of alternative fuels – RNG made from food waste or other organic materials and hydrogen gas as they become commercially available; and
 - Incorporation of additional energy storage.

⁴ The measure “tons of CO₂/MWh” is a measure of emissions per megawatt hour of energy production. In other words, this is an emissions *rate* not a cumulative total.

⁵ Emission data are adapted from the *Resiliency and Environmental Sustainability – An Evaluation and Quantification of NJ TRANSITGRID Benefits Report*, available here: <https://njtransitresilienceprogram.com/wp-content/uploads/2019/12/NJ-TRANSITGRID-Benefits-Evaluation.pdf>

The generation facility will align supply and demand with fast responding turbine and flywheel resources to satisfy a variable load profile and will include solar panels. Approximately four acres of land at the Main Facility site are proposed for a solar (photovoltaic cells) facility that will produce up to 0.6MW.

Offshore wind energy is an emerging technology. The NJ TRANSITGRID's design does not preclude the incorporation of the emerging technologies. In keeping with the purpose and need for the proposed Project and consistent with the source of funds for the proposed Project, offshore wind in itself will not satisfy the resiliency and reliability needs of the proposed Project at this time. Therefore, while NJ TRANSIT will likely be using offshore wind energy by 2050 through regional PJM grid, under the current funding, regulatory conditions, and grant requirements, it is not feasible to include offshore wind as a potential replacement to natural gas generation for the proposed Project.

1.5.2.10 Chapter 10 – Traffic, Navigation and Public Transportation

- Section 10.3.2, page 10-6, includes the following text, revised as shown.

Limited NJ TRANSIT commuter rail service between Hoboken Terminal and ~~Millburn~~ Maplewood Station on the Morris & Essex Line.

- Section 10.3.2, page 10-6, is expanded as shown to be inserted after the Public Transportation subsection.

Vessel Traffic

The preferred Build Alternative for electrical lines crossing the Hackensack River will not impede vessel traffic as the proposed monopoles to support the electrical lines will be up to 220 feet tall (current design [20%] estimates these monopoles will be 175 feet tall). At this height, the lowest point of the electrical line sag would be greater than 150 feet from mean high water (MHW) (estimated at 162 feet above water in the 20% design). Overhead risks are expected to be minimal, as this clearance is consistent with the highest clearance of the nearby Lower Hack Bridge. Should the directional drilling option be selected, the cable would be installed at a sufficient depth beneath the riverbed to avoid hazards to vessel navigation. The submarine cable crossing (on riverbed) would include jet-plow methods to create a trench, into which the cable would be laid. NJ TRANSIT would coordinate with USCG to establish the top of cable depths when crossing river bottom and federal navigation channels." Signage to warn navigation interests of the submerged hazard would be installed if this option was chosen.

1.5.2.11 Chapter 11 – Noise and Vibration

- Section 11.3 page 11-2 and 11-3 includes the following text, revised as shown.

The nearest sensitive receptors to the Main Facility site and proposed new Kearny Substation are residences and parkland located more than ~~0.9 miles and 0.7 miles away, respectively.~~

1.5.2.12 Chapter 12 – Natural Resources

- Section 12.3.2 page 12-8 includes the following text, clarified as shown.

Project Component E will intersect the 50-foot riparian zone of the Hackensack River where the electrical line route is proposed to cross the Hackensack River, via one of three methods: an aerial crossing on new monopoles 50 feet north of the Lower Hack Bridge (preferred option), through a submarine cable laid within a jet-plowed trench along the river bottom, or directionally drilled underneath the river bed.

1.5.2.13 Chapter 14 – Contaminated Materials

- Section 14.3.2, page 14-5 includes the following text, revised as shown.

The SCCC property is located along the Hackensack River to the north of the Koppers Koke site. It is identified as PI number G000001583 and there is no LSRP assigned. The 25-acre ~~site~~ property was used for chemical manufacturing and processing operations between the early 1900s and the 1990s. The historic operations at the site included manufacturing of naphthalene products, mothballs (dichlorobenzene), drain cleaner products, creosote disinfectants, lead acid batteries, raw rubber parts, and dye carriers. COPR fill from non-site related activity is present on the property and resulting hexavalent chromium contamination is documented on the western portion of the site. The site is also referred to as Hudson County Chromate “Site 116.” The NJDEP identified several AOCs including on-site lagoons, dioxins in soil, VOCs and SVOCs in all media, and groundwater contamination including DNAPL, and contaminated drainage ditch sediment and surface water. Specific contaminants of concern include chromium, VOCs, SVOCs, metals, asbestos, and PCBs, and 2,3,7,8-tetrachlorodibenzo-p-dioxin (TCDD). The TCDD (dioxin) contamination was reported in the lagoon system and in the former processing area north of the lagoon system. Prior to remediation activities, the contamination had spread to adjacent properties, resulting in a contaminated area of 42 acres. Due to the extensive contamination, the NJDEP placed the site on the KCSL in 1989 and the USEPA placed the site on the Superfund National Priorities List (NPL) in 2007. The SCCC Superfund site is 42 acres and is depicted on Figures 14-1 and 14-2.

- Note that new figures 14-1 and 14-2 illustrate the boundaries of the 42-acre SCCC Superfund Site and its location in relation to the NJ TRANSITGRID project. This figure also includes the Spine Road which will be constructed by HCIA, and the temporary access road that will be used if HCIA construction of the Spine Road is not complete prior to the start of the proposed Project’s construction. Figures 14-1 and 14-2 are included in the Errata Figures section of this FEIS.
- Section 14.3.2, page 14-6 includes the following text, revised as shown.

Diamond Shamrock Corporation

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 name “Tanolin,” and chromic acid. All operations at the site ceased by the end of 1976. When Occidental Chemical Corporation (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 (ACO) in April 1990 for that purpose. The 1990 ACO was modified and superseded into by a September 7, 2011, Consent Judgment between NJDEP, OCC and others to govern remediation at the Site under NJDEP review independent on 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 originated from Diamond Shamrock was utilized as fill as 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.

- Section 14.3.2 page 14-3 includes the following text, clarified as shown.

Previous remedial investigations conducted at the site indicated contamination within the Redevelopment Area, including: pockets of coal tar dense non-aqueous phase liquid (DNAPL) on the north-eastern portion of the site; chlorinated DNAPL to the west of the site (emanating from the adjacent SCCC site); and COPR fill on the eastern and western areas of the site. The area of Preferred Alternative Project Components A and B, as well as the new electrical line alignment for Preferred Alternative Project Component E, are outside the coal tar DNAPL, chlorinated DNAPL, and COPR impacted areas. Site-wide soil and groundwater contamination of VOCs, polycyclic aromatic hydrocarbons (PAHs), cyanide, and metals has been identified and are present within the areas of Preferred Alternative Project Components A and B. Sediment contamination of SVOCs and arsenic was found along the Hackensack River.

1.5.2.14 Chapter 16 – Safety and Security

- Section 16.3.2, page 16-6 is supplemented as shown with below text to be inserted after the last paragraph of the Public Health and Safety subsection.

For marine vessels on the Hackensack River, specifically under and adjacent to the Lower Hack Bridge, overhead risk is expected to be minimal because the proposed height of the monopoles and the aerial wire crossing are consistent with the highest clearance of the nearby Lower Hack Bridge. Although the monopoles may be up to 220 feet tall, the current design (20%) estimates these monopoles will be 175 feet tall. At this height, the lowest point of the electrical line sag would be greater than 150 feet from MHW. Should the directional drilling option be selected, the cable would be installed at a sufficient depth beneath the riverbed, as directed by the USCG, to avoid hazards to vessel navigation, and appropriate signage would be included to warn navigation interests of the submerged hazard if necessary. The submarine cable crossing (on riverbed) would include jet-plow methods to create a trench, into which the cable would be laid. If the cable option were selected, NJ TRANSIT would coordinate with USCG to establish the top of cable depths when crossing river bottom and federal navigation channels. Signage to warn navigation interests of the submerged hazard would be installed if this option was chosen. Over time, the cable would be silted over by natural processes, reducing this risk. In accordance with 33 CFR § 165.5 Establishment Procedures, a written request for establishment of a safety zone, security zone, or regulated navigation area will be submitted to the USCG in advance of construction activities.

- Table 16-3, page 16-11, last row is supplemented as shown below:

Table 16-3 Potential Accidents and Mitigation

Element	Accident Risk	Mitigation	User Group Affected
Electrical lines	<ul style="list-style-type: none"> Electrical Shock <u>Vessel or vessel anchor, strike or snag at Hackensack River crossing</u> 	<ul style="list-style-type: none"> Worker Training <u>Overhead will meet or exceed highest clearance of nearby Lower Hack Bridge; underwater line would be at sufficient depth beneath riverbed to avoid anchor snags and signage would be used to warn navigation interests of the presence of the cable.</u> 	<ul style="list-style-type: none"> Involved Workers General Public <ul style="list-style-type: none"> Recreational boaters Commercial/Government vessel occupants

1.5.2.15 Chapter 17 – Construction Effects

- Section 17.1.1, page 17-2 includes the following revision, as shown below:

~~A temporary floating access easement would be secured for construction access from the river and sheet pile wall.~~

- Section 17.3.8, page 17-14 is supplemented with the text below, to be inserted after the last paragraph of the Traffic and Transportation section.

MARITIME TRAFFIC

The Hackensack River is a navigable channel in the vicinity of the Main Facility and the location for the crossing of the Hackensack River near the Lower Hack Bridge. 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). The location of the cable crossing is north of the turning basin, where the controlling depth is 11 feet. The crossing will be designed to maintain the current draft availability. If an aerial crossing (preferred option) is not installed, the cable would either be directionally drilled beneath the river bottom to a depth where no impacts from boat strikes or anchor snag would be expected, or laid in a jet-plowed trench across the river bottom, well below the existing mudline. This trench would silt in over time, further reducing the probability of accidental damage to the cable. NJ TRANSIT would coordinate with USCG to establish the top of cable depths when crossing river bottom and federal navigation channels. Proper signage would warn navigation interests of the presence of the submerged cable. Prior to the start of construction of the Hackensack River electrical line crossing, NJ TRANSIT would submit a written request to the USCG, if restrictions to vessel traffic are deemed necessary. The request would be submitted in accordance with 33 CFR § 165.5 Establishment Procedures (Regulated Navigation Areas and Limited Access Areas).

- Section 17.3.10, page 17-17 has been supplemented as shown below:

As stated above, if the preferred alternative of an aerial crossing of the Hackensack River is not possible, Project Component E may include installation of a submarine cable across the Hackensack River bottom within a jet-plowed trench one to two feet deep, or a directionally drilled cable. Either activity would require several federal and state permits and close coordination with natural resource protection agencies, including but not limited to USACE, USCG, NMFS, and NJDEP, to minimize potential impacts to natural resources. The directionally drilled cable option would be installed at a minimum of two feet below the mudline of the Hackensack riverbed. The submarine cable option will be installed in a jet-plowed trench at a sufficient depth within the Hackensack riverbed to reduce the risk of anchor strike or snags. The water bottom on which the cable will be ~~laid upon~~ installed within the riverbed is identified as EFH for summer flounder and Atlantic herring, and migratory habitat for shortnose Atlantic sturgeon, and winter flounder.

1.5.2.16 Chapter 18 – Indirect and Cumulative Effects

- Section 18.3.2, page 18-4, includes the following text, to be inserted after first paragraph.

The air quality analysis considered a two-mile radius 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 *Guideline on Air Quality Models* (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.

The two-mile radius around the Main Facility overlaps the two-mile radius area around one nearby power generation plant (PSE&G Fossil LLC Kearny Generating Station), and another Title V facility (the Owens Corning Kearny Plant). Single-source air quality modeling indicated that maximum estimated concentrations for all criteria pollutants (except for 24-hour PM_{2.5}) are below the applicable significant impact level (SIL) (e.g., none of these pollutants exceed the applicable increment). The SILs (developed by USEPA and NJDEP) are levels below which the potential impacts of a proposed project are not considered to be significant. The maximum estimated 24-hour impact for PM_{2.5} is greater than the SIL. The radius of influence or significant impact area for PM_{2.5}, which is the area where potential impacts are greater than the PM_{2.5} SIL, is approximately 900 meters. The PSE&G facility is outside of the significant impact area for all criteria pollutants for the Main Facility. The Owens Corning Kearny Plant is within the significant impact area for PM_{2.5}. Since the proposed Project modeled impacts exceeded the SIL for the PM_{2.5} 24-hour averaging period, 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_{2.5} National Ambient Air Quality Standard (NAAQS). The cumulative modeling analysis includes emissions from the proposed Project, emissions from nearby sources of PM_{2.5} 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 air quality permit to operate and the analysis will be required to demonstrate the proposed Project would not cause or significantly contribute to a modeled exceedance of the NAAQS in order to obtain the permit to operate.

- Section 18.4, page 18-6 includes the following text, added to the end of the first paragraph as shown.

The Hudson County Correctional Facility is located more than 7,000 feet (1.3 miles) to the south of the Main Facility, in Kearny, NJ. The nearest residential property is located approximately 0.7 miles to the southeast in Jersey City. Following Project implementation, all air quality pollutants of concern would remain below the applicable NAAQS and impact thresholds at all sensitive receptors (including the Hudson County Correctional Facility and residential properties in surrounding areas). The proposed Project would not adversely affect USEPA's designation of attainment for NO₂, SO₂, and PM₁₀ or the designation of maintenance for CO and PM_{2.5}, for the area.

1.5.2.17 Chapter 19 – Environmental Justice

- New Section 19.4.3, page 19-24 as shown.

Section 19.4.3 Summary of Significant Adverse Impacts and Mitigation Measures

As stated above, the Build Alternative would not adversely affect minority or low-income populations that are subject to evaluation under Executive Order 12898.

The construction and operation of the Build Alternative would not result in disproportionately high or adverse effects on minority or low-income populations for any of the analyzed resources, including Land Use, Community Facilities, Socioeconomics, Visual Resources, Historic Resources, Traffic, Navigation and Public Transportation, Noise and Vibration, Natural Resources, Soils and Geology, Contaminated Materials, Utilities, or Public Health and Safety.

Regarding Air Quality, the proposed Project would not have an adverse effect, either directly or cumulatively, in the modeled area of air quality impact analysis on any EJ communities. The Hudson County Correctional Facility (residential community facility) is located more than 7,000 feet (1.3 miles) to the south of the Main Facility, in Kearny, NJ. The nearest residential property is located approximately 0.7 miles to the southeast in Jersey City. All air quality pollutants of concern would remain below the applicable NAAQS and impact thresholds at the nearest sensitive receptors (including the Hudson County Correctional Facility and residential properties in surrounding areas). Therefore, the Build Alternative would not disproportionately affect minority or low-income populations that are subject to evaluation under Executive Order 12898. The Build Alternative will improve the reliability of public transportation both during normal operations and during emergency conditions, maintaining travel options during emergency situations for minority and low-income populations. Therefore, the Build Alternative would not significantly affect minority or low-income populations that are subject to evaluation under Executive Order 12898.

1.5.2.18 Chapter 20 – Section 4(f) Evaluation

- Section 20.3, page 20-3 includes the following text, revised as shown.

Limited NJ TRANSIT commuter rail service between Hoboken Terminal and ~~Millburn~~ Maplewood Station on the Morris & Essex Line (approximately ~~16.3~~ 15.2 rail miles), via a power connection to the Mason Substation;

1.5.2.19 Chapter 21 – Agency Coordination and Public Participation

- Section 21.2.2, page 21-3 includes the following text, supplemented as shown.

USACE Section 10/404 Individual Permit, which is required for, overhead transmission lines, the discharge of dredged or fill materials into a surface water of the United States; and

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 shall be submitted in writing as per 33 CFR § 165.5.

1.6 CONCLUSION

The DEIS showed that the Preferred Alternative would achieve the Purpose and Need and would represent the least environmentally damaging practicable alternative as compared to the No Action Alternative. While substantive comments received during the public comment period raised points of information, clarification, or correction, comments received during the public comment period did not result in new information requiring substantial additional analysis of impacts or changes to the Preferred Alternative; or in new alternatives warranting full analysis.

1.6.1 Effects of the NEPA Preferred Alternative

The effects of the Preferred Alternative and the cumulative effects of each Project Component on the full range of social, economic, and environmental impacts are presented in Table 2. While the Preferred Alternative would not result in significant adverse effects on social, economic or environmental conditions in the study area that could not be mitigated, there would be some minimized non-significant impacts alleviated by proposed, suitable and commensurate mitigation to the following evaluated environmental categories: Air Quality, GHG Emissions, Historic Resources, Traffic, Navigation and Public Transportation, Natural Resources, and Utilities. Additionally, temporary construction impacts were evaluated in the DEIS and would be reduced with provided mitigation measures and best management practices (BMPs). As designed, the Preferred Alternative is not anticipated to pose any state or federal regulatory permitting compliance issues.

The environmental analyses considered the potential effects in study areas that were defined for each specific environmental topic area. Effects on Air Quality, GHG Emissions, Visual, Historic Resources, and Utilities may differ based on the final Main Facility configuration and connectivity options chosen; however, the analysis in the DEIS considered a reasonable worst-case scenario. The analysis presented described the effects of normal operating conditions. If the potential effects under emergency operating conditions differ from those of normal operating conditions, those effects were described separately in the appropriate resource chapters.

Table 2 Summary of Potential Impacts and Mitigation Commitments for Preferred Alternative

Analysis Area	Potential Operational Effects	Potential Construction Effects	Control Measures and Minimization/ Mitigation Commitment⁶	Net Result of Preferred Alternative with Implemented Mitigation	No Action Alternative Effects
Land Use, Zoning and Public Policy	The Preferred Alternative is compatible with land use, zoning, and public policy in the study area. The preferred site for the Main Facility is currently a vacant brownfield site. The NJSEA is seeking redevelopment of brownfield sites in their jurisdiction. The proposed Project would return the property, which has laid dormant for 40 years, to active use.	None. Construction activities would take place within existing transportation rights-of-way or easements. The property acquisition for the 20-acre parcel and the six-acre parcel was completed in July 2019.	None	No mitigation is required however, there would be an adverse effect on approximately two acres within Cedar Creek Marsh South, as discussed under Natural Resources. Additionally, the Preferred Alternative would return a vacant brownfield site to active use, which is a positive net result.	NJ TRANSIT's acquisition of the two parcels (20-acre and six-acre) would have proceeded without the proposed Project. A new Kearny Substation would still be constructed under the No Action Alternative, therefore some changes to land use would still occur.

⁶ Minimization measures to reduce impacts are developed and identified as a result of the environmental analysis in the DEIS. Mitigation commitments are obligations identified for significant impacts to resources that exceed a permitting threshold that NJ TRANSIT will fulfill as part of the project, such as obtaining appropriate wetland mitigation credits (to replace the impacted 2 acres of freshwater wetland resource as required by regulatory agencies) and permits prior to construction and ongoing consultation with regulatory agencies as the project design progresses. As noted in the DEIS, all adverse impacts (including insignificant impacts) have been minimized through project design, and as required will be mitigated for under the permitting process, via credit purchase-based on availability, or commensurate mitigation as directed by federal and state regulatory agencies.

Analysis Area	Potential Operational Effects	Potential Construction Effects	Control Measures and Minimization/ Mitigation Commitment ⁶	Net Result of Preferred Alternative with Implemented Mitigation	No Action Alternative Effects
Community Facilities	None. No community facilities, parks, or publicly accessible open space, are located directly within the proposed Project's footprint, including electrical line routes, and no services would be adversely affected during operation.	Some temporary/ short duration increases in noise levels near some community facilities during construction.	Control Measure and Minimization: Conduct construction to minimize noise impacts to nearby community facilities.	Under evacuation scenarios, commuters would have access to designated central meeting points, such as schools, hospitals, and safe shelters.	None
Socio-economic Conditions and Environmental Justice	None. No adverse effects on neighborhood cohesiveness or economic conditions would occur as the proposed Project area is entirely within industrial areas and transportation rights-of-way. Approximately 30 full-time jobs will be created for staffing the Main Facility.	Some short-term (48 months) economic benefits from creation of temporary construction jobs. Some temporary/ short duration increases in noise levels near some neighborhoods during construction.	Control Measure and Minimization: Conduct construction to minimize noise impacts to nearby neighborhoods and residential properties.	Positive net result through creation of approximately 30 full time jobs to operate the Main Facility, and to support commuter travel during commercial power grid outages.	Missed opportunity to increase commuter safety and security in future widespread power outages. No new employment opportunities would be realized.

Analysis Area	Potential Operational Effects	Potential Construction Effects	Control Measures and Minimization/ Mitigation Commitment ⁶	Net Result of Preferred Alternative with Implemented Mitigation	No Action Alternative Effects
Air Quality	Overall air emissions would increase slightly for Nitrogen Oxide (NO _x), Carbon Monoxide (CO) and Hazardous Air Pollutants (HAPs) due to the Main Facility but would be minimized via pollution controls (selective catalytic reduction [SCR] and oxidation catalyst systems) incorporated into the design of the Main Facility. Due to the use of clean burning natural gas, minimal particulates, sulfates, ammonia, or lead will be emitted by the Main Facility. Reduced demand on the commercial grid could partially offset increased emissions in the region.	Potential for increased fugitive dust during construction, and some increased emissions from construction equipment. With mitigation measures, no significant adverse effects on air quality would occur during construction.	Control Measure and Minimization: In consultation with NJDEP, development of additional measures to reduce pollutant emissions which would be monitored by the Title V permit/ NJDEP, and adherence to Title V permit conditions, including purchase of NO _x credits. During construction, quality control measures to reduce fugitive dust would be implemented. Construction equipment would use Tier 4-compliant engines to reduce emissions.	Net effects: Under 24/7 operations, the Preferred Alternative would have minimal impact on Air Quality, but would remain below levels required to maintain USEPA's designation of attainment/ maintenance for criteria pollutants. Modern technology employed would minimize emissions. Those impacts could be partially offset by reduced demand from the commercial power generation plant.	Potential minimal increase in emissions would not be realized. Benefits from the solar facility would not be realized. NJ TRANSIT and Amtrak would continue to rely on the commercial grid for traction power in the core service territory, which includes facilities that burn oil and coal.

Analysis Area	Potential Operational Effects	Potential Construction Effects	Control Measures and Minimization/ Mitigation Commitment ⁶	Net Result of Preferred Alternative with Implemented Mitigation	No Action Alternative Effects
Greenhouse Gas Emissions	The estimated amount of GHGs generated by the worst-case Preferred Alternative is (approximately 576,802 metric tons per year of CO ₂ e). This assumes all 5 turbines would run continuously (8,760 hours per year). Actual GHG emissions will be lower since all five turbines would not run simultaneously at maximum capacity.	Temporary increase in GHG emissions during construction would result from non-road construction engines and on-road trucks would be limited and short-term. With certain commitments, the temporary GHG emissions from construction would not result in significant adverse effects.	Control Measure and Minimization: Pollution controls incorporated into the design (SCR and oxidation catalyst systems). During construction, contractors would be required to source materials locally when feasible, use biodiesel fuel when possible, design efficient transportation routes and adhere to air quality control measures listed above.	The energized assets of the project will no longer use electricity from the commercial power grid. The reduced commercial demand could offset some emissions, depending on mix of energy sources operating on the commercial grid. During emergency conditions, the availability of public transportation would reduce the need for less efficient transportation modes, which could result in reduced GHG emissions during that time.	Potential minimal increase in GHG emissions would not occur. During emergencies, public transportation would not be as available, so less-efficient travel modes would be required, as under current conditions.

Analysis Area	Potential Operational Effects	Potential Construction Effects	Control Measures and Minimization/ Mitigation Commitment ⁶	Net Result of Preferred Alternative with Implemented Mitigation	No Action Alternative Effects
Visual Quality	Most viewsheds would not be affected by the proposed Project. New monopoles would be the most significant new visible structures and will be designed to be consistent in color and texture to existing monopoles and existing visual character in the various project areas. Effects on historic districts are discussed under Historic Resources. The Main Facility will be constructed in an existing industrial area. The new substations and the nanogrid would be consistent with surrounding visual character.	All changes in views would be limited and temporary and would not result in significant adverse impacts to visual and aesthetic resources during construction.	None	The proposed Project would be consistent with the surrounding visual character. Aesthetic effects on historic districts are summarized below under Historic Resources.	Kearny Peninsula would still be developed with warehouses and the new Kearny Substation would still be constructed in Cedar Creek Marsh South. However, these would not be significant impacts to Visual Quality in the project area.

Analysis Area	Potential Operational Effects	Potential Construction Effects	Control Measures and Minimization/ Mitigation Commitment ⁶	Net Result of Preferred Alternative with Implemented Mitigation	No Action Alternative Effects
Historic Resources	Monopoles would result in an adverse visual effect on the Old Main Delaware, Lackawanna and Western (DL&W) Railroad Historic District, the Bergen Tunnels western portal, the West End Through Truss Bridges, the West End Interlocking Tower, the Hackensack River Lift Bridges Historic District, the Lower Hack Draw Bridge and the DL&W Railroad Boonton Line Historic District.	<p>The construction-period monitoring and mitigation measures would ensure that no significant adverse impacts to historic or archaeological resources occur during construction.</p> <p>There is the potential to encounter archaeological resources depending on design of supporting infrastructure (e.g., electrical line installation, sanitary sewer connection, pile driving, directional drilling, etc.).</p>	<p>Mitigation: Mitigation measures as described in the executed PA, include ongoing consultation with NJ HPO during continued project development, preparation of a comprehensive historic context document for the Old Main DL&W Railroad Historic District, recordation of historic/ architectural resources, preparation and installation of interpretive exhibits that are visible to the public, and having an archaeologist on-site during construction activities in areas designated with archeological sensitivity. Any physical alterations to other architectural resources will be designed in accordance with the <i>Secretary of the Interior's Standards for Rehabilitation</i>.</p>	<p>With the mitigation measures included in the executed Programmatic Agreement (PA) between FTA, New Jersey State Historic Preservation Office (NJ HPO) and NJ TRANSIT, the proposed Project would offset minor changes to historic view sheds with recordation. Areas of sensitivity for potential disturbance of undocumented archaeological resources would be monitored during construction. Recordation and public availability of display signs will provide education to the same individuals that use this Historic District for their daily commutes.</p>	No direct physical or aesthetic effects on historic resources. Lost opportunity to educate commuters on the described historic district and contributing resources.

Analysis Area	Potential Operational Effects	Potential Construction Effects	Control Measures and Minimization/ Mitigation Commitment ⁶	Net Result of Preferred Alternative with Implemented Mitigation	No Action Alternative Effects
Traffic, Navigation and Public Transportation	Minimal amount of traffic (approximately 20 trips per each shift, three shifts per day for 30 full time employees) generated by Main Facility would be easily accommodated into the traffic network with little noticeable effect. Positive effects on public transportation in the region would be realized during emergency conditions since limited rail service would be available. The Hackensack River is a navigable waterway, with a channel maintained north of the Lower Hack Bridge approximately 11 feet deep. Existing channel depth and Lower Hack Bridge vertical clearances will not be	Temporary (non-significant) increase in vehicular traffic during construction from workers traveling to and from the site and equipment deliveries. Some limited, planned train service disruptions and/or restrictions to vessel traffic near the Lower Hack Bridge may be required to accommodate construction activities, such as installation of electrical lines, deliveries for large pieces of equipment (i.e., the turbines or generators if brought in by rail or barge) and cutover from existing Substation No. 41 to the new Kearny Substation (rail disruptions only).	Control Measure and Minimization: Planned service disruptions would be infrequent during construction and minimized to avoid impacts to commuters. Restrictions to vessel traffic would be closely coordinated with the USCG, in accordance with 33 CFR § 165.5 Establishment Procedures to facilitate a temporary safety zone, security zone, or regulated navigation area. The cable would cross the Hackensack River either via aerial crossing between two monopoles (preferred option) which would be constructed high enough to avoid impacts to vessel traffic, or directionally drilled beneath the river bottom or installed within a jet-plowed trench 1 to 2 feet deep on the river bottom to avoid reducing existing draft clearances. Appropriate signage would be	No adverse effects on rail, street or other mode during normal conditions. During emergency conditions, rail commuters would retain access to reliable, although limited, rail service, resulting in a lesser impact to vehicle transportation during emergencies. Some temporary restrictions to vessel navigation may be required during construction, but no impacts to vessel navigation from operations would be realized.	None. Without the preferred alternative, traffic in the proposed Project area would likely increase in the future if planned construction of warehouses allowed under current zoning on the Kearny Peninsula occurs. Potential for adverse effects (delays and strandings) to commuters during power outages. No changes to vessel navigation would be realized.

Analysis Area	Potential Operational Effects	Potential Construction Effects	Control Measures and Minimization/ Mitigation Commitment ⁶	Net Result of Preferred Alternative with Implemented Mitigation	No Action Alternative Effects
	affected. No impacts to vessel navigation would occur once the project is operational.		used in the latter two cases to warn navigation interests of the presence of the cable.		
Noise and Vibration	None. Project would be designed to meet all applicable noise and vibration standards, including those set forth for the Redevelopment Area, during operation.	Limited augering, directional drilling, and other construction activities required for installation of substations, monopoles, electrical lines, and other project elements, as required, could result in nuisance noise for a few weeks in any given location. Pile driving for foundations for the Main Facility, new Kearny Substation, and nanogrid would be temporary, and removed from sensitive receptors.	Control Measure and Minimization: Construction activities will be conducted during normal business hours (no earlier than 7AM and no later than 7PM, where practical) when activities are near residential areas. Noise or vibration impacts related to aquatic habitats will be avoided through construction windows/seasonal restrictions as currently defined from agency consultations and conditioned under future regulatory permits.	Once operational, noise from the proposed Project would be minimal in residential or other sensitive areas due to the industrial setting of the Main Facility and distance to sensitive receptors from the new NJ TRANSITGRID East Hoboken Substation and the nanogrid.	None
Natural Resources	Approximately 1.7 acres filling of open water resource in Cedar Creek Marsh	All construction effects would be temporary. Pile driving/auger drilling in Cedar Creek	Mitigation: Creation and/or improvement of wetlands elsewhere in New Jersey through the purchase of state	Wetland credit purchase is assumed to be an estimated, equivalence of 1 credit	Approximately 1.7 acres of wetlands (Cedar Creek Marsh South) would be impacted with

Analysis Area	Potential Operational Effects	Potential Construction Effects	Control Measures and Minimization/ Mitigation Commitment ⁶	Net Result of Preferred Alternative with Implemented Mitigation	No Action Alternative Effects
	South for new Kearny Substation and monopole improvements would be required. Minor effects on low-value delineated wetlands near Project Components A, B and E. A total of up to two acres of low resource value isolated wetlands for the Preferred Alternative would be required. During operation of the proposed Project, migratory and endemic fish such as summer, winter flounder and Atlantic or shortnose sturgeon would resume normal foraging and migratory activities. No operational effects are expected for raptors (birds of prey) that would migrate and	Marsh South would affect the water bottom and displace local fish and aquatic fauna to other areas of the marsh; however, the habitat value is low because the marsh is hydrologically restricted by tide gates and drainage pipes. Potential impact/ displacement during in-water work to habitat or passage areas for summer/ winter flounder, Freshwater herring and Atlantic shortnose sturgeon if a submarine cable is used to cross the Hackensack River. Bald Eagle and Osprey migratory pathway impact is minimal or negligible as work is within an active rail corridor with minimal foraging	and federal approved compensatory wetland mitigation credits in accordance with mitigation hierarchy, or commensurate mitigation as deemed appropriate by federal and state regulatory agencies. Permit acquisition (wetlands, flood hazard), adherence to permit conditions and restoration of any vegetation temporarily altered by construction/ access activities. Limiting construction outside of seasonal windows or within seasonal windows following conditions and best management practices coordinated with NMFS and NJ Bureau of Marine Fisheries (NJBMF) to avoid negative effects on aquatic species in the Hackensack River (if required).	= 2.4 acres of restored high value, functional wetlands. Although up to two acres of low value isolated wetlands will be eliminated by the Preferred Alternative, through compensatory wetland mitigation the project will support the ecological restoration of up to 5 acres of higher value, functional wetlands within a contiguous tidal marsh and aquatic nursery of the Meadowlands.	construction of the new Kearny Substation to replace the existing Substation No. 41. No other Natural Resources would be impacted under the No Action Alternative.

Analysis Area	Potential Operational Effects	Potential Construction Effects	Control Measures and Minimization/ Mitigation Commitment ⁶	Net Result of Preferred Alternative with Implemented Mitigation	No Action Alternative Effects
	forage in the project vicinity, or in proximal waters or tidal marsh.	resources. Once construction is completed any normal or transient predation activities would resume.			
Soils and Geology	No effects on soils and geology are expected during operations. Ground disturbed for the project is largely in areas of previous disturbance.	Potential for erosion and sedimentation during construction activities.	Control Measure and Minimization: Use of Soil Erosion and Sediment Control (SESC) and use of BMPs.	Development of the unvegetated and vacant site will eliminate fugitive dust once the Preferred Alternative is operational.	None
Contaminated Materials	No effects on existing contaminated materials are expected during operations. Operation of the Main Facility would require the storage and handling of small amounts of fuel and hazardous non-fuel substances (such as aqueous ammonia and industrial cleaners used for regular maintenance). The	Potential to expose historic fill or contaminated soil and/or groundwater during construction due to known contamination onsite.	Control Measure and Minimization: Preparation of pre-construction limited investigation plans, Health and Safety Plan (HASP), Remedial Action Workplan (RAWP), Materials Management Plan (MMP), and specification including adherence to regulations. Use of double/multi-cased pilings to minimize potential for contaminant transport at the Main Facility and locations of monopoles.	Preferred Alternative would return a vacant brownfield site to active use, which is a positive net result.	None

Analysis Area	Potential Operational Effects	Potential Construction Effects	Control Measures and Minimization/ Mitigation Commitment ⁶	Net Result of Preferred Alternative with Implemented Mitigation	No Action Alternative Effects
	proposed Project will be designed to meet or exceed all relevant state and federal safety standards.				
Utilities	Extensions of sanitary sewer and municipal water service required. Capacity of services expected to be adequate for the Preferred Alternative.	New utility extensions would be constructed; however, construction of the Preferred Alternative would not result in significant adverse impacts to existing utilities.	Control Measure and Minimization: Coordination and agreements with utilities. Acquisition of sanitary sewer and water main extension/ connection permits.	Providing reinforced and reliable electrical infrastructure, to support immediate and long-term electrical needs for public transportation in the core service territory.	None
Safety and Security	None. The facility would be designed to meet and exceed regulatory standards.	Construction workers will be required to attend all applicable NJ TRANSIT and/or Amtrak safety training. Construction activities (deliveries and installation of electrical line over Hackensack River) will be coordinated with USCG.	Control Measure and Minimization: Safety and security features incorporated into the design. Preparation and implementation of HASP during construction.	Preferred Alternative would provide improvements to safety of public transportation users during emergency conditions.	Improvements to safety and security in the region (i.e., providing reliable public transportation if New Jersey and New York City job centers need to be evacuated during widespread outages of the commercial grid) would not be realized.

1.6.2 Summary of Required Permits and Mitigation Commitments

Table 3 below includes a summary of all applicable permits, certifications and agreements for the construction and operation of the proposed Project, including anticipated special conditions, commitments and/or mitigation measures to which NJ TRANSIT will adhere. NJ TRANSIT is prepared to comply with all federal, state and local regulations during the design and construction phase of the proposed Project.

Table 3 Summary of Required Permits, Certifications and Agreements

Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/State /Local	Activity	Special Conditions, Commitments and Mitigation Measures ⁷
<i>Historic Resources & Section 4(f) Properties</i>					
Section 106 - Programmatic Agreement	<i>Section 106 of the National Historic Preservation Act of 1966 (33 CFR Part 800)</i>	FTA, NJ TRANSIT and NJ HPO	Federal/State	Project has been found to potentially adversely affect historic resources. Pursuant to 36 CFR § 800.14 (b), FTA, NJ TRANSIT and NJ HPO have executed a Programmatic Agreement (PA), signed January 16, 2020.	The PA summarizes all Section 106 consultations and establishes stipulations and agreed upon mitigation measures to be implemented during the project's design and construction, to avoid, minimize, or mitigate adverse effects of the Project on historic and archaeological resources. Refer to FEIS Appendix B – Section 106 Programmatic Agreement for details on agreed upon mitigation measures. Measures include survey and photographic recordation of nearby historic resources and monitoring of excavations for unanticipated disturbance of archaeological disturbances. Should unanticipated archaeological resources be discovered, they will be treated in accordance with regulations set forth at 36 CFR § 800.11 and CFR § 800.13. In the event Native American archaeological resources are discovered during construction, construction will cease in the area, and FTA will notify all Tribal representatives. Construction will not resume until such time as the significance, treatment, and disposition of said discoveries can be determined in consultation with consulting parties.

⁷ Special Conditions, Commitments and Mitigation Measures listed in this table are those that are currently anticipated by NJ TRANSIT. During the permitting process, and as design progresses, regulatory agencies may alter the final conditions/commitments/mitigation measures. NJ TRANSIT will adhere to all requirements of all permits, certifications and agreements, as required by law.

Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/State /Local	Activity	Special Conditions, Commitments and Mitigation Measures ⁷
Section 4(f)	Section 4(f) of the Department of Transportation Act of 1966 (23 CFR Part 774)	USDOJ	Federal	Evaluation to determine no prudent and feasible alternative exists to avoid use of a Section 4(f) property. Evaluation describes all possible planning to avoid, minimize and mitigate potential project impacts on historical and cultural resources. No significant impacts on public recreation or wildlife refuges were identified.	Refer to Appendix A – Section 4(f) Evaluation and mitigation measures are set forth in the executed Section 106 PA, found in Appendix B – Programmatic Agreement.
USACE Section 10/Section 404					
Section 10 Individual Permit	Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403)	USACE New York District	Federal	Section 10 Individual Permit required for obstruction or alteration of navigable waters by replacing or constructing structures within a navigable water, or overhead transmission lines.	Federal Public Notice period and consult between the USACE and USCG, for the to be submitted Section 10 permit, will ensure: 1. That the preferred crossing via aerial transmission over the Hackensack River has been designed to account for potential line sag and meets the minimum navigational and bridge clearances as required by the USACE and USCG under, Regional Conditions for Nationwide Permit (NWP) (12) Utility Lines, Condition (i), where temperature, load, wind, length of span, and type of supports are factored. 2. The preferred alternative (aerial crossing) does not propose in water activities; however, should other alternatives requiring in water work be permitted, the appropriate USCG-Regulated Navigation Area or Limited Access Area will be established in accordance with 33 CFR § 165.5. The proposed crossing option(s) will be authorized under an Individual permit and will adhere to

Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/State /Local	Activity	Special Conditions, Commitments and Mitigation Measures ⁷
					<p>applicable regional conditions as stipulated under a NWP (12) Utility lines, which provides minimal clearance requirements for aerial transmission lines across navigable waters and buried cables or pipelines across “All Other” federal navigation channels. Establishing top of cable depths when crossing river bottom and federal navigation channels.</p> <p>Any seasonal timing restriction on work within waters to avoid negative effects on aquatic species in the Hackensack River as required by NOAA or NJDEP will be included in the permit.</p>
Section 404 Individual Permit	Section 404 of the Clean Water Act of 1977 (33 USC 1251)	USACE New York District	Federal	<p>Section 404 Individual Permit required for placement of fill, outfall structure, utility, into “waters of the US,” including the Hackensack River and Cedar Creek Marsh South.</p> <p>Wetland delineation data to be presented under the Section 404 submission. A separate Jurisdictional Determination will not be procured.</p>	<p>Mitigation under the Section 404 permit will address impacts to wetlands/waters of the U.S. to be authorized under Section 404 Individual Permit. Mitigation commitments include the purchase of state and federally approved compensatory wetland mitigation credits from a federally approved mitigation bank in accordance with mitigation hierarchy, or commensurate mitigation as deemed appropriate by the USACE and NJDEP during the permitting process.</p> <p>Federal Public Notice under Section 404 permit review between the USACE and USCG will ensure any required Regulated Navigation Area or Limited Access Area is established in accordance with 33 CFR § 165.5.</p> <p>Any seasonal timing restriction on work within waters to avoid negative effects on aquatic species in the Hackensack River as required by NOAA or NJDEP will be included in the Permit.</p>

Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/State /Local	Activity	Special Conditions, Commitments and Mitigation Measures ⁷
Compensatory Mitigation for Losses of Aquatic Resources	<i>Section 404 of the Clean Water Act (40 CFR 230)</i>	USACE New York District	Federal	Mitigation requirements for activities authorized under Section 404 under the USACE NY District are found in 33 CFR Part 332. The New York District Public Notice Announcing the Compensatory Mitigation Guidelines and Mitigation Checklists dated January 10, 2005. Mitigation will be required for filling wetlands/waters of the U.S.	To achieve a “no net loss” of wetlands/waters of the U.S., once a Section 10/404 permit is procured, NJ TRANSIT will purchase federally approved compensatory wetland mitigation credits to offset impacts to wetlands/waters of the U.S. in accordance with mitigation hierarchy, or provide a commensurate mitigation as deemed appropriate by federal and state regulatory agencies.
NJDEP Division of Land Use Regulation					
In-Water Waterfront Development Permit	<i>Coastal Zone Management Rules (N.J.A.C. 7:7)</i>	NJDEP Division of Land Use Regulation	State	Permit required for construction of outfall structures and a submerged/ directionally drilled cable (not the preferred river crossing option) below the MHW Line of the Hackensack River.	It is anticipated that the permit will identify a seasonal timing restriction on work within tidal waters to avoid negative effects on aquatic species in the Hackensack River.
Water Quality Certificate	<i>Coastal Zone Management Rules (N.J.A.C. 7:7)</i>	NJDEP Division of Land Use Regulation	State	NJDEP is responsible for issuing Water Quality Certificates (WQC) for activities which may result in a discharge into navigable waters including the discharge of dredged or fill material under Section 401 of the Clean Water Act, at 33 U.S.C. §1341, and implementing state regulations as well as implementing the New Jersey Coastal Management Program.	The WQC would be issued by the NJDEP under the In- Water Waterfront Development permit and also referenced by the USACE in the Section 10/404 permit approval.

Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/State /Local	Activity	Special Conditions, Commitments and Mitigation Measures ⁷
Flood Hazard Area Individual Permit and Verification	<i>Flood Hazard Area Control Act Rules (N.J.A.C. 7:13)</i>	NJDEP Division of Land Use Regulation	State	A Flood Hazard Area Individual Permit and Verification is required for any work (grading, filling or clearing) above the MHW Line that is within a defined flood hazard area or associated riparian zone.	The proposed Project will ensure restoration of any vegetation within a regulated riparian zone that was temporarily altered by construction/access activities would mitigate localized impacts during construction.
Tidelands					
Tidelands Conveyance Instrument	<i>Tidelands Act (N.J.S.A. 12:3)</i>	NJDEP Division of Land Use Regulation	State	A tidelands instrument in the form of a utility license is required for a proposed electrical transmission cable that will aerial cross or go under mapped riparian land, or lands that are currently and formerly flowed by the mean high tide of a natural waterway which are claimed by the State of New Jersey.	NJ TRANSIT will provide the Bureau-determined Tidelands Instrument annual fee as necessary upon issuance of the Tidelands Utility License. Additionally, NJ TRANSIT will ensure the authorized Hackensack River crossing construction activities, either overhead installation or submarine cable/directional drilled installation (not preferred option for river crossing), will occur within the conveyed Tidelands area.
Air Quality					
Pre-Construction Permit	<i>N.J.A.C. 7:27-8 Permit and Certificates for Minor Facilities (and Major Facilities Without an Operating Permit)</i>	NJDEP Division of Air Quality	State	Permit required for a major source of air pollutant emissions. Project is subject to operating permit requirements due to potential to emit more than 25 tons per year of NO _x and Project is subject to the Acid Rain Program.	All road and non-road vehicles in operation at the project site must comply with the "No Idling" Law <u>Related Applicable Regulatory Requirements:</u> Nonattainment New Source Review (NNSR) and NJ Subchapter 18 New Source Performance Standards (NSPS) NJ State of the Art (SOTA) Standards Lowest Achievable Emission Rate (LAER) for NO _x Emission Offset Rule compliance

Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/State /Local	Activity	Special Conditions, Commitments and Mitigation Measures ⁷
					Reasonably Available Control Technology (RACT) New Jersey Standards for Combustion of Fuel Title IV of Clean Air Act - Acid Rain Program
Title V Air Permit (General Operating Permit)	Title V, Clean Air Act N.J.A.C. 7:27- 22.14	NJDEP Bureau of Stationary Sources	Federal, administered by the State	Permit is required to construct and operate major facilities for Title V Major Source Facilities.	Permit application must be submitted within one year of start of operations. Upon issuance of operating permit, terms and conditions of preconstruction permit (see above) and operating certificate are consolidated into operating permit.
NJDEP Environmental Infrastructure Financing – Redevelopment of Sewer & Water Connections					
Initial Physical Connection and Safe Drinking Water Permit	<i>Safe Drinking Water Act Rules (N.J.A.C. 7:10)</i>	NJDEP Division of Water Supply and Geoscience	State	Permit is required if water supply demand is greater than 12,000 gallons per day (gpd). Permit required to protect public water supply from contamination by requiring backflow prevention devices.	Project will require permit because non-residential water supply demand for the project is greater than 12,000 gpd.
Water Quality – Potable and Sewer Connections					
Treatment Works Approval (TWA)	<i>New Jersey Pollutant Discharge Elimination System Regulations (N.J.A.C. 7:14A)</i>	NJDEP Bureau of Environmental, Engineering, and Permitting	State	Permit is required for construction and operation of industrial and domestic wastewater collection, conveyance and treatment facilities, including treatment plants, pumping stations, interceptors, sewer mains and other collection, holding and conveyance systems. The TWA process also involves assessing the design of new sewer lines	TWA approval to be obtained to ensure the proposed Project's compliance with the NJPDES effluent standards. In addition, the TWA review will access and approve the design of the sewer line connection for the proposed Project.

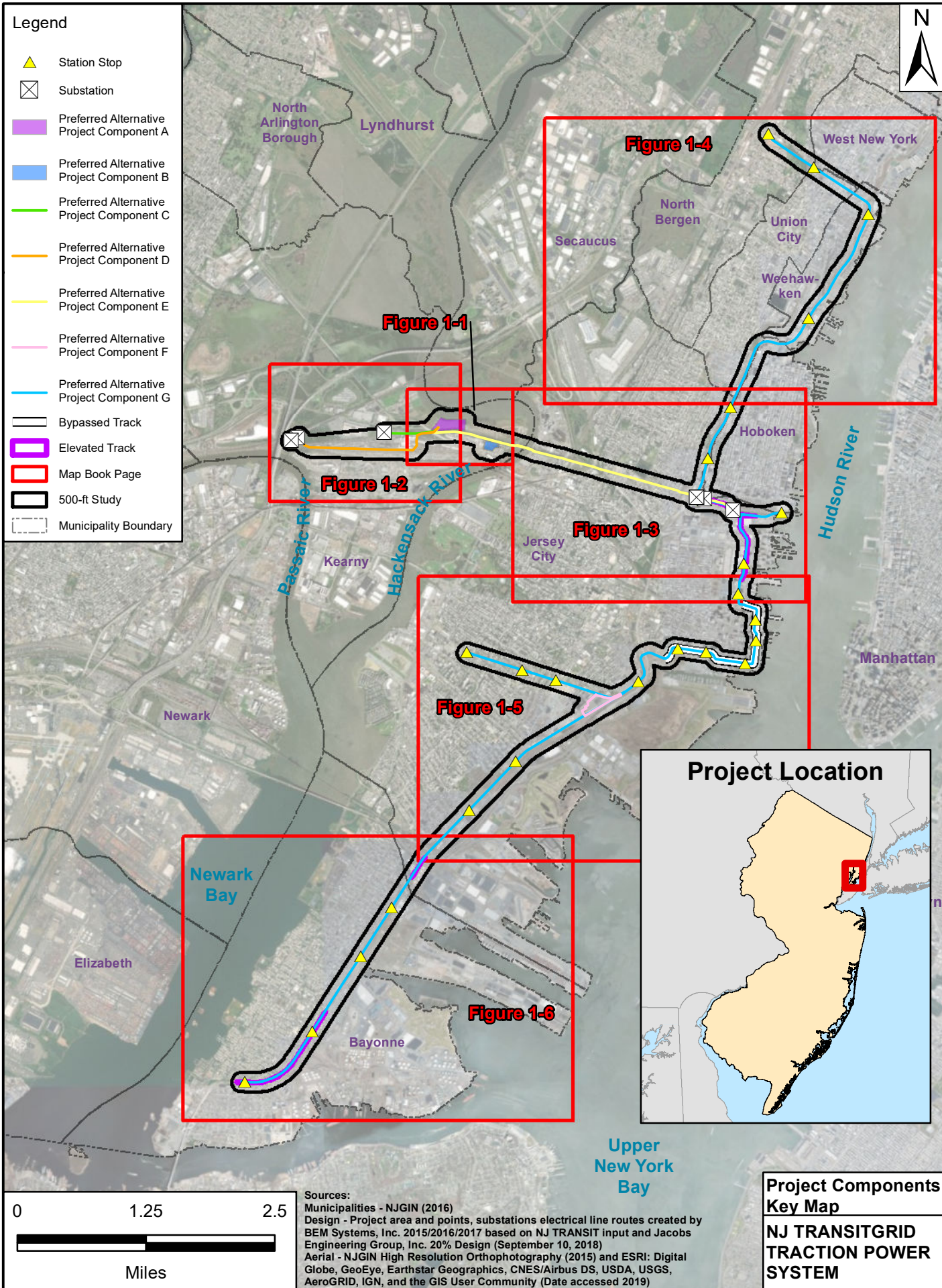
Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/State /Local	Activity	Special Conditions, Commitments and Mitigation Measures ⁷
				and other wastewater conveyance facilities.	
NJ Pollutant Discharge Elimination System – Discharge to Surface Water					
Short Term De Minimis (B7) Discharge Permit	<i>New Jersey Pollutant Discharge Elimination System Regulations (N.J.A.C. 7:14A)</i>	NJDEP Division of Water Quality	State	Permit is required for short term discharges and discharge of groundwater, during construction dewatering, that contains negligible levels of pollutants, to adjacent surface waters of the Hackensack River.	During construction, any dewatering will be monitored to ensure water quality as determined by the NJDEP through the permit approval process. This permit/authorization will be coordinated with the NJDEP via submittal of a Request for Authorization Certification form at least 14 days prior to discharge activities.
General Groundwater Remediation Clean-up (BGR) Permit	<i>New Jersey Pollutant Discharge Elimination System Regulations (N.J.A.C. 7:14A)</i>	NJDEP Division of Water Quality	State	This general permit authorizes discharges of treated groundwater to surface waters of the state. It regulates discharges from remediation clean-ups that do not typically contain petroleum products. The Hackensack River is not a C1 or PL waters and therefore would allow use of this general permit.	Permit is required for discharges of contaminated and subsequently treated groundwater during construction into surface waters. As required the Project will adhere to any issued permit conditions and requested BMPs.
Discharge to Surface Waters for Industrial Discharge Individual Permit (Category B Permit)	<i>New Jersey Pollutant Discharge Elimination System Regulations (N.J.A.C. 7:14A)</i>	NJDEP Bureau of Surface Water Permitting	State	Permit issued to facilities that discharge treated and non-treated wastewater derived from, but not limited to process and non-process wastewater, contact and non-contact cooling water and storm water run-off.	Construction of proposed stormwater outfalls discharging into the Hackensack River will not require treatment prior to discharge. Only stormwater will be discharged. Cooling tower water would not be discharged to the Hackensack River.

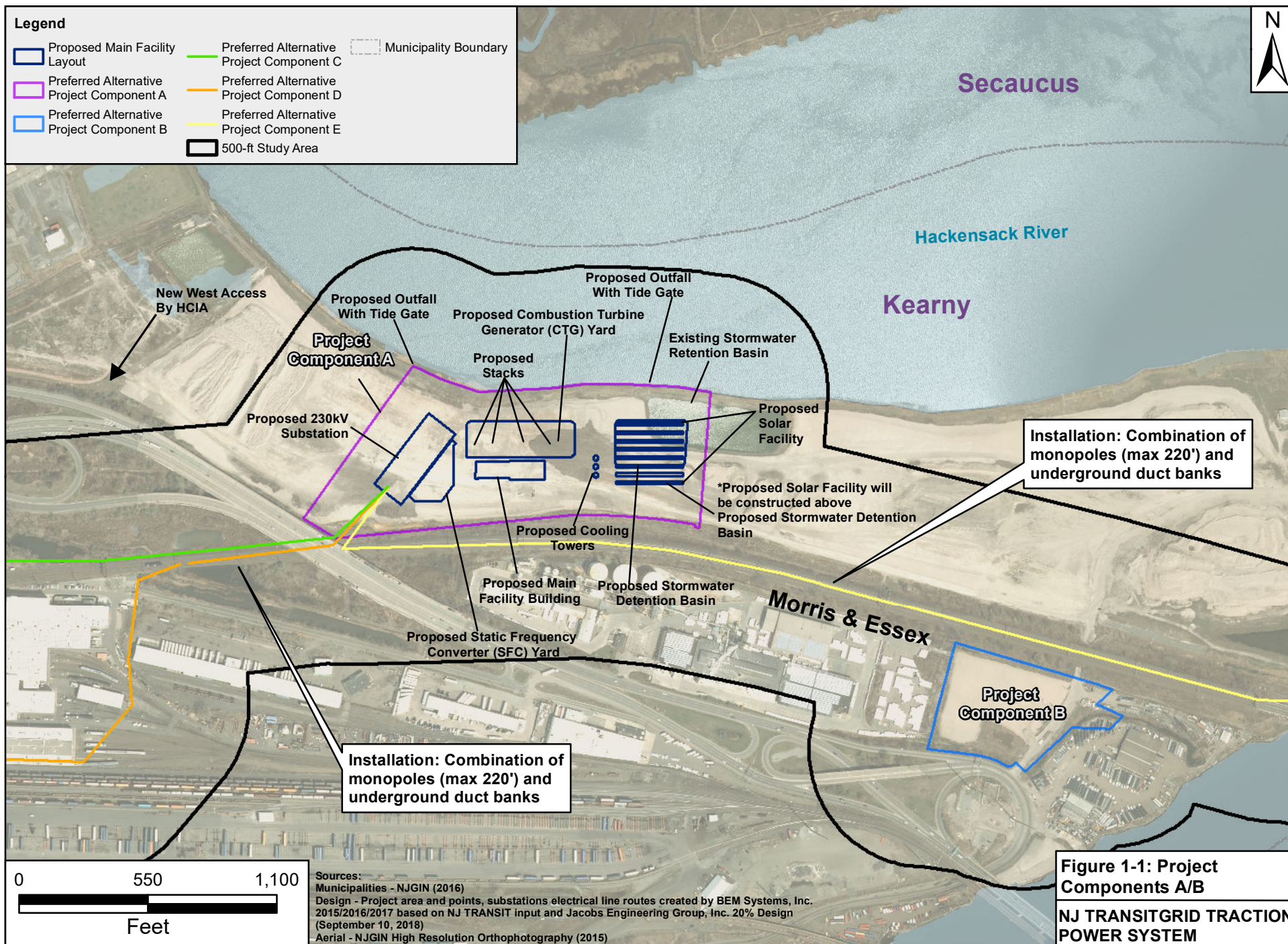
Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/State /Local	Activity	Special Conditions, Commitments and Mitigation Measures ⁷
<i>NJ Pollutant Discharge Elimination System – Discharge to Groundwater</i>					
Construction Activities (5G3) General Permit	<i>New Jersey Pollutant Discharge Elimination System Regulations (N.J.A.C. 7:14A)</i>	NJDEP Bureau of Nonpoint Pollution Control	State	Permit is required for point source discharges from proposed general construction activities.	A Stormwater Construction General Permit Request for Authorization would be submitted electronically using the NJDEP Online portal.
Soil Erosion and Sediment Control (SESC) Certificate	<i>Soil Erosion and Sediment Control Act of 1975 as amended (N.J.S.A. 4:24-39 et seq.)</i>	Hudson-Essex- Passaic Soil Conservation District	Local	SESC certification is required for land disturbance of more than 5,000 square feet for construction.	The proposed Project will disturb more than 5,000 square feet and therefore requires SESC certification. This certificate is required prior to obtaining NJPDES 5G3 Permit.
<i>Additional Permits/Certifications/Agreements/Requirements</i>					
Regulated Navigation Area or Limited Access Area	<i>33 CFR § 165.5- Establishment procedures</i>	USCG/ USACE	Federal	The preferred alternative (aerial crossing) does not propose in water activities; however, should other alternatives requiring in water work be permitted, the appropriate USCG- Regulated Navigation Area or Limited Access Area will be established in accordance with 33 CFR § 165.5 Establishment procedures to ensure safety to navigating vessels that utilize the Hackensack River.	The proposed electrical transmission line crossing option(s) will be authorized under an Individual permit and will adhere to applicable regional conditions as stipulated under a NWP (12) Utility lines, which provide minimal clearance requirements for aerial transmission lines across navigable waters and buried cables or pipelines across “All Other” federal navigation channels. Establishing top of cable depths when crossing river bottom and federal navigation channels. It is not anticipated that a Regulated Navigation Area or Limited Access Area be established at this time but should further design warrant establishment of this safety

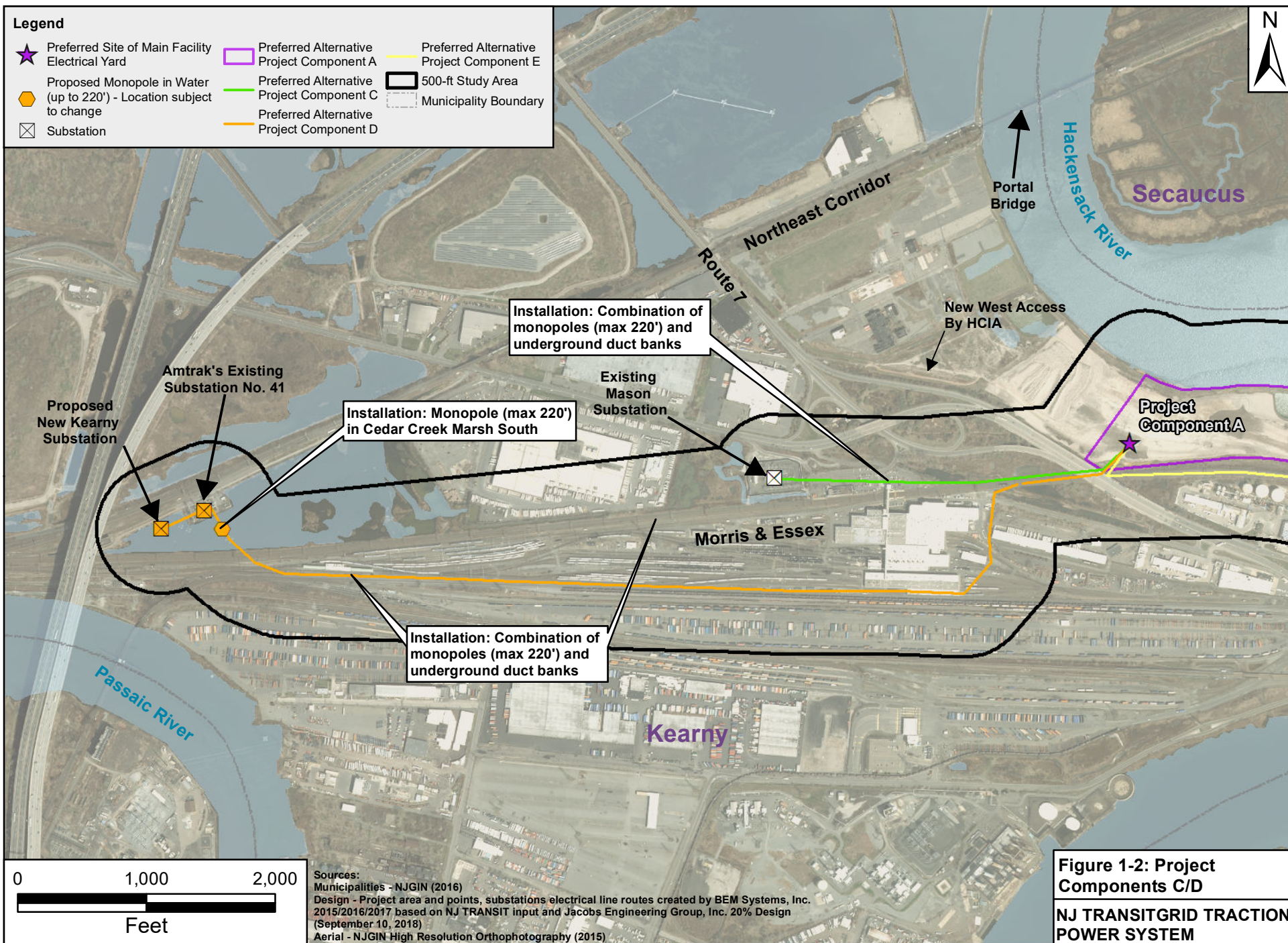
Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/State /Local	Activity	Special Conditions, Commitments and Mitigation Measures ⁷
					measure this will be coordinate as required with the USCG and USACE under the permit phase.
Lined Surface Impoundment (LSI) General Permit	<i>New Jersey Pollutant Discharge Elimination System Regulations (N.J.A.C. 7:14A)</i>	NJDEP Bureau of Nonpoint Pollution Control	State	An LSI permit is required for authorization of wastewater discharge into lined surface impoundments (i.e., construction of the proposed Stormwater Detention Basin).	The proposed stormwater design will adhere to requirements established in the LSI general permit, when issued and will also adhere to an O&M Manual for operations and maintenance of the proposed lined stormwater detention basin. This activity will also be tied to the RAWP for the site.
Materials Management Plan (MMP) and NJ TRANSIT's Remedial Action Workplan (RAWP) for the proposed Koppers Seaboard site development	<i>Technical Requirements for Site Remediation (N.J.A.C. 7:26E)</i>	NJDEP Site Remediation Program	State	MMP is required for construction on a remedied site that has been approved by NJDEP. RAWP approval is required from NJDEP and the Responsible Party (RP) to address any disturbance to the active remedy.	MMP/specifications for materials management (soil, groundwater, surface water and sediment) during construction. RAWP approval is required from NJDEP and RP for the Main Facility construction. MMP and RAWP will dictate implementation strategies for construction in contaminated areas. A Remedial Investigation Report (RIR) will be completed upon the completion of construction.
Koppers Coke Redevelopment Plan	<i>District Zoning Regulations N.J.A.C. 19:4</i>	NJSEA	Local	Required coordination and Zoning Certification with NJSEA for construction within the Meadowlands and specifically in the Redevelopment Area.	Redevelopment Plan amendment required for approved land use and variance required for deviation from bulk requirements.

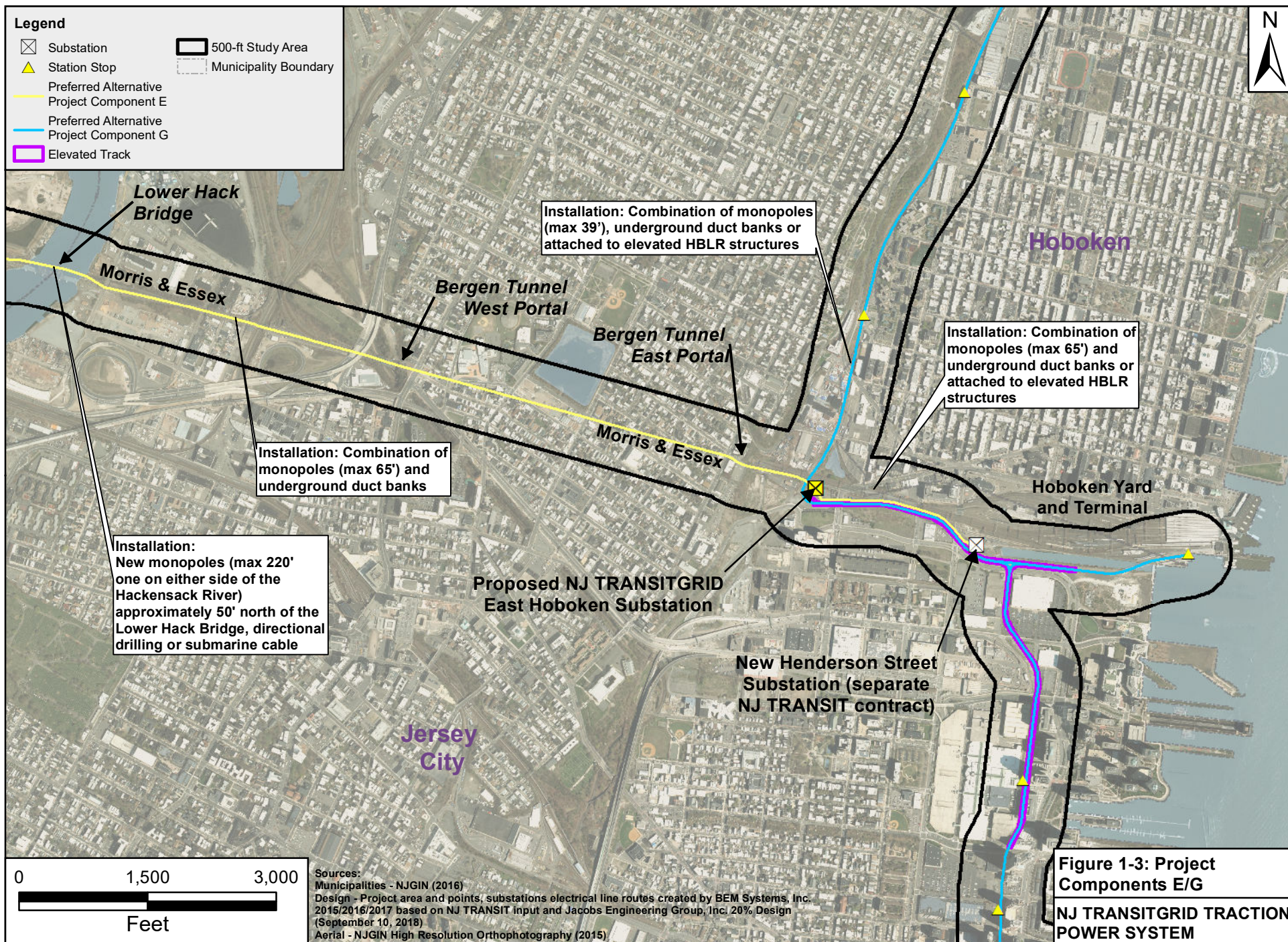
Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/State /Local	Activity	Special Conditions, Commitments and Mitigation Measures ⁷
Sewer Use Permit	<i>Kearny Municipal Utilities Authority (KMUA) Rules and Regulations</i>	KMUA	Local	Permit required for sewer discharges into the KMUA system.	The proposed project will adhere to established conditions of the Sewer Use Permit once issued.
Federal Aviation Administration (FAA) Review of Obstruction Evaluation	<i>Safe, Efficient Use, and Preservation of the Navigable Airspace 14 CFR Part 77.9</i>	FAA	Federal	Submission of Notice Criteria Tool necessary for proposed obstacles greater than 200' tall off airport property.	Prior to construction, NJ TRANSIT will complete FAA Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) to prevent temporary or permanent adverse effects on commercial aviation equipment and operations. This condition will be met as identified in May 14, 2019 correspondence with FAA (see Appendix F – Agency Correspondence)
NJDOT Route 7 Highway Occupancy/Access Permit	<i>Access Code Regulations N.J.A.C. 16:47</i>	NJDOT	State	Property owners seeking traffic access to state roadways and transportation infrastructures must submit applications for access to New Jersey Department of Transportation (NJDOT). Access applications with fewer than 500 daily trips are considered minor, while those with more than 500 are considered as major.	Permit required for access to NJ Route 7, if deemed required to facilitate future construction and or access.

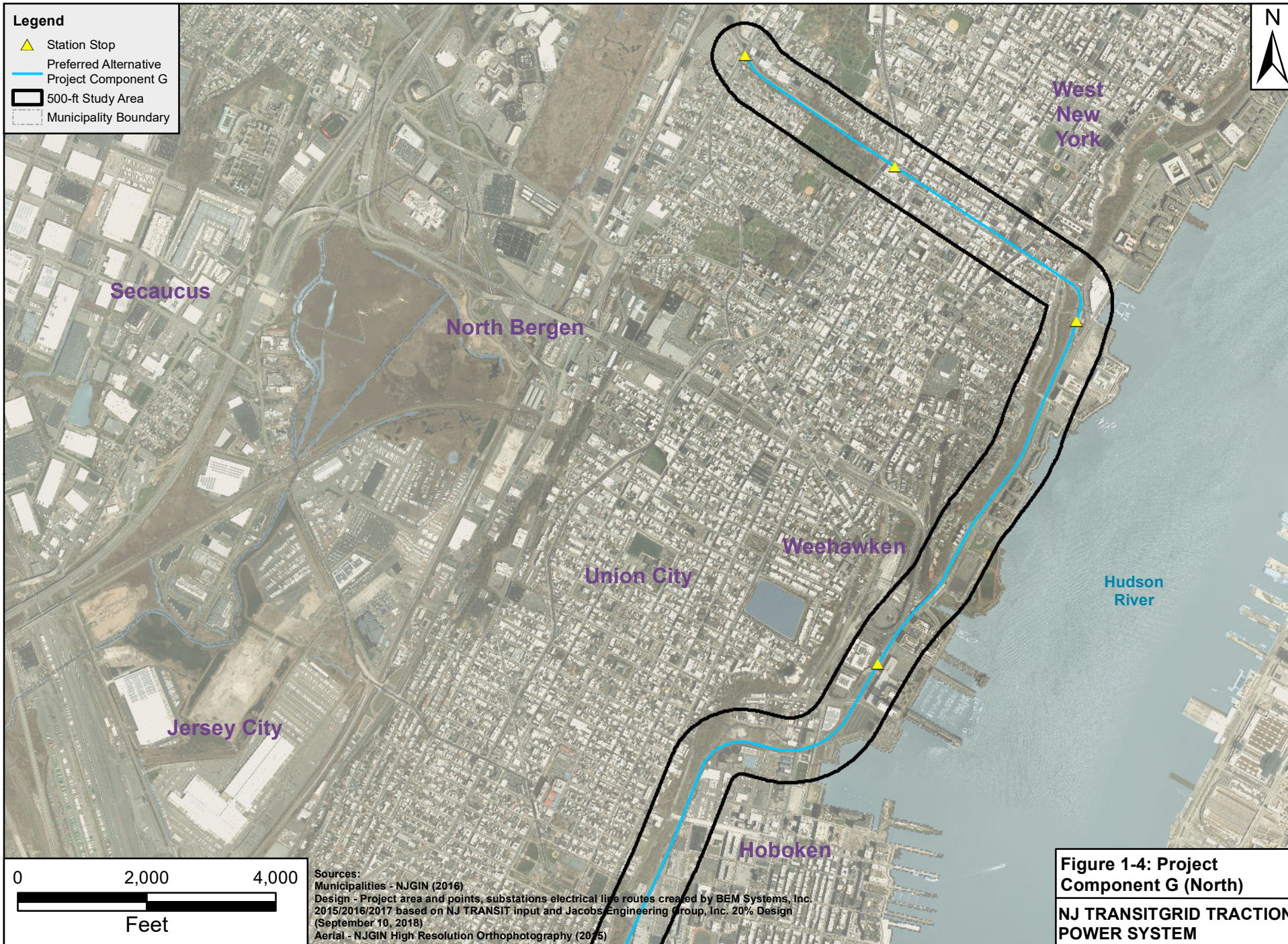
FIGURES







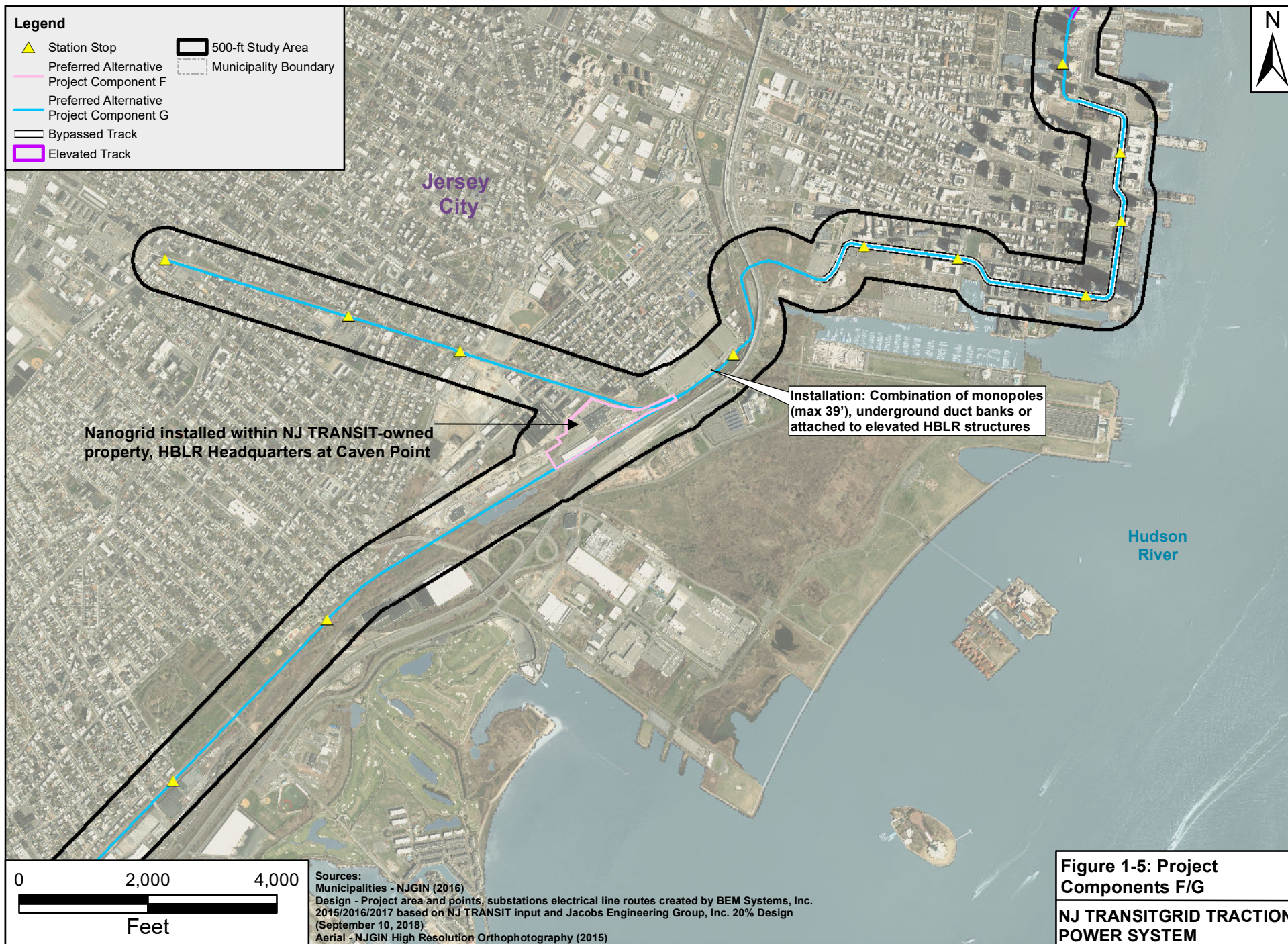


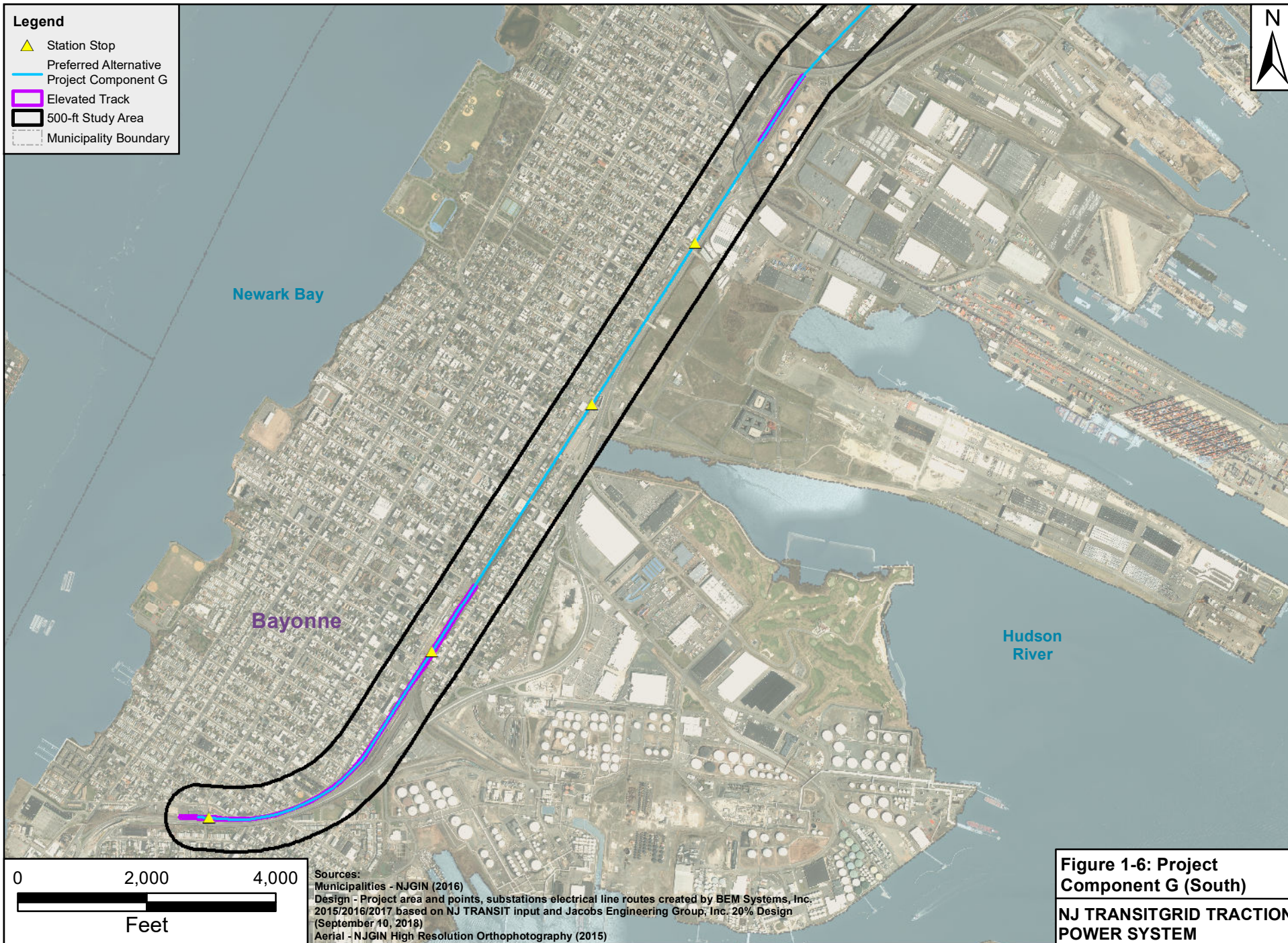


0 2,000 4,000
Feet

Sources:
Municipalities - NJGIN (2016)
Design - Project area and points, substations electrical line routes created by BEM Systems, Inc.
2015/2016/2017 based on NJ TRANSIT input and Jacobs Engineering Group, Inc. 20% Design
(September 10, 2018)
Aerial - NJGIN High Resolution Orthophotography (2015)

**Figure 1-4: Project
Component G (North)**
**NJ TRANSIT GRID TRACTION
POWER SYSTEM**





ERRATA FIGURES

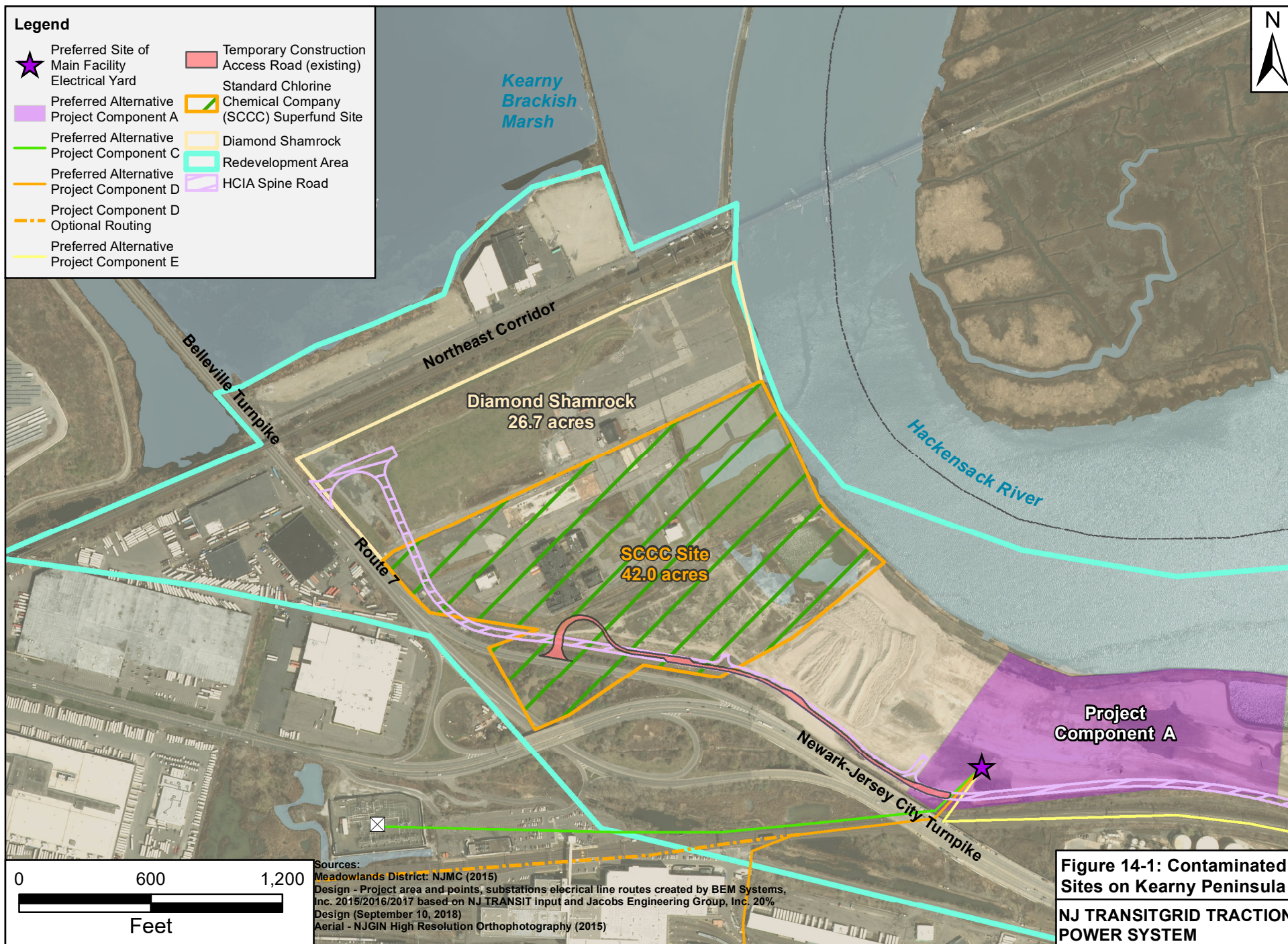
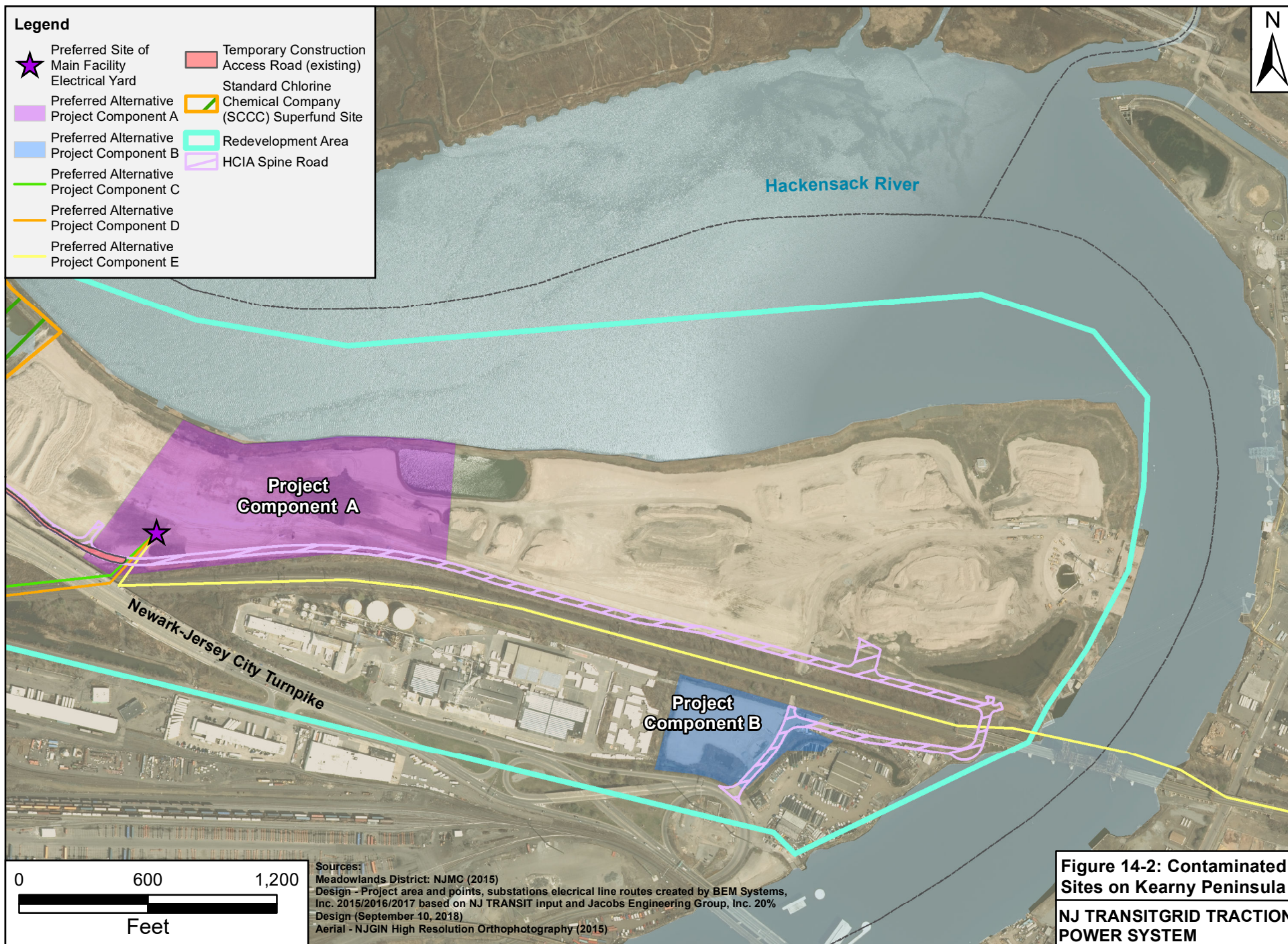


Figure 14-1: Contaminated Sites on Kearny Peninsula
NJ TRANSITGRID TRACTION POWER SYSTEM



NJ TRANSITGRID TRACTION POWER SYSTEM

Record of Decision

PREPARED BY:
FEDERAL TRANSIT ADMINISTRATION
and NEW JERSEY TRANSIT CORPORATION

April 2020

NJ TRANSITGRID TRACTION POWER SYSTEM RECORD OF DECISION

TABLE OF CONTENTS

Chapter 2	Record of Decision	1
2.1	DECISION	1
2.2	BASIS FOR THE DECISION	2
2.2.1	Planning and Project Development Process	2
2.2.2	Purpose and Need.....	2
2.2.3	Preferred Alternative Project Site Selection	3
2.2.4	Alternatives Considered.....	4
2.3	PREFERRED ALTERNATIVE PROJECT DESCRIPTION	5
2.3.1	Preferred Alternative Project Overview.....	5
2.3.2	Project Component A: Main Facility	5
2.3.3	Project Component B: Natural Gas Pipeline Connection.....	5
2.3.4	Project Component C: Electrical Lines to Mason Substation.....	6
2.3.5	Project Component D: Electrical Lines and New Kearny Substation	6
2.3.6	Project Component E: Electrical Lines and New NJ TRANSITGRID East Hoboken Substation	6
2.3.7	Project Component F: Connection to HBLR South.....	7
2.3.8	Project Component G: HBLR Connectivity	7
2.3.9	Effects of the NEPA Preferred Alternative	7
2.4	SUMMARY OF REQUIRED PERMITS AND MITIGATION COMMITMENTS.....	8
2.4.1	Section 106 - Programmatic Agreement.....	19
2.4.2	Section 4(f) of the US Department of Transportation (USDOT) Act of 1966	19
2.4.3	Section 10 Individual Permit	19
2.4.4	Section 404 Individual Permit	20
2.4.5	Compensatory Mitigation for Losses of Aquatic Resources	20
2.4.6	In-Water Waterfront Development Permit	20
2.4.7	Water Quality Certificate	21
2.4.8	Flood Hazard Area Individual Permit and Verification.....	21
2.4.9	Tidelands Conveyance Instrument.....	22
2.4.10	Air Quality	22
2.4.10.1	<i>Nonattainment New Source Review (NNSR) and New Jersey Subchapter 18.....</i>	<i>22</i>
2.4.10.2	<i>New Source Performance Standards (NSPS)</i>	<i>23</i>

2.4.10.3	<i>New Jersey State of the Art (SOTA) Standards</i>	23
2.4.10.4	<i>New Jersey Reasonably Available Control Technology (RACT) Standards</i>	24
2.4.10.5	<i>New Jersey Standards for Combustion of Fuel</i>	24
2.4.10.6	<i>Acid Rain Program</i>	24
2.4.10.7	<i>Title V Operating Permit Program</i>	24
2.4.11	Initial Physical Connection and Safe Drinking Water Permit	25
2.4.12	Treatment Works Approval.....	25
2.4.13	Short Term De Minimis (B7) Discharge Permit	26
2.4.14	General Groundwater Remediation Clean-up (BGR) Permit	26
2.4.15	Discharge to Surface Waters for Industrial Discharge Individual Permit (Category B Permit)	26
2.4.16	Construction Activities (5G3) General Permit.....	26
2.4.17	Soil Erosion and Sediment Control Certification.....	26
2.4.18	Lined Surface Impoundment General Permit	27
2.4.19	Materials Management Plan.....	27
2.4.20	Koppers Coke Redevelopment Plan.....	27
2.4.21	Other Measures to Minimize Harm	27
2.5	MONITORING AND ENFORCEMENT	28
2.6	PUBLIC AND AGENCY COORDINATION.....	29
2.6.1	Scoping	29
2.6.2	Draft Environmental Impact Statement.....	29
2.6.3	Section 106 and Section 4(f) Coordination	30
2.7	DETERMINATION OF FINDINGS.....	30
2.7.1	National Environmental Policy Act	30
2.7.2	Section 106 Consultation and Section 4(f) Evaluation.....	30
2.7.3	Clean Water Act	31
2.7.4	Floodplains	31
2.7.5	Executive Order 11988- Floodplain Management.....	31
2.7.6	Clean Air Act / Conformity with Air Quality Plans.....	32
2.7.7	Environmental Justice	33
2.8	CONCLUSION	33

LIST OF TABLES

Table ROD-1 Summary of Permits, Certifications and Agreements

Chapter 2

Record of Decision

2.1 DECISION

The Federal Transit Administration (FTA) has determined, pursuant to 23 United States Code (USC) § 139(n) and 23 Code of Federal Regulations (CFR) Part 771 and 40 CFR Parts 1500 – 1508, that the requirements of the National Environmental Policy Act (NEPA) of 1969 have been satisfied for the NJ TRANSITGRID TRACTION POWER SYSTEM (the Project). FTA, as the lead federal agency, and New Jersey Transit Corporation (NJ TRANSIT) as the Project sponsor, conducted the environmental review process. The U.S. Environmental Protection Agency (USEPA) and U.S. Army Corps of Engineers (USACE) are serving as Cooperating Agencies. The U.S. Department of Energy (USDOE), Federal Railroad Administration (FRA), Federal Emergency Management Agency (FEMA), U.S. Department of Housing and Urban Development (HUD), Amtrak, N.J. Department of Environmental Protection (NJDEP), N.J. Board of Public Utilities (NJBPU), N.J. Department of Transportation (NJDOT), N.J. Office of Emergency Management (NJOEM), N.J. Office of Homeland Security and Preparedness (NJOHSP), N.J. Sports and Exposition Authority (NJSEA), Hudson County Improvement Authority (HCIA), Hudson County Planning (HCP), and Hudson County Soil Conservation District (HCSCD) are serving as Participating Agencies for this Project.

NJ TRANSIT proposes to design and construct the Project, a first-of-its-kind “microgrid” designed to provide highly reliable power to support limited service in a core segment of NJ TRANSIT’s and Amtrak’s critical service territory. As defined by the USDOE, a microgrid is a local energy grid with “control capability,” which means it can disconnect from the commercial power grid and operate autonomously¹. The microgrid would be resilient, making the transportation system substantially less vulnerable to power outages, and thereby able to provide reliable and safe service to customers.

This Record of Decision (ROD) applies to the NEPA Preferred Alternative which is described in detail in the Final Environmental Impact Statement (FEIS) for the Project. The combined FEIS/ROD was made publicly available by the USEPA and a Notice of Availability will be published in the Federal Register. In accordance with 23 United States Code (USC) § 139(n), and 23 CFR § 771.124, FTA is issuing a single document that consists of the combined FEIS/ROD as it has been determined that circumstances, such as changes to the proposed action, anticipated impacts, or other new information, do not preclude issuance of such a combined document.

This ROD provides background on the Project’s development; describes the alternatives FTA considered; discusses the public opportunity for comment on the Draft Environmental Impact Statement (DEIS); explains the basis for FTA’s decision; documents compliance with applicable federal environmental laws, regulations, and executive orders; and sets forth the mitigation measures required as part of the decision. This ROD, the DEIS (published in May 2019), the FEIS constitute the FTA environmental record for the Project and are incorporated herein by reference. The brief descriptions included in this ROD provide a summary of the basis for the decision which the environmental record fully substantiates.

¹ U.S. Department of Energy (DOE) web page “How Microgrids Work” <https://www.energy.gov/articles/how-microgrids-work>, accessed in July 2016.

2.2 BASIS FOR THE DECISION

2.2.1 *Planning and Project Development Process*

Between 2011 and 2012, New Jersey experienced three major weather events that had direct impacts on the state's existing commercial power grid. In August 2011, Hurricane Irene brought devastating rains, winds, and flooding that resulted in more than 2.2 million people throughout New Jersey left without power for up to eight days. Later in October 2011, a large early snowstorm disrupted power to more than one million people for up to seven days. Lastly and most notably, Superstorm Sandy caused widespread damage in New Jersey and New York in the fall of 2012.

The public transportation infrastructure connecting Manhattan with northern New Jersey via the Hudson River Tunnels, which is critical for security and economic development, was severely weakened in this two-year period. Public transportation service was disrupted for an unanticipated length of time after the storms, especially Superstorm Sandy. Power was restored to NJ TRANSIT's Hudson-Bergen Light Rail (HBLR) (which serves approximately 52,000 riders daily) three days after Superstorm Sandy, but full service on the Morris & Essex Line wasn't restored until 34 days after the storm. 143,000 commuters from New Jersey to New York use public transportation and an interruption in service can cause debilitating delays for hundreds of thousands of customers as well as significant economic losses to the region.

In response to the damages caused by Superstorm Sandy, the Disaster Relief Appropriations Act (Pub L. 113-2) provided \$10.9 billion in funding for FTA's Emergency Relief Recovery Program. Through a competitive process, the Project was one of 40 projects selected for funding with a 75 percent federal and 25 percent local sponsor cost share. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) and announcement of the availability of the Draft Scoping Document was published in the Federal Register on January 7, 2016. A public scoping meeting was held on February 3, 2016 in Jersey City, NJ. Comments received were incorporated into the *Final Scoping Document*, which was released in May 2016 and is available on the project website (<https://njtransitresilienceprogram.com/documents/>).

2.2.2 *Purpose and Need*

The purpose of the proposed Project is to enhance the resiliency of the electricity supply to NJ TRANSIT and Amtrak infrastructure that serves key commuter markets in the New York and New Jersey metropolitan region to minimize public transportation service disruptions and facilitate emergency transportation. The need for the proposed Project is based, in part, on the vulnerability of the commercial electric power grid that serves NJ TRANSIT and Amtrak's Northeast Corridor rail service. 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.

The Project would be designed to generate enough electrical power to maintain limited operation of commuter and passenger rail service on key segments of the Amtrak Northeast Corridor (up to 60 megawatts [MW]), NJ TRANSIT Morris & Essex Line (15 to 30MW), and the NJ TRANSIT HBLR system (up to 20MW) indefinitely and without requiring electrical power from the commercial electrical grid or its suppliers. Under emergency conditions (e.g., a PJM system blackout), NJ TRANSITGRID will operate in

island mode and provide up to 140MW to meet NJ TRANSIT's demand for parts of the Northeast Corridor, parts of NJ TRANSIT's Morris & Essex and HBLR loads, and assist Amtrak by moving its Northeast Corridor trains to nearby stations. Specifically, the proposed Project is intended to produce and distribute enough electricity to provide traction (i.e., train locomotive) power to the following service territories:

- Amtrak's Northeast Corridor between New York Penn Station and County Yard/Jersey Avenue Station in New Brunswick, NJ (approximately 32.8 rail miles);
- NJ TRANSIT's commuter rail service between Hoboken Terminal and Maplewood Station in Maplewood, NJ on the Morris & Essex Line (approximately 15.2 rail miles); and
- NJ TRANSIT's HBLR (approximately 16.6 rail miles).

The proposed Project would also be designed to support non-traction functions (i.e., NJ TRANSIT signal power, switches, tunnel ventilation, pumping, station and lighting loads) in the above rail segments and the signal system on a portion of the NJ TRANSIT Main Line from the intersection with the Morris & Essex Line to the Upper Hack Lift Bridge (approximately 2.5 rail miles) so that diesel trains can operate on that non-electrified segment during power outages.

The Main Facility, transmissions lines, and distribution lines will be rated for 90 mph sustained winds and gusts up to 120 mph. This is consistent with requirements for Risk Category IV structures (essential facilities). This corresponds to winds with an annual chance of occurrence of 0.0588 percent (i.e., 1,700-year event).

2.2.3 Preferred Alternative Project Site Selection

The initial (2015) siting analysis evaluated 21 sites on the Kearny Peninsula based on siting criteria that considered land availability and how well each site would facilitate the ability of the Preferred Alternative to meet the objectives of the Project. In response to comments received during the Project's scoping phase, an expanded siting analysis was performed to optimize the location of the Main Facility. Three additional areas of investigation were identified outside of Kearny, NJ for an expanded siting analysis based on the presence of vacant or underutilized parcels that could be combined to provide the 20-acre site that is needed for the Main Facility. The site located in the central portion of a HClA-owned property, commonly known as the Koppers Koke Site, which lies within the Koppers Coke Redevelopment Area (Redevelopment Area) was ultimately selected as the preferred site over other locations, both within and outside of Kearny. The selected site was the most suitable location for the construction of the Main Facility due to its proximity to the major substations that it would power, the proximity to multiple available sources of high-quality natural gas, and property acquisition considerations.

The equipment for the Preferred Alternative was specified by considering several factors related to the goals and objectives identified for the Project. Use of black start engines and gas turbines in a combined-cycle plant was evaluated. The Preferred Alternative includes seven contiguous-linked project components – Project Component A through Project Component G. Together, the seven segmented Project Components comprise the single Preferred Alternative. The Preferred Alternative includes the following components (described in detail in Section 2.3):

- Project Component A – Main Facility
- Project Component B – Natural Gas Pipeline Connection
- Project Component C – Electrical Lines to Mason Substation
- Project Component D – Electrical Lines and New Kearny Substation
- Project Component E – Electrical Lines and New NJ TRANSITGRID East Hoboken Substation
- Project Component F – Connection to HBLR South
- Project Component G – HBLR Connectivity

2.2.4 Alternatives Considered

The DEIS retained the No Action Alternative and the Preferred Alternative for further study. Other alternatives that were reviewed during scoping or in response to public comments and eliminated are discussed in FEIS Appendix D. As discussed in the DEIS, under the No Action Alternative, the property acquisition of the 20-acre parcel and the six-acre parcel would proceed as agreed to by NJ TRANSIT and HCIA under a Settlement Term Sheet. This property acquisition was completed in July 2019.

The preferred equipment configuration is a combined-cycle technology resulting in power generation capacity of 104 megawatts (MW) to 140MW that combines five natural gas turbines and one steam turbine.

For the electrical transmission lines, multiple installation options were considered in areas where rights-of-way were congested or sensitive resources (e.g., historic resources) were present. For all electrical transmission alignments, three installation options were evaluated. These included the installation of new monopoles for an aerial routing, installation of duct banks for an underground routing, and a combination of the two techniques. A combination of the two techniques was preferred due to various site-specific factors, such as access, site constraints, localized geology, areas of known contamination and documentation/survey of existing utilities (both overhead and underground).

The preferred electrical line alignment for Project Component D would depart from the Morris & Essex Line east of the Mason Substation and travel south around the Meadowlands Maintenance Complex (MMC) buildings and west along the MMC access rail toward Cedar Creek Marsh South for a total of 1.47 miles. This would avoid existing utilities and be less impactful to the historic district.

For Project Component E, several options for crossing the Hackensack River were evaluated. The preferred option would construct two monopoles up to 220 feet tall on either side of the Hackensack River approximately 50 feet north of the Lower Hack Drawbridge. Based on the current level of engineering, this aerial option has been deemed the most desirable. The other options evaluated in the DEIS included directionally drilling the cable at least two feet underneath the riverbed of the Hackensack River or laying a submarine cable within a jet-plowed trench across the riverbed of the Hackensack River.

2.3 PREFERRED ALTERNATIVE PROJECT DESCRIPTION

2.3.1 Preferred Alternative Project Overview

NJ TRANSIT identified one Preferred Alternative, which would include a Main Facility in Kearny, NJ with a potential power output between 104MW to 140MW, the installation of up to 19.6 miles of new electrical lines, the construction of two new electrical substations in Kearny and Jersey City, NJ, and the installation of emergency generators (the “nanogrid”²) at HBLR Headquarters in Jersey City, NJ. The primary fixed facilities (including Project Components A and B) would be built within the Redevelopment Area on a 20-acre footprint (for the Main Facility) and a separate 6-acre area (for new metering stations and pipeline connections). All construction activities would take place within existing transportation rights-of-way or within existing easements. Electrical line installation within these rights-of-way would be in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, NJ. Project Components A through G (described in more detail below) are integrated and cannot operate independently of each other without compromising the overall microgrid’s purpose and need in servicing the daily commuter ridership.

2.3.2 Project Component A: Main Facility

The Main Facility would occupy approximately 20 acres within the Koppers Koke Site and would consist primarily of a power plant with five natural gas turbines, two of which will be connected to heat recovery systems to power a steam-driven turbine. It would also include the Main Facility building, which would include a maintenance shop, locker rooms, control room, process equipment, office facilities, and other general-use spaces (approximately 32,000 square feet of working and office space), as well as a parking lot for employees, a stormwater detention pond, and a four-acre solar panel farm. An electrical yard would house project substations, transformers, and frequency converters to accommodate the different power needs of Amtrak’s Northeast Corridor and NJ TRANSIT’s commuter and light rail services. Other major on-site facility components would include cooling towers, tanks and equipment for aqueous ammonia (used for emissions controls), two black start reciprocating engines, and service and fire water. Security fencing and other security measures would be installed at the site.

2.3.3 Project Component B: Natural Gas Pipeline Connection

The six-acre parcel that would be used for the gas connection to the commercial natural gas supply lines is located to the south of the Morris & Essex Line within the Redevelopment Area. A new gas metering station would be installed to access natural gas from existing pipelines that cross the parcel. The total length of the pipeline from the meter to the Main Facility would be approximately one-half mile. The pipeline would be buried at least four feet below ground surface to provide additional protection. The gas

² The nanogrid consists of two natural gas-fired emergency generators capable of producing the necessary power (approximately 2MW each) for the southern segment of the HBLR, which is in addition to the 104MW to 140MW that would be produced by the microgrid. It would include some measure of stored energy in the form of batteries or flywheels to smooth the instantaneous load profile of the HBLR traction loads. The term “nanogrid” refers to small microgrids that typically serve a single building or a single load. For the proposed Project, during commercial power outages, the nanogrid would serve the southern segment of the HBLR from Essex Street Station in Jersey City to 8th Street Station in Bayonne. The West Side Avenue segment in Jersey City will also be powered by the nanogrid when the commercial power grid is down.

metering station would be enclosed in a small structure, and security fencing, and other security measures would be installed on the six-acre parcel.

2.3.4 Project Component C: Electrical Lines to Mason Substation

Preferred Alternative Project Component C would comprise electrical lines (230 kilovolts [kV], double-circuit, 60 hertz [Hz]) along railroad rights-of-way between the Main Facility site and Mason Substation to supply power to the Morris & Essex Line. It would extend approximately 0.7 miles in length. The preferred option for installation of these electrical lines is a combination of new monopoles (maximum height of 220 feet where required for adequate clearance from other infrastructure) and underground duct banks.

2.3.5 Project Component D: Electrical Lines and New Kearny Substation

A new traction power substation (referred to hereafter as the new Kearny Substation) would be built to replace the functions of the existing Amtrak Substation No. 41 and accommodate the new connections to the Main Facility to support Northeast Corridor service. The new Kearny Substation would be located within Amtrak property adjacent to the existing Substation No. 41. The new Kearny Substation would require the construction of an elevated platform on concrete piers to support the new equipment. While the existing lattice structure at Substation No. 41 would remain in place, the equipment at Substation No. 41 would be decommissioned and removed. The electrical line from the Main Facility to the new Kearny Substation (138kV, single phase, 25Hz) would be routed through the existing rail line and through the rail yard in the area of the MMC and the Morris & Essex Line. The preferred option for installation of these electrical lines is a combination of new monopoles (maximum height of 220 feet where required for adequate clearance from other infrastructure) and underground duct banks.

2.3.6 Project Component E: Electrical Lines and New NJ TRANSITGRID East Hoboken Substation

Preferred Alternative Project Component E includes an electrical line that extends from the Main Facility eastward to Henderson Street Substation. A new NJ TRANSIT substation (referred to as the NJ TRANSITGRID East Hoboken Substation) will be constructed on NJ TRANSIT property between the Morris & Essex Line, HBLR, and Jersey Avenue to serve the Henderson Street Substation and for HBLR resiliency. This approximately 3-mile electrical line will remain within the Morris & Essex Line's right-of-way and will support HBLR service and Hoboken Terminal and Yard. Preferred Alternative Project Component E electrical lines include 27kV 60 Hz medium voltage feeders to the new NJ TRANSITGRID East Hoboken Substation and 13kV voltage feeders for 0.28 miles to the new Henderson Street Substation. The electrical line would cross the Hackensack River, proceed through a 0.8-mile tunnel (the southern tube of the existing Bergen Tunnels, which is part of the Morris & Essex Line), and connect the new NJ TRANSITGRID East Hoboken Substation to the Henderson Street Substation. The preferred option is for the electrical line to be run aerially across the Hackensack River, which would require two monopoles (maximum height of 220 feet) on either side of the Hackensack River (i.e., one in Kearny and one in Jersey City), approximately 50 feet north of the Lower Hack Bridge. From the NJ TRANSITGRID East Hoboken Substation, the circuit would be divided with a feeder headed north on the HBLR easement to feed the HBLR north substations, and a feeder headed east connecting to the Henderson Street Substation to feed Hoboken Terminal and Yard and some HBLR substations. The preferred option for installation of these

electrical lines is a combination of new monopoles and underground duct banks. Monopoles would be a maximum height of 220 feet west of the Hackensack River and up to 65 feet tall east of the Hackensack River where required for adequate clearance from other infrastructure (with one monopole on the east bank of the Hackensack River up to 220 feet tall to facilitate the aerial crossing) of the river.

2.3.7 Project Component F: Connection to HBLR South

Connectivity to the southern portion of HBLR consists of a smaller “nanogrid” that would be installed on NJ TRANSIT-owned property at the HBLR Headquarters on Caven Point Avenue in Jersey City. The nanogrid would consist of two approximately 2MW generators driven by natural gas reciprocating engines. It will supply power to the southern half of the HBLR (approximately 8.66 rail miles) during emergencies. The emergency generators would be air cooled and would be housed within noise attenuating enclosures installed in a parking lot next to an existing emergency generator. A combination of aerial and underground electrical lines on new monopoles less than 40 feet tall or duct banks within the NJ TRANSIT-owned property would connect the emergency generators to the HBLR.

2.3.8 Project Component G: HBLR Connectivity

To provide service along NJ TRANSIT’s HBLR, power would be distributed to the individual traction power substations along the HBLR right-of-way. Preferred Alternative Project Component G is approximately 14.4 miles in length and extends from Tonnel Avenue in North Bergen to 8th Street in Bayonne, including one spur through the West Bergen section of Jersey City to the West Side Avenue Station. From the NJ TRANSITGRID East Hoboken Substation to the HBLR, power would be conveyed through electrical lines. The preferred option for installation of the electrical lines along HBLR would be on new utility poles (maximum height of 39 feet), within duct banks and attached to elevated HBLR structures. The nanogrid for Project Component F would allow for Project Component G to bypass and avoid the need to install monopoles in a historically significant 1.6-mile segment of the HBLR in Jersey City, while still providing power to the entire HBLR Line.

2.3.9 Effects of the NEPA Preferred Alternative

The effects of the Preferred Alternative and the cumulative effects of each Project Component on the full range of social, economic, and environmental impacts are presented in FEIS Table 2. While the Preferred Alternative would not result in significant adverse effects on social, economic or environmental conditions in the study area that could not be mitigated, there would be some non-significant impacts alleviated by proposed, suitable and commensurate mitigation to the following evaluated environmental categories: Air Quality, Greenhouse Gas (GHG) Emissions, Historic Resources, Traffic, Navigation and Public Transportation, Natural Resources, and Utilities. Additionally, temporary construction impacts were evaluated in the DEIS and would be reduced with provided mitigation measures and best management practices (BMPs). As designed, the Preferred Alternative is not anticipated to pose any state or federal regulatory permitting compliance issues.

The environmental analyses considered the potential effects in study areas that were defined for each specific environmental topic area. Effects on Air Quality, GHG Emissions, Visual, Historic Resources, and

Utilities may differ based on the final Main Facility configuration and connectivity options chosen; however, the analysis in the DEIS considered a reasonable worst-case scenario. The analysis presented described the effects of normal operating conditions. If the potential effects under emergency operating conditions differ from those of normal operating conditions, those effects were described separately in the appropriate resource chapters.

2.4 SUMMARY OF REQUIRED PERMITS AND MITIGATION COMMITMENTS

Table ROD-1 includes a summary of all applicable permits, certifications and agreements for the construction and operation of the proposed Project, including anticipated special conditions, commitments and/or mitigation measures to which NJ TRANSIT will adhere. NJ TRANSIT is prepared to comply with all federal, state and local regulations during the design and construction phase of the proposed Project. As a condition of its decision FTA is imposing mitigation requirements that will avoid or minimize the environmental impacts of the Project. These mitigations measures and conditions include those listed in Table ROD-1. All feasible and prudent means to avoid and minimize environmental harm from the FEIS Preferred Alternative have been adopted. With these conditions, FTA has determined that all practicable means to avoid or minimize environmental harm from the Project have been adopted.

FTA will require in any funding agreement on the Project, and as a condition of any grant for the Project, that committed mitigation be implemented in accordance with the FEIS/ROD. As a condition of funding, FTA will require the grant recipient to periodically submit written reports on its progress in implementing the mitigation commitments. FTA will monitor this progress through quarterly reviews of the Project's progress.

Table ROD-1 Summary of Required Permits, Certifications and Agreements

Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/ State/ Local	Activity	Special Conditions, Commitments and Mitigation Measures ³
<i>Historic Resources & Section 4(f) Properties</i>					
Section 106 - Programmatic Agreement	<i>Section 106 of the National Historic Preservation Act of 1966 (33 CFR Part 800)</i>	FTA, NJ TRANSIT and NJ HPO	Federal/State	Project has been found to potentially adversely affect historic resources. Pursuant to 36 CFR § 800.14 (b), FTA, NJ TRANSIT and NJ HPO have executed a Programmatic Agreement (PA), signed January 16, 2020.	The PA summarizes all Section 106 consultations and establishes stipulations and agreed upon mitigation measures to be implemented during the project's design and construction, to avoid, minimize, or mitigate adverse effects of the Project on historic and archaeological resources. Refer to FEIS Appendix B – Section 106 Programmatic Agreement for details on agreed upon mitigation measures. Measures include survey and photographic recordation of nearby historic resources and monitoring of excavations for unanticipated disturbance of archaeological disturbances. Should unanticipated archaeological resources be discovered, they will be treated in accordance with regulations set forth at 36 CFR § 800.11 and CFR § 800.13. In the event Native American archaeological resources are discovered during construction, construction will cease in the area, and FTA will notify all Tribal representatives. Construction will not resume until such time as the significance, treatment, and disposition of said discoveries can be determined in consultation with consulting parties.
Section 4(f)	<i>Section 4(f) of the Department of Transportation</i>	U.S. Department of the Interior	Federal	Evaluation to determine no prudent and feasible alternative exists to avoid use of a Section 4(f) property. Evaluation describes all possible	Refer to FEIS Appendix A – Section 4(f) Evaluation and mitigation measures are set forth in the executed Section 106 PA, found in FEIS Appendix B – Programmatic Agreement.

³ Special Conditions, Commitments and Mitigation Measures listed in this table are those that are currently anticipated by NJ TRANSIT. During the permitting process, and as design progresses, regulatory agencies may alter the final conditions/commitments/mitigation measures. NJ TRANSIT will adhere to all requirements of all permits, certifications and agreements, as required by law.

Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/ State/ Local	Activity	Special Conditions, Commitments and Mitigation Measures ³
	Act of 1966 (23 CFR Part 774)			planning to avoid, minimize and mitigate potential project impacts on historical and cultural resources. No significant impacts on public recreation or wildlife refuges were identified.	
USACE Section 10/Section 404					
Section 10 Individual Permit	Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403)	USACE New York District	Federal	Section 10 Individual Permit required for obstruction or alteration of navigable waters by replacing or constructing structures within a navigable water, or overhead transmission lines.	<p>Federal Public Notice period and consult between the USACE and USCG, for the to be submitted Section 10 permit, will ensure:</p> <ol style="list-style-type: none"> 1. That the preferred crossing via aerial transmission over the Hackensack River has been designed to account for potential line sag and meets the minimum navigational and bridge clearances as required by the USACE and USCG under, Regional Conditions for NWP (12) Utility Lines, Condition (i), where temperature, load, wind, length of span, and type of supports are factored. 2. The preferred alternative (aerial crossing) does not propose in water activities; however, should other alternatives requiring in water work be permitted options the appropriate USCG-Regulated Navigation Area or Limited Access Area will be established in accordance with 33 CFR 165.5. The proposed crossing option(s) will be authorized under an Individual permit and will adhere to applicable regional conditions as stipulated under a Nationwide Permit (NWP) 12 Utility lines, which provides minimal clearance requirements for aerial transmission lines across navigable waters and buried cables or pipelines across "All Other" federal navigation channels. Establishing top of cable depths when crossing river bottom and federal navigation channels.

Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/ State/ Local	Activity	Special Conditions, Commitments and Mitigation Measures ³
					Any seasonal timing restriction on work within waters to avoid negative effects on aquatic species in the Hackensack River as required by NOAA or NJDEP will be included in the permit
Section 404 Individual Permit	<i>Section 404 of the Clean Water Act of 1977 (33 USC 1251)</i>	USACE New York District	Federal	<p>Section 404 Individual Permit required for placement of fill, outfall structure, utility, into “waters of the US,” including the Hackensack River and Cedar Creek Marsh South.</p> <p>Wetland delineation data to be presented under the Section 404 submission. A separate Jurisdictional Determination will not be procured.</p>	<p>Mitigation under the Section 404 permit will address impacts to wetlands/waters of the U.S. to be authorized under Section 404 Individual Permit. Mitigation commitments include the purchase of state and federally approved compensatory wetland mitigation credits from a federally approved mitigation bank in accordance with mitigation hierarchy, or commensurate mitigation as deemed appropriate by the USACE and NJDEP during the permitting process.</p> <p>Federal Public Notice under Section 404 permit review between the USACE and USCG will ensure any required Regulated Navigation Area or Limited Access Area is established in accordance with 33 CFR 165.5.</p> <p>Any seasonal timing restriction on work within waters to avoid negative effects on aquatic species in the Hackensack River as required by NOAA or NJDEP will be included in the Permit.</p>
Compensatory Mitigation for Losses of Aquatic Resources	<i>Section 404 of the Clean Water Act (40 CFR 230)</i>	USACE New York District	Federal	<p>Mitigation requirements for activities authorized under Section 404 under the USACE NY District are found in Title 33 of the Code of Federal Regulations Part 332. The New York District Public Notice Announcing the Compensatory Mitigation Guidelines and Mitigation Checklists dated January 10, 2005. Mitigation will be required for filling wetlands/waters of the U.S.</p>	<p>To achieve a “no net loss” of wetlands/waters of the U.S., once a Section 10/404 permit is procured, NJ TRANSIT will purchase federally approved compensatory wetland mitigation credits to offset impacts to wetlands/waters of the U.S. in accordance with mitigation hierarchy, or provide a commensurate mitigation as deemed appropriate by federal and state regulatory agencies.</p>

Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/ State/ Local	Activity	Special Conditions, Commitments and Mitigation Measures ³
NJDEP Division of Land Use Regulation					
In-Water Waterfront Development Permit	<i>Coastal Zone Management Rules (N.J.A.C. 7:7)</i>	NJDEP Division of Land Use Regulation	State	Permit required for construction of outfall structures and a submerged/ directionally drilled cable (not the preferred river crossing option) below the Mean High-Water Line of the Hackensack River.	It is anticipated that the permit will identify a seasonal timing restriction on work within tidal waters to avoid negative effects on aquatic species in the Hackensack River.
Water Quality Certificate	<i>Coastal Zone Management Rules (N.J.A.C. 7:7)</i>	NJDEP Division of Land Use Regulation	State	NJDEP is responsible for issuing Water Quality Certificates (WQC) for activities which may result in a discharge into navigable waters including the discharge of dredged or fill material under Section 401 of the Clean Water Act, at 33 U.S.C. §1341, and implementing state regulations as well as implementing the New Jersey Coastal Management Program.	The WQC would be issued by the NJDEP under the In- Water Waterfront Development permit and also referenced by the USACE in the Section 10/404 permit approval.
Flood Hazard Area Individual Permit and Verification	<i>Flood Hazard Area Control Act Rules (N.J.A.C. 7:13)</i>	NJDEP Division of Land Use Regulation	State	A Flood Hazard Area Individual Permit and Verification is required for any work (grading, filling or clearing) above the Mean High-Water Line that is within a defined flood hazard area or associated riparian zone.	The proposed Project will ensure restoration of any vegetation within a regulated riparian zone that was temporarily altered by construction/access activities would mitigate localized impacts during construction.
Tidelands					
Tidelands Conveyance Instrument	<i>Tidelands Act (N.J.S.A. 12:3)</i>	NJDEP Division of Land Use Regulation	State	A tidelands instrument in form of a utility license is required for a proposed electrical transmission cable that will aerial cross or go under mapped riparian land, or lands that are currently and formerly flowed by the mean high tide of a natural waterway	NJ TRANSIT will provide the Bureau-determined Tidelands Instrument annual fee as necessary upon issuance of the Tidelands Utility License. Additionally, NJ TRANSIT will ensure the authorized Hackensack River crossing construction activities, either overhead installation or submarine cable/directional drilled

Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/ State/ Local	Activity	Special Conditions, Commitments and Mitigation Measures ³
				which are claimed by the State of New Jersey.	installation (not preferred option for river crossing), will occur within the conveyed Tidelands area.
Air Quality					
Pre-Construction Permit	N.J.A.C. 7:27-8 <i>Permit and Certificates for Minor Facilities (and Major Facilities Without an Operating Permit)</i>	NJDEP Division of Air Quality	State	<p>Permit required for a major source of air pollutant emissions.</p> <p>Project is subject to operating permit requirements due to potential to emit more than 25 tons per year of NO_x and Project is subject to the Acid Rain Program.</p>	<p>All road and non-road vehicles in operation at the project site must comply with the “No Idling” Law</p> <p><u>Related Applicable Regulatory Requirements:</u></p> <p>Nonattainment New Source Review (NNSR) and NJ Subchapter 18</p> <p>New Source Performance Standards (NSPS)</p> <p>NJ State of the Art (SOTA) Standards</p> <p>Lowest Achievable Emission Rate (LAER) for NO_x</p> <p>Emission Offset Rule compliance</p> <p>Reasonably Available Control Technology (RACT)</p> <p>New Jersey Standards for Combustion of Fuel</p> <p>Title IV of Clean Air Act</p> <p>- Acid Rain Program</p>
Title V Air Permit (General Operating Permit)	Title V, Clean Air Act N.J.A.C. 7:27-22.14	NJDEP Bureau of Stationary Sources	Federal, administered by the State	Permit is required to construct and operate major facilities for Title V Major Source Facilities.	Permit application must be submitted within one year of start of operations. Upon issuance of operating permit, terms and conditions of preconstruction permit (see above) and operating certificate are consolidated into operating permit.

Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/ State/ Local	Activity	Special Conditions, Commitments and Mitigation Measures ³
NJDEP Environmental Infrastructure Financing – Redevelopment of Sewer & Water Connections					
Initial Physical Connection and Safe Drinking Water Permit	<i>Safe Drinking Water Act Rules (N.J.A.C. 7:10)</i>	NJDEP Division of Water Supply and Geoscience	State	Permit is required if water supply demand is greater than 12,000 gpd. Permit required to protect public water supply from contamination by requiring backflow prevention devices.	Project will require permit because non-residential water supply demand for the project is greater than 12,000 gpd.
Water Quality – Potable and Sewer Connections					
Treatment Works Approval	<i>New Jersey Pollutant Discharge Elimination System Regulations (N.J.A.C. 7:14A)</i>	NJDEP Bureau of Environmental, Engineering, and Permitting	State	Permit is required for construction and operation of industrial and domestic wastewater collection, conveyance and treatment facilities, including treatment plants, pumping stations, interceptors, sewer mains and other collection, holding and conveyance systems. The Treatment Works Approval process also involves assessing the design of new sewer lines and other wastewater conveyance facilities.	TWA approval to be obtained to ensure the proposed Project's compliance with the NJPDES effluent standards. In addition, the TWA review will access and approve the design of the sewer line connection for the proposed Project.
NJ Pollutant Discharge Elimination System – Discharge to Surface Water					
Short Term De Minimis (B7) Discharge Permit	<i>New Jersey Pollutant Discharge Elimination System Regulations (N.J.A.C. 7:14A)</i>	NJDEP Division of Water Quality	State	Permit is required for short term discharges and discharge of groundwater, during construction dewatering, that contains negligible levels of pollutants, to adjacent surface waters of the Hackensack River.	During construction, any dewatering will be monitored to ensure water quality as determined by the NJDEP through the permit approval process. This permit/authorization will be coordinated with the NJDEP via submittal of a Request for Authorization Certification form at least 14 days prior to discharge activities.

Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/ State/ Local	Activity	Special Conditions, Commitments and Mitigation Measures ³
General Groundwater Remediation Clean-up (BGR) Permit	<i>New Jersey Pollutant Discharge Elimination System Regulations (N.J.A.C. 7:14A)</i>	NJDEP Division of Water Quality	State	This general permit authorizes discharges of treated groundwater to surface waters of the state. It regulates discharges from remediation clean-ups that do not typically contain petroleum products. The Hackensack River is not a C1 or PL waters and therefore would allow use of this GP.	Permit is required for discharges of contaminated and subsequently treated groundwater during construction into surface waters. As required the Project will adhere to any issued permit conditions and requested best management practices.
Discharge to Surface Waters for Industrial Discharge Individual Permit (Category B Permit)	<i>New Jersey Pollutant Discharge Elimination System Regulations (N.J.A.C. 7:14A)</i>	NJDEP Bureau of Surface Water Permitting	State	Permit issued to facilities that discharge treated and non-treated wastewater derived from, but not limited to process and non-process wastewater, contact and non-contact cooling water and storm water run-off.	Construction of proposed stormwater outfalls discharging into the Hackensack River will not require treatment prior to discharge. Only stormwater will be discharged. Cooling tower water would not be discharged to the Hackensack River.
<i>NJ Pollutant Discharge Elimination System – Discharge to Groundwater</i>					
Construction Activities (5G3) General Permit	<i>New Jersey Pollutant Discharge Elimination System (NJPDES) Regulations (N.J.A.C. 7:14A)</i>	NJDEP Bureau of Nonpoint Pollution Control	State	Permit is required for point source discharges from proposed general construction activities.	A Stormwater Construction General Permit Request for Authorization (RFA) would be submitted electronically using the NJDEP Online portal.

Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/ State/ Local	Activity	Special Conditions, Commitments and Mitigation Measures ³
Soil Erosion and Sediment Control Certificate	<i>Soil Erosion and Sediment Control Act of 1975 as amended (N.J.S.A. 4:24-39 et seq.)</i>	Hudson-Essex- Passaic Soil Conservation District	Local	SESC certification is required for land disturbance of more than 5,000 square feet for construction.	The proposed Project will disturb more than 5,000 square feet and requires SESC certification. This certificate is required prior to obtaining NJPDES 5G3 Permit.
Additional Permits/Certifications/Agreements/Requirements					
Regulated Navigation Area or Limited Access Area	<i>33 CFR 165.5- Establishment procedures</i>	USCG/ USACE	Federal	The preferred alternative (aerial crossing) does not propose in water activities; however, should other alternatives requiring in water work be permitted options the appropriate USCG-Regulated Navigation Area or Limited Access Area will be established in accordance with 33 CFR 165.5 Establishment procedures to ensure safety to navigating vessels that utilize the Hackensack River.	The proposed electrical transmission line crossing option(s) will be authorized under an Individual permit and will adhere to applicable regional conditions as stipulated under a Nationwide Permit (NWP) 12 Utility lines, which provide minimal clearance requirements for aerial transmission lines across navigable waters and buried cables or pipelines across "All Other" federal navigation channels. Establishing top of cable depths when crossing river bottom and federal navigation channels. It is not anticipated that a Regulated Navigation Area or Limited Access Area be established at this time but should further design warrant establishment of this safety measure this will be coordinate as required with the USCG and USACE under the permit phase.

Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/ State/ Local	Activity	Special Conditions, Commitments and Mitigation Measures ³
Lined Surface Impoundment General Permit (LSI Permit)	<i>New Jersey Pollutant Discharge Elimination System Regulations (N.J.A.C. 7:14A)</i>	NJDEP Bureau of Nonpoint Pollution Control	State	An LSI permit is required for authorization of wastewater discharge into lined surface impoundments (i.e., construction of the proposed Stormwater Detention Basin).	The proposed stormwater design will adhere to requirements established in the LSI GP, when issued and will also adhere to an Operations and Maintenance (O&M) Manual for operations and maintenance of the proposed lined stormwater detention basin. This activity will also be tied to the RAWP for the site.
Materials Management Plan (MMP) and NJ TRANSIT's Remedial Action Workplan (RAWP) for the proposed Koppers Seaboard site development	<i>Technical Requirements for Site Remediation (N.J.A.C. 7:26E)</i>	NJDEP Site Remediation Program	State	MMP is required for construction on a remedied site that has been approved by NJDEP. RAWP approval is required from NJDEP and the Responsible Party (RP) to address any disturbance to the active remedy.	MMP/specifications for materials management (soil, groundwater, surface water and sediment) during construction. RAWP approval is required from NJDEP and Responsible Party (RP) for the Main Facility construction. MMP and RAWP will dictate implementation strategies for construction in contaminated areas. A Remedial Investigation Report (RIR) will be completed upon the completion of construction.
Koppers Coke Redevelopment Plan	<i>District Zoning Regulations N.J.A.C. 19:4</i>	New Jersey Sports and Exposition Authority	Local	Required coordination and Zoning Certification with NJSEA for construction within the Meadowlands and specifically in the Redevelopment Area.	Redevelopment Plan amendment required for approved land use and variance required for deviation from bulk requirements.
Sewer Use Permit	<i>Kearny Municipal Utilities Authority (KMUA) Rules and Regulations</i>	KMUA	Local	Permit required for sewer discharges into the KMUA system.	The proposed project will adhere to established conditions of the Sewer Use Permit once issued.

Permits/ Certifications/ Agreements	Regulations	Regulatory Agency/ Jurisdiction	Federal/ State/ Local	Activity	Special Conditions, Commitments and Mitigation Measures ³
Federal Aviation Administration (FAA) Review of Obstruction Evaluation	<i>Safe, Efficient Use, and Preservation of the Navigable Airspace</i> <i>14 CFR Part 77.9</i>	FAA	Federal	Submission of Notice Criteria Tool necessary for proposed obstacles greater than 200' tall off airport property.	Prior to construction, NJ TRANSIT will complete FAA Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) to prevent temporary or permanent adverse effects on commercial aviation equipment and operations. This condition will be met as identified in May 14, 2019 correspondence with FAA (see FEIS Appendix G – Agency Correspondence)
NJDOT Route 7 Highway Occupancy/Access Permit	<i>Access Code Regulations</i> <i>N.J.A.C. 16:47</i>	NJDOT	State	Property owners seeking traffic access to state roadways and transportation infrastructures must submit applications for access to New Jersey Department of Transportation (NJDOT). Access applications with fewer than 500 daily trips are considered minor, while those with more than 500 are considered as major.	Permit required for access to NJ Route 7, if deemed required to facilitate future construction and or access.

The sections that follow provide additional details on the anticipated regulatory requirements to which NJ TRANSIT will adhere.

2.4.1 Section 106 - Programmatic Agreement

As the proposed Project has been found to potentially adversely affect historic resources, a Programmatic Agreement (PA) between the FTA, NJ TRANSIT and the NJ HPO was executed on January 16, 2020 to define the stipulations and measures to be implemented during the project's design and construction, to avoid, minimize, or mitigate adverse effects of the project on historic resources.

Agreed upon stipulations and mitigation measures for historic/ architectural resources would include preparation of a comprehensive historic context document, recordation of historic/ architectural resources, preparation and installation of interpretive exhibits that are visible to the public and having an archaeologist on-site during construction activities in areas designated as archeological sensitivity potential. Further details of these stipulations are in FEIS Appendix B – Programmatic Agreement.

2.4.2 Section 4(f) of the US Department of Transportation (USDOT) Act of 1966

The proposed Project underwent extensive alternatives analysis and evaluations to ensure impacts to historic and cultural resources were avoided to the maximum extent practicable while continuing to support the purpose and need of the proposed Project, see FEIS Appendix A – Final Section 4(f) Evaluation.

Through consultation, FTA and NJ TRANSIT have developed measures to minimize or mitigate the adverse effect on the properties protected under Section 4(f). The mitigation measures are set forth in the executed PA, signed January 16, 2020 by FTA, NJ TRANSIT, and NJ HPO (FEIS Appendix B – Programmatic Agreement). The PA lists the historic resources that may be adversely affected by the project and describes the measures to be implemented during the project's design and construction, to avoid, minimize, or mitigate adverse effects of the project on historic resources.

2.4.3 Section 10 Individual Permit

Pursuant to Section 10 of the Rivers and Harbors Act of 1899, the USACE regulates the obstruction or alteration of navigable waters of the U.S. The proposed Project includes the construction of either an overhead transmission line across the Hackensack River, or the installation of a submarine cable via directional drilling or cable laydown across the Hackensack River (not the preferred river crossing option). Therefore, a Section 10 Individual Permit is required from the USACE New York District to allow installation of overhead transmission line crossing, or either of the two below mudline installation options.

Conditions issued as part of this permit are discussed above under the Section 404 Individual Permit. As the Section 10 and Section 404 Individual Permits are commonly submitted as a single application, their conditions are identical. However, the USCG may recommend the USACE include a condition to require the potential submarine cable crossing along the Hackensack River (not the preferred river crossing option) be installed at a suitable depth (generally about 6' below mudline) from top of cable below the federal navigation channel to allow for safe travel within the navigational channel of the Hackensack River.

The actual below mudline installation depth will be confirmed and agreed upon during agency permit review, NJ TRANSIT is prepared to adhere to this requirement should this option be progressed.

2.4.4 Section 404 Individual Permit

Pursuant to the Clean Waters Act of 1977, the USACE regulates the discharge of dredged or fill material into waters of the U.S., including wetlands. The proposed Project includes the permanent disturbance of up to 2 acres of freshwater wetlands in the Hackensack River and Cedar Creek Marsh South for public infrastructure development purposes in the Meadowlands District. Therefore, a Section 404 Individual Permit is required from the USACE New York District. Note, on January 23, 2020 the U.S. Environmental Protection Agency finalized the Navigable Waters Protection Rules to define “waters of the U.S.” under the Clean Waters Act. As such, further consultation with the USACE as the Project progresses may result in a decrease in regulated wetlands and waters of the U.S. impacted by the proposed Project.

Proposed impacts to existing wetlands would be mitigated by the purchase of federally approved compensatory wetland mitigation credits or commensurate compensatory mitigation approved by federal and state regulatory agencies. The proposed Project will also adhere to the National Oceanic and Atmospheric Administration (NOAA) National Fish and Wildlife Service’s marine habitat Timing Restrictions for construction and development within marine environments, especially essential fish habitats. These Timing Restrictions are conservancy restrictions during which in-water construction activities are prohibited. However, with Best Management Practices (BMPs) and Soil Erosion and Sediment Control (SESC) measures in place, such as cofferdams, in-water work may proceed during restricted timeframe.

2.4.5 Compensatory Mitigation for Losses of Aquatic Resources

As the proposed Project will permanently impact up to 2 acres of wetlands and waters of the U.S., compensatory mitigation is required to provide a “no net loss” of resources for the proposed impacts. Mitigation for the proposed Project is anticipated to be completed via mitigation bank credit purchase from one of the servicing federally approved mitigation banks, for the proposed Project’s location. Upon the completion of credit purchase, documentation of the transaction will be provided to both to the NJDEP and the USACE for recordation.

2.4.6 In-Water Waterfront Development Permit

Within the Meadowlands District, the NJDEP Division of Land Use Regulation (DLUR) regulates In-Water activities below a regulated stream’s Mean High-Water Line pursuant to the Coastal Zone Management Rules (N.J.A.C. 7:7). As the proposed Project includes the construction of two stormwater outfalls and the construction of either an overhead transmission line across the Hackensack River, or the installation of a submarine cable via directional drilling or cable laydown across the Hackensack River, this permit is required. Upland activities are not regulated by the NJDEP within the Hackensack Meadowlands, and the proposed Project does not include any impacts to the Upland Waterfront Development Zone outside of the Meadowlands District, therefore an Upland Waterfront Development Permit is not required.

Similar to the Section 10 and Section 404 Individual Permit conditions, the NJDEP regulates a Timing Restriction for in-water construction work. This timeframe is determined during agency review based on documented aquatic species, but NJ TRANSIT will utilize BMPs and SESC measure such as cofferdams to continue working through this timeframe while still maintaining the marine environment.

2.4.7 Water Quality Certificate

Freshwater wetlands and regulated activities in waters of the U.S. within the Meadowlands are regulated by the USACE, not the NJDEP DLUR. However, the USACE requires projects to receive a Water Quality Certificate from the NJDEP DLUR prior to the USACE issuing a permit pursuant to the Clean Waters Act of 1977 or Rivers and Harbors Act of 1899, verifying that proposed projects will not negatively affect the quality of waters of the U.S. As the proposed Project includes up to 2 acres of permanent impacts to freshwater wetlands and waters within the Meadowlands District, a Water Quality Certificate will be required.

2.4.8 Flood Hazard Area Individual Permit and Verification

The NJDEP DLUR regulates development (filling), excavation and grading within the floodplain of a regulated stream and the riparian zone of a regulated stream (i.e., Hackensack River). The Federal Emergency Management Agency (FEMA) has identified the majority of the proposed Project to be located within a mapped floodplain. As the proposed Project will disturb over one acre of land and increase impervious surface by one-quarter acre or more, the proposed Project is deemed a Major Development by the NJDEP's Stormwater Management Rules (N.J.A.C. 7:8), and therefore cannot apply for authorization under a FHA permit-by-rule, a general permit-by-certification, or a general permit.

Pursuant to the FHA Control Act Rules (7 N.J.A.C. § 13), the proposed work in a tidally influenced floodplain will not cause significant floodplain impacts or loss of flood storage capacity. Even still, the Project will require a NJDEP FHA Individual Permit, as work is proposed within the floodplains of the Hackensack, Passaic and Hudson Rivers, all of which are tidally influenced at the Project locations. Additionally, portions of the proposed Project will temporarily impact the 50-foot riparian zone of the Hackensack River, and as such will also require authorization.

An FHA Verification provides the NJDEP's official verification determination of the flood hazard area design flood elevation, limits, and riparian zone limits and width throughout a project site. The verification determination is required in order for the NJDEP to determine project compliance with the FHA Rules under a general permit or Individual Permit. As the proposed Project requires an FHA Individual Permit, an FHA Verification is also required for the project site.

The proposed Project will ensure restoration of any vegetation within a regulated riparian zone that was temporarily altered by construction/access activities would mitigate localized impacts during construction.

2.4.9 Tidelands Conveyance Instrument

The NJDEP Bureau of Tidelands regulates development on riparian lands that are currently or formerly flowed, by the mean high tide of a natural waterway pursuant to the Tidelands Act. The State of New Jersey claimed these Tidelands, and authorization to work within these lands must be conveyed from the State of New Jersey to the applicant by issuance of either a short-term Tidelands License or a permanent Tidelands Grant. These Tidelands Instruments include payment of annual or a single fee, determined by the Bureau upon application review. Preferred Alternative Project Components A, E, F, and G intersect Tidelands areas (Figures 12-1, 12-3 through 12-6 of the DEIS). Preferred Alternative Project Components A, E, F and G 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). As stated in the Table ROD-2, the Project will apply for a Tidelands Utility License for installation of either the overhead transmission lines or submarine/directional drilled cable, as required to meet compliance.

NJ TRANSIT will provide the Bureau-determined Tidelands Instrument fee as necessary upon issuance of the Tidelands Utility License. Additionally, NJ TRANSIT will ensure the authorized Hackensack River crossing construction activities, either overhead installation or submarine cable/directional drilled installation (not preferred option for river crossing), will occur within the conveyed Tidelands area.

2.4.10 Air Quality

The following sections discuss the federal and state air quality regulations that are applicable to the proposed Project.

2.4.10.1 Nonattainment New Source Review (NNSR) and New Jersey Subchapter 18

The entire state of New Jersey is designated as in nonattainment with the National Ambient Air Quality Standards (NAAQS) for ozone, which is regulated through its precursors, Nitrogen Oxides (NO_x) and volatile organic compounds (VOCs). New projects in New Jersey that emit more than 25 tons per year of NO_x or VOC are required to undergo Nonattainment New Source Review (NNSR), which is regulated under N.J.A.C. 7:27 Subchapter 18. Subchapter 18 requires any new project emitting more than 25 tons per year of NO_x or VOC to meet the Lowest Achievable Emission Rate (LAER) and purchase emission offsets for that pollutant at a minimum offset ratio of 1.3 to 1.0. Subchapter 18 also requires a Certification of Compliance and Analysis of Siting Alternatives.

The proposed Project potential to emit (PTE) for VOCs is below 25 tons per year, so Subchapter 18 is not applicable to VOCs. Because the total facility-wide emissions of NO_x from the Project will exceed 25 tons per year, the proposed Project is subject to Subchapter 18 for NO_x. A detailed control technology evaluation (LAER Analysis) for NO_x was completed for the Preconstruction Air Permit application, currently under review by NJDEP.

Since the proposed Project's potential emission of NO_x exceeds 25 tons per year, Subchapter 18 requires air quality modeling of any pollutant, other than VOC, exceeding the significant net emission increase thresholds. As evaluated during the Preconstruction Air Permit application preparation, both NO_x and PM exceed the net increase thresholds. Therefore, air quality analysis has been conducted to assess the impact of these pollutants on the NAAQS and New Jersey Ambient Air Quality Standards (NJAAQS). NJDEP is currently reviewing the Air Quality Modeling Protocol and Results for the proposed Project.

2.4.10.2 New Source Performance Standards (NSPS)

USEPA has developed New Source Performance Standards (NSPSs) to address emissions from new or modified emission sources. Each NSPS standard applies to a specific type of emission source (e.g., gas-fired power plants) and addresses one or more criteria pollutants. NSPS standards apply if a facility operates the regulated equipment, regardless of emission levels. The stationary combustion turbines will be subject to NSPS Subpart KKKK for Stationary Combustion Turbines, and the emergency black start engines will be subject to NSPS Subpart JJJJ for Stationary Spark Ignition Internal Combustion Engines.

2.4.10.3 New Jersey State of the Art (SOTA) Standards

New Jersey has established Start of the Art (SOTA) control and emission standards that apply to all new significant air emission sources that emit more than 5 tons per year of any one criteria pollutant (except carbon dioxide) and SOTA Hazardous Air Pollutants (HAP) thresholds. SOTA standards can be satisfied by meeting LAER, Best Achievable Control Technology (BACT), Maximum Achievable Control Technology (MACT), or Generally Available Control Technology (GACT) standards, or by meeting NSPS standards promulgated on or after 8/2/1995. For pollutants not covered by these standards, SOTA is satisfied by meeting the requirements specified in Technical Manuals developed by NJDEP, through a case-by-case analysis, or by documenting compliance with a General Permit.

The PTE limits proposed for the combustion turbines satisfy the NO_x, VOC, CO, ammonia slip, and opacity standards specified in the NJDEP SOTA manual for Stationary Combustion Turbines.

The emergency black start engines exceed the SOTA applicability threshold for methane listed in Appendix 1, Table A of N.J.A.C. 7:27-8. Therefore, the engines are subject to SOTA. The SOTA manual for Reciprocating Internal Combustion Engine generators states that "SOTA for an emergency generator application meeting the definition found at N.J.A.C. 7:27-19.1, 'emergency generator' is no auxiliary air pollution control." This definition limits the power from the emergency generators for use exclusively at the facility during power outages, voltage reductions issued by PJM, or up to 30 days per calendar year of power disruptions resulting from construction, repair or maintenance activities at the facility. Since power from the black-start

engine generators will only be used for starting the turbines during power outages, the engines meet this definition of emergency generators.

2.4.10.4 New Jersey Reasonably Available Control Technology (RACT) Standards

The Clean Air Act requires states in nonattainment for ozone to develop state specific Reasonably Available Control Technology (RACT) standards to reduce NO_x and VOC emissions. Per NJDEP policy, the RACT standards are applicable during start-up, shutdown, and construction operating scenarios.

2.4.10.5 New Jersey Standards for Combustion of Fuel

The New Jersey standard for “Control and Prohibition of Smoke from Combustion of Fuel” (N.J.A.C. Subchapter 3) specifies opacity limits of 20% for turbines and engines. The New Jersey standard for “Control and Prohibition of Particles from Combustion of Fuel” (N.J.A.C. Subchapter 4) specifies Total Suspended Particulate (TSP) emission rates for the turbines (24.7 lb/hr) and engines (7.2 lb/hr).

2.4.10.6 Acid Rain Program

As directed by Title IV of the Clean Air Act, which aims to reduce acid rain, USEPA has established a market-based allowance program for SO₂ emissions from utility units (that offer electricity for sale). The Acid Rain Program exempts new utility units “serving one or more generators with a total nameplate capacity of 25MWe or less.” The three simple cycle combustion turbines meet this New Unit Exemption. However, because the 22.5MW combined cycle turbines also serve the 15MW steam turbine, the two combined cycle units will be subject and will be coordinated to comply with the Acid Rain Program. For the proposed Project, emissions of SO₂ are not expected to contribute significantly to air pollution or acid rain. This will be verified by the USEPA through the Acid Rain Permit application review process. NJ TRANSIT is prepared to purchase any SO₂ allowances, as required by the Acid Rain Program.

2.4.10.7 Title V Operating Permit Program

Title V of the Clean Air Act establishes an operating permit program for major sources of air emissions. As specified in 40 CFR Part 70 and N.J.A.C. 7:27-22.2, Title V operating permits are required for:

- A major source of HAPs
- Major Sources of Criteria Pollutants:
 - Sources emitting more than 25 tons per year of NO_x or VOC (for projects located in a nonattainment area for these pollutants)
 - Sources emitting more than 100 tons per year of CO, PM₁₀, TSP, SO₂, Lead, or any other Air Contaminant other than CO₂
- An affected Title IV facility (for Acid Rain Permitting), as defined at N.J.A.C. 7:27-22.1

- A facility with any source operation in a source category designated by USEPA under 40 CFR 70.3(a)(5) (none have been designated so far)

For the purposes of determining applicability, emissions must include fugitives for listed source categories including fossil-fuel-fired steam electric plants of more than 250MMBtu/hr heat input. Title V permitting cannot be triggered based solely upon Greenhouse Gas emission levels.

The Project will require a Title V operating permit because it is subject to the Acid Rain Program and has the potential to emit more than 25 tons of NO_x. The application procedures for obtaining an initial air permit under the Title V program are outlined in N.J.A.C. 7:27-22.5. As allowed under N.J.A.C. 7:27-22.5, NJ TRANSIT has submitted an application for a preconstruction permit and operating certificate pursuant to N.J.A.C. 7:27-8 "Permit and Certificates for Minor Facilities (and Major Facilities Without an Operating Permit)." NJ TRANSIT then has until one year after starting operation to apply for the Title V operating permit. Upon issuance of an operating permit, the terms and conditions of the preconstruction permit and operating certificate are consolidated into the operating permit.

2.4.11 Initial Physical Connection and Safe Drinking Water Permit

Pursuant to the New Jersey Safe Drinking Water Act, the NJDEP's Division of Water Supply and Geoscience Safe Drinking Water Program ensures the provision of safe drinking water to consumers with adequate pressure and volumes in compliance with the Federal Safe Drinking Water Act and the Water Supply Management Act. Facilities requiring more than 12,000 gpd of water supply must apply for a Safe Drinking Water Permit. Additionally, physical connection permits are also regulated under this Act, and standards for construction and procedures for certifications are also established. The proposed Project requires over 12,000 gpd for water supply as well as a physical connection, or a connection between a public community water system, to provide adequate drinking water to the proposed Main Facility, and therefore will require a Physical Connection and Safe Drinking Water Permit.

2.4.12 Treatment Works Approval

The NJDEP Bureau of Environmental, Engineering and Permitting (BEEP) Treatment Works Approval (TWA) Program regulates the construction and operation of industrial wastewater collection, conveyance and treatment facilities, including treatment plants, pumping stations, interceptors, sewer mains and other collections, holding and conveyance systems. TWA are a type of construction permit wherein the Bureau evaluates the proposed treatment plant's design and its ability to meet the effluent standards specified in the NJPDES permit. The proposed Project includes a stormwater management system including conveyance pipes, detention basin and stormwater outfalls which will require NJPDES permits. In order to obtain these permits, a TWA must be issued confirming the proposed Project's compliance with the NJPDES effluent standards. In addition, the TWA review will access the design of the sewer line connection for the proposed Project.

2.4.13 Short Term De Minimis (B7) Discharge Permit

Previously known as the Construction Dewatering Permit, the B7 Discharge Permit authorizes short term, uncontaminated discharges of groundwater generated during construction for the purpose of lowering the groundwater table. A de minimis discharge is defined as a discharge containing a relatively insignificant amount of pollutants. During construction throughout the proposed Project site, dewatering is anticipated. Therefore, a B7 Discharge Permit is required to discharge groundwater encountered during construction into a surface water.

2.4.14 General Groundwater Remediation Clean-up (BGR) Permit

As with the B7 Discharge Permit, the BGR Permit authorizes the discharge of treated groundwater into a surface water body during construction activities.

2.4.15 Discharge to Surface Waters for Industrial Discharge Individual Permit (Category B Permit)

Individual New Jersey Pollutant Discharge Elimination System (NJPDES) Discharge to Surface Water (DSW) permits are issued to specific facilities to authorize any discharge of effluent to surface waters. A Category B permit is for Industrial facilities that discharge treated and non-treated wastewater derived from, but not limited to process and non-process wastewater, contact and non-contact cooling water and storm water run-off. As the proposed Project involves the construction of a stormwater system, including a stormwater detention basin and two stormwater outfalls, the proposed Project will generate only stormwater discharges to surface waters. These discharges will not require treatment and will not be derived from the coolant water system. Therefore, an Industrial Category B NJPDES DSW Permit is required.

2.4.16 Construction Activities (5G3) General Permit

The Bureau of Nonpoint Pollution Control issues 5G3 General Permits for the discharge of stormwater runoff from certain construction activities, including clearing, grading and excavation, or construction activities that disturb one acre or more of land. Pursuant to the New Jersey Water Pollutant Control Act, as part of the NJPDES, the Project will be disturbing over one acre of land and will include grading and excavation during construction. Therefore, a 5G3 General Permit is required. Additionally, a SESC Certificate is required prior to the issuance of a 5G3 General Permit. The SESC is discussed further below.

2.4.17 Soil Erosion and Sediment Control Certification

Projects that disturb more than 5,000 square feet of land require a Soil Erosion and Sediment Control (SESC) Certification from the applicable local Soil Conservation District pursuant to the Soil Erosion and Sediment Control Act of 1975. The Hudson Essex Passaic Soil Conservation District hold regulatory jurisdiction over the proposed Project site, which will permanently disturb more than 5,000 acres of land. Therefore, a SESC Certification is required for the proposed Project. SESC Certification is also required for the issuance of a NJPDES 5G3 Permit, as discussed above.

NJ TRANSIT will ensure that all SESC measures are monitored and maintained throughout construction in accordance with the to-be-issued SESC Certification.

2.4.18 Lined Surface Impoundment General Permit

The NJDEP Bureau of Nonpoint Pollution Control issues Lined Surface Impoundment (LSI) General Permits to authorize the discharge of wastewater into a basin. The proposed Project includes the construction of a stormwater detention basin at the Main Facility. Therefore, an LSI General Permit will be required.

2.4.19 Materials Management Plan

As the proposed Project is located on a contaminated site, the NJDEP Site Remediation Program requires NJ TRANSIT to prepare a Materials Management Plan (MMP) for contaminants encountered during the construction phase. However, the site has already been reviewed and has an approved Remedial Action Work Plan (RAWP), and therefore a RAWP Amendment will be required. Any disturbances will require mitigation, which will be outlined in the proposed Project's RAWP Amendment, to remedy the impacts due to development. In addition, the deed notice will require revision to reflect new construction as built. A Remediation Investigation Report (RIR) will be completed upon completion of construction.

2.4.20 Koppers Coke Redevelopment Plan

The New Jersey Sports and Exposition Authority (NJSEA) works with the municipalities located within the Meadowlands District to identify sites in need of redevelopment and prepare redevelopment plans to rehabilitate areas of contamination and decline pursuant to the Hackensack Meadowlands Agency Consolidation Act. The 2013 Koppers Coke Peninsula Redevelopment Plan focuses on the 367-acre Koppers Coke Peninsula Redevelopment Area located within the Town of Kearny, in the southeast portion of the Meadowlands District. To develop within this Redevelopment Area, a Zoning Certification is required from the NJSEA. In general, in accordance with the Redevelopment Plan, an amendment is required for deviation from a permitted land use. Power generation is an approved land use with the sole purpose of serving facilities within the Redevelopment area. As the proposed Project will distribute power outside the Redevelopment Area, an amendment is required to change the approved land use. In addition, a variance will be required for deviation from bulk requirements of the Redevelopment Plan.

2.4.21 Other Measures to Minimize Harm

Construction activities would be conducted to minimize noise impacts to nearby community facilities, neighborhoods, and residential properties. Quality control measures to reduce fugitive dust would be implemented during construction, and construction equipment would use Tier 4-compliant engines to reduce emissions. Additionally, materials would be sourced locally when feasible, construction equipment would use biodiesel fuel when possible, obey New Jersey's "No Idling" Law, and transportation routes would be designed to be as efficient as possible to reduce GHG emissions.

The use of double/multi-cased pilings will minimize potential for contaminant transport at Main Facility and locations of monopoles.

Noise or vibration impacts related to aquatic habitats will be avoided through construction windows/seasonal restrictions as determined during the permitting process.

All construction workers would be required to attend all applicable NJ TRANSIT and/or Amtrak safety training. Coordination with the USCG would be completed through the USACE Section 10 permit, as discussed above, including barge deliveries of large equipment (if required) and installation of the electrical line crossing the Hackensack River.

During operations, emissions would be minimized by using state-of-the-art pollution-reduction measures, which would be monitored by the NJDEP in compliance with the Title V permit. The purchase of NO_x credits would offset NO_x emissions. Impacts of noise would be minimized by the remote location of the Main Facility, which will also include sound-dampening technology, and by housing the nanogrid generators in a building with sound-dampening technology.

The NJDEP Green Acres Program, created in 1961, protects open space and historic and cultural resources for recreational uses from future development. Green Acres properties are not anticipated to be impacted by the proposed Project. As required, the Project footprint was evaluated against the Recreational and Open Space Inventory (ROSI) database maintained by the Green Acres Program. This database includes municipal, county and nonprofit parkland encumbered by the Green Acres Program. In the event future design progress results in potential impacts on any Green Acres property, NJ TRANSIT will coordinate with NJDEP Green Acres Program immediately.

2.5 MONITORING AND ENFORCEMENT

Prior to construction, the height of all monopoles and stacks would be reported to the Federal Aviation Administration (FAA) for compliance with FAA's Obstruction Evaluation process. Any monopoles greater than 200 feet above grade would be required to have lighting, and any monopoles or stacks in airplane flight paths would need to be approved.

For the construction of the transmission line crossing the Hackensack River, the USCG would be notified, to minimize impacts to river navigation. If the submarine installation option is ultimately implemented, the United States Fish & Wildlife Service (USFWS), NJBMP and NMFS will again be consulted regarding threatened and endangered species, and any restrictions on the construction window will be strictly observed.

For the installation of monopole foundations and duct banks for electrical lines, an archaeologist will be present during construction in areas of archaeological sensitivity, as described in the executed PA.

During operations, emissions would be monitored by the NJDEP to ensure compliance with the Title V permit.

2.6 PUBLIC AND AGENCY COORDINATION

2.6.1 Scoping

A public scoping meeting was held on February 3, 2016 to provide information on the proposed Project, solicit input on the DEIS analysis, and respond to concerns and comments expressed by members of the local community. A Project website was established to provide information on the Project and upcoming milestones or meetings. It also featured postings on Project benefits and goals, and environmental documentation. The website is accessible through NJ TRANSIT's resilience website (<http://njtransitresilienceprogram.com/>). Fact sheets were made available in both English and Spanish in printed form for distribution at public comment meetings and are available on the web page in electronic format (i.e. PDF).

2.6.2 Draft Environmental Impact Statement

FTA and NJ TRANSIT, in cooperation with the USEPA and the USACE, initiated an Environmental Impact Statement (EIS) and Section 4(f) Evaluation for the Project in 2016. The DEIS was issued on May 17, 2019 and was prepared pursuant to NEPA.

The Notice of Availability for the proposed Project's DEIS in the Federal Register on Friday, May 17, 2019, formally beginning the 60-day public review and comment period (May 20, 2019 – July 19, 2019). NJ TRANSIT distributed the DEIS to local, regional, state and federal agencies, interested and affected parties, and the public for review and comment. The public notice included information on where to view the document and how to provide comments during the public comment period. The availability of the DEIS and notice of the Public Hearing sessions were advertised in four area newspapers (The Jersey Journal on May 20, 2019; The Star-Ledger on May 20, 2019; The Observer on May 22, 2019 and El Especialito on May 24, 2019), on project information flyers to Section 8 Housing Authorities (English and Spanish) and local libraries (English, Spanish and Haitian Creole) for posting at their facilities. Appendix E – Public Outreach Update includes additional details on public outreach efforts as well as the published advertisements. NJ TRANSIT held two public hearings at St. Peters University in Jersey City, NJ on June 18, 2019 (2:00PM – 4:00PM and 7:00PM – 9:00PM), where oral and written comments regarding the DEIS could be formally submitted. Comments were also accepted by email and by mail. The review and comment period ended on July 19, 2019. In total, FTA received 3 agency comments, 7 comments at the public hearings, 39 web comments, and 4 comments from other interested parties. A summary of all comments and responses are included in FEIS Appendix C – Response to Agency and Public Comments.

The DEIS for the proposed Project is currently available to the public on the Project website (<https://njtransitresilienceprogram.com/documents/deis/>), at the FTA Region 2 Headquarters located at One Bowling Green, Room 428 New York, New York 10004, and at the NJ TRANSIT Headquarters, One Penn Plaza East, Newark, New Jersey 07105.

2.6.3 Section 106 and Section 4(f) Coordination

FTA and NJ TRANSIT are coordinating with NJ HPO and other applicable parties through the Section 106 coordination process. FTA and NJ TRANSIT published the Draft Section 4(f) Evaluation in conjunction with the DEIS for public review and comment (see Section 2.7.2 below for a detailed description of coordination efforts). The Final Section 4(f) Evaluation is presented in Appendix A. At FTA's direction, a Programmatic Agreement (PA) was executed on January 16, 2020 to define the measures to be undertaken to avoid, minimize, and/or mitigate the adverse effects of the Project on historic resources (see FEIS Appendix B – Programmatic Agreement).

2.7 DETERMINATION OF FINDINGS

2.7.1 National Environmental Policy Act

The FTA, in accordance with NEPA, 42 USC §4321 et seq. and Council on Environmental Quality (CEQ) implementing regulations (40 CFR Part 1500 et seq.); US DOT project development procedures for efficient environmental reviews for project decisionmaking, 23 United States Code (USC) § 139(n)(Accelerated Decisionmaking in Environmental Reviews), and FTA implementing regulations (23 CFR § 771.124(a)(1))(Final environmental impact statement/record of decision document), the FTA Environmental Impact and Related Procedures (23 CFR Part 771 and by this ROD finds that the requirements of NEPA have been satisfied for the NJ TRANSITGRID TRACTION POWER SYSTEM Project. This Record of Decision (ROD) applies to the Preferred Alternative described in the Final Environmental Impact Statement (FEIS). The ROD also documents compliance with applicable federal environmental laws, rules and regulations as discussed below. Any proposed changes by NJ Transit must be evaluated in accordance with 23 CFR Sections 771.129 and 771.130, and must be approved by FTA in writing before the agency can proceed with the change.

2.7.2 Section 106 Consultation and Section 4(f) Evaluation

Concurrently with the NEPA process, the proposed Project was reviewed in accordance with Section 106 of the National Historic Preservation Act and evaluated in accordance with Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966, as amended (codified in 49 USC § 303), and implementing regulations 23 CFR § 774. FTA and NJ TRANSIT have consulted with the NJ HPO and Consulting Parties pursuant to Section 106 consultation requirements. As part of the Section 106 consultation process, FTA contacted agencies and individuals with an identified interest in history or historic preservation in the Project area. The Town of Kearny and the Delaware Tribe Historic Preservation Representatives accepted the invitation to participate as Consulting Parties for the project. No other responses were received for invitation to participate. A full list of parties invited is included in Appendix C – Historic Resources of the DEIS.

Through the Section 106 consultation process, FTA finds, based on NJ HPO opinion, that the Preferred Alternative would result in an adverse effect to the Old Main DL&W Railroad Historic District, Lower Hack Draw Bridge, the Hackensack River Lift Bridges Historic District, Old and New Bergen Tunnels, West End Through Truss Bridges, West End Interlocking Tower and the DL&W Railroad Boonton Line Historic District.

The Preferred Alternative also may result in disturbance of areas identified as high sensitivity for archaeological resources. FTA also determined that the Preferred Alternative would also result in the Section 4(f) use of the Old Main DL&W Railroad Historic District as defined in 49 USC 303. The US Department of Interior (via letter dated February 27, 2020) concurred with the FTA analysis and conclusion that there are no feasible and prudent alternatives to the use of the Section 4(f) property. Measures to avoid, minimize, and mitigate harm to historic and potential archaeological properties are included in the stipulations of the Section 106 PA signed January 2020 (FEIS/ROD Appendix B) and will be implemented as part of the design and construction of the proposed Project. FTA, NJ TRANSIT and NJ HPO will implement these measures, which reflect all possible planning to minimize harm from the use of the Old Main DL&W Railroad Historic District.

2.7.3 Clean Water Act

Any permanent wetland disturbances and loss of ecological function would be mitigated through the purchase of wetland mitigation bank credits. Outlined at 40 C.F.R. § 230 [2008] – Compensatory Mitigation for Losses of Aquatic Resources, mitigation via credit purchase is the preferred method for completing mitigation requirements. As the proposed activities are located in the Watershed Management Area No. 5 – Hackensack, Hudson and Pascack, and the Hydraulic Unit Code (HUC) No. 30103180, the servicing state and federally approved wetland mitigation banks are the Kane Mitigation Bank for transportation related activities within the Meadowlands District, and MRI-3 for transportation activities outside the Meadowlands District. This compensatory mitigation alternative will be coordinated with the USACE and the Interagency Review Team (IRT) that oversees wetland impacts and proposed mitigation for wetland resources located in the Meadowlands District. Mitigation credit purchase will provide a “no net loss” through the purchase of wetland credits released for sale based on the restoration and establishment of wetland functions and native wetland vegetation. Wetland credit purchase is assumed to be estimated, equivalence of 1 credit is equal to 2.4 acres of restored high value functional wetlands. Although up to two acres of low value isolated wetlands will be eliminated by the Preferred Alternative, through mitigation, the project will support the restoration of up to five acres of high value, functional wetlands within a contiguous tidal marsh and aquatic nursery. Based on the current wetland Mitigation Bank Inventory (MBI) ledger the Kane Mitigation Bank has 24.55 credits available, and MRI-3 Mitigation Bank has 7.89 credits available.

2.7.4 Floodplains

Pursuant to the FHA Control Act Rules (7 N.J.A.C. § 13), the proposed work in a tidally influenced floodplain will not cause significant floodplain impacts or loss of flood storage capacity. Even still, the Project will require a NJDEP FHA Individual Permit and FHA Verification, as regulated work is proposed within the floodplains of the Hackensack, Passaic and Hudson Rivers, all of which are tidally influenced at the Project locations.

2.7.5 Executive Order 11988- Floodplain Management

Executive Order 11988- Floodplain Management, 42 Fed Reg 26951 (issued May 24, 1977) was issued to avoid to the extent possible the long- and short-term adverse impacts associated with the occupancy and

modification of floodplains as well as avoidance of direct or indirect support of floodplain development. US DOT Order 5650.2 “Floodplain Management and Protection” contains policies and procedures for implementing Executive Order 11988. The proposed Project includes work within tidally influenced floodplains and must ensure compliance with local, state and federal regulations to avoid adverse impacts. A summary of how the project activities meet compliance with the applicable Sections of Executive Order 11988 is included in the DEIS Chapter 12.5. US DOT Order 5650.2, defines a significant encroachment as one that results in one or more of the following: a considerable probability of loss of human life; likely future damage associated with the encroachment that could be substantial in cost or extent, including interruption of service on or loss of a vital transportation facility; or a notable adverse impact on natural and beneficial floodplain values. Based on the analysis of Preferred Alternative impacts on flood and tidal plains in the DEIS Chapter 12, FTA finds that the proposed action does not constitute a significant encroachment, subject to the required permits and mitigation commitments summarized in this ROD. The Main Facility (Component A) will be constructed within the 126-acre Kopper’s Koke property that is being filled and elevated by HCIA regardless of the proposed federally funded action. Other Preferred Alternative encroachments are minor and/or will be mitigated through wetlands mitigation.

2.7.6 Clean Air Act / Conformity with Air Quality Plans

The proposed Project is in or within two miles of portions of Bergen, Essex, and Hudson Counties. All three counties are part of the Northern New Jersey-New York-Connecticut area designated as moderate non-attainment for ozone (O_3) and maintenance for CO and Particulate Matter ($PM_{2.5}$). The area is in attainment for Nitrogen Dioxide (NO_2), Sulfur Dioxide (SO_2), and PM_{10} . Projects that emit pollutants in nonattainment areas are required to offset emissions (i.e., reduce emissions elsewhere to compensate for emissions generated), and dispersion modeling is usually required to demonstrate that no new exceedances would occur and/or that the existing exceedance would not be exacerbated. Emissions are reviewed under the “Nonattainment New Source Review” (NNSR) program, which requires strict emission controls meeting the Lowest Achievable Emission Rate (LAER) with no regard to cost. The need for emission offsets is also determined as part of the permitting process. In general, Transportation and/or General Conformity requirements apply to proposed major projects in nonattainment or maintenance areas. However, the Preferred Alternative is exempt from these requirements (for both operation and construction) since NJ TRANSIT is designing it to conform with the approved emissions budget for the area through the Title V permitting process (see 40 CFR 93.153(d)(1)).

As designed, the preferred equipment option of the Preferred 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. Any impact on air quality would be minimized through use of modern technology and could be further offset by reduced demand from the commercial power generation plant. Additional emission reduction controls technologies, however, may be incorporated into the proposed Project’s design during the facility’s Title V permitting process to further reduce emissions. Additionally, neither the normal operation nor the emergency operation of the reciprocating engines for the blackstart engines at the Main Facility (Preferred Alternative Project Component A) or the nanogrid (Preferred Alternative Project Component F) would cause significant air quality impacts; therefore, no mitigation is

needed for these components. A Pre-Construction Air Permit application was submitted to NJDEP in November 2018 and is currently under review.

2.7.7 Environmental Justice

The Main Facility will be constructed in an area with no nearby residences (nearest residence is 0.7 miles away). While some construction activities may take place near minority or low-income communities, the activities will not result in disproportionately high and adverse effects on minority or low-income populations, as all construction activities will take place with transportation rights-of-way. The project is designed to improve resilience of public transportation, which will provide a net benefit to minority and low-income populations, particularly during power outages when emergency transportation is needed.

2.8 CONCLUSION

The Preferred Alternative will minimize all impacts and NJ TRANSIT is committed to mitigating significant adverse impacts as summarized in ROD Table 1. The Preferred Alternative is designed to provide a reliable and resilient source of power to allow continuous use of a critical segment of the mass transportation system serving the New Jersey and New York City commuters during power outages.

Based on the environmental record analyzed for the project, the evaluations of social, economic, and environmental impacts as presented in the DEIS and FEIS; the summary of committed mitigation for the NJ TRANSITGRID (see Mitigation Measures in the above Section 2.6); and the written and oral comments offered by the public and other agencies, the FTA has determined that:

- An adequate opportunity was afforded for the presentation of views by all parties with a significant economic, social, or environmental interest in the Project;
- The preservation and enhancement of the environment and the interest of the community in which the proposed Project is located was considered; and
- No feasible and prudent alternative to the adverse environmental effects of the NJ TRANSITGRID exists and all reasonable steps have been taken minimize the effects.

The environmental record for this decision includes the following documents:

- Project DEIS
- Combined FEIS/ROD/ Section 4(f) Determination
- All technical reports, white papers, Title VI analysis, and supporting documentation incorporated by reference into the DEIS and FEIS.

These documents, incorporated herein by reference, constitute the statements required by NEPA and Title 23 of the United States Code on:

- The environmental impacts of the project
- The adverse environmental effects that cannot be avoided should the project be implemented
- Alternatives to the proposed project

- Irreversible and irretrievable impacts on the environment that may be involved with the project should it be implemented

Having carefully considered the environmental record noted above, the mitigation measures as required herein, the written and oral comments offered by agencies and the public on this record and the written responses to the comments, the FTA has determined that the NEPA Preferred Alternative is also the environmentally preferred alternative. The NEPA Preferred Alternative represents the best option for the Project. The FTA finds that all practicable measures to minimize environmental harm have been incorporated into the design of the NEPA Preferred Alternative and will ensure that the commitments outlined herein will be implemented as part of final design, construction contract, and post-construction monitoring.

 Digitally signed by STEPHEN
C GOODMAN
Date: 2020.04.15 09:05:57
-04'00'

Stephen Goodman, PE
Regional Administrator
Federal Transit Administration - Region 2

4/15/2020

Date of Approval

APPENDIX A: Final Section 4(f) Evaluation

Final Section 4(f) Evaluation

A.1 INTRODUCTION

This Final Section 4(f) Evaluation has been prepared pursuant to the requirements of Section 4(f) of the Department of Transportation (USDOT) Act of 1966. Based on the Section 4(f) Evaluation, Federal Transit Administration (FTA) determined that the proposed Project would result in the use of the Old Main Delaware, Lackawanna and Western (DL&W) Railroad Historic District, which is a Section 4(f) property. This chapter discusses the identification of Section 4(f) properties within the Area of Potential Effects (APE) for the proposed Project, describes the effect of the proposed Project on those properties, and summarizes measures to minimize harm included as part of the proposed Project.

A.2 REGULATORY CONTEXT AND METHODOLOGY

Section 4(f) of the USDOT Act of 1966, as amended (23 C.F.R. Part § 774-codified in 49 U.S.C. 303 and generally referred to as “Section 4(f)”) prohibits the Secretary of Transportation from approving any program or project that requires the “use” of: (1) any publicly-owned parkland, recreation area, or wildlife/waterfowl refuge of national, state, or local significance; or (2) any land from a historic site of national, state, or local significance (collectively, “Section 4(f) properties”), unless there is no feasible and prudent alternative to the use of such land and such program and the project includes all possible planning to minimize harm to the park, recreation area, wildlife/waterfowl refuge, or historic site. A historic site is considered to be a property that is listed on, or is eligible for listing on, the National Register of Historic Places (NRHP) (“NR-listed” and “NR-eligible”). As set forth in the Section 4(f) regulations, archaeological resources are protected under Section 4(f) only when their importance is derived from their preservation in place.

A project use of a Section 4(f) property occurs when it:

- Permanently incorporates land from the property into a transportation facility;
- Temporarily occupies land in a manner that is adverse in terms of the statute’s preservation purpose; or
- Comprises a constructive use of land, which per C.F.R. Part 774.15(a) occurs “when the transportation project does not incorporate land from a Section 4(f) property, but the proximity impacts are so severe that the protected activities, features, or attributes that qualify property for protection under Section 4(f) are substantially impaired.”

In some cases, even if there is a use of a Section 4(f) property, FTA may determine that a use is *de minimis*. A *de minimis* impact determination under 23 C.F.R. Part 774.3(b) subsumes the requirement for all possible planning to minimize harm by reducing the impacts on the Section 4(f) property to a *de minimis*

level. As summarized from 49 U.S.C. 303(d)(2) FTA may make a *de minimis* determination on a historic site only if, pursuant to the Section 106 consultation process:

- The transportation program or project will have no adverse effect on the historic site, or there will be no historic properties affected by the transportation program or project;
- FTA's finding has received written concurrence from the applicable State historic preservation officer or tribal historic preservation officer (and from the Advisory Council on Historic Preservation if the Council is participating in the consultation process); and; and
- FTA has developed its finding in consultation with parties consulting as part of the Section 106 consultation process.

With respect to parks, recreation areas, or wildlife or waterfowl refuges, as summarized from 49 U.S.C. 303(d)(3), FTA may make a finding of *de minimis* impact only if:

- After public notice and opportunity for public review and comment, FTA finds that the transportation program or project will not adversely affect the activities, features, and attributes of the park, recreation area, or wildlife or waterfowl refuge eligible for protection under this section; and
- The finding has received concurrence from the officials with jurisdiction over the park, recreation area, or wildlife or waterfowl refuge.

A.2.1 Feasible and Prudent Avoidance Alternative and Least Overall Harm

A feasible and prudent avoidance alternative would avoid using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. An alternative is not feasible if it cannot be built as a matter of sound engineering judgment. An alternative is not prudent if:

- 1) It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;
- 2) It results in unacceptable safety or operational problems;
- 3) After reasonable mitigation, it still causes severe social, economic, or environmental impacts; severe disruption to established communities; severe disproportionate impacts to minority or low-income populations; or severe impacts to environmental resources protected under other Federal statutes;
- 4) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
- 5) It causes other unique problems or unusual factors; or

- 6) It involves multiple factors of the above, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

If there is no feasible and prudent avoidance alternative, FTA may approve only the alternative that causes the least overall harm in light of Section 4(f)'s preservation purpose. In accordance with C.F.R. Part 774.3(c)(1), "least overall harm" is determined by balancing the following list of factors:

- 1) The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);
- 2) The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
- 3) The relative significance of each Section 4(f) property;
- 4) The views of the official(s) with jurisdiction over each Section 4(f) property;
- 5) The degree to which each alternative meets the purpose and need for the project;
- 6) After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
- 7) Substantial differences in costs among the alternatives.

A.3 PROJECT DESCRIPTION

The proposed Project would include a natural gas-fired generation plant with a net generation of 104 to 140 megawatts (MW) including steam power generation from waste heat, referred to as the Main Facility (Preferred Alternative Project Component A). The Main Facility would be located in the Town of Kearny in Hudson County, New Jersey. It would be electrically connected to the Public Service Electric & Gas Company (PSE&G) system, which currently provides power to NJ TRANSIT and Amtrak facilities in the Project area. Under normal conditions, the microgrid would have the capacity to import from, and export into, the larger commercial grid 24 hours per day, seven days per week (24/7). When the existing commercial power 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 commercial power grid supplies. Under a scenario involving a regional or local blackout condition, the microgrid would disconnect from the PSE&G commercial grid and become the primary source of power to support the following services, subject to further design and concept verification:

- Limited commuter rail service on Amtrak's Northeast Corridor between New York Penn Station and County Yard/Jersey Avenue Station in New Brunswick (approximately 32.8 rail miles) via connection to a new Kearny Substation;

- Limited NJ TRANSIT commuter rail service between Hoboken Terminal and Maplewood Station on the Morris & Essex Line (approximately 15.2 rail miles), via a power connection to the Mason Substation; and
- Service on NJ TRANSIT's Hudson-Bergen Light Rail (HBLR) between Tonnelle Avenue in North Bergen and 8th Street in Bayonne (approximately 16.6 rail miles), via connections to the individual traction power substations along the HBLR right-of-way.

In addition to providing traction power, the microgrid would be designed to support the following non-traction loads, to the extent technically feasible:

- NJ TRANSIT Hoboken Terminal and Yard through input to Henderson Street Substation;
- The majority of NJ TRANSIT HBLR station loads (approximately 16.6 rail miles), supported through the connections to the traction power substations mentioned above;
- Northeast Corridor signal power, Hudson River tunnel ventilation, pumping, and lighting loads for the sections of operable track from New York Penn Station to County Yard/ Jersey Avenue Station (approximately 32.8 rail miles);
- NJ TRANSIT Main Line's operating segment signal power from the intersection with the Morris & Essex Line to the Upper Hack Lift Bridge (approximately 2.5 rail miles); and
- The NJ TRANSIT Rail and HBLR Regional Operations Centers.

Figure 1-2 in Chapter 1, "Purpose and Need," of the Environmental Impact Statement (EIS) depicts the rail service network throughout which power would be distributed during a regional or local blackout condition. The service territory was chosen to support an overall service goal of transporting as many customers as possible between key nodes in NJ TRANSIT's core public transit system. The proposed Project would be a resilient system that also facilitates emergency transportation for commuters from work to place of residence. Newark, New Jersey, and Manhattan, New York, represent areas with very high transit dependency for work and non-work trips.

The Preferred Alternative includes the Main Facility and other power distribution infrastructure needed to support the core service territory—including several substations, various electrical lines, and other elements that extend throughout the Project Area. The Preferred Alternative is presented in the EIS and Table A-1 as "Preferred Alternative Project Component A" through "Preferred Alternative Project Component G" (see Figure 2-1 in Chapter 2, "Project Alternatives").

Table A-1 – Preferred Alternative Project Components

Project Component	Description
Preferred Alternative Project Component A: Main Facility	<p>Combined-cycle gas turbine plant</p> <ul style="list-style-type: none"> - 5 natural gas turbines (21MW to 25MW each) <ul style="list-style-type: none"> o With 2 connected to heat recovery steam generators (HRSGs) - 1 steam turbine (14MW to 18MW) - 2 emergency black start engines (not to exceed 2.5MW)* <p>Four-acre solar panel facility over stormwater retention basin (approximately 0.6MW)</p> <p>Static Frequency Converter yard</p> <p>230 kilovolt (kV) substation</p>
Preferred Alternative Project Component B: Natural Gas Pipeline Connection	New metering station and connections to existing natural gas pipelines on six-acre parcel
Preferred Alternative Project Component C: Electrical Lines to Mason Substation	0.7-mile electrical line (combination of new monopoles up to 220 feet tall, and underground duct banks); 230 kV at 60 Hz
Preferred Alternative Project Component D: Electrical Lines and New Kearny Substation	<p>1.47-mile electrical line within NJ TRANSIT's Meadowlands Maintenance Complex (MMC) property (new monopoles up to 220 feet tall, and underground duct banks); 138 kV at 25 Hz</p> <p>New Kearny Substation</p>
Preferred Alternative Project Component E: Electrical Lines and New NJ TRANSITGRID East Hoboken Substation	<p>3.0-mile electrical line consisting of:</p> <ul style="list-style-type: none"> - 0.8 miles within industrial Kearny (combination of new monopoles up to 220 feet tall, and underground duct banks); 27 kV at 60 Hz - 0.2 miles crossing Hackensack River (aerially 50 feet north of Lower Hack Bridge via new poles up to 220 feet, one pole on each side of the river bank; 27 kV at 60 Hz) - 0.7 miles within industrial Jersey City (combination of new monopoles up to 65 feet tall [with exception of one pole for river crossing – see above], and underground duct banks; 27 kV at 60 Hz - 0.8-mile segment within the south tube of Bergen Tunnel; 27 kV at 60 Hz - 0.22 miles from Bergen Tunnel to new NJ TRANSITGRID East Hoboken Substation (combination of new monopoles up to 65 feet tall and underground duct banks); 27 kV at 60 Hz - 0.28 miles from new NJ TRANSITGRID East Hoboken Substation to Henderson Street Substation, (combination of new monopoles up to 65 feet tall, underground duct banks and attachment to existing transportation infrastructure [HBLR]); 13.2 kV at 60 Hz - New NJ TRANSITGRID East Hoboken Substation
Preferred Alternative Project Component F: Connection to HBLR South	HBLR Headquarters Nanogrid: two approximately 2MW natural gas-fired emergency generators and stored energy installed on elevated platform in NJ TRANSIT-owned property

Project Component	Description
Preferred Alternative Project Component G: HBLR Connectivity	14.4-mile electrical line on combination of new monopoles (up to 39 feet high), underground duct banks or attachment to existing infrastructure (HBLR elevated tracks); 13.2 kV at 60 Hz <ul style="list-style-type: none"> - 6.6 miles from Tonelle Avenue station in North Bergen to the Harismus Cove station in Jersey City - 1.6 miles from HBLR Headquarters to West Side Avenue station in Jersey City - 6.2 miles from Jersey Avenue station to 8th Street station in Bayonne

***Note:** the actual plant output is reduced due to temperature and parasitic loads. Therefore, the total output would be less than the MW output for which each turbine is designed.

A.4 PURPOSE AND NEED

The need for the proposed Project is based on the vulnerability of the commercial electric power grid that serves NJ TRANSIT's and Amtrak's Northeast Corridor commuter rail service. 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 and facilitate emergency transportation during an impending storm or power loss. Power outages are occurring more frequently due to the nature and age of the existing centralized power distribution system and the intensity and frequency of severe weather events or potential man-made disruptions.

Following Superstorm Sandy in 2012, the U.S. Department of Energy (DOE) partnered with the State of New Jersey to examine the use of microgrids to help supply electricity during future extreme weather events. The proposed Project is a result of that partnership and it is designed to meet the objectives of national and state energy goals by contributing to diverse portfolios of new, cleaner, and more resilient energy generation systems.

A.5 SECTION 4(F) PROPERTIES

A.5.1 Historic Architectural Resources

Historic resources identified through the Section 106 process are considered Section 4(f) properties. In accordance with Section 106, a comprehensive Historic Architectural Resources Background Survey (HARBS) and Effects Assessment (EA) Report was prepared to identify all historic architectural resources eligible for, or potentially eligible for, the State or National Register of Historic Places (S/NR-listed or S/NR-eligible) (RGA 2017a). The survey examined 93 historic resources that were previously identified as listed or eligible. In addition, the survey identified 63 resources more than 50 years old and evaluated their potential for historic significance. The New Jersey Historic Preservation Office (NJHPO) Consultation Comments Letter dated April 24, 2018 included new Opinions of Eligibility regarding the resources within the APE. The NJHPO found that the proposed Project would not have an effect on the following historic resources: the Jersey City Water Works Historic District, the Erie Railroad Bergen Archways Historic

District, the Hudson and Manhattan Railroad Transit System (PATH) Historic District, the Jersey City Water Works Pipeline, the Wittpenn Bridge, the PRR Harsimus Branch (Conrail/CSX) Bridge over the Hackensack River, the PRR (PATH) Bridge over Hackensack River, the JFK Boulevard Bridge, the Palisades Avenue Bridge, the Morris Canal, the Holland Tunnel, the L.O. Koven & Brothers Sheet Iron and Plate Steel Works, the North (Hudson) River Tunnels, the Lincoln Tunnel, and the West Shore Railroad Tunnel.

The proposed Project is not expected to permanently incorporate any of the above-listed Section 4(f) properties into a transportation facility or result in the temporary occupancy of Section 4(f) land that is adverse in terms of the statute's preservation purpose. The proposed Project would also not result in proximity impacts so severe that the protected activities, features, or attributes that qualify property for protection under Section 4(f) would be substantially impaired. Therefore, the FTA finds that the proposed Project would not result in the Section 4(f) use of the above-listed resources.

The NJHPO found that the proposed Project would have an effect (but not an adverse effect), on the following historic resources: the PRR New York to Philadelphia Historic District, Substation 4, Substation 41, the PRR New York Bay Branch Historic District, the Essex Generating Station, the Public Service Electric Gas Company (PSE&G), Kearny-Essex-Marion Interconnection Historic District, the People's Gas Light Company/PSE&G Marion Office Historic District, the US Route 1 Extension (Pulaski Skyway) Historic District, the US Routes 1 & 9 Historic District, the New Jersey Midland Railway/New York, Susquehanna and Western Railroad Historic District, the Erie Railroad Main Line Historic District, the Edison Battery Company Property, the PSE&G Kearny Generating Station, St. Peter's Cemetery, the Erie Railroad Bergen Hill Tunnel, the Jersey City High School, the Holbrook Manufacturing Company, the Continental Can Company Complex, the Lackawanna Warehouse and Viaduct, the Grove Street Bridge, the Engine Company #3, Truck #2 Firehouse, the Erie-Lackawanna Terminal, Hoboken Yard/Henderson Street Substation, Belvedere Court, the R. Neumann & Co. Factory Complex, the Hoboken Historic District, the Mechanic's Trust Company, the Bayonne Trust Company, the East 17th Street Apartment Buildings Streetscape, the Maidenform Brassiere Company, the East 19th Street Streetscape, the Mount Carmel Historic District, the YMCA of Bayonne, Public School Number 5 in the City of Bayonne, the Lehigh Valley Railroad Historic District, the PRR New York Bay Branch Historic District, the Hanover National Bank Repository, the Communipaw-Lafayette Historic District, the Ocean Avenue Bridge, the Bergen Avenue Bridge, the Former Candy Factory, the Paulus Hook Historic District, the Van Vorst Park Historic District, the One Exchange Place (Bank Building), the Commercial Trust Company Bank, the Hudson and Manhattan Railroad Powerhouse, the Warehouse Historic District, the Great Atlantic and Pacific Tea Company Warehouse, the Butler Brothers Warehouse, the Pohlmann's Hall, 269-271 Ogden Avenue, 268-272 Ogden Avenue, the Ferguson Brothers Manufacturing Company, the Old Hillside Road Trolley Horseshoe Curve, NJ Route 3 (NJ 495) Highway Approach to Lincoln Tunnel Historic District, NJ Route 495 Viaduct, the Lincoln Tunnel Entrance and Ventilation Buildings, and the King's Bluff Historic District.

The historic properties listed above are located within the architectural APE, as defined in consultation with the NJHPO under Section 106 of the National Historic Preservation Act (NHPA); however, they would not be used by the proposed Project. The proposed Project is not expected to permanently incorporate any of these Section 4(f) properties into a transportation facility or result in the temporary occupancy of

Section 4(f) land that is adverse in terms of the statute's preservation purpose. While the context of some of these resources would be somewhat altered by the proposed Project, the protected activities, features, or attributes of the resources would not be substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the resource are substantially diminished. The proposed Project would not substantially diminish the significance of historic properties listed above that qualifies them for inclusion in the NRHP. Therefore, the proposed Project would not constitute a Section 4(f) use of these properties and no further analysis is necessary.

The NJHPO found that the proposed Project would result in a direct adverse effect as well as a cumulative visual effect on the Old Main DL&W Railroad Historic District and an adverse visual effect on historic resources that contribute to the Historic District. A description of the Old Main DL&W Railroad Historic District and its contributing resources is presented below.

Old Main DL&W Railroad Historic District and its Contributing Resources

The Old Main DL&W Railroad Historic District is eligible for listing in the NRHP under Criterion A for its association with suburbanization, as well as for commuter, passenger, and freight traffic. The construction of the line advanced the development of suburban communities in northern New Jersey by providing accessible transportation into New York City via the ferries at Hoboken. The resource is also eligible for listing in the NRHP under Criterion C for its contributions to the field of engineering. The construction of the line across the challenging terrain of northern New Jersey required the construction of numerous bridges and tunnels. Most notably, the railroad undertook a major rebuilding effort in the early twentieth century that involved a pioneering and comprehensive use of concrete construction technology.

The Historic District extends over 80 miles across New Jersey, from the Hudson River at the east end to the Delaware River at the west end. Approximately 4.5 miles of the Old Main DL&W Railroad Historic District are encompassed within the proposed Project area. Numerous contributing resources have been identified within the Old Main DL&W Railroad Historic District. Contributing resource types include railroad stations, bridges, tunnels, interlocking towers and signal equipment, culverts, catenary and electrical system structures, civil engineering features (cuts, fills, embankments, retaining walls), railway yard facilities, and branch or side tracks. The contributing resources to the Old Main DL&W Railroad Historic District that are within the proposed Project APE for architectural resources are described below.

- **The Old and New Bergen Tunnels** are parallel tunnels that cut through the trap rock of Bergen Hill and each carry two rail lines. The Old Bergen Tunnel was built in 1876 and the New Bergen Tunnel was built in 1908. The old tunnel carries the westbound tracks for the Morris & Essex Line while the new tunnel carries the eastbound tracks. The Old Bergen Tunnel is technologically significant for its association with the development of transportation and commerce in the late nineteenth century, and the New Bergen Tunnel is technologically significant for the innovative use of concrete in response to an increase in railroad freight operations during the early twentieth century. The Old and New Bergen Tunnels were determined eligible for listing in the NRHP under Criteria A and C in the areas of Transportation and Engineering.

- **The West-End Through Truss Bridges** are steel bridges at milepost 1.89 on the Morris & Essex Line, built in 1908 for the DL&W Railroad. The West-End Through Truss Bridges are the only trusses surviving on Morris & Essex Line and are technologically significant as an example of heavy trusses used in railroad construction. The truss bridges were determined individually eligible for listing in the NRHP under Criteria A and C in the areas of Transportation and Engineering.
- **The Delaware, Lackawanna and Western (DL&W) Railroad Boonton Line Historic District** (a.k.a. NJ TRANSIT Main Line) is eligible for listing in the NRHP under Criteria A and C for its associations with freight and passenger service, and for spurring the growth and development of industries and residences along the alignment. The DL&W Rail Road leased the Morris & Essex Railroad in 1868, then constructed and opened the so-called Boonton Cut-off in 1869-1870 to channel coal and freight traffic off the old Morris & Essex Railroad main line between Boonton and Hoboken. The Boonton Branch was built to the highest engineering standards of the day with gentle grades, long tangents, and generous curves for the efficient movement of freight. Construction and operation of the branch helped to solve problems with freight congestion and geographic impediments on the former Morris & Essex Railroad main line.
- **The West End Interlocking Tower** was built in 1909 and was used to control the junction between the DL&W Railroad Boonton Line and the Morris & Essex Line. At present, the tower is used as office and storage space for rail maintenance and no longer functions as an interlocking tower. The West End Interlocking Tower was determined individually eligible for listing in the NRHP under Criteria A and C in the areas of Transportation, Engineering, and Architecture.
- **The Lower Hack Draw Bridge and Hackensack River Lift Bridges Historic District** is a vertical lift bridge designed and built in 1927 by internationally-renowned engineer John Alexander Low Waddell. The bridge carries three railroad lines across Duffield Avenue in Jersey City and the Hackensack River. Both reinforced concrete and steel comprise the structural components of the bridge. The Lower Hack Draw Bridge is individually eligible for inclusion in the NRHP under Criteria A and C in the areas of Transportation and Engineering. In addition to being a contributing resource of the Old Main DL&W Railroad Historic District, the bridge is also a contributing resource to the Hackensack River Lift Bridges Historic District.

The Hackensack River Lift Bridges Historic District includes three other individually eligible bridges: Wittpenn Bridge, Pennsylvania Harsimus Branch Bridge, and Pennsylvania Railroad Bridge. All four are post-World War I vertical lift bridges that are eligible under NRHP Criteria A and C in the areas of Transportation and Engineering. The district represents largely unaltered, operable, and increasingly rare examples of historically and technologically significant bridge types. The district's period of significance is 1928 to 1930.

Effects of the Proposed Project on the Old Main DL&W Railroad Historic District and its Contributing Resources

The proposed Project would result in the following changes to the Old Main DL&W Railroad Historic District and its contributing resources:

- Installation of the electrical line within a precast duct bank at grade between the northernmost track and the north wall of the New Bergen Tunnel (the south tunnel), which is part of the Old and New Bergen Tunnels.
- Placement of the electrical line across the top of the southern West-End Through Truss Bridge¹
- Installation of approximately 60 new monopoles within the Old Main DL&W Railroad Historic District as follows:
 - 5 new poles up to 65 feet tall between the Old and New Bergen Tunnels' eastern portals and the new NJ TRANSITGRID East Hoboken Substation².
 - 24 new poles, up to 65 feet tall, between the Old and New Bergen Tunnels' western portals and the Hackensack River.
 - Two monopoles up to 220 feet tall, one on each bank of the Hackensack River, by the Lower Hack Draw Bridge.
 - 29 new poles, up to 220 feet tall, between the Hackensack River and Amtrak's Substation No. 41.

The installation of the proposed duct banks for the electrical line would not directly alter the Old and New Bergen Tunnels and would not degrade important historic design elements of the tunnel. The exact placement and attachment method for the electrical lines to the West-End Through Truss Bridges has not yet been determined. As project plans are finalized, care would be taken to design and install this section of the electrical line in a way that would minimize impacts to the historic fabric of the bridges and would be guided by the *Secretary of the Interior's Standards*.

The proposed five new poles between the Bergen Tunnels' eastern portals and the new NJ TRANSITGRID East Hoboken Substation would be visible but would not adversely affect the visual character of the Old Main DL&W Railroad Historic District or its contributing resources, based on the relatively small number of poles in this section of the corridor. The proposed 24 new 65-foot-tall poles between the western portals of the Old and New Bergen Tunnels and the Hackensack River would exceed the height of the existing catenaries and signal bridges in this section of the corridor. According to NJHPO, this portion of the rail line has maintained a high level of integrity, both in terms of the line itself and its setting. The new

¹ Conceptual plans at 10 percent design that were shared with NJHPO contemplated the electrical line in a conduit across the top of the West-End Through Truss Bridges. The 10 percent design also considered the possibility of attaching the conduit to the top member of one of the bridges. The design has since advanced and the attachment of the conduit to the West-End Through Truss Bridges is no longer proposed. Instead, this section of the electrical line would feature an aerial lashed cable.

² As the engineering design advances, the number of poles that would be within the boundaries of the Historic District may be further refined and reduced.

65-foot-tall poles would visually affect the Old Main DL&W Railroad Historic District and its contributing resources, including: the Bergen Tunnels' western portals (part of the Old and New Bergen Tunnels), the West-End Through Truss Bridges, the West End Interlocking Tower, the DL&W Railroad Boonton Line Historic District, and the Lower Hack Draw Bridge. The corridor and the Lower Hack Draw Bridge would also be affected by the proposed monopoles on each bank of the Hackensack River, which would be up to 220 feet tall. NJHPO found that the pole immediately west of the Lower Hack Draw Bridge would have an adverse effect on the bridge and the two historic districts to which the bridge contributes. The 29 poles to the west of the Lower Hack Draw Bridge that would be up to 220 feet tall would visually affect the Old Main DL&W Railroad Historic District. This portion of the District has maintained a high level of integrity within the corridor right-of-way, however its setting has been compromised due to the construction of multiple surrounding poles ranging in height from 105 to 300 feet.

Section 4(f) Use of the Old Main DL&W Railroad Historic District and its Contributing Resources

Overall, none of the proposed Project elements alone would result in conditions that would constitute a Section 4(f) use of the Old Main DL&W Railroad Historic District or its contributing resources. Individual poles would not result in a substantial impairment of historic features that make the Old Main DL&W Railroad Historic District, its contributing resources, or the Hackensack River Lift Bridges Historic District eligible for inclusion in the NRHP.

Taken cumulatively, the proposed Project elements would also not result in a Section 4(f) use of the individually-eligible resources contributing to the Old Main DL&W District or in a Section 4(f) use of the Hackensack River Lift Bridges Historic District. While the individually-eligible historic resources contributing to the Old Main DL&W Railroad Historic District would be visually affected, the number of poles affecting any one resource would be small. The proposed Project would not result in a substantial impairment of the features that make the resources contributing to the Old Main DL&W Railroad Historic District individually eligible for listing in the NRHP. Therefore, the proposed Project would not result in a use of Section 4(f) properties that are individually-eligible historic resources that contribute to the Old Main DL&W Railroad Historic District.

However, the cumulative effect from all of the proposed Project elements on the resources contributing to the Old Main DL&W Railroad Historic District and the overall effect of the proposed Project on the integrity and setting of the Old Main DL&W Railroad Historic District would result in a Section 4(f) use of the Historic District. Cumulatively, the proposed Project elements would diminish the integrity and alter the setting of portions of the Historic District where the integrity has been preserved. Therefore, the proposed Project includes an evaluation of alternatives that would avoid the Section 4(f) use and all possible planning to minimize harm.

A.5.2 Archaeological Resources

Section 4(f) regulations apply to archaeological sites (including those discovered during construction) that are on or eligible for inclusion on the National Register and that warrant preservation in place. A Phase IA Archaeological Survey was prepared for the proposed Project and is summarized in Chapter 9, "Historic

Resources.” The archaeological survey found that the APE for the proposed Project has applied low to high sensitivity for prehistoric archaeological resources and moderate sensitivity for historic archaeological resources for specific project components. “Supplemental Information for the Phase IA Archaeological Survey (Phase IA)” was also prepared and submitted to the NJHPO.

Areas of high prehistoric archaeological sensitivity comprise locations where intact buried land surfaces were identified in Project Components A, C, D and E. Areas where extensive prior ground disturbance has occurred have low prehistoric archaeological sensitivity. Areas of moderate to high historic archaeological sensitivity comprise locations in Project Components A, C, D, E, F and G proximate to previously identified archaeological sites and listed or eligible historic properties and historic districts, including the Jersey City Water Works Pipeline, the Jersey City Water Works Historic District, the Covert/Larch Historic District, the New York, Susquehanna, and Western Railroad Engine Repair Site, and St. Peter’s Cemetery. Areas of moderate to high historic archaeological sensitivity comprise locations in Project Component G proximate to the Morris Canal, identified historic archaeological sites, and locations where intact historic land surfaces have been identified. The areas of archaeological sensitivity are presented on Figures 9-3 through 9-8 in Chapter 9, “Historic Resources,” and in Appendix C.

As described in Chapter 9, “Historic Resources,” studies to identify the potential for significant historic resources within the project area included a Phase IA Archaeological Survey and historic architectural site surveys. Based on the Phase IA Archaeological Survey, archaeological resources, if present, would most likely be important for the information they might yield and not for preservation in place. Therefore, these potential archaeological resources are not considered Section 4(f) properties. If, however, based on further study and consultation with NJHPO, FTA and NJ TRANSIT determine that any archaeological resources present within the project site derive their value from preservation in place, NJ TRANSIT will supplement this Section 4(f) Evaluation. The NJHPO Consultation Comments Letter, dated April 24, 2018 (see Appendix C) stated that based on other recent projects, archaeological monitoring of mechanically excavated monopoles is not effective in recovering useful archaeological data. Therefore, NJHPO recommended only archaeological monitoring for the installation of utilities and duct banks within areas of archaeological sensitivity identified in the Phase IA report and supplemental information in Appendix D. The NJHPO Consultation Comments Letter also noted that the New Jersey Junction Railroad-to-Newark Avenue Iron Viaduct (Substructure Only) is located within Project Component F, Section I (as noted in the Supplemental Information provided for the Phase 1A Survey) and is eligible for inclusion in the State and National Register. NJHPO would require archaeological monitoring for any utility and/or duct banks proposed within this eligible resource.

A.5.3 Wildlife or Waterfowl Refuge Areas

There are no wildlife or waterfowl refuge areas of national, state, or local significance within the proposed Project study area and no wildlife or waterfowl refuge areas would be affected by the proposed Project. Therefore, the proposed Project would not result in the Section 4(f) use of any such resources.

A.5.4 Publicly-Owned Parkland and Recreational Areas

The publicly-owned parks and recreational resources within the proposed Project study area are listed below, by park location.

- The Township of Lyndhurst
 - Richard W. DeKorte Park
- Town of Secaucus
 - Laurel Hill Park
- City of Jersey City
 - Lincoln Park and Lincoln Park West
 - Terrace Avenue Park and Edward Crincoli Park
 - Leonard Gordon Park
 - Pershing Field Park
 - LaPointe Park
 - Boyd McGuinness Park
 - Liberty State Park
 - Reservoir No. 3
 - Newport Green Park
 - J. Owen Grundy Park
 - General Nathanael Greene Park
 - Morris Canal Park
 - Berry Lane Park
 - Bayside Park
- The Township of Weehawken
 - Old Glory Park
 - Hamilton Park
 - Weehawken Dueling Grounds
 - Weehawken Waterfront Park and Recreation Center
 - 19th Street Basketball Courts
- City of Hoboken
 - Sixteen Hundred Park
 - Riverview Park
 - Mama Johnson Park
 - Gateway Park
- City of Union City
 - Firefighters Memorial Park
 - Washington Park

- City of Bayonne
 - Russell Golding Park
 - Sister Mariam Theresa Park
 - 11th Street Park
 - Edward F. Clark Park

See Chapter 4, “Community Facilities,” of the EIS for a description of each of these parks. Additionally, there are two planned residential developments, as described in Chapter 4, “Community Facilities,” in Jersey City near the proposed electrical line routes that will include publicly-accessible open space. The former Van Leer Chocolate Factory residential condominium complex will include a 1.5-acre public park and a two-acre public park will be developed along Coles Street in a larger (5.5 acre) mixed-use development.

There are no parklands or publicly-accessible open spaces within the construction footprint of the proposed Project. The proposed Project would not require permanent or temporary acquisition of any publicly-owned parks and would not directly or indirectly result in significant adverse impacts to any of these parks. In addition, the proposed Project would not result in proximity impacts so severe that the activities, features, or attributes of these recreational resources would be substantially impaired. Therefore, the proposed Project would not constitute a Section 4(f) use of these properties and no further analysis is necessary.

A.6 ALTERNATIVES TO AVOID THE USE OF SECTION 4(F) PROPERTIES

As discussed in Section A.5.1, the Preferred Alternative would result in the Section 4(f) use of the Old Main DL&W Railroad Historic District. Therefore, an avoidance alternative analysis has been prepared, in accordance with 23 C.F.R. § 774.17 & 774.3(c) (2008). An “avoidance alternative” is an alternative that avoids use of all Section 4(f) properties. FTA and NJ TRANSIT identified four alternatives that would avoid the use of the Old Main DL&W Railroad Historic District—the No Action Alternative, the Underground Alternative, the Existing Catenary Poles Alternative, and the Relocated Monopoles Alternative.

A.6.1 No Action Alternative

Under the No Action Alternative, the microgrid would not be constructed and NJ TRANSIT and Amtrak would continue to be served by the existing commercial grid. No element of the proposed Project would be implemented, and no monopoles would be installed. The context of the Old Main DL&W Railroad Historic District and its contributing resources would remain the same. Therefore, the No Action Alternative would avoid the Section 4(f) use of the Old Main DL&W Railroad Historic District. However, the No Action Alternative would not enhance the resiliency of the electricity supply to the NJ TRANSIT and Amtrak infrastructure, leaving critical public transportation and 143,000 daily commuters who depend on it vulnerable to service disruptions due to power outages during more frequent severe weather or potential man-made events. Although the No Action Alternative is feasible and would avoid the use of Section 4(f) properties, it would not meet the stated purpose and need of the proposed Project and would therefore not be prudent.

A.6.2 Underground Alternative for Avoidance to Section 4(f) Properties

With the Underground Alternative, no monopoles would be installed, and all electrical lines would be installed underground from the Bergen Tunnels' western portals to Amtrak's Substation No. 41 (see Figure A-1). Installing the electrical lines entirely underground would eliminate the need for the above-ground monopoles. The lines would be physically located within the Old Main DL&W Railroad Historic District but would not be visible. The Underground Alternative would have a limited effect on the Old Main DL&W Railroad Historic District, and no effect on the Lower Hack Drawbridge and the Hackensack River Lift Bridges Historic District. Therefore, while the Underground Alternative would be constructed within the Old Main DL&W Railroad Historic District, it would not comprise a Section 4(f) use. The Underground Alternative would meet the purpose and need of the proposed Project, however, it presents several major engineering, geotechnical, and environmental challenges, as described below.

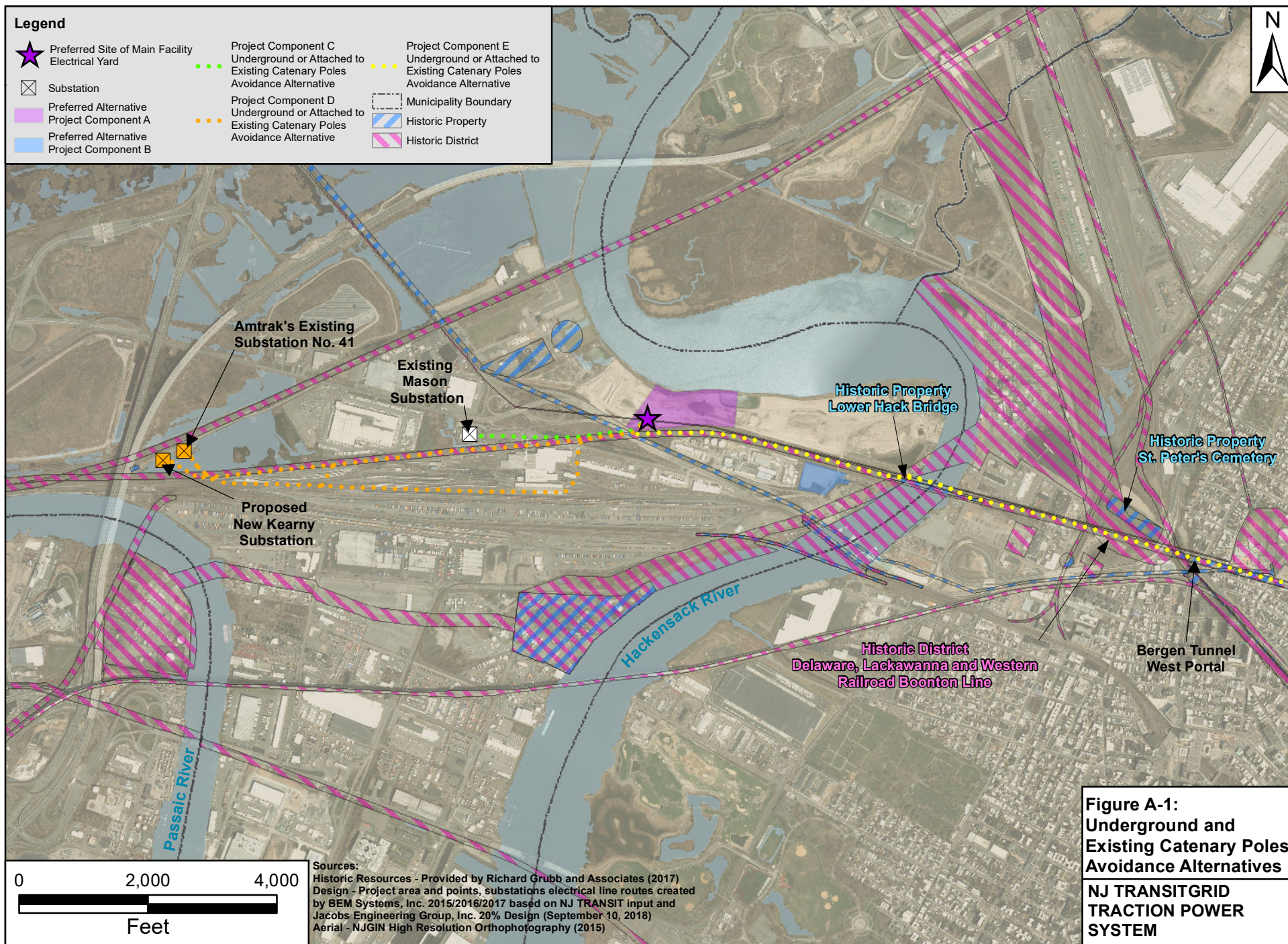
Safety & Stability Concerns

During early development of the Meadowlands, in order to stabilize the swampy lands, fill material (also referred to as "historic fill") was used to raise the elevation for construction of railroads, roadways and buildings. This fill material consisted of various materials such as, but not limited to, construction debris, dredge spoils, incinerator residue, demolition debris, fly ash, or non-hazardous solid waste. The Underground Alternative would require extensive trenching within the rail right-of-way to install the electrical lines. This trenching would have the potential to disturb the geological equilibrium of the existing track embankment and affect the short- and long-term stability of the railroad. The existing embankment is not composed of uniform fill material; rather, it includes boulders and cobbles that have settled over the years and stabilized. Excavating within or near the embankment causes engineering and geotechnical concerns, as such activities can cause destabilization. A standard requirement of NJ TRANSIT is to not allow work that has the potential to disturb the embankment due to the potential safety risks. Any work in close proximity to any embankment requires ongoing survey to confirm there is no displacement of the embankment which in turn would cause impact to rail alignments, resulting in possible derailment of trains. Track alignment is extremely sensitive to these types of displacements.

To avoid the potential for destabilizing the existing rail embankment, the Underground Alternative could alternatively be constructed at a farther distance from the embankment, which would, require extensive trenching outside of the rail right-of-way. This would result in substantial property acquisition and severe impacts to environmental resources protected under other Federal statutes along with socioeconomic and other associated impacts. This strategy is also unacceptable and would not be prudent.

Major Utility Conflicts

The proposed Project area contains an extraordinary number of existing underground utilities—including stormwater, sanitary sewer, city water, fiber optics and telecommunications lines, electric utility distribution lines, high pressure natural gas lines, as well as rail signal power and fiber optic control lines. The Underground Alternative would result in insurmountable utility conflicts due to the quantity of lines and conflicts that must be avoided or utilities that would require relocation, which would further expand



the area of impact. Recent test pits have found that as-built documentations of area utilities are not accurate; obtaining reliable information would require an extensive and highly disruptive subsurface investigation of area utilities just to review options for underground routing in this extremely congested area. The Underground Alternative would require extensive trenching near some of the existing high-pressure gas and high voltage electric lines. Given the uncertainty regarding their precise location, such trenching would pose an unacceptable safety risk.

Conflict with Transportation Foundations

An additional challenge with the Underground Alternative stems from the transportation infrastructure foundations that are along the right-of-way, where the electric line would be installed. Major foundations include the Route 1 access ramp and the JFK Boulevard overpass. In addition, the tracks are elevated in some parts of the corridor and cross over public roadways, including Duffield Avenue, James Avenue, and Webster Avenue. To avoid the ramp and overpass foundations, the Underground Alternative electrical line could not be installed in a straight linear trench but would instead need to meander underground to avoid the major transportation structure foundations. A meandering underground trench would be an unusual design for an electrical line and would result in a need for frequent underground manholes, again expanding the area of impact.

Unfavorable Geotechnical Conditions

Geotechnical conditions for trenching are not favorable along portions of the corridor due to various types of fill material used during construction of the railroad in the 1840s. The materials used to construct the embankment were mainly materials excavated for construction and construction debris from development in the surrounding areas. As the materials are varied in their make-up, settlement has occurred over the past 150-plus years at varying rates. Furthermore, extensive trenching near the embankments could result in encountering historic fill or other common railroad contaminants.

Construction Cost of an Extraordinary Magnitude

The Underground Alternative would substantially prolong the duration of construction and the associated environmental effects and result in costs of at least 10 times that of the Preferred Alternative.

Conclusion Regarding Feasibility and Prudence

Given the engineering, safety, and geotechnical concerns described above, the Underground Alternative cannot be built as a matter of sound engineering judgment; and is therefore not feasible. Furthermore, given the extensive property acquisition, environmental, socioeconomic, and cost impacts, the Underground Alternative would not be prudent. Therefore, FTA has determined that the Underground Alternative is not a feasible and prudent avoidance alternative.

A.6.3 Existing Catenary Poles Alternative for Avoidance to Section 4(f) Properties

With the Existing Catenary Poles Alternative, no new monopoles would be installed, and all electrical lines would be installed on existing catenary structures from the Bergen Tunnels' western portals to Amtrak's Substation No. 41 (see Figure A-1). Installing the electrical lines entirely along existing catenary structures would eliminate the need for the new, tall above-ground monopoles. The electrical lines would be physically located within the Old Main DL&W Railroad Historic District but would be visually consistent with the existing infrastructure. The Existing Catenary Poles Alternative would have a limited effect on the Old Main DL&W Railroad Historic District and would not constitute a use of Section 4(f) properties. While the Existing Catenary Poles Alternative would meet the purpose and need of the proposed Project, it presents several major engineering challenges—specifically, structural concerns and clearance concerns.

The existing catenary poles were designed and constructed to bear the loads of the existing catenary wires and have specific weight ratings. The additional weight of the new electrical lines could not be accommodated by the existing aging structures. Furthermore, the catenary poles have limited space on their cross-arms; hanging multiple lines on the same cross-arm would place unacceptable stress on the arm attachment. From a structural engineering perspective, placing the new electrical lines on the existing catenary poles is not feasible. In addition to structural infeasibility, clearance requirements cannot be met. A continuance distance is needed between multiple high voltage cables to prevent electrical arcing, and cables are hung with specified distances between rails between the rails and the train pantograph to avoid grounding and arcing.

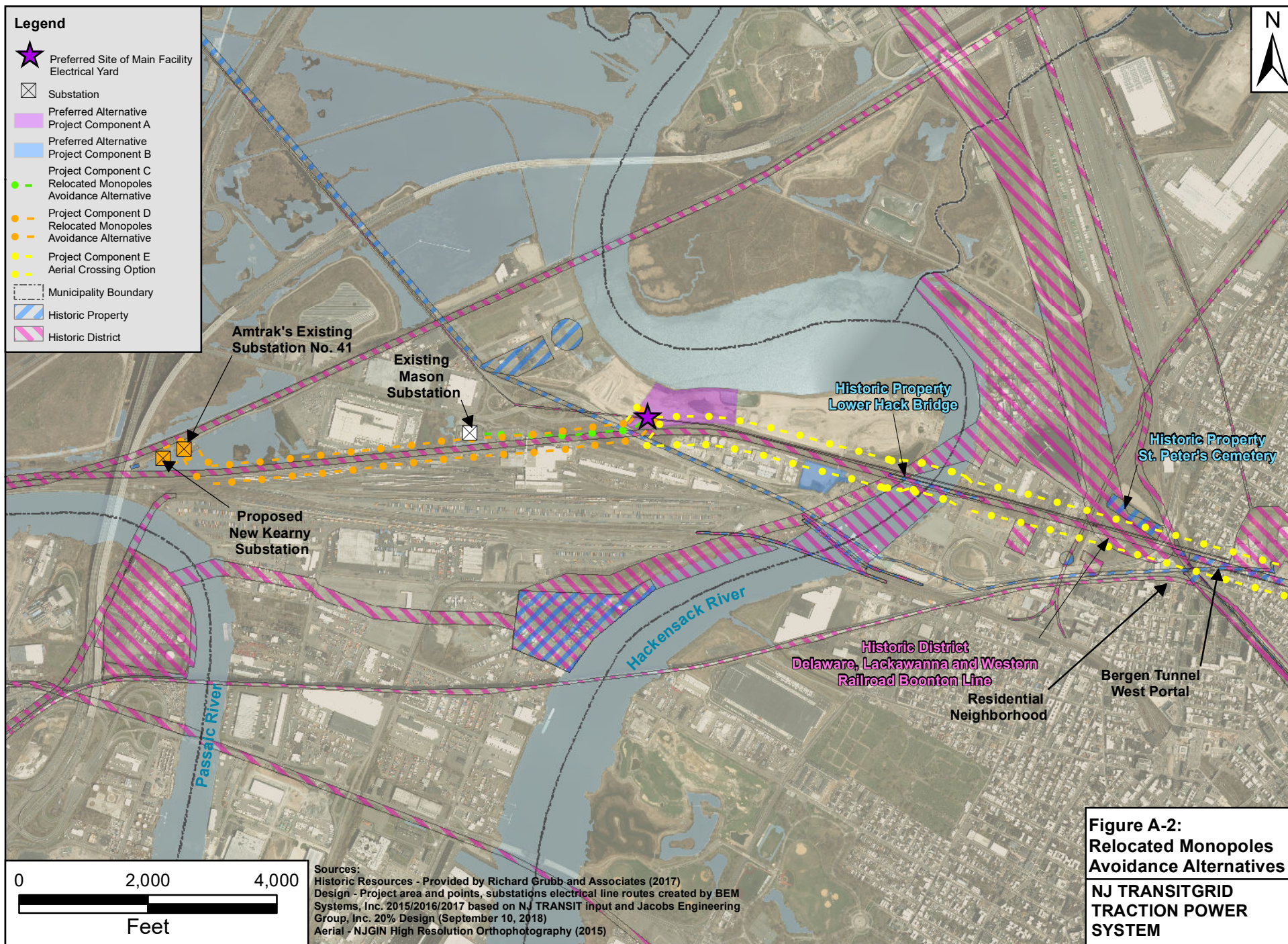
Given the serious structural and electrical concerns, the Existing Catenary Poles Alternative would result in unacceptable safety and operational problems and cannot be built as a matter of sound engineering judgment. Therefore, FTA has determined that the Existing Catenary Poles Alternative is not a feasible and prudent avoidance alternative.

A.6.4 Relocated Monopoles Alternative for Avoidance to Section 4(f) Properties

With the Relocated Monopoles Alternative, the monopoles would be installed outside the Morris & Essex Line right-of-way for the segment extending from the Bergen Tunnels' western portals to Amtrak's Substation 41 (see Figure A-2). The monopoles would be located far enough away from the Old Main DL&W Railroad Historic District to avoid direct adverse effects to the District. However, this alternative presents multiple concerns.

First, the Relocated Monopoles Alternative would be constructed outside the rail right-of-way, resulting in extraordinary property acquisition and severe socioeconomic and land use impacts associated with such acquisition. This would contradict the proposed Project's goals to minimize property acquisition.

Second, the Relocated Monopoles Alternative would result in substantial impacts to environmental resources protected under Federal statutes, including wetlands and natural areas adjacent to the proposed Project area. East of the Hackensack River, the monopoles would need to be relocated to the north or south of the Old Main DL&W Railroad Historic District, likely impacting either the residential



neighborhood to the south (resulting a potential environmental justice impact) or within St. Peter's Cemetery (resulting in a potential archaeological impact and Section 4(f) use).

Third, the Relocated Monopoles Alternative would still have the potential to result in a cumulative adverse visual impact to the Old Main DL&W Railroad Historic District. Monopoles with aerial wire connections ranging from 65 feet to 220 feet high would still be constructed under this avoidance alternative.

While the Relocated Monopoles Alternative would be feasible from an engineering perspective, it would not be prudent. After reasonable mitigation, this alternative would still cause severe social, economic, and environmental impacts; potentially severe disruption to established communities and disproportionate impacts to minority or low-income populations; and severe impacts to environmental resources protected under other Federal statutes.

A.6.5 Conclusion Regarding Avoidance Alternatives

As discussed above, the No Action Alternative, the Underground Alternative, the Existing Catenary Poles Alternative, and the Relocated Monopoles Alternative would all avoid the Section 4(f) use of the Old Main DL&W Railroad Historic District, but none would be both feasible and prudent.

The Preferred Alternative is the only feasible and prudent alternative and a least overall harm evaluation is therefore not required. The FTA and NJ TRANSIT will continue to work in partnership with the NJHPO and the Consulting Parties to develop measures to avoid, minimize and mitigate the effect of the proposed Project on historic resources, as discussed in Chapter 9, "Historic Resources" of the EIS. These measures are outlined below and included in the executed Programmatic Agreement (PA).

A.7 MEASURES TO MINIMIZE HARM

As required by Section 106 of NHPA, FTA and NJ TRANSIT are participating in an ongoing consultation process with the NJHPO and Consulting Parties regarding the potential effects on historic resources. Through consultation, FTA and NJ TRANSIT have developed measures to minimize or mitigate the adverse effect on the properties protected under Section 4(f). The mitigation measures are set forth in the executed PA, signed January 16, 2020 by NJHPO, FTA, and NJ TRANSIT. The PA lists the historic resources that may be affected by the project and describes the measures to be implemented during the project's design and construction, to avoid, minimize, or mitigate adverse effects of the project on historic resources.

Mitigation measures for historic aboveground resources include preparation of a Comprehensive Historic Context Document, Historic American Engineering Record (HAER)-like recordation and a program of historic interpretive signs or kiosk of history display at a location to be agreed upon by NJ TRANSIT and the NJHPO. The display will comprehensively address the impact of railroads and railroading on the Meadowlands and the bridge crossings of the Hackensack River (and possibly the Passaic River). Direct impacts to historic resources would be avoided through careful design and placement of monopoles, duct banks, and other project elements. The design would be sensitive to the historic character of the Old Main

DL&W Railroad Historic District and other resources. To minimize impacts to the historic fabric of the New Bergen Tunnel and the West Shore Railroad Tunnel, the electrical line installation will be designed in a careful and context-sensitive manner. For archaeological resources, monitoring during construction in certain areas sensitive for archaeological resources will be implemented, as recommended by NJHPO.

Currently, Preferred Alternative Project Component D is for the electrical line to depart from the Morris & Essex Line east of the Mason Substation and travel south around the MMC buildings and west along the MMC access rail toward Cedar Creek Marsh South. NJHPO has identified this route as their preferred option as it would result in a lesser impact to the Old Main DL&W Railroad Historic District. However, neither the preferred alternative or the optional route along the Morris & Essex right-of-way has been confirmed for construction. The required mitigation measures in the executed PA would take place for either of the route options. Although the Project has been thoroughly examined for impacts to potential historic and archeological resources, for unanticipated historic and prehistoric archeological resources encountered, the PA directs that the resources be treated in compliance with 36 CFR § Part 800.11 and CFR § Part 800.13. The implementation of these mitigation measures and context-sensitive design would constitute all possible planning to avoid, mitigate, or minimize harm from the proposed Project to the attributes and features of Old Main DL&W Railroad Historic District and its contributing resources that qualify these properties for protection under Section 4(f).

A.8 COORDINATION

The proposed Project has included extensive public and community outreach efforts. FTA and NJ TRANSIT have consulted with federal, state, and local agencies during the preparation of the environmental analyses. Agency coordination has occurred throughout the NEPA process and would continue during the design and construction phases of the proposed Project. A Technical Advisory Committee (TAC) was formed to facilitate effective and timely decision-making and an efficient environmental review process. The TAC includes project team members and Cooperating and Participating Agencies. In addition, a project website is being maintained to provide information on the project and upcoming milestones and meetings. The website is accessible through NJ TRANSIT's resilience website (<http://njtransitresilienceprogram.com/>).

A *Draft Scoping Document* was made available for public review. A Public Scoping Meeting was held on February 3, 2016 at St. Peter's University in Jersey City, NJ. Availability of the scoping document and notice of the meeting were advertised in the Federal Register on January 7, 2016, and in English- and Spanish-language newspapers, and notices were posted at 11 public libraries and 17 Section 8 housing complexes. In addition, e-blast notifications were sent to stakeholders and web subscribers.

Several stakeholders expressed written support for the proposed Project. One stakeholder, the Town of Kearny, opposes the location of the proposed Project in Kearny, NJ. The Kearny Town Council adopted Resolution 2016-68 on January 26, 2016 to formally oppose the location of the Main Facility within Kearny city limits. The Resolution (see Appendix H, "Public Involvement" of the DEIS) identified concerns related to adverse environmental, economic and social impacts as the basis for the opposition. A *Final Scoping*

Document, which summarizes the comments received during public scoping and responses to those comments, was posted to the Project web page in May 2016 (<http://njtransitresilienceprogram.com/>). Notice of its availability was widely distributed.

FTA and NJ TRANSIT have consulted with the NJHPO and Consulting Parties pursuant to Section 106 consultation requirements. FTA and NJ TRANSIT consulted with the NJHPO on the definition of the APE as well as the identification of consulting and interested parties. Agencies and individuals with an identified interest in history or historic preservation were contacted as part of this work. Information was requested regarding opinions as to the significance of properties within the APE, project compatibility/incompatibility with existing historic resources, project effect(s) on eligible resources, and other thoughts and concerns relevant to the review process for the project. The NJHPO concurred with the list of Consulting Parties for the project, which includes the Hoboken Historic Preservation Commission, Jersey City Historic Preservation Commission, and the Town of Kearny. The Bayonne Historic Preservation Commission, the Mayors of Union City and North Bergen, and the Weehawken Historical Commission were invited as additional consulting parties. The Union City Museum of History was invited as an additional interested party. As part of the Section 106 consultation process, FTA contacted the following tribes/offices: the Delaware Tribe Historic Preservation Office; Tribal Historic Preservation Officer, Delaware Nation; Tribal Historic Preservation Officer, Eastern Shawnee Tribe of Oklahoma; Tribal Historic Preservation Officer, Shawnee Tribe of Oklahoma.

On October 19, 2016, RGA received a response from James P. Bruno, Esq., attorney for the Town of Kearny, stating that Kearny would like to be a consulting party for the purposes of Section 106 review and that Mr. Bruno would act as the designated representative for the Town. On November 4, 2016, FTA received a response from Susan Bachor, Historic Preservation Representative for the Delaware Tribe, stating that the Tribe wishes to enter consultation, as the APE is within an area of high probability for buried historic resources of significance to the Tribe. No other responses have been received to date.

Comments from consulting parties were provided to NJ TRANSIT and FTA for consideration. Consultation comments provided by the NJHPO on April 24, 2018 were forwarded to consulting parties. Consultation with the NJHPO involved submission of the HARBS/EA as well as the Phase IA Archaeological Survey on June 16, 2017; both documents included identification of historic properties, effects assessments, and measures to minimize harm to historic properties. Supplemental information to the HARBS/EA and Phase 1A were provided to the NJHPO on January 26, 2018. FTA and NJ TRANSIT have held multiple coordination meetings with NJHPO.

Through the Section 106 consultation process, the NJHPO determined that the proposed Project would result in an adverse effect to the Lower Hack Draw Bridge and Hackensack River Lift Bridges Historic District, and to the Old Main DL&W Railroad Historic District. Measures to avoid, minimize, and mitigate harm to these resources are summarized above and included in the stipulations of the PA, and would be implemented in the design and construction of the proposed Project. FTA considered the views of all Consulting Parties throughout the Section 106 process. FTA and NJ TRANSIT have consulted with the

NJHPO to execute the PA and will implement measures that reflect all possible planning to minimize harm from the use of the Old Main DL&W Railroad Historic District, as a Section 4(f) property.

On May 10, 2019, the FTA sent notification letters to federal, state and local agencies, including TAC members, and the Mayors of all municipalities in which project construction activities would occur. The letters provided notification of the upcoming release of the DEIS and Draft Section 4(f) Evaluation for public review and comment and the Project website address.

The US Environmental Protection Agency (USEPA) published the Notice of Availability (NOA) for the proposed Project's DEIS and Draft Section 4(f) Evaluation in the Federal Register on Friday May 17, 2019, formally beginning the 60-day public review and comment period. NJ TRANSIT held two public hearings on June 18, 2019 (2:00PM – 4:00PM and 7:00PM – 9:00PM), at Saint Peter's University, Duncan Family Sky Room, 6th Floor, 47 Glenwood Avenue, Jersey City, NJ 07306. The availability of the DEIS, Draft Section 4(f) Evaluation and notice of the Public Hearing sessions were also advertised in four area newspapers, and flyers were distributed to nine Section 8 Housing Authorities and 29 local libraries. Additionally, all individuals who had subscribed to Project news and updates via the Project Website received an e-mail notification on May 20, 2019 announcing the availability of the DEIS, Draft Section 4(f) Evaluation and the Public Hearing details.

Project information, including Public Hearing details, was updated periodically on the Project website (<http://njtransitresilienceprogram.com>) before, during and after the public review period.

The 60-day comment period began on May 20, 2019. In addition to the Public Hearings described above, comments were accepted by email and by mail. Full and fair participation by all potentially affected communities was encouraged in accordance with USDOT's environmental justice policies. The review and comment period ended on July 19, 2019.

APPENDIX B: Section 106 - Programmatic Agreement

PROJECT PROGRAMMATIC AGREEMENT

Among

**Federal Transit Administration (FTA)
New Jersey Transit Corporation (NJ TRANSIT)
New Jersey State Historic Preservation Office (NJ SHPO)**

**Regarding the
NJ TRANSITGRID Traction Power System
Hudson County, New Jersey**

WHEREAS, NJ TRANSIT is proposing to construct the NJ TRANSITGRID Traction Power System Project (“the proposed Project” or “Project”) a first-of-its-kind “microgrid”, including a Main Facility (hereinafter the “Central Power Plant”) within a preferred site location at the Koppers Koke Site in the Town of Kearny, Hudson County, New Jersey, in order to enable trains to operate during a commercial grid outage on portions of the NJ TRANSIT and the National Railroad Passenger Corporation (Amtrak) systems, including some sections of the Northeast Corridor, Morris & Essex Line, and the Hudson-Bergen Light Rail (HBLR) Transit System;

WHEREAS, the Project involves the construction of a microgrid that will consist of an approximately 104- to 140-megawatt natural gas-fired electric power generating plant and project-related substations, transformers, and frequency converters on a preferred site location consisting of an approximately 20-acre parcel in the Koppers Koke Site with interconnections to existing high-pressure natural gas pipelines and a new metering station to be installed within a six-acre parcel located south of the Morris & Essex Line, the construction of a new traction power substation (the new Kearny Substation) to replace Amtrak’s existing Substation No. 41, the construction of a new NJ TRANSIT substation (the NJ TRANSITGRID East Hoboken Substation), a “nanogrid” (consisting of natural gas-powered emergency generators at HBLR Headquarters in Jersey City) and the construction of electrical transmission lines of varying sizes in either in-ground duct banks or above-ground monopoles ranging 30 ft to a maximum of 220 feet in height, including approximately 5 miles of lines linking the Central Power Plant site to the NJ TRANSIT Mason Substation, Amtrak’s new Kearny Substation, the NJ TRANSITGRID East Hoboken Substation, and Henderson Street Substation; and 14.4 miles of new feeder lines that will power the HBLR via connection to the NJ TRANSITGRID East Hoboken Substation and the “nanogrid” at the HBLR Headquarters facility;

WHEREAS, NJ TRANSIT is the Project sponsor and the Federal Transit Administration (FTA) is serving as the NJ TRANSITGRID lead federal agency pursuant to the National Environmental Policy Act ([NEPA], codified as 42 U.S.C. § 4321 et seq. (1969)), and is the federal agency responsible for compliance with Section 106 of the National Historic Preservation Act of 1966 (formerly at 16 U.S.C. § 470f, as amended at 54 U.S.C. § 300101 et seq. (2016), and hereinafter “Section 106”);

WHEREAS, pursuant to 36 CFR § 800.4, FTA and NJ TRANSIT, in conjunction with the New Jersey State Historic Preservation Office (NJ SHPO), have identified the Area of Potential Effects (APE) for the proposed Project, and determined that the APE will be the areas where potential effects on historic properties caused by the proposed Project may occur (see Attachment 1);

WHEREAS, historic properties within the APE were identified and evaluated by NJ TRANSIT in consultation with FTA and NJ SHPO as documented in the *Historic Architectural Resources Background Survey* (HARBS) and *Effects Assessment* (EA) Report (RGA, Inc. 2017a), *Phase IA Archaeological Survey* (Phase IA) (RGA, Inc. 2017b) and supplemental cultural resource submissions (RGA, Inc. 2017c and 2017d) prepared for the proposed Project. As part of this process, FTA and NJ TRANSIT identified properties that appear to meet the criteria for listing in the National Register of Historic Places in 36 CFR Part 63 (herein “Historic Places Criteria”), and for which NJ SHPO has rendered determinations of eligibility and, therefore, qualify for Section 106 consideration. FTA, in consultation with NJ SHPO, has also determined that these properties constitute Historic Resources and qualify for Section 106 protection;

WHEREAS, as documented in a letter from Katherine Marcopul (Deputy State Historic Preservation Officer, NJ SHPO) to Dara Callender (Manager, Environmental Compliance, Environment, Energy and Sustainability Unit, NJ TRANSIT) dated April 24, 2018 (see Attachment 2), FTA and NJ TRANSIT, in consultation with NJ SHPO, have identified eighty (80) historic resources in the proposed Project APE that qualify for Section 106 protection. These historic resources are described and mapped in the HARBS and EA Report and Phase IA survey completed for this Project;

WHEREAS, FTA has determined that construction of this Project as proposed would have an adverse visual effect on seven (7) historic resources:

- Old Main Delaware, Lackawanna and Western Railroad Historic District, multiple municipalities (NJ SHPO Opinion: 9/24/1996);
- Lower Hack Draw Bridge, Town of Kearny and City of Jersey City (NJ SHPO Opinion: 9/18/1996);
- Hackensack River Lift Bridges Historic District, Town of Kearny and City of Jersey City (NJ SHPO Opinion: 5/3/2002);
- Old and New Bergen Tunnels, City of Jersey City (NJ SHPO Opinion: 5/8/1998);
- West End Thru Truss Bridges, City of Jersey City (NJ SHPO Opinion: 5/8/1998);
- West End Interlocking Tower, City of Jersey City (NJ SHPO Opinion: 1/20/1999); and
- Delaware, Lackawanna and Western Railroad Boonton Line Historic District, Eastern Segment (NJ SHPO Opinion: 6/11/2013).

WHEREAS, the HARBS and EA Report (RGA, Inc. 2017a), Phase IA (RGA, Inc. 2017b) and supplemental cultural resource submissions (RGA, Inc. 2017c and 2017d) prepared for the Project indicate several areas of high archaeological sensitivity for potential archaeological resources within the Project’s APE which could be affected during Project construction for this Agreement; and

WHEREAS, FTA, in consultation with NJ TRANSIT and NJ SHPO, has contacted and consulted with the Tribal Preservation Officers of the Delaware Nation, the Delaware Tribe, the Eastern Shawnee Tribe of Oklahoma and the Shawnee Tribe in accordance with 36 CFR § 800.6(a); and

WHEREAS, the Tribal Preservation Officer of the Delaware Tribe (in a letter dated July 26, 2017) declined to participate in this Programmatic Agreement and requested halting of construction, consultation with a qualified archaeologist, and notification of the Delaware Tribe only in the unlikely

event of unanticipated unearthing of unidentified human remains or cultural artifacts are discovered during construction, and

WHEREAS, NJ TRANSIT has consulted with the City of Jersey City, the City of Bayonne, the Town of Kearny, the Township of North Bergen, the City of Union City, the City of Hoboken, and the Township of Weehawken, Hudson County;

WHEREAS, NJ TRANSIT has invited local historic preservation commissions and other consulting parties to participate as consulting parties in the Section 106 process in accordance with 36 CFR § 800.6(c)(3)

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), FTA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation and on May 16, 2019 the ACHP stated it would not participate in the consultation (see Attachment 3) pursuant to 36 CFR § 800.6(a)(1)(iii) and (iv); and

WHEREAS, FTA, NJ TRANSIT, and NJ SHPO have agreed to enter into a Programmatic Agreement (PA) pursuant to 36 CFR § 800.14(b) to implement a series of stipulations to mitigate identified adverse effects to above-ground historic architectural resources; to investigate, record, and document resources that will be adversely affected if they have not already been documented to Historic American Buildings Survey (HABS) Level III Standards prior to construction; to undertake a comprehensive historic context document of the Old Main Delaware, Lackawanna and Western Railroad Historic District (see Attachment 4) (U.S. Department of the Interior, National Parks Service, 1990 revised 1995, *National Register Bulletin; How to Apply the National Register Criteria for Evaluation*, Section V); to design and install a multi-component historic interpretive display at an appropriate location identified in consultation between NJ TRANSIT and NJ SHPO; and to prepare an archaeological monitoring plan to be approved by NJ SHPO prior to construction and perform archaeological monitoring (see Attachment 5 for areas of archeological sensitivity) and documentation in accordance with said plan during construction for FTA and NJ SHPO review and concurrence;

NOW, THEREFORE, FTA, NJ TRANSIT, and NJ SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effects of the undertaking on historic resources:

STIPULATIONS

FTA and NJ TRANSIT, in consultation with NJ SHPO, shall ensure that the following measures are carried out:

I. PROTOCOLS FOR A COMPREHENSIVE HISTORIC CONTEXT DOCUMENT

NJ TRANSIT will undertake the development and completion of a comprehensive historic context document utilizing existing literature, reports and studies for the Old Main Delaware, Lackawanna and Western Railroad Historic District that begins at Hoboken Terminal and Yard in Hudson County and ends at the Delaware River in Warren County (see Attachment 4). In the context document, NJ TRANSIT shall bring together all existing documentation including but not limited to those listed in Attachment 6 into a single, coherent, historic context document and will identify areas where there are gaps in the current photographic and/or historic record. NJ TRANSIT shall ensure that the context document includes a comprehensive evaluation and mapping for contributing and key

contributing resources with graphic representative examples to include but not be limited to: signal houses, historic catenaries, tunnels, viaducts, culverts, rail yards, engine houses, shop buildings, turntables, substations, interlocking towers, stations, and bridges. NJ TRANSIT also shall include in the context document updated information on the existence, condition, and integrity of the previously surveyed resources within the APE (stations, bridges and railroad corridor viewsheds).

NJ TRANSIT will provide a copy of the document to NJ SHPO for review and approval. NJ TRANSIT shall complete the document within six (6) months of the letting the main construction contract and prior to the initiation of any demolition or construction activity.

II. PROTOCOLS FOR THE RECORDATION OF HISTORIC ARCHITECTURAL RESOURCES

- A. NJ TRANSIT shall document the existing historic view sheds and historic resources within the APE that will be adversely effected (listed below), and that have not already been documented, in a manner consistent with Historic American Buildings Survey (HABS) and Historic American Engineering Record (HAER) Level III standards, and digital photography, to be performed by persons meeting the professional qualifications specified in Part V of this PA.

Lower Hack Draw Bridge;
Old and New Bergen Tunnels (Western Portal);
West End through Truss Bridges;
West End Interlocking Tower;
Delaware, Lackawanna and Western Railroad Boonton Line Historic District (Eastern Segment), portion within the APE for the undertaking.

- B. NJ TRANSIT shall key representative samples of resources along the Old Main Delaware, Lackawanna and Western Railroad Historic District to maps, including but not be limited to the following resources: stations, bridges, signal houses, historic catenaries (recordation of each type), tunnels, viaducts, culverts, rail yards, engine houses, shop buildings, turntables, substations, and interlocking towers.
- C. NJ TRANSIT and FTA shall write a scope of work for the content of this recordation effort and will consult with NJ SHPO. NJ TRANSIT shall include in the final document a discussion of the history and development of the Old Main Delaware, Lackawanna and Western Railroad and the broader history of rail transportation in Northern New Jersey.
- D. As part of the recordation effort and in consultation with NJ SHPO, NJ TRANSIT shall actively seek out and obtain from the public and from other accessible archival sources, printed, graphic, and photographic information regarding the resources listed above in Section II.A. The compiled information will be evaluated and (as deemed appropriate during consultation) duplicated as part of the recordation documents.
- E. NJ TRANSIT will prepare a copy of the recordation documents, and will submit such documentation to NJ SHPO for review and comment. NJ TRANSIT shall complete the digital photographic recordation, and NJ SHPO shall review and approve of the same, within six (6) months of the letting the main construction contract and prior to the initiation of any

demolition or construction activity. NJ TRANSIT and NJ SHPO will complete all other elements of the recordation within twelve (12) months of letting the construction contract.

- A. NJ TRANSIT will provide archival copies of the final recordation documents to NJ SHPO, the New Jersey State Library, the Rutgers University Special Collections and University Archives, the Kearny Public Library, the Jersey City Public Library, and the Hoboken Public Library. Additional non-archival copies will be furnished to the Steamtown National Historic Site and the Erie-Lackawanna Historical Society. NJ TRANSIT will source and provide electronic versions of the final recordation documents to appropriate online depositories, to be determined with NJ SHPO.

III. PROTOCOLS FOR A HISTORIC INTERPRETIVE EXHIBIT

NJ TRANSIT shall design and install a multi-component historic interpretive display at one of its facilities in the vicinity of the proposed undertaking. The as-of-yet unidentified location will be selected through consultation between NJ TRANSIT and NJ SHPO and generally will provide the widest possible audience of railroad service consumers. The display will be a designated historic interpretive installation that shall consist of three (3) or four (4) panels or cast plaques either set into the pavement within appropriate landscape surrounds, attached to an existing building or structure, or mounted on one (1) or more kiosks or similar structures. The panels or plaques shall include text blocks, historic maps, and illustrations.

The interpretive exhibit will comprehensively address the history of rail transportation within the New Jersey Meadowlands. This topic will include discussion of the following:

- The challenges of acquiring rights-of-way and constructing embankments, tracks and bridges, the historic significance of the railway approaches to the New York City and the Greater Port of New York/New Jersey;
- The efforts and contributions of the various railroads involved with track construction and railroad operation (including the New Jersey Railroad and Transportation Company, the Central Railroad of New Jersey, the Pennsylvania Railroad, the Morris & Essex Railroad, the Hudson and Manhattan Railroad, the Delaware, Lackawanna and Western Railroad, the Erie-Lackawanna Railroad, the Penn-Central Railroad, the New York, Susquehanna and Western Railroad, the Consolidated Railroad Corporation, PATH and NJ TRANSIT);
- The history of maintenance and operations facilities (particularly the Pennsylvania Railroad's Meadows Yard) located in the Meadowlands which formerly and currently supported rail service;
- The history of the construction and operation of railroad bridges on the lower Passaic and Hackensack rivers. The interpretive materials shall identify, map, and briefly discuss the no-longer-extant Newark Turnpike Bridge, the Lower Hack Bridge, the Pennsylvania Railroad Harsimus Branch Freight Bridge, the Pennsylvania Railroad (PATH) Bridge, the Portal bridge, the Dock bridge, the Newark Drawbridge, the NX Bridge, and the Point-No-Point Bridge; and
- The interpretive sign will also incorporate the findings of the comprehensive historic context document completed as part of Stipulation I and Recordation of Historic Architectural Resources completed as part of Stipulation II of this PA and discuss the various types of railroad-related resources identified.

This historic information will be developed and conveyed in a tiered manner which will allow the data to be consumed and enjoyed by patrons of differing levels of interest and educational levels.

NJ TRANSIT will provide a copy of the design and proposed content for the panels or plaques of the interpretive exhibit to NJ SHPO for review and comment. The design and content of the panels or plaques will be completed within twelve (12) months of the letting the main construction contract.

The interpretive exhibit shall remain in place and be maintained in good order by NJ TRANSIT for a period of at least ten (10) years. NJ TRANSIT shall replace or repair any damaged or faded exhibit panels or plaques during that period. If due to changing plans or railroad improvements, it should become necessary to relocate the display to a new location, NJ TRANSIT shall consult with NJ SHPO to identify an appropriate new site and shall reinstall the display within three (3) months of its removal from its original location. After the ten (10) year period, the exhibit can remain in place or NJ TRANSIT may relocate the exhibit to a museum, institution, or organization who would display it, to be determined in consultation with NJ SHPO. If no location can be found, NJ TRANSIT shall store the exhibit at the Hoboken Terminal in Hudson County, New Jersey.

IV. PROTOCOLS FOR ARCHAEOLOGICAL MONITORING

NJ TRANSIT shall develop a plan for archaeological monitoring and documentation during construction and submit it to FTA and NJ SHPO for review and approval prior to the commencement of construction. Archaeological monitoring is necessary for the installation of utilities and duct banks within areas of archaeological sensitivity as defined in the report entitled, *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 (RGA, Inc. 2017d) and within the limits of the National Register-eligible New Jersey Junction Railroad-to-Newark-Avenue Iron Viaduct (Substructure Only) (see Attachment 5). NJ TRANSIT shall include in the archaeological monitoring and documentation plan:

- 1) A provision that all work related to the archaeological monitoring and documentation of the proposed Project sites with sensitivity for potential archaeological resources is performed by an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology (formerly codified as 36 CFR § 61);
- 2) A protocol (i.e. archaeological monitoring work plan) outlining the responsibilities of FTA, NJ TRANSIT and NJ SHPO with respect to the archaeological monitoring and documentation to be performed during construction; and
- 3) A provision that the archaeological monitoring report and documentation will conform to the *Guidelines for Preparing Cultural Resources Management Archaeological Reports Submitted to the Historic Preservation Office* (2000) and the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*. NJ TRANSIT shall submit the draft archaeological monitoring report to NJ SHPO within six (6) months from the completion of archaeological monitoring.

In addition, FTA and NJ TRANSIT, in consultation with the archaeological consultant for the Project, shall amend the Project plans and specifications to include provisions for the archaeological

monitoring and documentation during construction. NJ TRANSIT shall submit that portion of the Project plans and specifications to NJ SHPO for review and approval. This section shall include:

- 1) the name, address, phone number, and e-mail address of the archaeological consultant;
- 2) the individual who will contact the archaeological consultant;
- 3) how far in advance of construction the notification will occur; and
- 4) delineation of which sections of the Project will be subject to archaeological documentation.

NJ TRANSIT shall reference the plan for archaeological monitoring and documentation in the Project documents and either include it or append it to them. NJ TRANSIT shall ensure that the approved archaeological monitoring plan is implemented.

V. PROFESSIONAL QUALIFICATIONS AND STANDARDS

FTA through NJ TRANSIT will ensure that all work prescribed by this PA is carried out by/under the direct supervision of a person or persons meeting at a minimum the appropriate Secretary of the Interior's Professional Qualifications Standards and Guidelines set forth in 48 FR § 44738-44739.

All work will conform to the Secretary of the Interior's Standards and Guidelines for archaeology and historic preservation.

VI. DESIGN REVIEW

NJ TRANSIT, in consultation with NJ SHPO and FTA, shall ensure that the design drawings and technical specifications for the proposed Project adhere to *The Secretary of the Interior's Standards for the Treatment of Historic Properties* and are compatible with the character defining features of historic resources within the Project APE. NJ TRANSIT shall submit design plans and specifications (as appropriate) at the 30 percent, 60 percent and 90 percent phases for NJ SHPO review and approval. NJ TRANSIT shall submit final (100 percent) design drawings and technical specification to NJ SHPO for review and approval prior to the initiation of the bidding process. NJ SHPO shall have thirty (30) calendar days to comment on each of these submissions.

NJ TRANSIT shall submit copies of shop drawings, as appropriate, based upon consultation with NJ SHPO, prepared in response to the approved plans and specifications for NJ SHPO review and Comment. NJ TRANSIT shall submit samples of new materials, finishes and elements, as appropriate, based upon consultation with NJ SHPO, to NJ SHPO for review and approval before or during construction. Samples may take the form of physical objects or printed visual representations, whichever form is more appropriate to the material, finish or element as determined in consultation with NJ SHPO.

VII. CHANGES IN PROJECT DESIGN

Should any plan, scope of service, or other document that has been reviewed and commented on pursuant to this PA be altered (except to finalize documents commented on in draft form), the parties

to this PA shall be afforded the opportunity to review the proposed change and determine whether or not it will require that this PA be amended. FTA, through NJ TRANSIT, will furnish to NJ SHPO a plan sheet or design sketch showing the proposed change; a written description of why the change is needed, effects to historic properties, if any; and a description of alternatives considered to achieve the same goals, if needed. NJ SHPO will provide written comments to FTA through NJ TRANSIT within thirty (30) calendar days of receipt of the documents in accordance with Stipulation XII below. If one or more of the signatories determines that an amendment to this PA is needed, then the parties to this PA will consult in accordance with Stipulation XV below.

VIII. CHANGES IN PROJECT AREA/SCOPE

In the event that NJ TRANSIT modifies the geographic boundaries of the proposed Project area, the scope of the proposed Project, or makes significant changes to the Project design affecting areas of excavation after joint approval of the 100 percent design described in Stipulation XII of this PA; the following measures will be implemented in consultation with the signatories:

- A. NJ TRANSIT, in consultation with FTA, NJ SHPO, and any consulting parties that wish to participate, will assess and revise the Project APE, as needed, to incorporate any additional areas that have the potential to affect historic resources.
- B. NJ TRANSIT, in consultation with FTA, NJ SHPO, and any consulting parties that wish to participate, will carry out additional investigations deemed necessary to identify historic architectural and archaeological properties that may be affected.
- C. NJ TRANSIT, in consultation with FTA, NJ SHPO, and any consulting parties that wish to participate, will assess the Project's potential effects on any new historic properties and explore measures to avoid, minimize, or mitigate adverse effects on these properties.
- D. NJ TRANSIT, in consultation with FTA and NJ SHPO, will ensure the preparation of appropriate reports and documents, notify Section 106 consulting parties, including Native American tribes, of any changes in the Project's effect on historic properties, and provide an opportunity for review and comment.
- E. If a change in Project scope results in potential effects to historic places not addressed in this PA, FTA will consult with all consulting parties to amend this PA in accordance with Section XV below.

IX. DISCOVERY OF HUMAN SKELETAL REMAINS

If human skeletal remains are encountered anywhere on the Project site, they will be treated in accordance with local law enforcement and the current guidelines of NJ SHPO, and with the applicable provisions of the New Jersey Cemetery Act of 2003, set forth at N.J.S.A. § 45:27-1 et seq. If it is determined that the skeletal remains (and any associated grave artifacts) are Native American, NJ TRANSIT will cease construction in the area of the discovery, and as soon as possible, consult with NJ SHPO and FTA over applicability and implementation of relevant procedures under the Native American Graves Protection and Repatriation Act (NAGPRA) of 1990, set forth at 25 U.S.C. § 3001 et seq. and implementing regulations at 43 CFR Part 10. FTA will notify Tribal representatives,

and construction will not resume until such time as the significance, treatment, and disposition of said discoveries can be determined through consultation.

X. UNANTICIPATED DISCOVERIES OF ARCHEOLOGICAL RESOURCES

All unanticipated historic and/or prehistoric archaeological discoveries resulting from Project activities made anywhere on the Project site will be treated in accordance with the regulations set forth at 36 CFR § 800.11 and CFR § 800.13. In the event that unanticipated discoveries of Native American archaeological resources are made during execution of the Project, NJ TRANSIT will cease construction in the area of the discovery and FTA will notify all Tribal representatives. Construction will not resume until such time as the significance, treatment, and disposition of said discoveries can be determined in consultation with consulting parties.

XI. MONITORING AND OVERSIGHT

Each year following the execution of this PA until it expires or is terminated (see Section XIV and XVI), NJ TRANSIT shall provide all signatories to this PA a summary report detailing work undertaken pursuant to its terms. Such report will include any scheduling changes proposed, any problems encountered, a summary of minor Project changes, and any disputes and objections received in FTA's efforts to carry out the terms of this PA.

XII. DOCUMENT/DESIGN REVIEW AND REPORTING

NJ SHPO will provide comments on documents they review as set forth below:

- A. Unless otherwise stipulated in this PA, NJ SHPO will have thirty (30) calendar days to review and comment on all submissions stipulated in this PA, starting from the date of receipt of such documents.
- B. If NJ SHPO does not submit comments in writing to NJ TRANSIT and FTA within thirty (30) calendar days of receipt of any plans or reports, it is understood that NJ SHPO has concurred with the submission.

Plans/drawings/specifications to be submitted to NJ SHPO are as follows:

- a. 30 percent Design
 - b. 60 percent Design
 - c. 90 percent Design
 - d. 100 percent (final) Design
- C. If NJ SHPO objects to or recommends revisions to submissions stipulated in this PA, NJ TRANSIT, FTA, and NJ SHPO will consult expeditiously to respond to recommendations and resolve objections.
- D. If FTA and NJ TRANSIT cannot resolve NJ SHPO objections, and if further consultation with NJ SHPO is deemed unproductive by any party, the parties will adhere to the dispute resolution procedures detailed under Section XIII below.

- E. FTA, NJ TRANSIT, and NJ SHPO acknowledge that the timeframes set forth in Section XII.A. above will be the maximum allowable under normal circumstances. In exigent circumstances (such as when construction activities potentially affecting historic and/or architectural resources that are the subject of NJ SHPO or other stakeholder objections or disputes have been delayed pending resolution of said objections or disputes), each party agrees to expedite its respective document review and dispute resolution obligations.

XIII. DISPUTE RESOLUTION

- A. In the event any signatory to this PA objects at any time to any actions proposed or the manner in which the terms of this PA are implemented, FTA and NJ TRANSIT will consult with such party to resolve the objection. If FTA determines that such objection cannot be resolved, FTA and NJ TRANSIT will meet with the objecting party within thirty (30) calendar days to resolve the objection.
- B. If after consultation with the objecting party FTA determines that the objection has not been satisfactorily resolved, FTA will, within fifteen (15) days of determination, forward documentation relevant to the dispute to the ACHP.
- C. Except in exigent circumstances as provided in Section XII.E above, when a dispute occurs, ACHP will provide FTA with recommendations or comments within thirty (30) calendar days after receipt of pertinent documentation. FTA will take such recommendations or comments into account in reaching a final decision regarding the dispute.
- D. Except in exigent circumstances as provided in Section XII.E above, in the event that ACHP fails to respond to FTA's requests for recommendations or comment within thirty (30) calendar days of receiving pertinent documents, FTA may resolve the dispute. Prior to reaching a final decision, FTA will prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the PA and provide them and the ACHP with a copy of such written response.
- E. In the case of disputes arising under exigent circumstances (such as when construction activities have been suspended or delayed pending resolution of the matter), relevant parties will endeavor to resolve any dispute within seven (7) calendar days. In particular, ACHP shall respond to FTA's request for recommendations or comments within five (5) business days of its receipt thereof.

XIV. DURATION

This PA will expire if its terms are not carried out within ten (10) years from the date of its execution by the last signatory to execute the PA, or upon Project completion or grant closeout, whichever comes first. If within 10 years, the proposed Project is not completed, or its stipulations are not met, the signatories will consult to determine if this PA will be amended, extended, or terminated. Prior to such time, FTA through NJ TRANSIT may consult with the other signatories to reconsider the terms of the PA and amend it in accordance with Stipulation XV below.

XV. AMENDMENTS

Any signatory to this PA may request at any time that it be amended whereupon the signatories will consult in accordance with 36 CFR § 800.14(b) to consider such amendment. Any resulting amendments shall be developed and executed among the signatories in the same manner as the original PA. Any amendment of this PA will go into effect only upon written agreement by all signatories.

XVI. TERMINATION

If this PA is not amended as provided for in Section XV, or if any of the signatories or invited signatories propose termination of this PA for other reasons, the signatory or invited signatory party proposing termination shall, in writing, notify the other signatories to seek alternatives to termination. If within thirty (30) days, or another time period agreed to by all signatories, an amendment cannot be reached, any signatory may terminate the PA upon written notification to the other signatories.

Once this PA is terminated, and prior to work continuing on the undertaking, FTA must either (a) execute a PA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FTA will notify the signatories as to the course of action it will pursue.

Execution of this PA by FTA, NJ TRANSIT, and NJ SHPO, and implementation of its terms, demonstrate that FTA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

XVII. CONTACT INFORMATION

For purposes of notices and consulting pursuant to this PA, the following addresses and contact information should be used for the respective agencies:

NJ TRANSIT	FTA	NJ SHPO
Dara Callender Manager, Env. Compliance Environment, Energy and Sustainability Unit NJ TRANSIT One Penn Plaza East Newark, NJ 07105-2246 Tel: 973-491-7205 Fax: 973-863-4538	Donald Burns Director of the Office of Planning and Program Development Federal Transit Administration Region 2 1 Bowling Green, Room 429 New York, NY 10004-1415 Tel: 212-668-2170 Fax: 212-668-2136	Katherine Marcopul Deputy SHPO NJ Historic Preservation Office P.O. Box 420 Trenton, NJ 08625-0420 Tel: 609-984-5816 Fax: 609-984-0578

References

RGA, Inc.

- 2017a *Historic Architectural 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.* June 2017. On file at the New Jersey State Historic Preservation Office, Trenton, New Jersey.
- 2017b *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.* June 2017. On file at the New Jersey State Historic Preservation Office, Trenton, New Jersey.
- 2017c *Supplemental Information for the Historic Architectural 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.* December 2017. On file at the New Jersey State Historic Preservation Office, Trenton, New Jersey.
- 2017d *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.* December 2017. On file at the New Jersey State Historic Preservation Office, Trenton, New Jersey.

ATTACHMENTS

Attachment 1: Area of Potential Effect (APE)

Attachment 2: New Jersey State Historic Preservation Office letter to NJ TRANSIT dated April 24, 2018 RE: HPO Project #14-1685,14, -15, -16; HPO Log #D2018-122 PROD

Attachment 3: Advisory Council on Historic Preservation (ACHP) letter to Federal Transit Administration (FTA), dated May 16, 2019

Attachment 4: Old Main Delaware, Lackawanna and Western Railroad Historic District from Hoboken Terminal to the Delaware River in Warren County, NJ

Attachment 5: Areas of Archaeological Sensitivity

Attachment 6: References from Historic Architectural Resources Background Study and Effects Assessment (HARBS/EA) and Bibliography from Supplemental Information for the Phase 1A Archaeological Survey (Phase 1A) for the NJ TRANSITGRID TRACTION POWER SYSTEM

APPROVAL AND SIGNATURE PAGE FOR PROGRAMMATIC AGREEMENT


Among

Federal Transit Administration (FTA)
New Jersey Transit Corporation (NJ TRANSIT)
New Jersey State Historic Preservation Office (NJ SHPO)

Regarding the
NJ TRANSITGRID Traction Power System
Hudson County, New Jersey

FEDERAL TRANSIT ADMINISTRATION

By: _____

Date: _____

Stephen Goodman
Regional Administrator, Region II

APPROVAL AND SIGNATURE PAGE FOR PROGRAMMATIC AGREEMENT

Among

Federal Transit Administration (FTA)
New Jersey Transit Corporation (NJ TRANSIT)
New Jersey State Historic Preservation Office (NJ SHPO)

Regarding the
NJ TRANSITGRID Traction Power System
Hudson County, New Jersey

NEW JERSEY STATE HISTORIC PRESERVATION OFFICE

By: Katherine J. Marcopul

Date: 12/20/2019

Katherine J. Marcopul
Deputy State Historic Preservation Officer

APPROVAL AND SIGNATURE PAGE FOR PROGRAMMATIC AGREEMENT

Among

Federal Transit Administration (FTA)
New Jersey Transit Corporation (NJ TRANSIT)
New Jersey State Historic Preservation Office (NJ SHPO)

Regarding the
NJ TRANSITGRID Traction Power System
Hudson County, New Jersey

NEW JERSEY TRANSIT CORPORATION

By: Eric Daleo

Date: JAN 2, 2020

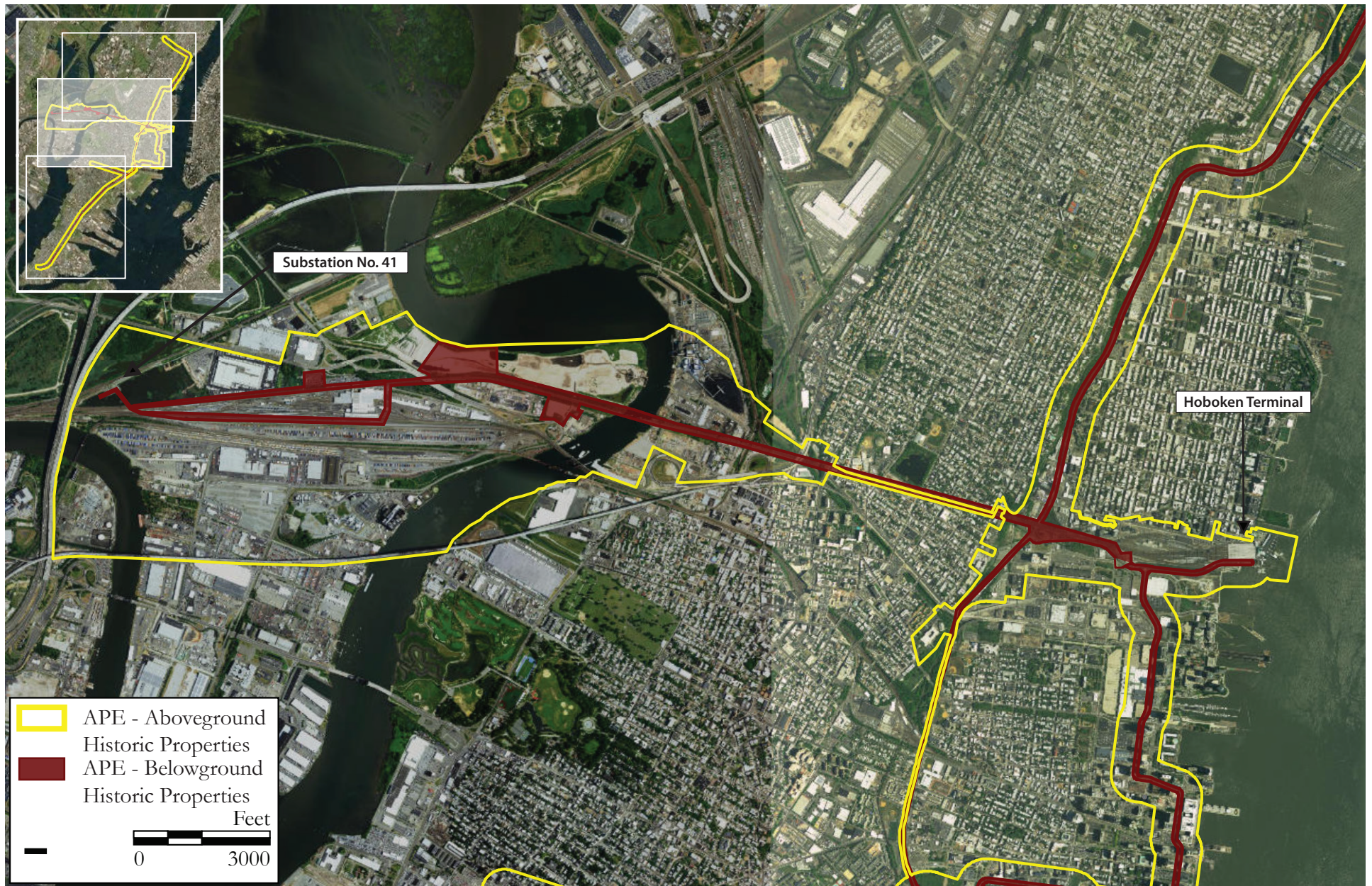
Eric Daleo
Assistant Executive Director

Attachment 1

Area of Potential Effect (APE)



Attachment 1.A: Aerial photograph depicting the APE-Aboveground and the APE-Belowground for Historic Properties (NJGIS Digital Orthographic Imagery, 2012).



Attachment 1.B: Aerial photograph depicting the APE-Aboveground and the APE-Belowground for Historic Properties (NJGIS Digital Orthographic Imagery, 2012).



Attachment 1.C: Aerial photograph depicting the APE-Aboveground and the APE-Belowground for Historic Properties (NJGIS Digital Orthographic Imagery, 2012).

Attachment 2

New Jersey State Historic Preservation Office letter to NJ TRANSIT dated April 24, 2018 RE: HPO Project #14-1685-14,-15,-16; HPO Log #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

TEL: # 609-984-0176 FAX: # 609-984-0578

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)**

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

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 17th Street Apartment Buildings Streetscape, City of Bayonne (SHPO Opinion 12/9/1994)
- Maidenform Brassiere Company, City of Bayonne (SHPO Opinion 12/9/1994)
- East 19th 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 12th 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)
- Erie-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 17th Street Apartment Buildings Streetscape, City of Bayonne (SHPO Opinion 12/9/1994)
- Maidenform Brassiere Company, City of Bayonne (SHPO Opinion 12/9/1994)
- East 19th 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

Attachment 3

Advisory Council on Historic Preservation (ACHP) letter to Federal Transit Administration (FTA), dated May 16, 2019



Preserving America's Heritage

May 16, 2019

Mr. Daniel Moser
Community Planner
Federal Transit Administration
1 Bowling Green, Room 429
New York, NY 10004

Ref: *Proposed New Jersey TransitGrid Traction Power System Project*
Town of Kearny, Hudson County, New Jersey
ACHPConnect Log Number: 013929

Dear Mr. Moser:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Programmatic Agreement (PA), developed in consultation with the New Jersey State Historic Preservation Officer (SHPO) and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the PA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Sarah Stokely at (202) 517-0224 or by email at sstokely@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 • Washington, DC 20001-2637
Phone: 202-517-0200 • Fax: 202-517-6381 • achp@achp.gov • www.achp.gov

Attachment 4

*Old Main Delaware, Lackawanna and Western Railroad Historic District from
Hoboken Terminal to the Delaware River in Warren County, NJ*



Old Main Delaware, Lackawanna and Western Railroad Historic District

Feet
0 23000

Attachment 5

Areas of Archaeological Sensitivity



Figure 8.1: Aerial photograph showing the APE and areas of archaeological sensitivity within Project Component G, Section 1 and a portion of Project Component G, Section 2 (World Imagery, ESRI 2014).

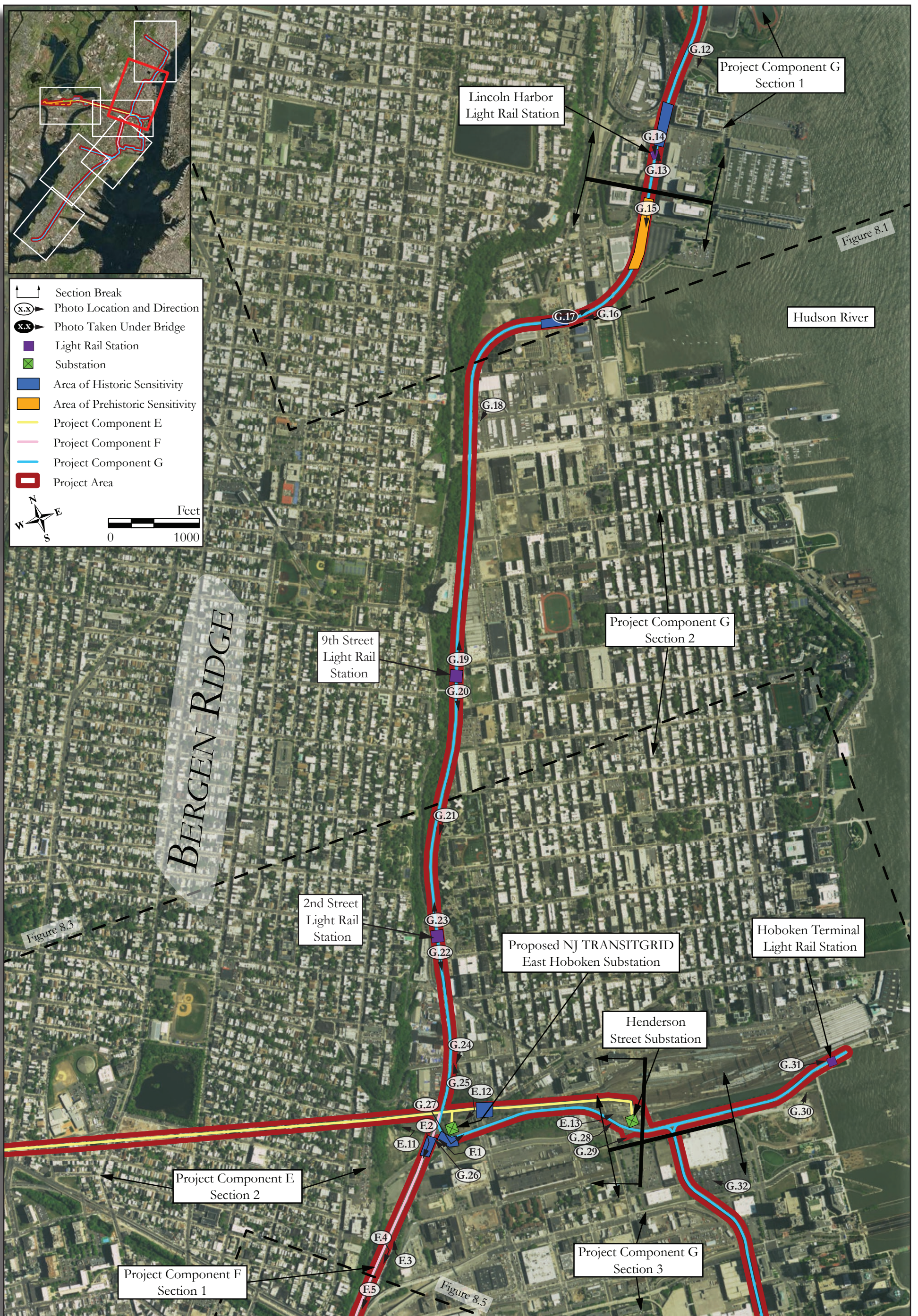


Figure 8.2: Aerial photograph showing the APE and areas of archaeological sensitivity within the eastern portion of Project Component E, the northern portion of Project Component F, Section 1 and portions of Project Component G, Sections 1, 2 and 3 (World Imagery, ESRI 2014).

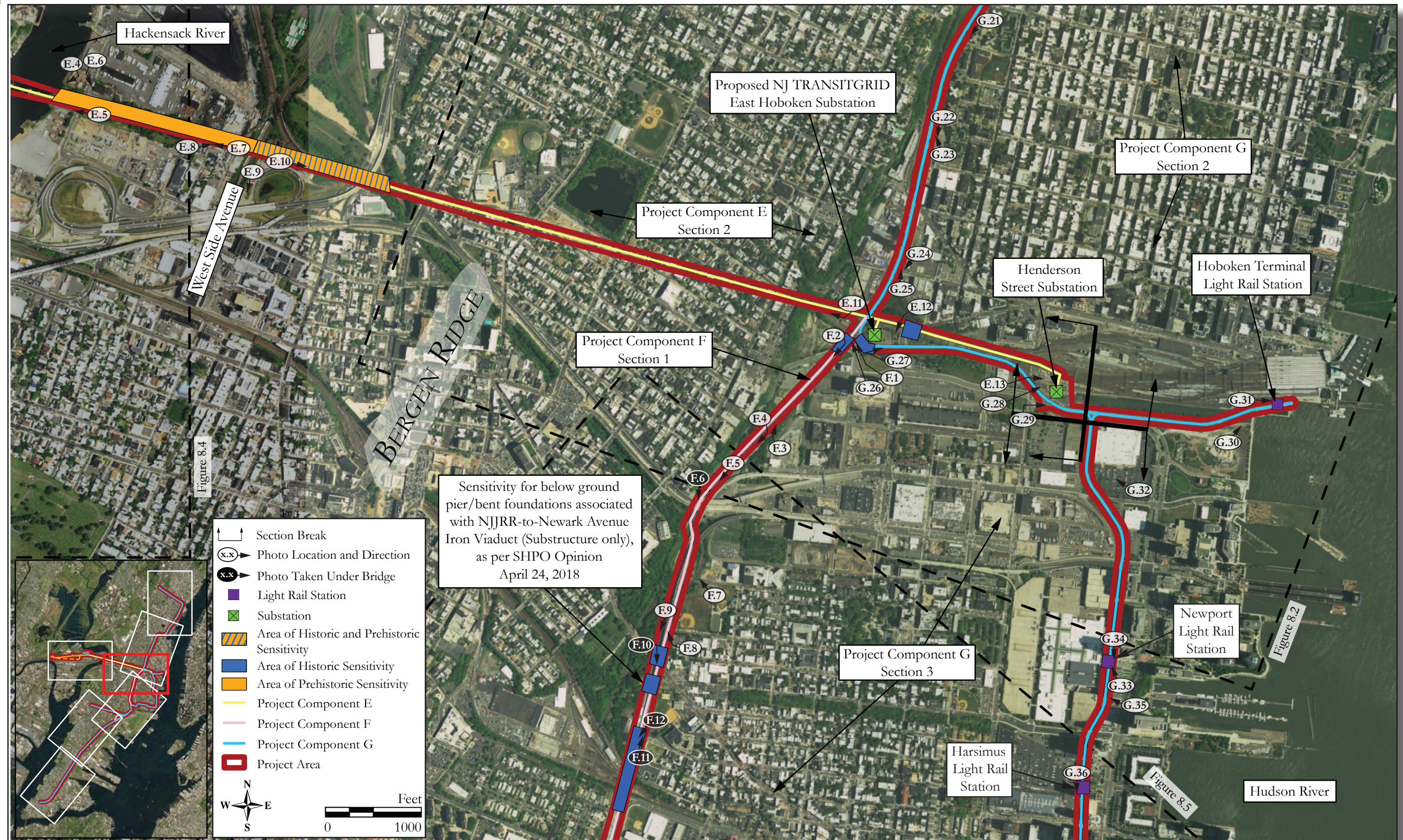


Figure 8.3: Aerial photograph showing the APE and areas of archaeological sensitivity within the eastern portion of Project Component E, the northern portion of Project Component F, Section 1 and portions of Project Component G, Sections 2 and 3 (World Imagery, ESRI 2014). Figure Updated August 7, 2019 as per SHPO Opinion April 24, 2018.

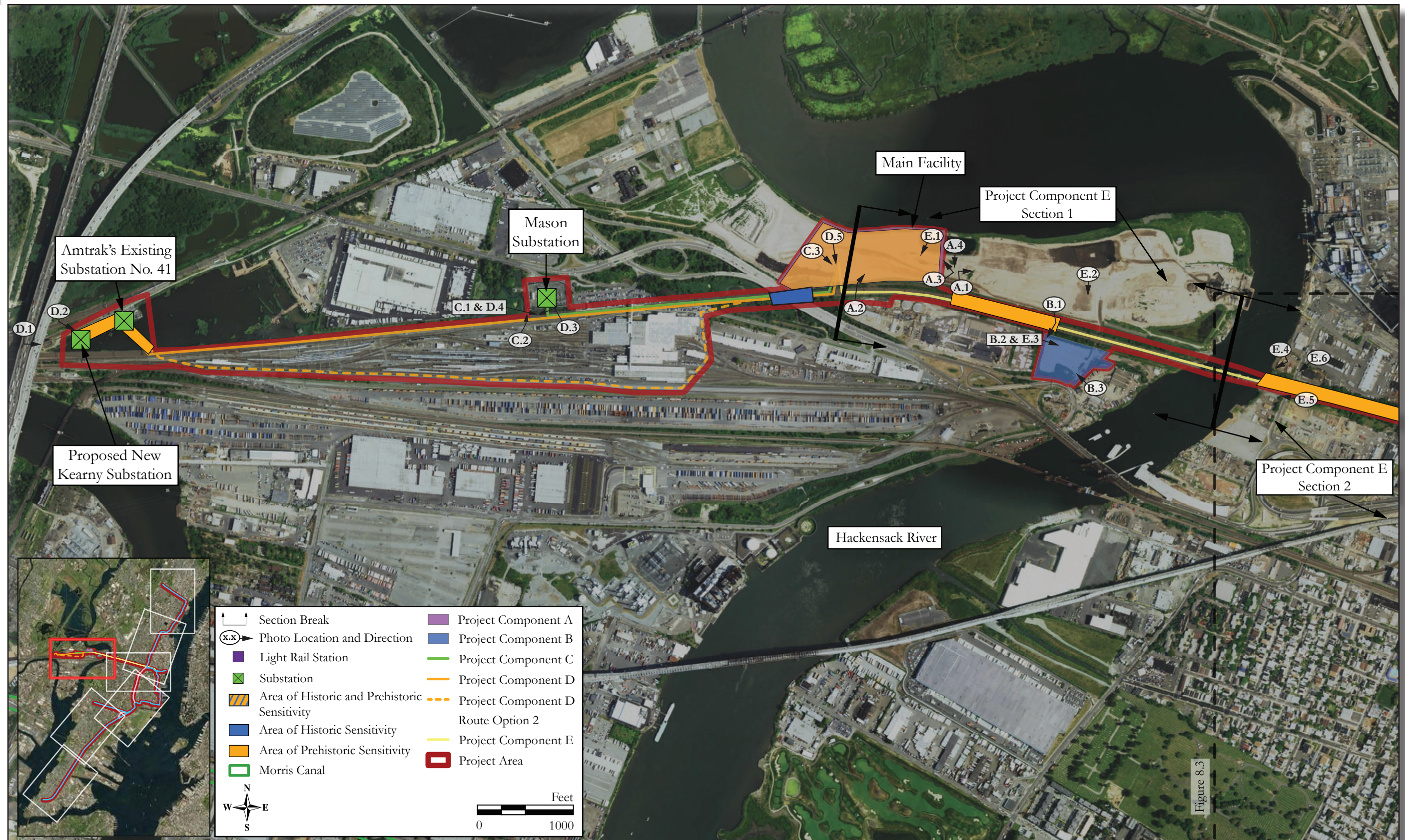


Figure 8.4: Aerial photograph showing the APE and areas of archaeological sensitivity within Project Components A, B, C, D, and a portion of Project Component E (World Imagery, ESRI 2014).

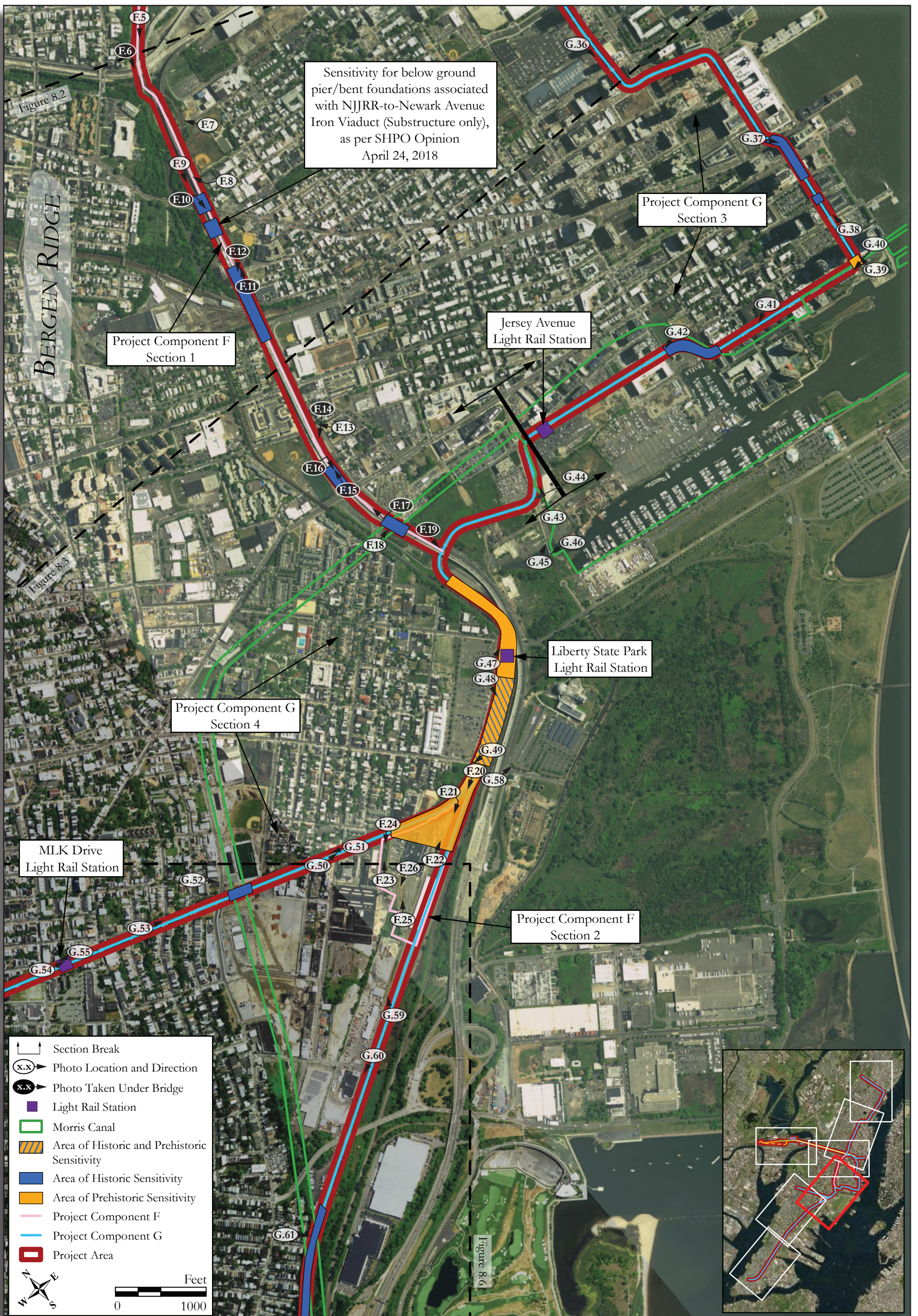


Figure 8.5: Aerial photograph showing the APE and areas of archaeological sensitivity within the Project Component F, Section 2, and portions of Project Component F, Section 1 and Project Component G, Sections 3 and 4 (World Imagery, ESRI 2014). Figure Updated August 7, 2019 as per SHPO Opinion April 24, 2018.

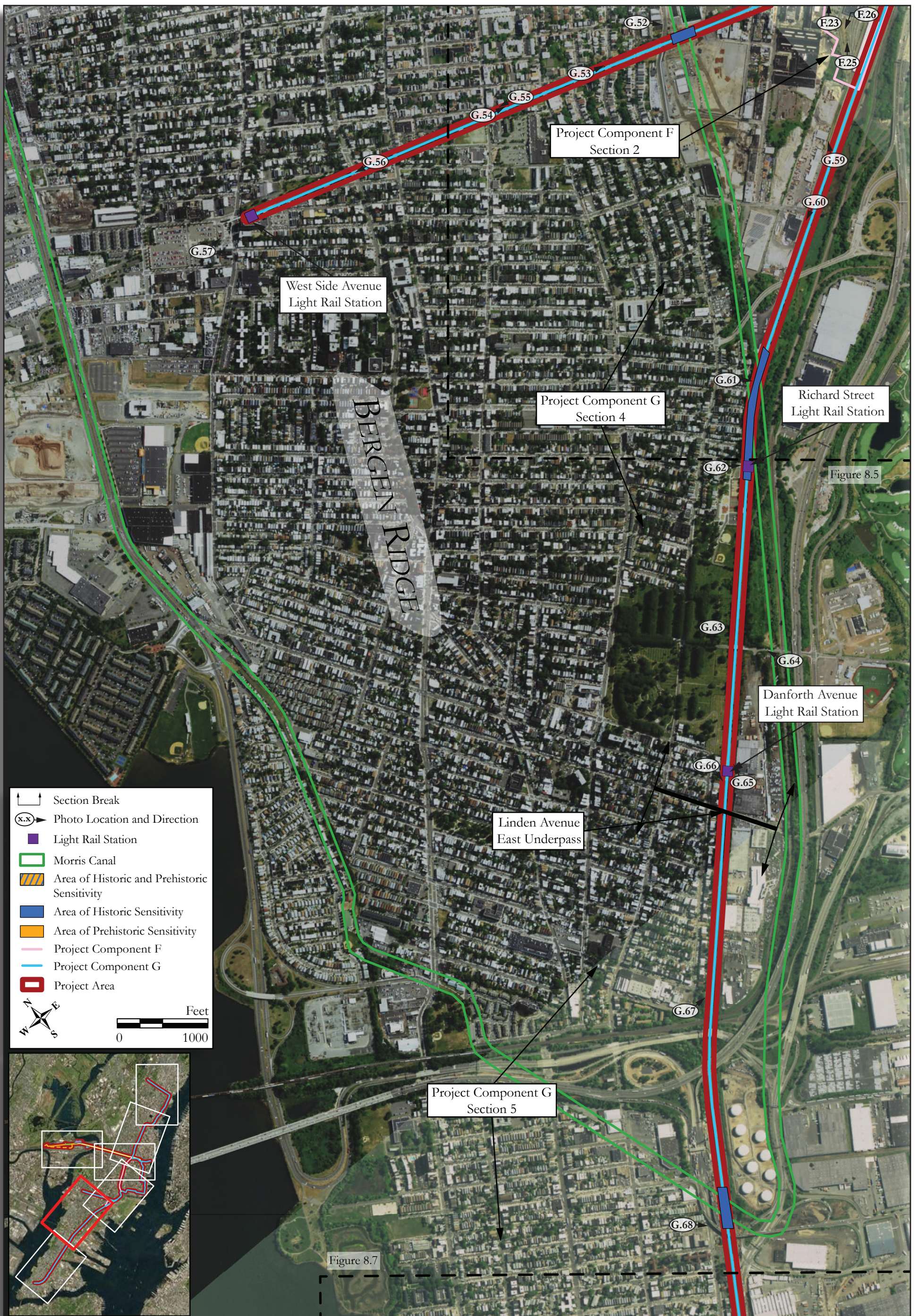


Figure 8.6: Aerial photograph showing the APE and areas of archaeological sensitivity within portions of Project Component F Section 2 and Project Component G, Sections 4 and 5 (World Imagery, ESRI 2014).



Figure 8.7: Aerial photograph showing the APE and areas of archaeological sensitivity within a portion of Project Component G, Section 5 (World Imagery, ESRI 2014).

Attachment 6

References from Historic Architectural Resources Background Study and Effects Assessment (HARBS/EA) and Bibliography from Supplemental Information for the Phase 1A Archaeological Survey (Phase 1A) for the NJ TRANSITGRID TRACTION POWER SYSTEM

REFERENCES

(excerpt from Historic Architectural Resources Background Study and Effects Assessment (HARBS/EA) for the NJ TRANSITGRID TRACTION POWER SYSTEM. June 2017. Prepared by Richard Grubb and Associates, Inc.)

A.G. Lichtenstein & Associates, Inc.

1994 New Jersey Historic Bridge Survey. Prepared for the New Jersey Department of Transportation, Bureau of Environmental Analysis, Trenton, New Jersey. Updated 3/1/2001. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Adams, George R.

1977 National Register of Historic Places Nomination Form, Great Atlantic & Pacific Tea Company Warehouse. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

ARCH₂, Inc.

2001a Historic Architectural Sites Survey for the Proposed Expansion of the Meadows Maintenance Complex Rail Yard, Town of Kearney, Hudson County, New Jersey for Review under Section 106 of the National Historic Preservation Act. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2001b Cultural Resources Survey for the AT&T Wireless E-39-A Cell Site, 4816 Palisade Avenue, Block 281, Lot 18, Union City, Hudson County, New Jersey for Review Under Section 106 of the National Historic Preservation Act. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2002a Cultural Resources Survey for the AT&T Wireless Site #901-005-308, 500 Baldwin Avenue, Block 709.5, Lots 61, 61, and 63, Jersey City, Hudson County, New Jersey for Review under Section 106 of the National Historic Preservation Act. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2002b Cultural Resources Survey for the AT&T Wireless #901005306 Site, 110 First Street, Block 200, Lot 1, City of Hoboken, Hudson County, New Jersey for Review under Section 106 of the National Register Preservation Act. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2002c Cultural Resources Survey for the Verizon Wireless Jersey City 16 Site, 369 Observer Highway, Block 139, Lot 1.2, City of Hoboken, Hudson County, New Jersey for Review under Section 106 of the National Preservation Act. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2002d Determination of Effect, IVI Project No: E2022820, Nextel Site No.: NJ-2384, Nextel Site Name: Hoboken 4, 201-215 Willow Avenue, Hoboken, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2002e Cultural Resources Survey for the Verizon Wireless, Bayonne 2 Cell Site, 201 Broadway, Block 305, Lot 14, City of Bayonne, Hudson County, New Jersey for Review under Section 106 of the National Historic Preservation Act. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Archaeological & Historical Consultants, Inc. (A&HC)

2004a Proposed Collocation Project, Section 106 Field Assessment, Holland Tunnel, 629 Grove Street, Jersey City, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2004b Proposed Rooftop Telecommunications Project, Port Imperial, 20 48th Street, Weehawken, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Baer, Christopher T., William J. Coxey and Paul W. Schopp

1994 The Trail of the Blue Comet: A History of the Jersey Central's New Jersey Southern Division, The West Jersey Chapter of the National Railway Historical Society, Palmyra, New Jersey.

Bailey, O. H. and A. Ward
1881 *The City of Hoboken, New Jersey*. O.H. Bailey & Co., Boston, Massachusetts.

Baraff, Ron
2012 “Commercial Construction: How can one determine if a steel beam marked “CARNEGIE H USA” is Circa 1925? 1934? 1960?”. Electronic document, www.quora.com, accessed September 20, 2016.

Bardin, David J.
1975 David J. Bardin, Commissioner, Department of Environmental Protection, to Maurice Arnold, Regional Director, Bureau of Outdoor Recreation, October 1, 1975. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Bevan, J.
1851 *City Map of Hoboken*. J. Bevan, civil engineer, New York.

Beyer Blinder Belle Architects & Planners
2002 Hoboken Terminal, Façade Condition Assessment Report. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.
2005 Hoboken Terminal, Façade Condition Assessment Report. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Bezilla, Michael
1980 Pennsylvania Railroad Electrification Strategy. *Business and Economic History* 9:143-151.

Bromley, George W. and Walter S.
1887 *Atlas of Jersey City, New Jersey*, Plates G, H, and I. G.M. Bromley & Co., Philadelphia, Pennsylvania

Carmelich, Julie P. and Stacy Spies
2004 *Erie-Lackawanna Terminal National Register Nomination*. Metuchen NJ: ARCH2, Inc.

Charles Wyatt Associates
1984 National Register of Historic Places Nomination Form, Pohlmann’s Hall. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Clark, Carol Ann
1979 *Southern Hoboken Historic District National Register Nomination*. Hoboken, New Jersey.

Clerk & Bacot
1851 *Map of Jersey City, Hoboken, and Vicinity*. Daniel E. Gavit, Jersey City, New Jersey.

Cultural Resource Consulting Group (CRCG)
2003 Phase II Cultural Resource Investigation, Commerce Bank, N.A., Proposed Branch, 45-47 Newark Street, City of Hoboken, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Cultural Resource Management Services (CRMS)
1978 A Preliminary Architectural Survey for the Erie-Lackawanna Improvements Program. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Cunningham, John T.
1997 *Railroads in New Jersey: The Formative Years*. Andover NJ: Afton Publishing Co.

Delaware Lackawanna & Western Railroad Company (DL&WRR)

1909 Annual Report of the Delaware, Lackawanna & Western Railroad Company. L. Middleditch Co., New York, New York.

1929 Annual Report of the Delaware, Lackawanna & Western Railroad Company. New Jersey Tax Department, Engineering Division, Published Annual Reports of Railroad Companies. On file, New Jersey State Archives, Trenton, New Jersey.

1930 Annual Report of the Delaware, Lackawanna & Western Railroad Company. New Jersey Tax Department, Engineering Division, Published Annual Reports of Railroad Companies. On file, New Jersey State Archives, Trenton, New Jersey.

DeLeuw, Cather and Company

1991 NJ Transit Historic Railroad Bridge Survey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Duer, J. V. B.

1931 The Pennsylvania Railroad Electrification. *Journal of the American Institute of Electrical Engineers*. 49(9):101-105.

Dolan Research, Inc.

1997 Archaeological Assessment of the Long Slip Canal, Hoboken and Jersey City, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Douglass, L. F.

1841 *Topographical Map of Jersey City, Hoboken, and the Adjacent Country*. Benjamin S. Demarest, New York

Eaton, Harriet Phillips

1899 *Jersey City and its Historic Sites*. The Woman's Club of New Jersey. Press of A.V. Haight, Poughkeepsie, New York.

EFB Associates, LLC (EFB)

2010 City of Hoboken Reexamination Report. Electronic document, <http://www.hobokennj.org/>, accessed May 29, 2016.

ESRI

2013 World Street Map. Web Map Service, <http://www.esri.com/data/free-data/index.html>, accessed December 2015.

Federal Railroad Administration (FRA)

2008 Portal Bridge Capacity Enhancement Project, Final Environmental Impact Statement and Final Section 4(f) Evaluation. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Federal Transit Administration (FTA)

2008a Access to the Region's Core, Draft Environmental Impact Statement, Historic Architectural Resources Background Study and Effects Assessment. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2008b Access to the Region's Core in Hudson County, New Jersey and New York County, New York, Final Environmental Impact Statement. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Federal Writer's Project

1939 *The WPA Guide to 1930s New Jersey*. 1939 The Viking Press, reprinted 1986 Rutgers University Press, New Brunswick, New Jersey.

Fekete, Andras

1997 Andras Fekete, NJ Department of Transportation to Dorothy Guzzo, Deputy Historic Preservation Officer, May 30, 1997 (HPO Log #97-1500). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Fenske, Helen C.

1983 Helen C. Fenske, Deputy Historic Preservation Officer to Mark Munley, Department of Housing & Economic Development, November 23, 1983 (HPO Log # K83-85). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Flagg, Louis Francis

1935 History and Construction of the Electrical Substation of the Pennsylvania Railroad at Landover, Maryland. Unpublished initiation requirement of Maryland Beta Chapter, Maryland.

Ford Farewell Mills and Gatsch

1994 Hoboken North Wall Interior Plaster Finish Alternatives Analysis, New Jersey Transit Hoboken Terminal, Hoboken, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Frederic R. Harris, Inc.

1989 State of New Jersey Department of Environmental Protection, Division of Parks and Forestry, Waterfront Rehabilitation Study, Morris Canal Basin, Liberty State Park, Jersey City, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2000 Historic Architecture Report for Route 139 Contract no. 000970191 (Contract 3), Structure No. 0904-151 – Conrail Viaduct, Structure No. 0904-152 – Hoboken Viaduct, Jersey City, Hudson County. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Florio, Patricia

1978-81 *Hoboken Historic Site Survey*. Hoboken: Hoboken Community Development Agency.

G.M. Hopkins Co.

1873 *Atlas of the State of New Jersey and the County of Hudson*, Hoboken Plates A and B and Jersey City Plates B, F, and G. G.M. Hopkins Co., Philadelphia, Pennsylvania.

1909 *Atlas of Hudson County, New Jersey, Volume II*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

1934 *Atlas of Hudson County, New Jersey, Volume II*. G.M. Hopkins Co., Philadelphia, Pennsylvania.

Gabrielan, Randall

2010 *Hoboken: History & Architecture at a Glance*. Atglen PA: Schiffer Publishing Limited.

Geismar, Joan H.

1992 Stage IA Cultural Resources Survey of the Impact Area of New Jersey Turnpike Secaucus Interchange Project, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1998 1A Documentary Study of Proposed New Boulevard and Long Slip Alignments, Hudson Bergen Light Rail Transit System (HBLRTS), Jersey City-Hoboken, Hudson County, New Jersey, February 1998. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Geraghty & Miller, Inc., D'Appolonia Consulting Engineers, Inc. and Koppers Company, Inc.

1981 Koppers Company, Inc. Seaboard Plant, Kearny New Jersey. Working Paper No. 1, Site Rehabilitation Alternatives. Electronic Document, accessed <http://www.nj.gov/dep/passaicdocs/docs/3rd-PartyComplaintNexusPackages/3rd-PartyComplaintB-2Nexus/KoppersCompanySites.pdf>, March 26, 2014.

Gomez, John K.

1999 National Register of Historic Places Nomination Form, Hudson and Manhattan Railroad Powerhouse. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Greenhouse Consultants Incorporated

1996 Stage 2 Archaeological Investigations of the New Jersey Turnpike Secaucus Interchange Project, St. Peter's Cemetery Portion, Jersey City, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Grow, Lawrence

1979 *On the 8:02: An Informal History of Commuting by Rail in America*. Mayflower Books, Inc., New York, New York.

Guzzo, Dorothy

1995 Dorothy Guzzo, Deputy Historic Preservation Officer to David Spatz, AICP, P.P., Community Housing

& Planning Associates, Inc. October 18, 1995 (HPO Log # J95-113). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1996 Dorothy Guzzo, Deputy Historic Preservation Officer to Andras Fekete, NJ Department of Transportation, September 24, 1996 (HPO Log # 196-131). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1998a Dorothy Guzzo, Deputy Historic Preservation Officer to Chitra R. Radin, Project Manager, New Jersey

Transit, October 16, 1998 (HPO Log # E99-116). On file, New Jersey Historic Preservation Office, Trenton, New Jersey

1998b Dorothy Guzzo, Deputy Historic Preservation Officer to Paul McGinley, McGinley Hart & Associates LLP, November 12, 1998 (HPO Log # K98-29). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1999a Dorothy Guzzo, Deputy Historic Preservation Officer to David Koenig, Historic Preservation Specialist, New Jersey Transit, January 20, 1999 (HPO Log # A99-53). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1999b Dorothy P. Guzzo, Deputy State Historic Preservation Officer to Steve Hochman, Bureau of Environmental Services, New Jersey Department of Transportation, March 10, 1999 (HPO-C99-76). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1999c Dorothy P. Guzzo, Deputy State Historic Preservation Officer to R. Jeffrey Lanigan, New Jersey Department of Transportation, May 7, 1999 (HPO Log #99-1161). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1999d Dorothy Guzzo, Deputy Historic Preservation Officer to Robin Schroeder, Federal Highway Administration, May 21, 1999 (HPO Log # J98-74). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1999e Dorothy Guzzo, Deputy Historic Preservation Officer to Steve Hochman, Environmental Team Leader, New Jersey Department of Transportation, November 17, 1999 (HPO Log # K99-97). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2000 Dorothy Guzzo, Deputy State Historic Preservation Officer to Steven Hochman, NJ Department of Transportation, April 27, 2000 (HPO Log # 00-0690). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2002a Dorothy Guzzo, Deputy Historic Preservation Officer to Andras Fekete, NJ Department of Transportation, March 15, 2002 (HPO Log # 02-1100). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2002b Dorothy Guzzo, Deputy State Historic Preservation Officer, to Brian Mulcahy, New Jersey Department of Transportation (HPO Log #02-1526). May 3, 2002. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2002c Dorothy Guzzo, Deputy Historic Preservation Officer to Jack McQuillan, Manager, Bureau of Environmental Services, New Jersey Department of Transportation, October 2, 2002 (HPO Log #

02-2934). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2004 Dorothy Guzzo, Deputy Historic Preservation Officer to Geoffrey M. Goll, P.E., Vice President, Princeton Hydro, LLC, April 27, 2004 (HPO Log # D2005-205). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2005 Memorandum, Dorothy Guzzo, Deputy Historic Preservation Officer to William McLaughlin, Land Use Regulation Program, NJ Department of Environmental Protection, April 22, 2005 (HPO Log # 05-1020-1 and 2). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2006a Dorothy P. Guzzo, Deputy State Historic Preservation Officer to David Koenig, Historic Preservation Specialist, New Jersey Transit, March 7, 2006 (HPO Log # 03-1843-4). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2006b Dorothy P. Guzzo, Deputy State Historic Preservation Officer to David Koenig, Historic Preservation Specialist, New Jersey Transit, April 25, 2006 (HPO Log # 05-0759-8). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2007 Dorothy Guzzo, Deputy State Historic Preservation Officer, to Joseph G. Sweger, New Jersey Department of Transportation (HPO Log #07-1411-1). 29 June. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Hall, James F.

1991a James F. Hall, Deputy State Historic Preservation Officer, to Chitra R. Radin, Project Manager, New Jersey Transit, February 28, 1991 (HPO Log #91-4). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1991b James F. Hall, Deputy State Historic Preservation Officer, to Daniel R. Wall, Office of Community Development, November 12, 1991 (HPO Log #K91-36). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1994a James F. Hall, Deputy State Historic Preservation Officer, to David Koenig, Historic Preservation Specialist, New Jersey Transit, September 12, 1994 (HPO Log #94-1898). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1994b James F. Hall, Deputy State Historic Preservation Officer, to David Koenig, Historic Preservation Specialist, New Jersey Transit, December 9, 1994 (HPO Log #94-27). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1995 James F. Hall, Deputy State Historic Preservation Officer, to David Koenig, Historic Preservation Specialist, New Jersey Transit, February 17, 1995 (HPO Log #95-50). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Hamilton, Cindy

2013 Historic Preservation Certification Application, Butler Brothers Warehouse. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Hassler, F.R.

1844 *Map of New-York Bay and Harbor and the Environs*. Survey of the Coast of the United States, Washington, D.C.

Hayles & Howe, Inc.

2004 Hoboken Ferry Terminal, Photographic Documentation, Concourse, North Wall. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Heritage Studies

1982 Preliminary Case Report: Columbian Tower, Housing for the Elderly and Handicapped, H U D Project #NJ39-T811-021/031 - EHO 83, Hoboken, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

Heyer, Gruel & Associates

2008 Master Plan Reexamination Report / Master Plan Revision, Town of Kearny, Hudson County, New Jersey. On file, Town Hall Annex, Kearny, New Jersey.

Hills, John

1781 *A Sketch of the Northern Parts of New Jersey. Copied from the original by Lieut. J. Hills, 23d Regt., 1781.*

Reprinted circa 1976 by Portolan Press, Brielle, New Jersey.

Historic Conservation and Interpretation, Inc. (HCI)

1977 Cultural Resources Reconnaissance, Liberty State Park. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1978a Cultural Resource Survey, Hudson County Sewerage Authority, 201 Wastewater Facility Plan, Planning Area I. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1978b Stage IA Cultural Resource Survey for the Hudson County Sewerage Authority, 201 Wastewater Facility

Plan--District II, Bayonne, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Historic Sites Research

1978 Cultural Resource Reconnaissance, Jersey City Reach, New York Harbor Collection & Removal of Drift Project. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1979 Information Recording (Task I Survey), Greenville Yards, Jersey City, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1980 Hudson River Route Feasibility and Locational Study, Environmental Impact Statement, Technical Report No. 8. Cultural Resources, Vol. II, Appendices, August 1979, Revised June 1980. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1983a Cultural History & Recording to Archival Standards of the Greenville Yard, Jersey City, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1983b Cultural History Recording of the Greenville Yard, Jersey City, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Hoboken Museum

2015 "Short History of Hoboken," published on the Museum website <https://www.hobokenmuseum.org/history/short-history-of-hoboken>, accessed 1/5/2016.

Hopkins, G.M.

1873 *Combined Atlas of the State of New Jersey and the County of Hudson*. G.M. Hopkins, Philadelphia, Pennsylvania.

1909 *Atlas of Hudson County, New Jersey, Volume 2*. G.M. Hopkins & Co., Philadelphia, Pennsylvania.

1934 *Atlas of Hudson County, New Jersey, Volume 2*. G.M. Hopkins & Co., Philadelphia, Pennsylvania.

Hornsby, Michael L. and Peter W. Sawchuck, P.E.

1999 Brownfield Redevelopment of Koppers Seaboard Site in Kearny, New Jersey. *Practice Periodical of Hazardous, Toxic and Radioactive Waste Management* 32(2): 88-93.

Hughes and Bailey

1904 *City of Hoboken, New Jersey*. Hughes & Bailey, New York.

Interstate Commerce Commission

1925 Delaware Lackawanna & Western Railroad, Land and Engineering Reports, 1916-1925. Board of Public Utility Commissioners, Interstate Commerce Commission Land and Engineering Valuation Reports on New Jersey Railroad and Ferry Company Properties. On file, New Jersey State Archives, Trenton, New Jersey.

IVI International, Inc.

2003 Section 106 Survey Bayonne North Route 169 & New Hook Road, Bayonne, Hudson County, NJ 07002. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Jan Hird Pokorny Associates (JHPA)

1990 Conditions Survey and Cost Estimate for Restoration and Rehabilitation of the Erie Lackawanna Railroad and Ferry Terminal, Hoboken, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Jersey City Division of City Planning (JCDCP)

2000 *Jersey City Master Plan, Volume I*. Electronic document, <http://www.cityofjerseycity.com/cityplanning/>, accessed March 30, 2016.

Kardas, Susan and Edward Larrabee

1979 Hudson River Route Feasibility and Locational Study Environmental Impact Statement, Technical No. 8, Cultural Resources. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Karnousis, Carmela A.

2005 National Register of Historic Places Nomination Form, Bayonne Trust Company. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Karschner Terry

2008 Terry Karschner, Deputy State Historic Preservation Officer to Mark E. Yachmetz, Associate Administrator for Railroad Development, U.S. Department of Transportation, April 8, 2008 (HPO Log #05-2386-6). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Kise Franks & Straw

1995 Survey of Historic Architectural Resources, Charlotte Circle & Tonnele Circle, Jersey City, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Kraft, Herbert C.

1978 Appendix G – Historical and Archaeological Survey, Hudson County Sewer Authority Facility Plan, Area III. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1979 Cultural Resources Survey of the Hudson County Utilities Authority Facilities Plan-Area III from Hoboken to Guttenberg, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Lane, Wheaton J.

1939 *From Indian Trail to Iron Horse: Travel and Transportation in New Jersey, 1620-1860*. Princeton University Press, Princeton, New Jersey.

Lange, Robie S.

1993 National Historic Landmark Nomination Form, Holland Tunnel. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Leir, Ron

2012 “Anticipate Koppers Redevelopment Plan.” *The Observer*, December 19, 2012. Electronic Document, <http://www.theobserver.com/?p=13053>, accessed March 26, 2014.

Lichtenstein Consulting Engineers

1998 NJDOT Historic Architectures Report for Route 139, Structure # 0904-153, 12th Street Viaduct, Structure # 0904-154, 14th Street Viaduct, Jersey City, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2003 National Register of Historic Places Nomination Form, Route 1 Extension, Cities of Newark, Jersey City and Kearny, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Louis Berger & Associates, Inc.

1983 Environmental Technical Report, Analysis of Cultural Resources, Newport City Development Site, Jersey City, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Ludwig, Charles Herbert

1934 The History and Methods of Electrification of the Pennsylvania Railroad Between Baltimore and Washington, D.C. Unpublished initiation requirement of Maryland Beta Chapter, Tau Beta Pi, Maryland.

Lynn Drobbin and Associates

1995a NJ Transit, Hudson-Bergen Light Rail Transit System, Request for a Determination of Effect, Hudson and Bergen Counties, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1995b NJ Transit, Hudson River Waterfront Corridor Light Rail Transit Final Environmental Impact Statement,

Historic Architectural Resources Background Study. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1995c NJ Transit, Hudson-Bergen Light Rail Transit System, Aetna Street Alignment, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1995d Historic American Engineering Record, National Docks Branch Bridge N.D.2F (Conrail Bridge 2.77), Spans the former Central Railroad of New Jersey, west of the New Jersey Turnpike, north of Communipaw Avenue near Johnson Avenue, Jersey City, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1997a Morris and Essex Lines, Station Rehabilitation Master Planning and Conceptual Design Project, Historic Corridor Analysis, Morristown Line and Montclair Branch, Phase I. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1997b Historic American Engineering Record, Hudson & Manhattan Railroad Repair Shops (Hoboken Shops of the Port Authority Trans-Hudson (PATH) Track & Structures Division), 55 Hudson Street, Hoboken, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1997c Historic American Engineering Record, New York, West Shore & Buffalo Railroad, Weehawken Tunnel (west Shore Railroad, Weehawken Tunnel), Weehawken, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1998 Hudson-Bergen Light Rail Transit System, West Side Alignment, Historic Architectural Resources Background Study and Effects Assessment. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2001 Historic American Engineering Record (HAER), Delaware, Lackawanna & Western Railroad Freight & Rail Yard, Multiple Unit Light Inspection Shop (Delaware, Lackawanna & Western Railroad Freight Yard & Rail Yard, Hoboken Terminal MU Shed), Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2008 Section 106, Historic Architectural Research, Background Study and Effect Assessment for the NJ Transit Rehabilitation of Lower Hack Lift Railroad Bridge, Jersey City and Kearny, Hudson County. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Machcinski, Anthony J.

2013 Sandy-battered iconic Hoboken Terminal waiting room to reopen Tuesday. nj.com: http://www.nj.com/hudson/index.ssf/2013/01/iconic_hoboken_terminal_waitin.html, accessed 1/6/2016.

Marshall, Sydney B.

1981 New York Harbor Collection and Removal of Drift Project, Cultural Resource Reconnaissance: Hoboken to North Bergen Reach, Army Corps of Engineers, New York District. On file, Army Corps of Engineers, New York, New York.

2004 The Meadowlands before the Commission: Three Centuries of Human Use and Alteration of the Newark and Hackensack Meadows. *Urban Habitats* 2(1):4-27. Electronic Document, www.urbanhabitats.org, accessed March 1, 2012.

Mary B. Dierickx Architectural Preservation Consultants

1985 *Phase 2 Survey, Jersey City*. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1997 Monmouth & Cole Streets Improvement Study, Assessment of Cultural Resources, Jersey City, Hudson County. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Messer, David W. and Charles S. Roberts

2002 *Triumph V Philadelphia to New York 1830-2002*. Barnard, Roberts and Co., Inc., Baltimore, Maryland.

Miller, Edmund William.

1910 *Bergen: Jersey City*. Jersey City, New Jersey.

National Park Service

1995 How to Apply the National Register Criteria for Evaluation. *National Register Bulletin* 15. National Park Service, Washington, DC.

Nationwide Environmental Title Research (NETR)

1953 Historic Aerial Photographs. Electronic Document, historicaerials.com, accessed March 26, 2014.

1954 Historic Aerial Photographs. Electronic Document, historicaerials.com, accessed March 26, 2014.

1966 Historic Aerial Photographs. Electronic Document, historicaerials.com, accessed March 26, 2014.

1979 Historic Aerial Photographs. Electronic Document, historicaerials.com, accessed March 26, 2014.

1979 Historic Aerial Photographs. Electronic Document, historicaerials.com, accessed January 25, 2017.

1987 Historic Aerial Photographs. Electronic Document, historicaerials.com, accessed January 25, 2017.

1994 Historic Aerial Photographs. Electronic Document, historicaerials.com, accessed January 25, 2017.

1995 Historic Aerial Photographs. Electronic Document, historicaerials.com, accessed January 25, 2017.

1997 Historic Aerial Photographs. Electronic Document, historicaerials.com, accessed January 25, 2017.

2000 Historic Aerial Photographs. Electronic Document, historicaerials.com, accessed January 25, 2017.

2002 Historic Aerial Photographs. Electronic Document, historicaerials.com, accessed January 25, 2017.

2009 Historic Aerial Photographs. Electronic Document, historicaerials.com, accessed January 25, 2017.

2010 Historic Aerial Photographs. Electronic Document, historicaerials.com, accessed January 25, 2017.

New Jersey Department of Environmental Protection (NJDEP)

1930 Aerial Photograph, Hudson County, New Jersey. NJ GeoWeb, New Jersey Department of Environmental Protection, Trenton, New Jersey. <http://njwebmap.state.nj.us/NJGeoWeb/WebPages/Map/MapView.aspx>. Accessed March 18, 2014.

1990 Draft Environmental Impact Statement for the Colgate-Palmolive Redevelopment Area, Jersey City, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

New Jersey Department of Transportation (NJDOT)

1980 Preliminary Cultural Assessment for Proposed Widening of Route 1 and 9/Tonnelle Avenue, Bergen and Hudson Counties, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

New Jersey Historic Preservation Office (NJHPO)

1999 Guidelines for Architectural Survey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

New Jersey Meadowlands Commission

2012 Koppers Coke Redevelopment Plan, Kearny New Jersey. Electronic Documents, <http://www.njmeadowlands.gov/public/notices/2013/Koppers%20Redevelopment%20Plan%20DRAFT%202012-2012.pdf>, accessed March 26, 2014.

New Jersey Secretary of State

1871 Transportation Corporation File Records, Newark & New York Railroad (RR 326). Secretary of State Transportation Corporation Records. On file, New Jersey State Archives, Trenton, New Jersey.

New Jersey State Board of Assessors

1910 Delaware Lackawanna & Western Railroad Field Notebooks, Morris & Essex Division, Box 15, Vols. 514 and 519. Records of the 1910-1911 Revaluation of Railroads and Canals in New Jersey. On file, New Jersey State Archives, Trenton, New Jersey.

New Jersey Transit Corporation (NJ TRANSIT)

1994 Cultural Resources Supplemental Report of the Northeast Corridor for the Secaucus Transfer Project. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2006 Access to the Region's Core, Draft Environmental Impact Statement, Historic Architectural Resources Background Study and Effects Assessment, Volume I.

2008 Access to the Region's Core Final Environmental Impact Statement. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

New York Times, The

1869 "Opening of the Newark and New-York Railroad." *New York Times*, July 24, 1869: 8.

1877 "The New Bergen Tunnel: Formal Opening of the Work," *New York Times*, May 12, 1877.

1909 "Under the Hudson by Four Tubes Now." *New York Times*, July 18, 1909.

Nogan, Better & Joseph Brooks

1980 National Register of Historic Places Nomination Form, Paulus Hook Historic District. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

O'Connor, G.W.

1949 Railroads of New York. Simons Boardman Publishing Corporation, New York, New York.

Parsons Brinkerhoff

1992 Hudson River Waterfront Transportation Alternatives Analysis/Draft Environmental Impact Statement & Report, Results Report: Cultural Resources and Ecology. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Payne, Alvin J.

2003 Alvin J. Payne, Deputy State Historic Preservation Officer to John M. Keller, New Jersey Turnpike Authority, February 20, 2003 (HPO Log # 03-0395-2). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Petrack, Barbara

1981 National Register of Historic Places Nomination, Jersey City High School, City of Jersey City, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Phillips Preiss Shapiro Associates, Inc. (PPSA)

2004 City of Hoboken Master Plan. Electronic document, <http://www.hobokennj.org/>, accessed May 29, 2016.

Public Archaeology Laboratory (PAL)

2010 Historic Architectural/Industrial Properties Overview and Identification Survey, Linden, Bayonne, Jersey City, Hanover, and Mahwah, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Raber Associates

1986 Assessment of Cultural Resources in the Lincoln Harbor Development Site, Township of Weehawken and City of Hoboken, Hudson County, New Jersey.

RBA Group, Inc., The (RBA)

1999 Reconnaissance-/Intensive-Level Historic Architectural Survey, U.S. Route 1 & 9 Truck Improvements Project, City of Jersey City, Hudson County, NJ. Vol. 1. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2001 Cultural Resources Survey of the Jersey City Water Works Pipeline, 1851-1873, US Route 1 & 9 Truck Interim Improvements Project, Charlotte Circle, Jersey City, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2004 Portway – Phase I, Volume 2, Pennsylvania Avenue/Fish House Road Improvement Project, Town of Kearney, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2006 Jersey City Water Works, Inventory of Historic Maps and Plans on file with the City Municipal Utilities Authority Water Engineering Department. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2007 The Jersey City Water Works Historic District, Documentary Study and Historic Architectural Survey, Multiple Counties, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2009 History of Transportation in the Hackensack Meadows, Vol. 3: A Survey of the Delaware, Lackawanna and Western Railroad Boonton Branch. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Richard Grubb & Associates, Inc. (RGA)

2002a Cultural Resources Survey, Route 7 Section 2 (Wittpenn Bridge) over Hackensack River, City of Jersey City and Kearny Town, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2002b Section 106 Consultation, AT&T Wireless Services, Inc. North Jersey City Site 885, 930 Newark Avenue, City of Jersey City, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2003 National Historic Preservation Act, Section 106, Sprint PCS, Hoboken, Site No. NY54XC080, 78 Jefferson Street, City of Hoboken, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2006a Stage IA Cultural Resources Survey, North Hudson Sewerage Authority, Collections System, Combined

Sewer Rehabilitation, Wood Sewers. City of Hoboken, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2006b Stage IA Cultural Resources Survey, Realignment of the Northwest Interceptor at Manhattan Avenue, Jersey City, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2007a NJ Route 7-Wittpenn Bridge over Hackensack River (NJDOT Structure No. 0909-150), City of Jersey City and Town of Kearny, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2007b Stage IA Cultural Resources Survey, Northwest Interceptor, Broadway Section, Realignment, City of Jersey City, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2008 Cultural Resources Investigation, Conrail Bergen Tunnel/Waldo Tunnel Improvements, National Docks Secondary Line, Conrail North Jersey Railroad Doublestack Clearance Project, City of Jersey

City, Hudson County, New Jersey, December 2008. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2009 Stage IA Cultural Resources Survey, North Hudson Sewerage Authority, H1 Screening and West Weather Pump Station, City of Hoboken, Hudson County, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2013 Intensive-Level Architectural Survey, Northeast Grid Reliability Project, Roseland to Marion 230kV Overhead Transmission Line, PSE&G Services Corporation, Essex, Passaic, Bergen, and Hudson Counties, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2015 Supplemental Phase IA Archaeological Survey and Historic Architectural Resources Background Study (HARBS) and Effects Assessment, NJ TRANSIT Long Slip Fill Project, SSRRP Tier III Cultural Resources Consultant Support, Contract No. 13-002B City of Hoboken and City of Jersey City, Hudson County, New Jersey, HPO Project No. 14-3233. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Rivera, Ray

2012 Its Restaurants Empty and Its Trains Stalled, Hoboken Encounters Storm's Increasing Toll. *New York Times*, 12/16/2012.

Sanborn Map Company

1912 *Insurance Maps of Hudson County, New Jersey, Volume 6*. Sanborn Map Company, New York, New York.

1927 *Insurance Maps of Hudson County, New Jersey: Jersey City*. Sanborn Map Company, New York, New York.

Saunders, Daniel

2008 Daniel Saunders, Deputy Historic Preservation Officer to Jeremy Colangelo-Bryan, Capital Planning, NJ Transit, September 18, 2008 (HPO I2008-162 PROD Log # 05-0759-17, 18, 20, 21, 22, 23 & 24).

On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2015a Daniel Saunders, Deputy Historic Preservation Officer to David C. Mudge, New Jersey Department of Transportation, January 30, 2015 (HPO-A2015-182 Log # 13-0319-2). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2015b Daniel Saunders, Deputy Historic Preservation Officer to David Valenstein, Environmental and System Planning Division, Federal Railroad Administration, March 23, 2015 (HPO C2015-093 PROD Log # 15-1578-1&2). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2015c Daniel Saunders, Deputy Historic Preservation Officer to Dara Callender, Supervising Compliance Specialist, NJ Transit, January 14, 2015 (HPO A2015-057 PROD Log # 14-1846-4&5). On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Scull, Theodore

1987 *Hoboken's Lackawanna Terminal*. New York: Quadrant Press.

Sheehan, Margaret A.

1977 National Register of Historic Places Nomination Form, Van Vorst Park Historic District. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Snyder, John P.

1969 *The Story of New Jersey's Civil Boundaries: 1606-1968*. Bulletin 67, Bureau of Geology and Topography, Trenton, New Jersey.

Spielmann and Brush

1880 Sanitary and Topographical Map of Hudson County. Spielmann and Brush, Hoboken, New Jersey.

Sullebarger Associates

1991 New Jersey Transit, Hudson River Waterfront AA/DEIS, Historic Architectural Resources Background Study. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Taber, Thomas Townsend

1977 *The Delaware, Lackawanna & Western Railroad in the Nineteenth Century, 1828-1899*. Thomas Townsend Taber, Muncy, Pennsylvania.

Taber, Thomas Townsend, and Thomas Townsend Taber, III

1980 *The Delaware, Lackawanna & Western Railroad in the Twentieth Century, 1899-1960, Vol 1*. Thomas Townsend Taber, III, Muncy, Pennsylvania.

1981 *The Delaware, Lackawanna & Western Railroad in the Twentieth Century, 1899-1960, Vol 1*. Thomas Townsend Taber, III, Muncy, Pennsylvania.

TAMS Consultants, Inc.

1991 *Routes U.S. 1 & 9 Corridor, Historic Engineering Survey, Historical Narrative & Assessment of Significance*. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

1993 *Hoboken Terminal, Core Passenger Facilities Improvement Project*, Hoboken, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Transit Link Consultants

2006 *Access to the Region's Core, Draft Environmental Impact Statement, Historic Architectural Resources Background Study and Effects Assessment, Volume I*. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2008 *Access to the Region's Core, Draft Environmental Impact Statement, Historic Architectural Resources Background Study and Effects Assessment*. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Tranter, Robert

2002 Robert Tratner, Regional Environmental Officer, FEMA to Dorothy Guzzo, Deputy Historic Preservation Officer, February 27, 2002. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

2003 Robert Tratner, Regional Environmental Officer, FEMA to Dorothy Guzzo, Deputy Historic Preservation Officer, February 21, 2003. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Treese, Lorett

2006 *Railroads of New Jersey: Fragments of the Past in the Garden State Landscape*. Mechanicsburg, Pa.: Stackpole Books.

Trust Company of New Jersey

1921 *Hudson County New Jersey and the Old Village of Bergen*. Orr Press, New York, New York.

United States Coast and Geodetic Survey

1837 *Topographic Survey of the New Jersey Coast, Sheet T-17*. United States Coast and Geodetic Survey, Washington, DC.

United States Geological Survey (U.S.G.S.)

1967 7.5' Quadrangle: Jersey City, NJ-NY [photorevised 1981]

1995 7.5' Quadrangle: Weehawken, NJ-NY

URS Greiner, Inc.

1997 *Bulkhead and Waterfront Walkway Department of Military and Veterans Affairs Site*, Jersey City, New Jersey. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Van Winkle, Daniel

1924 *History of the Municipalities of Hudson County, New Jersey, 1630-1923*. Lewis Historical Publishing Company, New York, New York.

Wacker, Peter O.

1975 *Land and People: A Cultural Geography of Pre-Industrial New Jersey: Origins and Settlement Patterns*. Rutgers University Press, New Brunswick, New Jersey.

Wilkins, Mira

2004 *The History of Foreign Investment in the United States, 1914-1945*. Harvard University Press, Cambridge, Massachusetts.

Wilson, Betty

1980 Betty Wilson, Deputy Historic Preservation Officer to John Corrigan, Regional Director Economic Development Administration, June 12, 1980. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Winfield, Charles H.

1872 *History of the Land Titles in Hudson County, N.J., 1609-1871*. Wynkoop & Hallenbeck Printers, New York, New York.

1874 *History of the County of Hudson*. Kennard & Hay Stationary Manufacturing and Printing Company. New York.

Wood, William H.

1855 *Map of Jersey City, Hoboken & Hudson Cities*. R. B. Kashow, Jersey City, New Jersey.

BIBLIOGRAPHY

(excerpt from Supplemental Information for the Phase 1A Archaeological Survey (Phase 1A) for the NJ TRANSITGRID TRACTION POWER SYSTEM. December 2017. Prepared by Richard Grubb and Associates, Inc.)

Audin, Michael and Scott Warnasch

2015 Phase IB Archaeological Survey for Proposed Stormwater Retention Park, Lots 1-7, 9, 12-18, 57. Harrison Street, Hoboken, Hudson County, New Jersey. Report on file with NJDEP.

2016 Archaeological Monitoring Report During Excavation for Proposed Stormwater Retention Park, Lots 1-7, 9, 12-18, 57. Harrison Street, Hoboken, Hudson County, New Jersey. Prepared for NJDEP, Trenton NJ.

Brydon

1974 *The Passaic River: Past, Present, and Future*. Rutgers University Press, New Brunswick, New Jersey.

Dewberry Engineers, Inc.

2011 Phase IA Technical Environmental Study, New Jersey Turnpike Authority Preliminary Engineering & Environmental Studies for Improvements at Interchange 14A, City of Bayonne and City of Jersey City, Hudson County, New Jersey. On file, State Historic Preservation Office, Trenton, New Jersey.

2013 Phase IB Archaeological Investigation, Technical Environmental Study, New Jersey Turnpike Authority OPS No. T3371, Final Design for Improvements at Interchange 14A, City of Bayonne and City of Jersey City, Hudson County, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

The Foundry

1900 Among the Foundries, *The Foundry* 16 (96): 260.

Geismar, Joan H.

1995a Bayonne Extension Archaeological Study for the Hudson-Bergen Light Rail System, Technical Report (IA Assessment). On file, Historic Preservation Office, Trenton, New Jersey.

1995b Jersey City to the Vince Lombardi Park-Ride, Archaeology Study for the Hudson-Bergen Light Rail System, Technical Report (IA Assessment). On file, Historic Preservation Office, Trenton, New Jersey.

1995c Bayonne Extension to the Vince Lombardi Park-Ride, Archaeological Testing for the Hudson- Bergen Light Rail System, Technical Report (IB Assessment). On file, Historic Preservation Office, Trenton, New Jersey.

1998a 1A Background Research, Hoboken West Side Alignment, Hudson-Bergen Light Rail Transit System (HBLRTS), Jersey City – Hoboken, Hudson County, New Jersey. On file, State Historic Preservation Office, Trenton, New Jersey.

1998b IA Documentary Study of Proposed New Boulevard and Long Slip Alignments, Hudson Bergen Light Rail Transit System (HBLRTS), Jersey City-Hoboken, Hudson County, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

2002a A Compendium of Evaluations of MOA Archaeological Items for the Hudson Bergen Light Rail (HBLR) Project, MOS-1 Segment, for the Jersey City-Bayonne City Line to Paulus Hook, Jersey City, Hudson County, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

2004a Fulton's Landing, 149 Essex Street (Block 130 Lot 89B), Jersey City, Hudson County, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.

2004b HBLR MOS-1 Long Slip, Jersey City-Hoboken, Hudson County, New Jersey, Field Testing and Data Recovery Report. On file, Historic Preservation Office, Trenton, New Jersey.

2004c HBLR MOS-2 Memo Report: Outfall 5, Weehawken Township, Hudson County, New Jersey, Archaeological Monitoring Report. On file, Historic Preservation Office, Trenton, New Jersey.

2006a HBLR MOS-2 Jersey City Viaduct, Phase IB Technical Report. On file, Historic Preservation Office, Trenton, New Jersey.

2006b HBLR MOS-2 Tonnelle Avenue (Smith House), Phase IB Technical Report. On file, Historic Preservation Office, Trenton, New Jersey.4-2

Gordon, Thomas F.

1833 *A Map of the State of New Jersey with Parts of the Adjoining States*. T. Gordon Publisher, Trenton, New Jersey.
 Hassler, F.R.

1844 *Map of New-York Bay and Harbor and the Environs*. Survey of the Coast of the United States, Washington, D.C.

Historic Sites Research

1980a Hudson River Route Feasibility and Locational Study Environmental Impact Statement Technical Report No. 8, Cultural Resources, Revised. On file, Historic Preservation Office, Trenton, New Jersey.

1980b Hudson River Route Feasibility and Locational Study Environmental Impact Statement Technical Report No. 8, Cultural Resources, Volume II, Appendices. On file, Historic Preservation Office, Trenton, New Jersey.

Hopkins, G.M.

1909 *Atlas of Hudson County, New Jersey, Volume 2*. G.M. Hopkins & Co., Philadelphia, Pennsylvania.

1934 *Atlas of Hudson County, New Jersey, Volume 2*. G.M. Hopkins & Co., Philadelphia, Pennsylvania.

Hunter Research, Inc.

1991 Archaeological Resources Technical Backup Report, NJ Transit Hudson River Waterfront, Transportation Project. On file, Historic Preservation Office, Trenton, New Jersey.

2009 Historic Context Development, the Hackensack Meadowlands, Hackensack Meadowlands Restoration Project, Hudson and Bergen Counties, New Jersey. On file, State Historic Preservation Office, Trenton, New Jersey.

Kardas, Susan and Edward Larrabee

1979 Hudson River Route Feasibility and Locational Study Environmental Impact Statement, Technical No. 8, Cultural Resources. On file, Historic Preservation Office, Trenton, New Jersey.

1980 Hudson River Route Feasibility and Locational Study Environmental Impact Statement, Technical No. 8, Cultural Resources. Report on file, State Historic Preservation Office, Trenton, New Jersey.

Langan Engineering and Environmental Services, Inc.

2012 Archaeological Monitoring Report During Construction of the Slurry Wall for the Standard Chlorine Chemical Company Site, Interim Response Action Workplan, Town of Kearny, Hudson County, New Jersey. On file, State Historic Preservation Office, Trenton, New Jersey.

2012 Archaeological Monitoring Report During Construction of the Slurry Wall for the Standard Chlorine Chemical Company Site, Interim Response Action Workplan, Town of Kearny, Hudson County, New Jersey. On file, State Historic Preservation Office, Trenton, New Jersey.

Louis Berger and Associates

1992 Historic and Archaeological Investigations: Gateway Transit Hub, Jersey City, New Jersey. Prepared for New Jersey Transit Corporation. Report on file, State Historic Preservation Office, Trenton, New Jersey.

Marshall, Stephen

2004 The Meadowlands before the Commission: Three Centuries of Human Use and Alteration of the Newark and Hackensack Meadows. *Urban Habitats* 2(1):4-27. Electronic Document, www.urbanhabitats.org, accessed March 1, 2012.

Nationwide Environmental Title Research (NETR)

1947 USGS Jersey City Quadrangle. Accessed September 1, 2017, HistoricAerials.com.

1953 Historic Aerial Photographs. Electronic Document, <http://www.historicaerials.com/>, accessed March 18, 2016.4-3

- 1954 Historic Aerials, Jersey City vicinity. Electronic document, <http://www.historicaerials.com/>, accessed March 18, 2016.
- 1958 USGS Jersey City Quadrangle. Accessed September 1, 2017, [HistoricAerials.com](http://www.historicaerials.com).
- 1966 Historic Aerials, Jersey City vicinity. Electronic document, <http://www.historicaerials.com/>, accessed March 18, 2016.
- 1979 Historic Aerials, Jersey City vicinity. Electronic document, <http://www.historicaerials.com/>, accessed March 18, 2016.
- 1997 Historic Aerials, Jersey City vicinity. Electronic document, <http://www.historicaerials.com/>, accessed December 11, 2017.
- 2002 Historic Aerials, Jersey City vicinity. Electronic document, <http://www.historicaerials.com/>, accessed December 11, 2017.
- New Jersey Department of Environmental Protection (NJDEP)
- 1930 Aerial Photograph, Hudson County, New Jersey. NJ GeoWeb, New Jersey Department of Environmental Protection, Trenton, New Jersey. <http://njwebmap.state.nj.us/NJGeoWeb/WebPages/Map/MapView.aspx>. Accessed March 18, 2016.
- Public Archaeology Laboratory, Inc. [PAL]
- 2010 Archaeological Overview survey, Texas Eastern Transmission, LP, New Jersey-New York Expansion Project, Linden, Bayonne, Jersey City, Hanover, and Mahwah, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.
- 2011a Results of Geoarchaeological Soil Borings and Proposed Phase IB Archaeological Surveys, New Jersey-New York Expansion Project, Staten Island, New York and Linden, Bayonne, and Jersey City, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.
- 2011b Archaeological Overview Survey-Addendum #1 to Technical Report, New Jersey-New York Expansion Project, Jersey City, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.
- 2011c Archaeological Overview Survey, Addendum #2 to Technical Report, New Jersey-New York Expansion Project, Bayonne and Jersey City, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.
- 2011d Archaeological Overview Survey-Addendum #3 to Technical Report, New Jersey-New York Expansion Project, Linden, Bayonne and Jersey City, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.
- 2011e Results of Geoarchaeological Soil Borings and Proposed Phase IB Archaeological Surveys, Report # 2, New Jersey-New York Expansion Project, Bayonne and Jersey City, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.
- 2011f Technical Report, Results of Geoarchaeological Borings and Phase IB Archaeological Identification Survey, Tract Nos. HUD-66: New Jersey DEP; HUD-75, HUD-76, and HUD-79: New Jersey Transit; and HUD 70.1, HUD-75H, HUD-80H: New Jersey Turnpike Authority, New Jersey-New York Expansion Project, Jersey City, Hudson County, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.
- 2012 Results of Geoarchaeological Soil Borings, Report #10, New Jersey-New York Expansion Project, Jersey City Impound, Jersey City Sewerage Authority, Jersey City Humane Society, and Wilson Street, Jersey City, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.
- 2014a Archaeological Investigations, Pipeline Route in Wilson Street (STA 828+50 to STA 832+50), Central Railroad of New Jersey Roundhouse Site, New Jersey-New York Expansion Project, Jersey City, Hudson County, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.
- 2014b Technical Report, Archaeological Investigations, Pipeline Route in Wilson Street (STA 828+50) Central Railroad of New Jersey Roundhouse Site, New Jersey-New York Expansion Project, Jersey City, Hudson County, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.
- Raber Associates
- 1986 Assessment of Cultural Resources in the Lincoln Harbor Development Site, Township of Weehawken and City of Hoboken, Hudson County, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.4-4

- 1988 Supplementary Assessment of Cultural Resources in the Lincoln Harbor Development Site, Township of Weehawken, Hudson County, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey. RBA Group, Inc.
- 2000 Phase I/II U.S. Route 1 & 9 Truck Improvement Project, City of Jersey City, Hudson County, New Jersey. On file, State Historic Preservation Office, Trenton, New Jersey.
- 2015 U.S. Cultural Resource Survey, Route 1&9 Truck Extension/New Road [St. Paul's Avenue to Secaucus Road] Project, Jersey City, Hudson County, NJ. Prepared for the New Jersey Department of Transportation. On file, State Historic Preservation Office, Trenton, New Jersey.
- Richard Grubb & Associates, Inc.
- 2001b Stage I Cultural Resources Investigation and Geoarchaeological Investigation for Central Wastewater Treatment Plant Upgrade, North Bergen Township, Hudson County, New Jersey.
- RGA, Inc.
- 2017a Phase IA Archaeological Survey, NJ TRANSITGRID Traction Power System, Town of Kearny, Cities of Jersey City, Hoboken, Bayonne, and Union, and Townships of North Bergen and Weehawken, Hudson County, New Jersey. On file, Historic Preservation Office, Trenton, New Jersey.
- 2017b 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.
- Sanborn Fire Insurance Company
- 1885 *Hudson County Sanborn Fire Insurance Maps, Hudson County, 1885-1900, Volume I, Sheet 29 and Volume 2, Sheet 34 and 35.* Sanborn Map Company, New York, New York.
- 1896 *Hudson County Sanborn Fire Insurance Maps, Hudson County, 1885-1900, Volume 6, Sheet 120.* Sanborn Map Company, New York, New York.
- 1911 *Hudson County Sanborn Fire Insurance Maps, Hudson County, 1906-1912, Volume 6, Sheet 61.* Sanborn Map Company, New York, New York.
- 1951 *Hudson County Sanborn Fire Insurance Maps, Hudson County, 1906-Apr1951, Volume 6, Sheet 61.* Sanborn Map Company, New York, New York.
- Skinner, Alanson, and Max Schrabisch
- 1913 A Preliminary Report of the Archaeological Survey of the State of New Jersey. Geological Survey of *New Jersey Bulletin* No. 9. Trenton, New Jersey.
- Spielmann and Brush
- 1880 *Sanitary and Topographical Map of Hudson County, New Jersey.* Prepared for the National Board of Health, Washington, D.C. Spielmann and Brush, Hoboken, New Jersey.
- Spier, Leslie
- 1913 Results of an Archaeological Survey of the State of New Jersey. *American Anthropologist* 15(4): 675-679.
- Snyder, John P.
- 1969 *The Story of New Jersey's Civil Boundaries, 1606-1968.* Bureau of Geology and Topography, Bulletin 67. Trenton, New Jersey.
- Stiteler, John
- 2017 Geomorphological Analysis of Geotechnical Boring, NJ TRANSITGRID TRACTION POWER SYSTEM, Kearny Town, Hudson County, New Jersey. Copy on file at RGA, Inc., Cranbury, NJ. 4-5

Trans-Hudson Express (THE) Partnership

2009a Documentary Analysis Report: Hoboken Fan Plant/Construction Access Shaft Site, C8 Palisades Tunnels, City of Hoboken, Hudson County, New Jersey. On file at the State Historic Preservation Office, Trenton, New Jersey.

2009b Documentary Analysis Report, C10 Hudson River Tunnels. Prepared for New Jersey Transit August 7, 2009. On file at the New Jersey State Historic Preservation Office, Trenton, NJ.

United States Coast Survey

1837a Topographic Survey of the New Jersey Coast, Sheet T-17. United States Coast and Geodetic Survey, Washington, DC.

1837b Topographic Survey of the New Jersey Coast, Sheet T-18. United States Coast and Geodetic Survey, Washington, DC.

United States Geological Survey (U.S.G.S.)

1891 15' Topographic Map, Staten Island, NY.

Walling, H.F.

1860 *Map of the City of New York and its Environs*. S.D. Tilden, New York, New York.

Winfield, Charles H.

1874 History of the County of Hudson. Kennard & Hay Stationary Manufacturing and Printing Company. New York

APPENDIX C: Response to Agency and Public Comments

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)

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
- **Table 4:** Response to June 18, 2019 Public Hearing Comments
- **Table 5:** Response to Comments Received via Project Website
(email: njtransitgrid@NJTRANSITResilienceProgram.com)

(Tables 1 – 5 provided on the following pages)

Table 1: Response to Federal Agency Comments (USEPA and USCG)¹

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.

¹ 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.
DEIS Errata/References		Response to Comment
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.
DEIS/Errata References		Response to Comment
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)²

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"> - Any work below the mean high-water line 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 will require a Water Quality Certificate. <p>Outside the Hackensack Meadowlands:</p> <ul style="list-style-type: none"> - 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. - Any work within 500 feet of a mean high-water line will require a Waterfront Development Permit

² 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"> - Waterfront Development In-Water Individual Permit - Flood Hazard Area Individual Permit and Flood Hazard Area Verification - Water Quality Certificate <p>Outside the Hackensack Meadowlands:</p> <ul style="list-style-type: none"> - Flood Hazard Area Individual Permit and Flood Hazard Area Verification

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"> • Reservoir in Jersey City (B 4802, L 1) is Green Acres funded and has public access. • 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 • Bayside Park in Jersey City (B 26001, L 1) is a Green Acres funded park. <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"> • 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. • 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 11th Street Oval. • 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.

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_x 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_x. 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"> 1. All on-road vehicles and non-road construction equipment at the construction site shall comply with the three-minute idling limit. 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_x 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
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 _x , 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 contaminated , it must be treated 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 Comments³

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?

³ 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 ⁴ . 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 (https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/) 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)?

⁴ <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 (www.njtransit.com).</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&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"> • 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 CO₂/MWh versus 0.83 tons of CO₂/MWh currently generated by the regional power grid). • NJ TRANSITGRID will displace less efficient, older power plants that currently provide power to New Jersey and to NJ TRANSIT. • The lower emission rates will result in overall estimated annual reductions of CO₂ emissions ranging from approximately 185,500 to 295,000 tons. <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_x) ozone (O₃), particulate matter (PM_{2.5} and PM₁₀), and sulfur dioxide (SO₂) are included as air pollutants for analysis, among other pollutants. [Please note that Sulfur Oxide (SO_x) 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 metals⁵.</p> <p>Ammonia: Ammonia is used in the Selective Catalytic Reduction system to reduce NO_x emissions. It is not</p>

⁵ 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.⁶ No significant impact of the VOC/HAPS emissions on either a short-term or annual basis is predicted based upon regulatory definitions. Both NO_x and VOC will require LAER emission controls, which will reduce the formation of ozone downwind of the powerplant.</p> <p>PM_{2.5}: The combustion of natural gas produces negligible amounts of particulates. The maximum estimated 24-hour and annual PM_{2.5} impacts are 0.91 µg/m³ and 0.14 µg/m³, respectively, both of which are less than the allowable PSD increments of 9 µg/m³ and 4 µg/m³, respectively.</p> <p>SO_x: 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_x is not a criteria pollutant per the USEPA</p> <p>NO_x: The maximum predicted 1-hour and annual NO₂ emissions from Project would be 26.8 µg/m³ and 3.2 µg/m³, respectively. Even when added to background concentrations, both would be in compliance with 1-hour and daily NO₂ concentration limits of 188 µg/m³ and 100 µg/m³, respectively.</p>
--	--

⁶ 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.
DEIS Errata/References		Response to Comment
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.
DEIS Errata/References		Response to Comment
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 CO₂e”), 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 MMTCO₂e/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 https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/) 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.
DEIS Errata/References		Response to Comment
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)
DEIS Errata/References		Response to Comment
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.
DEIS Errata/References		Response to Comment
FEIS Section 1.5.2.13		Concur. Document will be modified as suggested.

Table 4: Response to June 18, 2019 Public Hearing Comments⁷

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? ⁸
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.

⁷ 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.

⁸ 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>https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/</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_{2.5}, were below applicable significant impact levels (SILs). The radius of the significant impact area for PM_{2.5} 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_{2.5} 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_{2.5} National Ambient Air Quality Standard (NAAQS). The cumulative modeling analysis included emissions from the proposed Project, emissions from nearby sources of PM_{2.5} (Title V facilities and other sources as applicable within 3 kilometers [three times the 900 meter radius for PM_{2.5} 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 ⁹ 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

⁹ 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</p> <p>(https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/).</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 Website¹⁰

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>

¹⁰ 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 CO₂ 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 (https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/). 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
FEIS Appendix D – Scoping Alternatives Analysis DEIS Executive Summary, page ES-7 DEIS Chapter 2, Section 2.2.1, pages 2-1, 2-5, 2-6, Table 2-2	<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 CO₂ 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>(https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/).</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 (https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/). 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"> • NJ has a high rate of Autism and asthma. • It would be built in an area with already dangerous levels of smog. • Toxic emissions from gas-fired power plants increase lung-related illness such as asthma and COPD. • 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

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"> • 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. • 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. • 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. • 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, algicides, fungicides, and volatile organic compounds to our lives. • It will add tons of CO₂. In an area that already has the worst asthma record in the state. • North Bergen is an Urban Enterprise Zone because it is listed as a distressed area by the State.
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 (O₃) precursors (NO_x and VOCs) will require LAER emission controls and offsets; however, since O₃ impacts are felt far downwind of an emission source, dispersion modeling for O₃ 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_x emissions. As stated in the DEIS, the maximum predicted 1-hour and annual NO₂ emissions from the Project would be 26.8 µg/m³ and 3.2 µg/m³, respectively. Even when added to background concentrations, both would be in compliance with 1-hour and daily NO₂ concentration limits of 188 µg/m³ and 100 µg/m³, 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&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&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 & 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												
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. Ndoeye, A. Coomber, A. Rodriguez	<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"> • ...it threatens the historic and ongoing recovery of the Hackensack River and New Jersey Meadowlands. • It will destroy the environment, especially the sensitive meadowlands ecosystem. • There are Bald Eagles nests and egret. 												
DEIS Errata/References	Response to Comment												
DEIS Chapter 12, Section 12.4.2, page 12-27, Section 12.5, page 12-32 Table 12-3	<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">Two thirds of the nation's gas plants can be economically replaced by solar and storage.Request to legislatures for increased transit budget does not include building power plants.This project is not the best use of state-owned public transportation funds.			
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>(https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/)</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).
Name of Commenter	Comment Summary
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.
DEIS Errata/References	Response to Comment
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.
Name of Commenter	Comment Summary
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.
DEIS Errata/References	Response to Comment
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.

Name of Commenter	Comment Summary
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.
DEIS Errata/References	Response to Comment
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.
Name of Commenter(s)	Comment
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.
DEIS Errata/References	Response to Comment
N/A	The NJ TRANSITGRID Main Facility would not store 3.5 million gallons of diesel fuel.
Name of Commenter(s)	Comment
P. Schofield, S. Feuss	No Comment provided
Name of Commenter(s)	Comment
C. Lepore, A. Coomber	Repeat comments provided
Name of Commenter(s)	Comment
G. Di Napoli	Agree with Bulletin Board

Federal Agency Letters



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.

Sincerely,

A handwritten signature in black ink, appearing to read "David W. Kluesner", with a long horizontal flourish 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. 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
8th 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, 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



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, 8th 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.

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.
- 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
- 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 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. 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. 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. 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

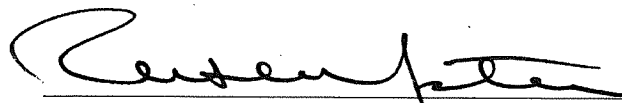
A general permit for Construction Activities, (5G3) is required from the Department. This general permit authorizes stormwater discharges from construction activities which disturb areas greater than 1 acre or smaller areas that are part of a large plan of common development greater than 1 acre. The 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.

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.

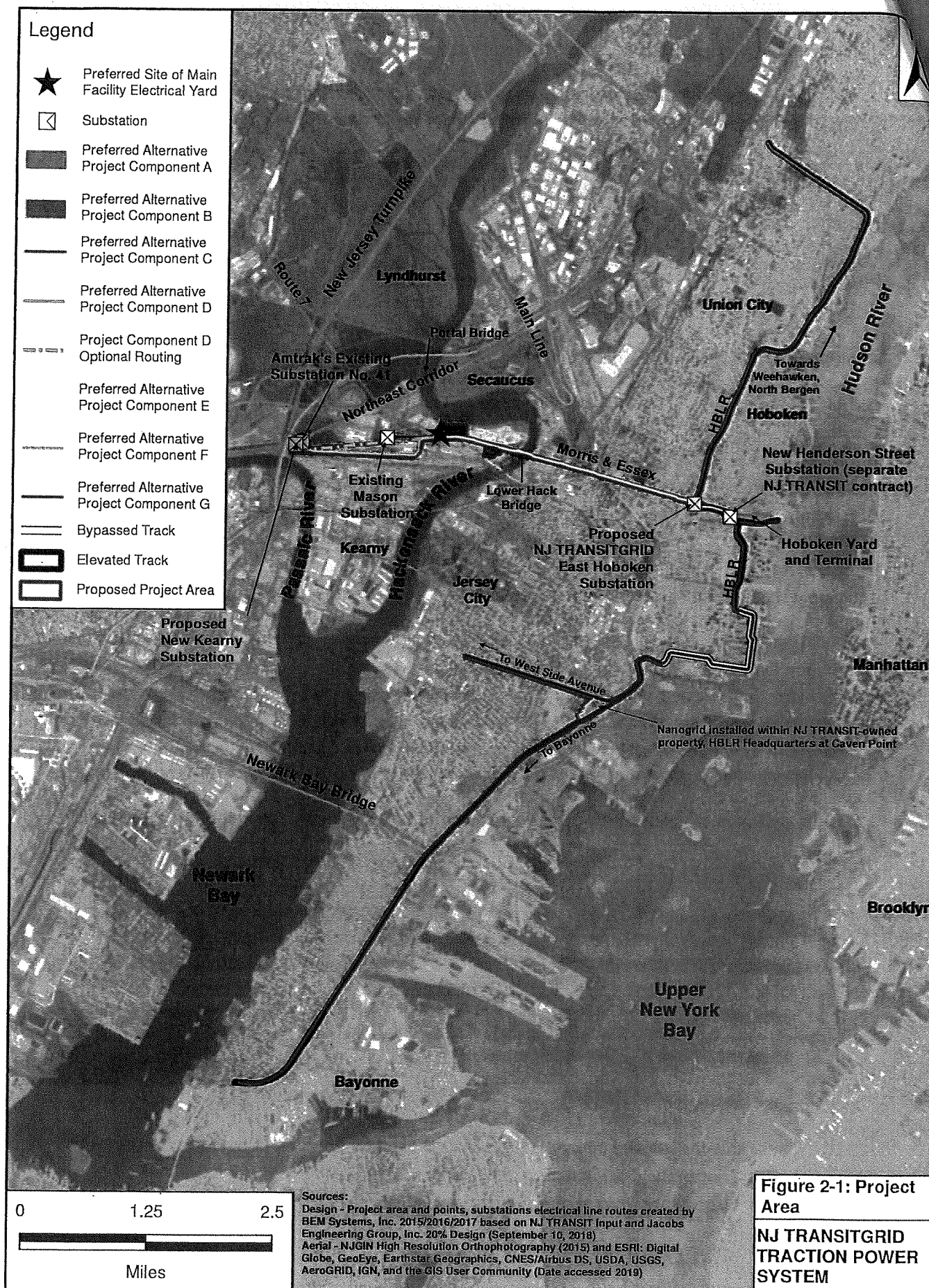
Sincerely,



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
TEL: # 609-984-0176 FAX: # 609-984-0578

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)**

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

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 17th Street Apartment Buildings Streetscape, City of Bayonne (SHPO Opinion 12/9/1994)
- Maidenform Brassiere Company, City of Bayonne (SHPO Opinion 12/9/1994)
- East 19th 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 12th 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 17th Street Apartment Buildings Streetscape, City of Bayonne (SHPO Opinion 12/9/1994)
- Maidenform Brassiere Company, City of Bayonne (SHPO Opinion 12/9/1994)
- East 19th 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

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

145 West Hanover St., Trenton, NJ 08618
TEL: [609] 656-7612 FAX: [609] 656-7618
www.SierraClub.org/NJ

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

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

145 West Hanover St., Trenton, NJ 08618

TEL: [609] 656-7612 FAX: [609] 656-7618

www.SierraClub.org/NJ

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).¹ 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-

¹ 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 CO₂e”), 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 MMTCO₂e/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.² 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].”)).³ These costs, however, would be borne by NJT and/or HCIA, not Beazer.

² 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.

³ 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 (“SRRA”), 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,⁴ 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

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.

⁴ 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.⁵ 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.

⁵ 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.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Slenska", followed by a long horizontal line extending to the right.

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
Email: suda_arakere@oxy.com

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, 8th 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 at your convenience.

Sincerely,



Suda Arakere
VP Environmental Affairs
Glenn Springs Holdings, Inc.

Public Hearing



COURT REPORTING

LEGAL VIDEOGRAPHY

VIDEOCONFERENCING

TRIAL PRESENTATION

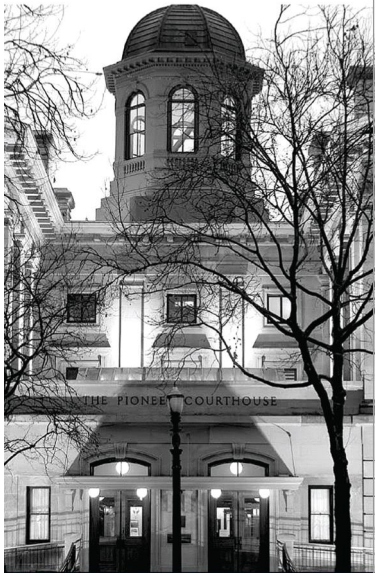
MOCK JURY SERVICES

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



NAEGELI
Expect Excellence

DEPOSITION AND TRIAL



(800) 528-3335

NAEGELIUSA.COM

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	

1 **NEW JERSEY TRANSIT CORPORATION**
2 **in corporation with**
3 **FEDERAL TRANSIT ADMINISTRATION**
4 **NJ TRANSIT GRID TRACTION POWER SYSTEM**
5 **DRAFT ENVIRONMENTAL IMPACT STATEMENT**
6 **PUBLIC HEARING - FINAL**
7 **HELD ON**
8 **TUESDAY, JUNE 18, 2019**
9 **2:00 P.M.**

10
11 **MS. BAUER:** Welcome to the public hearing
12 for the New Jersey Transitgrid Traction Power
13 System. We're going to have everyone take their
14 seat, and before we begin, I'd just like to run
15 through some housekeeping items. There are
16 emergency exits to the left and the right. The
17 restrooms are just around the corner. We also have
18 a Spanish language interpreter here today, Carlos.
19 If you can come over and just let everyone know what
20 you will be doing for us today.

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

23 **MS. BAUER:** Thank you very much. We also
24 have an American Sign Language Specialist here
25 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

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25

Reporter: Hightower

Please make all corrections, changes or clarifications to your testimony on this sheet, showing page and line number. If there are no changes, write "none" across the page. Sign this sheet on the line provided.

Page	Line	Reason for Change
------	------	-------------------

[illegible]

Print Name

Signature

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

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

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

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

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

14:4 15:23 15:24 excess 19:2 19:3 excited 23:8 24:13 exclusively 22:20 executive 26:4 33:21 exist 16:19 exits 4:16 expect 14:15 expectations 21:22 explain 12:14 extent 21:25 extremely 15:11 <hr/> F <hr/> faces 18:22 facilities 18:15 facility 12:20 12:21 15:21 16:4 16:13 16:15 17:6 17:22 24:10 25:18 26:15 fact 13:18 18:4 18:11 30:13 fair 7:10 fairly	14:18 16:10 familiar 15:18 fashion 18:25 fast 18:9 federal 4:3 5:15 6:12 6:15 7:24 9:23 federally- funded 6:13 feel 8:14 13:10 21:9 FEMA 27:2 Fieldcrest 22:11 filling 27:7 27:10 film 28:12 final 4:6 7:9 7:18 finally 19:4 fire 26:9 fired 13:18 first 12:18 16:23 20:3 20:22 23:8 25:2 fits 17:15 flexibility 19:7 flexible 19:8 30:12 flood 25:11 27:11	floodgates 27:9 flooding 6:8 25:22 flyer 11:18 flyers 9:20 flywheel 24:12 focus 13:6 13:12 focused 22:19 focuses 19:11 folks 8:9 foolishness 27:17 force 27:1 27:2 formally 10:21 format 21:7 21:9 forth 29:22 31:15 forward 22:5 29:14 30:19 fossil 25:11 27:17 fracking 25:13 frankly 24:5 free 8:14 13:10 21:9 freedom 20:14 frequent	14:16 frequently 23:18 fresh 23:21 friendly 22:17 front 10:16 fruitful 33:19 FTA 5:18 6:15 6:25 fuel 28:17 fuels 25:11 full 9:14 29:15 29:18 fund 6:7 funding 6:24 7:3 21:21 funds 6:10 future 6:8 28:4 28:16 30:2 30:23 <hr/> G <hr/> garages 13:3 gas 12:20 25:24 26:24 Geitner 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	greatly 31:12	7:15 8:1	huge 18:2
32:13 32:21	Green 9:24	9:1 11:16	18:3
33:2 33:7	grid 4:4 13:5	19:19	<hr/>
34:17 35:13	18:20	32:2	<hr/> I <hr/>
generate	19:1	32:17 34:22	I'd 4:14
18:17 18:24	23:17	35:15	20:25
19:6 19:7	30:3 30:4	heavily 12:6	identified
24:11	31:8	HELD 4:7	8:16
generated	gridthat	help 8:14	identify 6:20
18:2 19:3	18:15	Heverling	10:19
generates	growing 15:19	27:21 27:22	I'll 19:9
18:1	Guerra 33:21	27:23 29:3	19:12
generating	guess 21:11	Hi 21:12	I'm 21:1
16:4	32:18	27:22	21:12 21:12
16:16	guidance 5:16	highly 6:10	21:15
27:4	<hr/>	16:15 18:12	22:8
28:14 28:14	H	18:19	24:22 28:24
generation	half 33:6	19:9 22:25	32:23
12:25 16:13	happen 22:2	hit 31:12	impact 4:5
16:15	harbor 22:21	Hoboken 27:12	5:9 6:17
18:6	hard 9:22	hold 32:2	7:18 9:14
29:24	Hartman	34:22	11:15
30:2 30:5	22:5 22:7	hole 25:3	13:7
30:8	H-a-r-t-m-a-n	home 33:1	23:24 24:14
gentlemen 5:6	22:7	hook 16:7	26:3
35:5	HARTMAN 22:6	hospital	impacts
getting 27:13	haven't 19:21	15:25 26:6	6:21 6:23
giving 31:10	having 7:7	house 28:6	25:11 25:20
goal 14:8	7:8 34:9	housekeeping	25:23 25:23
government	headquarters	4:15	26:5
10:19 15:23	9:25	HUD 27:1	26:25
22:14 30:20	hear 10:15	Hudson 28:1	27:5 29:19
governor 26:4	hearing 4:6	32:16 33:13	impartial
great 15:1	4:11 5:7	33:22 34:2	7:11
23:10	5:13 5:20	Hudson-Bergen	implementing
24:3 24:9			5:16
greater 14:17			important 7:4
			7:9 7:19

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

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

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

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

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

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

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

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

31:16 31:19	27:22	18:3 19:5	18:13
31:22 32:10	Tom 33:21	21:14 21:24	turning 27:8
32:15	top 22:13	23:9	type 34:9
33:2	track 14:4	23:22 26:17	<hr/>
34:17	traction	28:8	<hr/> U <hr/>
35:8 35:15	4:4 4:12	28:13 28:23	undercutting
there's	5:8 5:21	29:2	25:20
20:5 20:5	7:22 8:19	29:23 30:15	understanding
20:6	12:19	30:21	8:13
they're 8:5	13:8 13:8	31:7	Understood
20:12 25:18	13:13 13:21	31:17 33:15	21:6
28:13 28:14	22:24	33:16	unequivocally
28:15 28:19	trades 29:1	transitgrid	29:11
28:20 33:24	train 13:3	4:12 5:8	unfortunately
three-	trains	5:21	23:16
minute 10:9	12:23	12:15 12:25	unit 31:11
till 32:2	15:3 15:6	13:8	unplanned 6:9
timekeeper	18:16	15:17 22:23	updates 16:8
10:7	transcript	29:16 33:15	urgency 25:2
Tito 21:2	7:25 10:14	Transit's	URL 9:19
21:6	transforming	9:25 23:2	usage 23:8
21:12 21:15	24:5	33:10	users 15:15
22:3	transit 4:1	transmission	utility 21:25
Tittel	4:3 4:4 5:1	16:5	<hr/>
24:20 24:21	5:6 5:12	transportatio	<hr/> V <hr/>
24:21 27:18	5:15 6:2	n 6:11	various 23:14
today 4:18	6:6 6:8	11:24	via 9:8
4:20 4:25	6:15 6:23	12:7 13:4	11:3 12:6
5:4 7:4 7:8	7:1 7:21	15:14	video 8:18
9:6 10:5	7:23 7:24	23:9	11:12 19:10
12:2	8:4 8:8	29:13 29:17	19:15 20:6
12:14 13:12	8:19 9:23	29:21 29:25	view 32:9
22:9	11:21	31:19 34:1	visuals 16:11
24:17 29:15	12:1 12:9	transports	vulnerabiliti
today's	13:11 13:15	23:13	es 13:24
5:12 8:2	14:9	travel 23:4	
8:17 9:1	14:23 14:25	trying 26:16	
11:2 19:20	15:13 16:20	TUESDAY 4:8	
Todd 27:20	17:24	turbines	

vulnerability 13:15 13:23 14:7 14:8 14:8	24:13 24:13 24:25 26:23 28:2 28:2 30:10 35:6	23:14 25:16 <hr/> Z <hr/> zero 17:18 17:20	
vulnerable 6:8 13:17 14:3 14:5 23:16 <hr/> W <hr/>	west 34:4 wetlands 24:8 we've 14:3 23:19 33:16 Whereupon 4:21 11:14 19:15 32:11 35:1 35:3 35:12 35:17		
walk 5:1 warning 10:8 warranted 6:16 Washington 6:3 watch 19:12 water 27:13 weather 14:5 14:14 30:10 website 9:7 9:19 9:19 11:3 week 26:19 weeks 12:12 28:11 welcome 4:11 5:7 10:25 welcomed 10:12 We'll 34:22 we're 4:13 7:8 13:18 14:1 14:2 22:10 23:7 24:3	whether 14:6 22:20 whole 18:7 28:10 wise 17:17 wish 8:25 10:10 19:20 20:8 20:15 wishes 7:12 8:21 Woodbridge 25:18 work 23:4 31:15 worked 33:16 Workers 27:24 worst 26:22 written 9:5 9:11 11:1 <hr/> Y <hr/> York 6:2 9:25 15:3 15:3		

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

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

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

\$	agencies (3) 5:19;6:8,11	12:20	15:7	17:21
\$10.2 (1) 5:6	agency (1) 9:11	associated (1) 17:3	Brunswick (1) 14:23	competitive (1) 5:18
\$3 (1) 5:11	Air (2) 19:20,24	attendance (1) 4:20	bus (1) 13:8	competitively (1) 6:11
	allocated (2) 5:6,17	attended (1) 22:19	business (1) 9:3	components (1) 17:4
A	allocation (1) 5:9	attention (1) 7:19	C	comprised (3) 12:14,18;16:24
ability (3) 19:4,4,20	allowed (1) 21:3	audience (2) 3:21;20:19	call (2) 21:20;22:7	concept (3) 11:19;16:7;20:13
able (1) 17:15	allows (1) 18:23	available (4) 9:10,11,14,15	called (2) 10:13;21:6	concerns (1) 7:11
Accordance (2) 4:15;6:2	along (1) 13:4	B	calls (1) 8:16	concludes (1) 11:5
accurate (1) 10:10	among (4) 4:21;5:18;17:5,20	back (3) 10:8;12:2;21:25	campus (1) 16:15	condition (1) 17:23
Act (4) 4:16;5:10;14:7,8	ample (1) 9:24	based (5) 5:17;13:15;14:6; 15:5;16:6	can (7) 8:4,24;9:5;12:12; 14:4,13;22:8	conditions (2) 17:14,21
actually (2) 14:7,24	Amtrak (1) 14:25	basically (1) 16:9	carbon (2) 18:19,19	conducting (1) 4:14
addition (1) 9:10	and/or (1) 7:11	basis (1) 15:24	carefully (2) 18:7,25	configuration (1) 19:17
Additionally (5) 7:16;8:23;16:15; 17:10,23	announced (1) 6:13	BAUER (4) 3:3,22;10:3;22:6	Carlo (2) 3:18,22	confusing (1) 12:12
address (3) 10:14,18;13:11	answered (3) 11:7;21:14;22:16	begin (3) 3:9;11:8;20:21	cars (1) 17:22	Congress (1) 5:5
addresses (1) 3:21	anticipation (1) 18:2	behalf (1) 4:7	case (2) 3:15;10:16	consider (1) 13:13
adequate (1) 6:25	appearing (1) 10:15	belief (1) 11:4	certain (5) 12:7;13:4,7,7;21:2	constraint (1) 10:9
adjourn (2) 22:11,18	applications (1) 6:10	benefit (2) 19:3,9	certainly (5) 11:10;12:5;14:9; 17:5;18:3	construction (2) 5:21;18:4
ADMINISTRATION (5) 1:2;4:22;5:23;7:15; 9:16	apply (2) 6:10;10:9	benefits (3) 17:12;18:10;20:8	City (1) 1:13	continue (1) 17:15
Administration's (1) 4:17	approach (1) 10:5	beyond (2) 5:13;14:11	cleaner (1) 19:25	continuing (1) 14:22
advance (1) 4:20	appropriate (1) 7:8	billion (2) 5:6,11	clear (2) 7:25;11:9	control (4) 18:24;19:4,6,7
advantage (1) 19:21	Appropriations (3) 5:10;14:7,8	bit (1) 12:12	close (3) 9:3;15:15;22:8	convenience (1) 9:7
adverse (1) 6:7	Approximately (2) 5:11;12:3	blackouts (1) 14:12	closely (1) 14:3	convenient (1) 11:15
advised (1) 7:2	area (4) 8:22;14:23;15:4,14	board (1) 15:23	combined (2) 17:9;19:16	conversations (2) 7:24;22:2
affect (3) 14:13,14,14	around (2) 3:13;7:20	boards (1) 21:25	comment (6) 6:19;8:11,22;9:12; 20:21;22:12	coordinate (1) 18:25
affected (4) 12:6,7;13:19;14:11	arrival (1) 21:4	Bonita (1) 1:23	comments (8) 5:3;6:21;7:7;8:23, 24;9:2,5;10:2	copy (2) 9:8,15
affects (1) 19:23	art (1) 19:16	both (4) 3:11;7:14;18:4; 19:14	commercially (2) 18:16,21	core (1) 16:22
aftermath (1) 12:2	articulate (1) 7:11	Bowling (1) 9:17	committed (1) 9:21	corner (1) 3:13
afternoon (1) 4:5	aspect (2) 12:22;20:5	bridges (1) 13:22	committee (1) 5:4	corridor (4) 14:21,22,24;15:3
again (14) 10:6;11:16;14:23; 15:6;16:7;18:21;19:6; 15:20;5:8,12;21:21, 23;22:3	aspects (1) 7:22	bring (1) 12:20	communications (1) 13:24	cost (2) 11:15;19:17
	assembled (1) 10:11	brings (1) 11:23	commuters (1)	couple (1) 17:13
	assets (4) 12:21;13:4;17:3,11	Broad (1)		course (2) 10:25;11:23
	associate (1)			courteous (1) 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	F	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
D	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	E	engage (1) 22:2	fashion (1) 19:25	funding (2) 6:8,12
days (1) 12:5		engage (1) 22:2	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	economic (1) 19:3	ensure (1) 10:10	federally (1) 5:20	future (1) 5:15
decided (1) 5:24	effective (1) 11:15	entire (1) 13:5	Feel (1) 8:3	G
dedicated (2) 6:9;16:8	effects (1) 13:17	entity (2) 10:16,17	FEIS (1) 7:9	garages (1) 13:8
Defense (1) 16:13	efficiency (2) 19:15,16	entrance (3) 8:19;9:6,9	few (2) 3:10,19	gas (2) 12:18;17:10
DEIS (6) 1:8;4:10;5:4;9:8,11, 15	efficient (2) 17:8;20:6	Environment (1) 4:12	final (2) 6:21;7:8	gathered (1) 20:12
Department (2) 6:2;16:13	efficiently (1) 20:3	ENVIRONMENTAL (11) 1:7,3;5:4;10,16; 5:22,25;6:5,18;7:9; 12:16,24	finally (1) 17:25	Geitner (8) 1:20;3:24;4:5,11; 20:20;21:13;22:9,15
dependence (1) 20:5	efforts (1) 13:21	environments (1) 16:15	first (2) 12:15;16:17	generated (2) 12:21;18:24
desk (1) 9:14	eight (1) 12:5	especially (1) 4:20	fits (1) 20:13	generating (1) 16:24
determinations (1) 13:19	EIS (2) 5:25;6:4	essentially (1) 15:12	flexibility (1) 19:6	generation (8) 12:18,25;17:6,7,10; 18:17,23;20:7
development (1) 5:24	elected (2) 4:20;20:16	Essex (2) 15:6,7	fliers (1) 9:14	gentlemen (1) 4:6
different (1) 16:12	electric (2) 6:3;13:15	evaluated (1) 6:11	flooding (1) 5:15	goal (4) 10:25;16:19;17:16; 19:11
direction (1) 18:8	electrical (2) 14:19;17:4	evening (2) 22:6,9	Floor (1) 1:12	Good (3) 4:5;22:6,9
directional (1) 15:19	electricity (4) 13:16;17:2;18:24; 19:24	event (1) 11:22	focus (6) 12:15,23;13:23,25; 14:15;16:3	government (1) 10:16
Director (1) 4:12	element (1) 12:15	events (1) 11:25	focused (3) 13:21;16:8;20:6	Governor (1) 18:14
Disaster (1) 5:9	elements (1) 12:14	everyone (5) 3:3,7,11;6:25;9:24	followed (1) 20:23	great (5) 11:17;13:14;15:2; 19:5;20:17
disclose (1) 6:6	eliminate (2) 19:2;20:8	everyone's (2) 7:19;11:9	Following (3) 5:5;8:10;17:5	greater (1) 10:24
discuss (1) 11:18	eliminating (2) 19:22;20:2	example (1) 13:22	follows (1) 8:7	Green (1) 9:17
disruptions (1) 5:16	else (1) 22:12	excess (2) 19:2,19	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	elsewhere (1) 19:23	Executive (1) 18:14	forms (1) 13:8	
Distributor (1) 12:25	email (1) 9:2	exits (1) 3:11	forum (1) 6:19	
districts (1) 15:9	emergencies (2) 17:18,20		forward (1)	
document (1)	emergency (2)			

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

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

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

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

Hesser G. McBride, Jr.
Associate General Regulatory Counsel

Law Department
PSEG Services Corporation
80 Park Plaza – T5, Newark, New Jersey 07102-4194
973-430-5333 fax: 973-430-5983
email: hesser.mcbride@pseg.com



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

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.

Project Feedback Related to:
Ongoing Resiliency Initiatives
First Name
Ruth A
Last Name
Adams
Address
16A Llewellyn Drive
City
Hawthorne
State / Province / Region
NJ
ZIP / Postal Code
07506
Phone
(973) 697-3113
Email
mhsmediaRuth@gmail.com
Comments/Questions
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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Renee
Last Name
Allessio
Address
PO Box 76
City
Hewitt
State / Province / Region
NJ
ZIP / Postal Code
07421
Phone
(973) 723-0186
Email
rballessio@gmail.com
Comments/Questions
<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>

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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Joseph
Last Name
Basralian
Address
24 Fairfax Terrace
City
Chatham
State / Province / Region
NJ
ZIP / Postal Code
07928
Phone
(917) 596-7807
Email
jbasralian@gmail.com
Comments/Questions
<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.

Project Feedback Related to:
Other
First Name
Diane
Last Name
Beeny
Address
181 Tudor Oval
City
Westfield
State / Province / Region
NJ
ZIP / Postal Code
07090
Phone
(908) 233-7344
Email
diane181@gmail.com
Comments/Questions
<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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Penelope
Last Name
Brackett
Address
penelope.brackett@gmail.com
City
MAPLEWOOD
State / Province / Region
NJ
ZIP / Postal Code
07040-2701
Phone
(201) 693-1586
Email
penelope.brackett@gmail.com
Comments/Questions
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.

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.

Project Feedback Related to:
Ongoing Resiliency Initiatives
First Name
Vincent
Last Name
Brevetti
Address
148 Church St
City
Teaneck
State / Province / Region
NJ
ZIP / Postal Code
07666
Phone
(201) 837-8354
Email
vbrevetti@aol.com
Comments/Questions
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.

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
212.245.6299 (primary & fax)
917.284.5491 (secondary & text)

From: Mail Delivery System <Mailer-Daemon@lds169.securednshost.com>
Sent: Saturday, July 20, 2019 12:01 AM
To: 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
(ultimately generated from 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)

From: Joseph Clift <jmclift@hotmail.com>
Sent: Friday, July 19, 2019 11:59 PM
To: NJ TRANSITGRID <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

212.245.6299 (primary & fax)

917.284.5491 (secondary & text)

From: {Name (First):1.3} {Name (Last):1.6}
To: 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.

Project Feedback Related to:
Ongoing Resiliency Initiatives
First Name
Annette
Last Name
Coomber
Address
aries200@optonline.net
City
Ringwood
State / Province / Region
NJ
ZIP / Postal Code
07456-2816
Email
aries200@optonline.net
Comments/Questions
<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.

Project Feedback Related to:
Ongoing Resiliency Initiatives
First Name
Annette
Last Name
Coomber
Address
33 Sweetwater Lane
City
Ringwood
State / Province / Region
NJ
ZIP / Postal Code
07456
Phone
(973) 555-5555
Email
aries200@optonline.net
Comments/Questions
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 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.

Project Feedback Related to:
Other
First Name
Patricia
Last Name
DeCandia
Address
520Prospect Ave
City
Ridgefield
State / Province / Region
NJ
ZIP / Postal Code
07657
Email
decan57@aol.com
Comments/Questions
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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Gaeton
Last Name
Di Napoli
Address
651 Virgil Ave.
City
Ridgefield
State / Province / Region
N. j.
ZIP / Postal Code
07657
Phone
(201) 280-1392
Email
Gaetondinapoli@yahoo.com
Comments/Questions
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.

Project Feedback Related to:
Ongoing Resiliency Initiatives
First Name
Merelyn
Last Name
Dolins
Address
10 Brookside Rd
City
Maplewood
State / Province / Region
NJ
ZIP / Postal Code
07040
Email
merelyndolins@gmail.com
Comments/Questions
<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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Ken
Last Name
Dolsky
Address
21 Winfield Drive
City
Parsippany
State / Province / Region
NJ
ZIP / Postal Code
07054
Email
kdolsky@optonline.net
Comments/Questions
<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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Christopher
Last Name
Ebert
Address
527 78 St.
City
North Bergen
State / Province / Region
NJ
ZIP / Postal Code
07047
Email
christophercebert@gmail.com
Comments/Questions
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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Zoraida
Last Name
Espinoza
Address
450-73 street
City
North bergen
State / Province / Region
Nj
ZIP / Postal Code
07047
Phone
(787) 435-0844
Email
Zoraesp@gmail.com
Comments/Questions
<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.

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

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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Carol
Last Name
Gay
Address
747 Thiele Rd
City
Brick
State / Province / Region
NJ
ZIP / Postal Code
08724
Phone
(173) 785-1503
Email
carolgay747@aol.com
Comments/Questions
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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Katherine
Last Name
George
Address
108 78th St
City
North Bergen
State / Province / Region
NJ
ZIP / Postal Code
07047
Phone
(201) 861-4097
Email
kattgeorge@gmail.com
Comments/Questions
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 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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Janet
Last Name
Glass
Address
8700 Blvd East
City
North Bergen
State / Province / Region
Nj
ZIP / Postal Code
07047
Email
lguanaj@ail.com
Comments/Questions
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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Stephanie
Last Name
Glover
Address
314 Hudson Street
City
HOBOKEN
State / Province / Region
NJ
ZIP / Postal Code
07030-5842
Phone
(201) 253-0209
Email
shoppersteph2@yahoo.com
Comments/Questions
<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 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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Barbara
Last Name
Gombach
Address
215 Bloomfield St.
City
HOBOKEN
State / Province / Region
NJ - New Jersey
ZIP / Postal Code
07030
Email
bgombach@gmail.com
Comments/Questions
<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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Richard
Last Name
Grant
Address
290 Anderson Street, Apt. 3J
City
Hackensack
State / Province / Region
New Jersey
ZIP / Postal Code
07601-3654
Phone
(201) 906-3985
Email
rdgjn@aol.com
Comments/Questions
<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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Ginny
Last Name
Hut
Address
57 S Ridgewood Rd 1461
City
South Orange
State / Province / Region
NJ
ZIP / Postal Code
07079
Phone
(917) 613-5582
Email
ginnyhut@gmail.com
Comments/Questions
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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
christine
Last Name
lepore
Address
225 summit avenue
City
pomptom lakes
State / Province / Region
NJ
ZIP / Postal Code
07442
Phone
(983) 616-7551
Email
chrsteach1126@aol.com
Comments/Questions
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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
christine
Last Name
lepore
Address
225 summit
City
pompton lakes
State / Province / Region
new jersey
ZIP / Postal Code
07553
Phone
(973) 616-7551
Email
chrsteach1126@aol.com
Comments/Questions
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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Elizabeth
Last Name
Ndoye
Address
conchart@aol.com
City
Hoboken
State / Province / Region
NJ
ZIP / Postal Code
07030
Phone
(201) 424-1275
Email
conchart@aol.com
Comments/Questions
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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Rosemary
Last Name
Orozco
Address
415 Grand St.
City
Hoboken
State / Province / Region
NJ
ZIP / Postal Code
07030
Phone
(201) 401-2016
Email
rosemary.orozco@gmail.com
Comments/Questions
<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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Sam
Last Name
Pesin
Address
580 Jersey Ave apt 3L
City
Jersey City
State / Province / Region
NJ
ZIP / Postal Code
07302
Phone
(201) 341-7900
Email
pesinliberty@earthlink.net
Comments/Questions
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 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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Eve
Last Name
Peterson
Address
2 Brookside Road
City
South Orange
State / Province / Region
NJ
ZIP / Postal Code
07079
Phone
(973) 761-7279
Email
ehpeterson@aol.com
Comments/Questions
<p>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.</p>

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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Laura
Last Name
Piraino
Address
77 Hudson Street Unit 2513
City
Jersey City
State / Province / Region
NJ
ZIP / Postal Code
07303
Phone
(814) 880-8478
Email
Laurapiraino@yahoo.com
Comments/Questions
<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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Jeffrey
Last Name
Rapaport
Address
69 Allen Dr
City
Wayne
State / Province / Region
Nj
ZIP / Postal Code
97470
Email
Jefrap@optonline.netW3
Comments/Questions
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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Andrea
Last Name
Rodriguez
Address
350 Warren St.
City
Jersey City
State / Province / Region
NJ
ZIP / Postal Code
07302
Email
AARODRIGUEZ87@GMAIL.COM
Comments/Questions
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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Paula
Last Name
Rogovin
Address
PaulaRogovin3@gmail.com
City
Teaneck
State / Province / Region
NJ
ZIP / Postal Code
07666
Phone
(201) 248-3169
Email
PaulaRogovin3@gmail.com
Comments/Questions
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.

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

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.

Project Feedback Related to:
Ongoing Resiliency Initiatives
First Name
Barbara
Last Name
Stomber
Address
101 Kiwanis Drive
City
Wayne
State / Province / Region
NJ
ZIP / Postal Code
07470
Phone
(973) 694-6883
Email
Stomberb@gmail.com
Comments/Questions
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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Mary Ellen
Last Name
Teshima
Address
21 Redding Pl
City
Towaco
State / Province / Region
NJ
ZIP / Postal Code
07082
Phone
(973) 299-9329
Email
teshima@optonline.net
Comments/Questions
<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>

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.

Project Feedback Related to:
Ongoing Resiliency Initiatives
First Name
Paul
Last Name
Teshima
Address
21 Redding Place
City
Towaco
State / Province / Region
NJ
ZIP / Postal Code
07082
Phone
(973) 299-9329
Email
pteshima@optonline.net
Comments/Questions
<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>

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

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=

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.

Project Feedback Related to:
NJ TRANSITGRID
First Name
Cassandra
Last Name
Worthington
Address
25M Nobhill Dr
City
Roseland
State / Province / Region
NJ
ZIP / Postal Code
07068
Phone
(860) 806-5480
Email
cworthington@fwwatch.org
Comments/Questions
<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>

APPENDIX D: Scoping Alternatives Analysis

TABLE OF CONTENTS

1.0	SCOPING ALTERNATIVE ANALYSIS	1
2.0	ANALYSIS OF ALTERNATIVE POWER GENERATION TECHNOLOGIES	1
2.1	Purpose and Need of the Proposed Project.....	1
2.2	Alternative Energy Generation	3
2.2.1	Solar Photovoltaics (PV)and Energy Storage.....	3
2.2.2	Wind Turbines and Energy Storage	5
2.2.3	Energy Storage Resources	6
2.2.4	Biomass	7
2.2.5	Alternative Fuels.....	7
2.2.6	Wind Turbines (Offshore)	9
2.3	Remarks.....	10
3.0	TRANSMISSION ONLY IMPROVEMENTS	12
4.0	CONCLUSIONS	13

LIST OF TABLES

Table 1	Alternative Power Generation Technologies Comparison
----------------	--

ATTACHMENT

Attachment I	Alternative Analysis for the Commercial Grid
---------------------	--

1.0 SCOPING ALTERNATIVE ANALYSIS

During the public comment period (May 20 – July 19, 2019), several commenters identified alternatives to the proposed Project that were either previously screened as not technically feasible alternatives prior to the Public Scoping Period (2016) or were otherwise not considered in the Draft Environmental Impact Statement (DEIS) due to incompatibility with the Project’s Purpose and Need. The NJ TRANSITGRID Final Scoping Document (May 2016) and DEIS are available on the project website (<https://njtransitresilienceprogram.com/documents/>).

Several commenters also raised concerns about the proposed Project’s compatibility with changes to the State of New Jersey’s energy policy. On January 27, 2020, Governor Murphy unveiled New Jersey’s Energy Master Plan (EMP) which outlines key strategies to reach a goal of 100% clean energy in the State of New Jersey by 2050. On January 27, 2020, Executive Order (EO) 100 was signed, instructing reform to existing state regulations in order to reduce emissions and adapt to climate change.

As a state agency, NJ TRANSIT is committed to the clean energy initiatives outlined in EO28 (signed May 23, 2018), EO 100 and the newly released EMP. As discussed in the Final Environmental Impact Statement (FEIS), to support the Governor’s clean energy initiatives, the NJ TRANSITGRID TRACTION POWER SYSTEM will be designed and constructed to accommodate carbon neutral power generation options, such as Renewable Natural Gas (RNG) (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.

Currently, Technologies for solar power, land-based or offshore wind power are not be able to provide adequate load balance for NJ TRANSIT’s traction power for running the trains during emergencies. Solar or wind would also not meet the resilience needs of the proposed project and NJ TRANSIT does not have access to the acreage in Northern New Jersey to build solar or wind farms. There are significant current limitations in electrical storage technology. Other current limitations to alternative technologies suggested during the public comment period are discussed further in the sections below.

2.0 ANALYSIS OF ALTERNATIVE POWER GENERATION TECHNOLOGIES

2.1 Purpose and Need of the Proposed Project

The purpose of the proposed Project is to enhance the resiliency of the electricity supply to the NJ TRANSIT and Amtrak infrastructure (i.e., the segment of Northeast Corridor) that serves key commuter markets in the New York and New Jersey metropolitan area to minimize public transportation service disruptions. The region’s public transportation infrastructure is vulnerable to power outages due to the increasing intensity and frequency of severe weather events, which can damage existing power generation and transmission systems. Also, the nature of the current centralized power distribution system creates dependencies on a single distribution system.

Reliable electric power (traction power) is essential to NJ TRANSIT commuter rail and Amtrak intercity passenger rail because diesel trains are not permitted to operate in the Hudson River rail tunnels due to diesel exhaust, so electric locomotives are required. Electric traction power also reduces diesel emissions and air quality impacts in northern New Jersey. Additionally, the Hudson Bergen Light Rail (HBLR) operates

exclusively on electrical power. The need for the proposed Project is based on the vulnerability of the commercial electrical power grid that serves these critical transportation networks. Over 143,000 commuters use the NJ TRANSIT rail system daily, including those who transfer to other regional public transportation systems. In 2016 an average of just under 52,000 daily riders also utilized the NJ TRANSIT operated Hudson-Bergen Light Rail (HBLR). Electric power is also necessary to operate the signal system and switch motors to safely route train movements and to power ventilation equipment and pumps in the tunnels. Major disruptions to the existing power grid can result in suspension of these critical systems.

When major disruptions occur due to weather related (flooding, damaging winds etc.) and other disasters, critical emergency preparation and recovery activities create additional demand for power when it is most at risk. The region's rail transportation system was largely shut down due to flooding and power outages after Superstorm Sandy in 2012, with enormous economic and societal consequences. The loss of rail service in its entirety for nearly a week was compounded by lack of power for rapid emergency response and recovery. Critical emergency facilities including emergency operation centers, maintenance facilities, and pump stations need to be energized to provide planning and coordination during emergencies, to inspect the equipment, and to pump water from the tunnels, before returning trains to normal operating service. The use of emergency diesel generators offers some degree of resilience but the scale of power demand, uncertain fuel supplies and air quality impacts make extended use of this alternative insufficient. The region's rail transportation system was largely shut down due to flooding and power outages after Superstorm Sandy in 2012, with enormous economic and societal consequences. The loss of rail service in its entirety for nearly a week challenged all prior expectations of the system's resilience.

The overarching premise for the proposed Project is for the microgrid to generate enough independent power in a resilient manner to energize the identified transportation assets during emergencies. The power generated by the microgrid would also replace power that NJ TRANSIT would otherwise purchase through the commercial grid during normal operations. The proposed microgrid infrastructure would be resilient to extreme weather events and other power interruptions, making the transportation system substantially safer and more reliable to commuters. During weather emergencies, transit service could remain available longer, preventing commuters from being stranded and providing alternative means of evacuation.

The NJ TRANSITGRID Project uses energy-efficient technology that results in low rates of emission of GhGs per megawatt-hour (MWh) of energy production. The approximately 22.5 MW simple cycle turbines (SCTs) of the NJ TRANSITGRID central power plant would emit 0.645 tons/MWh of carbon dioxide (CO₂). The 60 MW combined cycle turbines (CCTs) (two natural gas turbines and one steam-driven turbine) would emit 0.484 tons/MWh of CO₂. In total, the approximately 127.5 MW power plant would emit 0.569 tons/MWh of CO₂. These low emission factors result in overall estimated annual reductions of CO₂ emissions of the Regional Fossil Generation Fleet ranging from 185,452 to 296,172 tons. For a more detailed analysis of the emission reduction potential of NJ TRANSITGRID, see *Resiliency and Environmental Sustainability – An Evaluation and Quantification of NJ TRANSITGRID Benefits*, December 2019. This analysis of benefits can be found on the project website at: <https://njtransitresilienceprogram.com/wp-content/uploads/2019/12/NJ-TRANSITGRID-Benefits-Evaluation.pdf>.

2.2 Alternative Energy Generation

During the initial project design phases, alternative energy generation sources were analyzed. The sections that follow discuss the alternatives to the proposed natural gas-fired electric power generating plant part of the proposed Project.

2.2.1 Solar Photovoltaics (PV) and Energy Storage

The potential annual energy output from the proposed power plant is estimated to be 698,062 MWh per year assuming 100% capacity factor operation of the two CCT units (525,600 MWh/year) and 7 hours per day (average) for the three SCT (172,462 MWh/year). To produce this much energy using only solar power would require the construction of a PV power plant with a capacity of nearly 390 MW_{AC}¹ requiring approximately 2,600 acres of land (4.1 square miles)² and at an estimated cost of \$600 - 800 Million to construct.³

This economic analysis of net-zero replacement of the NJ TRANSITGRID natural gas power generation, however, only considers grid-connected scenarios. To achieve the stated resiliency goals of the project, the solar and energy storage components would have to be able to operate disconnected from the grid during emergency conditions. This scenario would add additional costs as large installations of energy storage components (e.g., flywheels or batteries) would have to be used to replace the energy, ancillary services, and flexibility benefits that would otherwise be provided by the gas turbines.

The traction power systems for the NJ TRANSIT and Amtrak service lines, along with all of their auxiliary and supporting services, require a complex power delivery system that relies on specialized equipment and critical voltage and frequency regulation. The electrified railway systems have no onboard power plant or fuel supply. Power is supplied to these trains with an overhead wire conductor (the “overhead electric catenary system”) while the running rails act as the return wire. Traction power substations located along the rail track right-of-way convert electric power to the required voltages, current types and frequencies. Although the solar panels of a large PV system could, in theory, provide the total energy required, the additional ancillary services needed in grid-connected and islanded modes to balance the

¹ MW_{AC} are megawatts converted from direct current (DC) to alternating current (AC). The estimated capacity of the PV power plant was calculated with use of the “PVWatts Calculator” provided by NREL at the web site: <https://pvwatts.nrel.gov/pvwatts.php>.

² The estimate for required land area was derived from generation-based area estimates given in Ong, S.; Campbell, C.; Denholm, P.; Margolis, R. & Heath, G. (2013). “Land-Use Requirements for Solar Power Plants in the United States.” National Renewable Energy Laboratory (NREL) Technical Report NREL/TP-6A20-56290. <https://www.nrel.gov/docs/fy13osti/56290.pdf>. See Table ES-1. “Summary of Land-Use Requirements for PV and CSP Projects in the United States.” Estimates used are for “generation-weighted average land use (acres/GWh/yr).” As indicated in the report, the use of generation-based results (i.e. acres/GWh/yr) “...provides a more consistent comparison between technologies that differ in capacity factor and enables evaluation of land-use impacts that vary by solar resource differences, tracking configurations, and technology and storage options.”

³ Costs of construction were derived from estimates in Fu, R.; Feldman, D.; & Margolis, R.; (2018) “U.S. Solar Photovoltaic System Cost Benchmark: Q1 2018.” National Renewable Energy Laboratory (NREL) Technical Report NREL/TP-6A20-72399. <https://www.nrel.gov/docs/fy19osti/72399.pdf>. See Figure 27: “Q1 2018 benchmark by location: 100-MW utility-scale PV systems, EPC only.” The estimated cost for construction of a utility-scale 1-axis tracking system power plant using union labor in New Jersey is estimated at \$1.22/W_{DC} (\$1.5875/W_{AC}) or \$1.587 Million per MW_{AC}. (Conversion between W_{AC} and W_{DC} uses a DC to AC ratio (inverter loading ratio) of 1.3.)

system and provide frequency regulation must be provided by energy storage systems, such as flywheels and batteries, coupled with the PV power plant.

These ancillary services balance the supply and demand for power in the rail transmission and distribution systems and maintain system frequency within acceptable levels. For example, the electrified rail system encounters frequent high rates of change in power demand due to transient loads. It is estimated that additional “step loads” or instantaneous changes in demand for power on the system (resulting from a failure of power sources or electrical components, or a large consumer load start-up) are expected to be as high as 10.8 MW per second, while “load rejection” or the sudden loss of load (due to braking, for example) could be as high as 18.8 MW per second. The gas turbine power plant as designed, using some auxiliary energy storage components, has been finely tuned to address such contingencies. It is because of their ability to provide low-running spinning reserves and quick response flexibility to demand changes that gas turbines play such a crucial role in modern electricity supply systems.

Large-scale PV power plants cannot provide this type of flexibility and rapid cycling – in fact, as discussed, the high variability of large-scale renewable energy output would only increase the requirements for flexibility in the system. Absent the use of dispatchable resources, the energy storage components must, therefore, provide such balancing, quick ramping and frequency regulation for NJ TRANSITGRID in islanded operation. Battery storage, however, is not amenable to this type of service. Although the cost of battery technology has decreased rapidly over the past few years, particularly for the lithium-ion (“Li-ion”) battery, making grid-scale energy storage economical in a growing range of uses, such a rapid cycling of charging and discharging of the batteries due to the frequent load/unload requirement of the system would damage the batteries making their repeated and costly replacement inevitable.

Flywheel energy storage systems, on the other hand, can provide the rapid cycling for frequency regulation without deleterious effects and provide the instantaneous supply of the large bursts of power on the order of 10-20 MW per second to match the anticipated step loads. The technical feasibility for this level of operation has already been demonstrated in grid-connected pilot projects. For example, Beacon Power opened a 5 MWh (20 MW over 15 mins) flywheel energy storage plant in Stephentown, New York in 2011 using 200 flywheels and a similar 20 MW system at Hazle Township, Pennsylvania in 2014.⁴ The installed costs of flywheel energy systems are estimated between \$1,500 - \$6,000 per kWh; therefore a flywheel energy storage system for NJ TRANSITGRID capable of providing the required short-term frequency support could cost between \$5-30 Million.⁵

As flywheel energy storage systems are currently generally unsuitable for uses other than short-term

⁴ See Beacon Power Operating Plants: <https://beaconpower.com/stephentown-new-york/> & <https://beaconpower.com/hazle-township-pennsylvania/>.

⁵ Energy pricing for flywheel energy storage systems estimated from: IRENA (2017). Electricity Storage and Renewables: Costs and Markets to 2030, International Renewable Energy Agency, Abu Dhabi. https://www.irena.org/-/media/Files/IRENA/Agency/Publication/2017/Oct/IRENA_Electricity_Storage_Costs_2017.pdf

According to the analysis the energy installation costs for flywheel systems are expected to decline to between \$1,000 - \$3,900/kWh as cycle and calendar lifetimes substantially improve.

storage (due in part to self-discharge rates of 15% or higher)⁶ energy storage for NJ TRANSITGRID in islanded operation to support the PV power plant would most likely be provided by Li-ion batteries. For the 390 MW_{AC} PV power plant required to replace the fossil fuel-fired power components of NJ TRANSITGRID, the utility-scale energy storage system is estimated to require a battery size of 230 MW_{DC}.⁷ Given the wide variety of uses required of the Li-ion batteries in island mode, storage duration amongst the battery arrays may vary between 0.5 – 4 hours. For short durations (0.5 – 1 hour), energy storage would be used primarily to balance generation and load and smooth some short-term variations in voltage and current for frequency response not handled directly by the flywheel energy storage systems. For longer storage durations (2- 4 hours), the storage could shift energy supply to periods of low power production and mitigate variable energy output during peak operations.

This 230 MW_{DC} battery storage system would require between 28 - 224 forty-foot containers (depending on the mix of storage duration per battery array) and cost between \$125 - \$425 Million dollars to install (using an estimate of \$380/kWh to \$895/kWh for 4-hour duration and 0.5-hour duration, respectively).⁸ This energy storage system, should it be built, would far exceed any existing utility-scale PV-plus-storage application. The only U.S.-based utility-scale system recorded in the U.S. DOE Energy Storage Database is a 13-MW PV plus 52-MWh energy storage system in Kauai, Hawaii.⁹

A combined solar and battery storage system as described above would clearly be too costly and too cumbersome to be feasible to meet the desired project goals. However, NJ TRANSIT will monitor advances and technological developments in solar and storage technologies and adopt such improved technologies once they can be shown to have achieved feasible costs and physical implementation scenarios.

2.2.2 Wind Turbines and Energy Storage

To produce the energy output (698,062 MWh per year) that would be generated by the natural gas turbine technology using only land-based wind power would entail construction of a wind farm consisting of approximately 110 3-MW wind turbines¹⁰ requiring approximately 27,182 acres¹¹ of land (42.5 square miles) and at an estimated cost of \$543 Million¹² to construct.

Similar to the solar PV analysis, the net-zero replacement of the NJ TRANSITGRID natural gas power generation only considers grid-connected scenarios. To achieve the stated resiliency goals of the project, the wind, and energy storage components would have to be able to operate disconnected from the grid during emergency conditions. Wind, like solar PV, will increase the requirements for flexibility in the

⁶ Ibid. See page 20.

⁷ Using a DC to AC ratio (also known as the inverter loading ratio or “ILR”) of 1.3 and an inverter/storage size ratio of 1.67. See: Fu, R.; Remo, T.; & Margolis, R.; (2018) “2018 U.S. Utility-Scale Photovoltaics-Plus-Energy Storage System Costs Benchmark” National Renewable Energy Laboratory (NREL) Technical Report NREL/TP-6A20-71714. <https://www.nrel.gov/docs/fy19osti/71714.pdf>.

⁸ Ibid. See page 11.

⁹ Ibid. See Introduction.

¹⁰ Using a capacity factor of 24.1% based on techno-resource group (TRG) 8 from NREL Annual Technology Baseline. See <https://atb.nrel.gov/>

¹¹ Assuming a power density of 3 MW/km² based on the NREL Annual Technology Baseline. See <https://atb.nrel.gov/electricity/2018/index.html?t=lw>

¹² Ibid. See footnote 2.

system introducing a range of storage technologies necessary to balance the short-term rapid load fluctuations, while providing longer-term durations for those times when wind production is low. As previously discussed, the utility-scale energy storage system is estimated to require a battery size of 230 MW_{DC}. This utility-scale storage system would require between 28 - 224 forty-foot containers (depending on the mix of storage duration per battery array) and cost between \$125 - \$425 million dollars to install (using an estimate of \$380/kWh to \$895/kWh for 4-hour duration and 0.5-hour duration, respectively). Consequently, a wind power plus storage solution for the projects specific resilience purpose is not feasible from a cost space and timing perspective.

NJ TRANSIT will monitor advances and technological developments in wind and storage technologies and adopt such improved technologies once they can be shown to have achieved feasible costs and physical implementation scenarios.

2.2.3 Energy Storage Resources

In addition to renewables plus storage alternatives studied, NJ TRANSIT analyzed energy storage resources normally connected to the grid without any coupled generation. This type of configuration will not allow NJ TRANSIT to provide power for significant periods, limited by the state of charge¹³ and reliance on external sources of generation. Consequently, this will inhibit NJ TRANSIT's ability to provide power under normal grid conditions. However, since the main premise of the project is grid resiliency, NJ TRANSIT did analyze this type of configuration under a 14-day¹⁴ utility outage. As previously discussed, the highly variable loads require a storage system that can provide short, rapidly cycling regulation, such as flywheels. However, without a generation asset, the storage system must also provide the energy for the duration of the outage, in this case, 14 days. Long duration types of storage systems include Pumped Hydro technology sized for storage times between 8-10 hours and Compressed Air Energy Systems (CAES) sized for storage times between 8 to 26 hours. Pumped Hydro and CAES are the only commercial bulk energy storage plants available today.¹⁵ Land use requirements for these types of systems are significant and geographically limited. For example, pumped storage requires geographical height and water availability limiting systems to be in proximity to hilly or mountainous regions.

Even if storage duration could be increased to 14 days, the energy storage system would be required to store approximately 33.6 GWh of electricity.¹⁶ To put this in perspective, the U.S. has approximately 23.9 GW of energy storage capacity representing 200 GWh of energy capability.¹⁷ Indeed, if an energy storage system could be built to meet the proposed Project demands, it would increase the U.S. energy storage capability by approximately 16.8%. Based on the commercially available energy storage system technology today and considering the application demanded by the proposed Project, storage only

¹³ Defined as the available capacity expressed as a percentage of some reference, sometimes its rated capacity but more likely its current capacity.

¹⁴ The system must have the capability to support train transportation in the context of a power outage scenario described for an extended period of time. Extended period of time is defined as 14 days or longer.

¹⁵ See Chapter 2 <https://www.sandia.gov/ess-ssl/publications/SAND2015-1002.pdf>.

¹⁶ Capacity is estimated based on average load of 100 MW over the 14-day period operating 24 hours/day.

¹⁷ DOE Global Energy Storage Database. Accessed May 2019. <https://energystorageexchange.org/>

alternative is not considered feasible or practical.

An energy storage system as described above would clearly be too costly and too cumbersome to be feasible to meet the desired project goals. However, NJ TRANSIT will monitor advances and technological developments in energy storage technologies and adopt such improved technologies once they can be shown to have achieved feasible costs and physical implementation scenarios.

2.2.4 Biomass

Using a solid biomass facility (such as one that would burn wood chips or agricultural waste products) to meet the required power load is not considered to be feasible due to the general market unavailability of sufficient quantities of biomass material, the associated costs, and environmental impacts resulting from the generation of the material. Most of the active biomass generation facilities in New Jersey are co-located at wastewater treatment facilities, capturing biogas from anaerobic digestion, or at landfills where electricity is generated with the methane produced from the decay of organic materials. The proposed Project is not located in proximity to these types of facilities that would naturally generate biogas for use in the generators.

2.2.5 Alternative Fuels

Renewable Natural Gas (RNG) is a type of class of “carbon-neutral” biofuels that ultimately decrease the net CO₂ emissions of electric power production. Biofuels are carbon-neutral because they use biomass as feedstock that sequesters carbon through the carbon fixation process, such as those that occur in plants or microalgae through photosynthesis. CO₂ in the atmosphere is absorbed by photosynthesizing organisms where the carbon is fixed to build the organism’s biomass. The amount of the emissions decrease resulting from the use of RNG varies due to several factors, the primary one being the nature of the feedstock (i.e., food waste, sewage treatment, landfill gas, etc.).

Upon harvesting of this biomass (as agricultural products or organic wastes), this material can subsequently be used in the production of biofuels. Up until the time the biofuel is combusted, the carbon remains sequestered. However, when the biofuel is combusted, GhGs are released in much the same proportion as the fossil-derived fuel. The difference is that by using biofuels such as RNG, a power plant that combusts these products is participating in a natural renewable cycle that ultimately neutralizes the GhGs released by new biomass growing and fixing atmospheric carbon that essentially takes the place of the biomass in the fuel. The annual planting and harvest of corn used as feedstock for biofuels is one example of this regenerative, carbon-neutral process. So is the use of methane gas derived from landfills.

Current estimates are that supplies of RNG produced from a range of existing sources have the potential to meet ten percent of current natural gas demand and that the existing natural gas distribution network can be used to deliver the renewable fuel.¹⁸ However, recent initiatives by utilities, such as SoCalGas, the

¹⁸ M.J. Bradley & Associates, LLC (April 2017). “Renewable Natural Gas: The RNG Opportunity for Natural Gas Utilities.” <https://www.mjbradley.com/news-events/renewable-natural-gas-rng-opportunity-natural-gas-utilities> “Estimates of the amount of RNG that could be produced in the U.S. vary, but show that meaningful amounts of customer demand for natural gas could be met with RNG. The high end of a range of potential RNG volumes from an American Gas Foundation study is equal to ten percent of the natural gas delivered to U.S. customers in 2015.” (p. iii).

nation's largest natural gas distribution utility to subsidize and promote the use of RNG, and large-scale research programs such as those being conducted at the University of California at Davis (UC Davis), are providing promise of increased stocks and availability of RNG at prices similar to those of the current supply of fossil-derived natural gas.¹⁹ Many states have electric renewable portfolio standard (RPS) programs that also allow RNG to generate renewable energy credits (RECs) when it is used to produce electricity. A study conducted by UC Davis estimates that more than 20 percent of California's current natural gas use could be provided by RNG and that the sources of the biogas used in making refined RNG exist all over the country. Currently, however, there is no available supply of RNG for customers of natural gas utilities in much of the U.S., including the northeast. Federal and state policy has steered the use of RNG to the transportation fuel market, which is the most prominent use of this fuel. Currently, RNG is only available via pipeline to natural gas users in areas located close to landfills that have a ready supply of methane. Because of technical challenges involving impurities in raw biogas, there are currently very few pipeline operators (none in New Jersey) that have published specifications that would allow RNG to be inserted into their pipelines.

As mentioned above, RNG is a strongly carbon-neutral technology. RNG is considered a carbon-neutral fuel because it comes from organic sources that once absorbed carbon dioxide from the atmosphere during photosynthesis. RNG has even greater benefits when it's produced from organic waste that would otherwise decay and create methane emissions. By capturing more GhGs than it emits, RNG may be considered carbon-negative in some scenarios. NJ TRANSIT will continue to monitor market advances and technological developments in this drop-in substitute for fossil natural gas and will implement an RNG purchasing program once it can be shown to have achieved feasible costs and physical implementation scenarios.

High-Volume Hydrogen Gas Turbines are another promising future technology that can support zero-carbon emitting electric energy production. Several of the major natural gas-fired turbine manufacturers, including Mitsubishi Hitachi Power Systems, GE Power, and Siemens Energy have developed hydrogen-ready turbines.²⁰ When hydrogen burns and combines with oxygen, it can produce electricity that delivers zero CO₂ emissions - only water and heat are exhausted. If hydrogen is blended with the natural gas supply to these turbines, the result is reduced carbon and GhG emissions.

Although most of the world's hydrogen today is being produced through a CO₂-intensive process called Steam Methane Reforming (SMR), hydrogen can also be produced through a process that makes use of renewable electricity, leading to the production of "green" or CO₂ neutral hydrogen. To date, only small amounts of hydrogen have been generated from renewable energies, although that amount is expected to increase in the future as new technologies continue to develop. Hydrogen's production from renewables through electrolysis—which uses renewable power to split a water molecule—allows for the "renewable hydrogen" to be produced. When fired at 30% hydrogen, high-volume hydrogen gas turbines

¹⁹ Jaffe, A.M. et al. (June 2016). "The Feasibility of Renewable Natural Gas as a Large-Scale, Low Carbon Substitute." University of California at Davis. <https://steps.ucdavis.edu/the-feasibility-of-renewable-natural-gas-as-a-large-scale-low-carbon-substitute/>

²⁰ Patel, S. (May 1, 2019). "High-Volume Hydrogen Gas Turbines Take Shape." Power Magazine. <https://www.powermag.com/high-volume-hydrogen-gas-turbines-take-shape/>

can decrease carbon emissions by about 10% compared to a conventional combined cycle power production. Current research expects to bring hydrogen gas mixtures up to 90%, resulting in up to a 50% decrease in CO₂ emissions.²¹ A 10% and 50% reduction in CO₂ emissions could result in overall reductions of 51,934 tons and 234,444 tons, respectively by NJ TRANSITGRID when using new high-volume hydrogen gas turbines. Currently, there is no commercially available technology to blend hydrogen with the utility-provided natural gas supply for these turbines. However, NJ TRANSIT will monitor advances and technological developments in hydrogen technologies and adopt such improved technologies once they can be shown to have achieved feasible costs and physical implementation scenarios.

2.2.6 Wind Turbines (Offshore)

Offshore wind power is still in the early stages of development in the United States. The 5-turbine 30-MW Block Island Wind Farm pilot project located off the coast of Rhode Island is currently the only operating commercial offshore wind farm in U.S. waters and serving a U.S. customer base. Development projects for additional offshore wind farms are now underway including the proposed 1,100-MW *Ocean Wind* project to be located approximately 15 miles off the coast of Atlantic City, New Jersey. Construction is planned to begin in 2021 with power being delivered into the onshore grid by 2024. Once operating, *Ocean Wind* will become the largest producer of wind power in New Jersey and the largest offshore wind farm in the United States.

Due to the scale and complexity of planning, constructing and operating offshore wind power the development of offshore wind farms is restricted to a small group of companies that are experienced with offshore wind and well-capitalized to cover the substantial investment involved. For example, to produce the anticipated energy output (698,062 MWh per year) of the NJ TRANSITGRID that would be produced using natural gas turbine technology, using only offshore-based wind power would require the construction of a wind farm consisting of twenty-two 8-MW wind turbines²² at an estimated cost of \$1.15 Billion to construct.²³

²¹ Noon, C. (January 2019). "The Hydrogen Generation: These Gas Turbines Can Run On The Most Abundant Element In the Universe." GE Reports. <https://www.ge.com/reports/hydrogen-generation-gas-turbines-can-run-abundant-element-universe/>

²² Using an estimated capacity factor of 48% based on reported capacity factors in the United Kingdom for offshore wind power of recently constructed wind farms. It should be noted that capacity factors are also highly dependent on geographical placement due to the prevalence of high-speed wind and loss factors due to ocean wake and other locality-based influences. See: "UK offshore wind capacity factors." (January 19, 2020). <https://energynumbers.info/uk-offshore-wind-capacity-factors>.

Public reports regarding the award of the Ocean Wind project indicate similar capacity factors are expected for the New Jersey based development. See: "New Jersey Board of Public Utilities Awards Historic 1,100 MW Offshore Wind Solicitation to Ørsted's Ocean Wind Project." (June 21, 2019). NJ Board of Public utilities. <https://www.bpu.state.nj.us/bpu/newsroom/2019/approved/20190621.html>

²³ The average expected "overnight" construction cost for new offshore wind farms in the U.S. are estimated by the U.S. Energy Information Agency (EIA) at \$6,542 per kilowatt. See: "Cost and Performance Characteristics of New Generating Technologies, Annual Energy Outlook 2019." (January 2019). U.S. EIA. https://www.eia.gov/outlooks/aeo/assumptions/pdf/table_8.2.pdf

Recent efforts to attract new development of offshore wind to New Jersey and New York involved multi-year procurement processes to which only a small handful of developers with the capability to compete were invited to apply. Further, consideration of the development of a wind farm necessitates the possession of large offshore “wind lease areas” from the federal government in the Continental Shelf via the Bureau of Ocean Energy Management, a process that takes a great deal of expertise, time and money to complete. Thus, this technology is not feasible in the near term and NJ TRANSIT would not be able to participate directly in any way in the construction and operation of large-scale offshore wind power that would enable it to use this power for NJ TRANSITGRID.

2.3 Remarks

NJ TRANSIT analyzed alternatives to the proposed natural gas generation technology to fully power the NJ TRANSIT and Amtrak electrical systems necessary to satisfy the purpose of the proposed project and determined they are not practical or feasible due to siting, ability to meet rapidly fluctuating loads associated with traction power systems, and significant costs associated with storage. A summary comparison of the alternatives is included in Table 1.

Although the use of solar PV plus storage alone is not feasible to meet the proposed Project’s full energy needs, four (4) acres of solar energy will be utilized to generate up to 0.6 MW of power and approximately 8 to 10 MW of flywheel energy storage will be utilized to provide frequency regulation during grid outages.

Table 1. Alternative Power Generation Technologies Comparison

Technology	Project Cost ²⁴	Size	Flexibility of Operation	Resilient	Market Availability
Proposed Combustion Turbines with Flywheels	\$546M	20 acres	The project has been designed with the necessary equipment to provide frequency regulation.	Yes	Readily available.
Solar Photovoltaics (PV)	\$600M - \$800M	2,600 acres	A large-scale PV power plant cannot provide necessary frequency regulation.	No	Solar panels are readily available. Required land is not.

²⁴ Project costs presented in this table do not include property acquisition costs. Property acquisition costs for industrial properties vary based on location, availability, size, among other factors.

Technology	Project Cost ²⁴	Size	Flexibility of Operation	Resilient	Market Availability
Solar PV + Storage	\$600-\$800M + \$125-\$425M (battery storage) ²⁵	2,600 acres + 0.21 – 1.65 acres (battery storage)	With energy storage, a PV system could potentially provide the necessary frequency regulation.	Yes	Equipment is readily available. Required land is not.
Wind Turbines	Approximately \$543M	27,182 acres	Wind turbines alone would not provide necessary frequency regulation.	No	Wind turbines are readily available. Required land is not.
Wind Turbines + Storage	Approximately \$543M + \$125-\$425M (battery storage)	27,182 acres + 0.21 – 1.65 acres (battery storage)	With energy storage, a wind turbine system could potentially provide the necessary frequency regulation.	Yes	Equipment is readily available. Required land is not.
Energy Storage Resources	Unknown	Unknown	Energy storage system could potentially provide the necessary frequency regulation.	Unknown	Two available systems: Pumped Hydro (8-10 hours); and CAES (8-26 hours). Project requires a minimum duration of 168 hours representing 16.8 GWh. There is no storage technology available to meet this need.
Biomass	Not applicable due to lack of material availability.	Generally co-located at wastewater facility or landfill.	Not applicable due to lack of material availability.	Not applicable due to lack of material availability.	No. Sufficient quantities of material are unavailable.
Renewable Natural Gas (RNG)	Not applicable due to lack of material availability.	Anticipated to use existing turbines.	Will allow use of hybrid fuel systems.	Pipeline delivery moderate resiliency	No. Sufficient quantities of material are unavailable.
Hydrogen Gas Turbines	Not applicable due to lack of material availability.	Anticipated to use existing turbines.	Will allow use of hybrid fuel systems.	Pipeline delivery moderate resiliency	No. Sufficient quantities of material are unavailable.

²⁵ As noted in Section 2.2.1 Solar Photovoltaics (PV), flywheel energy storage systems are best suited for short-term storage. Therefore, to meet the project goals with a Solar PV plus storage configuration, the more costly lithium-ion batteries would be the preferred storage option that would meet the project objective.

3.0 TRANSMISSION ONLY IMPROVEMENTS

As noted above, during the public comment period of the DEIS (May 20 – July 19, 2019) suggested alternatives to the Proposed Project were provided. This section discusses the alternatives to power generation, as follows:

- Buy power from private providers on the national grid and build only the redundant cable transmission connections to provide resilient power;
- Contract with an existing local electric power supplier to add the needed 60 MW of power at another facility and build only the redundant cable transmission connections to provide resilient power; and
- Contract with an existing electric power provider to provide a stand-alone facility as described in the Build Alternative, but with power industry funds.

The alternatives proposed would not meet the primary Purpose & Need for the project, which is to maintain a resilient power supply to key commuter markets in New York and New Jersey during commercial grid power outages. Continuing to purchase electricity from existing power supply providers, even with new and redundant cables, would not allow for continued train service during power outages. The proposed microgrid would operate independently from the commercial power grid during power outages to supply safe, reliable power and will keep mass transit moving during emergencies. Although the PJM's regional grid is reliable and resilient, it does not and cannot meet the unprecedented reliability and resiliency requirements of NJ TRANSIT, even when considering net improvements that could be expected in the foreseeable future.

The Build Alternatives presented above disregard the key fact that NJ TRANSIT does not own, control or operate any portion of the high-voltage "national grid" or the medium-voltage power distribution infrastructure - including the portion of these systems that provide power to the three targeted NJ TRANSIT and NJ TRANSIT/Amtrak rail systems. NJ TRANSIT, therefore, has no ability to plan, fund or commission any upgrades to reliability on the national grid or local distribution system. These decisions regarding system reliability are the province of the approved Electric Distribution Company (EDC) and the Regional Transmission Organization (RTO). Planning, approval, funding and construction of reliability enhancements to transmission and distribution infrastructure has to consider the full range of the total system requirements and are subject to tariff processes at the state and federal levels. As detailed below, the EDC and RTO *cannot* and *will not* provide the reliability enhancement required to achieve the resiliency goals of NJ TRANSITGRID.

Although the local EDC (PSE&G) and RTO (PJM) have been primarily responsible for New Jersey scoring amongst the most reliable power distribution systems in the country, no EDC or high-voltage transmission provider provides for 100% reliability in their systems. Further, no EDC or high-voltage transmission provider design their systems to withstand all low-probability, high-impact events, such as Superstorm Sandy, that can trigger wide-spread and sustained power outages. It is these rare but catastrophic (low probability and high impact including regional emergencies) events that NJ TRANSITGRID is specifically designed to address. The EDC and RTO cannot and will not improve their systems to this level of reliability. Industry-standard reliability planning, such as the Reliability Standards of the North American Electric

Reliability Corporation (NERC) calls for levels of reliability below 100% and does not consider all low-probability, high-impact events. The Alternatives Analysis for the Grid (regional PJM Grid) (refer to Attachment I to this Appendix) performed by NJ TRANSIT indicates that there is a vanishingly small probability that NJ TRANSITGRID would not be able to cover peak loads at any of the three connections individually in blue-sky conditions and that for a loss of supply at all three connection points due to a severe systemic breakdown (i.e., emergency conditions or island mode), NJ TRANSITGRID would have a 96.3% probability of supplying the lost load, significantly improving reliability and resiliency for its internal connections in both blue-sky and island mode.

Moving responsibility for the creation of highly reliable systems from the centralized EDC and RTO planning operations to the public corporate governance of those institutions that require this level of enhanced reliability is the reason and purpose of NJ TRANSITGRID. They cannot rely solely on any other public agency to provide the level of reliability and resiliency required.

The redundant power distribution infrastructure that is planned for NJ TRANSITGRID is designed to minimize construction costs by use of a centralized location for on-site power generation with direct connections to each of the three rail systems from the chosen location on the Kearny Peninsula. Receiving power from any other location other than the chosen location for the central power plant of NJ TRANSITGRID only serves to greatly increase costs unnecessarily.

Furthermore, as a stipulation of the Federal Transit Administration's (FTA) grant award to NJ TRANSIT for this Project, all improvements (including electrical transmission line work) must be within transit right-of-way. In order to implement several of the above-mentioned alternatives, NJ TRANSIT would be required to rebuild all of the required infrastructures from the commercial powerplant to the substations included in the Project. Having a source of power closer to the substations that would use it further reduces the likelihood of power interruptions. 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. Having an electric provider staff and maintain the new facility would also be as costly as the proposed Project, if not more expensive, due to the added management costs associated with contracting through a commercial agency.

4.0 CONCLUSIONS

After reviewing the requirements to implement alternative sources of power or the transmission-only alternative, none of the proposed concepts would meet the Purpose and Need of the Project. All would either be too costly, require real-estate investments that are beyond the scope of the Project, or would not meet the resiliency and reliability needs of the Project.

Attachment I - Alternative Analysis for the Grid

Purpose Statement (from 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.”*

This alternative analysis is similar to the “no-action” alternative, as it explores continued use of the Grid (regional PJM Grid) as the exclusive source of power to the targeted NJ TRANSIT and Amtrak infrastructure, except that it adds reasonable scenarios that will see both likely improvements and decreases in Grid resiliency in the foreseeable future and whether the net change in resiliency can provide the stated level of resiliency and reliability that is the purpose of the NJ TRANSITGRID Project. As will be shown, it is not a question of the Grid being *able* to reach its resiliency goals, but what those goals are - and if those goals will meet the criteria of this Project. They do not.

There are three principal concepts in the Purpose Statement that must be addressed in this analysis, namely: 1) What does it mean to NJ TRANSIT to “enhance the resiliency of the electricity supply;” 2) What is “the nature of the existing centralized power distribution system” that keeps it from meeting the Project’s resiliency goals; and 3) What is the significance of “the intensity and frequency of severe weather events.”

1. *“...enhance the resiliency of the electricity supply...”*

The resiliency goal of NJ TRANSITGRID relates directly to “grid resilience,” which may be thought of as an intrinsic characteristic of the electric transmission and distribution Grid to withstand and recover rapidly from service disruptions. However, as no standardized measures of grid resiliency currently exist, this analysis provides a measure of grid resiliency through a framework of desired levels of *reliability* for the targeted components of the NJ TRANSIT system. Reliability is a term of art in Power Systems Engineering that describes well-defined capabilities of the Grid, and may be thought of as that which comes into play once the resilient characteristic of the Grid has been breached.²⁶ Therefore, reliability, which has widely used measures in the power industry, particularly by electric distribution utilities, offers a good proxy measure of system resiliency.²⁷

Given the intended use of NJ TRANSITGRID to provide power to portions of the NJ TRANSIT and Amtrak system, it is important to note differences between how reliability is experienced by traction power systems and the general utility customer. Reliability of traction power systems relates directly to operating within a normal scheme configuration and schedule without causing safety hazards, train delays or public nuisance. While utility reliability may be expressed in interruption duration and frequency for its customers, for a traction power system minutes of train delays caused by power interruption or delay-

²⁶ Taft, J.D. (March 2018). Electric Grid Resilience and Reliability for Grid Architecture. Pacific Northwest National Laboratory/ U.S. Department of Energy (DE-AC05-76RL01830).

²⁷ See Page 49 of: NJ TRANSIT’s “Resiliency and Environmental Sustainability – An Evaluation and Quantification of NJ TRANSITGRID Benefits.” NJ TRANSIT developed this analysis to evaluate and quantify the full value of the NJ TRANSITGRID TRACTION POWER SYSTEM project. References are to page numbers in this report. The full report is available on the Project website: <https://njtransitresilienceprogram.com/documents/>

minutes per passenger-mile is a more relevant metric. Mass transit service interruptions may also have damaging economic effects in excess of other uses and in some cases power failure to the traction system may cause catastrophic or life-threatening situations. In this light, reliability for traction power systems must be considered differently and in general tends to have higher economic value to society.²⁸

In the U.S., transmission and distribution system reliability is enforced by the Federal Energy Regulatory Commission (FERC) through implementation of the Reliability Standards developed by the North American Electric Reliability Corporation (NERC). The NERC Reliability Standards are measured using standardized frequency and duration performance indices including SAIFI (System Average Interruption Frequency Index), SAIDI (System Average Interruption Duration Index), and CAIDI (Customer Average Interruption Duration Index).²⁹

An *Internal Reliability Model* was developed for NJ TRANSITGRID to quantify the reliability enhancements offered by NJ TRANSITGRID to confirm that it met the projects requirements.³⁰ The *Internal Reliability Model* tests the ability of NJ TRANSITGRID to respond to contingencies at the three internal connections located at Substation 41 (for the Amtrak portion of the Northeast Corridor line), the Mason Substation (for the Morris & Essex line and the NJ TRANSIT Meadows Maintenance Complex) and the proposed new NJ TRANSITGRID East Hoboken Substation (for the HBLR line). For this model, the reliability levels experienced by the impacted loads are found to be a function of (1) the reliability of the distribution network, (2) the probability of NJ TRANSITGRID to successfully transition, and (3) the available internal energy capacity. The methodology for quantifying the added reliability provided by NJ TRANSITGRID to internal loads proceeds as follows:

1. Assign a baseline reliability measure to the traction power substation connections to NJ TRANSITGRID.
2. Quantify the probability that NJ TRANSITGRID will be available to energize the connections at a time when the Grid may fail.
3. Use the baseline reliability measure (Step 1) and the Capacity Outage Table (Step 2) to quantify the amount of energy that NJ TRANSITGRID will be able to provide in the event of Grid outages.

The results of the analysis of the *Internal Reliability Model* Loss of Energy Expectation (LOEE) baseline for the NJ TRANSITGRID connections to PSE&G is approximately 144 MWh/yr of unserved energy. The combined SAIDI at the three NJ TRANSITGRID connections to PSE&G is approximately 3.9 hrs/yr. This is an annual average considering the industry reliability standard for the probability of the loss of supply at a substation from the bulk electricity system of 0.1 days/year (2.4 hrs/yr), which is equivalent to a customer experiencing one day of disconnection from the power source every 10 years. These events lead to a loss of power of varying duration to the traction power systems resulting in passenger delays, potentially damaged equipment, and sometimes more dangerous circumstances such as stranded trains. Simulations indicate that there is a vanishingly small probability that NJ TRANSITGRID would not be able to cover peak loads at any of the three connections individually in blue-sky conditions and that for a loss of supply at all

²⁸ Ibid. Page 52.

²⁹ Ibid. Page 50.

³⁰ Ibid. Pages 56-61.

three connection points due to a severe systemic breakdown (i.e., emergency conditions or island mode), NJ TRANSITGRID would have a 96.3% probability of supplying the lost load, significantly improving SAIDI for its internal connections in blue-sky and island mode.³¹

Therefore, based on the *Internal Reliability Model*, the project provides virtually 100% reliability to all of the targeted NJ TRANSIT & Amtrak infrastructure under blue-sky conditions and a 96.3% reliability under the direst of circumstances due to a complete system failure. This is the meaning and signification of “enhanced resiliency.”

2. “...the nature of the existing centralized power distribution system...”

It should first be noted that PSE&G has been primarily responsible for New Jersey scoring amongst the most reliable distribution systems of the fifty states and the District of Columbia since these indices began being tracked by the U.S. Energy Information Agency (EIA) after 2012. However, even with these relatively high system-wide average reliability scores, the system still leaves NJ TRANSIT without the level of resiliency provided by NJ TRANSITGRID, as demonstrated by the *Internal Reliability Model*. This is because utilities, as instruments of the public welfare, must make the same cost-benefit decisions society demands of all public goods. PSE&G, like all utilities, must make proposals for reliability enhancements to its regulator and go through the rate-making process that allows the utility to recover its investment costs through increases to electricity rates paid by consumers.

Utilities take on reliability enhancements to address increasing vulnerabilities from aging infrastructure and to repair damage from major outage events. The most recent major examples of this process for PSE&G in the NJ TRANSIT service area is the “Energy Strong” & “Energy Strong II” filings. In May 2014, the New Jersey Board of Public Utilities (BPU) authorized PSE&G to implement the Energy Strong Program by investing up to \$600 Million in electric infrastructure improvements to be recovered through future base rate adjustments.³² The work included raising or relocating switching and substations that were damaged by water in recent storms, creating redundancy in the system to reduce outages, deployment of smart-grid technologies to better monitor system operations, and the hardening of substations that were heavily damaged by water during Hurricane Irene or Superstorm Sandy.³³ In June 2018, PSE&G filed a petition for approval to implement the next phase of the Energy Strong Program (“Energy Strong II”). PSE&G proposed a five-year program with a total investment level of approximately \$2.5 billion.³⁴

According to the Cost-Benefit Analysis provided to BPU by PSE&G as part of its June 2018 *Energy Strong II* filing, it estimated improvements in reliability of 24.3% in return for the proposed investment.³⁵ Although impressive, it still does not meet the reliability goals of this project, which as shown, are

³¹ Ibid.

³² N.J. BPU. (May 21, 2014), “In re the Board’s Review of the Petition of Public Service Electric and Gas Company for Approval of the Energy Strong Program.” BPU Docket Nos. E013020155 and G013020156” (“Energy Strong Order”).

³³ PSE&G Energy Strong Website: <https://www.psegtransmission.com/reliability-projects/energy-strong>

³⁴ PSE&G. (June 8, 2018). “In the Matter of the Petition of Public Service Electric and Gas Company for Approval of The Second Energy Strong Program (Energy Strong II).” (“Energy Strong II Filing”) <https://nj.pseg.com/aboutpseg/regulatorypage/regulatoryfilings>

³⁵ Ibid. See Figure 5 in Attachment 5, Page 26 of 119.

unprecedented levels of reliability to support critical infrastructure through dedicated power delivery systems. The point is that utilities do not seek the levels of reliability required by NJ TRANSIT; they seek to achieve the goals set by industry standards and what the regulated cost recovery process will bear. (It should be noted that in September 2019, BPU approved a scaled-back Energy Strong II proposal to allow PSE&G to upgrade its gas and power infrastructure, accepting a \$842 Million, four-year program, rather than the \$2.5 Billion proposed programming. This would reasonably be expected to result in a comparable percentage decrease in the planned 24.3% reliability improvements³⁶).

3. “...the intensity and frequency of severe weather events.”

The cost-benefit analysis provided by PSE&G also highlighted another important factor in reliability planning used by utilities, that if they are including major events at all in their calculations, they are assuming that the impacts of storm intensities in the future will most likely be as they have been in the past.³⁷ This is an understandable technique for a public filing, but the evidence is strong that storms and other major weather events are increasing in intensity, particularly in coastal areas of New Jersey. As discussed in the Executive Summary of the DEIS (Appendix G), “the high vulnerability of regional commercial power is also documented by the *Overview of New Jersey Power Outages: Risks to the New Jersey Grid*, which indicates a trend of increasing number of outages reported and number of days of power disruption due to hurricane/tropical storms over the past 20 years. This is likely a result of both increased severity of the storms as well as increasing vulnerability of an aging power grid.” The design of NJ TRANSITGRID has specifically taken this evidence of the increasing severity of storms into account in its planning and design. The alternative, the national Grid, does not.

It should also be noted that increasing intensity of major weather events is not the only long-term threat to maintaining acceptable levels of electric power reliability on the Grid. Increased levels of penetration of variable renewable generation into the distribution system is now causing new reliability issues for utilities associated with rapid and difficult to forecast voltage fluctuations that increased flexibility can mitigate. Customers located on feeders receiving power from intermittent sources such as solar arrays or onshore/offshore wind are exposed to significant power quality issues as a result. Uncontrolled fluctuations due to a lack of flexibility on the local circuits can lead to damage and failure of utility and customer equipment. In September 2018, PSE&G proposed its \$4 Billion *Clean Energy Future* program to the BPU for new fixed investments including flexibility enhancements. Analysis of the filing shows that expected improvements in reliability with these targeted flexibility investments are estimated at 6.3%.³⁸ Microgrids like NJ TRANSITGRID that have the needed operational requirements (e.g., the ability to ramp quickly, operate across a wider output range, and start up and shut down more quickly) can address flexibility requirements *without* any significant loss of reliability.³⁹

³⁶ NJ Spotlight. (September 12, 2019). “PSE&G’s Scaled-Back Proposal for Upgrading Gas and Power Grids OK’d.” <https://www.njspotlight.com/2019/09/19-09-11-pse-gs-scaled-back-proposal-for-gas-and-power-Grid-upgrades-is-approved/>

³⁷ Energy Strong II Filing. Attachment 5, Page 26 of 119

³⁸ NJT (December 2019). See Pages 6, 49-50, 62-64.

³⁹Electric Power Research Institute. (2015). The Integrated Grid: A Benefit-Cost Framework. Report No. 3002004878. See discussion on flexibility resources on pp 8-8, 8-9.

4. Conclusion

This Alternatives Analysis evaluates the use of the Grid, including likely net improvements of reliability and resiliency to the Grid in the foreseeable future and finds that the Grid is not a feasible alternative for the following reasons:

1. NJ TRANSIT requires unprecedented levels of reliability and resiliency to maintain its critical infrastructure. The proposed NJ TRANSITGRID Project has been demonstrated to meet that requirement.
2. The Grid is unable to provide this required level of reliability and resiliency due to the constraints of the public reliability planning and rate-making processes that electric utilities are subject to.
3. The Grid reliability planning process does not consider the growing intensity of storms and other major weather events, thereby making its reliability planning deficient in terms of the requirements of NJ TRANSIT.
4. The Grid is not adequately addressing the flexibility requirements made necessary by increasing penetration of variable renewable power injections. NJ TRANSITGRID will reduce these threats to reliability through high levels of flexibility made possible by the selected equipment.

APPENDIX E: Public Outreach Summary

TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	NOTICE OF AVAILABILITY AND PUBLIC HEARING ADVERTISEMENT	1
3.0	PUBLIC HEARING	4
4.0	PUBLIC COMMENT PERIOD.....	5

1.0 INTRODUCTION

As noted in the Federal Transit Administration's (FTA) environmental justice guidance, a key component of environmental justice is engaging environmental justice populations and considering said input as part of the transportation planning process. This allows project sponsors to understand the needs and priorities of environmental justice populations and to balance the benefits of a proposed Project against its adverse effects. Notice of availability of this DEIS was distributed widely in Spanish and English, as identified below. The notice included information on where to view the document and how to provide comments during the public comment period.

2.0 NOTICE OF AVAILABILITY AND PUBLIC HEARING ADVERTISEMENT

On May 10, 2019, the FTA sent notification letters to federal, state and local agencies, including Technical Advisory Committee (TAC) members, and the Mayors of all municipalities in which project construction activities would occur. The letters provided notification of the upcoming release of the DEIS for public review and comment and the Project website address for review. The letters are provided in this Appendix.

Federal, State, and Local Agencies

- United States Environmental Protection Agency
- United States Army Corp. of Engineers
- United States Department of Energy
- United States Department of Transportation- Federal Railroad Administration
- United States Department of Interior
- Federal Emergency Management Agency
- United State Department of Housing and Urban Development
- Federal Transit Administration
- Federal Aviation Administration
- New Jersey Department of Environmental Protection
- New Jersey Board of Public Utilities
- New Jersey Office of Emergency Management
- New Jersey Office of Homeland Security and Preparedness
- New Jersey Department of Transportation
- AMTRAK
- Hudson County Improvement Authority
- Hudson County Division of Planning
- Hudson- Essex-Passaic Soil Conservation District
- New Jersey Sports and Exposition Authority

Municipalities

- Kearny, Mayor Alberto G. Santos
- Jersey City, Mayor Steven M. Fulop
- Hoboken, Mayor Ravi S. Bhalla
- Bayonne, Mayor James Davis
- Weehawken, Mayor Richard F. Turner
- Union City, Mayor Brian P. Stack
- North Bergen, Mayor Nicholas J. Sacco

The US Environmental Protection Agency (USEPA) published the Notice of Availability (NOA) for the proposed Project's DEIS in the Federal Register on Friday, May 17, 2019, formally beginning the 60-day public review and comment period. The NOA is provided in this Appendix.

The availability of the DEIS and notice of the Public Hearing sessions were also advertised in four area newspapers, listed below. The tear sheets from the newspapers are provided in this Appendix.

- The Jersey Journal, May 20, 2019
- The Star-Ledger, May 20, 2019
- The Observer, May 22, 2019
- El Especialito, May 24, 2019

NJ TRANSIT distributed notice of the DEIS and Public Hearing on project information flyers to Section 8 Housing Authorities (English and Spanish) and local libraries (English, Spanish and Haitian Creole) for posting at their facilities. The flyers provided for posting at Housing Authorities and local libraries are included in this Appendix.

Section 8 Housing Authorities

- New Jersey Department of Community Affairs, Section 8 Housing Choice Voucher, Hudson County
- Jersey City Housing Authority
- Hoboken Housing Authority Main
- Hoboken Housing Authority Resident Services
- Housing Authority of the City of Bayonne
- Weehawken Housing Authority
- Union City Housing Authority
- North Bergen Housing Authority
- Secaucus Housing Authority

Local Libraries

- Kearny
 - Kearny Public Library, 318 Kearny Avenue
 - Kearny Branch Library, 759 Kearny Avenue
- Jersey City
 - Jersey City Main Library, 472 Jersey Avenue
 - Five Corners Branch Library, 678 Newark Avenue
 - Earl A. Morgan Branch, 1841 Kennedy Boulevard
 - Glenn D. Cunningham Branch, 275 Martin Luther King Drive
 - Greenville Branch, 1841 Kennedy Boulevard
 - Heights Branch, 14 Zabriskie Street
 - Miller Branch, 489 Bergen Avenue
 - Pavonia Branch, 326 Eighth Street
 - Lafayette Branch, 307 Pacific Avenue
 - Marion Branch, 1017 West Side Avenue
 - West Bergen Branch, 476 West Side Avenue
- Hoboken
 - Hoboken Public Library, 500 Park Avenue
- Newark
 - Newark Public Library, 5 Washington Street
 - Branch Brook Branch, 235 Clifton Avenue
 - Clinton Branch, 739 Bergen Street
 - North End Library, 722 Summer Avenue
 - Springfield Branch, 50 Hayes Street
 - Valisburg Branch, 75 Alexander Street
 - Van Buren Public Library, 140 Van Buren Street
- Weehawken
 - Weehawken Public Library, 49 Hauxhurst Avenue
- West New York
 - West New York Public Library, 425 60th Street
- North Bergen
 - North Bergen Free Public Library (Bergenline Main Branch), 8411 Bergenline Avenue
 - North Bergen Free Public Library (Kennedy Branch), 2123 Kennedy Boulevard
- Bayonne
 - Free Public Library and Cultural Center of Bayonne, 697 Avenue C
- Union City
 - New Jersey Union City Public Library (Main Library), 324 43rd Street
 - New Jersey Union City Public Library (Branch Library), 1800 Summit Avenue
- Secaucus
 - Secaucus Public Library, 1379 Paterson Plank Road

Additionally, all individuals who had subscribed to Project news and updates via the Project Website received an e-mail notification on May 20, 2019, announcing the availability of the DEIS and the Public Hearing details. The email announcement is included in this Appendix.

Project information, including Public Hearing details, was updated periodically on the Project website (<http://njtransitresilienceprogram.com>) before, during and after the public review period.

3.0 PUBLIC HEARING

NJ TRANSIT held two public hearings on June 18, 2019 (2:00 PM – 4:00 PM and 7:00 PM – 9:00 PM), at Saint Peter’s University, Duncan Family Sky Room, 6th Floor, 47 Glenwood Avenue, Jersey City, NJ 07306. The Public Hearings occurred in an Americans with Disabilities Act (ADA)-compliant facility, an English Sign Language (ASL) interpreter and a Spanish interpreter were on-site. Meeting attendees were provided the opportunity to give oral and written comments regarding the DEIS at the Public Hearings. Information boards were posted and Project team members circulated among the boards, answering questions and describing the proposed Project to attendees. Three fact sheets (topics covered included Project Facts, Project Benefits, and Energy Benefits) were provided in English, Spanish and Haitian Creole. Comment forms (English/Spanish version) were available. The comment forms could be completed on-site, but also included mailing and email addresses so that meeting attendees could send in comments after the meeting if desired. During each Public Hearing, the Project Sponsor (NJ TRANSIT) provided an overview of the proposed Project, including the results of the environmental analysis presented in the DEIS and an informational video.

Other than Project Team members, approximately twenty-eight people attended the first Public Hearing session from 2:00 PM – 4:00 PM on June 18, 2019. Of these, seven meeting attendees chose to provide oral testimony at the Public Hearing. Other than Project Team members, approximately five people attended the second Public Hearing session from 7:00 PM – 9:00 PM on June 18, 2019. No speakers provided oral testimony at the second Public Hearing session.

Public Hearing testimony included the following organizations: PSE&G Services Corporation, New Jersey Alliance for Action, New Jersey Sierra Club, International 24 Brotherhood of Electrical Workers (Local 164), Meadowlands Regional Chamber, Railroad Construction and Hudson County Improvement Authority (HCIA). A total of five organizations supported the Project, one organization was opposed to the Project and one was neutral on the Project. Please refer to Appendix C for the comment details and NJ TRANSIT’s response to comments.

Project information boards, Project fact sheets, Public Hearing sign-in sheets, and speaker registration sheets are provided in this Appendix.

4.0 PUBLIC COMMENT PERIOD

The 60-day comment period began on May 20, 2019. In addition to the Public Hearings described above, comments were accepted by email and by mail. Full and fair participation by all potentially affected communities was encouraged in accordance with DOT's environmental justice policies. The review and comment period ended on July 19, 2019.

As further detailed in Appendix C, FTA and NJ TRANSIT received comments from Federal and State Agencies, other interested parties, public hearing participants, and via the project website "contact-us" form.

Appendix F contains all Agency Correspondence since the publication of the DEIS.

AGENCY LETTERS



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Lingard Knutson
U.S. Environmental Protection Agency
290 Broadway, 25th Floor
New York, NY 10007-1866

RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with Section 4(f) Analysis and notice of 60-Day Public Comment Period.

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

James Cannon
U.S. Army Corp of Engineers
Regulatory Branch, Room 1937
26 Federal Plaza
New York, NY 10278-0090

RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with Section 4(f) Analysis and notice of 60-Day Public Comment Period.

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

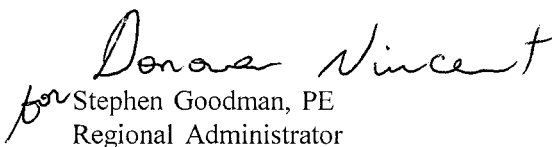
The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,


for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Mark Lusk
Department of Energy
3610 Collins Ferry Rd, MS 107
P.O. Box 880
Morgantown, WV 26507-0880

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.


The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,


for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Rima Ouaid
Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585

RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with Section 4(f) Analysis and notice of 60-Day Public Comment Period.

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

David Valenstein

**U.S. Department of Transportation - Federal Railroad Administration
55 Broadway
Room 1077
Cambridge, MA 02142**

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Director, Office of Environmental Policy and Compliance
U.S. Department of Interior
Main Interior Building, MS 2462
1849 C Street, NW
Washington, D.C. 20240

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

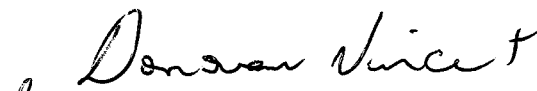
The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,


for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Diane Lazinsky
United States Department of Interior,
Office of Environmental Policy and Compliance, Northeast Region
15 State Street, 8th Floor, Boston, MA 02109

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

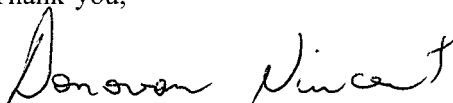
The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,


for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Michael Audin
Federal Emergency Management Agency
26 Federal Plaza
Suite 1307
New York, NY 10278

RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with Section 4(f) Analysis and notice of 60-Day Public Comment Period.

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

John Dawson
Federal Emergency Management Agency
26 Federal Plaza
Suite 1307
New York, NY 10278

RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with Section 4(f) Analysis and notice of 60-Day Public Comment Period.

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Nicholas Kahn
Federal Emergency Management Agency
26 Federal Plaza
Suite 1307
New York, NY 10278

RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with Section 4(f) Analysis and notice of 60-Day Public Comment Period.

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Patrick Tuohy
Federal Emergency Management Agency
26 Federal Plaza
Suite 1307
New York, NY 10278

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Therese Fretwell
U.S. Department of Housing and Urban Development
One Newark Center
1085 Raymond Boulevard, 13th Floor
Newark, NJ 07102-5260

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Darin J. Clipper
Federal Aviation Administration
1 Aviation Plaza
Jamaica, NY 11434

RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with Section 4(f) Analysis and notice of 60-Day Public Comment Period.

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Ruth Foster
New Jersey Department of Environmental Protection
P.O. Box 420 Mail Code 401-07J
Trenton, NJ 08625-0420

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

John Gray
New Jersey Department of Environmental Protection
P.O. Box 420 Mail Code 401-07J
Trenton, NJ 08625-0420

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Jerome May
New Jersey Board of Public Utilities
44 S. Clinton Ave
Trenton, NJ 08625

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Captain T.J. Collins
New Jersey Office of Emergency Management
PO Box 7068
West Trenton, NJ 08628

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Ilenan Sconza
New Jersey Office of Homeland Security and Preparedness
P.O. Box 091
Trenton, NJ 08625

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Jamie Fox
New Jersey Department of Transportation
P.O. Box 600
Trenton, NJ 08625-0600

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Gerhard Williams
AMTRAK
60 Massachusetts Ave NE
Washington, DC 20002-4285

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Michael O'Connor
Hudson County Improvement Authority
830 Bergen Avenue
Jersey City, NJ 07306

RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with Section 4(f) Analysis and notice of 60-Day Public Comment Period.

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Kevin Force
Hudson County Division of Planning
Bergen Square Center
830 Bergen Avenue, Suite 6A
Jersey City, NJ 07306

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Francesca Giarratana
Hudson County Division of Planning
Bergen Square Center
830 Bergen Avenue, Suite 6A
Jersey City, NJ 07306

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Glen Van Olden
Hudson-Essex-Passaic Soil Conservation District
80 Orchard St
Bloomfield, NJ 07003

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Fawzia Shapiro
New Jersey Sports and Exposition Authority
One DeKorte Park Plaza
P.O. Box 640
Lyndhurst, NJ 07071

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Sara Sundell
New Jersey Sports and Exposition Authority
One DeKorte Park Plaza
P.O. Box 640
Lyndhurst, NJ 07071

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation

MUNICIPALITY LETTERS

Alberto G. Santos
Town of Kearny
402 Kearny Avenue
Kearny NJ, 07032



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Alberto G. Santos
Town of Kearny
402 Kearny Avenue
Kearny NJ, 07032

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation

Steven M. Fulop
Jersey City
280 Grove Street
Second Floor
Jersey City, NJ 07302



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Steven M. Fulop
Jersey City
280 Grove Street
Second Floor
Jersey City, NJ 07302

RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with Section 4(f) Analysis and notice of 60-Day Public Comment Period.

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

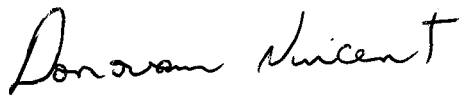
The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for 
Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation

Ravi S. Bhalla
Hoboken
94 Washington Street
Hoboken, NJ 07030



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Ravi S. Bhalla
Hoboken
94 Washington Street
Hoboken, NJ 07030

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation

James Davis
Bayonne
630 Avenue C
Bayonne, NJ 07002



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

James Davis
Bayonne
630 Avenue C
Bayonne, NJ 07002

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresiliencereprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation

Richard F. Turner
Weehawken
400 Park Avenue
Weehawken, NJ 07086



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Richard F. Turner
Weehawken
400 Park Avenue
Weehawken, NJ 07086

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation

Brian P. Stack
Union City
3715 Palisade Avenue
Union City, NJ 07087



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Brian P. Stack
Union City
3715 Palisade Avenue
Union City, NJ 07087

RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with Section 4(f) Analysis and notice of 60-Day Public Comment Period.

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation

Nicholas J. Sacco
North Bergen
4233 Kennedy Boulevard
North Bergen, NJ 07047



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

May 10, 2019

Nicholas J. Sacco
North Bergen
4233 Kennedy Boulevard
North Bergen, NJ 07047

**RE: Release of the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID
TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) with
Section 4(f) Analysis and notice of 60-Day Public Comment Period.**

Dear Cooperating/Participating Agency:

The Federal Transit Administration (FTA) is releasing the draft Environmental Impact Statement (DEIS), with Section 4(f) Analysis for the New Jersey Transit Corporation (NJ TRANSIT) NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT ("the proposed project") for public comment from May 20, 2019 to July 19, 2019.

The Federal Transit Administration (FTA) is the designated federal lead agency responsible for implementing the National Environmental Policy Act of 1970 (NEPA) pursuant to NEPA implementing regulations 40 CFR Part 1500-1508 and USDOT implementing regulations 23 CFR 771.

The proposed project sponsor, NJ TRANSIT, intends to construct a 104-140 megawatt, natural gas-powered electric power generation plant located in the Town of Kearny, Hudson County, New Jersey, and associated transmission infrastructure (including two substations and approximately 18-miles of new electric power transmission lines) in Kearny, Jersey City, Hoboken, Bayonne, Weehawken, Union City, and North Bergen, New Jersey.

The full DEIS and Notice of Availability are available on the project website at:
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If you have any questions or comments on the DEIS, please submit them to NJ TRANSIT or FTA using the contact information in the NOA no later than July 19, 2019. If you have any other questions regarding the proposed project or letter, please contact Dan Moser, FTA Community Planner, at (212) 668-2326 or daniel.moser@dot.gov.

Thank you,

for Stephen Goodman, PE
Regional Administrator

cc: John Geitner, New Jersey Transit Corporation
Linda DiGiovanni, New Jersey Transit Corporation

DEIS & PUBLIC HEARING ADVERTISEMENTS

time on the specified comment date. Protests may be considered, but intervention is necessary to become a party to the proceeding.

eFiling is encouraged. More detailed information relating to filing requirements, interventions, protests, service, and qualifying facilities filings can be found at: <http://www.ferc.gov/docs-filing/efiling/filing-req.pdf>. For other information, call (866) 208-3676 (toll free). For TTY, call (202) 502-8659.

Dated: May 13, 2019.

Nathaniel J. Davis, Sr.,
Deputy Secretary.

[FR Doc. 2019-10237 Filed 5-16-19; 8:45 am]

BILLING CODE 6717-01-P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket No. ER19-1821-000]

Speedway Solar NC, LLC; Supplemental Notice That Initial Market-Based Rate Filing Includes Request for Blanket Section 204 Authorization

This is a supplemental notice in the above-referenced proceeding of Speedway Solar NC, LLC's application for market-based rate authority, with an accompanying rate tariff, noting that such application includes a request for blanket authorization, under 18 CFR part 34, of future issuances of securities and assumptions of liability.

Any person desiring to intervene or to protest should file with the Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426, in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.211 and 385.214). Anyone filing a motion to intervene or protest must serve a copy of that document on the Applicant.

Notice is hereby given that the deadline for filing protests with regard to the applicant's request for blanket authorization, under 18 CFR part 34, of future issuances of securities and assumptions of liability, is June 3, 2019.

The Commission encourages electronic submission of protests and interventions in lieu of paper, using the FERC Online links at <http://www.ferc.gov>. To facilitate electronic service, persons with internet access who will eFile a document and/or be listed as a contact for an intervenor must create and validate an eRegistration account using the eRegistration link. Select the eFiling link to log on and submit the intervention or protests.

Persons unable to file electronically should submit an original and 5 copies of the intervention or protest to the Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426.

The filings in the above-referenced proceeding are accessible in the Commission's eLibrary system by clicking on the appropriate link in the above list. They are also available for electronic review in the Commission's Public Reference Room in Washington, DC. There is an eSubscription link on the website that enables subscribers to receive email notification when a document is added to a subscribed docket(s). For assistance with any FERC Online service, please email FERCOnlineSupport@ferc.gov or call (866) 208-3676 (toll free). For TTY, call (202) 502-8659.

Dated: May 13, 2019.

Nathaniel J. Davis, Sr.,
Deputy Secretary.

[FR Doc. 2019-10241 Filed 5-16-19; 8:45 am]

BILLING CODE 6717-01-P

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9044-8]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information 202-564-5632 or <https://www.epa.gov/nepa/>
Weekly receipt of Environmental Impact Statements Filed 05/06/2019 Through 05/10/2019

Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <https://cdxnodengn.epa.gov/cdx-enepa-public/action/eis/search>.

EIS No. 20190096, Final, DOE, TX, ADOPTION—Rio Grande LNG Project, *Contact:* Brian Lavoie 202-586-2459

The Department of Energy (DOE) has adopted the Federal Energy Regulatory Commission's Final EIS No. 20190079, filed 4/26/2019 with the EPA. DOE was a cooperating agency on this project. Therefore, recirculation of the document is not necessary under Section 1506.3(c) of the CEQ regulations.

EIS No. 20190097, *Draft Supplement, USAF, GU, Tinian Divert*

Infrastructure Improvements, Commonwealth of the Northern Mariana Islands, *Comment Period Ends:* 07/01/2019, *Contact:* Julianne Turko 210-925-3777.

EIS No. 20190098, *Draft, BLM, MT, Missoula Draft Resource Management Plan and Environmental Impact Statement, Comment Period Ends:* 08/15/2019, *Contact:* Maggie Ward 406-329-3914.

EIS No. 20190099, *Draft, BLM, MT, Draft Lewistown Resource Management Plan, Comment Period Ends:* 08/15/2019, *Contact:* Dan Brunkhorst 406-538-1900.

EIS No. 20190100, *Final, USFS, NV, Mt. Rose Ski Tahoe Atoma Area Expansion, Review Period Ends:* 06/17/2019, *Contact:* Marnie Bonesteel 775-352-1240.

EIS No. 20190101, *Draft, BLM, NV, Mackey Optimization Project, Comment Period Ends:* 07/01/2019, *Contact:* Jeanette Black, EIS Project Manager 775-623-1500.

EIS No. 20190102, *Draft, BLM, NV, Hycroft Mine Phase II Expansion Project, Comment Period Ends:* 07/01/2019, *Contact:* Dr. Mark Hall 775-623-1500.

EIS No. 20190103, *Final, BLM, ID, Caldwell Canyon Mine and Reclamation Plan, Review Period Ends:* 06/17/2019, *Contact:* Bill Volk 208-236-7503.

EIS No. 20190104, *Draft, FTA, NJ, NJ Transitgrid Traction Power System, Comment Period Ends:* 07/19/2019, *Contact:* Daniel Moser 212-668-2326.

EIS No. 20190105, *Draft Supplement, BLM, MT, Miles City Field Office Draft Supplemental EIS and RMP Amendment, Comment Period Ends:* 08/15/2019, *Contact:* Irma Nansel 406-233-2800.

EIS No. 20190106, *Draft Supplement, BLM, WY, Buffalo Field Office Draft Supplemental EIS and RMP Amendment, Comment Period Ends:* 08/15/2019, *Contact:* Tom Bills 307-684-1100.

EIS No. 20190107, *Draft, NMFS, REG, Draft Regulatory Amendment to Modify Pelagic Longline Bluefin Tuna Area-Based and Weak Hook Management Measures, Comment Period Ends:* 07/31/2019, *Contact:* Jennifer Cudney 727-824-5399.

Amended Notice

EIS No. 20190018, *Draft, USACE, AK, Pebble Mine, Comment Period Ends:* 07/01/2019, *Contact:* Shane McCoy 907-753-2715.

Revision to FR Notice Published 03/01/2019; Extending the Comment Period from 05/31/2019 to 07/01/2019.

Dated: May 13, 2019.

Robert Tomiak,

Director, Office of Federal Activities.

[FR Doc. 2019-10214 Filed 5-16-19; 8:45 am]

BILLING CODE 6560-50-P

EXPORT-IMPORT BANK

[Public Notice: 2019-3013]

Agency Information Collection Activities: Comment Request

AGENCY: Export-Import Bank of the United States.

ACTION: Submission for OMB review and comments request.

SUMMARY: The Export-Import Banks of the United States (EXIM), as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal Agencies to comment on the proposed information collection, as required by the Paperwork Reduction Act of 1995. This collection of information is necessary to determine eligibility of the applicant for EXIM assistance. The Application for Short-Term Multi-Buyer Export Credit Insurance Policy will be used to determine the eligibility of the applicant and the transaction for Export-Import Bank assistance under its insurance program. Export-Import Bank customers will be able to submit this form on paper or electronically.

DATES: Comments must be received on or before June 17, 2019 to be assured of consideration.

ADDRESSES: Comments may be submitted electronically on WWW.REGULATIONS.GOV (EIB 92-50) or by mail to Office of Information and Regulatory Affairs, 725 17th Street NW, Washington, DC 20038, Attn: OMB 3048-0023. The application tool can be reviewed at: <https://www.exim.gov/sites/default/files/pub/pending/eib92-50.pdf>.

SUPPLEMENTARY INFORMATION:

Title and Form Number: EIB 92-50 Application for Short-Term Multi-Buyer Export Credit Insurance Policy.

OMB Number: 3048-0023.

Type of Review: Renewal.

Need and Use: The Application for Short-Term Multi-Buyer Export Credit Insurance Policy will be used to determine the eligibility of the applicant and the transaction for Export-Import Bank assistance under its insurance program.

Affected Public: This form affects entities involved in the export of U.S. goods and services.

Annual Number of Respondents: 285.

Estimated Time per Respondent: 0.5 hours.

Annual Burden Hours: 143.

Frequency of Reporting of Use: As needed.

Government Reviewing Time per Year:

Reviewing time per year: 285 hours.

Average Wages per Hour: \$42.50.

Average Cost per Year: \$12,113 (time*wages).

Benefits and Overhead: 20%.

Total Government Cost: \$14,535.

Bassam Doughman,

IT Specialist.

[FR Doc. 2019-10253 Filed 5-16-19; 8:45 am]

BILLING CODE 6690-01-P

EXPORT-IMPORT BANK

[Public Notice: 2019-3014]

Agency Information Collection Activities: Comment Request

AGENCY: Export-Import Bank of the United States.

ACTION: Submission for OMB review and comments request.

SUMMARY: The Export-Import Bank of the United States (EXIM), as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal Agencies to comment on the proposed information collection, as required by the Paperwork Reduction Act of 1995. This collection of information is necessary to determine eligibility of the export sales for insurance coverage. The Report of Premiums Payable for Financial Institutions Only is used to determine the eligibility of the shipment(s) and to calculate the premium due to EXIM for its support of the shipment(s) under its insurance program. Export-Import Bank customers will be able to submit this form on paper or electronically.

DATES: Comments must be received on or before June 17, 2019 to be assured of consideration.

ADDRESSES: Comments may be submitted electronically on www.regulations.gov (EIB 92-30) or by mail to Office of Information and Regulatory Affairs, 725 17th Street NW, Washington, DC 20038, Attn: OMB 3048-0021. The information collection tool can be reviewed at: <https://www.exim.gov/sites/default/files/pub/pending/eib92-30.pdf>.

SUPPLEMENTARY INFORMATION:

Title and Form Number: EIB 92-30 Report of Premiums Payable for Financial Institutions Only.

OMB Number: 3048-0021.

Type of Review: Renewal.

Need and Use: This collection of information is necessary to determine eligibility of the applicant for EXIM assistance. The information collected enables EXIM to determine the eligibility of the shipment(s) for insurance and to calculate the premium due to EXIM for its support of the shipment(s) under its insurance program.

Affected Public: This form affects entities involved in the export of U.S. goods and services.

Annual Number of Respondents: 215.

Estimated Time per Respondent: 30 minutes.

Annual Burden Hours: 1290 hours.

Frequency of Reporting of Use:

Monthly.

Government Expenses:

Reviewing Time per Year: 860 hours.

Average Wages per Hour: \$42.50.

Average Cost per Year: \$36,550 (time * wages).

Benefits and Overhead: 20%.

Total Government Cost: \$43,860.

Bassam Doughman,

IT Specialist.

[FR Doc. 2019-10256 Filed 5-16-19; 8:45 am]

BILLING CODE 6690-01-P

EXPORT-IMPORT BANK

[Public Notice: 2019-3012]

Agency Information Collection Activities: Comment Request

AGENCY: Export-Import Bank of the United States.

ACTION: Submission for OMB review and comments request.

SUMMARY: The Export-Import Banks of the United States (EXIM), as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal Agencies to comment on the proposed information collection, as required by the Paperwork Reduction Act of 1995. This collection of information is necessary to determine eligibility of the applicant for EXIM assistance.

DATES: Comments must be received on or before June 17, 2019 to be assured of consideration.

ADDRESSES: Comments may be submitted electronically on WWW.REGULATIONS.GOV (EIB-10-02) by mail to Office of Information and Regulatory Affairs, 725 17th Street NW, Washington, DC 20038, Attn: OMB 3048-0031. The application tool can be reviewed at: <https://www.exim.gov/sites/default/files/pub/pending/eib10-02.pdf>.



COREY W. McDONALD JOURNAL PHOTOS

Comic Con returns to Meadowlands

BY COREY W. McDONALD
JOURNAL STAFF WRITER

The East Coast Comic Con returned to the Meadowlands Exposition Center this weekend for its eighth year, drawing thousands to the event.

An endless amount of comic books from the many different Marvel and DC universes were available for fans and collectors.

Attendees got to meet some of the best comic book artists in the business, from Keith Giffen and Bob Camp, to Larry Lieber, George Perez and Marv Wolfman.

Props and vehicles from shows and movies past were on display, including all the Batmobiles from

1966 (the Adam West TV series), 1989 (Tim Burton/Michael Keaton), 1995 (“Batman Forever”), 2005 (“The Dark Knight” Trilogy), and 2016 (“Batman vs. Superman”).

Fans also got a chance to meet Val Kilmer, who played Batman in the 1995 film.

There were also panel discussions throughout the three-day festival, including a discussion with Danny Fingeroth who authored an upcoming biography “A Marvelous Life: The Amazing Story of Stan Lee.”

And, of course, there was plenty of costumed characters wandering around. The event featured several cosplay contests.



Gas prices might go up before holiday weekend

Drivers in New Jersey and across the nation got a break at the pump recently due to a dramatic drop in demand, but analysts warn that the respite might not last heading into the Memorial Day weekend.

AAA Mid-Atlantic says the average price of a gallon of regular gas in New Jersey on Friday was \$2.90, down two cents from last week and below the average \$2.97 at this time last year.

The national average gas price Friday was \$2.85, also down two cents from last week and below the average of \$2.91 at this time last year.

Analysts say a possible increase heading into the holiday weekend isn’t expected to stop the more than 37 million Americans planning a road trip to mark the unofficial start of summer.

— ASSOCIATED PRESS



Resilience Program
NJ TRANSIT • BUILDING STRONGER

NJ TRANSITGRID TRACTION POWER SYSTEM

Notice of Availability and Public Hearing for the Draft Environmental Impact Statement (DEIS) for the NJ TRANSITGRID TRACTION POWER SYSTEM, a 104-140 MW microgrid in Hudson County, New Jersey.

New Jersey Transit Corporation (NJ TRANSIT), in cooperation with the Federal Transit Administration (FTA), is conducting a Public Meeting/Information Session for the NJ TRANSITGRID TRACTION POWER SYSTEM in accordance with the National Environmental Policy Act of 1969 (NEPA) and FTA’s regulations and guidance for implementing NEPA. NJ TRANSITGRID is a first-of-its-kind microgrid for mass transit in the United States. During storms or other times when the commercial grid is compromised, NJ TRANSITGRID will provide resilient, highly reliable electric power to a number of NJ TRANSIT facilities in northeastern New Jersey, a core segment of NJ TRANSIT’s critical service territory. NJ TRANSITGRID will be powered by a 104-140 megawatt (MW) natural gas-fired power generating plant. The proposed location is in an industrial zone in Kearny, NJ, near two traction power substations that provide electricity for a portion of Amtrak’s Northeast Corridor and NJ TRANSIT’s Morris & Essex Lines. Transmission lines and associated infrastructure will extend to substations in Kearny, Jersey City, Bayonne, Hoboken, Weehawken, Union City, and North Bergen, NJ, to support limited operations and emergency transportation on portions of the Northeast Corridor, Morris & Essex Line, the Hudson-Bergen Light Rail System, and other railroad electrical power needs.

Public Hearing

Date and Time*:	Location**:
Tuesday, June 18, 2019 2:00 PM – 4:00 PM 7:00 PM – 9:00 PM	Saint Peter’s University The Duncan Family Sky Room, 6th Floor 47 Glenwood Avenue, Jersey City, NJ 07306

- * A presentation of the project will be made at 2:30 PM and 7:30 PM, followed by the opportunity for hearing attendees to provide comments to the project committee.
- ** If you require special accommodations, please contact our outreach representative Victor Domine at (201) 612-1230 Ext. 25 or at njtransitgrid@NJTRANSITResilienceProgram.com.

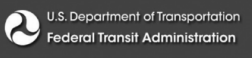
The Public Hearing is also posted on meeting notices (both English and Spanish language versions) at public libraries and Section 8 housing locations. Public Hearings provide an opportunity for the public and agencies to speak to the project sponsors, enter comments into the record directly through dictation (but not to the larger group in attendance), and provide input to the DEIS in writing.

The DEIS for the NJ TRANSITGRID TRACTION POWER SYSTEM is published and available for a 60-day public review period from May 20, 2019, through July 19, 2019, pursuant to NEPA. Written comments sent to NJ TRANSIT and/or FTA will be accepted until close of business on July 19, 2019. This DEIS is available for agency and public review and comment on the proposed project and its potential impacts from the project website: <https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>. A hardcopy is also available for review at the Federal Transit Administration Region 2 Office, 1 Bowling Green Room 429, New York, NY 10004 and at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, NJ 07105. A Notice of Availability on the DEIS is also available through the Federal Register at <https://www.federalregister.gov/>. Following the close of the public comment period, on July 19, 2019, NJ TRANSIT will consider all substantive comments as we proceed to final design. Written comments on the DEIS should be sent on or before close of business on July 19, 2019, via mail to:

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

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

Written comments may also be submitted on or before close of business on July 19, 2019, through the comment form on the project website at: <https://NJTRANSITResilienceProgram.com/contact-us/> or through the project email address: njtransitgrid@NJTRANSITResilienceProgram.com. Written and oral comments may also be submitted at the Public Meeting/Information Session.



Scoreboard

GOLF

PGA Championship final scores

SUNDAY

At Bethpage Black; Farmingdale, N.Y.; Purse: \$11 million; Yardage: 7,459; Par: 70; Final Round

Brooks Koepka (600)	\$1,980,000	63-65-70-74-272	-8
Dustin Johnson (330)	\$1,188,000	69-67-69-69-274	-6
Patrick Cantlay (160)	\$575,500	69-70-68-71-278	-2
Jordan Spieth (160)	\$575,500	69-66-72-71-278	-2
Matt Wallace	\$575,500	69-67-70-72-278	-2
Luke List (110)	\$380,000	68-68-69-74-279	-1
Sung Kang (100)	\$343,650	68-70-70-72-280	E
Matt Kuchar (80)	\$264,395	70-70-72-69-281	+1
Shane Lowry (80)	\$264,395	75-69-68-69-281	+1
Rory McIlroy (80)	\$264,395	72-71-69-69-281	+1
Erik van Rooyen	\$264,395	70-68-70-73-281	+1
Adam Scott (80)	\$264,395	71-64-72-74-281	+1
Gary Woodland (80)	\$264,395	70-70-73-68-281	+1
Jazz Janewattananond	\$191,665	70-68-67-77-282	+2
Chez Reavie (63)	\$191,665	68-71-71-72-282	+2
Abraham Ancer (53)	\$143,100	73-70-69-71-283	+3
Lucas Bjerregaard	\$143,100	71-69-70-73-283	+3
Lucas Glover (53)	\$143,100	72-69-69-73-283	+3
Michael Lorenzo-Vera	\$143,100	68-71-75-69-283	+3
Hideki Matsuyama (53)	\$143,100	70-68-68-77-283	+3
Xander Schauffele (53)	\$143,100	70-69-68-76-283	+3
Brandt Snedeker (53)	\$143,100	74-67-73-69-283	+3
Jason Day (39)	\$91,000	69-74-69-72-284	+4
Emiliano Grillo (39)	\$91,000	76-67-70-71-284	+4
Billy Horschel (39)	\$91,000	70-72-71-71-284	+4
Jason Kokrak (39)	\$91,000	73-70-71-70-284	+4
Thomas Pieters	\$91,000	74-70-71-69-284	+4
Jimmy Walker (39)	\$91,000	70-70-71-73-284	+4
Keegan Bradley (28)	\$65,000	70-70-73-72-285	+5
Sam Burns (28)	\$65,000	70-74-77-71-292	+12
David Lipsky	\$19,250	69-71-76-76-292	+12
Phil Mickelson (3)	\$19,250	73-70-76-74-293	+13
Kevin Tway (3)	\$18,900	68-73-76-77-294	+14
Pat Perez (2)	\$18,750	74-70-75-75-294	+14
Andrew Putnam (2)	\$18,750	75-69-82-69-295	+15
Rich Beem (2)	\$18,550	70-74-72-79-295	+15
Ryan Vermeer	\$18,550	72-69-79-79-299	+19
Marty Jertson	\$18,400		

TRANSACTIONS

BASEBALL

American League

KANSAS CITY ROYALS – Released 1B Frank Schwindel.
OAKLAND ATHLETICS – Signed C Cameron Rupp to a minor league contract.
SEATTLE MARINERS – Designated RHP

Mike Wright for assignment. Recalled RHP David McKay from Tacoma (PCL). Sent 3B Dylan Moore, RHP Sam Tuivailala to Tacoma (PCL) for rehab assignments.
TORONTO BLUE JAYS – Sent LHP Clayton Richard to Buffalo (IL) for a rehab assignment.

National League

ATLANTA BRAVES –Released LHP Jonny Venters.
COLO. ROCKIES – Sent LHP Chris Rusin to Hartford (EL) for a rehab assignment.
METS – Optioned RHP Paul Sewald to Syracuse (IL). Reinstated LHP Steven

Matz from the 10-day IL.

FOOTBALL

National Football League

PHILADELPHIA EAGLES – DL Chris Long announced his retirement.

NOTICE OF IN REM FORECLOSURE OF TAX LIEN TITLES
SUPERIOR COURT OF NEW JERSEY
CHANCERY DIVISION-ESSEX COUNTY
DOCKET NUMBER: F-6680-19
By: US BANK, CUST FOR PC7, LLC FIRSTTRUST

TAKE NOTICE that an action, in Rem, has been commenced in the Superior Court of New Jersey, by filing of a Complaint on April 8, 2019, to foreclose and forever bar any and all rights of redemption of the parcel of land described in tax foreclosure list below from Plaintiff's tax lien titles.

The action is brought against the land only and no personal judgment may be entered therein.

That any person desiring to protect a right, title or interest in the described lands or any parcel thereof, by redemption, or to contest Plaintiff's right to foreclosure must do so by paying the amount required to redeem, plus interest to the date of redemption, and such costs, as the court may allow prior to the entry of judgment herein, or by filing and serving an answer to this Complaint setting forth Defendants' defense within forty-five (45) days after the date of publication of this notice.

In the event of failure to redeem or answer by any person having the right to redeem or answer, such person shall be forever barred and foreclosed of his right, title and interest and equity of redemption in and to the parcel of land described below.

Listed below is a description of the land against which this action is bought.

TAX FORECLOSURE LIST									
Schedule #:	Certificate Number:	Name of Owner as it appears on Last Tax Duplicate:	Description of lands as it appears on tax dupl. & Certificate of Sale:	Date of Tax Sale:	Amount of Sale:	Amount of Liens accruing subsequent to Tax Sale:	Amount to Redeem as of 3/5/2019	Date of Recording:	Book and Page or Instrument No. in County Clerk's Office
1	18-060	ATCF REO Holdings, LLC	Block 152-28, Lot 1166	11/14/2018	\$31,872.45	\$73,788.00	\$498.56		

- Award to Bid - Monday, July 15, 2019
- Expected Program Start Date - Monday, August 12, 2019

5/14/2019

\$498.56

NOTICE

NOTICE OF ABANDONED PROPERTIES TAX SALE PURSUANT TO N.J.S.A. 55:19-101 BY THE CITY OF ELIZABETH OF REAL PROPERTY SITUATED IN THE CITY OF ELIZABETH, UNION COUNTY, NEW JERSEY, FOR UNPAID TAXES, ASSESSMENTS, WATER AND SEWER CHARGES, AND OTHER MUNICIPAL LIENS.

Public Notice is hereby given that I, PAUL M. LESNIAK, TAX COLLECTOR OF THE CITY OF ELIZABETH, will offer at public auction on Monday the 24th day of June, 2019 at TEN o'clock in the forenoon (Daylight Savings Time) in the City Council Chambers, City Hall, in the City of Elizabeth, Union County, New Jersey, the several lots and parcels of land and real property hereinafter set forth which are described in accordance with the last tax duplicate, including the name of the owner as shown on the duplicate, in the City of Elizabeth.

The sale will be made at the time and place aforesaid or at such time and place to which the sale may be adjourned.

The amount set forth below represents a complete statement of all municipal charges against the property existing on June 30, 2018 together with interest and cost on all items computed to June 24, 2019.

The sale will be made in fee to such person as will purchase the property, subject to redemption at the lowest rate of interest, but in no case in excess of 18% (eighteen) per annum. If at the sale a person shall offer to purchase, subject to redemption at the rate of interest less than 1% (one), he may in lieu of any rate of interest to redeem, offer a premium over and above the amount of taxes assessments or other charges, as in the law specified, due the municipality, and the property shall be struck off, and sold to the bidder who offered to pay the amount of taxes, assessments, or other charges plus the highest amount of premium. Bidders can preregister for the sale by emailing their completed information sheets and W9s to COE-TaxSale@elizabethnj.org.

The properties identified below are on the Abandoned Property List and eligible for Tax Sale pursuant to N.J.S.A. 54:5-19; and N.J.S.A. 54:5-86(b) provides that any person holding a tax sale certificate on a property that meets the definition of abandoned property may immediately commence foreclosure of the property. The Special Abandoned Property Tax Sale is authorized pursuant to Section 6(B) of Ordinance No. 4659 adopted by the City of Elizabeth City Council on January 12, 2016; and pursuant to the resolution passed on May 14, 2019.

Pursuant to N.J.S.A. 55:19-101 the following Criteria for eligibility to bid at the Special Tax Sale have been established:

- A successful bidder shall commence foreclosure of the property within sixty (60) days upon receiving the tax sale certificate and where a successful bidder fails to do so, the tax sale certificate shall revert back to the City of Elizabeth; and
- A successful bidder who acquires title to the property through the entry of Final Judgment in a foreclosure proceeding shall provide a copy of the same to the Director of Planning and Community Development; and
- A successful bidder shall commence demolition, construction and/or rehabilitation of the property within eighteen (18) months of the entry of Final Judgment in which title to the property was acquired and where the successful bidder fails to do so, title to the property shall revert back to the City of Elizabeth after ten (10) calendar days upon written notice to the successful bidder that the City will exercise its right of reversion of the property; and
- A successful bidder shall complete construction and/or rehabilitation of the property and receive a Certificate of Occupancy within two (2) years of the entry of Final Judgment in which title to the property shall revert to the City of Elizabeth after ten (10) calendars days upon written notice to the successful bidder that the City will exercise its right of reversion of the property.

Payment for the sale shall be made before the conclusion of the sale by cash, certified check or Wire Transfer only, or the property shall be resold. Wire Transfer instructions can be obtained by contacting the City Treasurer at COE-TaxSale@elizabethnj.org.

Any parcel of real property for which there shall be no other purchaser will be struck off and sold to the City of Elizabeth in fee for redemption at 18% and the City shall have the same remedies and rights as other purchasers, including the right to bar or foreclose the right of redemption.

The sale is made under the provisions of Chapter 75 of Public Laws 1991 and the revised Statutes of New Jersey entitled "Sale of Real Property to Enforce Liens" Section 54:5-19 to 54:5-111 et seq. and the 2009 Tax Lien Law Revisions.

Industrial Properties may be subject to the Spill Compensation and Control Act (N.J.S.A. 58:10-23.11 et seq.), the Water Pollution Control Act (N.J.S.A. 58:10A-1 et seq.), and the Industrial Site Recovery Act (N.J.S.A. 13:1K-6 et seq.) In addition, the municipality is precluded from issuing a tax sale certificate to any prospective purchaser who is or may be in any way connected to the prior owner or operator of the site. In the event an owner is on active duty with the military, the Tax Collector must be notified immediately.

At any time before the sale, the owner may make payment of the amount due, together with interest and cost incurred to date of payment, and which payment, shall be made at the office of the Tax Collector, City Hall, Elizabeth, New Jersey. All checks must be certified and payable to the City of Elizabeth.

PAUL M. LESNIAK
TAX COLLECTOR

DATE: May 20, 2019

SCHEDULE A
Special Tax Sale pursuant to N.J.S.A. 55:19-101
Monday, June 24, 2019 at 10:00 AM in City Council Chambers

BL	LOT	Address	Name	Total Sale	
3	269	551 E JERSEY ST	WORLDS, ETHEL M	6,694.28	T
3	821	559 MAGNOLIA AVE	559 MAGNOLIA LLC	1,743.49	T
11	1804	523-527 WESTMINSTER AVE	TRINITY HOUSING CORP	16,820.93	T
12	198	1077-1079 BOND ST	THOMPSON, A & M	7,299.27	T
				32,557.97	

5/20/2019

\$498.56



University Hospital will no longer advertise RFP's on an individual basis. All RFP's and information related to RFP's in process for University Hospital Supply Chain Management are now available and posted on the University Supply Chain Management website <http://www.uhni.org/purchweb/>. The following RFP(s) are the new posting(s) on the University Supply Chain Management website: **UH-P19-012 – PROVIDE AND DELIVER GRAB-AND-GO SANDWICHES, SALADS AND SNACKS**

Respondents are required to comply with the requirements of N.J.S.A. 10:5-31 et. Seq. P.L. – 1975, c.127. (NJAC 17:27)

Doug Dennis
Executive Director
Supply Chain Management

5/20/2019

\$51.52



NJ TRANSITGRID
TRACTION POWER SYSTEM

Notice of Availability and Public Hearing for the Draft Environmental Impact Statement (DEIS) for the NJ TRANSITGRID TRACTION POWER SYSTEM, a 104-140 MW microgrid in Hudson County, New Jersey.

New Jersey Transit Corporation (NJ TRANSIT), in cooperation with the Federal Transit Administration (FTA), is conducting a Public Meeting/Information Session for the NJ TRANSITGRID TRACTION POWER SYSTEM in accordance with the National Environmental Policy Act of 1969 (NEPA) and FTA's regulations and guidance for implementing NEPA. NJ TRANSITGRID is a first-of-its-kind microgrid for mass transit in the United States. During storms or other times when the commercial grid is compromised, NJ TRANSITGRID will provide resilient, highly reliable electric power to a number of NJ TRANSIT facilities in northeastern New Jersey, a core segment of NJ TRANSIT's critical service territory. NJ TRANSITGRID will be powered by a 104-140 megawatt (MW) natural gas-fired power generating plant. The proposed location is in an industrial zone in Kearny, NJ, near two traction power substations that provide electricity for a portion of Amtrak's Northeast Corridor and NJ TRANSIT's Morris & Essex Lines. Transmission lines and associated infrastructure will extend to substations in Kearny, Jersey City, Bayonne, Hoboken, Weehawken, Union City, and North Bergen, NJ, to support limited operations and emergency transportation on portions of the Northeast Corridor, Morris & Essex Line, the Hudson-Bergen Light Rail System, and other railroad electrical power needs.

Public Hearing

Date and Time*:	Location**:
Tuesday, June 18, 2019 2:00 PM – 4:00 PM 7:00 PM – 9:00 PM	Saint Peter's University The Duncan Family Sky Room, 6th Floor 47 Glenwood Avenue, Jersey City, NJ 07306

* A presentation of the project will be made at 2:30 PM and 7:30 PM, followed by the opportunity for hearing attendees to provide comments to the project committee.

** If you require special accommodations, please contact our outreach representative Victor Domine at (201) 612-1230 Ext. 25 or at njtransitgrid@NJTRANSITResilienceProgram.com.

The Public Hearing is also posted on meeting notices (both English and Spanish language versions) at public libraries and Section 8 housing locations. Public Hearings provide an opportunity for the public and agencies to speak to the project sponsors, enter comments into the record directly through dictation (but not to the larger group in attendance), and provide input to the DEIS in writing.

The DEIS for the NJ TRANSITGRID TRACTION POWER SYSTEM is published and available for a 60-day public review period from May 20, 2019, through July 19, 2019, pursuant to NEPA. Written comments sent to NJ TRANSIT and/or FTA will be accepted until close of business on July 19, 2019. This DEIS is available for agency and public review and comment on the proposed project and its potential impacts from the project website: <https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>. A hardcopy is also available for review at the Federal Transit Administration Region 2 Office, 1 Bowling Green Room 429, New York, NY 10004 and at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, NJ 07105. A Notice of Availability on the DEIS is also available through the Federal Register at <https://www.federalregister.gov/>. Following the close of the public comment period, on July 19, 2019, NJ TRANSIT will consider all substantive comments as we proceed to final design. Written comments on the DEIS should be sent on or before close of business on July 19, 2019, via mail to:

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

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

Written comments may also be submitted on or before close of business on July 19, 2019, through the comment form on the project website at: <https://NJTRANSITResilienceProgram.com/contact-us/> or through the project email address: njtransitgrid@NJTRANSITResilienceProgram.com. Written and oral comments may also be submitted at the Public Meeting/Information Session.



KPD brings food & fun to senior citizens



Photo by Kevin Canessa

Kearny Police Chief George King, left, enjoys sharing stories about Scotland, Ireland and England with Catherine Josephine McGrath, a resident of the senior building on Schuyler Avenue. On Friday, May 17, the KPD’s Community-Oriented Policing Unit (COP) sponsored lunch for all of the residents, something they do each year. Sgt. Adriano Marques, the commander of the unit, reports much of the food for the event was donated by ShopRite on Passaic Avenue. Also representing the KPD were Deputy Chief Scott Macfie, Det. Sgt. Mike Gonzalez, COP Officer Vanessa Sevillano and Officer Steve Montanino, of the chief’s office. The Observer also gave commemorative photo books to all seniors.

AROUND NUTLEY

Historians screening classic Nutley film

Nutley historians John Demmer and David Wilson will host a screening and discussion of “Nutley at War,” on Thursday, June 6, at 7 p.m. at the Nutley Public Library. This film was cre-

ated in 1942 by the Nutley Defense Council and has not been shown in public since 2002. Call the library at 973-667-0405 for more information on this and other library programs.

AROUND KEARNY

Free ESL courses being offered

A free conversational ESL class is being offered to the community by Sacred Heart of Jesus American National Catholic Church, 380 Kearny Ave., Kearny, each first Sunday of the month, following 12:30 bilingual Mass. The classes will be 75-minutes and are designed around general themes to build listening, speaking and reading skills — and will be taught by certified educator Scott Idec and assisted by the Rev. Bernardo Cardone, associate pastor of Sacred Heart ANCC. The next classes are June 2 and July 7. For more information, contact Father Bernardo at 475-449-0891 or email at bcardona@anccmail.org.



Resilience Program
NJ TRANSIT • BUILDING STRONGER

NJ TRANSITGRID TRACTION POWER SYSTEM

Notice of Availability and Public Hearing for the Draft Environmental Impact Statement (DEIS) for the NJ TRANSITGRID TRACTION POWER SYSTEM, a 104-140 MW microgrid in Hudson County, New Jersey.

New Jersey Transit Corporation (NJ TRANSIT), in cooperation with the Federal Transit Administration (FTA), is conducting a Public Meeting/Information Session for the NJ TRANSITGRID TRACTION POWER SYSTEM in accordance with the National Environmental Policy Act of 1969 (NEPA) and FTA’s regulations and guidance for implementing NEPA. NJ TRANSITGRID is a first-of-its-kind microgrid for mass transit in the United States. During storms or other times when the commercial grid is compromised, NJ TRANSITGRID will provide resilient, highly reliable electric power to a number of NJ TRANSIT facilities in northeastern New Jersey, a core segment of NJ TRANSIT’s critical service territory. NJ TRANSITGRID will be powered by a 104-140 megawatt (MW) natural gas-fired power generating plant. The proposed location is in an industrial zone in Kearny, NJ, near two traction power substations that provide electricity for a portion of Amtrak’s Northeast Corridor and NJ TRANSIT’s Morris & Essex Lines. Transmission lines and associated infrastructure will extend to substations in Kearny, Jersey City, Bayonne, Hoboken, Weehawken, Union City, and North Bergen, NJ, to support limited operations and emergency transportation on portions of the Northeast Corridor, Morris & Essex Line, the Hudson-Bergen Light Rail System, and other railroad electrical power needs.

Public Hearing

Date and Time*:	Location**:
Tuesday, June 18, 2019 2:00 PM – 4:00 PM 7:00 PM – 9:00 PM	Saint Peter’s University The Duncan Family Sky Room, 6th Floor 47 Glenwood Avenue, Jersey City, NJ 07306

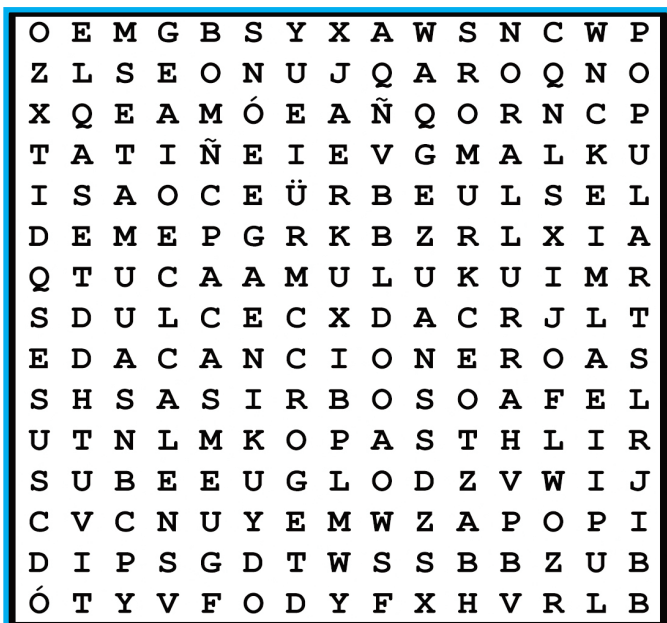
- * A presentation of the project will be made at 2:30 PM and 7:30 PM, followed by the opportunity for hearing attendees to provide comments to the project committee.
- ** If you require special accommodations, please contact our outreach representative Victor Domine at (201) 612-1230 Ext. 25 or at njtransitgrid@NJTRANSITResilienceProgram.com.

The Public Hearing is also posted on meeting notices (both English and Spanish language versions) at public libraries and Section 8 housing locations. Public Hearings provide an opportunity for the public and agencies to speak to the project sponsors, enter comments into the record directly through dictation (but not to the larger group in attendance), and provide input to the DEIS in writing. The DEIS for the NJ TRANSITGRID TRACTION POWER SYSTEM is published and available for a 60-day public review period from May 20, 2019, through July 19, 2019, pursuant to NEPA. Written comments sent to NJ TRANSIT and/or FTA will be accepted until close of business on July 19, 2019. This DEIS is available for agency and public review and comment on the proposed project and its potential impacts from the project website: <https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>. A hardcopy is also available for review at the Federal Transit Administration Region 2 Office, 1 Bowling Green Room 429, New York, NY 10004 and at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, NJ 07105. A Notice of Availability on the DEIS is also available through the Federal Register at <https://www.federalregister.gov/>. Following the close of the public comment period, on July 19, 2019, NJ TRANSIT will consider all substantive comments as we proceed to final design. Written comments on the DEIS should be sent on or before close of business on July 19, 2019, via mail to:

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

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

Written comments may also be submitted on or before close of business on July 19, 2019, through the comment form on the project website at: <https://NJTRANSITResilienceProgram.com/contact-us/> or through the project email address: njtransitgrid@NJTRANSITResilienceProgram.com. Written and oral comments may also be submitted at the Public Meeting/Information Session.



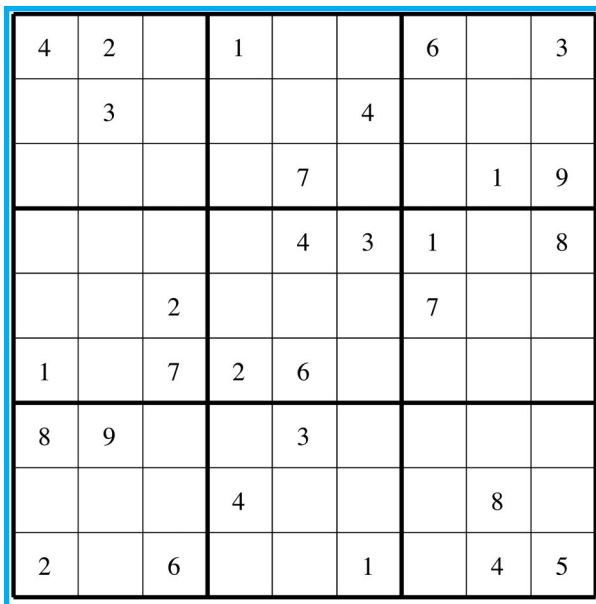
BUSCAR DESDE "AL" HASTA "POPULAR": ASUNTOS PENDIENTES

"AL RUMOR DE LAS SELVAS HONDUREÑAS MI DULCE CUNA, SUAVE SE MECIÓ,
SUS BRISAS ME ARRULLARON HALAGÜEÑAS
Y UN CIELO DE TOPACIOS ME CUBRIÓ".
—CANCIONERO POPULAR

Sugerencias, comentarios: buzon@callieditorial.com

SUDOKU

Advertencia. Este juego es altamente adictivo. © Textos y Más



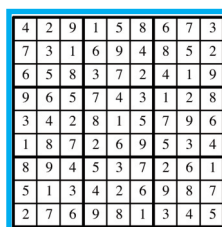
Instrucciones:

Llene los cuadros de manera que cada línea, cada columna y cada cuadro de 3 x 3 contenga los números del 1 al 9.

Un SuDoKu totalmente llenado tendrá:

Números del 1 al 9 en cada una de sus nueve líneas horizontales.
Números del 1 al 9 en cada una de sus nueve columnas verticales.
Números del 1 al 9 en cada uno de sus nueve cuadros.

Ninguno de los números deberá estar repetido en la misma línea, columna o cuadro.



Preguntas, comentarios: admin@textosymas.com

EL SISTEMA ENERGÉTICO DE TRACCIÓN DE NJ TRANSITGRID

Notificación de Disponibilidad y Aviso de Audiencia Pública para el Borrador de la Declaración de Impacto Ambiental (DEIS) para el Sistema Energético de Tracción de NJ Transitgrid, una microred (microgrid) de 104-140 megavatios en Hudson County, New Jersey

La Corporación de Tránsito de New Jersey (NJ TRANSIT) en colaboración con la Administración Federal de Tránsito (Federal Transit Administration, FTA) está llevando a cabo una Audiencia Pública para el SISTEMA ENERGÉTICO DE TRACCIÓN DE NJ TRANSITGRID de acuerdo con la Ley de Política Nacional de Medioambiente (NEPA) y las normativas y direcciones de la FTA para implementar las leyes de NEPA. El proyecto NJ TRANSITGRID – el primero de este tipo – es una microred (microgrid) para el transporte público. Durante tempestades y en otros momentos cuando la red eléctrica comercial está en peligro o falle, NJ TRANSITGRID proveerá electricidad con alta fiabilidad para alimentar una cantidad de facilidades de NJ TRANSIT en el noreste de New Jersey, un segmento central del territorio de servicio crítico de NJ TRANSIT. Una planta de generación eléctrica de gas natural de aproximadamente 104 megavatios será situada en Kearny, New Jersey, en las cercanías de dos subestaciones de electricidad de tracción que proveen energía eléctrica para que los trenes puedan funcionar en una porción del corredor noreste de Amtrak y las líneas Morris y Essex y NJ TRANSIT. Las líneas de transmisión e infraestructura asociada se extenderán a estas subestaciones y también a las subestaciones en Hoboken Yard en Jersey City, New Jersey para apoyar las operaciones del Hudson-Bergen Light Rail System así como otras necesidades de electricidad ferroviaria.

Las audiencias públicas se llevarán a cabo de la siguiente manera:

Fecha: Martes el 18 de Junio de 2019	Lugar: Saint Peter's University The Duncan Family Sky Room, Piso #6 47 Glenwood Avenue Jersey City, NJ 07306
Horario: 2:00 PM – 4:00 PM 7:00 PM – 9:00 PM	

- * Una presentación formal comenzará puntualmente a las 2:30PM y las 7:30PM, después el público que esté presente tendrá la oportunidad de ofrecer comentarios o preguntas al comité del proyecto.
- ** Si usted requiere asistencia particular por una discapacidad, por favor contacte a nuestro representante: Victor Domine al 201.612.1230 ext. 25 o njtransitgrid@NJTRANSITResilienceProgram.com.

Esta notificación de la Audiencia Pública también está publicada (en versiones en inglés y en español) en bibliotecas públicas y locaciones de viviendas públicas Sección 8. Las Audiencia Públicas proveen una oportunidad para que el público y las agencias puedan comentar y ofrecer devoluciones para el DEIS.

Se publicó el DEIS para el SISTEMA ENERGÉTICO DE TRACCIÓN DE NJ TRANSITGRID y está disponible por un periodo de revisión de 60-días pública desde el 20 de mayo de 2019 hasta el 19 de julio de 2019, de acuerdo a NEPA. Se recibirán comentarios por escrito enviados a NJ TRANSIT hasta la hora de cierre de las oficinas el 19 de julio de 2019. Este DEIS está disponible para revisión y devoluciones del público y de agencias sobre el proyecto propuesto y sus posibles impactos en la página web: <https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>. Una copia impresa también está disponible para revisión en las oficinas del Federal Transit Administration Region 2 Office, 1 Bowling Green Room 429, New York, NY, 10004. Una Notificación de Disponibilidad sobre el DEIS también estará disponible a través del registro federal (Federal Register): <https://www.federalregister.gov/>. Después del cierre de periodo de comentarios del público, el 19 de julio de 2019, NJ TRANSIT evaluará todos los comentarios substantivos en el diseño final. Los comentarios por escrito sobre el DEIS tiene que ser enviados antes del cierre de las oficinas el 19 de julio de 2019 por correo a:

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

También se pueden enviar comentarios por escrito antes del cierre de las oficinas el 19 de julio de 2019 utilizando el formulario de comentarios en la página web del proyecto: <https://NJTRANSITResilienceProgram.com/contact-us/> o al correo electrónico: njtransitgrid@NJTRANSITResilienceProgram.com. Además, se pueden presentar comentarios por escrito o verbalmente durante la Audiencia Pública.



NJ TRANSITGRID TRACTION POWER SYSTEM

Notice of Availability and Public Hearing for the Draft Environmental Impact Statement (DEIS) for the NJ TRANSITGRID TRACTION POWER SYSTEM, a 104-140 MW microgrid in Hudson County, New Jersey.

New Jersey Transit Corporation (NJ TRANSIT), in cooperation with the Federal Transit Administration (FTA), is conducting a Public Hearing for the NJ TRANSITGRID TRACTION POWER SYSTEM in accordance with the National Environmental Policy Act of 1969 (NEPA) and FTA's regulations and guidance for implementing NEPA. NJ TRANSITGRID is a first-of-its-kind microgrid for mass transit in the United States. During storms or other times when the commercial grid is compromised, NJ TRANSITGRID will provide resilient, highly reliable electric power to a number of NJ TRANSIT facilities in northeastern New Jersey, a core segment of NJ TRANSIT's critical service territory. NJ TRANSITGRID will be powered by a 104-140 megawatt (MW) natural gas-fired power generating plant. The proposed location is in an industrial zone in Kearny, NJ, near two traction power substations that provide electricity for a portion of Amtrak's Northeast Corridor and NJ TRANSIT's Morris & Essex Lines. Transmission lines and associated infrastructure will extend to substations in Kearny, Jersey City, Bayonne, Hoboken, Weehawken, Union City, and North Bergen, NJ, to support limited operations and emergency transportation on portions of the Northeast Corridor, Morris & Essex Line, the Hudson-Bergen Light Rail System, and other railroad electrical power needs.

Public Hearing

Date and Time*:	Location**:
Tuesday, June 18, 2019	Saint Peter's University
2:00 PM – 4:00 PM	<i>The Duncan Family Sky Room, 6th Floor</i>
7:00 PM – 9:00 PM	47 Glenwood Avenue
	Jersey City, NJ 07306

** A presentation of the project will be made at 2:30 PM and 7:30 PM, followed by the opportunity for hearing attendees to provide comments to the project committee.*

***If you require special accommodations, please contact our outreach representative Victor Domine at (201) 612-1230 Ext. 25 or at njtransitgrid@NJTRANSITResilienceProgram.com.*

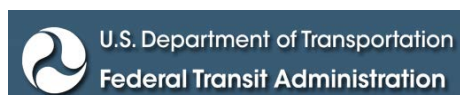
The Public Hearing is also posted on meeting notices (both English and Spanish language versions) at public libraries and Section 8 housing locations. Public Hearings provide an opportunity for the public and agencies to speak to the project sponsors, enter comments into the record directly through dictation (but not to the larger group in attendance) and provide input to the DEIS in writing.

The DEIS for the NJ TRANSITGRID TRACTION POWER SYSTEM is published and available for a 60-day public review period from May 20, 2019 through July 19, 2019, pursuant to NEPA. Written comments sent to NJ TRANSIT and/or FTA will be accepted until close of business on July 19, 2019. This DEIS is available for agency and public review and comment on the proposed Project and its potential impacts from the project website: <https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>. A hardcopy is also available for review at the Federal Transit Administration Region 2 Office, 1 Bowling Green, Room 429, New York, NY 10004 and at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, NJ 07105. A Notice of Availability on the DEIS is also available through the Federal Register at <https://www.federalregister.gov/>. Following the close of the public comment period, on July 19, 2019, NJ TRANSIT will consider all substantive comments as we proceed to final design. Written comments on the DEIS should be sent **on or before close of business on July 19, 2019**, via mail to:

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

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

Written comments may also be submitted **on or before close of business on July 19, 2019**, through the comment form on the project website at: <https://NJTRANSITResilienceProgram.com/contact-us/> or through the project email address: njtransitgrid@NJTRANSITResilienceProgram.com. Written and oral comments may also be submitted at the Public Hearing.





EL SISTEMA ENERGÉTICO DE TRACCIÓN DE NJ TRANSITGRID

Notificación de Disponibilidad y Aviso de Audiencia Pública para el Borrador de la Declaración de Impacto Ambiental (DEIS) para el Sistema Energético de Tracción de NJ Transitgrid, una microrred (*microgrid*) de 104-140 megavatios en Hudson County, New Jersey

La Corporación de Tránsito de New Jersey (NJ TRANSIT) en colaboración con la Administración Federal de Tránsito (Federal Transit Administration, FTA) está llevando a cabo una Audiencia Pública para el SISTEMA ENERGÉTICO DE TRACCIÓN DE NJ TRANSITGRID de acuerdo con la Ley de Política Nacional de Medioambiente (NEPA) y las normativas y direcciones de la FTA para implementar las leyes de NEPA. El proyecto NJ TRANSITGRID – el primero de este tipo – es una microrred (*microgrid*) para el transporte público. Durante tempestades y en otros momentos cuando la red eléctrica comercial está en peligro o falle, NJ TRANSITGRID proveerá electricidad con alta fiabilidad para alimentar una cantidad de facilidades de NJ TRANSIT en el noreste de New Jersey, un segmento central del territorio de servicio crítico de NJ TRANSIT. Una planta de generación eléctrica de gas natural de aproximadamente 104 megavatios será situada en Kearny, New Jersey, en las cercanías de dos subestaciones de electricidad de tracción que proveen energía eléctrica para que los trenes puedan funcionar en una porción del corredor noreste de Amtrak y las líneas Morris y Essex y NJ TRANSIT. Las líneas de transmisión e infraestructura asociada se extenderán a estas subestaciones y también a las subestaciones en Hoboken Yard en Jersey City, New Jersey para apoyar las operaciones del Hudson-Bergen Light Rail System así como otras necesidades de electricidad ferroviaria.

Las audiencias públicas se llevarán a cabo de la siguiente manera:

Fecha: Martes el 18 de June 18 de 2019	Lugar: Saint Peter's University The Duncan Family Sky Room, Piso #6 47 Glenwood Avenue Jersey City, NJ 07306
Horario: 2:00 PM – 4:00 PM 7:00 PM – 9:00 PM	

* Una presentación formal comenzará puntualmente a las 2:30PM y las 7:30PM, después el público que esté presente tendrá la oportunidad de ofrecer comentarios o preguntas al comité del proyecto.

**Si usted requiere asistencia particular por una discapacidad, por favor contacte a nuestro representante: Victor Domine al 201.612.1230 ext. 25 o njtransitgrid@NJTRANSITResilienceProgram.com.

Esta notificación de la Audiencia Pública también está publicada (en versiones en inglés y en español) en bibliotecas públicas y locaciones de viviendas públicas Sección 8. Las Audiencia Públicas proveen una oportunidad para que el público y las agencias puedan comentar y ofrecer devoluciones para el DEIS.

Se publicó el DEIS para el SISTEMA ENERGÉTICO DE TRACCIÓN DE NJ TRANSITGRID y está disponible por un periodo de revisión de 60-días pública desde el 20 de mayo de 2019 hasta el 19 de julio de 2019, de acuerdo a NEPA. Se recibirán comentarios por escrito enviados a NJ TRANSIT hasta la hora de cierre de las oficinas el 19 de julio de 2019. Este DEIS está disponible para revisión y devoluciones del público y de agencias sobre el proyecto propuesto y sus posibles impactos en la página web: <https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>. Una copia impresa también está disponible para revisión en las oficinas del Federal Transit Administration Region 2 Office, 1 Bowling Green Room 429, New York, NY, 10004. Una Notificación de Disponibilidad sobre el DEIS también estará disponible a través del registro federal (Federal Register): <https://www.federalregister.gov/>. Después del cierre de periodo de comentarios del público, el 19 de julio de 2019, NJ TRANSIT evaluará todos los comentarios substantivos en el diseño final. Los comentarios por escrito sobre el DEIS tiene que ser enviados **antes del cierre de las oficinas el 19 de julio de 2019** por correo a:

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

También se pueden enviar comentarios por escrito **antes del cierre de las oficinas el 19 de julio de 2019** utilizando el formulario de comentarios en la página web del proyecto: <https://NJTRANSITResilienceProgram.com/contact-us/> o al correo electrónico: njtransitgrid@NJTRANSITResilienceProgram.com. Además, se pueden presentar comentarios por escrito o verbalmente durante la Audiencia Pública.



SISTÈM TRAKSYON ELEKTRIK NJ TRANSITGRID

Avi Disponibilite ak Odyans Piblik pou Pwojè Deklarasyon Enpak Anviwònmanal (Draft Environmental Impact Statement, DEIS) pou SISTÈM TRAKSYON ELEKTRIK NJ TRANSITGRID la, yon mikwo-rezo 104-140 MW nan Konte Hudson, nan New Jersey.

New Jersey Transit Corporation (NJ TRANSIT) an kolaborasyon avèk Federal Transit Administration (FTA) ap òganize yon Odyans Piblik sou SISTÈM TRAKSYON ELEKTRIK NJ TRANSITGRID la konfòmman ak Lwa 1969 la sou Politik Anviwònmanal Nasyonal (National Environmental Policy Act 1969, NEPA) e konfòmman ak règleman e konsèy FTA bay pou yo aplike NEPA. NJ TRANSITGRID se premye sistèm mikwo-rezo ki egziste pou transpò piblik Ozetazini. Lè gen move tan oswa lè rezo komèsyal la pa fonksyone, NJ TRANSITGRID pral founi kouran elektrik pisan, ki rezistan e ki trè fyab pou l alimante plizyè enstalasyon NJ TRANSIT nan zòn nòdès New Jersey, yon segman prensipal sou teritwa kote NJ TRANSIT bay sèvis ki kritik. Se yon izin elektrik 104-140 megawat (MW) k ap itilize gaz natirèl ki pral bay NJ TRANSITGRID elektrisite. Yo pwopoze pou mete izin nan, nan Kearny, NJ, toupre 2 sòustasyon traksyon elektrik ki bay Koridò Nòdès Amtrak ak Liy Morris ak Essex NJ TRANSIT yo, elektrisite. Liy transmisyon ak enfrastruktir li itilize yo pral sèvi pou sòustasyon nan Kearny, Jersey City, Bayonne, Hoboken, Weehawken, Union City, ak North Bergen, NJ, pou l sipòte operasyon limite ak transpò ann ijans sou pòsyon Koridò Nòdès la, Liy Morris ak Essex yo, Sistèm Fewovye Lejè Hudson-Bergen lan, epi l ap reponn ak bezwen lòt vwafere elektrik yo.

Odyans Piblik

Dat ak Lè*: Madi 18 Jen 2019 2:00 PM – 4:00 PM 7:00 PM – 9:00 PM	Adrès**: Saint Peter's University The Duncan Family Sky Room, 6th Floor (6yèm Etaj) 47 Glenwood Avenue Jersey City, NJ 07306
--	---

* Yo pral prezante pwojè a, a 2:30 PM e a 7:30 PM, apres a moun ki prezan yo ap gen opòtinite pou yo di komite pwojè a kisa yo panse.

**Si w bezwen akomodasyon espesyal pou vin patisipe nan Odyans Piblik la, tanpri kontakte moun ki responsab relasyon piblik la, Victor Domine, nan (201) 612-1230 Ekst. 25 oubyen nan njtransitgrid@NJTRANSITResilienceProgram.com.

Epitou yo afiche Odyans Piblik la nan avi reyinyon yo (nan 2 vèsyon, ann Angle ak Panyòl) nan bibliyotèk piblik yo ak kote ki gen lojman piblik Section 8 yo. Odyans Piblik yo bay piblik la ak ajans yo yon opòtinite pou yo vin pale ak esponsò pwojè yo, pou yo fè kòmantè dirèkteman nan dosye anrejistremant an atravè yon diktasyon (men se pa pou gwo gwoup moun k ap prezan yo) epi y ap kapab bay DEIS sijesyon yo alekri.

Yo pibliye Pwojè Deklarasyon Enpak Anviwònmanal (DEIS) la pou SISTÈM TRAKSYON ELEKTRIK NJ TRANSITGRID la e l ap disponib pandan 60 jou pou piblik la ka revwa l, apatide 20 Me 2019 jiska 19 Jiyè 2019, konfòmman ak NEPA. Yo pral aksepte kòmantè moun voye alekri bay NJ TRANSIT ak/oswa bay FTA jouk nan fen jounen travay 19 Jiyè 2019 la. Pwojè DEIS la disponib pou ajans ak piblik la ka revwa ak fè kòmantè sou Pwojè y ap pwopoze a ak enpak li ka genyen, nan sitwèb pwojè a:

<https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>. Lèfini nenpòt moun ka reklame yon kopi enprime sou papye nan Federal Transit Administration Region 2 Office, 1 Bowling Green, Room [Sal] 429, New York, NY 10004 ak nan NJ TRANSIT Headquarters, One Penn Plaza East, Newark, NJ 07105. Epitou yon Avi Disponibilite DEIS disponib atravè Rejis Federal la (Federal Register) nan <https://www.federalregister.gov/>. Lè peryòd pou resevwa kòmantè piblik la fini nan dat 19 Jiyè 2019, NJ TRANSIT pral pran an konsiderasyon tout kòmantè valab yo etan n ap travay sou konsèp final la. N ap mande tout moun voye kòmantè yo genyen sou DEIS la **swa anvan oswa nan jou 19 Jiyè 2019 la anvan jounen travay la fini**, pa lapòs nan:

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

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

Epitou nenpòt moun ka voye kòmantè alekri **swa anvan oswa nan fen jounen travay 19 Jiyè 2019 la**, nan fòm kòmantè ki nan sitwèb pwojè a nan: <https://NJTRANSITResilienceProgram.com/contact-us/> oswa nan adrès imèl pwojè a: njtransitgrid@NJTRANSITResilienceProgram.com. Epitou nenpòt moun ka soumèt kòmantè alekri oswa aloral nan Odyans Piblik la.

From: NJ TRANSITGRID <njtransitgrid@njtransitresilienceprogram.com>
Sent: Monday, May 20, 2019 4:45 PM
To:
Subject: NJ TRANSITGRID Notice of Availability for the Draft Environmental Impact Statement (DEIS) and Public Hearing Announcement



Resilience Program
NJ TRANSIT • BUILDING STRONGER

NJ TRANSITGRID
TRACTION POWER SYSTEM

**Notice of Availability and Public Hearing for the Draft
Environmental Impact Statement (DEIS) for the NJ
TRANSITGRID TRACTION POWER SYSTEM, a 104-140 MW
Microgrid in Hudson County, New Jersey.**

New Jersey Transit Corporation (NJ TRANSIT), in cooperation with the Federal Transit Administration (FTA), is conducting a Public Hearing for the NJ TRANSITGRID TRACTION POWER SYSTEM in accordance with the National Environmental Policy Act of 1969 (NEPA) and FTA's regulations and guidance for implementing NEPA. NJ TRANSITGRID is a first-of-its-kind microgrid for mass transit in the United States. During storms or other times when the commercial grid is compromised, NJ TRANSITGRID will provide resilient, highly reliable electric power to a number of NJ TRANSIT facilities in northeastern New Jersey, a core segment of NJ TRANSIT's critical service territory. NJ TRANSITGRID will be powered by a 104-140 megawatt (MW) natural gas-fired power generating plant. The proposed location is in an industrial zone in Kearny, NJ, near two traction power substations that provide electricity for a portion of Amtrak's Northeast Corridor and NJ TRANSIT's Morris & Essex Lines. Transmission lines and associated infrastructure will extend to substations in Kearny, Jersey City, Bayonne, Hoboken, Weehawken, Union City, and North Bergen, NJ, to support limited operations and emergency transportation on portions of the Northeast Corridor, Morris & Essex Line, the Hudson-Bergen Light Rail System, and other railroad electrical power needs.

Public Hearing

Date and Time*:

Tuesday, June 18, 2019
2:00 PM - 4:00 PM
7:00 PM - 9:00 PM

Location:**

Saint Peter's University
The Duncan Family Sky Room, 6th Floor
47 Glenwood Avenue
Jersey City, NJ 07306

**A presentation of the project will be made at 2:30 PM and 7:30 PM, followed by the opportunity for hearing attendees to provide comments to the project committee.*

***If you require special accommodations, please contact our outreach representative Victor Domine at (201) 612-1230 Ext. 25 or at njtransitgrid@NJTRANSITResilienceProgram.com.*

The DEIS for the NJ TRANSITGRID TRACTION POWER SYSTEM is published and available for a 60-day public review period from May 20, 2019 through July 19, 2019, pursuant to NEPA. Written comments sent to NJ TRANSIT and/or FTA will be accepted until close of business on July 19, 2019. This DEIS is available for agency and public

review and comment on the proposed Project and its potential impacts from the project website:

<https://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>.

A hardcopy is also available for review at the Federal Transit Administration Region 2 Office, 1 Bowling Green, Room 429, New York, NY 10004 and at NJ TRANSIT Headquarters, One Penn Plaza East, Newark, NJ 07105. A Notice of Availability on the DEIS is also available through the Federal Register at :

<https://www.federalregister.gov/>.

Following the close of the public comment period, on July 19, 2019, NJ TRANSIT will consider all substantive comments as we proceed to final design. Written comments on the DEIS should be sent on or before close of business on **July 19, 2019**, via mail to:

NJ TRANSIT Resilience Program

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

Federal Transit Administration Region 2 Office

1 Bowling Green Room 429
New York, NY 10004

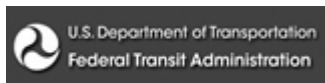
Written comments may also be submitted on or before close of business on July 19, 2019, through the comment form on the project website at:

<https://NJTRANSITResilienceProgram.com/contact-us/>

or through the project email address:

njtransitgrid@NJTRANSITResilienceProgram.com.

Written and oral comments may also be submitted at the Public Hearing.



One Penn Plaza East | Newark, NJ | (973) 491-7000 | njtransitgrid@njtransitresilienceprogram.com

Unsubscribe

This message was sent to from njtransitgrid@njtransitresilienceprogram.com

NJ TRANSITGRID
njtransitgrid@njtransitresilienceprogram.com
NJ TRANSIT | 1 Penn Plaza East
Newark, NJ 07105

INFORMATION PROVIDED AT PUBLIC HEARING

Welcome

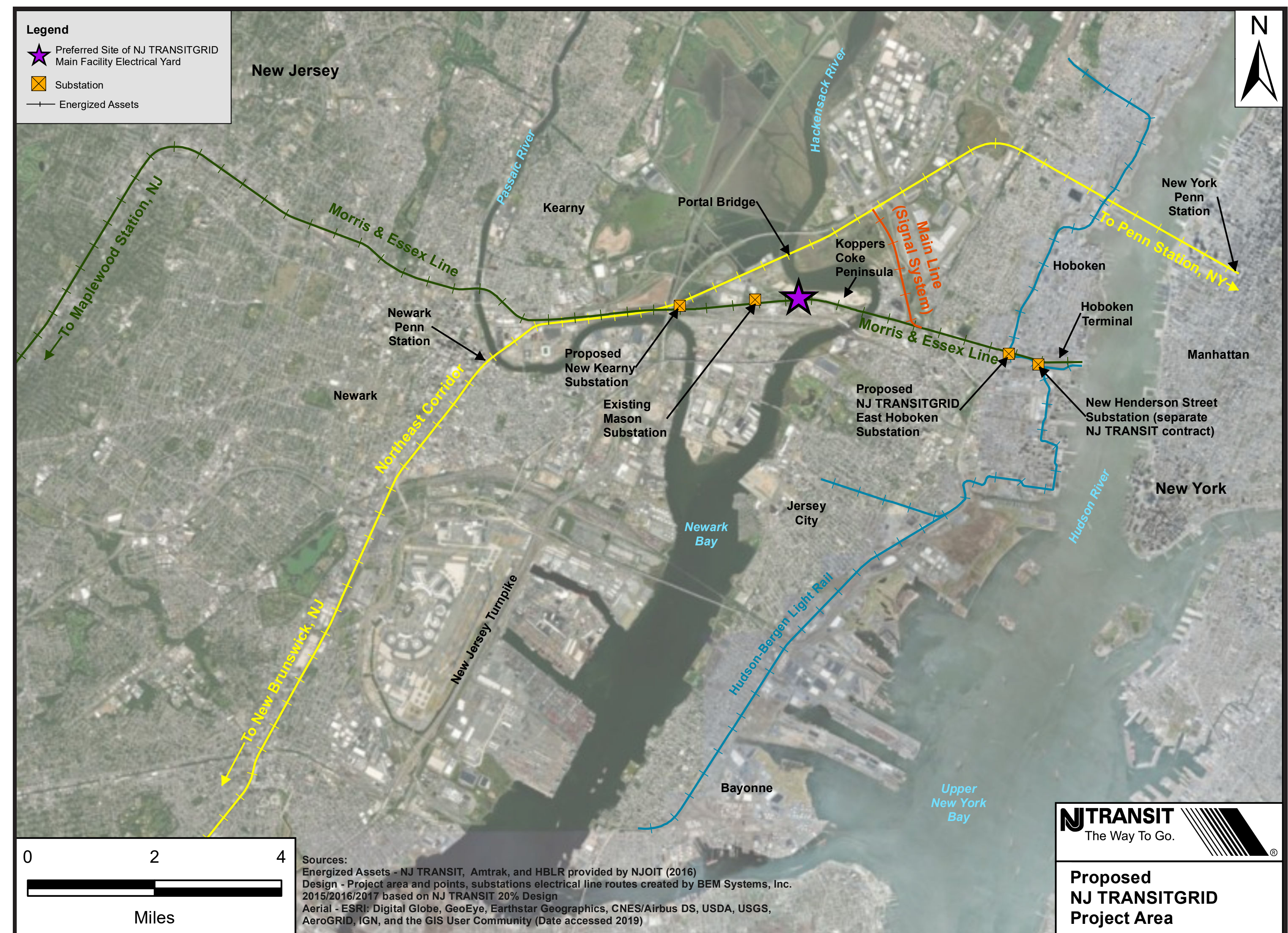
NJ TRANSITGRID TRACTION POWER SYSTEM

Draft Environmental Impact Statement (DEIS)
Public Hearing

AGENDA

- Get informed about the NJ TRANSITGRID TRACTION POWER SYSTEM and its benefits
- Project evaluated in Environmental Impact Statement (EIS) under National Environmental Policy Act (NEPA) of 1969
- Opportunity for public to provide comments on the Draft EIS

Thank you for attending!



AFTERMATH OF SUPERSTORM SANDY IN 2012

- 2.6 Million in New Jersey lost power
- PSE&G customers in the project area lost power for up to eight days
- NJ TRANSIT's rail service was severely affected for weeks leaving commuters stranded and facing hours of delays when relying on alternate forms of transportation

Limited Access to
Transportation Facilities



Limited Rail Transport Under Emergency
Scenario - Restricted Access



Stranded Commuters
at Penn Station, NY

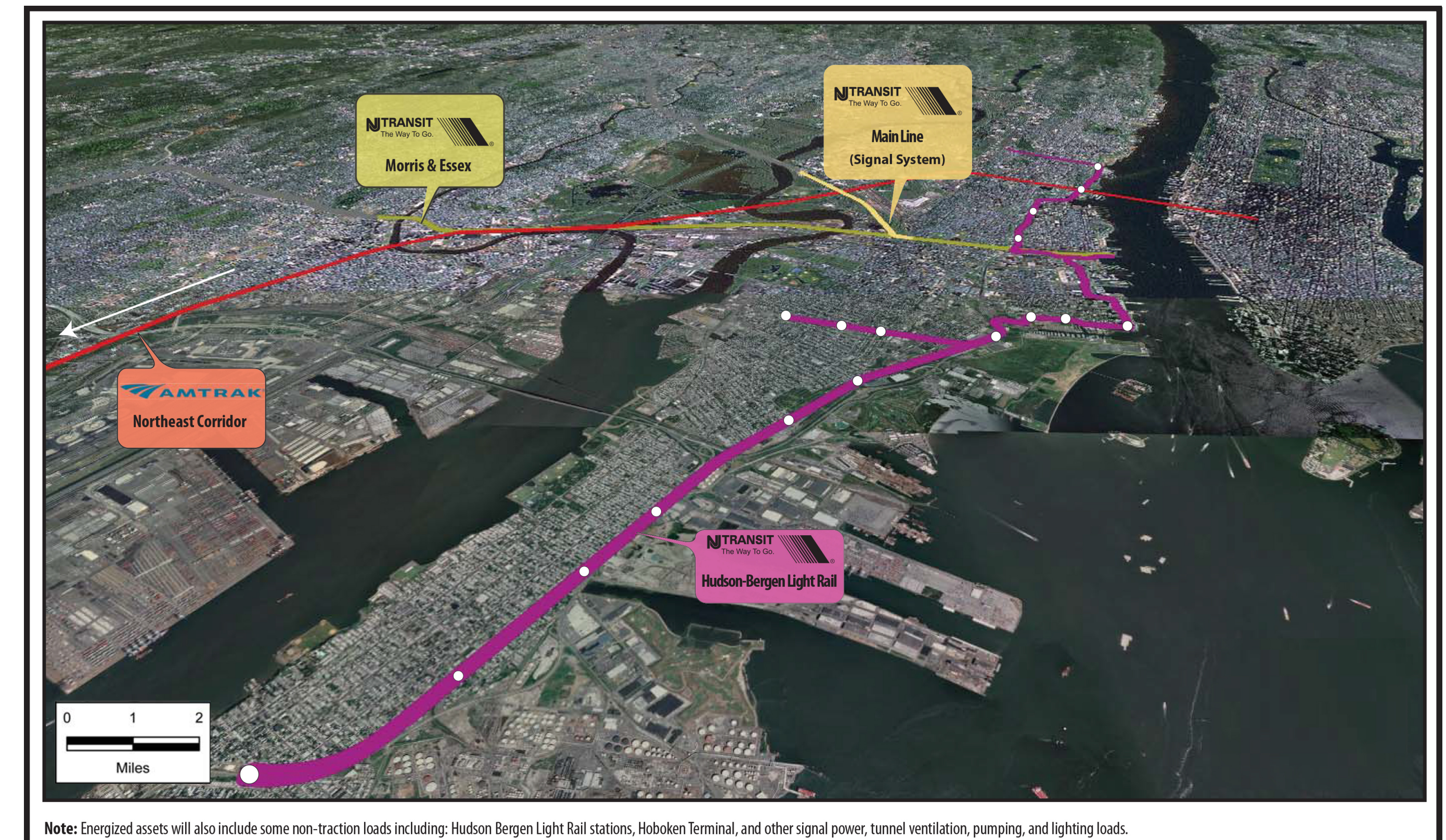


Ferries used as one of few
functioning transportation systems



PURPOSE & NEED

- Project will permit NJ TRANSIT to operate **emergency service** during power outages, on sections of:
 - Northeast Corridor
 - Morris & Essex Line
 - Main Line (Signal System)
 - Hudson-Bergen Light Rail System
- Project will maintain reliable **customer service** during emergencies
 - Over **143,000** commuters use the NJ TRANSIT rail system daily, including those who transfer to other regional public transportation systems
 - An average of **52,000** daily customers use NJ TRANSIT's Hudson-Bergen Light Rail



PURPOSE & NEED

- Project will **address** NJ TRANSIT's rail service **vulnerability** to power outages
 - NJ TRANSIT recorded 49 power outages from 2011 to 2013 (aside from Hurricane Irene and Superstorm Sandy)
 - Observed increase in intensity and frequency of **severe weather events** (April 2007 Nor'easter, Hurricane Irene 2011, Superstorm Sandy 2012, the Unnamed Thunderstorm 2015) impacting the commercial grid
 - North American Blackout of 2003 computer glitch and compromised power lines

Satellite imagery from 2003 North American Blackout



© Photo by www.wect.com

PROJECT GOALS

- Project Goal 1** | Provide a highly reliable parallel power source to support the resilience of NJ TRANSIT's and a portion of Amtrak's public transportation services
- Project Goal 2** | Achieve economic feasibility and cost-effectiveness
- Project Goal 3** | Expedite project delivery
- Project Goal 4** | Minimize impacts to the natural and built environment

PROJECT BENEFITS

NJ TRANSITGRID project proposes to provide the path forward for NJ TRANSIT to advance Governor Murphy's Executive Order 28 for New Jersey's Clean Energy Economy

- **Net Zero Ready** - Design allows for the integration of carbon neutral power generation options like Renewable Natural Gas and hydrogen fuel cells as they become more commercially available
- **Resilient** - On-site power generation connected to the rail systems in times of emergency
- **Economic** - Reduces NJ TRANSIT's operating cost
- **Sustainable** - Solar offsets help decarbonize
- **Energy Efficient** - Highly efficient central power plant reducing generation from legacy coal-fired power plants
- **Air Quality** - Measurable and direct decreases in air pollutants (SO₂, NO_x and PM_{2.5}) and Greenhouse Gases (GhG) from high-emission generation facilities
- **Energy Independent** - Allows NJ TRANSIT to assert control over power supply and production decisions by prioritizing more efficient power generation

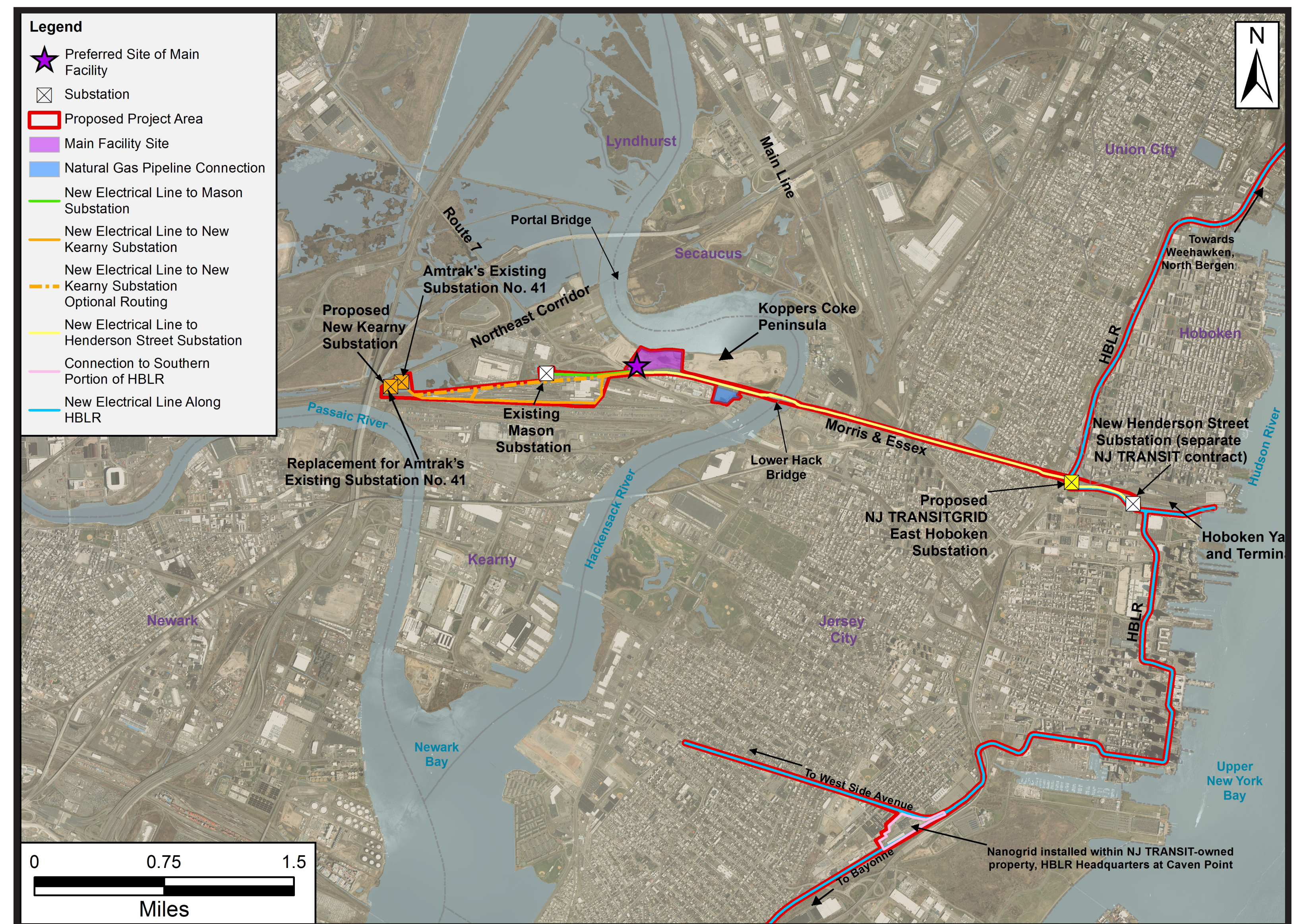
PROJECT DESCRIPTION

NJ TRANSITGRID TRACTION POWER SYSTEM

First-of-its-kind microgrid, generating up to 140 megawatts, for mass transit to provide highly reliable power support to NJ TRANSIT's core system

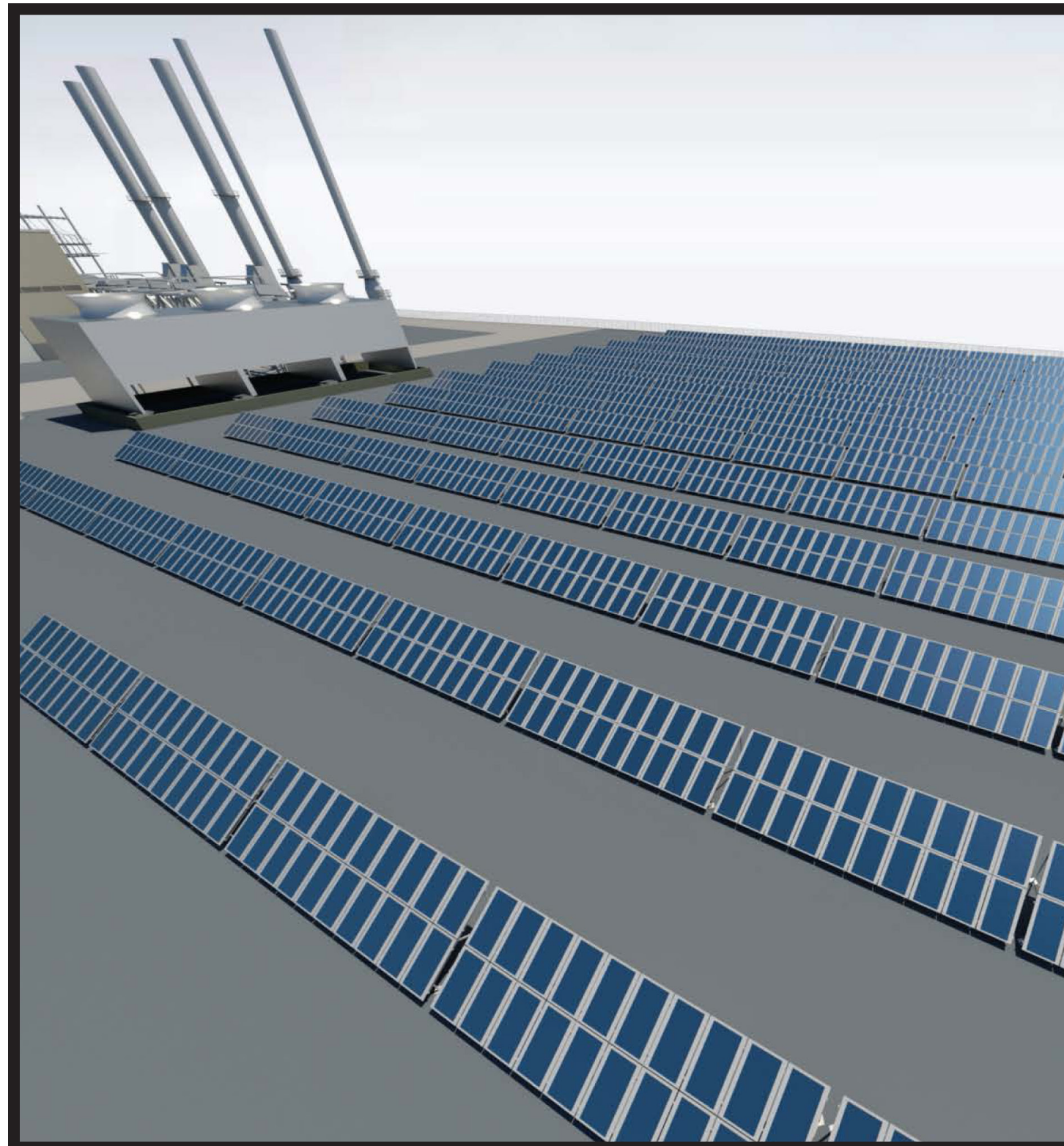
It includes

- A natural gas-fired power generating plant – Kearny, NJ
- Transmission and distribution lines providing electricity to railroad substations in Kearny and Jersey City, NJ
- Electrical substations and other infrastructure supporting new facility

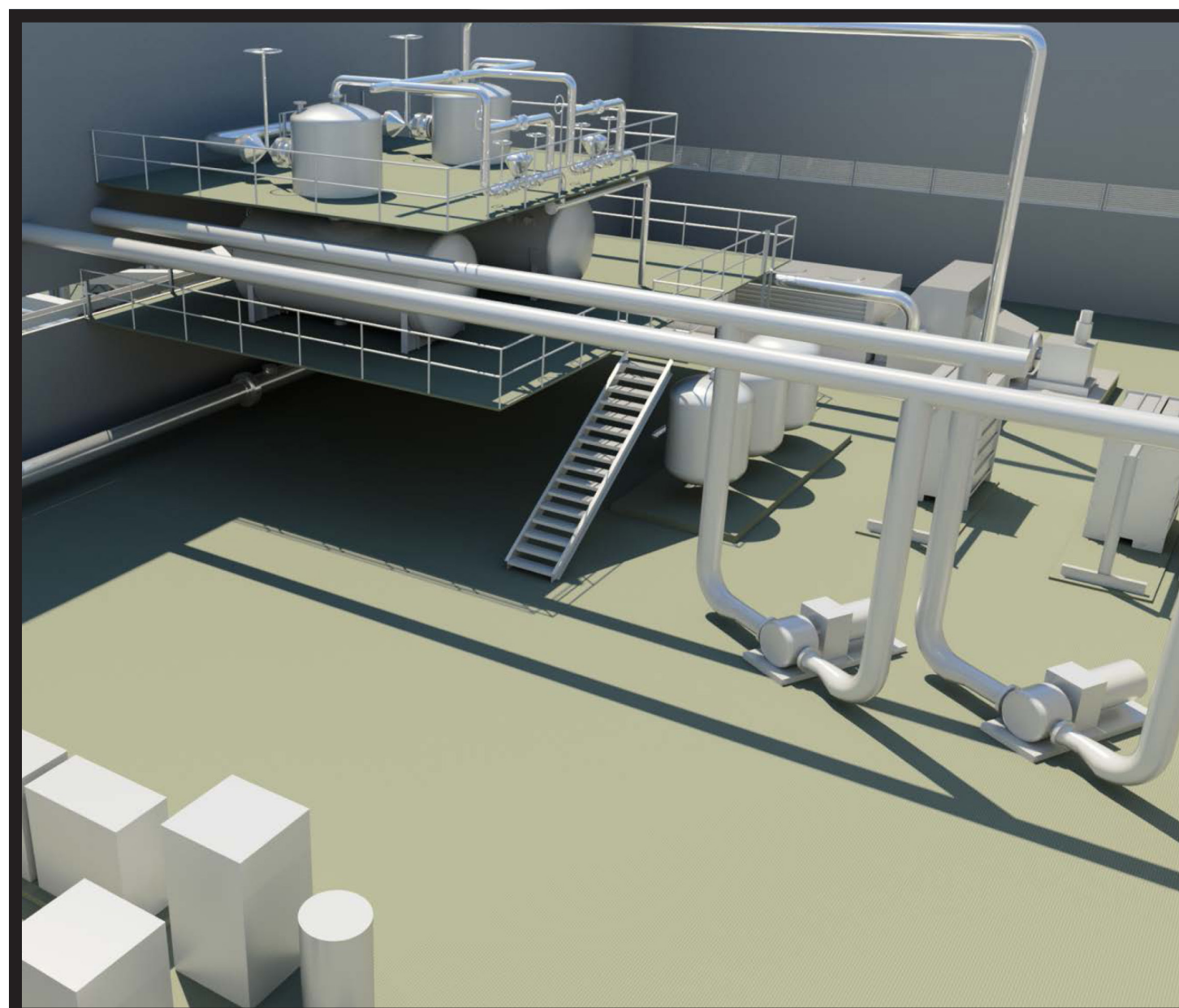
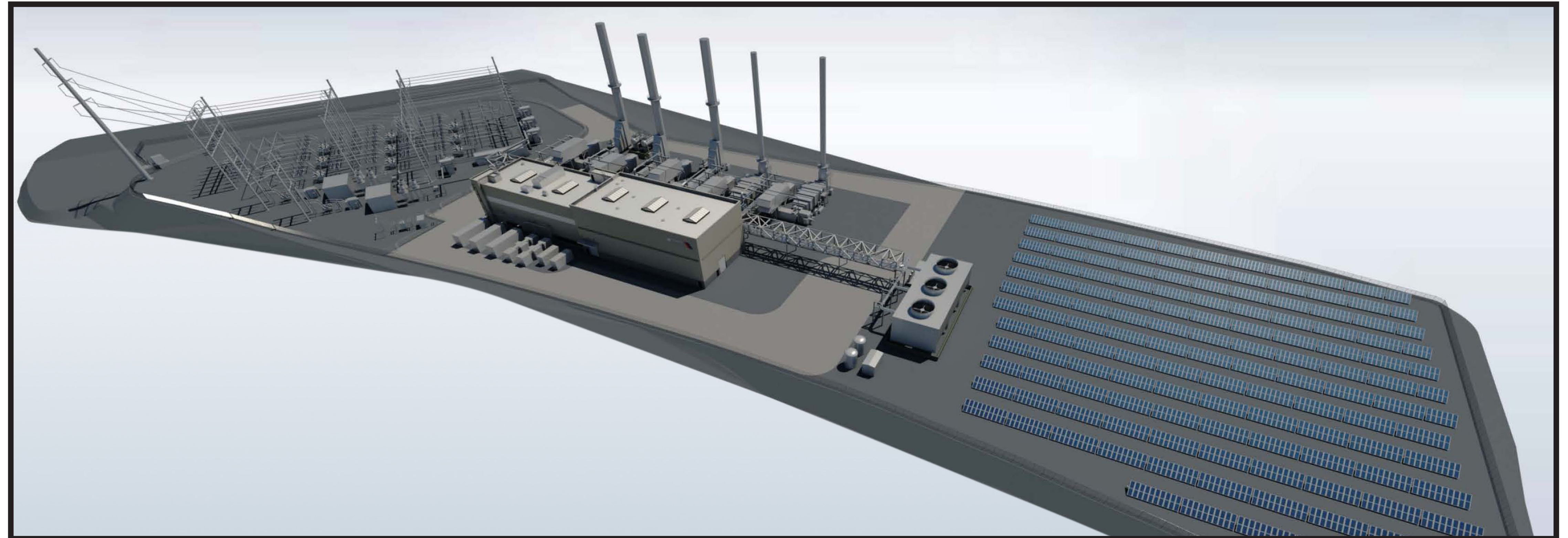


BUILD ALTERNATIVE

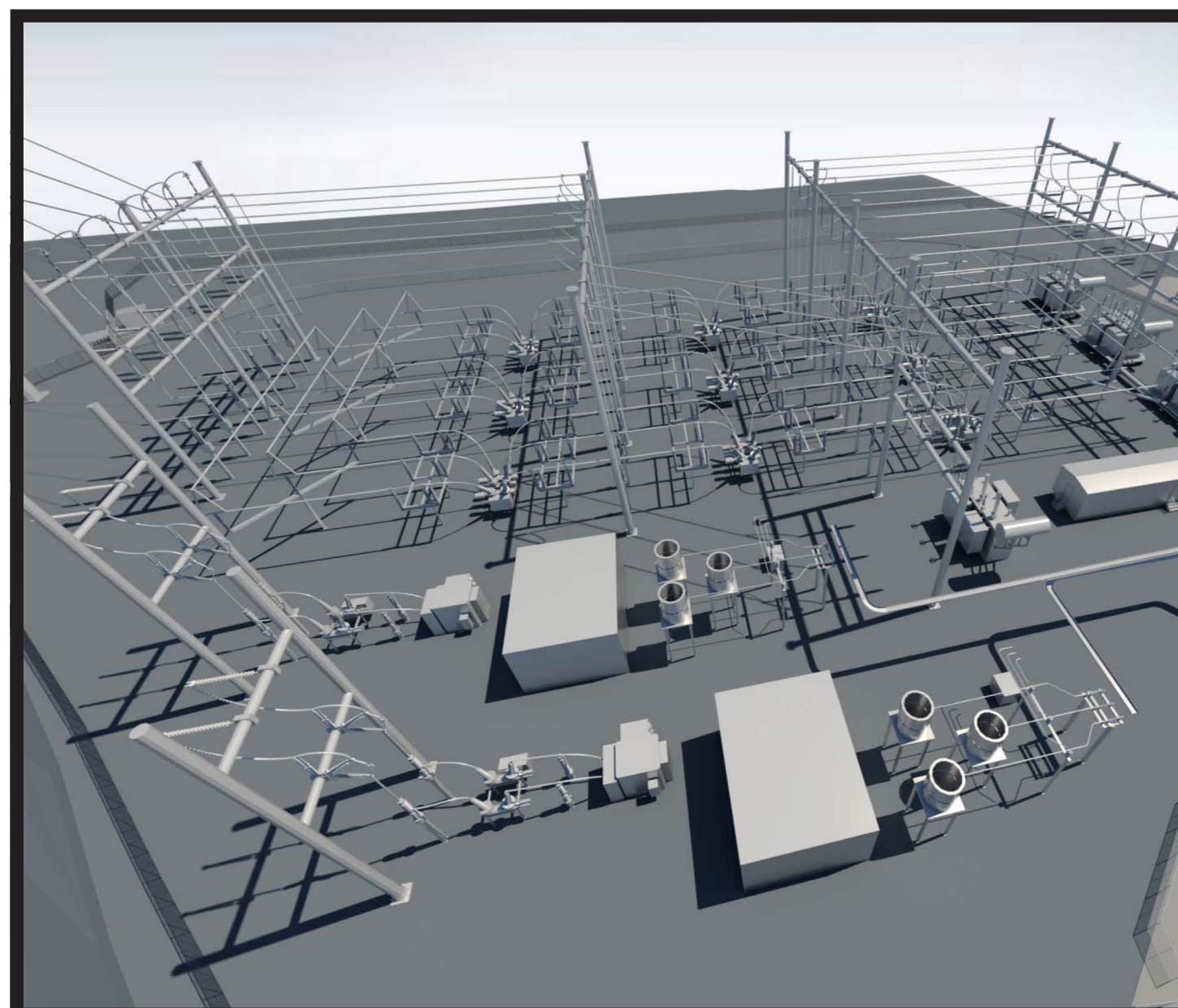
4-Acre Solar Facility



Central Power Plant (Main Facility)



Combined-Cycle Technology



Central Power Plant Substation



Monopoles

WHAT IS NEPA?

**NEPA = National
Environmental Policy Act**

NEPA Process

Helps decision-makers and public understand environmental affects of a project. Requires identification and analysis of potential environmental impacts for construction and operation of a proposed project.



RESOURCE AGENCIES

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

COOPERATING AGENCIES

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

PARTICIPATING AGENCIES

- Federal Emergency Management Agency
- Federal Railroad Administration
- U.S. Department of Energy
- U.S. Department of Housing and Urban Development
- Amtrak

- N.J. Board of Public Utilities
- N.J. Department of Environmental Protection
- N.J. Department of Transportation
- N.J. Office of Emergency Management
- N.J. Office of Homeland Security and Preparedness
- N.J. Sports and Exposition Authority
- Hudson County Improvement Authority
- Hudson County Planning
- Hudson County Soil Conservation District

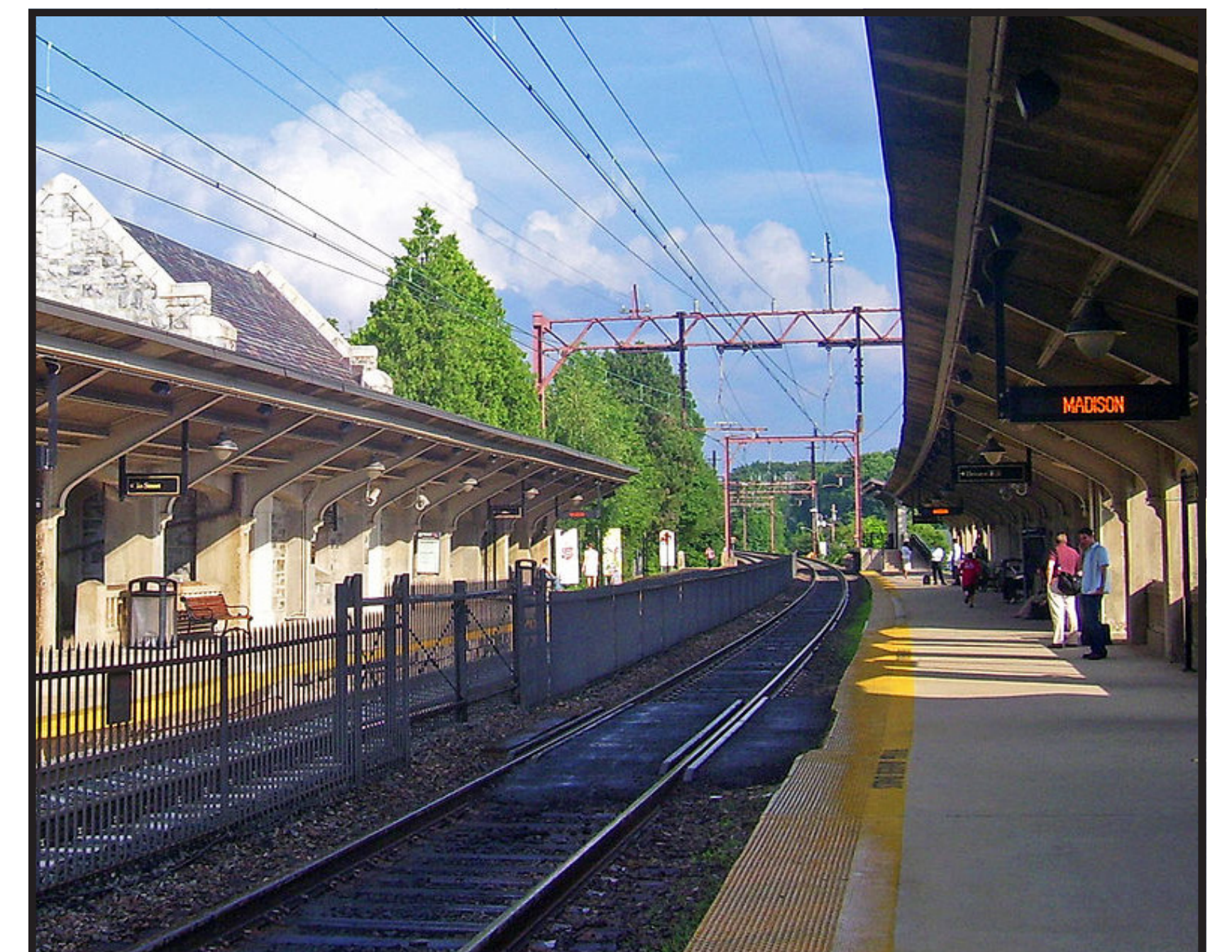
RESOURCES EVALUATED IN DRAFT EIS

- Land Use, Zoning, and Public Policy
- Community Facilities
- Socioeconomic Conditions
- Air Quality
- Greenhouse Gas Emissions
- Visual Quality
- Historic Resources
- Traffic and Public Transportation
- Noise and Vibration
- Natural Resources
- Soils and Geology
- Contaminated Materials
- Utilities
- Safety and Security
- Construction Effects
- Indirect and Cumulative Impacts
- Environmental Justice
- Section 4(f)*

* Note: Section 4(f) of U.S. Department of Transportation (USDOT) Act of 1966 prohibits USDOT agencies from using land from publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties, unless there is no feasible and prudent alternative to that use and the action includes all possible planning to minimize harm to the property resulting from such a use.

ENVIRONMENTAL BENEFITS AND IMPACTS

- **Natural Resources:** Approximately 2 acres of degraded wetlands would be impacted
 - Mitigation would restore effected wetlands and improve ecological value
 - Mitigation would support bird species that migrate to the Meadowlands via the Atlantic Flyway
- **Historic Resources:** Some project improvements are proposed within a historic district
 - Improvements are designed to be sensitive to the Historic District character
 - Mitigation: Affected historic elements would be recorded and displayed to educate commuters and general public



© Photo by Wikipedia*

ENVIRONMENTAL BENEFITS AND IMPACTS

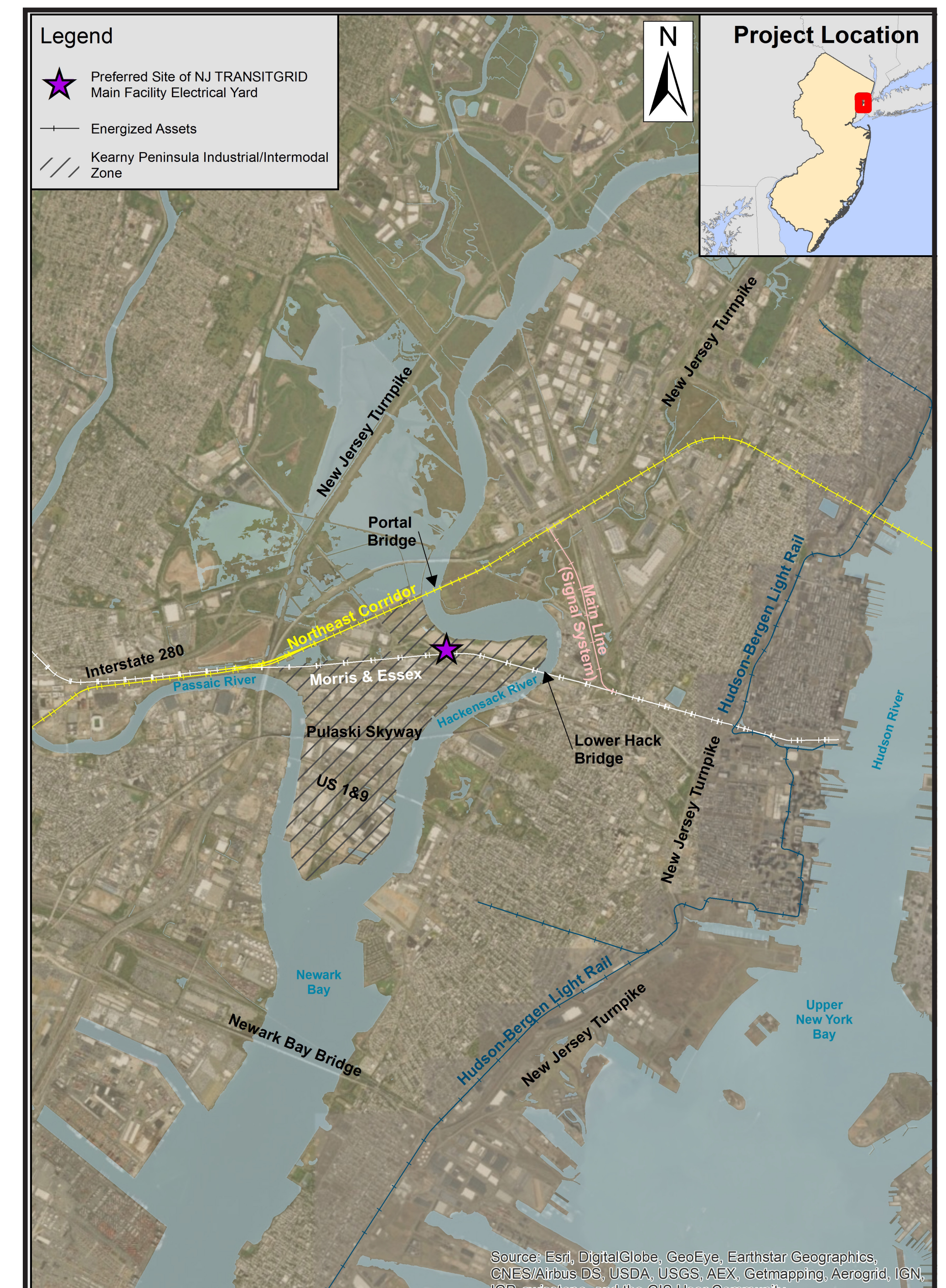
- **Air Quality:** State of the art emissions controls and resilient equipment would be used to maintain and monitor air quality
 - The Generation Facility would utilize a variety of resilient technologies to generate and store power including combustion, flywheels and solar panels.
 - Emissions controls would meet or exceed industry standards. These controls include Selective Catalytic Reduction (SCR) and oxidation catalyst systems.
 - This modern facility would reduce our reliance on older less efficient power generation facilities that currently provide power to the regional electric grid.
- **Land Use:** Project would return a vacant brownfield site in Kearny peninsula to beneficial use
- **Socio-Economic:** Project would create full time employment opportunities in Main Facility operations, maintenance and ancillary services
 - Project would provide a resilient transportation resource serving many environmental justice communities within the project area, allowing community members to travel locally to work, to school and to other resources that would otherwise be inaccessible during transportation grid outage.

HOW THIS PROJECT BENEFITS YOU

- Reliable electrical infrastructure to support immediate and long-term power needs for public transportation in the core service area:
 - Northeast Corridor from Penn Station, NY to New Brunswick, NJ
 - Morris & Essex Line from Hoboken Terminal, NJ to Maplewood, NJ
 - Hudson-Bergen Light Rail from North Bergen, NJ to Bayonne, NJ

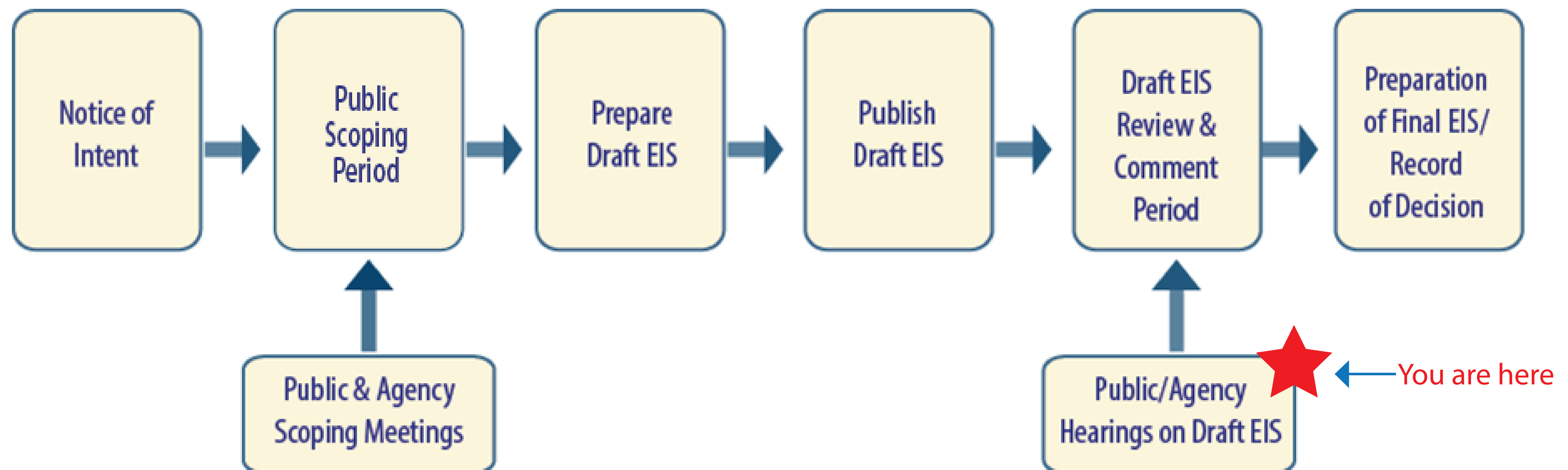


Rail Segments Energized Under Emergency Conditions



ENVIRONMENTAL IMPACT STATEMENT PUBLIC COMMENT PERIOD

YOUR OPINION MATTERS! The Draft EIS for the NJ TRANSITGRID TRACTION POWER SYSTEM is published and available for review and comment. Following the close of the public comment period on July 19, 2019, NJ TRANSIT will consider all substantive comments as we proceed to final design.



WE VALUE YOUR INPUT

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

TO COMMENT THIS EVENING:

- Complete forms provided at the registration desk
- Register to speak on the record to the project team members
- Submit your comments to the stenographer

TO COMMENT OUTSIDE OF THIS PUBLIC MEETING:

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

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

DEIS Available for Review at:
NJTRANSITResilienceProgram.com/documents

NJ TRANSITGRID

Resilience Program • Building Stronger

Get The Facts



More Resilient Power = More Reliable Train Service

Rail service in New Jersey is vulnerable to commercial grid power outages, which are occurring more frequently due to both the nature of the existing centralized power distribution system and the increasing intensity and frequency of severe weather events. In 2012, Superstorm Sandy caused wide-spread and prolonged power outages that severely affected NJ TRANSIT’s rail service for weeks, challenging all prior expectations of the power system’s resilience. An estimated 2.6 million customers in New Jersey lost power as a result of the storm. Aligning with national and state priorities to modernize the electric grid, the proposed Project would:

- Provide the power to enable safe, reliable, and resilient public transportation during outages of the commercial grid and other emergencies
- Minimize disruptions to the regional workforce and economy
- Provide a cleaner and more efficient source of power

WORKING TOGETHER TO IMPROVE ENERGY RESILIENCE

Following the major power outages caused by Superstorm Sandy in 2012, the U.S. Department of Energy (DOE) partnered with the State of New Jersey to examine the use of microgrids to help supply electricity during future extreme weather events. The NJ TRANSITGRID TRACTION POWER SYSTEM is the result of a partnership between NJ TRANSIT, DOE, the New Jersey Board of Public Utilities, and the Federal Transit Administration (FTA).

What is NJ TRANSITGRID?

NJ TRANSIT is proposing two projects as part of NJ TRANSITGRID: The NJ TRANSITGRID TRACTION POWER SYSTEM, a first-of-its-kind microgrid in the U.S. for mass transit, and DISTRIBUTED GENERATION SOLUTIONS, which would provide resilient power to a number of NJ TRANSIT facilities in northeastern New Jersey. NJ TRANSITGRID has been selected by the FTA as eligible for funding as a public transportation resilience project in response to Superstorm Sandy under the Emergency Relief Program. This Fact Sheet focuses on the NJ TRANSITGRID TRACTION POWER SYSTEM.

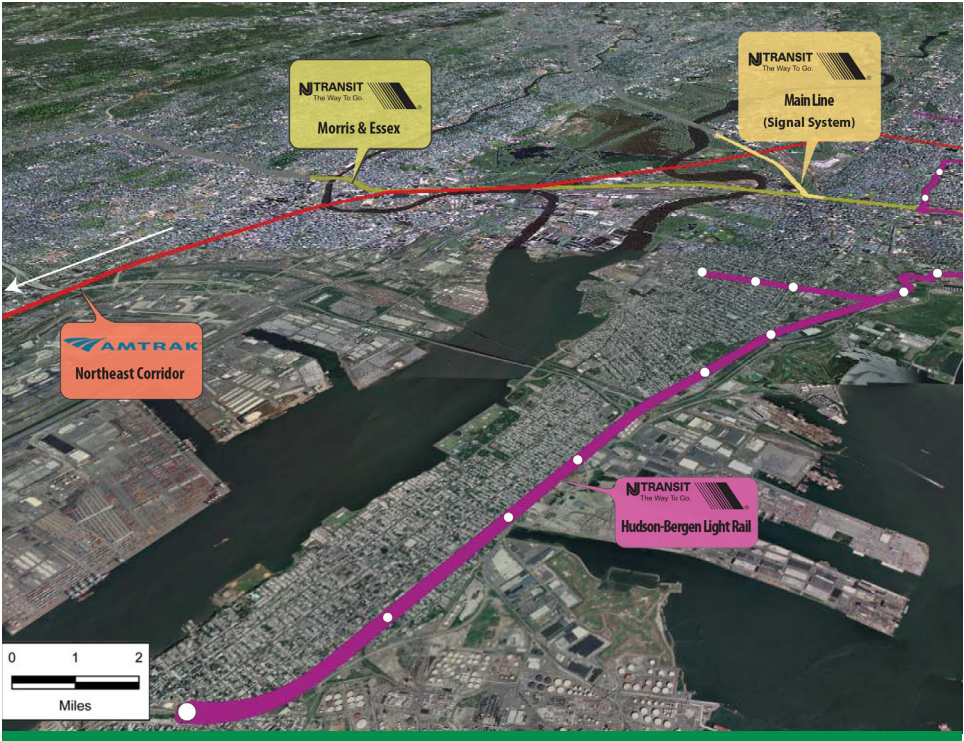
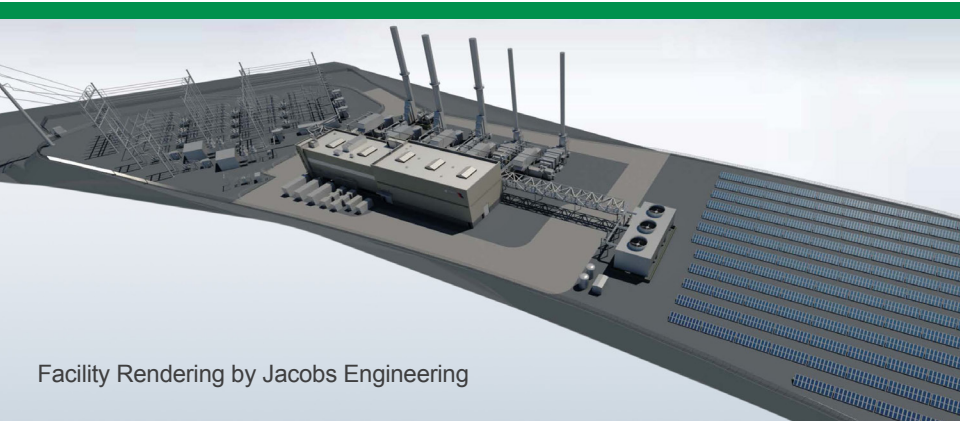
The NJ TRANSITGRID TRACTION POWER SYSTEM would provide highly reliable electric power to support service in a core segment of NJ TRANSIT’s critical service territory. During storms or other times when the commercial grid is compromised, limited service within this territory would be provided. The proposed Project includes construction of:

- Natural gas-fired electric power generating plant (known as the Main Facility);
- Multi-acre solar facility;
- New electrical lines providing power to railroad substations in Kearny and Jersey City, NJ; and
- Electrical substations and other infrastructure supporting the new facility.

The Main Facility would use combined-cycle natural gas technology and have power generation capacity of up to 140 megawatts (MW). Reliable electrical infrastructure to support immediate and long-term power needs for public transportation in the core service area:

- Northeast Corridor from Penn Station, NY to New Brunswick, NJ
- Morris & Essex Line from Hoboken Terminal, NJ to Maplewood, NJ
- Hudson-Bergen Light Rail from North Bergen, NJ to Bayonne, NJ

An estimated 143,000 daily customers make up the total rail-based market in the Project area, including customers who transfer from NJ TRANSIT rail to other regional public transportation systems. Additionally, in 2016 an average of just under 52,000 daily riders also utilized the NJ TRANSIT operated HBLR.



Finding the Right Location

NJ TRANSIT has conducted comprehensive and expansive siting analyses to determine the optimal location for the Main Facility. Transmission losses of electricity are proportional to distance. To maximize efficiencies, the Main Facility needs to be located close to existing traction power substations. The preferred option for siting of the microgrid in Kearny, NJ would provide for efficient transmission to existing substations along existing NJ TRANSIT and Amtrak rights-of-way. The preferred location in Kearny, NJ is a large tract of undeveloped land in an industrial zone within the Koppers Coke Redevelopment Area. The New Jersey Sports & Exposition Authority (NJSEA) is seeking to encourage brownfield redevelopment on the parcel.

Draft Environmental Impact Statement Now Available

The NJ TRANSITGRID TRACTION POWER SYSTEM is being reviewed for environmental effects through the National Environmental Policy Act (NEPA) of 1969 Environmental Impact Statement (EIS) process. A Draft EIS (DEIS) prepared by NJ TRANSIT is available for public review and comment from May 20, 2019 through July 19, 2019. Upon close of the comment period, NJ TRANSIT will consider all substantive comments and will prepare a Final EIS (FEIS) and Record of Decision (ROD).

The DEIS for the proposed Project analyzes two alternatives: Build Alternative and a No Action Alternative. The Build Alternative includes configuration of the Main Facility, electric line installation, new substations and connection to HBLR, which are all described in the DEIS. Along with operational impacts, the DEIS analyzes temporary impacts related to construction of the Build Alternative. The DEIS is available at [NJTRANSITResilienceProgram.com](https://www.njtransit.com/resilience) along with detailed information on the public comment period for the DEIS.

Analyzing and Mitigating Potential Impacts

The DEIS analyzes potential environmental impacts for the Build Alternative and the No Action Alternative and details mitigation measures to minimize any anticipated impacts. Below is a brief overview of anticipated Build Alternative impacts and mitigation measures, which are detailed fully in the DEIS.

Land Use, Zoning, and Public Policy: A vacant brownfield site that has laid dormant for 40 years would be returned to beneficial use.

Community Facilities: Commuters needing to evacuate during emergencies would have access to designated central meeting points; first responders and NJ TRANSIT employees using public transportation would be able to travel the system and assist in directing the public as needed.

Socioeconomic Conditions and Environmental Justice: Proposed Project would create fulltime employment opportunities in Main Facility operations, maintenance, and ancillary services. Project would provide a resilient transportation resource serving many environmental justice communities within the project area, allowing community members to travel locally to work, to school, and to other resources that would otherwise be inaccessible during a transportation grid outage.

Air Quality: State of the art emissions controls and resilient equipment would be used to maintain and monitor air quality. The Main Facility would utilize a variety of resilient technologies to generate and store power including combustion, flywheels, and solar panels. Emissions controls will meet or exceed industry standards. These controls include Selective Catalytic Reduction (SCR) and oxidation catalyst systems. This modern facility would reduce our reliance on older less efficient power generation facilities that currently provide power to the regional electric grid.

Greenhouse Gas (GhG) Emissions: While combustion technology does produce CO₂ the microgrid would be able to produce power at greater efficiencies (lower emissions) compared to existing facilities that currently serve the transportation grid. Additionally, the microgrid would employ non-combustion technologies to support resilience and generation such as fly wheels and a solar array. Finally, during emergencies, the availability of public transportation would reduce the need for less efficient transportation modes, which would reduce GhG emissions during those periods.

Visual Quality: An adverse visual effect to some areas of the existing railroad right-of-way would result from the addition of monopoles that are a few feet taller than existing infrastructure.

Historic Resources: Per the opinion of the NJ State Historic Preservation Office (NJ HPO) the addition of new monopoles would result in an adverse visual effect on certain locations within the project footprint. However, several mitigation measures are proposed in the draft Programmatic Agreement (PA) between FTA, NJ HPO, and NJ TRANSIT to minimize impact. These include monitoring during construction to ensure that no significant adverse impacts occur to historic or archaeological resources during construction. Additionally recordation of affected historic assets would provide an historical record of the area which would be available to the public.

Traffic and Transportation: During emergency conditions, rail commuters would have access to reliable, limited transit service resulting in less congestion on roadways.

Noise and Vibration: Once operational, ambient noise from the proposed Project would be minimal in surrounding areas.

Natural Resources: Approximately 2 acres of degraded wetlands would be impacted. Mitigation would restore effected wetlands and improve ecological value. Mitigation would support bird species that migrate to the Meadowlands via the Atlantic Flyway.

Soils and Geology: Development of the un-vegetated site would eliminate fugitive dust once the Main Facility is built.

Contaminated Materials: The Main Facility preferred site is a former industrial site that is currently a brownfield location. The construction of the facility would utilize a property that is otherwise limited in use and allow that area to once again serve a productive purpose. The existing site has a soil cap preventing interaction with contaminated media below and any and all construction methods would employ the best techniques for reducing the possibility of spreading site contamination. Any contaminated materials encountered during construction would be properly managed per existing safety and environmental regulations.

Utilities: The Build Alternative would provide resilient and reliable electrical infrastructure to support immediate and long-term needs for public transportation in this critical region.

Safety and Security: The microgrid would allow NJ TRANSIT to continue to provide safe and reliable transportation during emergency conditions.

GET INVOLVED!

Input from the public, interest groups, and government agencies is vital to the proposed Project and your feedback is encouraged. Visit NJTRANSITResilienceProgram.com often for important announcements about upcoming meetings, hearings, and Project progress. Email us your questions, comments or concerns at NJTRANSITGRID@njtransitresilienceprogram.com.

NJ TRANSITGRID

Resilience Program • Building Stronger

NJ TRANSITGRID

Programa de resistencia • Construcciones más fuertes

Infórmese



Energía más resistente = Servicio de tren más confiable

El servicio de tren de Nueva Jersey es vulnerable a los cortes de energía de la red comercial, que ocurren cada vez con mayor frecuencia debido a la naturaleza del actual sistema centralizado de distribución de energía y la creciente intensidad y frecuencia de los fenómenos meteorológicos graves. En 2012, la Supertormenta Sandy provocó cortes de energía generalizados y prolongados que afectaron gravemente el servicio de tren de NJ TRANSIT durante semanas, lo que desafió todas las expectativas previas sobre la resistencia del sistema de energía. Se estima que 2.6 millones de usuarios en Nueva Jersey sufrieron cortes de energía como consecuencia de la tormenta. Al alinear las prioridades nacionales y estatales para modernizar la red eléctrica, el proyecto propuesto lograría lo siguiente:

- Proporcionar la energía para obtener un transporte público seguro, confiable y resistente durante los cortes de la red comercial y otras emergencias
- Minimizar los inconvenientes ocasionados a los trabajadores y a la economía regionales
- Brindar una fuente de energía más limpia y eficiente

COLABORAR PARA MEJORAR LA RESISTENCIA ENERGÉTICA

Luego de los graves cortes de energía que provocó la Supertormenta Sandy en 2012, el Departamento de Energía (Department of Energy, DOE) de los Estados Unidos se asoció con el Estado de Nueva Jersey para analizar el uso de las microrredes a fin de contribuir a suministrar electricidad durante futuros fenómenos meteorológicos graves. El SISTEMA ELÉCTRICO DE TRACCIÓN NJ TRANSITGRID es el resultado de una asociación entre NJ TRANSIT, el DOE, la Junta de Servicios Públicos de Nueva Jersey y la Administración Federal de Transporte (FTA).

¿Qué es NJ TRANSITGRID?

NJ TRANSIT propone dos proyectos como parte de NJ TRANSITGRID: el SISTEMA ELÉCTRICO DE TRACCIÓN NJ TRANSITGRID, la primera microrred de su tipo en los Estados Unidos para el transporte público, y SOLUCIONES DE GENERACIÓN DISTRIBUIDA, que brindará energía resistente a varias instalaciones de NJ TRANSIT en el noreste de Nueva Jersey. La FTA ha seleccionado a NJ TRANSITGRID para recibir financiación como un proyecto de transporte público resistente en respuesta la Supertormenta Sandy, conforme al Programa de Asistencia de Emergencia. Esta hoja informativa se centra en el SISTEMA ELÉCTRICO DE TRACCIÓN NJ TRANSITGRID.

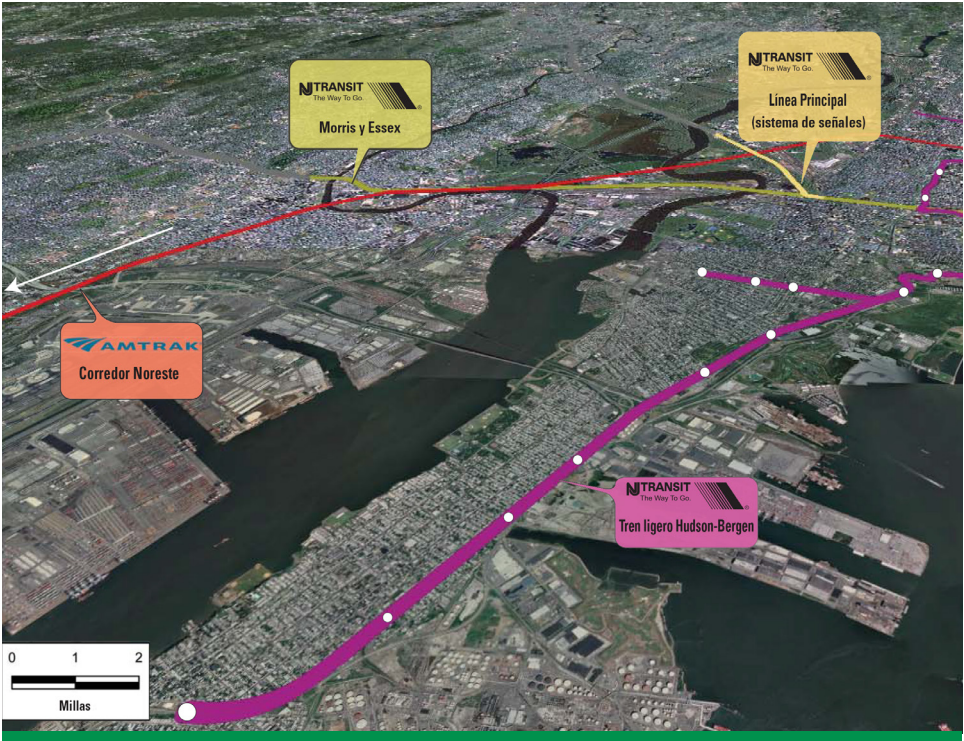
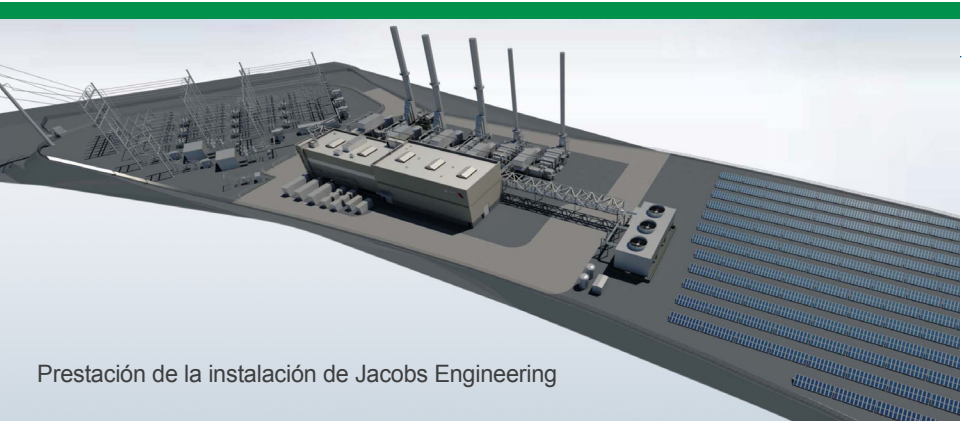
El SISTEMA ELÉCTRICO DE TRACCIÓN NJ TRANSITGRID ofrecerá energía eléctrica altamente confiable para brindar servicios en un segmento central del territorio de servicio crítico de NJ TRANSIT. Durante las tormentas u otros momentos en los que la red comercial se vea comprometida, se ofrecerá un servicio limitado dentro de este territorio. El proyecto propuesto incluye la construcción de lo siguiente:

- Una planta generadora de energía eléctrica mediante gas natural (conocida como Instalación Principal o microrred).
- Una infraestructura solar de varios acres.
- Nuevas líneas eléctricas que suministrarán energía a las subestaciones de tren en Kearny y Jersey City, NJ.
- Subestaciones eléctricas y otras infraestructuras de apoyo a la nueva instalación.

La Instalación Principal utilizará tecnología de ciclo combinado de gas natural y tendrá una capacidad para la generación de energía de hasta 140 megavatios (MW). Contará con una infraestructura eléctrica confiable para satisfacer las necesidades de transporte público inmediatas y a largo plazo en el área de servicio central:

- El Corredor Noreste de Penn Station, NY a New Brunswick, NJ
- Las líneas Morris y Essex de la Terminal Hoboken a Maplewood, NJ
- El tren ligero Hudson-Bergen de North Bergen a Bayonne, NJ

Se calcula que alrededor de 143,000 usuarios por día conforman el mercado ferroviario total del área del proyecto, incluidos los usuarios que hacen trasbordos del ferrocarril de NJ TRANSIT a otros sistemas de transporte público regional. Además, en 2016, un promedio de casi 52,000 pasajeros por día también utilizaba el tren ligero Hudson-Bergen (Hudson-Bergen Light Rail, HBLR) que opera NJ TRANSIT.



Encontrar la ubicación correcta

NJ TRANSIT ha llevado a cabo análisis exhaustivos y extensos para determinar la ubicación óptima de la Instalación Principal. Las pérdidas eléctricas por transmisión son proporcionales a la distancia. Para maximizar la eficiencia, la Instalación Principal debe estar ubicada cerca de las actuales subestaciones eléctricas de tracción. La opción de preferencia para ubicar la microrred en Kearny, NJ proporcionará una transmisión eficiente a las subestaciones existentes a lo largo de los actuales derechos de vía de NJ TRANSIT y Amtrak. La ubicación de preferencia en Kearny, NJ es un extenso tramo de tierra sin explotar en una zona industrial en el área de reurbanización de Koppers Coke. La Autoridad de Deportes y Exposición de Nueva Jersey (New Jersey Sports & Exposition Authority, NJSEA) busca promover la reurbanización de la zona industrial abandonada en el lote.

Declaración Preliminar de Impacto Ambiental ya disponible

Mediante el proceso de la Declaración de Impacto Ambiental (Environmental Impact Statement, EIS) de la Ley de Política Ambiental Nacional (National Environmental Policy Act, NEPA) de 1969 se están revisando los efectos ambientales del SISTEMA ELÉCTRICO DE TRACCIÓN NJ TRANSITGRID. NJ TRANSIT preparó un proyecto de EIS (DEIS) que ya está disponible para que el público lo analice y haga comentarios desde el 20 de mayo de 2019 hasta el 19 de julio de 2019. Al cierre del período para hacer comentarios, NJ TRANSIT tendrá en cuenta todas las observaciones importantes y preparará una EIS final (FEIS) y un Registro de la Decisión (Record of Decision, ROD).

En el DEIS del proyecto propuesto se analizan dos alternativas: La Alternativa de Construcción y la Alternativa de No Acción. La Alternativa de Construcción incluye la configuración de la Instalación Principal, la instalación de la línea eléctrica, las nuevas subestaciones y la conexión con el HBLR, que se detallan por completo en el DEIS. Junto con los impactos operativos, el DEIS analiza los impactos temporales relacionados con la construcción de esta Alternativa. El DEIS se encuentra disponible en [NJTRANSITResilienceProgram.com](https://www.njtransitresilienceprogram.com) junto con información detallada sobre el período para hacer comentarios públicos sobre el proyecto.

Análisis y mitigación de los posibles impactos

En la Declaración Preliminar de Impacto Ambiental (Draft Environmental Impact Statement, DEIS) se analizan los posibles impactos ambientales de la Alternativa de Construcción (Build Alternative) y la Alternativa de No Acción (No Action Alternative) y se detallan las medidas de mitigación para minimizar los impactos anticipados. A continuación, se presenta un breve resumen de los impactos anticipados y las medidas de mitigación de la Alternativa de Construcción, que se detallan por completo en el DEIS.

Uso de la tierra, zonificación y políticas públicas: una zona industrial abandonada que ha permanecido inactiva durante más de 40 años volverá a tener un uso provechoso.

Instalaciones comunitarias: las personas que viajan a diario que necesiten evacuar el lugar durante emergencias tendrán acceso a puntos de encuentro centrales designados; los equipos de primera respuesta y los empleados de NJ TRANSIT que utilicen el transporte público podrán recorrer el sistema y contribuir a dar indicaciones al público según fuera necesario.

Condiciones socioeconómicas y justicia ambiental: el proyecto generará oportunidades laborales a tiempo completo en las operaciones, el mantenimiento y los servicios complementarios de la Instalación Principal. El proyecto propuesto ofrecerá un recurso de transporte resistente que servirá a muchas comunidades de justicia ambiental en el área del proyecto, lo que permitirá que los miembros de la comunidad viajen de forma local al trabajo, a la escuela y a otros lugares que, de otra manera, serían inaccesibles durante un corte de la red de transporte.

Calidad del aire: los controles de las emisiones y los equipos resistentes de vanguardia se utilizarán para mantener y monitoriar la calidad del aire. La Instalación Principal utilizará una variedad de tecnologías resistentes para generar y almacenar energía, incluida la combustión, los volantes de inercia y los paneles solares. Los controles de las emisiones cumplirán o superarán los estándares de la industria. Estos controles incluyen la reducción catalítica selectiva (RCS) y los sistemas de catalizadores de oxidación. Esta instalación moderna reducirá nuestra dependencia de las instalaciones generación de energía anticuadas y menos eficientes que actualmente suministran energía a la red eléctrica regional.

Emisiones de gases de efecto invernadero (GEI): aunque la tecnología de combustión produce CO₂, la microrred podrá generar energía con mayor eficiencia (menores emisiones) en comparación con las instalaciones existentes que actualmente suministran a la red de transporte. Además, la microrred empleará tecnologías no combustivas para respaldar la resistencia y la generación, como los volantes de inercia y los paneles solares. Finalmente, durante las emergencias, la disponibilidad del transporte público reducirá la necesidad de usar medios de transporte menos eficientes, lo que disminuirá las emisiones de GEI en esos períodos.

Calidad visual: la incorporación de monopolos unos pies más altos que la infraestructura existente dará lugar a un efecto visual desfavorable en algunas áreas del derecho de vía del tren actual.

Recursos históricos: de acuerdo con la opinión de la Oficina de Preservación Histórica del Estado de NJ (NJ State Historic Preservation Office, NJ HPO) la incorporación de nuevos monopolos generará un efecto visual desfavorable en ciertos lugares de la huella del proyecto. Sin embargo, a fin de reducir el impacto, se proponen varias medidas de mitigación en el proyecto del Acuerdo Programático (Programmatic Agreement, PA) entre la Administración Federal de Transporte (Federal Transit Administration, FTA), la NJ HPO y NJ TRANSIT. Entre ellas se incluye el control durante la construcción para asegurar que no haya impactos desfavorables significativos en los recursos históricos o arqueológicos. Además, el registro de los patrimonios históricos afectados constituirá un documento histórico del área que estará a la disposición del público.

Tráfico y transporte: durante las condiciones de emergencia, las personas que viajan a diario en tren tendrán acceso a un servicio de transporte público limitado y confiable, lo que reducirá la congestión en las carreteras.

Ruido y vibración: una vez que esté en funcionamiento, el ruido ambiental del proyecto propuesto será mínimo en las zonas aledañas.

Recursos naturales: aproximadamente 2 acres de humedales degradados se verían afectados. Mediante la mitigación se recuperarán los humedales afectados y se mejorará el valor ecológico. Esta medida protegerá a las especies de aves que migran a Meadowlands a través de la ruta atlántica norteamericana.

Suelos y geología: el desarrollo de un sitio sin vegetación eliminará el polvo fugitivo una vez que se construya la Instalación Principal.

Materiales contaminados: el sitio de preferencia de la Instalación Principal es una antigua zona industrial que actualmente es una zona industrial abandonada. La construcción de la instalación utilizará una propiedad que, de lo contrario, tiene un uso limitado y permitirá que la zona vuelva a tener una finalidad productiva. El sitio existente tiene una capa de suelo que previene la interacción con los medios contaminados y todos los métodos de construcción emplearán las mejores técnicas para reducir la posibilidad de que se propague la contaminación del sitio. Todo material contaminado que se encuentre durante la construcción se manipulará de la manera adecuada según las actuales normas ambientales y de seguridad.

Servicios públicos: la Alternativa de Construcción ofrecerá una infraestructura eléctrica resistente y confiable para satisfacer las necesidades de transporte público inmediatas y a largo plazo de esta región crítica.

Seguridad física y seguridad operacional: la microrred permitirá que NJ TRANSIT siga brindando transporte seguro y confiable durante las condiciones de emergencia.

INVOLÚCRESE

La contribución del público, los grupos de interés y las agencias gubernamentales es esencial para el proyecto propuesto y lo alentamos a que nos brinde sus comentarios. Visite NJTRANSITResilienceProgram.com con frecuencia para obtener información acerca de los anuncios importantes sobre las próximas reuniones, las audiencias y el progreso del proyecto. Envíenos un correo electrónico con sus preguntas, comentarios o inquietudes a NJTRANSITGRID@njtransitresilienceprogram.com.

NJ TRANSITGRID

Programa de resistencia • Construcciones más fuertes

NJ TRANSITGRID

Pwogram Rezilyans • Bati Pi Fò

Jwenn enfòmasyon yo



Plis Enèji Rezilyan = Plis Sèvis Tren ki Fyab

Sèvis ray (tren) nan New Jersey a vilnerab ak pann kouran sou rezo komèsyal la, ki rive pi souvan akòz nati sistèm distribisyon santralize ki te la deja ak ogmante entansite nan evènman move tan. An 2012, gwo tanpèt Sandy te koze gwo pàn ak blakawout pwolonje ki te afekte anpil sèvis tren NJ TRANSIT pandan plizyè semèn, sa ki te mete an kesyon atant anvan sa epi rezistans sistèm enèji a. Yon estimasyon de 2.6 milyon kliyan nan New Jersey te nan blakawout akòz siklòn nan. Konfòmman avèk priorite nasyonal la ak eta a pou modènize rezo elektrik la, Pwojè ki pwopoze a ap:

- Bay enèji k ap pèmèt sekirite, fyablite, ak fleksiblite pou transpò piblik pandan panik nan rezo komèsyal la ak oswa lòt ijans
- Minimize deranjman nan mendèv rejyonal la ak ekonomi an
- Founi yon sous enèji ki pi pwòp ak pi efikas

Kisa NJ TRANSITGRID la ye?

NJ TRANSIT ap pwopoze de (2) pwojè kòm yon pati nan NJ TRANSITGRID: SISTÈM ENÈJI TRAKSYON NJ TRANSITGRID , yon premye mikro rezo nan fason l nan Etazini pou transpò an piblik, ak SOLUTION PWODIKSYON DISTRIBIYE, ki t ap bay rezistans enèji ak yon kantite enstalasyon NJ TRANSIT nan nòdès New Jersey. FTA te chwazi NJ TRANSITGRID kòm elijib pou finansman kòm yon pwojè rezilyans transpò piblik an repons a Gwo tanpèt Sandy anba Pwogram Sekou l jans.

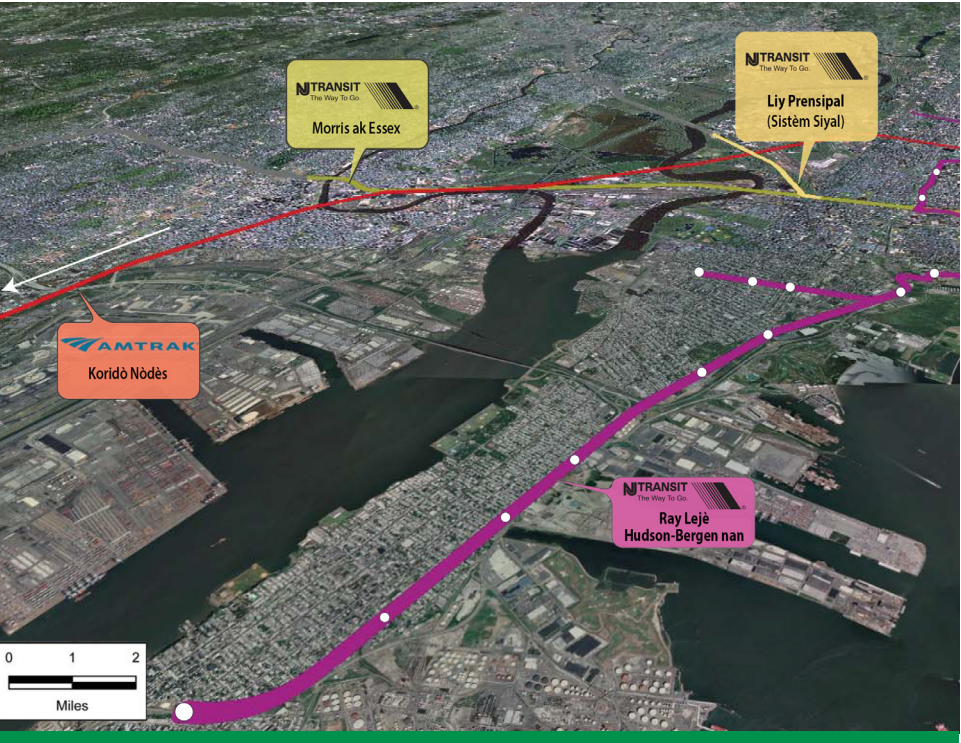
Fèy enfòmasyon sa a konsantre sou SISTÈM ENÈJI TRAKSYON NJ TRANSITGRID SISTÈM ENÈJI TRAKSYON NJ TRANSITGRID la t ap bay enèji elektrik ki fyab pou sipòte sèvis nan yon segman debaz nan teritwa sèvis kritik NJ TRANSIT la. Pandan tanpèt yo oswa lòt fwa kote rezo komèsyal la ta konpwomèt, t ap bay sèvis limite nan teritwa sa a. Pwojè pwopoze a gen ladan l konstriksyon yon:

- Enèji elektrik ki alimante ak gaz natirèl (ke yo rele Enstalasyon Prensipal);
- Enstalasyon solè sou plizyè kawo;
- Nouvo liy elektrik ki bay enèji ak estasyon tren nan Kearny ak nan Vil Jersey, NJ; ak
- Enstalasyon elektrik ak lòt enfrastrikti k ap sipòte nouvo etablisman an.

Enstalasyon prensipal la ap sèvi ak teknoloji-konbine gaz natirèl epi gen kapasite pwodiksyon enèji ki rive jiska 140 megawatt (MW) Enfrastrikti elektrik fyab pou sipòte bezwen enèji imedya ak alontèm pou transpò piblik nan zòn sèvis nwayo a:

- Koridò Nòdès soti nan Penn Station, NY pou rive New Brunswick, NJ
- Liy Morris ak Essex la soti nan Hoboken Terminal, NJ pou rive Maplewood, NJ
- Ray Lejè Hudson-Bergen nan soti nan North Bergen, NJ pou rive Bayonne, NJ

Nonb total ki konstitiye mache total ray la estime a 143,000 kliyan chak jou nan zòn Pwojè a, tankou kliyan ki transfere soti nan tren NJ TRANSIT ak lòt sistèm transpò rejyonal yo. Anplis de sa, nan lane 2016 yon mwayèn ki jis anba 52,000 pasajè chak jou tou itilize NJ TRANSIT opere pa HBLR la.



Jwenn Bon Kote a

NJ TRANSIT te fè analiz konplè epi ekspansif pou detèmine pozisyon optimal pou Etablisman Prensipal la. Pèt transmisyon elektrisite yo pwopòsyonèl a distans lan. Pou maksimize efikasite yo, Etablisman Prensipal la bezwen lokalize tou pre soustasyon elektrik ki la deja yo. Opsyon prefere pou anplasman nan mikworezo a nan Kearny, NJ ap bay pou transmisyon efikas nan soustasyon ki egziste deja bò kote NJ TRANSIT ki egziste a ak Amtrak dwa pasaj. Kote prefere nan Kearny a, NJ se yon pil tè ki pa devlope nan yon zòn endistriyèl nan Zòn Koppers Coke Redevlopman. Otorite Espò ak Eskpozisyon nan New Jersey (NJSEA) ap chèche ankouraje devlopman endistriyèl sou pasèl la.

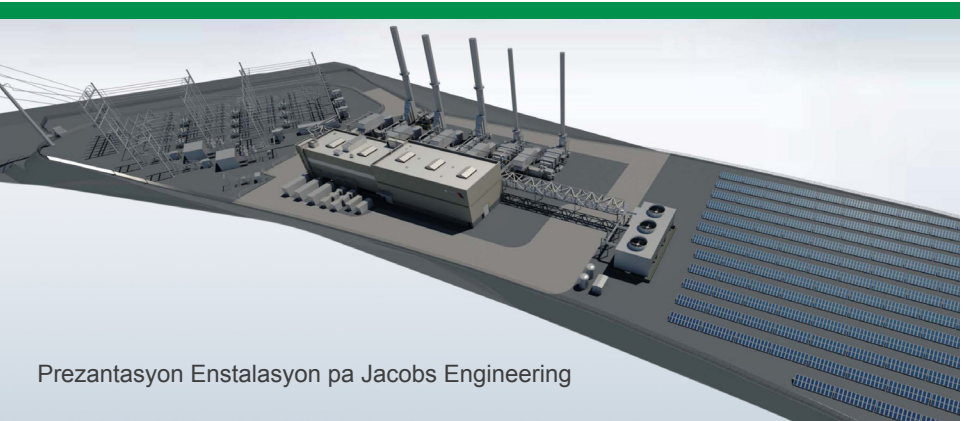
Bouyon Deklarasyon sou Enpak Anviwònman an disponib kounye a

SISTÈM ENÈJI TRAKSYON NJ TRANSITGRID la ap revize pou efè anviwònman an atravè Lwa sou Règleman Anviwònman Nasyonal (NEPA) nan lane 1969 nan pwosesis Deklarasyon Enpak sou Anviwònman (EIS). Yon Bouyo EIS (DEIS) prepare pa NJ TRANSIT ki disponib pou revizyon piblik la ak kòmantè depi 20 me 2019 jiska 19 jiyè 2019. Lè peryòd kòmantè a fin fèmen, NJ TRANSIT ap konsidere tout kòmantè solid epi li pral prepare yon EIS Final (FEIS) ak Dosye Desizyon (ROD) la.

DEIS la pou Pwojè yo pwopoze a analize de (2) altènativ yo: Konstri Altènatif ak yon Altènatif Non Aksyon. Konstriksyon Altènatif la gen ladan konfigirasyon nan Etablisman prensipal la, enstalasyon liy elektrik, nouvo estasyon ak koneksyon ak HBLR, ki se tout sa yo ki dekri nan DEIS la. Ansanm ak enpak operasyonèl yo, DEIS la analize enpak tanporè ki gen rapò ak konstriksyon Altènatif Bati a. DEIS la disponib sou [NJTRANSITResilienceProgram.com](https://www.njtransit.com/resilience) ansanm ak enfòmasyon ki detaye sou peryòd kòmantè piblik la pou DEIS la.

TRAVAY ANSANM POU AMELYORE ENÈJI REZILYANS LAN

Aprè gwo pann kouran an ki te koze pa Gwo tanpèt Sandy an 2012, Depatman Enèji nan Etazini (DOE) te asosye avèk Eta New Jersey an pou egzaminen itilizasyon mikworezo yo pou fasilite alimantasyon elektrisite pandan evènman move tan kap vini yo. SISTÈM ENÈJI TRAKSYON NJ TRANSITGRID la se rezilta yon patenarya ant NJ TRANSIT, DOE, Konsèy Sèvis Piblik nan New Jersey, ak Administrasyon Federal Transit (FTA)



Analize ak Bese Enpak Potansyèl yo

DEIS la analize enpak potansyèl anviwònman pou Konstriksyon Altènatif la ak San Aksyon Altènatif la ak detay mezi alèjman pou minimize nenpòt ki enpak antisipe. W ap jwenn anba a yon brèf apèsi de enpak Altènatif Konstriksyon yo ak mezi alèjman yo, ki detaye konplètman nan DEIS la.

Itilizasyon Tè, Zòn, ak Règleman Piblik: Yon sit endistriyèl vid ki te inaktif pandan 40 lane ap retounen pou itilizasyon ki itil.

Lokal Kominote yo: Pasajè ki bezwen evakye pandan ijans yo ap gen aksè pou deziyen pwen rankont santral yo; premye sekouris ak anplwaye NJ TRANSIT k ap sèvi avèk transpò piblik la ap kapab vwayaje nan sistèm lan ak ede nan dirije piblik la jan sa nesesè.

Kondisyon Sosyo-Ekonomik ak Jistis Anviwònman: Pwojè a t ap kreye opòtinite travay atanplen nan operasyon, antretyen, ak sèvis oksilyè nan enstalasyon prensipal yo. Pwojè a t ap bay yon resous transpò fleksib k ap sèvi anpil nan kominote jistis plizyè anviwònman nan zòn pwojè a, sa k ap pèmèt manm kominote a vwayaje lokalman nan travay, nan lekòl, ak nan lòt resous ki ta otreman pa aksesib pandan yon blokaj nan transpòtasyon.

Kalite Lè a: Sistèm antipolisyon nan pwent teknoloji a t ap itilize pou kenbe epi kontwole kalite lè a. Enstalasyon Prensipal la t ap itilize yon varyete teknoloji fleksib pou jenere ak estoke enèji tankou konbisyon, volan inèti, ak pannò solè. Kontwòl emisyon yo t ap respekte oswa depase estanda endistri a. Kontwòl sa yo gen ladan Rediksyon Katalizè Selektif (SCR) ak sistèm kataliz oksidasyon. Enstalasyon modèn sa a t ap diminye depandans nou sou enstalasyon pwodiksyon enèji ki ansyen yo ki mwens efikas ki aktyèlman ap alimante rezo elektrik rejyonal la.

Emisyon Gaz a Efè Sèr (GhG): Pandan ke teknoloji ki degaje konbisyon yo pwodui CO2, mikworezo a t ap kapab pwodwi enèji nan pi gwo efikasite (pi ba emisyon) konpare ak enstalasyon ki egziste deja ki aktyèlman sèvi rezo transpò a. Anplis de sa, mikworezo a t ap anplwaye teknoloji ki pa konbisyon pou sipòte rezistans ak pwodiksyon tankou wou volan ak yon etalaj solè. Finalman, pandan ijans yo, disponiblite nan transpò piblik la ap diminye bezwen pou mwens efikasite nan mòd transpò, k ap redwi emisyon GhG pandan peryòd sa yo.

Kalite Vizyèl: Yon efè vizyèl negatif sou kèk zòn nan chemennfè ki deja egziste dwat-a-fason ta soti nan adisyon nan monopòl ki se kèk pye pi wo pase enfrastrikti ki egziste deja.

Resous Istorik: Daprè opinyon Biwo Prezèvasyon Istorik Eta NJ (NJ HPO) a, adisyon nouvo monopòl yo t ap lakòz yon efè vizyèl ki kontrè sou sèten kote nan anprent pwojè a. Sepandan, gen plizyè mezi alèjman ki pwopoze nan Akò Programatik ekri (PA) a ant FTA, NJ HPO, ak NJ TRANSIT pou minimize enpak. Sa yo gen ladan l siveyans pandan konstriksyon an pou asire ke okenn enpak kontrè rive sou resous istorik oswa akeyolojik pandan konstriksyon an. Anplis de sa anrejistreman nan byen istorik ki afekte yo t ap bay yon dosye istorik nan zòn nan ki t ap disponib pou piblik la

Trafik ak Transpòtasyon: Pandan kondisyon ijans yo, vwayajè tren yo t ap gen aksè a sèvis transpò ki serye, ki limite, ki pral lakòz mwens konjesyon sou wout yo.

Bri ak Vibwasyon: Yon fwa l fin operasyonèl, bri anbyen ki soti nan pwojè pwopoze a ta dwe minim nan zòn ki antoure li yo.

Resous Natirèl: Apeprè 2 kawo tè nan marekaj degrade a t ap dwe afekte. Mitigasyon pral retabli marekaj ki afekte yo ak amelyore valè ekolojik. Mitigasyon ap sipòte espès zwazo yo ki emigre nan Meadowlands yo atravè Flyway Atlantik la.

Tè ak Jeoloji: Devlopman sit ki pa vejetasyon an ta pral elimine pousyè yon fwa ke etablisman pwensipal lan konstwi.

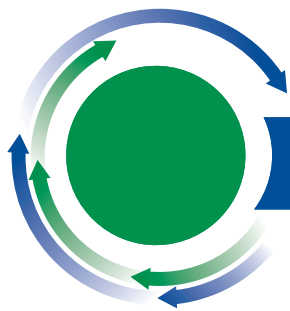
Materyèl ki Kontamine: Sit prensipal prefere a se yon ansyen sit endistriyèl ki se kounye a yon sit brownfield. Konstriksyon etablisman an t ap itilize yon pwopriyete ki limite otreman nan itilizasyon epi ki pèmèt zòn sa a yon lòt fwa ankò sèvi yon objektif pwodiktif. Sit ki egziste deja a gen yon bouchon tè ki anpeche entèraksyon ak medya ki kontamine anba epi nenpòt metòd konstriksyon t ap anplwaye pi bon teknik yo pou diminye posiblite pou simaye kontaminasyon sit la. Nenpòt materyèl ki kontamine ke w rankontre pandan konstriksyon an t ap jere kòrèkteman selon règleman sekirite ak anviwònman ki egziste deja.

Itilite: Konstriksyon Altènativ la ap bay enfrastrikti elektrik ki rezistan ak fyab pou sipòte bezwen imedya ak alontèm pou transpò piblik nan rejyon kritik sa a.

Sekirite: Mikworezo sa ap pèmèt NJ TRANSIT kontinye pou li bay transpò san danje ak fyab pandan kondisyon ijans yo.

PATISIPE!

Patisipasyon piblik la, gwoup enterè ak ajans gouvènman yo esansyèl pou Pwojè ki pwopoze a epi nou apresye kòmantè w yo. Ale sou NJTRANSITResilienceProgram.com souvan pou anons ki enpòtan konsènan reyinyon, odyans ak avansman Pwojè a lavni. Imèl nou kesyon w yo, kòmantè ak enkyetid ou yo nan NJTRANSITGRID@njtransitresilienceprogram.com



NJ TRANSITGRID



Resilience Program • Building Stronger

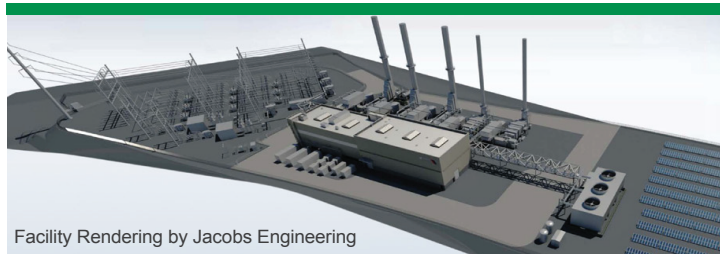
Project Benefits Fact Sheet | June 2019

What is the NJ TRANSITGRID Project?

New Jersey Transit Corporation (NJ TRANSIT) is proposing two projects that would greatly increase its resiliency to extreme weather events:

- NJ TRANSITGRID TRACTION POWER SYSTEM, a first-of-its-kind microgrid in the U.S. for mass transit
- DISTRIBUTED GENERATION SOLUTIONS, which would provide resilient power to several NJ TRANSIT rail and bus facilities

The Federal Transit Administration (FTA) selected the NJ TRANSITGRID project for a \$546 million grant (including 25% state funding), in response to Superstorm Sandy under the Emergency Relief Program. FTA's selection of the proposed Project makes it potentially eligible for funds made available under the Disaster Relief Appropriations Act of 2013 (Pub. L. 113-2).



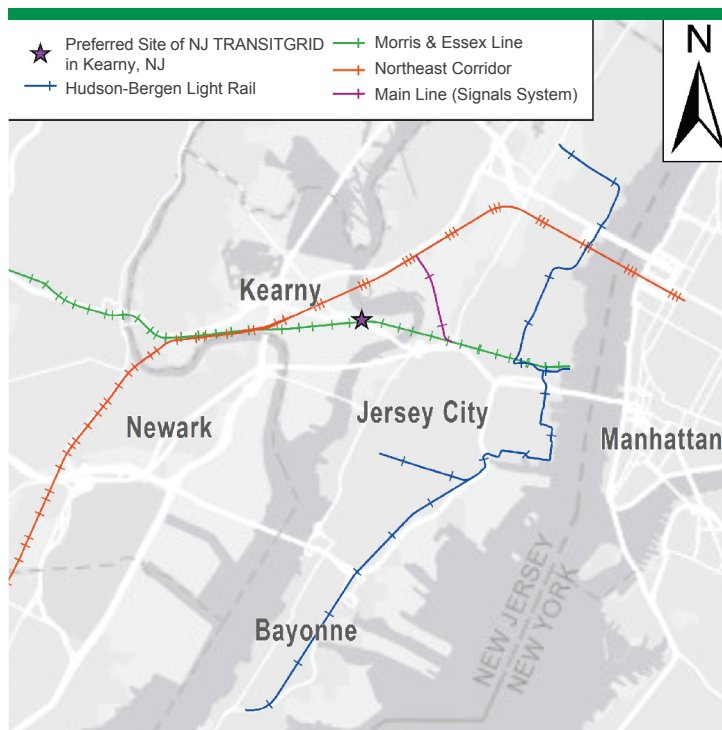
Facility Rendering by Jacobs Engineering

The NJ TRANSITGRID TRACTION POWER SYSTEM would provide highly reliable electric power to support service in a core segment of NJ TRANSIT's critical service territory. The proposed Project includes:

- Construction of a natural gas-fired electric power generating plant
- Multi-acre solar facility
- New electrical lines providing power to railroad substations in Kearny and Jersey City, NJ
- Electrical substations and other infrastructure supporting the new facility

The Main Facility would use combined-cycle natural gas technology, including heat recovery steam generators, and have power generation capacity of up to 140 megawatts (MW). The Project would provide reliable electrical infrastructure to support immediate and long-term power needs for public transportation in the core service area. During storms, or at other times when the commercial grid is compromised, limited service would be provided along the following rail lines:

- Northeast Corridor from Penn Station, NY to New Brunswick, NJ
- Morris & Essex Line from Hoboken Terminal to Maplewood, NJ
- Hudson-Bergen Light Rail from North Bergen to Bayonne, NJ



More Resilient Power = More Reliable Train Service

Rail service in New Jersey is vulnerable to commercial grid power outages, which are occurring more frequently due to both the nature of the existing centralized power distribution system and the increasing intensity and frequency of severe weather events. In 2012, Superstorm Sandy caused wide-spread and prolonged power outages that severely affected NJ TRANSIT's rail service for nearly a week, challenging all prior expectations of the power system's resilience. It resulted in power outages to 8 million customers on the East Coast and approximately 2.6 million regional utility customers over a period of 15 days (with some outages lasting much longer) and caused an estimated \$50 billion in damage and an even greater impact to the economy. In the project area, during Superstorm Sandy, PSE&G customers lost power for up to 8 days. The NJ TRANSITGRID proposed Project would:

- Provide stable and resilient power to enable safe and reliable public transportation during outages of the commercial grid and other emergencies
- Minimize disruptions to the regional workforce and economy
- Provide a cleaner and more efficient source of power

Regional Project Benefits

- The NJ TRANSITGRID would ensure that during emergency conditions, when the commercial power grid is not functioning at capacity, NJ TRANSIT can continue to provide reliable rail service to many local communities within the project area, allowing residents to travel to work, to school, and to other essential locations that would otherwise be inaccessible during a commercial grid outage.
- The NJ TRANSITGRID would allow NJ TRANSIT to continue to provide safe and reliable transportation to evacuate the public and for first responders to assist during emergencies.
- By continuing to provide mass transit service during emergency conditions, commuters would not need to resort to using their cars resulting in less congestion on roadways.
- The Project would create full-time employment opportunities in Main Facility operations, maintenance and ancillary services.

*Further information available at
[http://njtransitresilienceprogram.com/
nj-transitgrid-overview/](http://njtransitresilienceprogram.com/nj-transitgrid-overview/)*

Environmental Benefits

- A vacant brownfield site that has laid dormant for 40 years would be returned to beneficial use. The construction of the facility would utilize a property that is otherwise limited in use and allow that area to once again serve a productive purpose while providing a larger public benefit.
- The proposed site currently contains degraded and isolated wetlands of which approximately two acres would be filled in for construction. To compensate for the loss of these wetlands, a larger contiguous wetland area in the Meadowlands would be restored through mitigation, improving ecological function and value. Mitigation achieved would support bird species that migrate to the Meadowlands via the Atlantic Flyway for foraging, shelter, and breeding.
- Development of the un-vegetated site would eliminate fugitive dust and risk of erosion into the Hackensack River once the Main Facility is built.



State of the Art Technology to Minimize Impacts

The Main Facility would utilize a variety of resilient technologies to generate and store power and mitigate air emissions including combustion technology and non-combustion technology such as flywheels and solar panels.

State of the art emissions controls and resilient equipment would be used to maintain and monitor air quality. Emissions controls would meet or exceed industry standards.

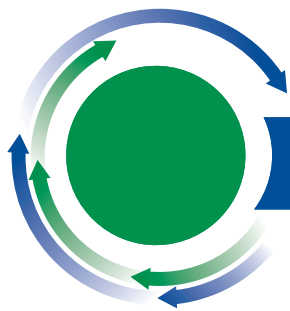
While combustion technology does produce CO₂, the microgrid would be able to produce power at greater efficiencies compared to existing facilities that currently serve the mass transit grid.

During emergency conditions, the availability of public transportation would reduce the need for less efficient transportation modes, which could result in reduced Greenhouse Gas (GhG) emissions during those periods. Additionally, the energized assets of the project corridor would no longer use electricity from the commercial power grid, further reducing commercial demand and potentially offsetting some additional GhG emissions.

Project Contacts

Nick Marton
NJ TRANSITGRID Project Manager
New Jersey Transit
One Penn Plaza, Newark, NJ 07105
NMarton@njtransit.com

John Geitner
Sr. Director – Environment, Energy & Sustainability
New Jersey Transit
One Penn Plaza, Newark, NJ 07105
JGeitner@njtransit.com



NJ TRANSITGRID



Programa de resistencia • Construcciones más fuertes

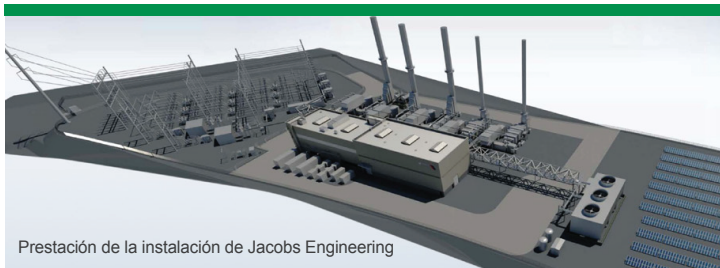
Hoja informativa de los beneficios del proyecto | junio de 2019

¿Qué es el proyecto NJ TRANSITGRID?

New Jersey Transit Corporation (NJ TRANSIT) propone dos proyectos que aumentarán considerablemente su resistencia a los fenómenos meteorológicos graves:

- El SISTEMA ELÉCTRICO DE TRACCIÓN NJ TRANSITGRID, la primera microrred de su tipo en los Estados Unidos para el transporte público
- SOLUCIONES DE GENERACIÓN DISTRIBUIDA, que brindará energía resistente a varias instalaciones de trenes y autobuses de NJ TRANSIT

La Administración Federal de Transporte (Federal Transit Administration, FTA) eligió el proyecto de NJ TRANSITGRID para otorgarle un subsidio de \$546 millones (incluido el 25 % de financiación estatal), en respuesta al huracán Sandy, conforme al Programa de Asistencia de Emergencia. La selección del proyecto propuesto por parte de la FTA lo hace potencialmente elegible para recibir los fondos disponibles de acuerdo con la Ley de Asignaciones para el Socorro en Casos de Desastre de 2013 (Disaster Relief Appropriations Act, Ley Pública 113-2).



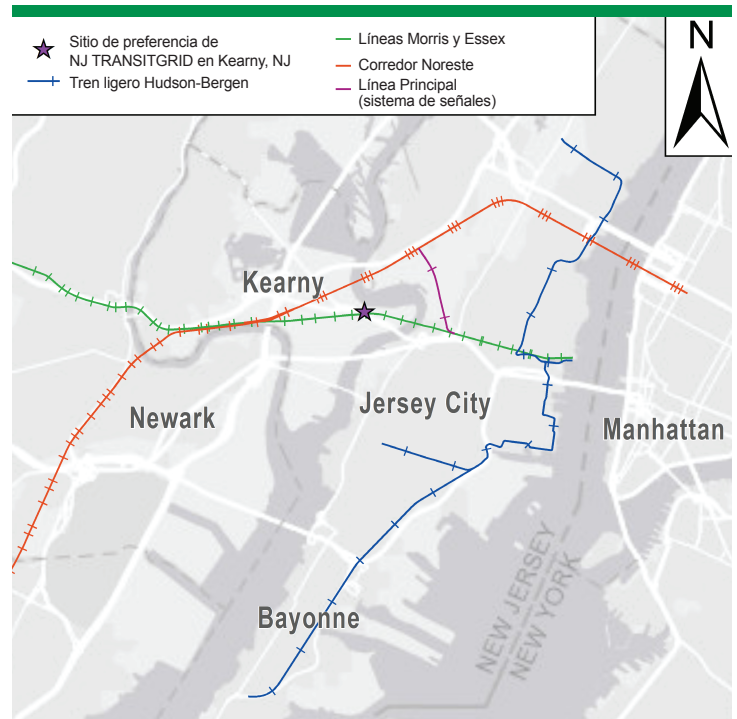
Prestación de la instalación de Jacobs Engineering

El SISTEMA ELÉCTRICO DE TRACCIÓN NJ TRANSITGRID ofrecerá energía eléctrica altamente confiable para brindar servicios en un segmento central del territorio de servicio crítico de NJ TRANSIT. El proyecto propuesto incluye lo siguiente:

- La construcción de una planta generadora de energía eléctrica mediante gas natural
- Una infraestructura solar de varios acres
- Nuevas líneas eléctricas que suministrarán energía a las subestaciones de ferrocarril en Kearny y Jersey City, NJ
- Subestaciones eléctricas y otras infraestructuras de apoyo a la nueva instalación

La Instalación Principal propone utilizará tecnología de ciclo combinado de gas natural, incluidos los generadores de vapor para la recuperación de calor, y tendrá una capacidad para la generación de energía de hasta 140 megavatios (MW). El proyecto ofrecerá una infraestructura eléctrica confiable para satisfacer las necesidades de transporte público inmediatas y a largo plazo en el área de servicio central. Durante las tormentas u otros momentos en los que la red comercial se vea comprometida, se ofrecerá un servicio limitado en las siguientes líneas del tren:

- El Corredor Noreste de Penn Station, NY a New Brunswick, NJ
- Las líneas Morris y Essex de la Terminal Hoboken a Maplewood, NJ
- El tren ligero Hudson-Bergen de North Bergen a Bayonne, NJ



Energía más resistente = Servicio de tren más confiable

El servicio de tren de Nueva Jersey es vulnerable a los cortes de energía de la red comercial, que ocurren cada vez con mayor frecuencia debido a la naturaleza del actual sistema centralizado de distribución de energía y la creciente intensidad y frecuencia de los fenómenos meteorológicos graves. En 2012, el huracán Sandy provocó cortes de energía generalizados y prolongados que afectaron gravemente el servicio de tren de NJ TRANSIT durante casi una semana, lo que desafió todas las expectativas previas sobre la resistencia del sistema de energía. Tuvo como resultado cortes de energía que afectaron a 8 millones de usuarios en la Costa Este y a alrededor de 2.6 millones de usuarios de servicios públicos regionales durante más de 15 días (con algunos cortes que duraron más tiempo), y provocó daños por un cálculo estimado de \$50 billones y un impacto incluso mayor en la economía. En el área del proyecto, durante el supertormenta Sandy, los usuarios de Public Service Enterprise Group (PSE&G) estuvieron sin energía durante hasta 8 días. El proyecto propuesto NJ TRANSITGRID lograría lo siguiente:

- Proporcionar energía estable y resistente para obtener un transporte público seguro y confiable durante los cortes de la red comercial y otras emergencias
- Minimizar los inconvenientes ocasionados a los trabajadores y a la economía regionales
- Brindar una fuente de energía más limpia y eficiente

Beneficios del proyecto regional

- El Propuesto NJ TRANSITGRID garantizará que, durante las condiciones de emergencia, cuando la red de energía comercial no funcione a su capacidad plena, NJ TRANSIT pueda seguir brindando un servicio de tren de confianza a muchas comunidades locales en el área del proyecto, que les permitirá a los residentes viajar al trabajo, a la escuela y a otros lugares esenciales que, de otra manera, serían inaccesibles durante un corte de la red comercial.
- El Propuesto NJ TRANSITGRID permitirá a NJ TRANSIT seguir brindando un transporte seguro y confiable para evacuar al público y para que los equipos de primera respuesta ayuden durante las emergencias.
- Mediante el suministro continuo de un servicio de transporte público durante las condiciones de emergencia, las personas que viajan a diario no necesitarán usar sus automóviles, lo que reducirá la congestión en las carreteras.
- El proyecto generaría oportunidades laborales a tiempo completo en las operaciones, el mantenimiento y los servicios complementarios de la Instalación Principal.

Puede encontrar más información disponible en
<http://njtransitresilienceprogram.com/nj-transitgrid-overview/>

Beneficios ambientales

- Una zona industrial abandonada que ha permanecido inactiva durante más de 40 años volverá a tener un uso provechoso. La construcción de la instalación utilizará una propiedad que, de lo contrario, tiene un uso limitado y permitirá que la zona vuelva a tener una finalidad productiva al mismo tiempo que ofrecerá un beneficio público mayor.
- Actualmente, el sitio propuesto tiene humedales degradados y aislados, de los cuales aproximadamente dos acres se usarán para la construcción. Para compensar la pérdida de estos humedales, mediante la mitigación, se restaurará un área colindante de humedales de mayor tamaño en Meadowlands, y así se mejorarán la función y el valor ecológicos. La mitigación que se lleve a cabo protegerá a las especies de aves que migran a Meadowlands a través de la ruta atlántica norteamericana para buscar alimento, refugiarse y reproducirse.
- El desarrollo de un sitio sin vegetación eliminará el polvo fugitivo y el riesgo de erosión en el río Hackensack una vez que se construya la Instalación Principal.



Futura ubicación de la Instalación Principal

Tecnología de vanguardia para minimizar los impactos

La Instalación Principal propone utilizará una variedad de tecnologías resistentes para generar y almacenar energía y mitigar las emisiones atmosféricas, incluida la tecnología de combustión y no combustiva, como volantes de inercia y paneles solares.

Los controles de las emisiones y los equipos resistentes de vanguardia se utilizarán para preservar y controlar la calidad del aire. Los controles de las emisiones cumplirán o superarán los estándares de la industria.

Aunque la tecnología de combustión produce CO₂, la microrred podrá generar energía con mayor eficiencia en comparación con las instalaciones existentes que actualmente suministran a la red de transporte público.

Durante las condiciones de emergencia, la disponibilidad del transporte público reducirá la necesidad de usar medios de transporte menos eficientes, lo que disminuirá las emisiones de gases de efecto invernadero (GEI) en esos períodos. Además, los recursos energéticos del corredor del proyecto ya no utilizarán electricidad de la red de energía comercial, lo que reducirá aún más la demanda comercial y posiblemente compensará algunas emisiones de GEI adicionales.

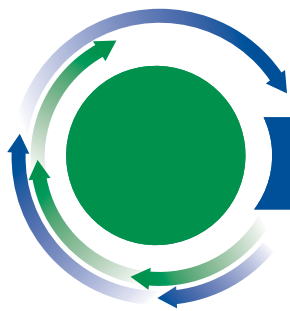
Contactos del proyecto

Nick Marton

Gerente de proyectos de NJ TRANSITGRID
New Jersey Transit
One Penn Plaza, Newark, NJ 07105
NMarton@njtransit.com

John Geitner

Director sénior de Ambiente, Energía y Sostenibilidad
New Jersey Transit
One Penn Plaza, Newark, NJ 07105
JGeitner@njtransit.com



NJ TRANSITGRID



Pwogram Rezilyans • Bati Pi Fò

Fèy Enfòmasyon sou Avantaj Pwojè a | Jen 2019

Kisa Pwojè NJ TRANSITGRID la ye?

New Jersey Transit Corporation (NJ TRANSIT) ap pwopoze de (2) pwojè ki ta pral ogmante rezilyans li anpil nan evènman move tan ekstrèm:

- SISTÈM ENÈJI TRAKSYON NJ TRANSITGRID, yon premye-rezo ki inik nan fason pa l nan peyi Etazini pou transpò piblik
- SOLISYON GENERASYON DISTRIBIYE, ki ta pral bay yon alimantasyon rezilyans nan plizyè enstalasyon tren ak otobis nan NJ TRANSIT

Administrasyon Federal Transit la (FTA) chwazi pwojè NJ TRANSITGRID la pou yon sibvansyon de \$546 milyon dola (ki gen ladan l 25% ki soti nan fon leta), pou reponn ak Gwo Tanpèt Sandy anba Pwogram Sekou Ijans la. Seleksyon FTA a nan Pwojè ki pwopoze a fè li potansyèlman kalifye pou fon ki disponib dapre Lwa 2013 la sou Sipò pou Sinistre yo nan Dezas (Pub.L. 113-2)



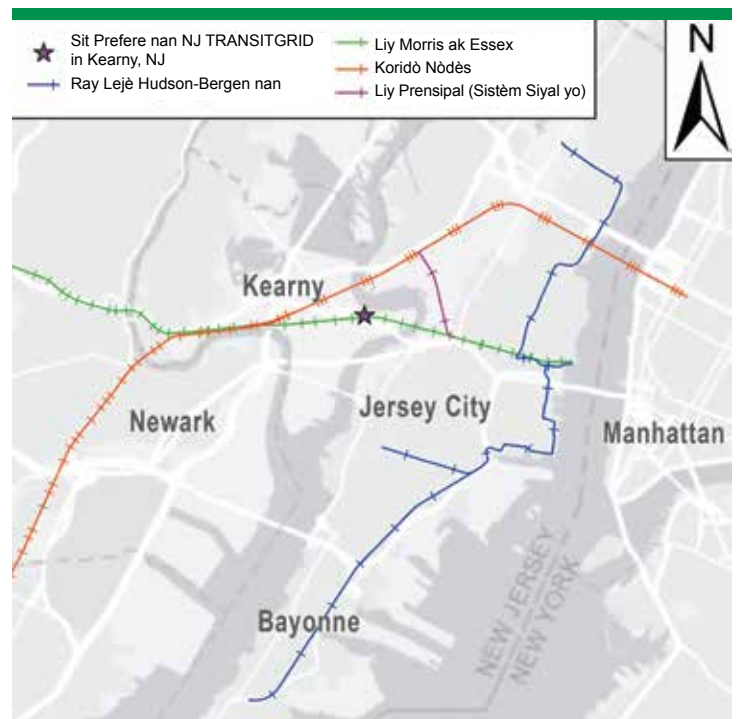
Prezantasyon Enstalasyon pa Jacobs Engineering

SISTÈM ENÈJI TRAKSYON NJ TRANSITGRID la ta pral bay enèji elektrik ki fyab pou sipòte sèvis nan yon segman debaz nan teritwa sèvis kritik NJ TRANSIT la. Pwojè ki pwopoze a gen ladan l:

- Konstriksyon yon santral elektrik k ap alimante avèk gaz natirèl
- Enstalasyon solè sou plizyè kawo
- Nouvo liy elektrik k ap alimante estasyon tren yo nan Kearny ak nan Vil Jersey, NJ
- Estasyon elektrik ak lòt enfrastrikti ki pou sipòte nouvo enstalasyon an

Enstalasyon prensipal la ap itilize teknoloji gaz natirèl ki konbine, ki gen ladan l generatris ki bay vapè ak rekiperasyon chalè epi yo gon kapasite pou pwodui kouran pou rive jiska 140 megawat (MW). Pwojè a t ap founi yon enfrastrikti elektrik ki fyab pou sipòte nesessite kouran imedya ak alontèm pou transpò piblik nan zòn sèvis prensipal la. Pandan tanpèt yo, oswa nan lòt moman kote rezo komèsyal la ta konpwomèt, yon sèvis limite ap bay sou liy ray (tren) sa yo:

- Northeast Corridor from Penn Station, NY to New Brunswick, NJ
- Morris & Essex Line from Hoboken Terminal to Maplewood, NJ
- Hudson-Bergen Light Rail from North Bergen to Bayonne, NJ



Plis Enèji Rezilyan = Plis Sèvis Tren ki Fyab

Sèvis ray (tren) nan New Jersey a vilnerab ak pann kouran sou rezo komèsyal la, ki rive pi souvan akòz nati sistèm distribisyon santralize ki te la deja ak ogmante entansite nan evènman move tan. An 2012, Gwo Tanpèt Sandy te lakoz gwo pann kouran (blakawout) generalize ak pwolonje ki te afekte sèvis ray NJ TRANSIT la pandan prèske yon semenn ki te vin mete an kesyon atant anvan yo epi rezistans sistèm elektrik la. Sa ki te lakoz 8 milyon kliyan te nan blakawout sou kot lès la ak apeprè 2.6 milyon kliyan sèvis piblik rejyonal la pandan yon peryòd 15 jou (avèk kèk pann ki te dire pi lontan) epi ki te lakoz yon dega ki te evalye ak 50 milya ak menm pi gran enpak sou ekonomi an. Nan zòn pwojè a pandan Gwo Tanpèt Sandy, kliyan PSE&G yo te nan blakawout pandan 8 jou. Pwojè NJ TRANSITGRID ki pwopoze a ap:

- Bay yon kouran ki estab ak fyab pou pèmèt transpò piblik ki asire ak fyab pandan pann rezo komèsyal la ak lòt ijans yo
- Minimize deranjman nan mendèv rejyonal la ak ekonomi
- Bay yon sous enèji ki pi pwòp ak pi efikas

Avantaj Pwojè Rejyonal yo

- TRANSITGRID NJ t ap asire ke pandan kondisyon ijans yo, lè rezo elektrik komèsyal la pa fonksyone nan kapasite l, NJ TRANSIT kapab kontinye bay sèvis tren ki fyab pou anpil kominote lokal ki nan zòn pwojè a, pou pèmèt rezidan yo vwayaje al travay, lekòl, e nan lòt kote ki esansyèl ki ta otreman pa aksesib pandan yon pann nan rezo komèsyal yo.
- TRANSITGRID NJ ap pèmèt NJ TRANSIT kontinye bay transpò san danje epi ki fyab pou evakye piblik la ak pou se premye sekouris pou vin ede nan moman ijans yo.
- Lè yo kontinye bay sèvis transpò piblik pandan kondisyon ijans yo, pasajè yo pa p bezwen sèvi ak machin yo k ap bay mwens blokis sou wout yo.
- Pwojè a ta pral kreye opòtinite travay atanplen nan Sant operasyon Prensipal yo, nan antretyen ak sèvis oksilyè.

Plis enfòmasyon disponib sou
[http://njtransitresilienceprogram.com/
nj-transitgrid-overview/](http://njtransitresilienceprogram.com/nj-transitgrid-overview/)

Avantaj pou Anviwònman

- Yon sit endistriyèl vid ki te inaktif pandan 40 lane ap retounen pou itilizasyon ki itil. Konstriksyon etablisman an t ap itilize yon pwopriyete ki limite otreman nan itilizasyon epi pèmèt zòn sa yon lòt fwa ankò sèvi yon objektif pwodiktif pandan y ap bay yon pi gwo avantaj piblik.
- Sit ki pwopoze a genyen kounye a marekaj ki degradé ak izole kote apeprè de kawo tè ta ranpli pou konstriksyon an. Pou konpanse pou pèt marekaj sa yo, yon pi gwo zòn imid nan Meadowlands ap retabli atravè mitigasyon, amelyorasyon ekolojik fonksyon ak valè. Mezi atenyasyon ki jwenn yo t ap soutni espès zwazo k ap imigre nan Meadowlands atravè migrasyon Atlantik pou yo manje, abrite yo epi repwodui.
- Devlopman sit san vejetasyon an ta pral elimine pousyè ak risk ewozyon nan larivyè Hackensack la yon fwa Etablisman Prensipal la fin bati.



Adrès Anplasan Fiti Enstalasyon Prensipal la

Eta Teknoloji Atizay pou Minimize Enpak yo

Enstalasyon prensipal la ta pral itilize yon varyete teknoloji fleksib pou jenere ak estoke enèji epi diminye emisyon lè ki gen ladan l teknoloji ki degaje konbisyon ak teknoloji ki pa konbisyon tankou volan ak panno solè.

Sistèm antipolisyon nan pwent teknoloji a ta pral itilize pou kenbe epi kontwòl kalite lè a. Kontwòl emisyon yo t ap respekte oswa depase estanda endistri a.

Pandan ke teknoloji ki degaje konbisyon yo pwodui CO₂, premye rezo a ta pral kapab pwodwi enèji nan pi gwo efikasite konpare ak enstalasyon ki te deja egziste yo ki kounye a sèvi rezo pou transpò piblik la.

Pandan kondisyon ijans yo, disponiblite transpò piblik la ap diminye bezwen pou mòd transpò ki mwens efikas, sa ki ka lakòz rediksyon nan emisyon gaz a efè sèr Greenhouse (GhG) pandan peryòd sa yo. Anplis de sa, aktif dinamize koridò pwojè a pa t ap sèvi ak elektrisite nan rezo komèsyal la ankò, sa k ap diminye demann komèsyal ak potansyèlman konpansasyon kèk emisyon GhG adisyonèl.

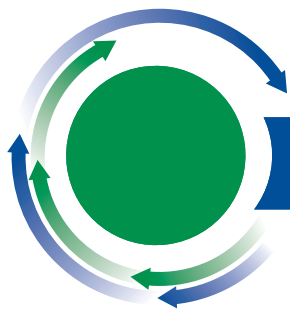
Kontak Pwojè a

Nick Marton

Manadjè Pwojè NJ TRANSITGRID
New Jersey Transit
One Penn Plaza, Newark, NJ 07105
NMarton@njtransit.com

John Geitner

Direktè Prensipal - Anviwònman, Enèji & Devlopman Dirab
New Jersey Transit
One Penn Plaza, Newark, NJ 07105
JGeitner@njtransit.com



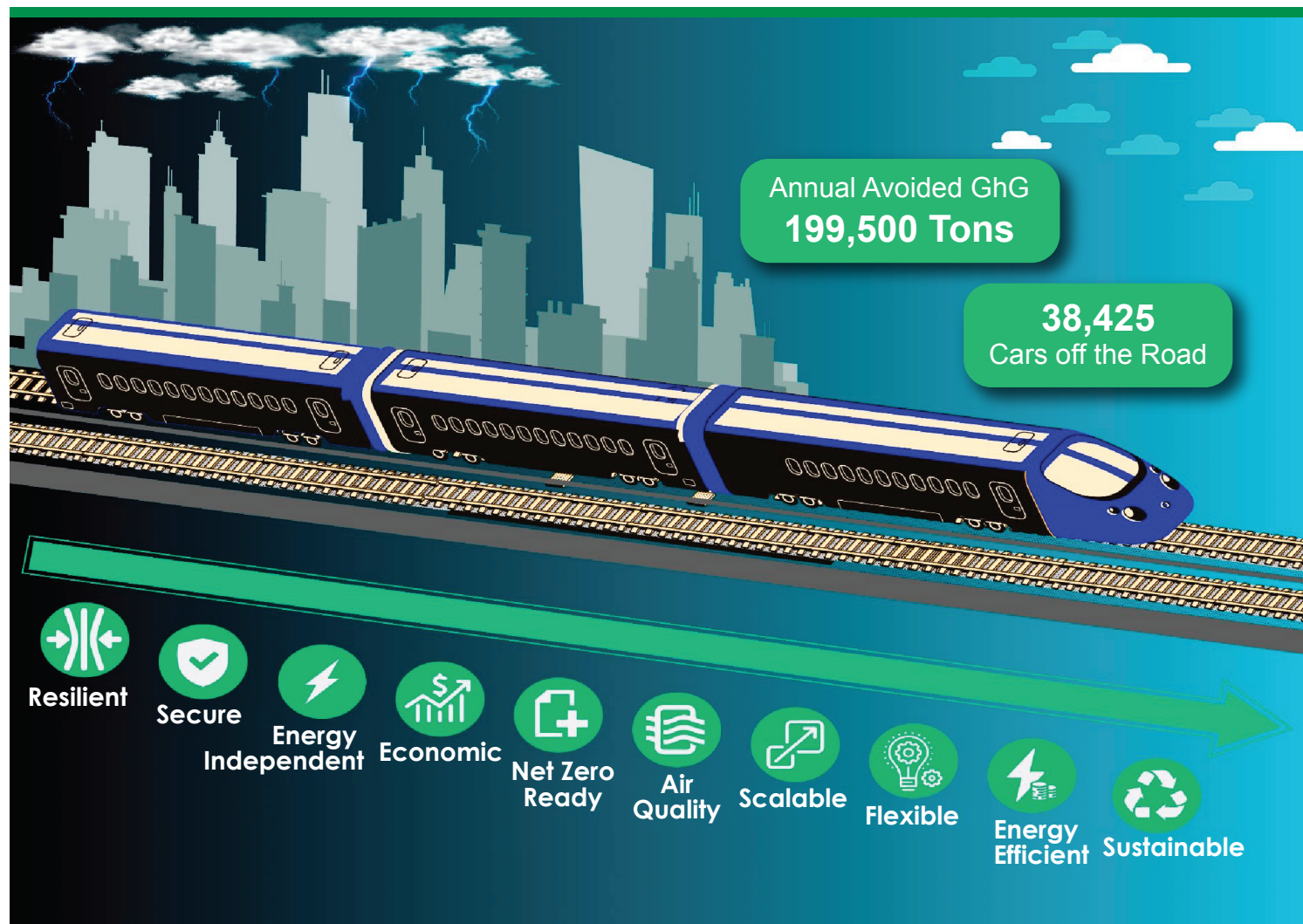
NJ TRANSITGRID



Resilience Program • Building Stronger

Energy Benefits Fact Sheet | June 2019

NJ TRANSIT's innovative power solution proposes to protect riders and the public from reliability issues and price instability, while mitigating congestion and improving air quality *LEADING THE WAY TOWARDS A NET ZERO FUTURE.*



Today

NJ TRANSIT currently buys power using a best practices approach that meets financial goals but relies on traditional utility infrastructure and generation. This model leaves NJ TRANSIT vulnerable to power interruptions and captive to the Greenhouse Gases (GhG) intensity of the power it is purchasing, especially during peak energy demand.

Tomorrow

NJ TRANSITGRID would be the most modern and sustainable traction power system in the U.S., incorporating grid flexibility, renewable power, fuel savings, and fast responding resources. Brief power shortages to wide-spread utility outages would be a thing of the past, ensuring vital and environmentally friendly transportation resources would be available for riders and the communities they serve.

Implementing the NJ TRANSITGRID project would provide the path forward for NJ TRANSIT to advance Governor Murphy's Executive Order 28 for New Jersey's Clean Energy Economy

Conditions of extreme weather, which are predicted to increase over time, create stress on the grid requiring older coal plants and inefficient peaker plants to be called upon as part of the PJM strategy to avoid brown and blackouts. The reduction of peak power, which is the dirtiest and most expensive power that New Jersey is forced to use, is critical to the success of Governor Murphy's Greenhouse Gas Initiatives. The following highlights the advantages and critical operational benefits NJ TRANSITGRID would bring to NJ TRANSIT and its ridership:

Net Zero Ready

Allows for the integration of carbon neutral power generation options, such as Renewable Natural Gas and hydrogen fuel cells as they become more commercially available

Resilient

Distributed on-site power generation stays actively connected to the rail systems in times of emergency to perform critical preparation and recovery activities

Sustainable

Increased optimization and integration of renewables, including solar, help decarbonize the overall NJ TRANSITGRID system

Energy Efficient

Highly efficient central power plant to energize the connected rail lines reducing usage from old and less efficient energy generation from legacy coal-fired power plants

Air Quality

Measurable and direct decreases in air pollutants (SO_2 , NO_x and $\text{PM}_{2.5}$) and GhG from high-emission generation facilities

Energy Independent

Design allows for NJ TRANSIT to assert control over power supply and production decisions, and prioritizing more efficient power generation.

Economic

Decreases costs resulting from avoided transmission and distribution system upgrades, reduced utility operation & maintenance, reduced line loss and congestion, fuel savings, and participation in wholesale markets

Secure

Adds to regional security by use of extensive communication, control, and protection infrastructure, with robust cybersecurity protocols to protect vital transit routes

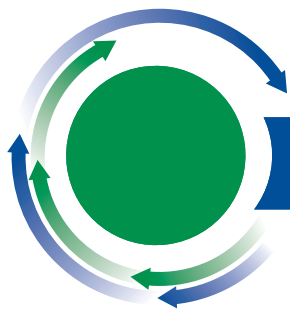
Flexible

Aligns supply and demand of variable large-scale renewable power with fast-responding turbine and flywheel resources

Scalable

Creates a model for other large users in the state to reach decarbonization goals and expand the use of clean, renewable power

Decarbonization will require the widespread adoption of zero-carbon emitting power sources coupled with the use of cleaner and more efficient generation. Although many of the technologies are still being perfected today, employing these strategies will help move the generation fleet in New Jersey toward net-zero carbon dioxide emissions to slow the pace of global climate change and provide benefit for public health. The innovative, forward thinking NJ TRANSITGRID project proposes to advance these goals and put NJ TRANSIT on a path to reduce peak power demand and make the system more resilient as weather intensity becomes more prevalent.



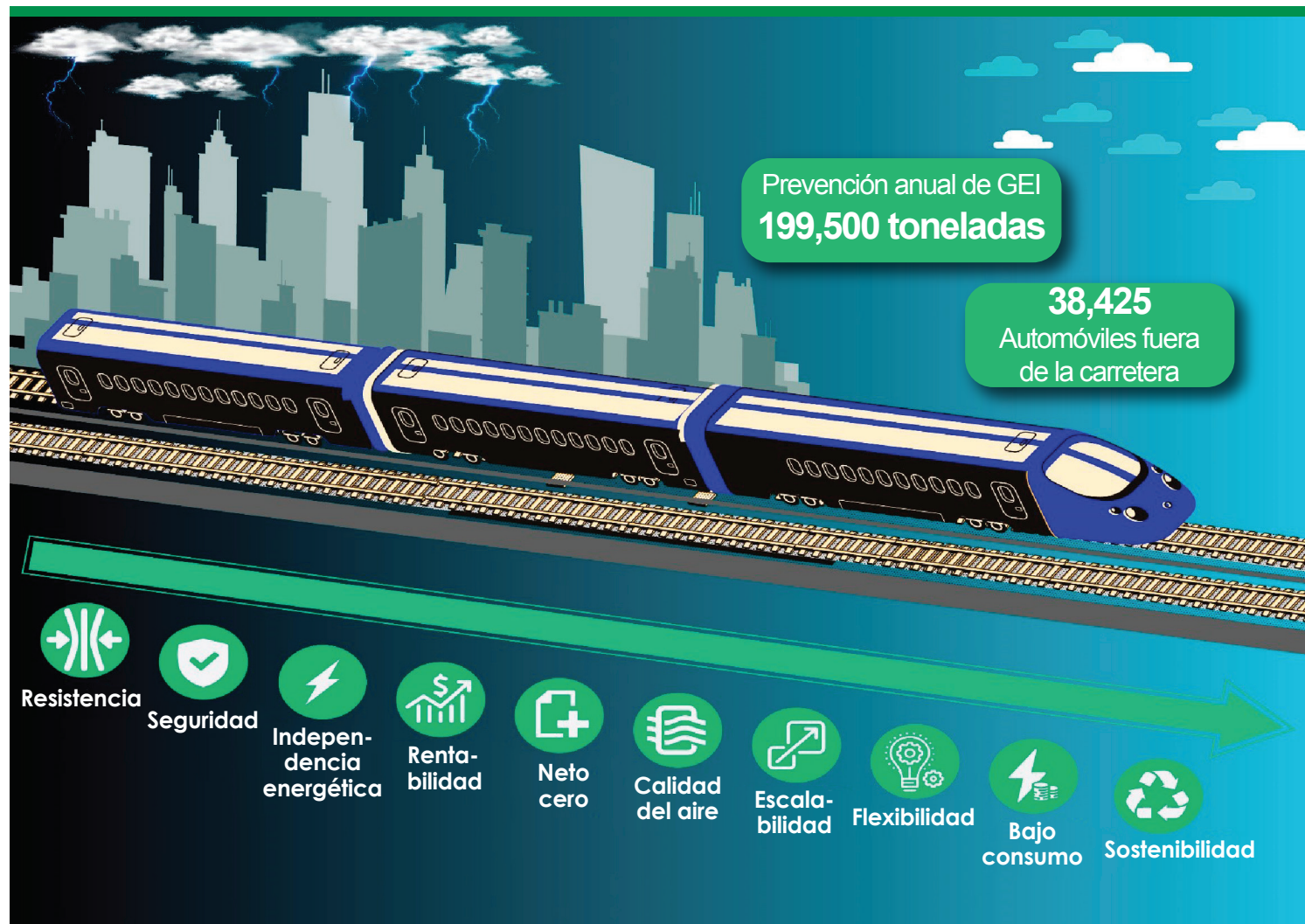
NJ TRANSITGRID



Programa de resistencia • Construcciones más fuertes

Hoja informativa de los beneficios de energía | junio de 2019

La innovadora solución energética de NJ TRANSIT protegerá a los pasajeros y al público de los problemas de confiabilidad y la inestabilidad de los precios, reducirá la congestión y mejorará la calidad del aire, *LIDERANDO EL CAMINO HACIA UN FUTURO NETO CERO*.



Hoy

En la actualidad, NJ TRANSIT compra energía mediante un enfoque basado en las mejores prácticas que cumple con los objetivos financieros, pero que depende de la infraestructura de servicios públicos y la generación de energía tradicionales. Este modelo hace que NJ TRANSIT sea vulnerable a los cortes de energía y prisionero de la intensidad de los gases de efecto invernadero (GEI) de la energía que compra, en especial durante los periodos de demanda pico de energía.

Mañana

NJ TRANSITGRID será el sistema eléctrico de tracción más moderno y sostenible en los Estados Unidos, ya que incorporará flexibilidad de la red, energía renovable, ahorro del combustible y recursos de respuesta rápida. La escasez transitoria de energía y los cortes generalizados de los servicios públicos serán cuestión del pasado y se garantizará la disponibilidad de recursos de transporte vitales y ecológicos para los pasajeros y las comunidades a las que prestan servicios.

La implementación del proyecto NJ TRANSITGRID proporcionará el camino por seguir para que NJ TRANSIT promueva la orden ejecutiva N.º 28 del gobernador Murphy sobre la Economía Energética Limpia de Nueva Jersey.

Las condiciones climáticas extremas, que se predice que aumenten con el tiempo, generan presión en la red, lo que exige recurrir a centrales de carbón más antiguas y centrales ineficientes para cubrir picos de demanda como parte de la estrategia de PJM para evitar bajas de tensión o apagones. La reducción de la potencia máxima, que es la energía más contaminante y cara que Nueva Jersey se ve forzada a utilizar, es esencial para el éxito de las Iniciativas contra los Gases de Efecto Invernadero del gobernador Murphy. Los siguientes aspectos resaltan las ventajas y los beneficios operativos críticos que NJ TRANSITGRID aportará a NJ TRANSIT y sus pasajeros:

Neto cero

Permite la integración de opciones de generación de energía neutras en carbono, como el gas natural renovable y las celdas de combustible de hidrógeno a medida que tienen una mayor disponibilidad a nivel comercial.

Resistencia

La generación de energía distribuida in situ permanece conectada de forma activa a los sistemas ferroviarios en situaciones de emergencia para llevar a cabo actividades fundamentales de preparación y recuperación.

Sostenibilidad

Una mayor optimización e integración de las energías renovables, incluida la energía solar, contribuye a descarbonizar todo el sistema de NJ TRANSITGRID.

Bajo consumo

La planta de energía central de alta eficiencia para activar las líneas del tren conectadas reduce el uso de las formas de generación de energía anticuadas y menos eficientes de las centrales eléctricas de carbón.

Calidad del aire

Los contaminantes atmosféricos (SO_2 , NO_x y $\text{PM}_{2.5}$) y GEI derivados de las instalaciones de generación de altas emisiones disminuyen de manera cuantificable y directa.

Independencia energética

El diseño permite a NJ TRANSIT tener el control de las decisiones de suministro y producción de energía, y así priorizar la generación de energía más eficiente.

Rentabilidad

Los costos disminuyen al evitar actualizaciones de los sistemas de transmisión y distribución, reducir la operación y el mantenimiento de los servicios públicos, disminuir las pérdidas y la congestión de las líneas, ahorrar combustible y participar en los mercados mayoristas.

Seguridad

Aumenta la seguridad regional mediante el uso de una extensa infraestructura de comunicación, control y protección, con sólidos protocolos de ciberseguridad para proteger las rutas de tránsito vitales.

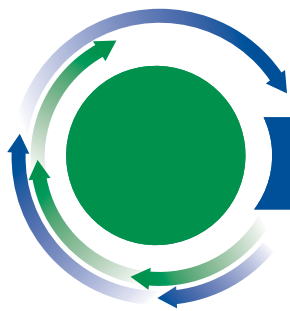
Flexibilidad

Alinea la oferta y la demanda de energía renovable a gran escala con los recursos de la turbina y el volante de inercia de respuesta rápida.

Escalabilidad

Crea modelos para que otros grandes usuarios en el estado alcancen los objetivos de descarbonización y aumenten el uso de energía limpia y renovable.

La descarbonización exigirá la adopción generalizada de fuentes de energía de emisiones de carbono cero junto con el uso de una generación más limpia y eficiente. Muchas de las tecnologías se siguen perfeccionando en la actualidad, el uso de estas estrategias permitirá que las emisiones de dióxido de carbono del parque de generación de Nueva Jersey lleguen a neto cero con el fin de disminuir el ritmo del cambio climático mundial y ofrecer beneficios para la salud pública. El proyecto innovador y vanguardista NJ TRANSITGRID promueve estos objetivos y coloca a NJ TRANSIT en el camino para reducir la demanda de potencia máxima y fortalecer el sistema a medida que la intensidad climática se vuelve más frecuente.



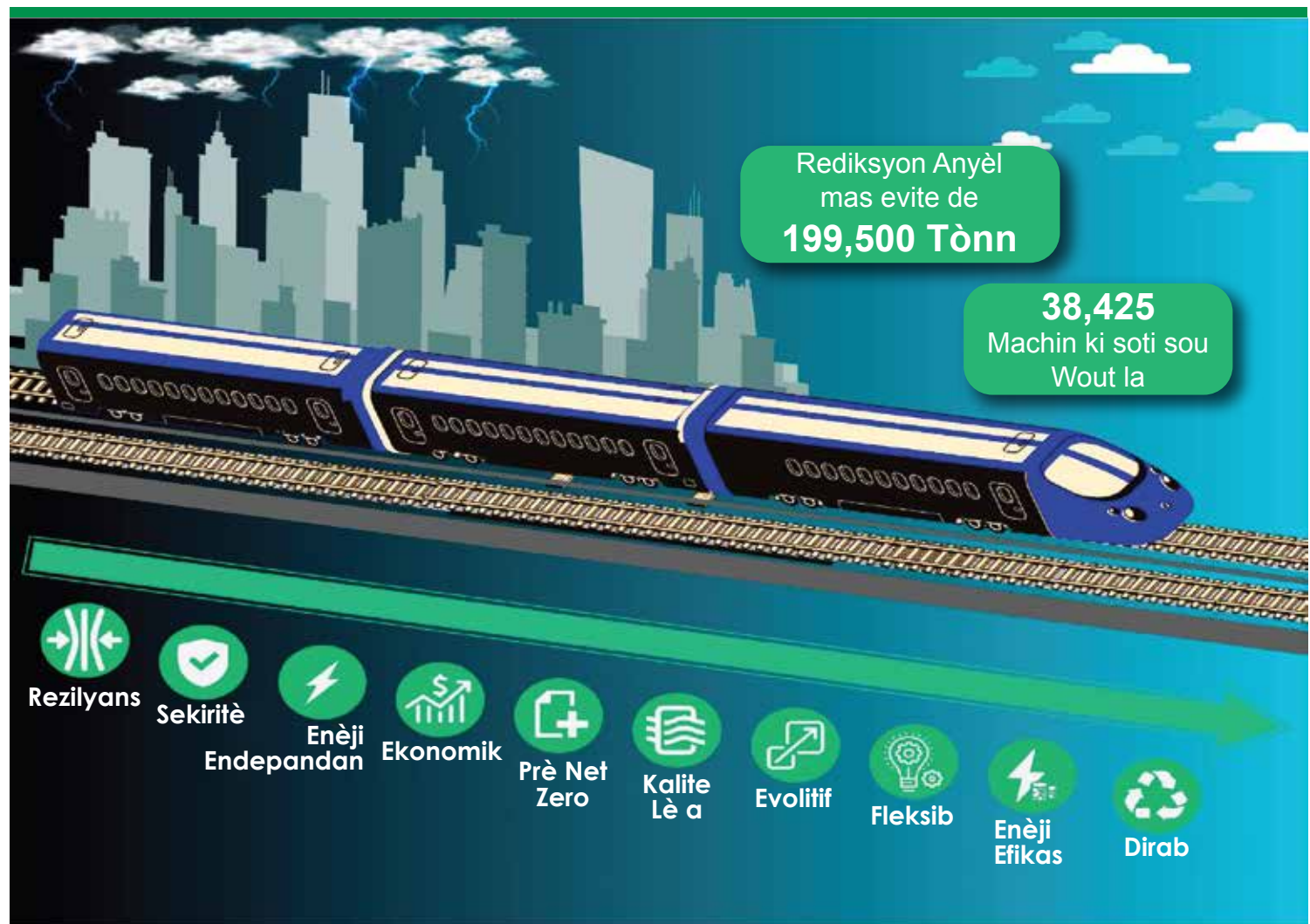
NJ TRANSIT GRID



Pwogram Rezilyans • Bati Pi Fò

Fèy Enfòmasyon sou Avantaj Enèji | Jen 2019

Solisyon inovatè enèji NJ TRANSIT la t ap pwoteje pasajè ak piblik la soti nan pwoblèm fyabilite ak enstabilite pri, pandan y ap diminye konjesyon epi amelyore kalite lè a *PRAN WOUT LA NAN YON AVNI NET ZEWO*.



Jodi a

NJ TRANSIT kounye a achte enèji lè l sèvi avèk yon bon apwòch pratik ki satisfè objektif finansye men ki chita sou enfrastrikti pwodiksyon ak sèvis piblik tradisyonèl. Modèl sa a fè NJ TRANSIT frajil nan entèripsyon enèji epi prizonye nan gaz ak efè sèr yo (GhG) nan entansite enèji k ap achte a, sitou pandan somè sou demann enèji a.

Demen

NJ TRANSIT GRID t ap sistèm enèji traksyon ki pi modèn ak dirab nan Etazini yo, entegrasyon fleksibilite nan rezo a, enèji renouvlab, ekonomi gaz, ak resous pou repons rapid yo. Kout pann elektrik ki rive akòz pann generalize sèvis piblik yo dezòmè se bagay ki pase, asire resous vital ak anviwònman nan transpò yo t ap disponib pou pasaje yo ak kominote ke y ap sèvi yo.



Aplikasyon pwojè NJ TRANSITGRID la t ap trase chemen pou pi devan pou NJ TRANSIT avanse Dekrè Egzekitif 28 Gouvènè Murphy a pou Ekonomi Enèji Pwòp nan New Jersey.

Kondisyon nan move tan ekstrèm yo, ki prevwa ogmante sou tan, kreye tansyon sou rezo a, sa ki oblije nou rele ansyen santral ki itilize chabon ak sant ki pa efikas nan kad estrateji PJM nan pou anpeche pann ak blakawout. Rediksyon nan pwisans pwent lan, ki se enèji ki pi sal epi ki pi chè ke New Jersey fòse itilize, sa kritik pou reysit inisyativ Gouvènè Murphy a pou Gaz a Efè Sèr la. Pwen sila yo mete an evidans avantaj ak avantaj operasyonèl kritik ke NJ TRANSITGRID t ap pote pou NJ TRANSIT ak kliyan li yo:

Prè Net Zero

Pèmèt entegrasyon opsyon pwodiksyon enèji net an kabòn, tankou gaz natirèl ki renouvlab ak selil gaz idwojèn yo, jan y ap vin pi disponib sou mache komèsyal la

Rezilyans

Pwodiksyon elektisite ki distribiye sou sit la rete konekte aktivman ak sistèm tren yo nan moman ijans pou fè preparasyon kritik ak aktivite rekipasyon

Dirab

Optimizasyon ak entegrasyon ogmante enèji renouvlab yo, ki gen ladann èd solè, pou dekabonize tout sistèm NJ TRANSITGRID la

Enèji Efikas

Santral elektrik ki trè efikas destine pou alimante liy ray ki konekte yo pou diminye itilizasyon nan pwodiksyon enèji ansyen epi ki mwens efikas ki soti nan izin elektrik tradisyonèl yo

Kalite Lè a

Diminasyon mezirab ak polyan dirèk nan lè (SO_2 , NO_x ak $\text{PM}_{2.5}$) ak GhG ki soti nan enstalasyon jeneratris wo-emisyon

Enèji Endepandan

Konsepsyon an pèmèt NJ TRANSIT egzèse yon kontwòl sou desizyon alimantasyon enèji ak pwodiksyon, epi priorize pwodiksyon enèji ki pi efikas.

Ekonomik

Diminye depans ki soti nan evite transmisyon ak distribisyon sistèm amelyorasyon an, redwi operasyon sèvis piblik ak antretyen, redwi pèt liy ak konjesyon, ekonomize gaz, epi patisipasyon nan vant sou mache a

Sekirite

Ranfòse sekirite rejyonal yo lè w itilize kominikasyon ki vas, enfrastrikti kontwòl ak pwoteksyon, ak pwotokòl sekirite pou pwoteje wout transpò piblik ki enpòtan anpil

Fleksib

Aliyman òf ak demann nan varyab gwo-echèl enèji renouvlab ak resous tibin volan ki rapid

Evolitif

Kreye yon modèl pou lòt gwo itilizatè nan leta yo pou yo atenn objektif dekabonizasyon epi elaji itilizasyon pwòp, enèji renouvlab

Dekabonizasyon yo pral mande adopsyon generalize sous enèji k ap emèt zewo-kabòn, ansanm ak itilizasyon pwodiksyon ki pi pwòp ak pi efikas. Malgre anpil nan teknoloji yo toujou ap pèfeksyone jodi a, aplikasyon estrateji sa yo ap ede deplase flòt pwodiksyon nan New Jersey nan emisyon gaz nèt, pou ralanti nan chanjman klima mondyal ak bay avantaj pou sante piblik. Pwojè inovatè NJ TRANSITGRID la, pi devan pou panse, pwopoze objektif sa yo epi mete NJ TRANSIT sou yon chemen pou diminye demann pwisans pwent lan epi fè sistèm nan pi rezistan pandan entansite tanperati a vin pi repandan.

COMMENT FORM / PLANILLA DE COMENTARIO

Written comments must be submitted **on or before close of business July 19, 2019.**
Los comentarios por escrito se deben presentar antes del cierre de operaciones **19 de julio de 2019.**

Name / Nombre:

Affiliation / Afiliación:

Address / Dirección:

City / Ciudad:

State / Estado:

Zip / Código Postal:

Telephone / Teléfono:

Fax:

E-mail / Correo Electrónico:

☐ Check here if you would like to be added to our mailing list. / ☐ Marque aquí si desea ser añadido a nuestra lista de correo.

Please provide your comments below. / Escribanos por favor con sus comentarios, abajo.

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

E-mail: njtransitgrid@njtransitresilienceprogram.com

RECORD OF PUBLIC HEARING ATTENDANCE

23

22

	First Name	Last Name	Title	Organization	Address	City	State	Zip	Phone	Email	Yes, I agree that information provided may be shared with other agencies
✓	Marlene	Bauer		InGroup, Inc.							
✓	Gary	Brolsma		InGroup, Inc.							
✓	Donald	Burns		FTA							
✓	Eric	Daleo		NJ TRANSIT							
✓	Linda	DiGiovanni		NJ TRANSIT							
✓	John	Geitner		NJ TRANSIT							
✓	Charles	Hack		InGroup, Inc.							
✓	Lenora	Isaac		NJ TRANSIT							
✓	Steve	Jenks		NJ TRANSIT							
✓	Sandy	Kochersperger		NEPA Team							
✓	Nick	Marton		NJ TRANSIT							
✓	Cora	Meador-Thomases		InGroup, Inc.							
✓	Leslie	Mesnick		NEPA Team							
✓	Dan	Moser		FTA							
✓	Mark	Nardolillo		NEPA Team							
✓	Harold	Olarte		NEPA Team							
✓	Kiran	Patel		NJ TRANSIT							
✓	Mittul	Patel		NEPA Team							
✓	Hannah	Spierer		NEPA Team							
✓	Lisa	Torbic		NJ TRANSIT							
✓	Gail	Trumbetti		InGroup, Inc.							

Count

18

✓	First Name	Last Name	Title	Organization	Address	City	State	Zip	Phone	Email	Yes, I agree that information provided may be shared with other agencies
✓	Deirdra	Valianti	NEPA km	NEPA Team	100 Passaic Ave						
✓	Paul	Wyckoff		NJ TRANSIT							
✓	Albert	Yannarelli		NJ TRANSIT							
✓	Adam	Zettner		NEPA Team							
✓	Mike	Danenberg	Intern	CLTP	30 Newport Hwy	Jersey City	NJ	07310	973 6372077		
✓	Todd	Schickel		Jacobs	Morristown		NJ	07922	862-242-7344		
✓	JIM	Honaki		JACOBS	Morristown		NJ		862-242-7294		
✓	Mugin	Strickland	CHIEF (CAMP)	NJT							
✓	Linda	Digiovanni	Director Control	NJT	Newark	NJ			973-491-8074		
✓	RITA	BULSARA	RP+P	NJT					973-491-7138		
✓	Chris	Johnson	V.P	Tutor-Perini					914-760-2744		
✓	Josh	Rosario									
✓	John	LAPITUSA	BD Mgr	BECHTEL	RESTON VA	VA			270-285-4589		
✓	STEVE	SANTORO	BD Mgr	Dewberry	Bloomfield	NJ			973-303 7064		
✓	DAVE	BOSSIE	PROJ. ENGINEER	WALSH CONSTRUCTION	LITTLE FALLS,	NJ					
✓	Richard	Werning	Engineer	RSE&G	Newark	NJ			873 430 8241		
✓	Rich	Tangel	Engn.	Jacobs	Morristown	NJ					
✓	James	Bifulco	Intern	TSC	1 Portsmouth Ave	SI	NY	10301	2015774536		
✓	Franческа	Bifulco	Intern	TSC	1 Portsmouth Ave	SI	NY	10301	2015774536		
✓	Chris	Hardman	VP	NJ Alliance for Action	91 Fieldcrest Ave	Edison	NJ	08837	732-225-1180		

Edison, NJ

First Name	Last Name	Title	Organization	Address	City	State	Zip	Phone	Email	Yes, I agree that information provided may be shared with other agencies
Deidra	Valianti		NEPA Team							
Paul	Wyckoff		NJ TRANSIT							
Albert	Yannarelli		NJ TRANSIT							
Adam	Zellner		NEPA Team							
Tito	Anyanwu		PSEG	80 Park Pl, Newark		NJ	07102		tito.anyanwu@pseg.com	
Carol	Mendez		GbD	94 Church Street		NJ	08901		cmendez@gbd.com	
Jim	Furner		PSEG	80 Park Pl Newark		NJ	07102		JAMES.FURNER@PSEG.COM	
Gareth	Middleton		DECOM-TSPMAN	100 Park Ave, NY NY	NY	NY	10017	212-973-2926	Gareth.Middleton@psec.com	yes
Umar	Khalid		NJ Transit						tasher97@gmail.com	
Cahall	Kimberly		NJ TRANSIT	1 Penn Plaza East	Newark	NJ			KCahall@NJTransit.com	
Bill	VIGUEIRA		NJT							
Mike	Vitiello		gator	1115 Globe Ave	Montgomery	NJ	07041	347-419-3686	MECHAEUVITE@montgomery.com	
Dale	ERSTO	VP of BD	RCC	75-77 Grove St	Paterson	NJ	07653	973-484-0362	DIGRAUP@RCCMAK.NET	yes
Jeff	Tittel	Director	SMURCH	145 W Huncal St	Trenton	NJ	08618			
Nina	Zou		GbD	94 Church St	New Brunswick	NJ	08901		ninazou3@gmail.com	No
Jim	Kirkos	CEO	Meadowlands	201 Rt 17	Paterson	NJ	07670	201-939-0707	JKirkos@meadowlands-nj.org	yes
Genevieve	Tarino		GbD	94 Church St	New Brunswick	NJ	08904	201-478-0455	gtarino@gbd.com	yes



5 (MT)

NJ TRANSITGRID Public Hearing

Saint Peter's University, Jersey City, NJ

2:00 - 4:00 PM, Tuesday, June 18, 2019

5

Public Attendees

SIGN-IN

SESSION #1

Yes, I agree that information provided may be shared with other agencies



**Federal Transit
Administration**

Pg 3



2:00 - 4:00 PM, Tuesday, June 18, 2019

SESSION #1

[illegible]



Resilience Program

NJ TRANSIT • BUILDING STRONGER

NJ TRANSITGRID Public Hearing

Saint Peter's University, Jersey City, NJ

2:00 - 4:00 PM, Tuesday, June 18, 2019

MEDIA #2
Session I

Media

SIGN-IN

SESSION #1

[illegible]

NJ TRANSITGRID

Resilience Program • Building Stronger



U.S. Department of Transportation

**Federal Transit
Administration**



The Way To Go





Resilience Program

NJ TRANSIT • BUILDING STRONGER

1

PUBLIC HEARING Speaker Request

Name / Nombre:

Joshua Resano

Affiliation / Afiliación:

The Jersey Journal

ELECTED OFFICIAL ☐





Resilience Program

NJ TRANSIT • BUILDING STRONGER

2

PUBLIC HEARING Speaker Request

Name / Nombre:

TITO ANYANWU

Affiliation / Afiliación:

PSEG

ELECTED OFFICIAL ☐



3



Resilience Program

NJ TRANSIT • BUILDING STRONGER

3

PUBLIC HEARING Speaker Request

Name / Nombre:

Chris Hartman

Affiliation / Afiliación:

NJ Alliance for
Action

ELECTED OFFICIAL ☐



NJTRANSIT
The Way To Go.



4



Resilience Program

NJ TRANSIT • BUILDING STRONGER

4

PUBLIC HEARING Speaker Request

Name / Nombre:

Jeff Titel

Affiliation / Afiliación:

Sierra Club

ELECTED OFFICIAL ☐



NJ TRANSITGRID
Resilience Program • Building Stronger



U.S. Department of Transportation
Federal Transit
Administration

NJTRANSIT
The Way To Go.





Resilience Program

NJ TRANSIT • BUILDING STRONGER



PUBLIC HEARING Speaker Request

Name / Nombre:

TODD HEUSE Heuser

Affiliation / Afiliación:

U.N. #1164 IBEW

ELECTED OFFICIAL ☐





Resilience Program

NJ TRANSIT • BUILDING STRONGER

PUBLIC HEARING Speaker Request

Name / Nombre:

James Kirkos

Affiliation / Afiliación:

Meadowlands Chamber

ELECTED OFFICIAL ☐



NJ TRANSITGRID

Resilience Program • Building Stronger



U.S. Department of Transportation
Federal Transit
Administration

NJ TRANSIT

The Way To Go





Resilience Program

NJ TRANSIT • BUILDING STRONGER

7

PUBLIC HEARING Speaker Request

Name / Nombre:

AZRIKO ERILU

DALE AZRIKO

Railroad Construction

Affiliation / Afiliación:

ELECTED OFFICIAL ☐



NJ TRANSIT
The Way To Go.





Resilience Program

NJ TRANSIT • BUILDING STRONGER

PUBLIC HEARING Speaker Request

Name / Nombre:

Michael
O'Connor

Affiliation / Afiliación:

HCA
Hudson County Resident

ELECTED OFFICIAL ☐



7 **SPEAKERS**
SESSION I

SPEAKER
SIGN-IN
SESSION #1

Speaker # Elected ✓	First Name	Last Name	Title	Organization	Address	City	State	Zip	Phone	Email
1	ROSAN	ROSARIO		JERSEY JOURNAL		NOT	AS	SPEAKER		VOID
2	TITO	ANYANWU		PSEG						
3	CHRIS	HARTMAN		NT LANDS FOR ACTION	91 FINEWOOD AVE	EDISON			888 377 (132) 225-1180	
4	JEFF	TITTEL		Sierra Club						jeff.tittel@sierraclub.org
5	TODD	HEUER		IBEN #164					(201) 265-1700	toddh@ibew164.org
6	JAMES	KIRKOS		MEADOWLANDS CHAPTER						JKirkos@meadowlands.org
7	DALE	ERRICO		RAILROAD CONSTRUCTION					(973) 684-0362	bidgroup@rcmail.net
<hr/> 3:08 PM <hr/>										
8	MICHAEL	O'CONNOR		HUDSON CTY IMPROVEMENT AUTHORITY						MichaelO@HCLIA.org
<hr/> 3:24 PM <hr/>										

<input checked="" type="checkbox"/>	First Name	Last Name	Title	Organization	Address	City	State	Zip	Phone	Email	Yes, I agree that information provided may be shared with other agencies
<input checked="" type="checkbox"/>	Marlene	Bauer		InGroup, Inc.							
<input checked="" type="checkbox"/>	Gary	Brolsma		InGroup, Inc.							
	Donald	Burns		FTA							
	Eric	Daleo		NJ TRANSIT							
	Linda	DiGiovanni		NJ TRANSIT							
	John	Geitner		NJ TRANSIT							
	Charles	Hack		InGroup, Inc.							
	Lenora	Isaac		NJ TRANSIT							
	Steve	Jenks		NJ TRANSIT							
	Sandy	Kochersperger		NEPA Team <i>sk</i>							
	Nick	Marton		NJ TRANSIT							
<input checked="" type="checkbox"/>	Cora	Meador-Thomases		InGroup, Inc.							
	Leslie	Mesnick		NEPA Team							
<input checked="" type="checkbox"/>	Dan	Moser		FTA							
	Mark	Nardolillo		NEPA Team							
<input checked="" type="checkbox"/>	Harold	Olarte		NEPA Team							
	Kiran	Patel		NEPA Team							
	Mittul	Patel		NJ TRANSIT							
	Hannah	Spierer		NEPA Team							
	Lisa	Torbic		NJ TRANSIT							



NJ TRANSITGRID Public Hearing
Saint Peter's University, Jersey City, NJ
7:00 - 9:00 PM, Tuesday, June 18, 2019

Public Attendees

SIGN-IN

SESSION #2

[illegible]



NJ TRANSITGRID Public Hearing

Saint Peter's University, Jersey City, NJ

7:00 - 9:00 PM, Tuesday, June 18, 2019

Public Attendees

SIGN-IN

SESSION #2

[illegible]



**Public Attendees
SIGN-IN
SESSION #2**

APPENDIX F: Agency Correspondence

Appendix F: Federal Aviation Administration Correspondence

- *FAA Email Correspondence to FTA- May 14, 2019*

From: Moser, Daniel (FTA) <daniel.moser@dot.gov>
Sent: Tuesday, May 14, 2019 11:02 AM
To: Geitner, John A. (CCAPJAG)
Cc:
Subject: FAA Comment on NJTransitGrid DEIS Notice of Availability

John

FAA (Darin Clipper) provided the following response (below) to our notification of DEIS availability. The email includes links to assist in preparation of the FAA Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) and obtaining FTA project approvals. The FAA declined to be a participating or cooperating on the DEIS November 26th 2018 (Andrew Brooks). This email confirms that.

However, FAA reiterated the need for NJ TRANSIT to complete FAA Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) and any other FAA requirements prior to final design and construction in order to prevent temporary or permanent adverse effects on commercial aviation equipment and operations.

Please forward this information to the NJTRANSIT project managers and contractors. Please include a copy of the email below in the DEIS record of agency comments.

Dan Moser
Community Planner
Federal Transit Administration - Region 2
1 Bowling Green, Room 428
New York, NY 10004
Phone: (212) 668-2326 / Fax (212) 668-2136

From: Clipper, Darin <ESA>
Sent: Tuesday, May 14, 2019 10:12 AM
To: Moser, Daniel (FTA) <daniel.moser@dot.gov>
Subject: RE: NJTransitGrid DEIS Notice of Availability

Mr. Moser,

Please ensure those responsible for the construction project are aware of e-filing requirements with the FAA.

This email will be retained as a matter of record.

Darin J. Clipper
FAA Obstruction Evaluation Group, (AJV-1510)
Obstruction Evaluation Specialist, NY/NJ
Office: 404-305-6531
Fax: 404-305-6588

For more information, go to:

<https://oeaaa.faa.gov>

https://www.faa.gov/air_traffic/obstruction_evaluation/

1) To see if your structure is required to file with FAA, please go to:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

2) OEAAA.faa.gov Filing Instructions: <https://oeaaa.faa.gov/oeaaa/external/content/instructions.jsp>

3) DOT/FAA Obstruction Marking & Lighting Advisory Circular (AC 70/7460-1L Change 2):

https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1030047

4) LIGHT OUTAGE REPORTING: <https://oeaaa.faa.gov/oeaaa/external/content/lightOutageReporting.jsp>

5) Helpdesk (System Issues/Support): 202-580-7500/Email: oeaaa_helpdesk@cghtech.com



From: Moser, Daniel (FTA) <daniel.moser@dot.gov>

Sent: Monday, May 13, 2019 1:15 PM

To: Clipper, Darin (FAA) <Darin.Clipper@faa.gov>

Subject: NJTransitGrid DEIS Notice of Availability

Good Afternoon

Please see the attached Federal Transit Administration (FTA) Letter notifying your agency that the Draft Environmental Impact Statement (DEIS) for the New Jersey Transit Corporation NJTransitGrid Traction Power System Project is being released for 60-Day Public Comment. The DEIS Notice of Availability is scheduled for publication in the Federal Register on May 17, 2019.

The full DEIS is available for review at the link to the NJ TRANSIT project website provided in the letter:

<http://njtransitresilienceprogram.com/nj-transitgrid-overview/njtransitgriddocuments/>

If your agency requires copies of the DEIS on electronic media (CDs or thumb drives) and/or hardcopies, please let me know the counts and the address to which they should be sent.

If your agency has any additional comment on the DEIS, please provide them using one of the options specified in the NOA no later than July 19, 2019.

Thank you,

Dan Moser
Community Planner
Federal Transit Administration - Region 2
1 Bowling Green, Room 428
New York, NY 10004
Phone: (212) 668-2326 / Fax (212) 668-2136

Appendix F: United States Environmental Protection Agency Correspondence

- *USEPA Comment Letter to FTA- July 11, 2019*
- *NJ TRANSIT Response Letter to USEPA- December 4, 2019*
- *Follow-up to EPA comments on TRANSITGRID Project e-mail, December 16, 2019*



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.

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. 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.

Philip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
Kevin S. Corbett, Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

December 4, 2019

Ms. Lingard Knutson
Environmental Scientist
US EPA, Region 2
290 Broadway, 25th Floor
New York, NY 10004-1866

Re: NJ TRANSITGRID TRACTION POWER SYSTEM Combined Final Environmental Impact Statement and Record of Decision

Dear Ms. Lingard Knutson:

Thank you for your letter, dated July 11, 2019, regarding your review of the Federal Transit Administration (FTA) and New Jersey Transit Corporation's (NJ TRANSIT) NJ TRANSITGRID Draft Environmental Impact Statement (DEIS) as part of the public comment period. The NJ TRANSITGRID project would construct a natural gas-powered electrical generation plant that would support NJ TRANSIT and Amtrak operations, with necessary transmission and catenary lines and supporting substations. It would operate independently of the commercial power grid to increase the resilience of public transportation against power outages. We appreciate U.S. Environmental Protection Agency's (USEPA) concurrence that the proposed Project would not cause significant impacts to the environment. We also value USEPA's ongoing involvement to date, including but not limited to its crucial role on the Technical Advisory Committee (TAC).

We understand the USEPA's concerns regarding potential for the connection to New Jersey Department of Transportation (NJDOT's) Route 7 to impact the Superfund site associated with the Standard Chlorine Chemical Company (SCCC) property (24.2 acres) located in Town of Kearny, Hudson County, NJ, which includes some adjacent lands (for a total of 42 acres). The Record of Decision (ROD) on the remediation of the SCCC site, signed in 2016, and the Consent Decree, dated 2019, govern the disposition of that site under USEPA jurisdiction. Although the proposed access road would cross the SCCC site, FTA and NJ TRANSIT do not believe the Route 7 connection is a "connected action" that would require the documentation of the access road impacts as part of the NJ TRANSITGRID DEIS. As stated in the DEIS, the access road is a separate project with separate utility that is part of a larger effort. This larger development project was originally conceived by the New Jersey Sports and Exposition Authority (NJSEA) (formerly the NJ Meadowlands Commission [NJMC]) as the "Koppers Coke Peninsula Redevelopment Plan" which was adopted by the NJSEA by resolution in February 2013, and is independent of the planned NJ TRANSITGRID Project. The Hudson County Improvement Authority (HCIA) is implementing this redevelopment plan using Langan Engineering as the design firm, and Morris Kearny Associates, LLC as the permit applicant. The planned development, including warehouses, paved parking and roads, and utility infrastructure is recognized in the SCCC ROD as future development.

Furthermore, we are aware that HCIA has initiated design consultation to USEPA in a letter dated April 18, 2016, which included the logistics of the proposed HCIA improvements and their intended access to the site. The access road will be funded by HCIA and built in support of that redevelopment plan on the Seaboard property, which encompasses approximately 170 acres, of which 126 acres have been elevated to protect against potential flood effects and serves to contain existing contamination in place. The access road would be constructed to provide access to four proposed warehouses surrounding the NJ TRANSITGRID project (approximately 20 acres) regardless of whether or not the NJ TRANSITGRID Project is constructed by NJ TRANSIT.

On August 21, 2017, the NJSEA and Morris Kearny Associates, LLC, entered into an agreement for development of the Koppers Seaboard Property. In this 2017 agreement, it is acknowledged that utilization of the Koppers Seaboard Property would require acquisition of “adjacent properties” (i.e., SCCC and Diamond Shamrock) for construction of an access road to and installation of utilities for the HCIA development. Additionally, in February 2019, Morris Kearny Associates, LLC, filed an application based on the design specifications to the NJSEA on behalf of HCIA, and is coordinating with the NJDOT, the New Jersey Department of Environmental Protection (NJDEP), and the US Army Corps of Engineers (USACE) to construct the roadway to allow ingress and egress from the Redevelopment Area to both Route 7 on the west end and Fish House Road on the east end for large vehicles, such as tractor-trailers.

HCIA is not a co-sponsor of the NJ TRANSITGRID Project, nor is it involved in the design or planned operation of the NJ TRANSITGRID Project. NJ TRANSIT staff and contractors will only utilize this roadway for access. Any remediation on the SCCC property required by the construction of the roadway would be completed by HCIA as part of their redevelopment project. As such we do not think that the impact of the access road to the SCCC Superfund site or any other parts of the Kearny Redevelopment Area should be included in this DEIS.

Based on information available from NJ TRANSIT, the HCIA project is fully funded, and the permitting process has been initiated. Design documents have been prepared beyond the 20% design level. It is projected that HCIA will begin construction in spring 2020, which includes construction of the roadway, whereas the NJ TRANSITGRID project is anticipated to begin construction in early 2021. As such, the roadway is considered at this stage to be part of the Existing Conditions for the project area. Therefore, the documentation of impacts from potential construction of this contingent access road is also not required under this EIS.

As stated in the DEIS, in the event that the HCIA’s roadway access improvements are delayed, incoming traffic related to the proposed Project could enter the Main Facility site via an existing west access point on the Koppers Koke parcel. Outbound traffic generated by the Main Facility could be routed to westbound Route 7 via the west access point. In this event, NJ TRANSIT would acquire appropriate easements from HCIA for such access and ensure the appropriate access permits are secured from NJDOT, and coordinate with NJDEP as necessary.

Additionally, to address the second comment in the letter, the FEIS will include a map illustrating the boundaries of the 42-acre SCCC Superfund Site and its location in relation to the NJ TRANSITGRID project (please see attached). Additionally, since the HCIA access road is projected to extend from the Diamond Shamrock property across the entire Koppers Coke Peninsula and connect to Fish House Road near the Hackensack River, a map showing this access road will be included so that the FEIS more clearly illustrates the separate action.

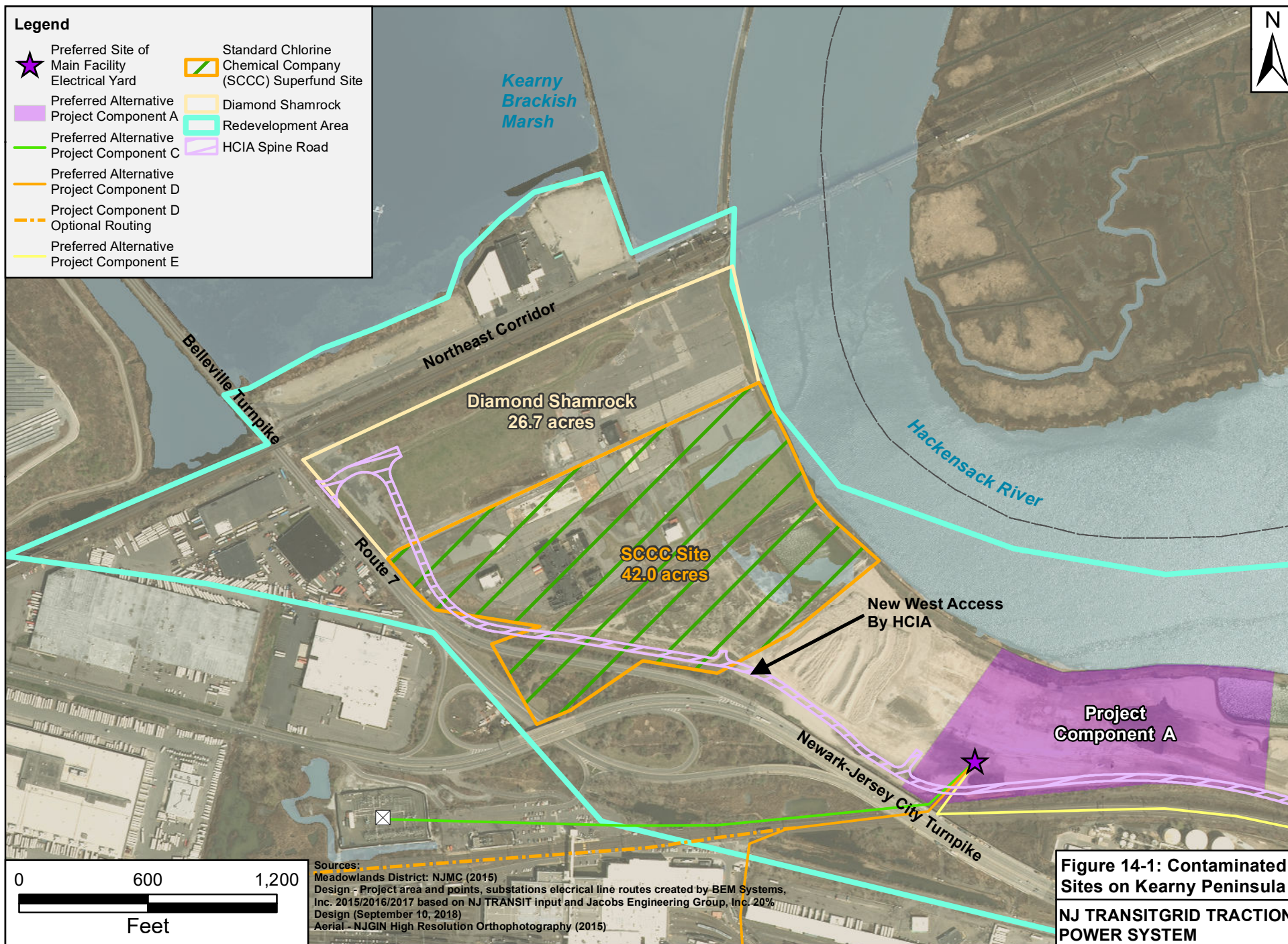
Again, we appreciate the USEPA bringing these matters to our attention and we look forward to working together to bring the combined FEIS/ROD to a successful conclusion. If you have any further questions or comments, please feel free to contact me at (973) 491-7017 or Jgeitner@njtransit.com.

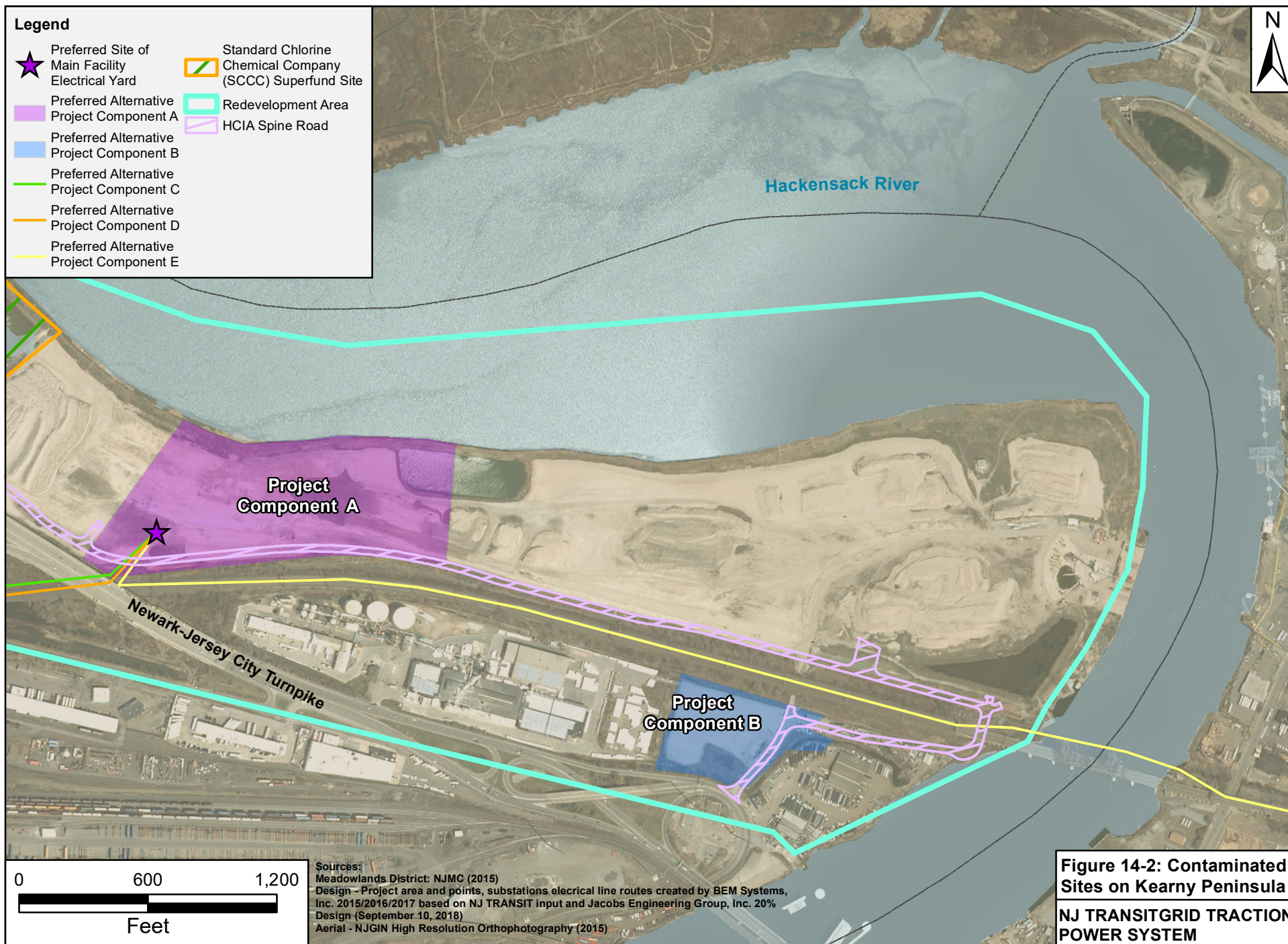
Sincerely,

John A. Geitner
Senior Director, Environmental, Energy and Sustainability Unity
NJ TRANSIT

Enclosures

cc: Daniel Moser, FTA
Donald Burns, FTA
Eric Daleo, NJ TRANSIT
Nicholas Marton, NJ TRANSIT
Kiran Patel, NJ TRANSIT
Dara Callender, NJ TRANSIT
Sandy Kochersperger, BEM Systems, Inc.
Harold Olarte, BEM Systems, Inc.





From: [Geitner, John A. \(CCAPJAG\)](#)
To: [Sandra Kochersperger](#)
Subject: FW: EPA Comments on TransitGrid Project
Date: Monday, December 16, 2019 1:13:16 PM

From: Knutson, Lingard <Knutson.Lingard@epa.gov>
Sent: Monday, December 16, 2019 11:45 AM
To: Geitner, John A. (CCAPJAG) <JGeitner@njtransit.com>
Cc: Moser, Daniel (FTA) <daniel.moser@dot.gov>
Subject: RE: EPA Comments on TransitGrid Project

John – after reviewing the maps that convey title of part of the Koppers Coke Site to NJ Transit, and discussing the maps and diagrams with you, I am satisfied there is an existing road that can be used for the construction of the TransitGrid project and that the road does not impact the Standard Chlorine Superfund Site. However, if that road does need upgrading or special permitting, it should be discussed and any impacts analyzed in the final Environmental Impact Statement (EIS). The road should also be mapped clearly in the EIS. EPA also recommends that water transportation should be evaluated for large pieces of equipment.

Thank you for your assistance.

Lingard

Lingard Knutson
Environmental Scientist
Strategic Programs Office
US EPA, Region 2
290 Broadway, 26th floor
New York, NY 10007
212 – 637-3747

From: Geitner, John A. (CCAPJAG) <JGeitner@njtransit.com>
Sent: Wednesday, December 11, 2019 2:01 PM
To: Knutson, Lingard <Knutson.Lingard@epa.gov>
Subject: FW:

From: Rittenberry, Kevin E. (CCAPKER) <KRittenberry@njtransit.com>

From: [Geitner, John A. \(CCAPJAG\)](#)
To: [Lingard Knutson \(knutson.lingard@epa.gov\)](mailto:knutson.lingard@epa.gov)
Cc: [Moser, Daniel \(FTA\)](#); [Sandra Kochersperger](#); [Callender, Dara \(CEDCDXC\)](#)
Subject: EPA Comments on TransitGrid Project
Date: Monday, December 16, 2019 4:16:49 PM

Lingard –

I looked more specifically at your comment and note that the NJ TRANSITGRID project will not impact the Standard Chlorine Site. We do not expect the roadway to need special permitting or upgrading for our use. We will include the roadway in the EIS maps, and include your message below in the Agency Correspondence Appendix for the Final EIS/ROD. 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.

Hope this is helpful-

JAG

Appendix F: United States Coast Guard Correspondence

- *USCG Comment Letter to NJ TRANSIT- July 12, 2019*
- *NJ TRANSIT Response Letter to USCG- December 4, 2019*
- *USCG Email Correspondence to FTA - January 30, 2020*



16670
July 12, 2019

NJ TRANSIT Resilience Program
Capital Planning and Programs Department
One Penn Plaza East
8th 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, 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

Philip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
Kevin S. Corbett, Executive Director

NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

December 4, 2019

Mr. Chris Bisignano
First Coast Guard District Bridge Manager
Battery Park Building
One South Street
New York, NY 10004-1466

Re: NJ TRANSITGRID TRACTION POWER SYSTEM Combined Final Environmental Impact Statement and Record of Decision

Dear Mr. Chris Bisignano:

Thank you for your letter, dated July 12, 2019, regarding your review of the Federal Transit Administration (FTA) and New Jersey Transit Corporation's (NJ TRANSIT) NJ TRANSITGRID Draft Environmental Impact Statement (DEIS) as part of the public comment period. The NJ TRANSITGRID project would construct a natural gas-powered electrical generation plant that would support NJ TRANSIT and Amtrak operations, with necessary transmission and catenary lines and supporting substations. It would operate independently of the commercial power grid to increase the resilience of public transportation against power outages. We appreciate U.S. Coast Guard's (USCG) review and comments on the proposed Project.

We understand the USCG's concerns regarding impacts to vessel traffic from the proposed Hackensack River crossing (aerial [preferred] or other proposed installation options for in-water crossing) for new electrical lines, both during construction and operation, and potential impacts to vessel traffic during construction, specifically material delivery via barge, of the Main Facility. In order to address your concerns, the Final Environmental Impact Statement (FEIS) will be revised as discussed below.

Chapter 10 – Traffic and Public Transportation: A summary of existing conditions for vessel traffic will be added 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, as coordinated and concurred with the USCG and USACE. Under the Preferred Alternative, the height of the cable would be consistent with the highest clearance of the Lower Hack Bridge, or 150' vertical clearance. The proposed electrical transmission cables are proposed under the preferred alternative to be installed with a minimum vertical clearance range of 150' to 162' above mean high water (MHW), with an anticipated result in no impact to vessel traffic (please see attached design drawing of the Hackensack River crossing and confirm the minimum height clearance).

The following is noted below on the three crossing options considered in the DEIS. NJ TRANSIT would coordinate as required with the USCG to comply with 33 CFR § 165.5 - Establishment

procedures, to request that a safety zone, security zone, or regulated navigation area be established, as required, under any of the Hackensack River crossing options.

- 1) **Preferred Alternative:** Aerial crossing approximately 50 feet north of the Lower Hack Bridge. Monopoles would be approximately 175' tall. The lowest point of the electrical line sag would be greater than 150' from MHW, estimated at 162' feet above water with cable sag. See attached page from 20% design showing the location of the monopoles and electrical crossing for the preferred alternative. This option will be concurred with the USCG, NJDEP, and USACE as required to procure future regulatory approvals. In addition, prior to final design, NJ TRANSIT will complete FAA's online obstruction evaluation for all monopoles.
- 2) **Design Option 2:** Electrical Cable would be directionally drilled underneath the Hackensack river bed/mudline at a suitable and safe depth determined appropriate by the USCG and USACE, to inhibit any anchoring concerns. This activity would potentially be permitted under a USACE NWP 12-utility line activities in accordance with Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403), and NJDEP WFD in-water individual permit. The directional drilling method would entail drilling at each riverbank to install the cable completely underneath the river bottom. This would be the selected option if the preferred alternative is not feasible.
- 3) **Design Option 3:** Submarine cable along the river bottom. The submarine cable method, if selected, would entail installation of an approximately 12-inch cable within NJ TRANSIT existing right-of-way, running below the mudline and parallel to the Lower Hack Bridge. The cable would be routed below the mudline via a jet plow method, the new 12-inch diameter cable would rest on the river bottom and eventually become covered through the natural siltation process. This is the least favored option described in the DEIS. The submarine cable crossing (on riverbed) would include signage to warn of the submerged hazard and would be eliminated as an option if regulatory consult with the USCG determines there would be a hazard to maritime or recreational navigation.

Chapter 16 – Safety and Security: A summary of potential effects to vessel safety will be added. The overhead risk is expected to be minimal because of the proposed 175' height of the monopoles and the height of the aerial cable crossing (150' to 162' range), which is consistent with the highest clearance of the Lower Hack Bridge, located 50' south of the proposed cable alignment. Should the directional drilling option be selected, the cable would be installed at a sufficient depth beneath the riverbed to avoid hazards to vessel navigation, and appropriate signage would be included to warn navigation interests of the submerged hazard if necessary. The submarine cable crossing (on riverbed) would include jet-plow methods to create a trench about two feet deep, into which the cable would be laid. Signage to warn navigation interests of the submerged hazard would be installed, if this option was chosen. Over time, the cable would be silted over by natural processes, reducing this risk. Appropriate sections of the EIS will be revised to further clarify the installation process for the submarine cable option(s).

Chapter 17 – Construction Effects:

- We have noted your comment regarding restrictions to vessel traffic during delivery of materials via barge and they will be taken into account during delivery planning phases. In addition, reference to floating access easement will be deleted.
- Current plans for aerial clearance of transmission lines would meet or exceed the existing clearance provided by the Lower Hack Bridge when raised.
- USCG's comment concerning installation of the electrical cable on the Hackensack riverbed is noted. As stated in the DEIS, the preferred option is the overhead installation of the cable crossing the Hackensack River. Should this be deemed to not be feasible at later design stages, the next preferred option would be cable installed via directional drilling well below the existing mudline as directed by the USCG and USACE to reduce risk of anchor strike or snag. This option will not prevent maintaining a minimum clearance of two feet below the deepest draft and channel bottom for any vessel.
- As noted above, NJ TRANSIT will submit in writing necessary requests to restrict vessel traffic. This will only be necessary during construction and NJ TRANSIT will coordinate with USCG to ensure all requirements are followed. The NEPA public review was completed on July 19, 2019. Any additional review periods will be completed during the permitting phase of the project, prior to start of construction. This requirement is duly noted and incorporated into chapter 17 and will be subject to the regulatory coordination with the USCG, as required. It is noted however that the preferred alternative will not require in water work and establishment of a safety zone, security zone, or regulated navigation area in accordance with 33 CFR 165.5.
- The EIS will include summary of effects to vessel traffic during construction, which are expected to be minimal but would be planned in close coordination with the USCG.
- The EIS will include 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.

Chapter 21 – Agency Coordination and Public Participation: The EIS will be modified as suggested to include "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."

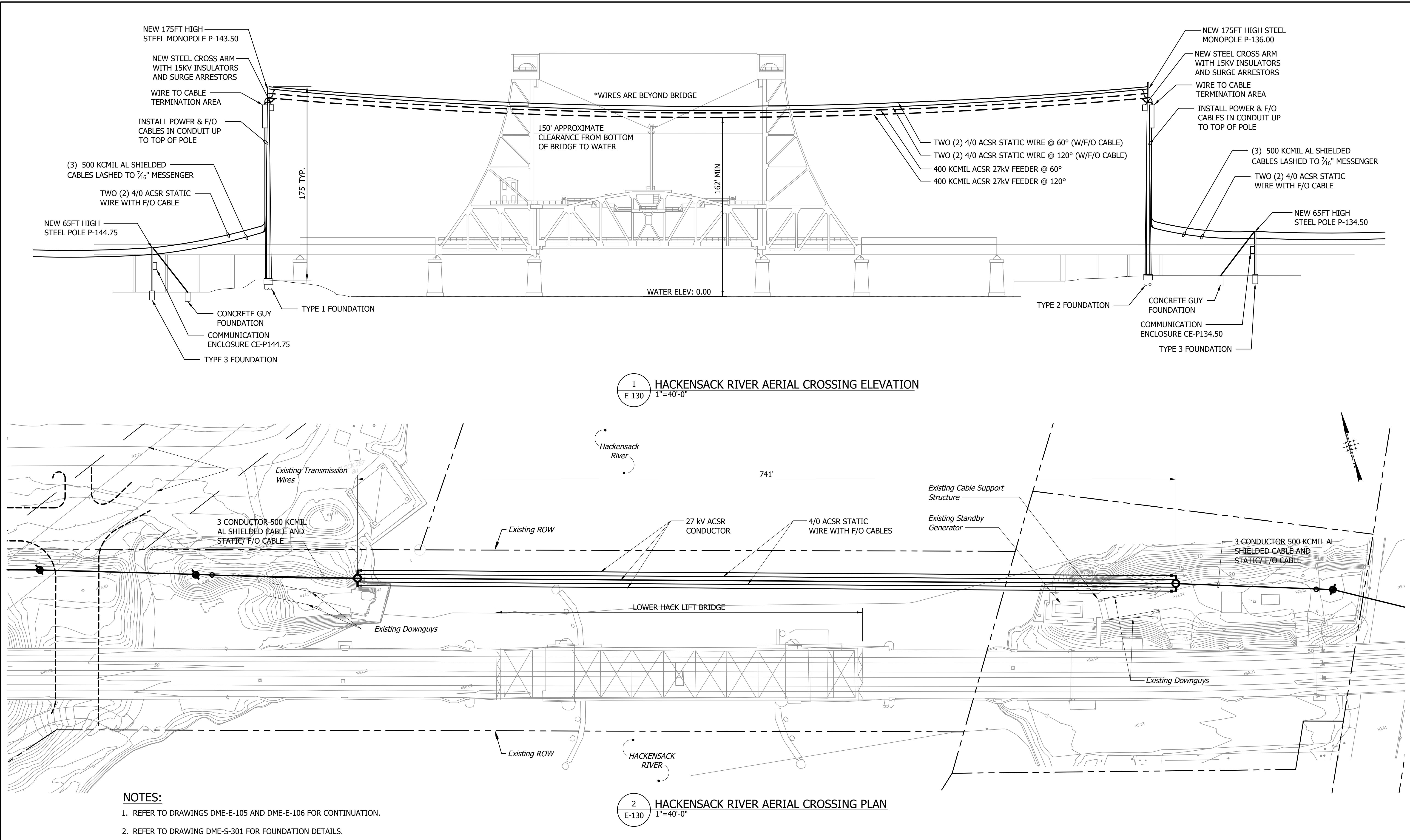
We appreciate the USCG bringing these matters to our attention and we look forward to working together to bring the combined FEIS/ROD to a successful conclusion. If you have any further questions or comments, please feel free to contact me at (973) 491-7017 or Jgeitner@njtransit.com.


Sincerely,

John A. Geitner
Senior Director, Environmental, Energy and Sustainability Unity
NJ TRANSIT

Enclosures

cc: Daniel Moser, FTA
Donald Burns, FTA
Eric Daleo, NJ TRANSIT
Nicholas Marton, NJ TRANSIT
Kiran Patel, NJ TRANSIT
Dara Callender, NJ TRANSIT
Sandy Kochersperger, BEM Systems, Inc.
Harold Olarte, BEM Systems, Inc.



				Date	09/10/2018	Engineer of Record _____, P.E. Professional Engineer N.J. LIC. Date: _____	 <div>RAIL OPERATIONS ONE PENN PLAZA EAST NEWARK, NJ 07105-2246</div>	PRIME CONSULTANT: JACOBS 299 Madison Ave, Morristown, NJ 07962 SUB CONSULTANT: Burns <small>BURNS ENGINEERING, INC. 215 979-7700 TWO COMMERCE SQUARE 2001 MARKET ST, SUITE 600 PHILADELPHIA, PA 19103</small>	***NOT FOR CONSTRUCTION***	20% SUBMITTAL / MORRIS-ESSEX DISTRIBUTION	Scale AS NOTED
				Des.	BAB				NJ TRANSITGRID	HACKENSACK RIVER CROSSING AERIAL OPTION	Contract No. 15-031
				Chkd.	MPW						Drawing DME-E-130
				Dwn.	RPD						Sheet ---- OF ----
No.	Date	Eng.	Revision Notes	Chkd.Dwn.	DRAFT, DELIBERATIVE, ADVISORY, CONSULTATIVE						

From: Yunker, Jeff M CIV <Jeffrey.M.Yunker@uscg.mil>
Sent: Thursday, January 30, 2020 9:50 AM
To: Geitner, John A. (CCAPJAG)
Cc: daniel.moser@dot.gov; DCallender@njtransit.com; Sandra Kochersperger; Buck, Joshua W LCDR; Bisignano, Christopher J CIV
Subject: FW: NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT - Overhead Power Cable Vertical Clearance
Attachments: NJT Letter to USCG.pdf; 0712-1-Ltr.SECNY comments-NJT Grid DEIS.pdf; NWP-2017_NJ_Reg_Cond_Final.pdf

Good morning,

The vertical clearance of your proposed overhead power transmission line must also account for line sag over the Hackensack River. This sag is determined by nominal system voltage (kV) and is part of your USACE permitting process. Please review 33 CFR 322.5(i) and provide this information to Christopher.J.Bisignano@uscg.mil, 212.514.4331 and ronald.r.pinson@usace.army.mil, 917.790.8627 for their review and response.

Please note that current USACE Nationwide Permit (NWP) New Jersey Regional Conditions (attached – Regional Conditions for NWP (12) Utility Lines) requires the following in regards to your proposed Design Option 3 (least favored) cable burial through natural siltation and a hazard to navigation determination by the USCG:

For Buried Cables or Pipelines Across “ALL OTHER” Federal Navigation Channels:

Condition (p): The top of the cable or pipeline crossing the Federal project channel shall be located a minimum of 6 feet below the authorized project channel depth and shall be backfilled with suitable heavy materials to the adjacent river bottom elevation. In areas outside the Federal project channel, the top of cable or pipeline shall be located a minimum of 4 feet below existing river bottom elevation and shall be backfilled with suitable material to the adjacent river bottom elevation.

Please contact ronald.r.pinson@usace.army.mil, 917.790.8627 to discuss your cable installation options beneath the Hackensack River.

Thank you.

V/r,
Jeff Yunker, Waterways Management Coordinator
USCG Sector NY
212 Coast Guard Drive, Staten Island, NY 10305
PH: 718.354.4195, jeff.m.yunker@uscg.mil

From: Geitner, John A. (CCAPJAG) <JGeitner@njtransit.com>
Sent: Wednesday, December 4, 2019 5:08 PM
To: Bisignano, Christopher J CIV <Christopher.J.Bisignano@uscg.mil>
Cc: Moser, Daniel (FTA) <daniel.moser@dot.gov>; Callender, Dara (CEDCDXC) <DCallender@njtransit.com>; Sandra Kochersperger (<SKochersperger@bemsys.com>) <SKochersperger@bemsys.com>
Subject: [Non-DoD Source] FW: NJ TRANSITGRID TRACTION POWER SYSTEM PROJECT Draft Environmental Impact Statement (DEIS) Comments Received

Chris,

Hope you are well.

Good afternoon! As you may recall, NJ TRANSIT and FTA are proceeding with the Combined FEIS/ROD for the NJ TRANSIT GRID TRACTION POWER SYSTEM. I am attaching to this email FTA and NJ TRANSIT's response letter to USCG's comment letter, dated July 12, 2019 on the Draft Environmental Impact Statement for the above referenced project.

Please feel free to contact me at your convenience with any questions or concerns.

JAG

John Geitner, CHMM
Sr. Director –Environment, Energy & Sustainability
New Jersey Transit
One Penn Plaza
Newark, NJ 07105

973 491 7017



Appendix F: New Jersey Department of Environmental Protection
Correspondence

- *NJDEP Comment Letter to FTA- July 17, 2019*
- *NJ TRANSIT Response Letter to NJDEP- December 4, 2019*



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, 8th 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.

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.
- 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
- 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 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. 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. 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. 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

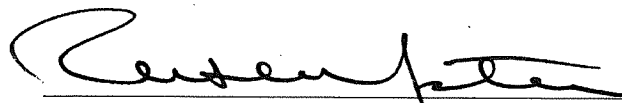
A general permit for Construction Activities, (5G3) is required from the Department. This general permit authorizes stormwater discharges from construction activities which disturb areas greater than 1 acre or smaller areas that are part of a large plan of common development greater than 1 acre. The 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.

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.

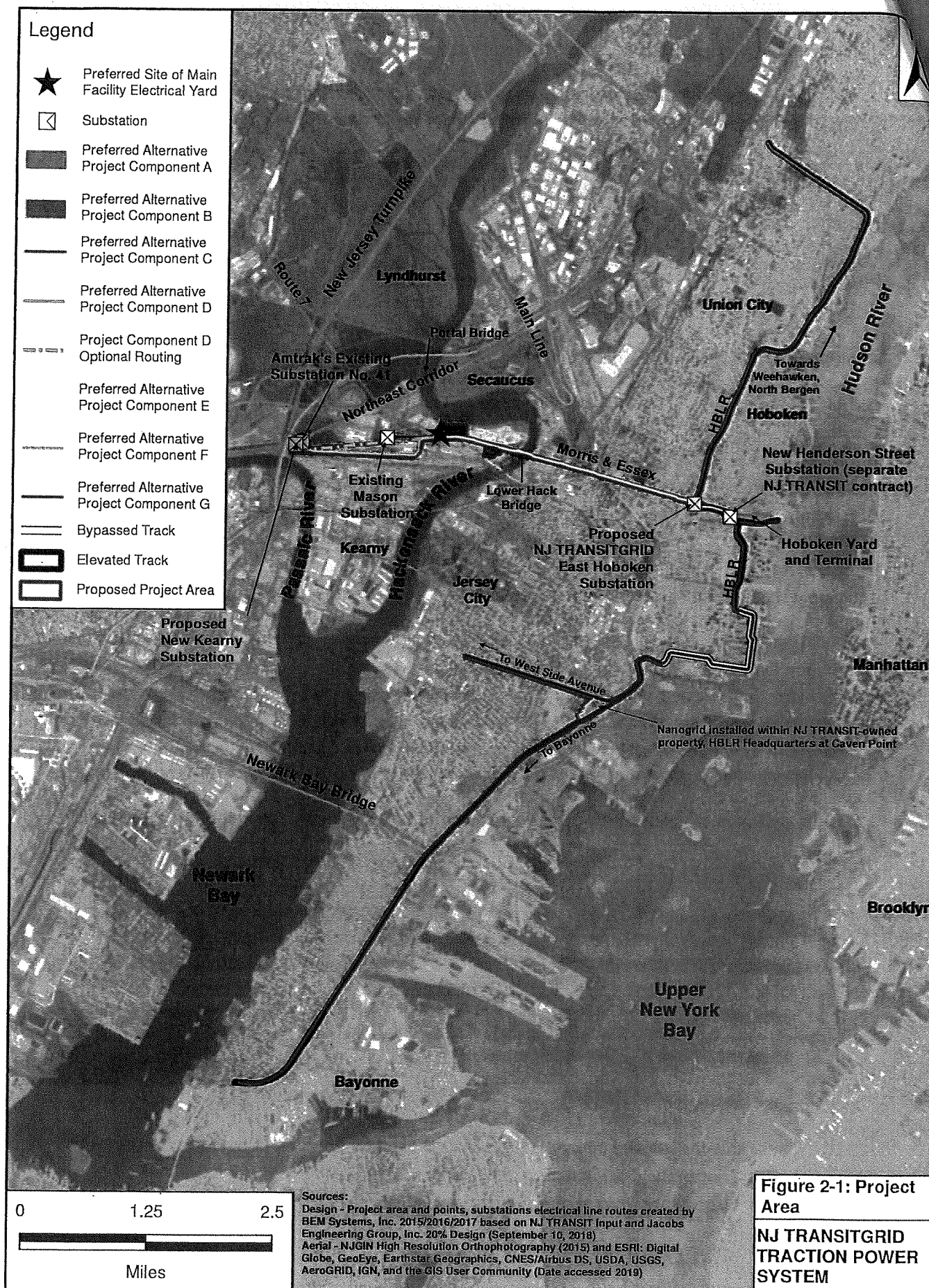
Sincerely,



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
TEL: # 609-984-0176 FAX: # 609-984-0578

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)**

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

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 17th Street Apartment Buildings Streetscape, City of Bayonne (SHPO Opinion 12/9/1994)
- Maidenform Brassiere Company, City of Bayonne (SHPO Opinion 12/9/1994)
- East 19th 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 12th 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 17th Street Apartment Buildings Streetscape, City of Bayonne (SHPO Opinion 12/9/1994)
- Maidenform Brassiere Company, City of Bayonne (SHPO Opinion 12/9/1994)
- East 19th 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

December 4, 2019

Mrs. Ruth Foster, PhD., P.G.
Acting Director
Office of Permit Coordination and Environmental Review
401 East State Street
P.O. Box 420
Trenton, NJ 08625

Re: NJ TRANSITGRID TRACTION POWER SYSTEM Combined Final Environmental Impact
Statement and Record of Decision

Mrs. Ruth Foster:

Thank you for your letter, dated July 17, 2019, regarding your review of the Federal Transit Administration (FTA) and New Jersey Transit Corporation's (NJ TRANSIT) NJ TRANSITGRID Draft Environmental Impact Statement (DEIS) as part of the public comment period. The NJ TRANSITGRID project would construct a natural gas-powered electrical generation plant that would support NJ TRANSIT and Amtrak operations, with necessary transmission and catenary lines and supporting substations. It would operate independently of the commercial power grid to increase the resilience of public transportation against power outages. We appreciate the New Jersey Department of Environmental Protection's (NJDEP) review and comments on the proposed Project. The response to comments provided by NJ TRANSIT and FTA are offered below.

Land Use Regulation Program

NJ TRANSIT acknowledges your comment regarding the DEIS not providing design plans for the components and instead provides a project description and location for each component. Please note that the DEIS is based on the Project's 20% design packages, as stated in Chapter 2- Project Alternatives. Signed and sealed 20% design drawings will be submitted with regulatory land use permit applications, as required by NJDEP.

NJ TRANSIT understands and acknowledges that any work within a freshwater wetland or State open water located in the Meadowlands will require a Water Quality Certificate, any work within a Flood Hazard Area located in the Meadowlands will require Flood Hazard Area authorization and any work below the mean high water line in the Meadowlands will require an In-Water Waterfront Development Permit. For the balance of the Project outside of the Meadowlands, only a Flood Hazard Area authorization will be required for work within the regulated Flood Hazard Area. No work will occur within the regulated Waterfront Development Zone or within Freshwater Wetlands outside of the Meadowlands/NJSEA boundary limits.

Land Use Mitigation

NJ TRANSIT acknowledges the NJDEP comment that any ongoing remediation or redevelopment that impacts regulated features under land use regulations will result in required wetland

mitigation/ restoration. NJ TRANSIT will coordinate applicable mitigation as required. 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 via the DEIS Errata, an Appendix to the Combined FEIS/ROD, anticipated for January 2020.

Tidelands

NJ TRANSIT acknowledges the comment. Please see Figure 12-1 through 12-6 of the DEIS, which includes the Tidelands Area, which are presently and formerly flowed area, as shown on NJDEP'S GeoWeb Mapper in relation to the Project footprint. Project Components located within the Tidelands Area were further reviewed to determine if a Tidelands Instrument (License or Grant) existed, the results of which are discussed in Chapter 12 of the DEIS (please see Table 12-1: NJDEP Bureau of Tidelands Instruments by Project Component). NJ TRANSIT will coordinate with NJDEP's Bureau of Tidelands to apply for a Tidelands Utility License for the installation of electrical cable crossing the Hackensack River. Please note that the new 0.5-mile pipeline (connecting Project Component A [Main Facility] to Project Component B [natural gas pipeline connection]) does not cross any Tidelands areas, only portions of the electrical line alignment cross Tidelands areas. All required tidelands permits will be applied for and procured demonstrating coordination with the Bureau of Tidelands.

Natural and Historic Resources

Fish and Wildlife- Endangered and Non-game Species Program

NJ TRANSIT acknowledges the comment and will coordinate with the New Jersey Marine Fisheries Administration. NJ TRANSIT has also consulted with NOAA-National Marine Fisheries Service to qualify any federal timing restrictions, which consist of January 1 to May 31 (anadromous fish) and March 1 to June 30 (White flounder).

State Historic Preservation Office

NJ TRANSIT acknowledges the comment and has been coordinating with NJ HPO since Project initiation and is currently establishing a Programmatic Agreement with respective parties, FTA, NJ TRANSIT, and NJ HPO.

Green Acres

We acknowledge the comment with concern to the proposed transmission line connections impacting Green Acres encumbered properties. Please see below outlining why the specific encumbered properties will not be adversely impacted by the proposed transmission line connections.

- The transmission lines located near Reservoir in Jersey City (B 4802, L 1) will be installed within the Bergen Tunnel and will therefore not impact the Reservoir or public access.
- 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 elevated structure and will therefore not impact the 11th Street Oval.

- 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.

Air Quality

Through our Pre-Construction Air Permit application NJ TRANSIT acknowledges the Project triggers the Emission Offset Rule at N.J.A.C. 7:27-18, is subject to the Lowest Achievable Emission Rate requirements for NOx and must comply with USEPA's Acid Rain program rules. 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, which is included in the "Measures to Minimize Harm" section of the Combined FEIS/ROD, anticipated for January 2020.

Water Quality

Environmental Infrastructure Financing- Redevelopment of Sewer and Water Connections

NJ TRANSIT acknowledges the comment and is aware that a Safe Drinking Water permit is required as more than 12,000 gpd is anticipated (please see page 2-7 of DEIS). Water supply needs are discussed in Chapter 2 – Project Alternatives and Chapter 15 – Utilities of the DEIS.

Potable and Sewer Connections

NJ TRANSIT acknowledges the comment that water quality improvements will be required for the Project.

NJPDES DSW

NJ TRANSIT acknowledges the comment that if uncontaminated construction dewatering water is proposed to be discharged to surface water, including wetlands, a Construction Dewatering general permit will be required. 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.

Water Allocation

NJ TRANSIT acknowledges the comment. Appropriate Division of Water Quality permits will be acquired prior to construction.

NJPDES DGW Stormwater

NJ TRANSIT acknowledges the comment that a general permit for Construction Activities, (5G3) is required from the NJDEP. 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.

Environmental Justice

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) (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. Public participation and outreach are summarized in Chapter 19 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, anticipated for January 2020.

Again, we appreciate the NJDEP bringing these matters to our attention and we look forward to working together to bring the combined FEIS/ROD to a successful conclusion. If you have any further questions or comments, please feel free to contact me at (973) 491-7017 or Jgeitner@njtransit.com.

Sincerely,

John A. Geitner
Senior Director, Environmental, Energy and Sustainability Unity
NJ TRANSIT

cc: Daniel Moser, FTA
Donald Burns, FTA
Eric Daleo, NJ TRANSIT
Nicholas Marton, NJ TRANSIT
Kiran Patel, NJ TRANSIT
Dara Callender, NJ TRANSIT
Sandy Kochersperger, BEM Systems, Inc.
Harold Olarte, BEM Systems, Inc.

Appendix F: United States Department of Interior

- *US DOI Comment Letter to FTA- July 17, 2019*
- *US DOI Comment Letter to FTA- February 27, 2020*



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
15 State Street – 8th Floor
Boston, Massachusetts 02109-3572

July 17, 2019

9043.1
ER 19/0210

Dan Moser
Federal Transit Administration
1 Bowling Green, Room 428
New York, NY 10004

**RE: Draft Environmental Impact Statement (DEIS)
NJ Transitgrid Traction Power System**

Dear Mr. Moser:

The U.S. Department of the Interior (Department) has reviewed the DEIS for the NJ Transitgrid Traction Power System. The Department has no comment on the DEIS.

Thank you for the opportunity to review and comment on this project. Please contact me at (617) 223-8565 if I can be of assistance.

Sincerely,

Andrew L. Raddant
Regional Environmental Officer



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
5 Post Office Square, Suite 18011
Boston, Massachusetts 02109

February 27, 2020

9043.1
ER 19/0210

Daniel Moser
Community Planner
Federal Transit Administration
1 Bowling Green, Room 428
New York, NY 10004-1415

Subject: Comments
Draft Section 4(f) Use Analysis
New Jersey Transitgrid Traction Power System
Hudson County, New Jersey

Dear Mr. Moser:

The U.S. Department of the Interior (Department) has reviewed the draft Section 4(f) Evaluation for the New Jersey Transitgrid Power System in Hudson County, New Jersey. The project consists of the design and construction of the New Jersey Transitgrid Power System, a first-of-its-kind microgrid designed to provide highly reliable power to support limited service in a core segment of NJ Transit and Amtrak's critical service territory. As defined by the U.S. Department of Energy (DOE), a microgrid is a local energy grid with control capability, which means it can disconnect from the traditional grid and operate autonomously. The following comments on this project are offered for your consideration.

Section 4(f) Evaluation Comments

The Department concurs that there is no prudent and feasible alternative to the proposed use of Section 4(f) lands, which involves installing poles and associated project elements (poles, electric lines, and precast duct electrical bank) that would have a visual impact to, and would diminish the integrity and setting of, the Old Main Delaware, Lackawanna and Western (DL&W) Railroad Historic District. These actions and effects constitute a Section 4(f) use of the Old Main DL&W Railroad Historic District. The New Jersey State Historic Preservation Office (NJ SHPO) concurred in a letter dated April 24, 2018, with Federal Railroad Administration's determination that the proposed project would result in a direct adverse effect as well as a

cumulative visual effect on the Old Main DL&W Railroad Historic District and an adverse visual effect on historic resources that contribute to the Historic District.

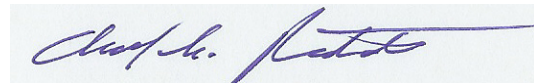
The Department also concurs that while none of the proposed project elements alone would result in conditions that would constitute a Section 4(f) use of the Old Main DL&W Railroad Historic District or its contributing resources, the cumulative effect from all of the proposed project elements would result in a Section 4(f) use.

The Department also acknowledges that to avoid, minimize, and mitigate adverse effects on historic properties, the following measures have been included in the project and documented in a signed Programmatic Agreement with the NJ SHPO:

- the documentation of key historic resources in the project area in a manner consistent with Historic American Buildings Survey (HABS) and Historic American Engineering Record (HAER) Level III standards;
- NJ TRANSIT will undertake a comprehensive corridor study of the segment of the Delaware, Lackawanna and Western Railroad Historic District located within the project area;
- NJ TRANSIT shall design and install a multi-component historic interpretive display at an appropriate location at one of its facilities in the vicinity of the proposed undertaking; and,
- a plan for archaeological monitoring and documentation during construction shall be developed and submitted to NJ SHPO for review and approval prior to the commencement of construction.

Thank you for the opportunity to review and comment on this project. If you have questions pertaining to these comments, please contact Mark Eberle, National Park Service, at (215) 597-1258, or mark_eberle@nps.gov. Please contact me at 617-223-8565 if I can be of further assistance.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew L. Raddant", is displayed on a light blue rectangular background.

Andrew L. Raddant
Regional Environmental Officer

CC: SHPO-NJ (kate.marcopul@dep.nj.gov)

Appendix F: Advisory Council on Historic Preservation

- *ACHP Comment Letter to FTA - May 16, 2019*



Preserving America's Heritage

May 16, 2019

Mr. Daniel Moser
Community Planner
Federal Transit Administration
1 Bowling Green, Room 429
New York, NY 10004

Ref: *Proposed New Jersey TransitGrid Traction Power System Project*
Town of Kearny, Hudson County, New Jersey
ACHPConnect Log Number: 013929

Dear Mr. Moser:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Programmatic Agreement (PA), developed in consultation with the New Jersey State Historic Preservation Officer (SHPO) and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the PA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Sarah Stokely at (202) 517-0224 or by email at sstokely@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 • Washington, DC 20001-2637
Phone: 202-517-0200 • Fax: 202-517-6381 • achp@achp.gov • www.achp.gov

APPENDIX G: Draft Environmental Impact Statement

APPENDIX G

Draft Environmental Impact Statement

Appendix G Draft Environmental Impact Statement is available on the Project website at the link below:

<https://njtransitresilienceprogram.com/documents/deis/>

