

HUDSON TUNNEL PROJECT

DRAFT

NEPA RE-EVALUATION #4

**PROPOSED MODIFICATION FOR OVERSIZED TRUCK ACCESS TO
HUDSON COUNTY CONSTRUCTION STAGING AREA**

September 16, 2024

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1 INTRODUCTION

This National Environmental Policy Act (NEPA) re-evaluation considers a proposed modification to the Hudson Tunnel Project (“HTP” or “the Project”) to establish a dedicated route for oversized trucks entering into and exiting from the Hudson County Construction Staging Area ¹ (Construction Staging Area) in the New Jersey portion of the HTP Study Area, following the issuance of the Project’s Combined Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) on May 28, 2021. This re-evaluation is particular to only a portion² of the HTP Hudson County Study Area reviewed in the FEIS/ROD and relates to:

- the establishment of an oversized truck haul route to allow oversized loaded construction vehicles access into and out from the Construction Staging Area via portions of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street (a paper street),³ in the Township of Weehawken and the City of Hoboken; and
- updates to background conditions since the issuance of the FEIS/ROD.

Given that permanent, operational conditions were analyzed in the FEIS/ROD, and the aforementioned modification to the Project would not change operational conditions, this NEPA re-evaluation focuses on construction-period effects and mitigation.

As described in the FEIS/ROD, the HTP is intended to preserve the current functionality of the Northeast Corridor’s (NEC) Hudson River passenger rail crossing between New Jersey and New York and to strengthen the NEC’s resilience. The existing NEC rail tunnel beneath the Hudson River is known as the North River Tunnel. This tunnel is used by the National Railroad Passenger Corporation (Amtrak) for intercity passenger rail service and by the New Jersey Transit Corporation (NJ TRANSIT) for commuter rail service. The Project’s Selected Alternative includes construction of an additional passenger rail tunnel under the Hudson River to the south of the North River Tunnel, including railroad infrastructure in New Jersey and New York connecting the new rail tunnel to the existing NEC, and rehabilitation of the existing NEC tunnel.

The Federal Railroad Administration (FRA) was the lead Federal agency for the review culminating in the FEIS/ROD, in accordance with NEPA. The Federal Transit Administration (FTA) was a Cooperating Agency for the FEIS/ROD and, as such, FTA issued the ROD jointly with FRA. The Port Authority of New York and New Jersey (PANYNJ) was the Project Sponsor when the FEIS/ROD was issued on May 28, 2021. On October 21, 2022, PANYNJ and the Gateway

¹ In the FEIS/ROD, the Hudson County Construction Staging Area was referred to as the Hoboken Construction Staging Area.

² See **Section 2.2.3, “Analytical Framework for the Proposed Project Modification,”** for a description of the proposed Project Modification Study Area.

³ A “paper street” is a public right-of-way marked on a map or plat recorded with a municipality, which has not been established. Paper streets can be established by municipal action, or by dedication of the street for intended use as a public right-of-way. Clinton Street was dedicated to the Weehawken Township in the 1800s; there is no evidence that Weehawken has passed an ordinance to vacate Clinton Street. As such, Clinton Street is, in effect, a paper street, and adjoining property owners (NJ TRANSIT), and their successors, transferees, and assignees, have the common law right to use the street for access.

Development Commission (GDC) formally notified FRA and FTA that GDC was assuming the role of NEPA Project Sponsor. This re-evaluation was prepared by the Gateway Trans-Hudson Partnership (GTHP), a joint venture of WSP USA Inc., STV Incorporated, and AECOM USA, Inc.

2 CONSTRUCTION STAGING AREA TRUCK ACCESS

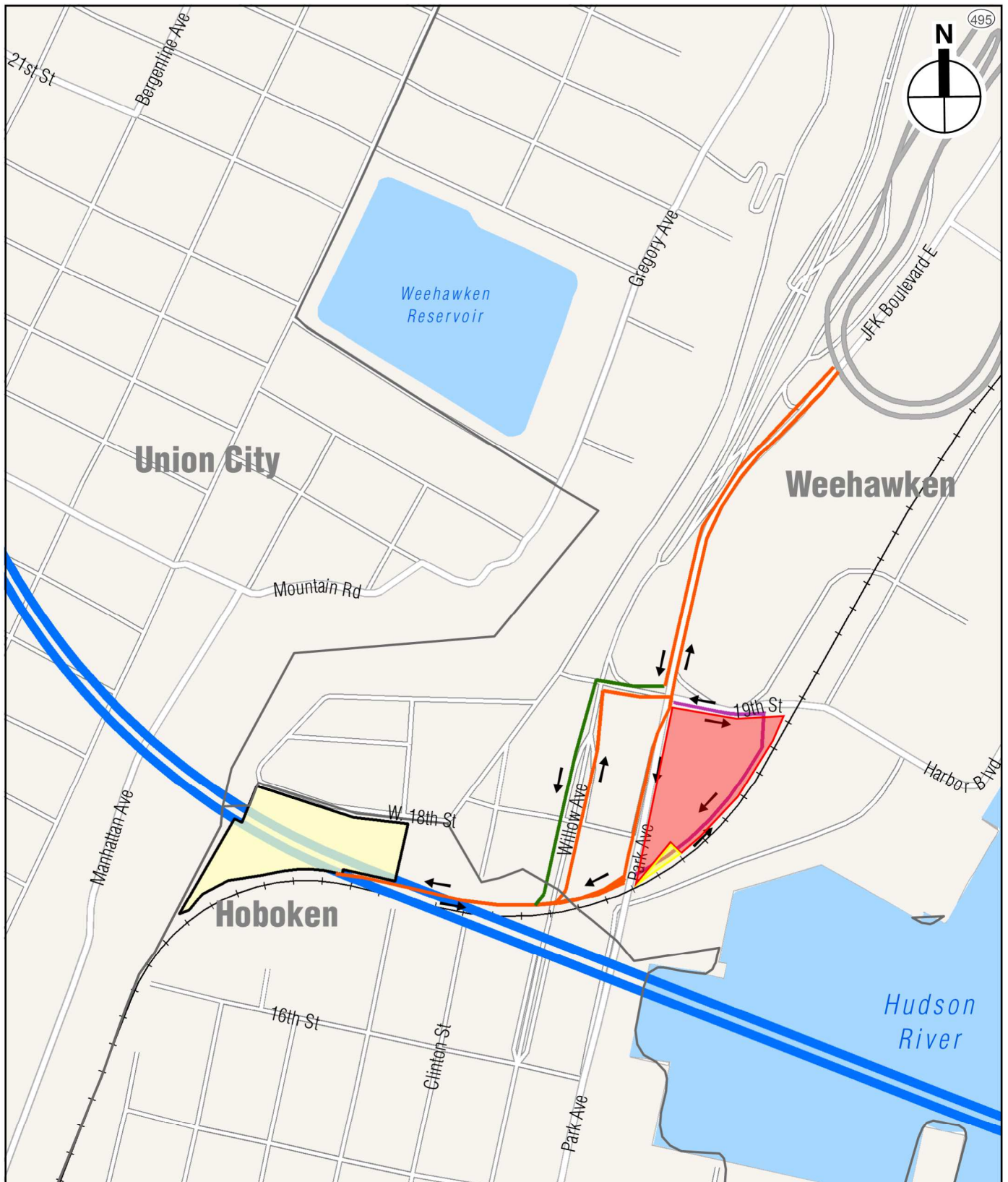
2.1 Conditions Included as Part of the Published FEIS/ROD

The HTP's Combined FEIS/ROD, dated May 2021, identified a Construction Staging Area located at the convergence of the municipal boundaries of the City of Hoboken, Township of Weehawken, and City of Union City, all in New Jersey. Although the staging area extends into all three municipalities, it is predominantly located in Hoboken. The Construction Staging Area is bounded to the south by NJ TRANSIT's Hudson Bergen Light Rail (HBLR) and to the north by West 18th Street in Weehawken. The Construction Staging Area is directly south of the Shades section of Weehawken, a residential neighborhood located at the base of the Palisades – a steep ridge with cliffs along the western side of the lower Hudson River in New Jersey and New York – generally bounded by West 18th Street to the south, Willow Avenue to the east, and West 19th Street to the north and west. The location of the Construction Staging Area, as identified in the FEIS/ROD, is shown on **Figure 1, "Construction Staging Area Truck Haul Routes as per FEIS/ROD."**










The Construction Staging Area would be used for construction activities, construction equipment and material storage, worker facilities, construction office trailers, and related activities during three separate phases: (1) construction of a vertical access shaft, approximately 124 feet wide by 121 feet deep, from the surface to the depth of the tunnel; (2) an extraction and launching point for tunnel boring machines (TBMs), which will be used to mine the tunnels both east and west of the shaft; and (3) construction of the ventilation plant once tunnel construction is complete.


To minimize disruption to the residential neighborhood located across West 18th Street from the Construction Staging Area, a 25-foot tall noise barrier wall would be constructed along the northern boundary of the Construction Staging Area. Additionally, trucks would not be permitted to use the local streets (e.g., West 18th Street and Hackensack Plank Road) to access the staging area. As such, the FEIS/ROD contemplated three options for access routes with off-street segments within the HBLR right-of-way, as shown on **Figure 1** and described below:

- Haul Route Option 1: Trucks would use a combination of JFK Boulevard East, 19th Street, and the Park and Willow Avenue service roads.
- Haul Route Option 2: Trucks would use a combination of JFK Boulevard East, 19th Street, and the Willow Avenue service road.
- Haul Route Option 3: Trucks would use JFK Boulevard, 19th Street, and an off-road haul route between 19th Street and the Construction Staging Area that runs along the north and west sides of the HBLR tracks beside the Dykes Lumber parcel. The FEIS/ROD identified the possible need for a temporary easement at the Dykes Lumber site (Block 34.03, Lots 7.02 and 7.07).



Source: FEIS Figure 3-7, "Hoboken Staging Area: Truck Routes," 2021; AKRF, 2021. Modified by Gateway Trans-Hudson Partnership (GTHP), 2024.

- | | |
|---|---|
|  Construction Staging Area |  Dykes Lumber Parcel |
|  Proposed New Tunnel |  Conrail Parcel Haul Route |
|  Municipal Boundaries |  Option 1 |
| |  Haul Route Option 2 |
| |  Haul Route Option 3 |
| |  Hudson-Bergen Light Rail |

0 250 500 1,000
 Feet

Construction Staging Area Truck
 Haul Routes as per FEIS/ROD

Figure 1

As per the FEIS/ROD, there would be a maximum number of eight trucks per hour traveling in each direction to and from the Construction Staging Area during all phases of construction. These trucks would be carrying construction materials and equipment to the Construction Staging Area and hauling away debris. Trucking would only be permitted between 7 AM and 10 PM on weekdays.

2.2 Understanding of Changes Since Publication of FEIS/ROD

2.2.1 October 2023 Modification to Haul Route (Re-evaluation #1)

A NEPA Re-evaluation (Re-evaluation #1) of the FEIS/ROD was prepared and approved by the FRA/FTA in October 2023 to evaluate a modification to the dedicated Haul Route Option 3, as described in the FEIS/ROD. The modification comprised the realignment of the Haul Route across the Dykes Lumber parcel in Weehawken for use by construction trucks traveling to and from the Construction Staging Area (Haul Route Option 10). A portion of Haul Route Option 10 would also be shifted to the west, away from the HBLR tracks, to avoid conflicting with the alignment of a floodwall proposed as part of the Rebuild By Design Hudson River (RBDH) project.⁴

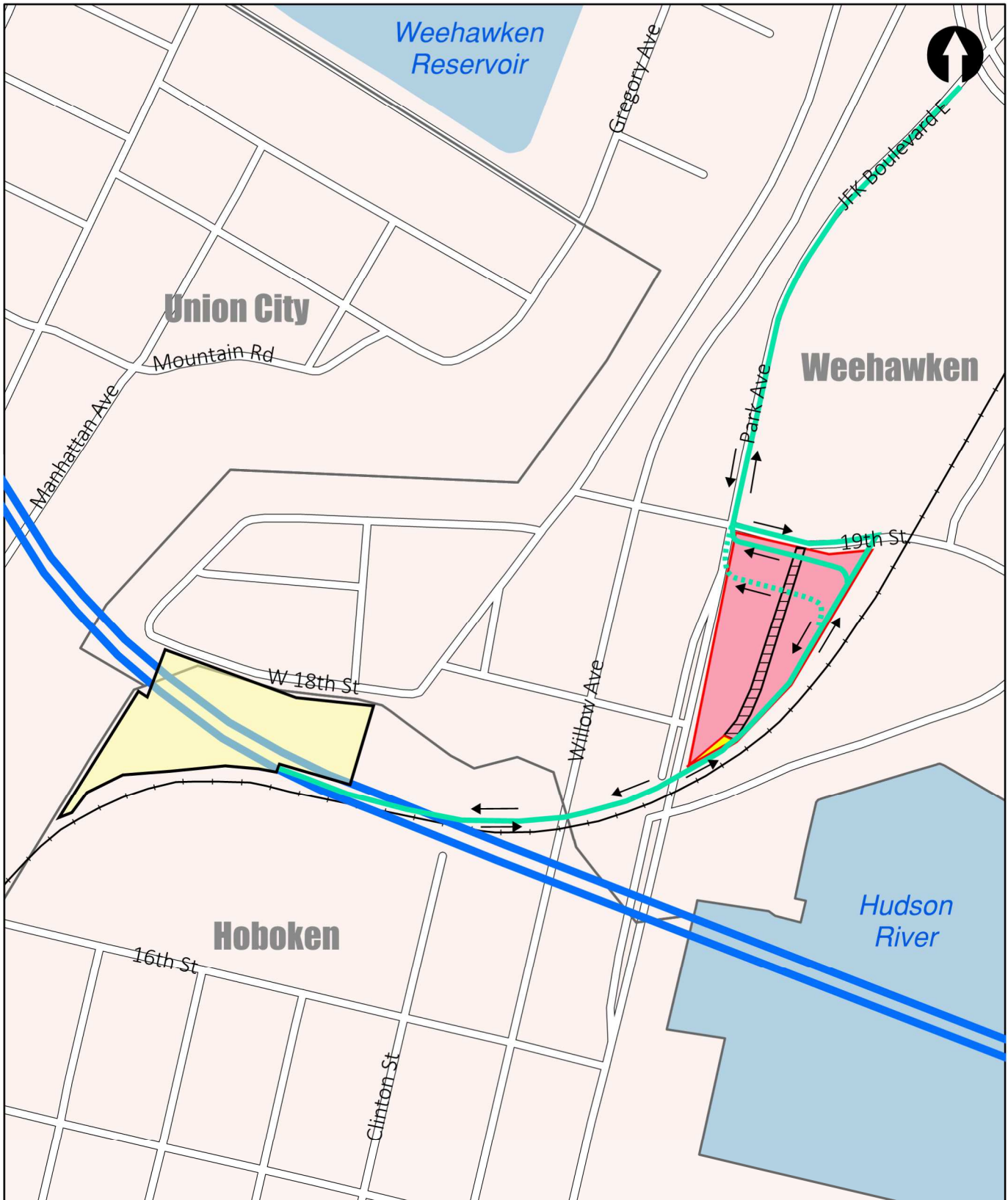
As described in the approved NEPA Re-evaluation #1, trucks traveling to the Construction Staging Area via Haul Route Option 10 would travel on JFK Boulevard and Park Avenue, turn on 19th Street (eastbound), and turn south into the Dykes Lumber parcel using the existing driveway near the eastern edge of the property. Trucks would then travel south along the east side of the Dykes Lumber building. South of the Dykes Lumber parcel, trucks would continue on an off-street construction road (on property owned by Conrail) to access the HBLR right-of-way. Trucks would continue along the same routing as FEIS/ROD Haul Route Option 3 along the west and north sides of the HBLR tracks, under the Park Avenue and Willow Avenue viaducts, continuing to the Construction Staging Area (“dedicated truck haul route”).

Trucks leaving the Construction Staging Area would utilize the same Haul Route Option 10 in reverse until reaching the Dykes Lumber parcel. They would then travel along the east side of the property, turn west at the north end of the Dykes Lumber building, travel west through the existing Dykes Lumber parking lot, parallel to 19th Street, and turn north onto Park Avenue.⁵ Trucks would then proceed northbound on Park Avenue to JFK Boulevard. This modified truck route is shown on **Figure 2, “Modified Truck Haul Routes – Options 9 and 10.”**

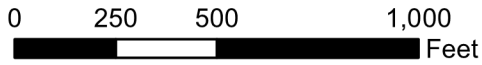
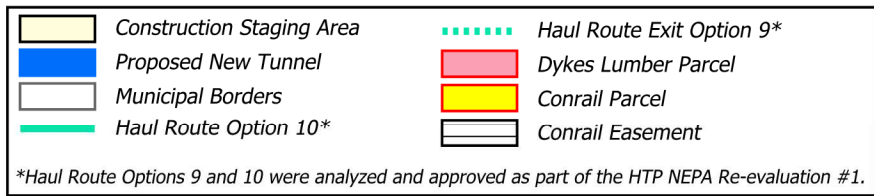
As described in the approved Re-evaluation #1, this Project modification would require the acquisition in fee of two private properties in Weehawken, referred to as the “Conrail parcel” (Block 34.03, Lot 7.07) and the “Dykes Lumber parcel” (Block 34.03, Lot 7.02).

⁴ In the FEIS/ROD, the Rebuild By Design Hudson River Project was referred to as the Rebuild by Design project.

⁵ Re-evaluation #1 analyzed an alternative truck haul route exit for trucks to travel from the eastern end of the Dykes Lumber parcel (Block 34.02, Lot 7.02) to Park Avenue, located south of and parallel to Haul Route Option 10 exit. This alternative truck haul route exit is referred to as Haul Route Option 9 in Re-evaluation #1.



Source: Gateway Trans-Hudson Partnership (GTHP), 2024; Gateway Development Commission, 2024.



Modified Truck Haul Routes - Options 9 and 10

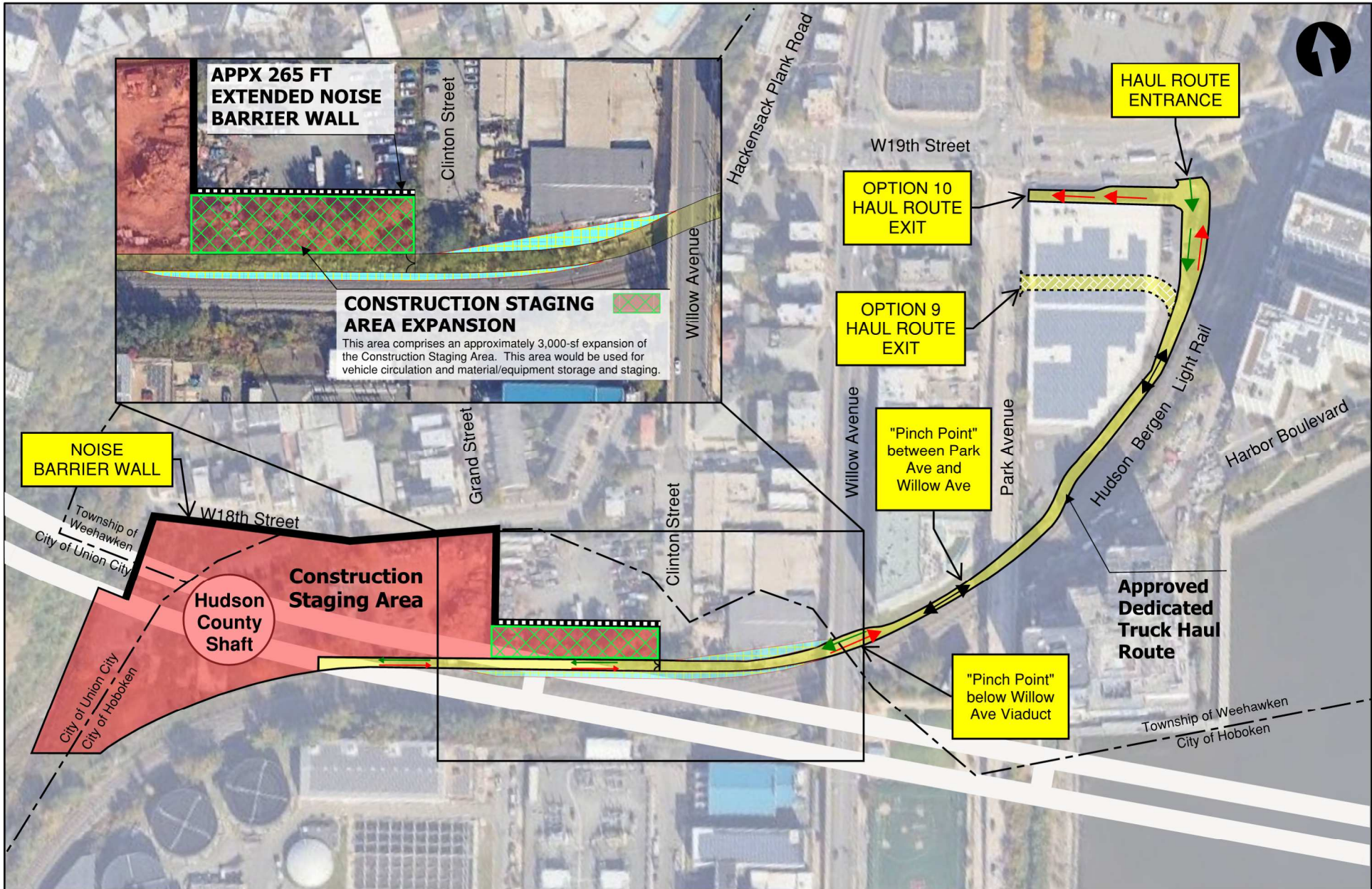
2.2.2 The Proposed Project Modification (Current Re-evaluation)

Since the publication of the FEIS/ROD and approval of Re-evaluation #1, it was determined that specific oversized loaded construction vehicles⁶ transporting cranes, drilling equipment, and components of the TBM would not be able to maneuver within the boundaries of the off-street Haul Route Option 10 established in Re-evaluation #1 as a modification to FEIS/ROD Haul Route Option 3.⁷ The geometry of the dedicated truck haul route includes two distinct wayside “pinch points,” one located between Park Avenue and Willow Avenue, and the other below the Willow Avenue Viaduct, that this type of equipment, traveling on approximately 60'-long by 8'6"-wide trailers with equipment overhang, will not be able to clear (**Figure 3, “Dedicated Truck Haul Route Pinch Points”**).

As such, an alternate route to access the Construction Staging Area was identified to accommodate specific oversized loaded construction vehicles (Proposed Oversized Truck Route), as shown on **Figure 4, “Proposed Oversized Truck Route.”** Oversized loaded construction vehicles would travel between the Construction Staging Area and Park Avenue/JFK Boulevard via 19th Street, Hackensack Plank Road, St. Lawrence Place (a one-way street for travel in the northern direction), and Clinton Street (a paper street), in Weehawken. The southernmost portion of Clinton Street which would connect to the Construction Staging Area, extends into the City of Hoboken. As shown on **Figure 4**, an approximately 900-square foot (sf) portion of Clinton Street is currently vegetated and would need to be cleared and improved for use as part of the Proposed Oversized Truck Route. Improvements comprise the clearing of vegetation and debris, and the installation of gravel surface during construction. All clearing of vegetation and debris would occur between October 1 and March 14 to minimize potential impacts to breeding birds protected under the Migratory Bird Treaty Act. As per the FEIS/ROD and NEPA Re-evaluation #1, this area would be cleared of any construction debris following construction, re-vegetated with native plant species, and restored to an improved condition (i.e., provide higher quality natural habitat) from that which currently exists.

⁶ An oversized truck is a vehicle combination of tractor truck and trailer that has size dimensions or weight which exceed the maximum allowable dimensions or weight established by the Authority Having Jurisdiction for the public road. For public roads in New Jersey, the maximum allowable dimensions established by the New Jersey Department of Transportation (NJDOT) are 13'-6" in height and/or 8'-6" in width. For the dedicated truck haul route, the maximum allowable dimensions are 19'-11" in height and/or 13'-6" in width. The legal hauling limit is up to 22,400 pounds for a single axle configuration, or an overall gross weight of 80,000 pounds, above which applicants (contractors) must apply for an oversized permit. For other axle configurations, applicants (contractors) must apply the federal bridge formula to determine if the load distributed across the specific axle configuration exceeds legal hauling limits, HTP contractors would apply for oversize/overweight permits with NJDOT for loads in excess of these limits and would comply with all relevant permit requirements.

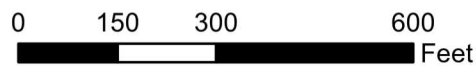
⁷ Since the publication of NEPA Re-evaluation #1, Haul Route Option 10, analyzed therein, has been further refined to include widening of up to approximate 6,390 sf in between Grand Street and Willow Avenue. This widening would comprise an expansion of the dedicated truck haul route north, into a portion of Hoboken Block 146, Lot 2 which was anticipated to be acquired and analyzed as such in the FEIS/ROD, as well as to the south, comprising a slight expansion of the HBLR ROW utilized as part of the dedicated truck haul route Option 10.



Source: Gateway Trans-Hudson Partnership (GTHP), 2024; Gateway Development Commission, 2024.

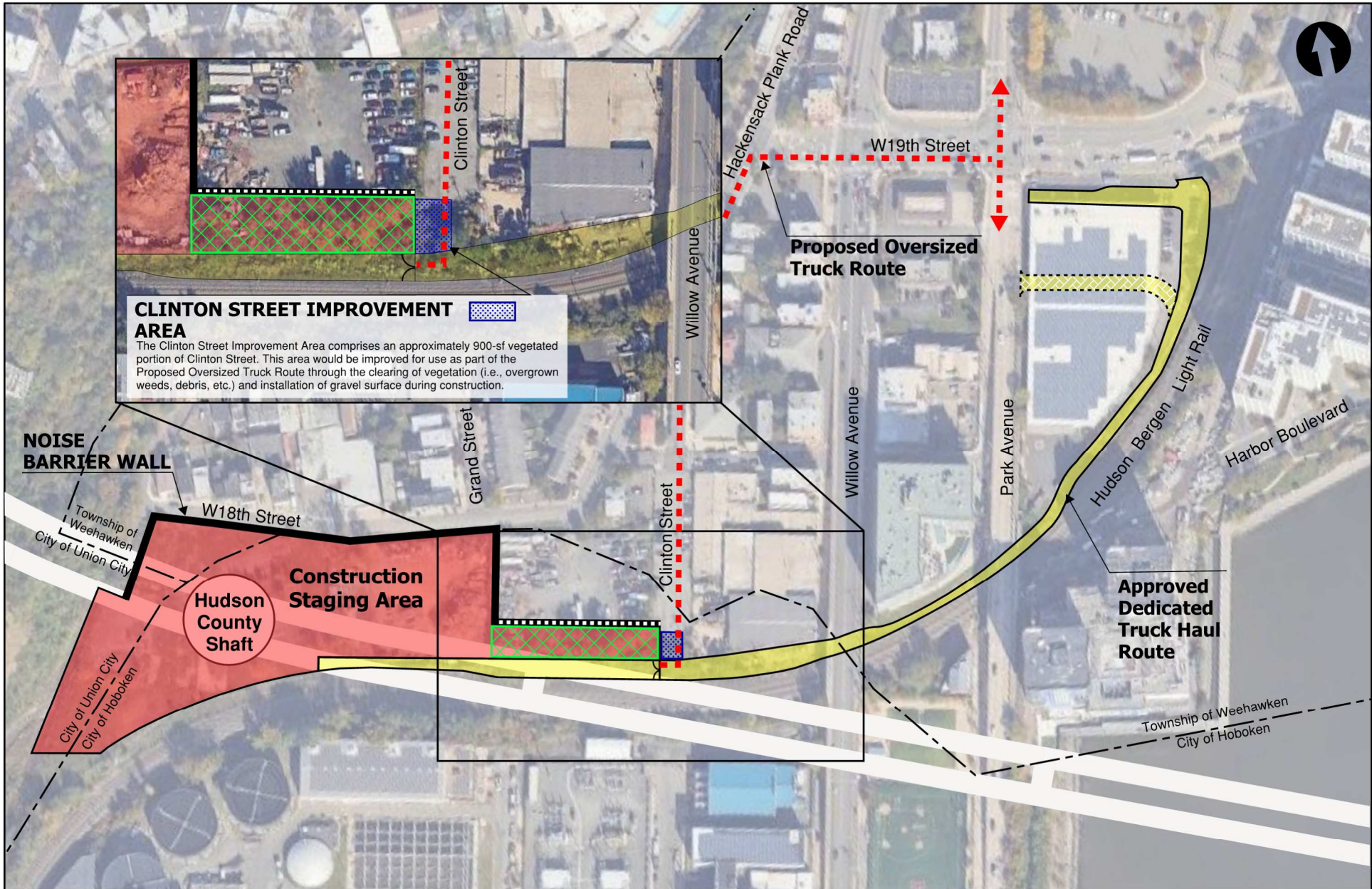
	Construction Staging Area		Inbound Trucks		Extension of Noise Barrier Wall***
	Dedicated Haul Route (Option 10)*		Outbound Trucks		Construction Staging Area Expansion
	Dedicated Haul Route (Option 9)*		Shared Lane w/Flag Person		Noise Barrier Wall
	Dedicated Haul Route Widening**		Noise Barrier Wall		

*Haul Route Options 9 and 10 were analyzed and approved as part of the HTP NEPA Re-evaluation #1.
 **Following the completion of HTP NEPA Re-evaluation #1, it was determined that the Dedicated Truck Haul Route would be widened by approximately 6,390 square feet approximately between Grand Street and Willow Avenue.
 ***In coordination with the Township of Weehawken, the proposed 25-foot tall noise barrier on the north side of the Construction Staging Area was extended approximately 265 feet to the eastern edge of the Construction Staging Area.

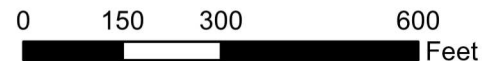
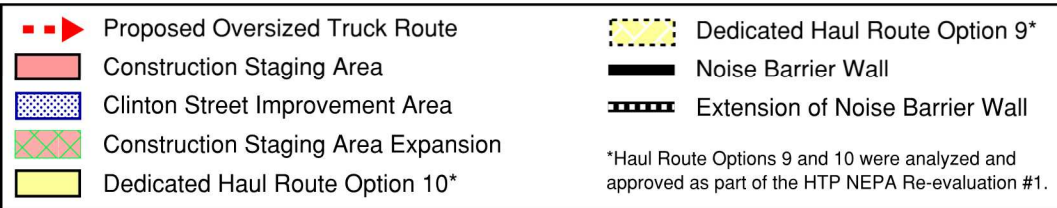


Dedicated Truck Haul Route
Pinch Points
Figure 3





Source: Gateway Trans-Hudson Partnership (GTHP), 2024; Gateway Development Commission, 2024.



Proposed Oversized Truck Route

Figure 4

Additionally, in order to better accommodate oversized construction vehicle deliveries via the Proposed Oversized Truck Route, and to allow for more efficient use of space, the Construction Staging Area would be expanded to include an additional approximately 3,000 sf within the City of Hoboken Block 145, Lots 3, 4, 10, and 11. This area was acquired by NJ TRANSIT prior to the FEIS/ROD⁸; as currently contemplated, it would be utilized for vehicle circulation as well as material and equipment storage and staging. In adherence with FEIS/ROD commitments, the proposed 25-foot tall noise barrier wall along the northern boundary of the Construction Staging Area would also be extended approximately 265 feet along the northern boundary of this expansion of the Construction Staging Area (see **Figure 3, “Dedicated Truck Haul Route Pinch Points”**).

There are no restrictions on truck traffic along the Proposed Oversized Truck Route. As such New Jersey Department of Transportation (NJDOT) legal load axle weight limits would be applicable. The contractor would be required to obtain a permit from NJDOT for any oversized/overweight trucking (i.e., gross vehicle weights over 150,000 pounds). The route, load distribution diagrams, travel dimensions, and escort details would all need to be identified in the permit application.

It is estimated the oversized truck trips to and from the Construction Staging Area would include up to approximately 10 to 15 oversized construction vehicle deliveries (approximately 20 to 30 total trips) over multiple discrete two- to four-month periods between 2024 and 2032 (approximately four to six total trips per week), as dictated by the HTP’s preliminary construction schedule prepared by GTHP. It should be noted, the actual number and timing of these discrete periods would be solely dictated by the means and methods of a given contractor’s schedule. These oversized truck trips are included in the FEIS/ROD commitment to a maximum of eight trucks per hour in each direction traveling to and from the Construction Staging Area. The expansion of the Construction Staging Area and noise wall barrier and the relocation of these oversized truck trips to the Proposed Oversized Truck Route, as well as any actions required to accommodate these trips along the route, is referred to herein as the “proposed Project Modification.”

Representatives from GDC, Amtrak, NJ TRANSIT, and GTHP met with Township of Weehawken Mayor Richard Turner on December 5, 2023, and January 8, 2024 to discuss the proposed Project Modification, and agreed to the following commitments:

- Deliveries requiring oversized trucks would be scheduled between 10 AM and 1 PM during weekdays.
- Contractors would be required to obtain a New Jersey Department of Transportation (NJDOT) Oversize/Overweight Permit and a Hudson County Traffic Plan Permit.
- Contractors would be required to submit work plans to GDC before any oversized truck can access the Construction Staging Area. Work plans would specify details including load

⁸ See FEIS/ROD Appendix 6, “Land Use, Zoning, Public Policy, and Property Acquisitions.”

size, vehicle details, number of vehicles, planned route, and traffic control measures (including permits obtained) and hoisting and rigging plans, as well as the proposed schedule, including time of day for deliveries. Contractors will be required to confirm that there is sufficient vertical clearance below traffic signal heads and overhead utility wires along the Proposed Oversized Truck Route, as well as confirming that there is sufficient horizontal or lateral clearance to any structure located adjacent to or alongside the path of the proposed route.⁹

- When oversized trucks are traveling to (or leaving) the site, the contractors would provide flagging at both ends of each street along the Proposed Oversized Truck Route to ensure that oversized trucks can pass without negotiating oncoming traffic.
- Resident street parking would be temporarily prohibited along the portions of Hackensack Plank Road and St. Lawrence Place utilized by the Proposed Oversized Truck Route; parking on Clinton Street may also be temporarily prohibited during certain oversized construction vehicle deliveries, depending on the vehicle and load size and configuration.
- The GDC would be responsible for the maintenance, repair, and cleaning of the Proposed Oversized Truck Route in Weehawken. This includes portions of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street. As per the FEIS/ROD, the GDC would reconstruct these streets if they are damaged by trucking activity associated with construction of the Selected Alternative. This would include any advance or preventive rehabilitation of the Proposed Oversized Truck Route before the onset of construction.
- The GDC and the Township of Weehawken would establish a procedure to notify the community of the schedule of deliveries utilizing the Proposed Oversized Truck Route. Property owners adjacent to the Proposed Oversized Truck Route will be notified by GDC prior to implementation. Signs would be posted in the community, and the GDC's proposed Weehawken neighborhood outreach office would establish other forms of communication during construction as per the FEIS/ROD. Information would also be posted on the GDC website.

These requirements will be included in the specifications for contractors working at the Construction Staging Area.

Additionally, NJ TRANSIT met with the City of Hoboken on February 7, 2024 regarding the use of a portion of Clinton Street (paper street) within the City of Hoboken for the Proposed Oversized Truck Route. No additional mitigation measures or commitments were identified given the limited portion of Hoboken property anticipated to be used for the proposed Project Modification, and its physical separation from the City of Hoboken by the HBLR alignment.

⁹ Due to vertical height restrictions along truck routes used to access the Proposed Oversized Truck Route, oversized construction vehicles will have a maximum height of 13'-6". Based on site surveys conducted in February 2024, overhead obstructions including signal heads and utility wires have a minimum vertical clearance of at least 14 feet. Thus, the Proposed Oversized Truck Route has sufficient vertical clearance for oversized construction vehicles.

2.2.3 Analytical Framework for the Proposed Project Modification

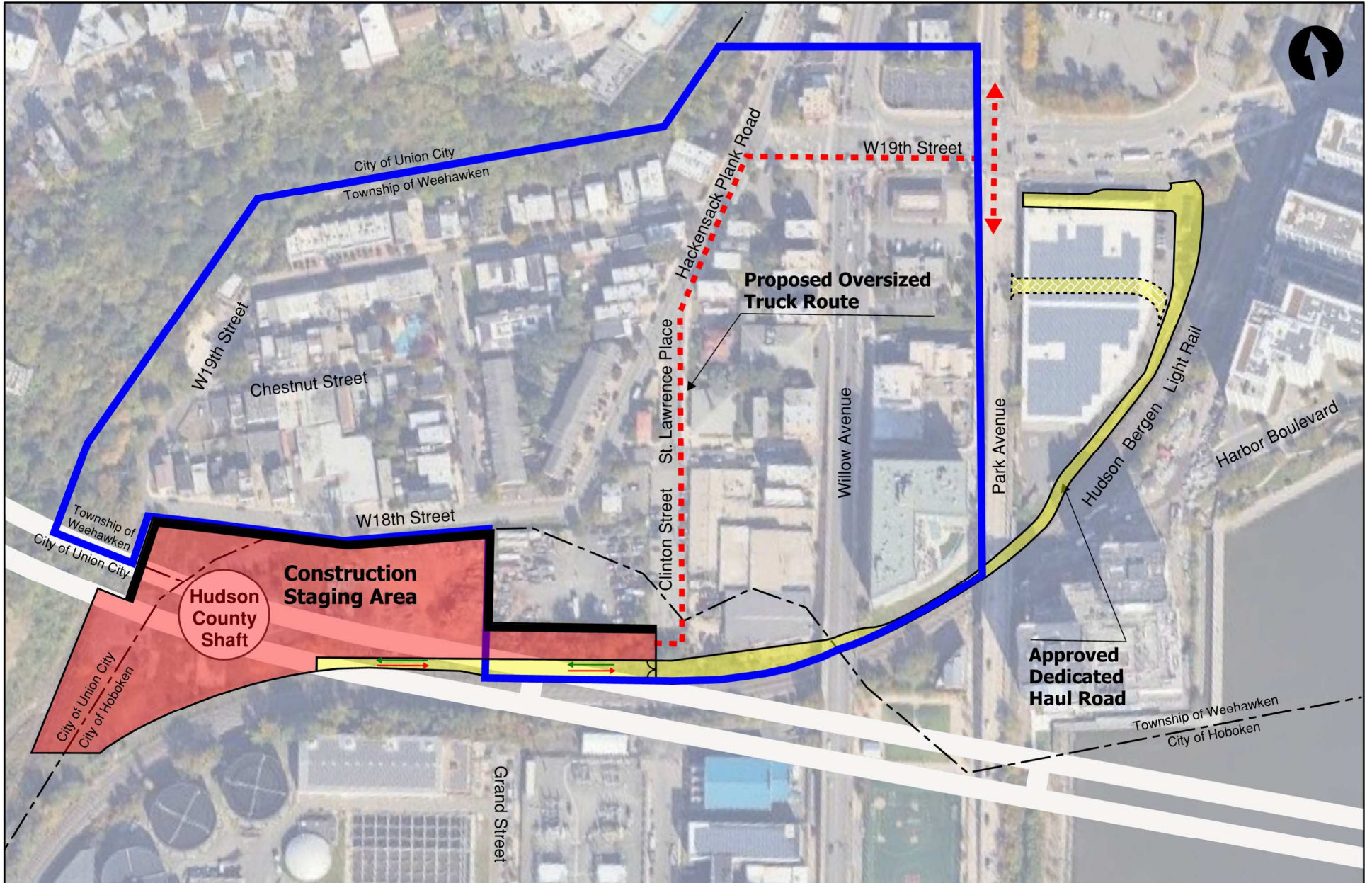
The proposed Project Modification has the potential to change analyses and determinations of impact presented in the FEIS/ROD within the portion of the HTP Hudson County Study Area in which the Proposed Oversized Truck Route is located, specifically within the Shades residential neighborhood of Weehawken and the northern portion of the City of Hoboken, referred to in the FEIS/ROD as the “East of Palisades” portion of the Hudson County Study Area.

The proposed Project Modification would not affect the use of the dedicated truck haul route described above for standard-sized construction vehicles, and as such would not change the analyses and determinations presented in approved Re-evaluation #1. Further, the implementation of the Proposed Oversized Truck Route would not alter oversized truck travel patterns outside of the proposed Project Modification study area; truck routes outside of this area identified in the FEIS/ROD would remain unchanged. Therefore, it would also not affect analyses and determinations presented in the FEIS/ROD related to construction vehicle traffic outside of this section of Weehawken and Hoboken.

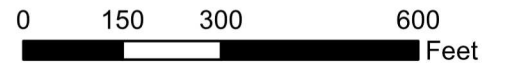
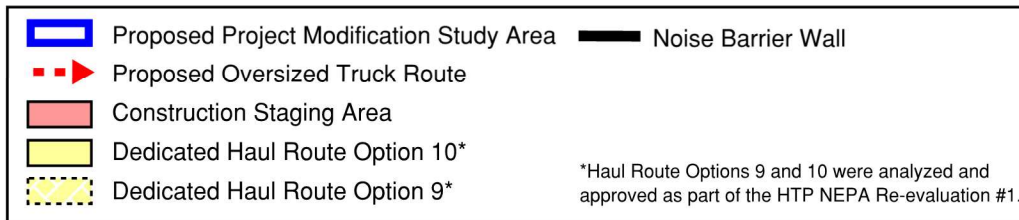
The Palisades rise approximately 200 feet above the Shades residential neighborhood in this section of Weehawken,¹⁰ limiting the potential for environmental effects west of this area. Further, the approved FEIS/ROD and Re-evaluation #1 assessed the potential for environmental effects associated with construction vehicle traffic, including oversized construction vehicles, along the dedicated truck haul route to the east of the Proposed Oversized Truck Route, adjacent to the Hudson River waterfront. As such, the study area presented herein has been refined specifically to comprise the area for which new environmental effects - not previously assessed in the FEIS/ROD and Re-evaluation #1 - could occur. This area is generally bounded by 19th Street/West 19th Street to the north and west, West 18th Street and the HBLR to the south, and Park Avenue to the east (the “proposed Project Modification Study Area”), as shown on **Figure 5, “Proposed Project Modification Study Area.”**

The proposed Project Modification would be in place during the approximately seven-year construction period. Its implementation may require routine roadway clearing, maintenance, and repair throughout its use, but it would not result in any permanent physical changes to roadways along the route or to surrounding properties. When not being used for oversized construction vehicle deliveries, roadways along the Proposed Oversized Truck Route would continue normal operations for local traffic. As such, there would be no permanent effects with the Proposed Oversized Truck Route; analyses presented in this memorandum assess the potential for adverse effects only during the construction period at the Construction Staging Area.

¹⁰ U.S. Geological Survey, 2023, USGS US Topo Map Collection: USGS - National Geospatial Technical Operations Center (NGTOC).



Source: Gateway Trans-Hudson Partnership (GTHP), 2024; Gateway Development Commission, 2024; Parcels and MOD-IV of Hudson County, 2023.



Proposed Project Modification Study Area

Figure 5



3 AFFECTED ENVIRONMENT: “NO ACTION” CONDITIONS

Table 1, “No Action Projects in the Vicinity of the Proposed Oversized Truck Route,” provides a summary of No Action projects in the Hudson County Study Area; that is, projects that would occur whether the HTP is implemented or not. The list provides information on projects that were described in the FEIS/ROD, including updates identified during the re-evaluation process.

Table 1: No Action Projects in the Vicinity of the Proposed Oversized Truck Route

Project Name	Description	Anticipated Schedule
Lincoln Tunnel Helix Replacement Program	Replace the curved approach ramp between Route 495 and the Lincoln Tunnel in New Jersey	Unknown at this time (no change from FEIS/ROD)
Willow Avenue Bridge Rehabilitation (Hudson County)	Rehabilitate the Willow Avenue bridge over the HBLR between Hoboken and Weehawken	Unknown at this time (no change from FEIS/ROD)
Rebuild By Design Hudson River (NJDEP)	Infrastructure initiative to reduce frequent storm and tidal flooding in Hoboken and adjacent communities; mixed approach includes floodwalls, stormwater controls, and green infrastructure	Under construction; completion anticipated in approximately 2026 (was in design at time FEIS/ROD was issued)
Lincoln Harbor Redevelopment	Ongoing large-scale residential and commercial waterfront redevelopment north of Weehawken Cove. Since issuance of the FEIS/ROD, the Hoboken Point development, ¹ a new residential building with 259 units and 321 parking spaces was completed in the spring of 2024. No additional sites are currently slated for redevelopment as part of the Lincoln Harbor Redevelopment.	Residential and mixed use development completed in 2024 (was under construction at time FEIS/ROD was issued)
Notes:		
¹ The Hoboken Point development, located at 100 Harbor Boulevard, was previously referred to as the “Hartz Mountain Industries ATIR Development” in NEPA Re-evaluation #1.		

4 CONSTRUCTION-RELATED IMPACTS

The Proposed Oversized Truck Route would allow for oversized construction vehicles to access the Construction Staging Area for deliveries and removal of large construction equipment including drilling machines, cranes, and TBM components. The FEIS/ROD considered 23 technical areas for both final operational conditions and temporary construction-period conditions. The permanent, operational conditions and mitigation measures proposed as part of the FEIS/ROD would not change with the implementation of the Proposed Oversized Truck Route described herein. As such, this re-evaluation focuses on the construction-period effects of the proposed Project Modification. A re-analysis of these 23 technical areas to identify any new or additional construction-period impacts and required mitigation measures not previously identified in the FEIS/ROD is provided below.

4.1 Traffic and Pedestrians (FEIS Chapter 5A)

4.1.1 Traffic

As described in the FEIS/ROD, construction activities at the Construction Staging Area would result in construction vehicle and worker traffic on streets within Hoboken and Weehawken and lead to traffic disruptions. Specifically, traffic impacts were identified at two locations in the vicinity of the Construction Staging Area during weekday peak periods with Haul Route Option 3,¹¹ assuming construction workers park off-site:

- Willow Avenue at 15th Street (signalized)
- Park Avenue at 16th Street (signalized)

A series of mitigation, minimization, and avoidance measures to address potential construction period traffic impacts were identified in the FEIS/ROD, and subsequently confirmed as part of Re-evaluation #1, as follows:

- For all construction locations, the Project Sponsor will develop and implement Maintenance and Protection of Traffic (MPT) plans during final design, in consultation with the appropriate local transportation agencies. The MPT plans will maintain travel lanes and detour through traffic away from construction activities and equipment to the extent practicable. The MPT plans will include strict enforcement of Project truck routes by specifying the routes in contract documents.

For all locations where adverse traffic impacts were identified, the Project Sponsor will coordinate with the appropriate local transportation authorities to implement mitigation measures, as appropriate. Traffic mitigation measures may include changes to signal timing or phasing (e.g., shifting green time from underutilized phases to over-capacity approaches), changes to pavement markings (e.g., restriping lanes), changes to lane designations, and modifications to parking regulations. The identified mitigation measures are subject to approval and implementation by the appropriate local government agency and may be revised after agency review. The costs for these mitigation measures would be borne by the Project Sponsor rather than the local community.

- The Project Sponsor will be responsible for maintenance, repair, and cleaning of designated truck routes on local streets and will reconstruct any streets damaged by trucking activity associated with construction of the Project. The Project Sponsor will also undertake any advance or preventive rehabilitation of the proposed truck routes before the onset of construction. The Project Sponsor will ensure that these requirements are included in the contract specifications.

¹¹ As previously described, Haul Route Option 10 was the selected haul route alternative in Re-evaluation #1. Haul Route Option 10 comprises a modified permutation of FEIS Haul Route Option 3.

- The Project Sponsor will strictly enforce identified Project truck routes. Trucks will wait to be loaded within each construction staging area. There will be no trucks waiting in the public right-of-way, to the extent practicable.
- Where the use of traffic enforcement agents to direct and help keep traffic moving is appropriate, the costs for these agents would be borne by the Project Sponsor rather than the local community.

Additionally, the FEIS/ROD and Re-evaluation #1 identified the following mitigation, minimization, and avoidance measures to be employed specifically within the HTP Hudson County Study Area:¹²

- For intersections in the vicinity of the Construction Staging Area, the Project Sponsor will coordinate with Hudson County, NJ TRANSIT, City of Hoboken, or Township of Weehawken, as appropriate, regarding mitigation.
- Construction traffic will be routed via designated truck routes, making use of a new off-street access point to the Hoboken staging area along the north side of the HBLR right-of-way.
- The Project Sponsor, in coordination with Project contractors, will select the final truck route during final design and will coordinate with the local municipality regarding this selection.
- The Project Sponsor will remove excavated materials from construction of the river tunnel segment primarily via the Tonnelle Avenue staging area, in order to minimize trucking to and from the Construction Staging Area.
- While construction activities are underway at the Construction Staging Area, the Project Sponsor will require that there be a maximum (cap) of no more than 8 trucks per hour in each direction traveling to and from the Construction Staging Area.
- The Project Sponsor will require that no construction-related trucks will use local roads in Weehawken or Hoboken between 10 PM and 7 AM.
- Construction workers working at the Hoboken staging area will park either within the boundaries of the staging area or at a designated off-site parking facility, with a shuttle provided for workers traveling between the staging area and the off-site parking facility. Construction workers will not park on local streets in Weehawken.

As described in the FEIS/ROD, with the implementation of these mitigation, minimization, and avoidance measures, all traffic impacts would be mitigated, and traffic disruptions would be reduced to less than significant levels with the selection of Haul Route Option 10 for construction vehicle access to and from the Construction Staging Area. Further, as described in Re-evaluation #1, traffic analysis of Haul Route Option 10, as well as changes to No Action background conditions, concluded that there would be no new adverse traffic impacts, and the previously identified mitigation measures would still be valid for the Hudson County Study Area.

¹² See HTP FEIS/ROD, Chapter 4, "Analysis Framework," for description of the HTP Hudson County Study Area.

Implementation of the Proposed Oversized Truck Route would result in oversized loaded construction vehicles utilizing portions of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street in Weehawken, and a portion of Clinton Street in Hoboken to travel between Park Avenue/JFK Boulevard and the Construction Staging Area, in lieu of the dedicated truck haul route. This modification would not change the number, frequency, or schedule of truck trips to and from the Construction Staging Area. In addition to the mitigation, minimization, and avoidance measures described above, GDC, in consultation with the Township of Weehawken and City of Hoboken, has agreed to the measures described in **Section 2.2.2, “The Proposed Project Modification,”** to further minimize the effect of oversized vehicle trips.

Due to the low volume of oversized truck trips, up to 30 oversized truck trips over a two- to four-month period, the implementation of the Proposed Oversized Truck Route is not anticipated to result in a significant adverse impact to traffic. During these construction periods, it is estimated that there would be up to four to six oversized truck trip movement per week.

4.1.2 Parking

As described in **Section 2.2, “Understanding of Changes since Publication of FEIS/ROD,”** resident parking along Hackensack Plank Road and St. Lawrence Place would be temporarily prohibited during oversized construction vehicle deliveries; parking on Clinton Street may also be temporarily prohibited during certain oversized construction vehicle deliveries, depending on the vehicle and load size and configuration. Parking prohibitions would be temporary and imposed only during specific days within discrete two- to four-month periods throughout the duration of construction in which oversized construction vehicle trips would be limited. Parking restrictions are anticipated to occur between 7 AM and 1 PM on oversized truck delivery days. GDC will notify the community in advance of parking prohibitions, pursuant to the procedure developed in consultation with the Township of Weehawken. Due to the short-term nature of these temporary parking prohibitions, the implementation of the Proposed Oversized Truck Route is not anticipated to result in a significant adverse impact to parking.

4.1.3 Pedestrians and Bicyclists

A detailed pedestrian and bicyclist analysis was not warranted for the Hudson County Study Area in the FEIS/ROD, as the Project would not result in construction-related sidewalk or road closures or encroachments that would affect existing pedestrian patterns. However, a pedestrian safety assessment was provided, per the guidance of the New York *City Environmental Quality Review (CEQR) Technical Manual*, to identify high-crash locations and assess the potential for construction related traffic to adversely affect pedestrian and/or bicyclist safety. As described in the FEIS/ROD, none of the Hudson County Study Area intersections were identified as high-crash locations, and the hourly weekday increase in truck or construction worker trips in this area would not be large enough to adversely affect safety conditions. However, to increase pedestrian visibility at intersections on 19th Street, the Project Sponsor will coordinate with the Township of Weehawken to restripe the basic transverse striped crosswalks at 19th Street and Park Avenue as high-visibility crosswalks. The Project Sponsor will also coordinate with the Township of

Weehawken to provide high-visibility crosswalks at the new intersection of the dedicated truck haul route and 19th Street.

As described previously, the implementation of the Proposed Oversized Truck Route would reroute oversized loaded construction vehicle trips from the dedicated truck haul route to portions of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street. Pedestrian facilities, including sidewalks and painted crosswalks, are present along the entirety of the Proposed Oversized Truck Route, with the exception of Clinton Street (paper street). Additionally, a school crossing is located along the Proposed Oversized Truck Route at the intersection of Hackensack Plank Road and 19th Street. No dedicated bicycle facilities are present along or in the immediate vicinity of the Proposed Oversized Truck Route.

Implementation of the Proposed Oversized Truck Route would not change the number, frequency, or schedule of truck trips to and from the Construction Staging Area. Further, in consultation with the Township of Weehawken and City of Hoboken, GDC has agreed to schedule all oversized truck deliveries on weekdays between 10 AM and 1 PM and provide flaggers at both ends of each street along the Proposed Oversized Truck Route, such that oversized trucks can pass without negotiating oncoming traffic. With the implementation of these mitigation measures, the Proposed Oversized Truck Route is not anticipated to result in adverse impacts to pedestrian or bicycle safety.

4.2 Transportation Services – Bus Service (FEIS Chapter 5B)

The FEIS/ROD identified transportation services in the Hudson County Study Area, including the HBLR and local NJ TRANSIT bus routes; in addition, ferry services operate from the Lincoln Harbor ferry terminal, east of the Hudson County Study Area. Three local NJ TRANSIT bus routes - routes 89, 119, and 126 - operate along Willow Avenue in the vicinity of the Proposed Oversized Truck Route, with northbound and southbound stops at Willow Avenue and 19th Street.

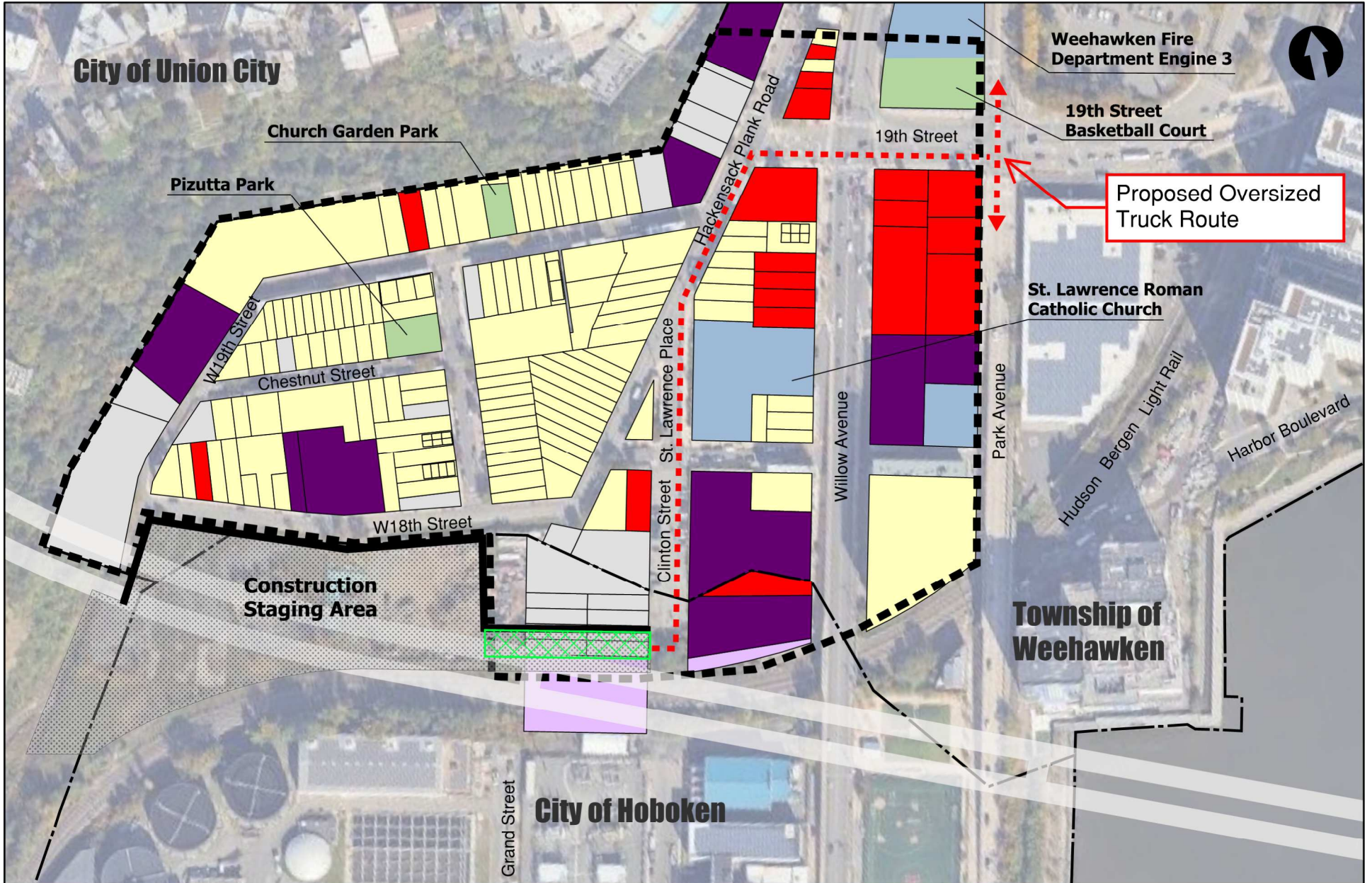
No transit services operate on the roadways used by the Proposed Oversized Truck Route. Further, the rerouting of oversized construction vehicle trips from the dedicated truck haul route to the Proposed Oversized Truck Route would not result in any changes to transit facilities or roadways on which transit services operate. As described previously, the proposed Project Modification would not result in new or worsened traffic impacts, not already identified in the FEIS/ROD, that may have the potential to affect transit services. As such, implementation of the Proposed Oversized Truck Route would not result in new significant adverse impacts to transportation services.

4.3 Land Use, Zoning and Public Policy (FEIS Chapter 6A)

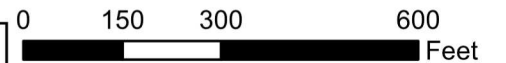
The FEIS/ROD includes an analysis of the potential impacts to land use, zoning, and public policy resulting from temporary construction activities associated with the Project. Specifically, the FEIS/ROD describes the potential for construction activities to result in disruptions to nearby land uses due to the activities themselves, dust, and noise, as well as disruptions resulting from increased truck traffic. The FEIS/ROD determined that the increased truck traffic during

construction would be noticeable at some residential properties in the Shades residential neighborhood of Weehawken, including the Gateway building (1700 Park Avenue), Hamilton Cove (800 Harbor Boulevard), and other residential and community facility buildings. In order to minimize disruptions from truck traffic, GDC has agreed that a maximum of eight trucks per hour in each direction would be permitted to use the local street system to access the Construction Staging Area throughout the duration of construction. The proposed Project Modification does not comprise an action that could affect local zoning, nor would zoning apply to the use of the Proposed Oversized Truck Route. In addition, construction activities would also incorporate sustainability principles to the extent applicable and practicable in order to be consistent with local plans and policies.

Implementation of the Proposed Project Modification would expand the Construction Staging Area and relocate oversized loaded construction vehicles from the dedicated truck haul route to portions of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street. As shown on **Figure 6, "Land Use,"** the expanded Construction Staging Area would use City of Hoboken Block 145, Lots 3, 4, 10, and 11, which are currently vacant and owned by NJ TRANSIT. Further, the Proposed Oversized Truck Route runs adjacent to 10 residential uses; one community facility use (St. Lawrence Church); three commercial uses; two industrial uses and one open space (19th Street Basketball Courts). Additionally, other potentially sensitive land uses in the proposed Project Modification study area include: the Weehawken Fire Department Engine 3, located approximately 150 feet north of the Proposed Oversized Truck Route at 1900 Willow Avenue; Church Garden Park, located approximately 350 feet to the west, on West 19th Street; Pizzuta Park located approximately 400 feet to the west, at the intersection of Grand Street and Chestnut Street, as well as other residential and commercial uses.



Source: Gateway Trans-Hudson Partnership (GTHP), 2024; Gateway Development Commission, 2024; Parcels and MOD-IV of Hudson County, 2023.



Land Use
Figure 6

The expanded Construction Staging Area would use additional vacant property owned by NJ TRANSIT within the City of Hoboken for vehicle circulation and material and equipment storage and staging. This area is adjacent to property that is currently vacant to the north, south, and west, and Clinton Street to the east; opposite Clinton Street from the Construction Staging Area expansion are industrial and transportation uses. The area proposed for use as part of the expanded Construction Staging Area, as well as properties surrounding this area, are mapped with the City of Hoboken I-1 Industrial Zoning Subdistrict intended for urban industrial activity. As such, the use of this additional area as part of the Construction Staging Area would not be inconsistent with nearby land uses or applicable zoning and would not result in adverse effects related to land use, zoning, or public policy.

The presence of oversized construction vehicle trips adjacent to these uses would be noticeable to residents and user groups. Further, as described in **Section 2.2, “Understanding of Changes Since Publication of FEIS/ROD,”** and **Section 4.1.2, “Parking,”** oversized construction vehicle deliveries may require the prohibition of parking along the Proposed Oversized Truck Route. As detailed in **Section 4.10, “Noise (FEIS Chapter 12A),”** these uses would also be exposed to increased noise levels resulting from the passing trucks. While these disruptions would be noticeable to residents and users of the residential and commercial properties, community facilities, and open spaces along the route, they would be temporary and intermittent throughout the construction period. Specifically, oversized construction vehicle trips would occur only during eight designated two- to four-month periods, during which time approximately 10 – 15 trucks (20 – 30 overall trips) would occur at a frequency of up to approximately two to three times per week throughout the duration of construction. Further, oversized construction vehicle deliveries would be limited to the hours between 10 AM and 1 PM. The Weehawken Fire Department Engine 3 includes egress and exit points on Willow Avenue and JFK Boulevard outside of the proposed Project Modification study area; its operations would not be affected by the proposed Project Modification. As described in **Section 4.6, “Open Space and Recreational Resources (FEIS Chapter 8),”** Church Garden Park and Pizzuta Park would not be affected by the proposed Project Modification.

Due to the limited, temporary, and infrequent nature of disruptions resulting from implementation of the Proposed Oversized Truck Route, this proposed Project Modification is not anticipated to result in significant adverse impacts to surrounding land uses. Further, the proposed Project Modification would not be subject to local zoning, nor would it affect the Project’s consistency with local plans and sustainability goals.

4.4 Property Acquisition/Easements (FEIS Chapter 6B)

Implementation of the Proposed Oversized Truck Route would not require modifications to previously identified property acquisitions or easements, nor would it require any new property acquisitions or easements. The expansion of the Construction Staging Area would utilize City of Hoboken Block 145, Lots 3, 4, 10, and 11, which were previously acquired by NJ TRANSIT prior

to the FEIS/ROD.¹³ The Proposed Oversized Truck Route would be established along portions of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street within the existing public roadways.

As described in **Section 2.2, “Understanding of Changes Since Publication of FEIS/ROD,”** Clinton Street is a paper street, dedicated as a public right-of-way but not physically improved as a public roadway. As such, adjoining property owners (NJ TRANSIT) and their successors, transferees, and assignees have the common law right to the use of the street for access. As shown on **Figure 4, “Proposed Oversized Truck Route,”** an approximately 900-sf portion of Clinton Street is currently unpaved and covered with vegetation; this area would need to be improved to accommodate oversized construction vehicles through clearing of vegetation and debris, and the installation of gravel surface during construction. As per the FEIS/ROD and NEPA Re-evaluation #1, this area would be restored and re-vegetated with native plant species after the completion of construction.

Therefore, implementation of the Proposed Oversized Truck Route would not involve any changes that would affect property acquisitions or easements.

4.5 Socioeconomic Conditions (FEIS Chapter 7)

The proposed Project Modification would not directly or indirectly affect population or housing stock or result in substantial new development that is markedly different from existing uses, development, or activities within the area. Further, it would not require acquisition of residential property or relocation of housing, nor would it result in indirect residential or business displacement, or adverse effects on a specific industry.

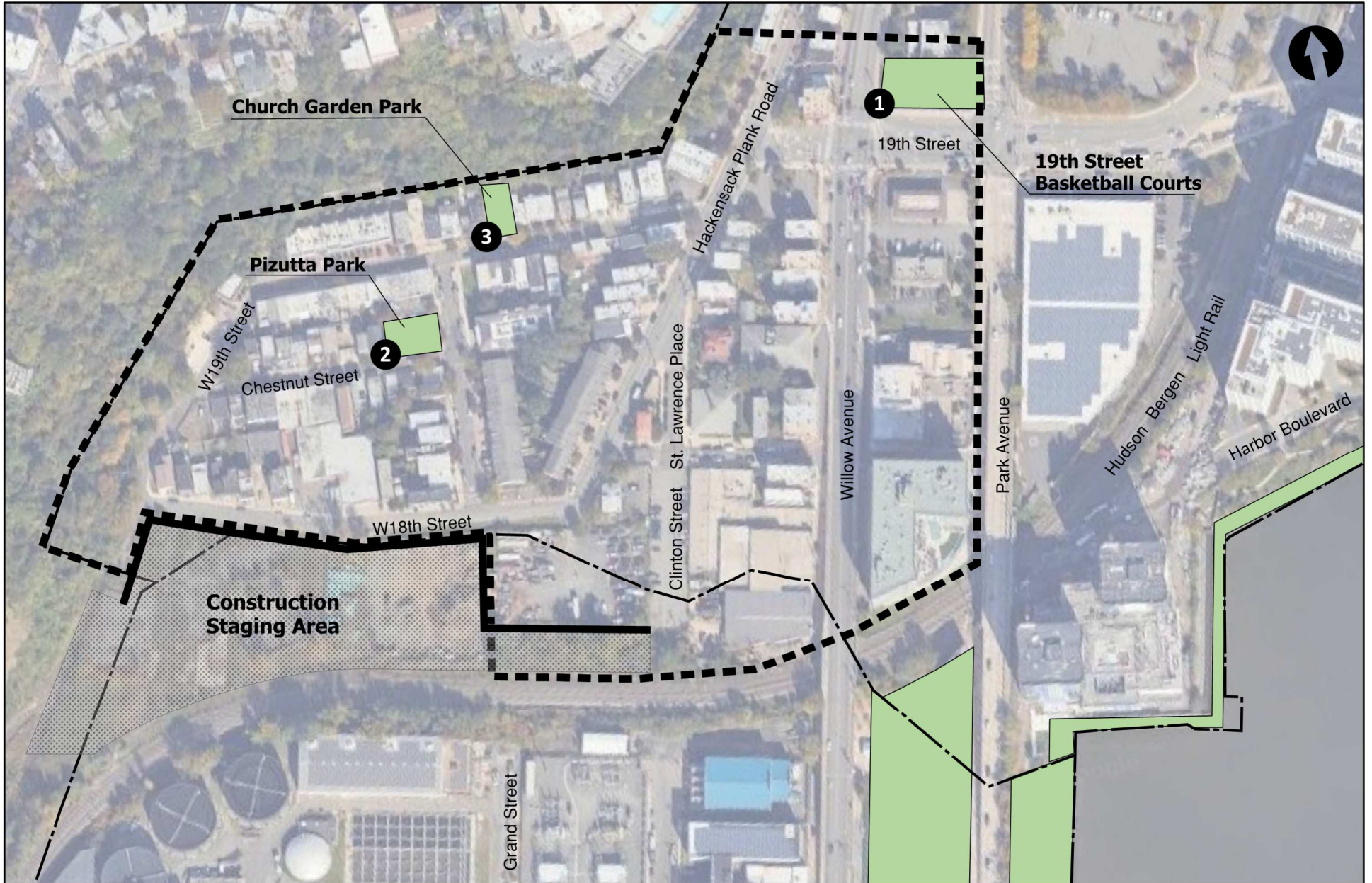
Additionally, as described in the FEIS/ROD, construction would generate economic benefits for New Jersey from the creation of construction jobs, wages and salaries paid to construction workers, and indirect economic activity from those expenditures throughout the regional economy (i.e., the multiplier effect).

Therefore, implementation of the Proposed Oversized Truck Route would not result in adverse impacts regarding socioeconomic conditions.

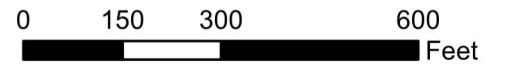
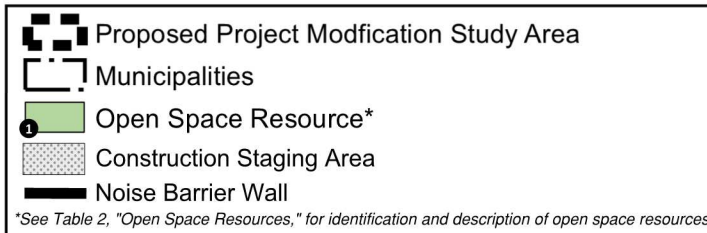
4.6 Open Space and Recreational Resources (FEIS Chapter 8)

As described in the FEIS/ROD, construction of the Project would not require physical disruption of any parks, open spaces, or recreational resources in the Hudson County Study Area. As shown on **Figure 7, “Open Space Resources,”** and in **Table 2, “Open Space Resources,”** three parks were identified in the proposed Project Modification study area.

¹³ See FEIS/ROD Appendix 6, “Land Use, Zoning, Public Policy, and Property Acquisitions.”



Source: Gateway Trans-Hudson Partnership (GTHP), 2024; Gateway Development Commission, 2024; Parcels and MOD-IV of Hudson County, 2023.



Open Space Resources

Figure 7

Table 2: Open Space Resources

Map No.	Park Name and Location	Jurisdiction	Description	Approximate Size
1	19 th Street Basketball Courts, 19 th Street and Willow Avenue	Township of Weehawken	Paved basketball and handball courts within fenced area.	0.22 acres
2	Pizzuta Park, Grand Street and Chestnut Street	Township of Weehawken	Playground with seating.	0.13 acres
3	Church Garden Park, West 19 th Street near Grand Street	Township of Weehawken	Benches and landscaped seating area.	0.06 acres

Source: HTP FEIS, Table 8-1, 2021; Weehawken New Jersey Department of Recreation, 2024; GTHP, 2024.

As described visible construction activities and noise at the Construction Staging Area would potentially be noticeable at these parks. No adverse air quality or noise impacts were identified in the FEIS/ROD and Re-evaluation #1 to any of these open space resources.

As with the previously analyzed truck haul route alternatives presented in the FEIS/ROD, the Proposed Oversized Truck Route is adjacent to the 19th Street Basketball Courts. As described therein, construction truck traffic, including oversized construction vehicles, would not increase noise levels at the 19th Street Basketball courts beyond the FTA threshold constituting an adverse noise impact. As the Proposed Oversized Truck Route would include oversized construction vehicles operating on the same portion of 19th Street adjacent to this park as the truck haul route alternatives analyzed in the FEIS/ROD, this proposed Project Modification would not change the analysis presented therein, and no impacts to the 19th Street Basketball Courts would occur.

The Proposed Oversized Truck Route is also approximately 300 feet closer to Pizzuta Park and Church Garden Park than the truck haul route alternatives analyzed in the FEIS/ROD. Pizzuta Park and Church Garden Park would not experience noise levels attributable to construction activities and/or truck traffic, including oversized construction vehicles, in exceedance of FTA criteria. As described in **Section 4.10, “Noise (FEIS Chapter 12A),”** however, due to the infrequency and slow speeds of oversized construction vehicle trips (up to approximate one to two trips per day during discrete two- to four-month periods throughout the duration of construction), this Project Modification would not significantly increase noise exposure, and as such would not adversely affect Pizzuta Park or Church Garden Park. The Proposed Oversized Truck Route would not be visible from Pizzuta Park or Church Garden Park and would not otherwise disturb park users.

As described in the FEIS/ROD, portions of the noise barrier wall along the northern boundary of the Construction Staging Area would be partially visible from Pizzuta Park, though partially obscured by street trees and vegetation. A portion of the approximately 265-foot long extension of the noise barrier wall would also be partially visible from Pizzuta Park; however, this would not change the quality of views from Pizzuta Park and, in fact, would block additional views of the dedicated truck haul route and HBLR. The expanded Construction Staging Area and noise barrier

wall would not be visible from Church Garden Park or the 19th Street Basketball Courts, and would not otherwise disturb park users at any open space resources in the vicinity.

The proposed Project Modification would not physically disturb any open space resources, nor would it introduce additional park users. Thus, implementation of the Proposed Oversized Truck Route would not result in adverse effects to open space resources.

4.7 Historic and Archaeological Resources (FEIS Chapter 9)

4.7.1 Historic Architectural Resources

The proposed Project Modification is located entirely within the Area of Potential Effect (APE) as defined for the FEIS/ROD. No historic architectural resources were identified within the portion of the APE located east of the Palisades in New Jersey. Therefore, implementation of the Proposed Oversized Truck Route would not result in adverse effects to historic architectural resources.

4.7.2 Archaeological Resources

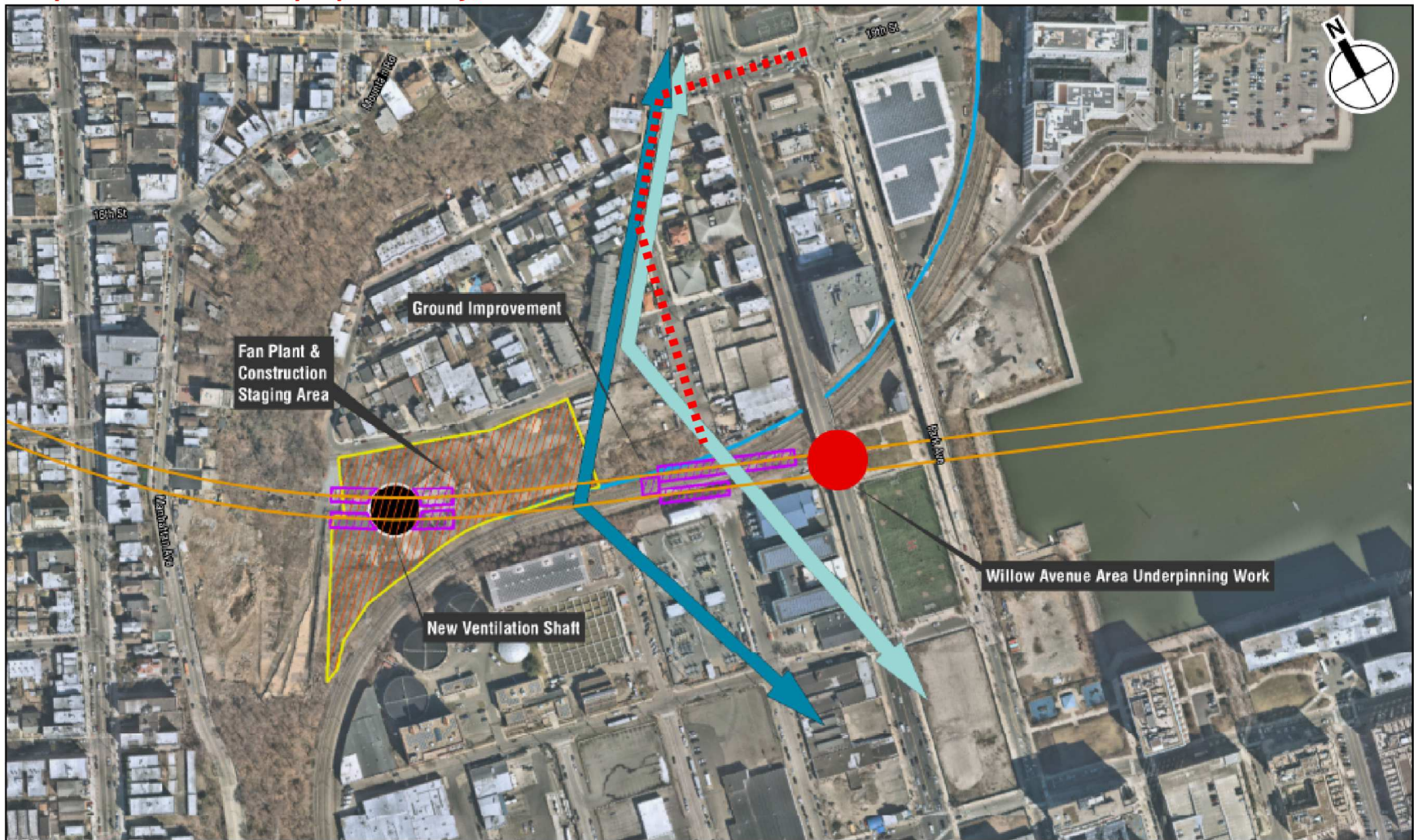
The FEIS/ROD noted that the APE east of the Palisades is assessed with low potential for prehistoric archaeological resources; for historic-period archaeological resources, the FEIS/ROD determined that this portion of the APE is only sensitive for two 19th-century infrastructure resources: the Hackensack Plank Road and the Swartwout sea wall, described as follows.

Hackensack Plank Road

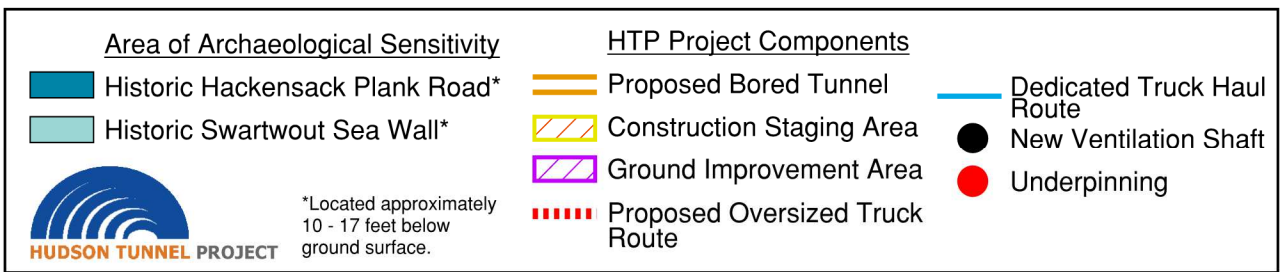
The Hackensack Plank Road was first laid out in 1718. A variety of changes and improvements to the road were made in the 19th century, but historic maps suggest that the road's historic alignment was retained. This road, like other plank roads, was originally constructed of wooden boards laid on a roadbed to provide stability where the road passed through soft ground. Hackensack Plank Road continues along its historic alignment north of 19th Street in Weehawken.¹⁴ The area where Hackensack Plank Road was formerly located south of 19th Street crosses the APE for Direct Effects. This area is determined to have moderate to high sensitivity for this historic-period resource at a depth of approximately 14 to 17 feet below ground surface (see **Figure 8, "Archaeologically Sensitive Areas"**).

¹⁴ Hackensack Plank Road has also been referred to historically, and contemporaneously, as "Hackensack Avenue," "Hackensack Road," and "Hackensack Turnpike." While the official name of the roadway remains "Hackensack Plank Road" today, existing street signs at the intersections of Hackensack Plank Road and 19th Street, and Hackensack Plank Road and Gregory Street identify the road as "Hackensack Avenue," and "Hackensack Road," respectively.

Graphic for illustrative purposes only, not drawn to scale



Source: FEIS Figure 9-13, "New Jersey: Area of Potential Effects for Direct Effects and Areas of Archaeological Sensitivity," 2021; AKRF, 2021. Modified by Gateway Trans-Hudson Partnership (GTHP), 2024.



Archaeologically Sensitive Areas

Figure 8

Swartwout Sea Wall

The Swartwout sea wall was built by Samuel Swartwout between 1814 and 1819, and was likely constructed from peaty marsh soils cut into blocks and piled high enough to rise above the high tide water table. If still present, the remains of this sea wall are estimated to be approximately 10 to 15 feet below ground surface. The portion of the APE for Direct Effects located approximately between 16th and 18th Streets, from Clinton Street to Willow Avenue (see **Figure 8, “Archaeologically Sensitive Areas”**), has moderate to high sensitivity for this historic-period archaeological resource at a depth of 10 to 15 feet below ground surface.

The Proposed Oversized Truck Route would utilize a portion of Hackensack Plank Road located above these two archaeological resources. The use of this portion of Hackensack Plank Road by oversized construction vehicles would not result in below-grade disturbance of these archaeological resources, because this Project modification would not require new areas of active construction activity, drilling, or subsurface disturbance not previously analyzed in the FEIS/ROD. As with the truck haul routes analyzed in the FEIS/ROD, the historic Hackensack Plank Road, located approximately 14 to 17 feet below ground surface, as well as the nearby Swartwout Seawall, located approximately 10 to 15 feet below ground surface, would be below the depth that would be disturbed by trucking activities above ground. Therefore, implementation of the Proposed Oversized Truck Route would not result in adverse effects to archaeological resources.

4.8 Visual and Aesthetic Resources (FEIS Chapter 10)

As described in the FEIS/ROD, residents of the Shades residential neighborhood in Weehawken would be affected by views of the construction activities at the Construction Staging Area including workers at the site, construction equipment stored on the site, trucks arriving and departing, and the visible Project elements under construction.

As shown on Figure 10-1a, “New Jersey Area of Visual Effect and Photo Key Plan,” in Chapter 10, “Visual and Aesthetic Resources” of the HTP FEIS/ROD, the Area of Visual Effect utilized in the FEIS/ROD includes the entirety of the Proposed Oversized Truck Route. Relocating oversized construction vehicle trips from the truck haul route alternatives analyzed in the FEIS/ROD to the Proposed Oversized Truck Route is not anticipated to change the visual quality or character of this neighborhood, though these intermittent truck trips may be visible to residences along portions of Hackensack Plank Road and St. Lawrence Place which previously would not have had views of construction vehicle traffic. The proposed Project Modification would not change views from open space resources in the vicinity; as with the truck haul route alternatives analyzed in the FEIS/ROD, oversized construction vehicles would be visible from the 19th Street Basketball Courts and would remain not visible from Church Garden Park and Pizzuta Park. No other open spaces or aesthetic resources would be affected by the introduction of construction vehicles on the Proposed Oversized Truck Route.

The expansion of the Construction Staging Area and noise barrier wall would result in additional length of the 25-foot tall noise barrier wall visible from adjacent streets, including West 18th Street,

Clinton Street, and Hackensack Plank Road. Limited views of the extended noise barrier wall may be partially visible from Pizzuta Park, though partially obscured by street trees and vegetation. While the extended noise barrier wall would result in a slightly greater length of noise barrier wall partially visible from Pizzuta Park and adjacent streets, this would not change the quality of views from these areas and, in fact, would block views of other transportation infrastructure associated with the dedicated truck haul route and HBLR.

As such, the proposed Project Modification would not result in adverse impacts to visual and aesthetic resources.

4.9 Natural Resources (FEIS Chapter 11)

As with the truck haul route alternatives analyzed in the FEIS/ROD and dedicated truck haul route analyzed in Re-evaluation #1, the Proposed Oversized Truck Route would be located within the 100-year floodplain. The Proposed Oversized Truck Route is located entirely within the existing street beds of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street. As shown on **Figure 4, "Proposed Oversized Truck Route,"** an approximately 900-sf portion of Clinton Street is currently unpaved and covered with vegetation. This area would be cleared of vegetation and debris, and improved with gravel surface for use as part of the Proposed Oversized Truck Route during construction. All clearing of vegetation and debris would occur between October 1 and March 14 to minimize potential impacts to breeding birds protected under the Migratory Bird Treaty Act. As per the FEIS/ROD and NEPA Re-evaluation #1, this area would be cleared of any construction debris following construction, re-vegetated with native plant species, and restored to an improved condition (i.e., provide higher quality natural habitat) from that which currently exists. Thus, the proposed Project Modification would not result in adverse effects to wetlands or potential natural habitat, nor would it have the potential to affect conditions related to water quality, groundwater, or surface waters. As such, the implementation of the Proposed Oversized Truck Route would not change analyses and determinations of potential impacts related to floodplains, wetlands, groundwater, surface and navigable waters, terrestrial resources, or threatened, endangered, or special concern species. Thus, the proposed Project Modification would not result in impacts to natural resources.

4.10 Noise (FEIS Chapter 12A)

The FEIS/ROD analyzed the noise generated by anticipated trucking activity, including both oversized and standard construction vehicles, in the vicinity of the Construction Staging Area along three proposed truck routes, as follows:

- Haul route Option 1, using a combination of the Park Avenue service road (along the west side of the Park Avenue viaduct) with the Willow Avenue service road (on the east side of the Willow Avenue viaduct);
- Haul route Option 2, using only the Willow Avenue service road, on both sides of the Willow Avenue viaduct; and

- Haul route Option 3, using an off-street construction road alongside the HBLR right-of-way to 19th Street, avoiding Willow and Park Avenues altogether.

As described in the FEIS/ROD, construction vehicles would pass by residences on Willow Avenue south of 19th Street (for Haul Route Options 1 and 2) and on Park Avenue south of 19th Street (for Haul Route Option 1), near the residential building between Willow and Park Avenues just north of the HBLR tracks (for Haul Route Options 1 and 3), and near the public open space at Harbor Path (for Haul Route Option 3), at a rate of up to eight trucks per hour in each direction during daytime hours (defined in the FTA noise and vibration impact assessment manual as 7 AM to 10 PM). This would produce L_{eq} noise levels in the high 70s to low 80s “A”-weighted decibels (dBA), which would exceed the construction noise impact threshold for residential uses but would not exceed the construction noise impact threshold for recreational uses.

Implementation of the Proposed Oversized Truck Route would redirect oversized construction vehicles from the dedicated truck haul route to portions of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street in the Town of Weehawken. As a result, trucks would be travelling adjacent to noise-sensitive receptors, including several residences, businesses and a church. No additional truck trips beyond those analyzed in the FEIS/ROD and Re-evaluation #1 would result from the proposed Project Modification. As described in **Section 2.2, “Understanding of Changes Since Publication,”** oversized construction vehicles would be intermittent and infrequent. Oversized construction vehicle trips would occur only during eight separate windows of activity throughout the duration of construction, each typically lasting up to two to four months. During each activity period, approximately 20 – 30 overall trips would occur at a frequency of up to approximately two to three times per week, or one to two trips per day. Furthermore, oversized truck deliveries would be limited to the hours between 10 AM and 1 PM during the least-sensitive period of the day. Given the length and size of oversized construction vehicles, they would be expected to travel at slow speeds, up to approximately 10 – 15 miles per hour (mph), along the Proposed Oversized Truck Route, further minimizing noise and vibration effects. For example, noise from these oversized trucks is estimated to range from 47-53 dBA L_{eq} , which is well below the measured background level and the FTA daytime construction noise threshold of impact of 80 dBA for residential receptors and 85 dBA for commercial receptors.¹⁵ As described in **Section 4.1, “Traffic and Pedestrians (FEIS Chapter 5A),”** the proposed Project Modification would not substantially change traffic patterns so as to increase traffic-related noise exposure.

The proposed Project Modification would also result in an expansion of the Construction Staging Area by approximately 3,000 sf. This additional portion of the Construction Staging Area would be utilized for vehicle circulation as well as material and equipment storage and staging, and would not be used for active construction activities with the potential to generate substantial noise such as drilling, excavation or pile driving. As such, the location, intensity, and duration of

¹⁵ U.S. Department of Transportation (USDOT) FTA, 2018. *Transit Noise and Vibration Impact Assessment Manual*, Table 7-3, “Detailed Analysis Construction Noise Criteria.”

substantial noise-generating construction activities would not change as a result of this expansion of the Construction Staging Area. Further, the 25-foot tall noise barrier wall would be extended approximately 265 feet along the northern boundary of this expansion of the Construction Staging Area, further reducing the potential for any additional noise to affect surrounding land uses.

Given the limited nature of construction activities to take place within the Construction Staging Area expansion, and the provision of an extended noise barrier wall, as well as the low speeds, volume, and frequency (up to approximately one to two trips per day) of oversized truck trips along the Proposed Oversized Truck Route, analysis of noise exposure resulting from this Project Modification is not warranted. The approximately one to two trips per day along the Proposed Oversized Truck Route would not generate noise of a sufficient severity or duration to impact surrounding residential and community facility uses. This level of noise generation would be negligible compared to the approximately eight standard construction vehicles per hour that are anticipated to be using the local road network during construction. As such, no noise impacts would occur as a result of the proposed Project Modification.

As per the FEIS/ROD, the GDC will offer to provide façade improvements in the form of sound-reducing windows together with air conditioning units to allow for the maintenance of a closed window condition at residences along the selected haul routes in Weehawken, New Jersey. This will include residential properties along the dedicated truck haul route, as well as the Proposed Oversized Truck Route.

Since the completion of the FEIS/ROD, the Hoboken Point residential development (located at 100 Harbor Boulevard) was completed. This development is located in the vicinity of the dedicated truck haul route and, therefore, would be subject to noise from trucking activity along the previously analyzed dedicated truck haul route, though not the Proposed Oversized Truck Route. This newly constructed luxury building was constructed with contemporary façade construction techniques including high-performance insulated and sealed glass windows that would provide minimally 30 dBA window/wall attenuation. Therefore, it is anticipated that interior noise levels during construction of the Project would be within acceptable levels per the FTA *Transit Noise and Vibration Impact Assessment Manual*.¹⁶

4.11 Vibration (FEIS Chapter 12B)

The FEIS/ROD analysis concluded that trucking activity, including the use of oversized construction vehicles, would not result in vibration impacts to nearby sensitive receptors in the Hudson County Study Area. This conclusion would not change as a result of this Project Modification.

¹⁶ Per the USDOT FTA, 2018. *Transit Noise and Vibration Impact Assessment Manual*, interior noise criterion is 45 dBA for the day-night equivalent sound level (L_{dn}) defined as a 24-hour continuous Leq with a 10 dB noise sensitivity adjustment added to all hourly noise levels recorded between the hours of 10 PM and 7 AM.

Implementation of the Proposed Oversized Truck Route would redirect oversized construction vehicles from the dedicated truck haul route to portions of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street in the Town of Weehawken. As a result, trucks would be travelling adjacent to potentially vibration-sensitive receptors, including several residences and a church. As described in **Section 4.10, “Noise (FEIS Chapter 12A),”** these oversized truck trips would be limited and infrequent, with no more than one to two trips per day anticipated at any given time. Oversized trucks would travel along the Proposed Oversized Truck Route at speeds up to approximately 10 – 15 mph, further minimizing the vibration effect: vibration from these oversized trucks is estimated to range from 62-65 VdB, which is well below the FTA threshold of impact of 80 VdB for residential receptors and 83 VdB for non-residential receptors.

As described in **Section 4.10, “Noise (FEIS Chapter 12A),”** the expansion of the Construction Staging Area would be utilized for vehicle circulation as well as material and equipment storage and staging. This expansion of the Construction Staging Area would not change the location, intensity, and duration of significant vibration-generating activities such as drilling, excavation, or pile driving. As described in **Section 4.3, “Land Use, Zoning and Public Policy (FEIS Chapter 6A),”** the expansion of the Construction Staging Area is located adjacent to vacant, industrial and transportation uses, and is not in the immediate vicinity of potentially vibration-sensitive receptors.

Given the limited nature of construction activities to take place within the Construction Staging Area expansion, as well as the low speeds, volume, and frequency (up to approximately one to two trips per day) of oversized truck trips along the Proposed Oversized Truck Route, no impacts from ground-borne vibration would occur with the proposed Project Modification.

4.12 Air Quality (FEIS Chapter 13)

As described in the FEIS/ROD, construction activities at the Construction Staging Area, and construction related vehicle and worker traffic on streets in Hoboken and Weehawken, would not result in any air quality impacts. The FEIS/ROD identified 19th Street and Park Avenue in Weehawken as the intersection expected to experience the greatest air quality effects associated with the traffic increase from construction-related vehicles. Carbon monoxide (CO), inhalable particulate matter less than 10 microns in diameter (PM₁₀), and inhalable particulate matter less than 2.5 microns in diameter (PM_{2.5}) concentrations would be below the applicable National Ambient Air Quality Standards (NAAQS) during construction of the Project.

Implementation of the Proposed Oversized Truck Route would relocate oversized construction vehicle trips from the dedicated truck haul route to portions of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street. No additional truck trips would result from the proposed Project Modification. As described in **Section 2.2, “Understanding of Changes Since Publication,”** oversized construction vehicles would be intermittent and infrequent. Oversized construction vehicle trips would occur only during eight designated two- to four-month periods throughout the duration of construction, during which time approximately 10 – 15 trucks (20 – 30 overall trips) would use the route at a frequency of up to approximately two to three times per

week. Further, oversized truck deliveries would be limited to the hours between 10 AM and 1 PM. As described in **Section 4.1, “Traffic and Pedestrians (FEIS Chapter 5A),”** the proposed Project Modification would not substantially change traffic patterns so as to increase traffic-related pollutant emissions. As such, the relocation of this limited number of oversized truck trips would not comprise a significant change to local (microscale) air quality, and no impacts would occur.

4.13 Greenhouse Gas Emissions and Resilience (FEIS Chapter 14)

The FEIS/ROD estimates greenhouse gas (GHG) emissions that would result from both the construction and operation of the Project. The FEIS/ROD also evaluates the Project’s resilience with respect to severe storms, sea level rise, and potential changes in temperature and precipitation. A description of design elements intended to improve overall resiliency, as well as measures to mitigate the potential effects of climate change during Project construction and operation, is also provided.

Implementation of the Proposed Oversized Truck Route would involve the relocation of oversized loaded construction vehicles from the dedicated truck haul route to portions of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street, less than 1,000 ft to the west. This modification would not change the number or frequency of construction truck trips. As described in **Section 4.1, “Traffic and Pedestrians (FEIS Chapter 5A),”** the proposed Project Modification would not substantially change traffic patterns so as to Increase traffic-related GHG emissions. This Project change would not have any effect on its resiliency or vulnerability to extreme weather events during construction. As such, the implementation of the Proposed Oversized Truck Route would not affect GHG emissions and resilience, and there would be no impacts.

4.14 Geology and Soils (FEIS Chapter 15)

Expansion of the Construction Staging Area and implementation of the Proposed Oversized Truck Route would result in a marginal increase in the area used for vehicle circulation and material staging within the Construction Staging Area, as well as the relocation of oversized construction vehicle trips from the dedicated truck haul route to portions of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street. The Proposed Oversized Truck Route primarily consists of existing paved roadways; as shown on **Figure 4, “Proposed Oversized Truck Route,”** an approximately 900-sf portion of Clinton Street is currently unpaved and vegetated. This portion of Clinton Street would be cleared of vegetation and debris, and improved with gravel surface for use as part of the Proposed Oversized Truck Route. As per the FEIS/ROD and NEPA Re-evaluation #1, this area would be restored and re-vegetated with native plant species after construction. As such, the proposed Project Modification would not result in adverse impacts to geology and soils.

4.15 Contaminated Materials (FEIS Chapter 16)

Expansion of the Construction Staging Area and implementation of the Proposed Oversized Truck Route would result in a marginal increase in the area used for vehicle circulation and material staging within the Construction Staging Area, as well as the relocation of oversized construction vehicle trips from the dedicated truck haul route to portions of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street. The Proposed Oversized Truck Route primarily consists of existing paved roadways; as shown on **Figure 4, “Proposed Oversized Truck Route,”** an approximately 900-sf portion of Clinton Street is currently unpaved and vegetated. This portion of Clinton Street would be cleared of vegetation and debris, and improved with gravel surface for use as part of the Proposed Oversized Truck Route, however these improvements to this area would not require additional excavation, ground disturbance, or disturbance of potentially contaminated materials. As such, the proposed Project Modification would not result in adverse impacts related to contaminated materials.

4.16 Utilities and Energy (FEIS Chapter 17)

Expansion of the Construction Staging Area and implementation of the Proposed Oversized Truck Route would result in a marginal increase in the area used for vehicle circulation and material staging within the Construction Staging Area, as well as the relocation of oversized construction vehicle trips from the dedicated truck haul route to portions of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street. This change would not increase the number of construction trucks or the distance those trucks would need to travel. Further, as described in **Section 4.1, “Traffic and Pedestrians (FEIS Chapter 5A),”** the proposed Project Modification would not result in changes to traffic patterns that could potentially increase energy usage.

As described in **Section 2.2.2, “The Proposed Project Modification,”** contractors would be required to confirm that the Proposed Oversized Truck Route has sufficient vertical clearance for oversized construction vehicles as part of work plans prepared prior to oversized construction vehicle deliveries. All oversized construction vehicles are anticipated to have a maximum 13'-6"; based on field surveys conducted in February 2024, traffic signal heads and overhead utility wires are of a sufficient height to allow oversized construction vehicles to travel along the route without obstruction.

As such, the proposed Project Modification would not result in adverse impacts to utilities and energy.

4.17 Safety and Security (FEIS Chapter 18)

The FEIS/ROD describes measures to ensure safety and security at construction sites, including passive security measures such as fencing, security lighting, and concrete bollards, and active security measures such as security personnel, cameras, and intrusion detection systems. It also describes procedural security measures, including entry protocols into construction sites and inspection of materials.

Expansion of the Construction Staging Area and implementation of the Proposed Oversized Truck Route would result in a marginal increase in the area used for vehicle circulation and material staging within the Construction Staging Area, as well as the relocation of oversized construction vehicle trips from the dedicated truck haul route to portions of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street. Oversized construction vehicles using the Proposed Oversized Truck Route would enter and exit the Construction Staging Area using the same access point as the dedicated truck haul route, and would be subject to the same entry protocols. As described in **Section 4.1, “Traffic and Pedestrians (FEIS Chapter 5A),”** the Proposed Oversized Truck Route is located within a residential neighborhood with sidewalks on either side of roadways along the route, pedestrian crossings, and a school crossing located at the intersection of Hackensack Plank Road and 19th Street. GDC has committed to the maintenance, repair, and cleaning of the roadways along the Proposed Oversized Truck Route, including advance or preventative rehabilitation of streets, in order to accommodate oversized construction vehicles. Further, GDC would schedule all oversized truck deliveries between 10 AM and 1 PM during weekdays, outside of peak pedestrian and vehicle traffic periods, and when visibility is at its highest. GDC would ensure that construction contractors provide flaggers at both ends of each street along the Proposed Oversized Truck Route, such that oversized trucks would be able to pass without navigating oncoming traffic. As described in **Section 4.10, “Noise (FEIS Chapter 12A),”** oversized construction vehicles are anticipated to travel well below posted speed limits and are not expected to exceed 10 – 15 mph on the Proposed Oversized Truck Route. As such, the proposed Project Modification would not create conditions that would adversely affect the safety and security of residents, workers, or construction areas, and no impacts would occur.

4.18 Public Health and Electromagnet Fields (FEIS Chapter 19)

Expansion of the Construction Staging Area and implementation of the Proposed Oversized Truck Route would not result in any new significant adverse impacts regarding air quality, water quality, contaminated materials, or noise. As such, the proposed Project Modification would not result in any new impacts to public health. Further, this change would not generate electromagnetic fields (EMFs) or have the potential to affect the generation of EMFs from other sources.

4.19 Indirect and Cumulative Effects (FEIS Chapter 20)

Expansion of the Construction Staging Area and implementation of the Proposed Oversized Truck Route would result in a marginal increase in the area used for vehicle circulation and material staging within the Construction Staging Area, as well as the relocation of oversized construction vehicle trips from the dedicated truck haul route to portions of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street. As described throughout this re-evaluation, this Project Modification would not result in increased potential for impacts to any technical area. As such, no indirect or cumulative impacts are anticipated.

4.20 Coastal Zone Consistency (FEIS Chapter 21)

As with the truck haul route alternatives analyzed in the FEIS/ROD and dedicated truck haul route analyzed in Re-evaluation #1, the Proposed Oversized Truck Route would be located within the coastal zone. The New Jersey Department of Environmental Protection (NJDEP) issued a determination dated June 30, 2017 that the Project is consistent with New Jersey's Coastal Zone Management rules. Changes associated with the proposed Project Modification do not trigger additional coordination with NJDEP regarding Coastal Zone consistency.

4.21 Environmental Justice (FEIS Chapter 22)

Environmental justice analyses assess the potential for disproportionately high and adverse human health or environmental effects of a proposed action on minority populations and/or low-income populations. Following the precedent of FRA and NJ TRANSIT, minority populations are identified where either: (i) the minority population of the affected area exceeds 50 percent; or (ii) the minority population percentage of the affected area is meaningfully greater than the population percentage in the general population in the surrounding area. Hudson County is used as the primary statistical reference area for the general population for this analysis.

Per FTA guidance, in order to identify low-income populations, the percentage of individuals below poverty level in each census block group is compared to statistical reference area (Hudson County). In Hudson County, approximately 14.2 percent of individuals live below the Federal poverty threshold; therefore, any census block group with more than 14.2 percent of its individuals living below the poverty level is considered a low-income area.

The proposed Project Modification study area is located primarily within Census Tract (CT) 182, BG 4 and extends marginally into CT 184.02, BG 1. As described throughout this re-evaluation, potential effects associated with the proposed Project Modification would not be anticipated to extend beyond the immediate vicinity of the route, and as such would be captured within these two BGs. As shown in **Table 3, "Proposed Project Modification Study Area – Minority and Low Income Characteristics,"** below, CT 182, BG 4 and CT 184.02, BG 1 have significantly lower percentages of minority and low-income residents compared to Hudson County as a whole, and thus would not be considered potential environmental justice areas.

Therefore, because the expansion of the Construction Staging Area and Proposed Oversized Truck Route are not located within a potential environmental justice area, and would not result in effects beyond CT 182, BG 4 and CT 184.02, BG 1, there would be no potential for disproportionately high and adverse human health or environmental effects to potential environmental justice areas as a result of the proposed Project Modification.

Table 3: Proposed Project Modification Study Area – Minority and Low Income Characteristics

Geography	Total Population	Percent White (Non-Hispanic)	Percent Black (Non-Hispanic)	Percent Asian (Non-Hispanic)	Percent Other (Non-Hispanic) ¹	Percent Hispanic or Latino	Percent Total Minority	Percent Individuals Below Poverty Level
NJ Tract 182 BG 4	756	66.5%	0.0%	9.9%	10.7%	12.8%	33.5%	0.0%
NJ Tract 184.02 BG 1 ²	1,684	75.2%	5.3%	11.0%	5.4%	3.1%	24.8%	4.0%
Hudson County	712,029	27.7%	10.4%	15.7%	3.7%	42.5%	72.3%	14.2%
Notes: ¹ “Other (Non-Hispanic)” includes those who identify as American Indian and Alaskan Native, Native Hawaiian and other Pacific Islander, Some other Race, and/or Two or More Races. ² Following the publication of the FEIS/ROD, the U.S. Census Bureau redefined what was previously CT 184 into CT 184.01 and CT 184.02. CT 184.02, BG 1 corresponds to pre-2020 CT 184, BG 1.								

Source: U.S. Census Bureau, 2018-2022 American Community Survey (ACS) Five-Year Estimates.

4.22 Commitment of Resources (FEIS Chapter 23)

The FEIS describes the irreversible and irretrievable commitment of resources that would be expended in Project construction and operation and assesses the relationship between short-term uses of the environment and the maintenance and enhancement of long-term productivity. The proposed Project Modification would not change the commitment of resources required to implement the HTP or the long-term productivity benefits of the HTP.

4.23 Section 4(f) (FEIS Chapter 24)

As agencies of the U.S. Department of Transportation (US DOT), FTA, and FRA comply with Section 4(f) of the US DOT Act of 1966 (49 USC §303) (Section 4(f)). Section 4(f) stipulates that US DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless there is no feasible and prudent alternative to the use of property and the action includes all possible planning to minimize harm to the property resulting from its use.

As described in FEIS/ROD Chapter 24, the Project, as contemplated in the FEIS/ROD, was determined to have no Section 4(f) use of the 19th Street Basketball Courts, or any other open space or recreational resources in the vicinity of the Proposed Oversized Truck Route.

Expansion of the Construction Staging Area and implementation of the Proposed Oversized Truck Route would not affect any resources subject to Section 4(f) either directly, through physical occupancy, or indirectly, through the introduction of visual obstructions, noise, vibration, pollutant emissions, or other environmental stimuli that could affect its use and enjoyment.

5 CHANGE IN PERMIT REQUIREMENTS

Contractors handling oversized construction vehicles would, with the proposed Project Modification, require a NJDOT Oversize/Overweight Permit and a Hudson County Traffic Plan Permit to operate on the Proposed Oversized Truck Route.

6 PUBLIC AND STAKEHOLDER OUTREACH

As described in **Section 2.2, “Understanding of Changes Since Publication of FEIS/ROD,”** GDC has initiated coordination with the Township of Weehawken and City of Hoboken to address the proposed Project Modification. Representatives from GDC, Amtrak, NJ TRANSIT, and GTHP met with Township of Weehawken Mayor Richard Turner on December 5, 2023, and January 8, 2024, to discuss the oversized truck trips and the Proposed Oversized Truck Route. Additionally, NJ TRANSIT met with the City of Hoboken on February 7th, 2024 to discuss the portion of Clinton Street used by the Proposed Oversized Truck Route within the Hoboken city limits. In coordination with these stakeholders, the project team developed measures to be implemented by GDC and/or contractors working at the Construction Staging Area to minimize environmental effects resulting from the implementation of the Proposed Oversized Truck Route.

As a result of consultations with the Town of Weehawken, GDC has agreed to establish a procedure to notify the community in advance of oversized construction vehicle deliveries at the Construction Staging Area. As described in the FEIS/ROD, a staffed neighborhood outreach office in the vicinity of the Construction Staging Area would be established to notify the community of ongoing activities and project updates, such as oversized construction vehicle trips along the Proposed Oversized Truck Route, and to develop other forms of communication with the surrounding community. Information would also be posted on the GDC website.

7 CONCLUSION

Expansion of the Construction Staging Area and implementation of the Proposed Oversized Truck Route, as analyzed in this re-evaluation, would result in a marginal increase in the area used for vehicle circulation and material staging within the Construction Staging Area, as well as oversized construction vehicle traffic along portions of 19th Street, Hackensack Plank Road, St. Lawrence Place, and Clinton Street. As previously described in **Section 2.2.2, “The Proposed Project Modification,”** in coordination with the Town of Weehawken and City of Hoboken, the project team developed the following measures to be implemented by GDC and/or contractors working at the Construction Staging Area to minimize environmental effects:

- Deliveries requiring oversized trucks would be scheduled between 10 AM and 1 PM during weekdays.
- Contractors would be required to obtain a NJDOT Oversize/Overweight Permit and a Hudson County Traffic Plan Permit.

- Contractors would be required to submit work plans to GDC before any oversized truck can access the Construction Staging Area.
- Contractors would provide flagging at both ends of each street along the Proposed Oversized Truck Route to ensure that oversized trucks can pass without negotiating oncoming traffic.
- Resident street parking would be temporarily prohibited along portions of the Proposed Oversized Truck Route during oversized construction vehicle deliveries.
- The GDC would be responsible for the maintenance, repair, and cleaning of the Proposed Oversized Truck Route.
- The GDC and the Township of Weehawken would establish a procedure to notify the community of the schedule of deliveries utilizing the Proposed Oversized Truck Route. Property owners adjacent to the Proposed Oversized Truck Route will be notified by GDC prior to implementation.

Given these measures, and the limited and infrequent nature of these construction trips, and the measures developed to ensure safe passage for construction vehicles and other road users including residents, workers, students and users of nearby open space, community facility, and commercial uses, this change would not result in new significant adverse effects beyond those identified in the FEIS/ROD.

In conclusion, after comprehensive consideration of the proposed Project Modification's impact on the affected environment, the original FEIS/ROD remains valid. Supplemental NEPA analysis is not required.

8 MITIGATION AND COMMITMENTS

Table 4, "Mitigation Measures and Commitments" describes those commitments made to avoid potential environmental impacts, as well as any proposed mitigation measures to reduce adverse environmental impacts associated with the proposed Project Modification. Unless stated otherwise, mitigation and avoidance measures identified within the HTP FEIS/ROD as well as previous NEPA re-evaluations remain valid; this table identifies only those measures specific to the proposed Project Modification and/or not previously disclosed in prior environmental documentation for the HTP.

Table 4: Mitigation Measures and Commitments

#	Subject Area	Mitigation or Commitment Description	Responsible Entity
1	Schedule/Timing of Deliveries	Deliveries requiring oversized trucks would be scheduled between 10 AM and 1 PM during weekdays.	GDC and Construction Contractor(s)
2	Permit Requirements	Contractors would be required to obtain a NJDOT Oversize/Overweight Permit and a Hudson County Traffic Plan Permit.	Construction Contractor(s)

Table 4: Mitigation Measures and Commitments (continued)

#	Subject Area	Mitigation or Commitment Description	Responsible Entity
3	Work Plans	Contractors would be required to submit work plans to GDC before any oversized truck can access the Construction Staging Area. Work plans would specify details including load size, vehicle details, number of vehicles, planned route, and traffic control measures (including permits obtained) and hoisting and rigging plans, as well as the proposed schedule, including time of day for deliveries. Contractors will be required to confirm that there is sufficient vertical clearance below traffic signal heads and overhead utility wires along the Proposed Oversized Truck Route, as well as confirming that there is sufficient horizontal or lateral clearance to any structure located adjacent to or alongside the path of the proposed route.	Construction Contractor(s)
4	Use of Flaggers	When oversized trucks are traveling to (or leaving) the site, the contractors would provide flagging at both ends of each street along the Proposed Oversized Truck Route to ensure that oversized trucks can pass without negotiating oncoming traffic.	Construction Contractor(s)
5	Advanced Notice of Parking Restrictions	GDC will notify the community in advance of any potential parking prohibitions, pursuant to the procedure developed in consultation with the Township of Weehawken.	Construction Contractor(s) (in coordination with the Township of Weehawken)
6	Roadway Maintenance	The GDC would be responsible for the maintenance, repair, and cleaning of the Proposed Oversized Truck Route. This includes undertaking any advance or preventive rehabilitation of streets along the route before the onset of deliveries.	Construction Contractor(s)
7	Community Outreach and Public Notification	The GDC and the Township of Weehawken would establish a procedure to notify the community of the schedule of deliveries utilizing the Proposed Oversized Truck Route. Property owners adjacent to the Proposed Oversized Truck Route will be notified by GDC prior to implementation. Signs would be posted in the community, and the GDC's proposed Weehawken neighborhood outreach office would establish other forms of communication during construction as per the FEIS/ROD. Information would also be posted on the GDC website.	GDC (in coordination with the Township of Weehawken)

Source: GTHP, 2024.