

**NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION
REQUEST FOR
GREEN ACRES MAJOR DIVERSION**

HUDSON TUNNEL PROJECT

**BLOCK 256, LOT 1.01
BLOCK 265, LOT 1
BLOCK 269.04, LOT 1
CITY OF HOBOKEN
HUDSON COUNTY, NEW JERSEY**

**BLOCK 11, LOT 1
BLOCK 11, LOT 2
TOWNSHIP OF WEEHAWKEN
HUDSON COUNTY, NEW JERSEY**

**SUBMITTED TO:
NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION
GREEN ACRES PROGRAM**

**SUBMITTED BY:
CITY OF HOBOKEN**

July 2026

**Green Acres Program
State House Commission
Local Parkland – Major Diversion
Hudson Tunnel Project
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**Green Acres Program
State House Commission Pre-application
Local Parkland – Major Diversion
City of Hoboken, Hudson County
Hudson Tunnel Project**

DESCRIPTION OF THE PROPOSED MAJOR DIVERSION

Block(s) and lot(s) information for the parkland proposed for diversion (N.J.A.C. 7:36-26.9(d)1i)

1600 Park:

- Portion of Block 256, Lot 1.01 in the City of Hoboken, Hudson County
- Portion of Block 11, Lot 1 in the Township of Weehawken, Hudson County
- Portion of Block 11, Lot 2 in the Township of Weehawken, Hudson County

Harborside Park:

- Portion of Block 265, Lot 1 in the City of Hoboken, Hudson County¹
- Portion of Block 269.04, Lot 1 in the City of Hoboken, Hudson County

Collectively, the above blocks and lots shall be referred to as the “Parkland.”

The acreage of the parkland proposed for diversion (N.J.A.C. 7:36-26.9(d)1ii)

The Hudson Tunnel Project (HTP or Project) requires the diversion of one subsurface easement measuring approximately 0.429 acres within the City of Hoboken’s 1.965-acre 1600 Park (Block 256, Lot 1.01 in the City of Hoboken; Block 11, Lot 1 and 2 in the Township of Weehawken).^{2,3} Despite 1600 Park being partially located in the Township of Weehawken, the parkland is owned by the City of Hoboken and included on Hoboken’s Recreation and Open Space Inventory (see Appendix H, Figures 1 through 3).

The Project also requires the diversion of four subsurface easements measuring a total of approximately 3.38 acres within the City of Hoboken’s 25.377-acre Harborside Park (Block 265, Lot 1 and Block 269.04, Lot 1 in the City of Hoboken).⁴ The top of the new Hudson River Tunnel would be permanently located approximately 90 feet under the Parkland. The depth from ground level to the top of the easement ranges from approximately 72 feet to 83 feet (see Figures 1-3 below as illustrative examples). Construction of the new Hudson River Tunnel would not involve construction of a permanent building or infrastructure on the Parkland surface. Construction

¹ Block 267, Lot 1 has been consolidated into Block 265.

² Note: the Project applicant engaged an engineering survey firm in preparing this application. The acreages for each block and lot presented in this application are based on the firm’s conclusions which use the most recent information available. However, it is noted the City of Hoboken and Township of Weehawken’s tax assessor records reflect slightly different acreages for these blocks and lots. This discrepancy does not affect the total acreage of subsurface easements being diverted.

³ Note: Since the time of the 2022 scoping hearing, additional property surveys have been completed. The acreages presented in this application reflect the most recent information available.

⁴ Note: Since the time of the 2022 scoping hearing, additional property surveys have been completed. The acreages presented in this application reflect the most recent information available.

activities will occur near both parks, however there will be no permanent impacts to the parks' recreational function or value. As noted, the size of the easement is greater than the circumference of the physical tunnel to account for a number of issues including variations in subsurface conditions during construction.

Purpose of the project for which the disposal or diversion is proposed, including the intended future use and owner of the parkland (N.J.A.C. 7:36-26.9(d)1iii)

The existing North River Tunnel is located on the Northeast Corridor (NEC). The NEC is the most heavily used passenger rail line in the U.S., both in terms of ridership and service frequency. The NEC extends from Washington, D.C., in the south to Boston, Massachusetts in the north, serving the densely populated Northeast region, including Penn Station New York (PSNY).

The Gateway Program is a comprehensive program of phased strategic rail infrastructure improvements designed to preserve and improve current services and create new capacity that will allow for the doubling of passenger trains on the NEC between Newark, New Jersey, and PSNY.

The objective of the Gateway Program is two-fold: (1) to update and modernize existing infrastructure and repairs to infrastructure elements that are damaged due to age or events such as Superstorm Sandy; and (2) to increase track, tunnel, bridge, and station capacity, eventually creating four mainline tracks between Newark and PSNY to allow for the doubling of passenger trains in this section of the NEC. These improvements must be achieved while maintaining uninterrupted commuter and intercity rail service.

The Gateway Development Commission (GDC) is the National Environmental Policy Act (NEPA) Project Sponsor and Federal Grant Recipient for the Hudson Tunnel Project. NJ TRANSIT, on behalf of the State of New Jersey, is responsible for property acquisition in the State of New Jersey for the Hudson Tunnel Project and is obtaining the subsurface easements included in this application. Federal Transit Administration (FTA) will be advised and consulted regarding the ultimate control of the property to assure adequate continuing control for project purposes.

The proposed diversions of Green Acres property are required to provide subsurface easements under the Parkland for the construction, maintenance, and operation of the new Hudson River Tunnel. The subsurface easements would allow for construction of the new tunnel and creation of new railroad right-of-way that would be used for railroad related purposes. The top of the tunnel structure would be permanently located approximately 90 feet underneath the ground-level parklands. The tunnel will be constructed by Tunnel Boring Machines (TBM) and no surface work would be undertaken on the Parkland. Construction activities will occur in close proximity to both parks for a relatively short duration to support tunneling operations.

Upon completion of the Project, the NEC will have four tracks - two in the new Hudson River Tunnel and two in the North River Tunnel - between New Jersey and New York under the Hudson River. The western terminus of the new tunnel and related tracks and infrastructure will be at Allied Interlocking, east of County Road in Secaucus, New Jersey (just east of Secaucus Junction Station), and the eastern terminus will be at A Yard, at approximately Ninth Avenue (just west of PSNY) in Manhattan, New York. This alignment will extend for a

distance of approximately 4.5 miles, with the tunnel section extending 2.8 miles, part of which will travel approximately 90 feet underneath the Parkland.

A description of how the proposed major disposal or diversion would fulfill a compelling need or yield a significant public benefit as defined at N.J.A.C. 7:36-26(D)1 (N.J.A.C. 7:36-26.9(d)1iv)

The proposed diversions of Green Acres property are required to provide subsurface easements under the Parkland for the construction, maintenance, and operation of the new Hudson River Tunnel.

The North River Tunnel is heavily used, with about 450 trains carrying 200,000 passengers traveling through every day.⁵ Service reliability throughout the tunnel has been compromised because of the damage to tunnel components caused by Superstorm Sandy, which inundated both tubes in the North River Tunnel with seawater in October 2012. This resulted in the cancellation of all Amtrak and NJ TRANSIT service into New York City for five days. While the tunnel was restored to service and is now safe for travel, chlorides from the seawater remain in the tunnel's concrete liner and bench walls, causing ongoing damage to various tunnel components and systems.

With the lack of redundant capability across the Hudson River into PSNY, any service outage, either unplanned or for planned maintenance, can substantially reduce or suspend rail service, causing delays that cascade up and down the NEC and throughout NJ TRANSIT's commuter system, disrupting service for hundreds of thousands of passengers. Because of the importance of the North River Tunnel to essential commuter and intercity rail service between New Jersey and New York City, rehabilitation of the existing North River Tunnel needs to be accomplished as soon as possible and without material reductions in weekday service. Redundant capability must be provided to allow for future maintenance without significant service disruption.

Thus, the Project will serve a compelling public need and result in the following significant public benefits:

- Strengthen the NEC to support reliable service by providing redundant capability at the critical Hudson River crossing, so as to reduce commuter and intercity rail delays caused by unanticipated events or routine maintenance.
- Increase future NEC capacity between Newark and PSNY by constructing a new tunnel in addition to the rehabilitation of the existing North River Tunnel.
- Improve the physical condition and rehabilitate the existing North River Tunnel.
- Preserve existing NEC capacity and functionality during the rehabilitation of the existing North River Tunnel.

⁵ Gateway Development Commission, *Hudson Tunnel Project Fact Sheet* – 2025, <https://www.gatewayprogram.org/wp-content/uploads/2025/10/HTP-Overview-September-2025.pdf>. Accessed November 2025.

A description of how the parkland is proposed to be disposed of or diverted, including (N.J.A.C. 7:36-26.9(d)1v):

The name of the prospective buyer, lessee, or grantee of an easement, as applicable

NEW JERSEY TRANSIT CORPORATION, an instrumentality of the State of New Jersey.

A description of the type of legal interest to be conveyed, if any

The type of legal interest to be conveyed is a permanent subsurface easement from City of Hoboken to NJ TRANSIT (see Volume II, Attachment C).

Permanent subsurface easement consisting of the right to construct, operate, maintain, reconstruct, repair, replace and relocate subsurface rail system that include but not limit to fixed guideway systems, and appurtenances, the right to operate passenger rail and fixed guideway vehicles, systems and services as set forth in the description, along with the right to install and maintain transmission data or utility lines or any other form of communication or transmission.

A description of any conditions or restrictions on the intended use of the parkland proposed for disposal or diversion

The easement will be of variable width with a maximum width of one hundred twelve (112) feet (see Figures 1-3). There will be no restrictions on the existing surface-level use of the parkland proposed for diversion. There are restrictions associated with construction above and adjacent to the subsurface easement which require coordination, review and concurrence by Amtrak, NJ TRANSIT, its transferees, successors, and assigns. However, future uses cannot place, insert, or penetrate any structures within the subsurface easement area as depicted on the cross sections and profile contained within the individual parcel map (see Volume II Attachment A).

If the project for which the disposal or diversion is proposed involves a lease or use agreement, a draft of the lease or use agreement and a statement of the total compensation proposed to be received by the applicant for the lease or use agreement (N.J.A.C. 7:36-26.9(d)1vi)

Not applicable. (See Volume II Attachment B for land survey plans and Volume II Attachment C for metes and bounds descriptions and rights-of-way parcel descriptions.)

If the project for which the disposal or diversion is proposed involves the construction of a building or infrastructure on the parkland proposed to be disposed of or diverted, a set of plans and specifications for the construction, if available (N.J.A.C. 7:36-26.9(d)1vii)

Engineering drawings of the new Hudson River Tunnel are shown in Volume I Appendix I. The top of the new Hudson River Tunnel would be permanently located approximately 90 feet under the Parkland and would not involve construction of a building or infrastructure on the Parkland. The depth from ground level to the top of the easement ranges from approximately 72 feet to 83 feet (see Figures 1-3 as an illustrative example). Below the Parkland, the new Hudson River Tunnel would be constructed by Tunnel Boring Machines (TBM) approximately 90 feet beneath the surface. The proposed subsurface easements would not affect any existing surface-level uses, natural resources, or amenities in either parkland.

A detailed description of the funded and/or unfunded recreation and conservation facilities and /or activities, if any, to be affected by the project for the disposal or diversion is proposed, and an explanation of how they will be affected (N.J.A.C. 7:36-26.9(d)1ix)

1600 Park is located at 1600 Park Avenue and includes a multi-use playing field with baseball, soccer, and lacrosse facilities, dogs run, a viewing mound/slide hill, and restrooms.

Harborside Park is located near 15th Street and Park Avenue in Hoboken. Harborside Park includes an active park with playground. In addition, a continuous waterfront walkway runs along the riverfront through Harborside Park that is part of the 18.5-mile-long Hudson River Waterfront Walkway.

The Parkland is located within industrial and heavily urbanized landscape dominated by buildings, transportation infrastructure, and other impervious surfaces that offer minimal habitat for wildlife other than urban-adapted generalists that are ubiquitous throughout the metropolitan area.

The bedrock geology at the New Jersey bulkhead line in Hoboken, within the Harborside Park diversion area, is 60 feet below mean low water and forms the Stockton Formation, the base sedimentary layer of the Newark basin.

Large land areas along the Hudson River shoreline in Hoboken were reclaimed by filling tidal marsh and other low-lying areas with a variety of materials, including clean granular fill, cinders, ash, shotrock (irregular-shaped angular broken stones from excavation activities) from construction of various tunnels, other construction debris, and garbage.

The Parkland is located within the 100-year floodplain (indicating a one percent annual chance flood). There are no identified wetlands within either of these parklands. No surface waters other than the Hudson River are located near the proposed diversion areas. NJDEP classifies the lower Hudson River within the Project study area as SE2 saline surface waters. Suitable uses for SE2 waters are secondary contact recreation, maintenance and propagation of biota, and maintenance of diadromous fish and wildlife.

A more detailed description of the natural features, history and current use of the Parkland is provided in the Environmental Assessment Report (see Volume I Appendix B).

Construction activities will occur in close proximity to both parks for a relatively short duration to support tunneling operations. The proposed subsurface easements would be entirely underground. The new Hudson River Tunnel would be constructed by a tunnel boring machine well beneath (approximately 90 feet) the surface. The depth from ground level to the top of the easement ranges from approximately 72 feet to 83 feet (see Figures 1-3 as an illustrative example). The extent of the easement is greater than the tunnel itself to account for variations in subsurface conditions during construction.

None of the existing recreational facilities and amenities on the Parkland will be affected by the proposed diversions.

Approximately three acres of Harborside Park is currently undergoing construction as part of the New Jersey Department of Environmental Protection (NJDEP) Rebuild By Design project, an initiative to reduce frequent flooding in Hoboken due to major storm surges, high tides, and heavy rainfall events. Harborside Park is being replaced with a new signature park that incorporates flood resistant structures. The Rebuild By Design project is anticipated to be

completed in 2027 and will improve this section of Harborside Park with a signature park with playgrounds, lawns, game courts, and a viewing deck. The public would maintain access to and use of all amenities on the Parkland and the existing recreational activities are not expected to be affected by the proposed diversion. Construction of Harborside Park and the NJDEP Rebuild By Design project will not be impacted by the diversions.

ALTERNATIVES ANALYSIS

Identify each alternative course of action that could be taken to fulfill the compelling public need for or yield the significant benefit to be derived from the project for which the applicant proposed to dispose of or divert parkland including (N.J.A.C. 7:36-26.9(d)2i)

Alternatives Presented at the Green Acres Scoping Hearing

The Federal Railroad Administration (FRA), NJ TRANSIT, and PANYNJ prepared a Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation in May 2021 to analyze the potential environmental impacts from the construction of the new Hudson River Tunnel and rehabilitation of the existing North River Tunnel. After consultation with FRA, NJ TRANSIT, and the PANYNJ and review of the FEIS and all other NEPA documentation associated with the Project, FTA issued the Record of Decision (ROD) jointly with FRA in accordance with the requirements of CEQ (40 CFR 1505.2) and FTA environmental statute (23 USC § 139(n)(2)). FTA adopted the Hudson Tunnel FEIS pursuant to 23 USC § 139(c)(5).

The 2021 FEIS included the analysis of the proposed action to construct a new two-track passenger rail tunnel on the NEC across the Hudson River between New Jersey and New York. The FEIS included a multi-step alternatives development and evaluation process to identify reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions on the environment as well as meet the purpose and need for the Project (see Volume I Appendix A for more detail).⁶ The FEIS screening evaluation concluded that the only Build Alternative that met both of the established criteria is a new two-track rail tunnel near the existing North River Tunnel, with rehabilitation of the existing tunnel.

Based on the requirements for the Build Alternative's alignment, four alignment options were identified during the development of the FEIS. The four alignment options were comparatively evaluated using a series of screening criteria developed to identify which alignment option best met the Project goals and objectives, while minimizing impacts on the environment. The screening criteria included considerations such as cost, environmental impact, design criteria, connectivity, traffic implications, and real estate acquisitions. (See Volume I Appendix A, Table 1). A detailed analysis of each alignment option against the screening criteria is discussed at Section 2(ii) herein.

The four alignment options consisted of the following:

- **Alignment Option 1:** This alternative included a tunnel alignment just south of the existing North River Tunnel that would pass to the south of the Lincoln Tunnel Helix and beneath the Lincoln Harbor Marina on the Weehawken waterfront in New Jersey.

⁶ Hudson Tunnel Project Final EIS, Chapter 2, "Alternatives and Preferred Alternative," May 28, 2021, <https://www.hudsonstunnelproject.com/FEIS/>. Accessed September 2025.

- **Alignment Option 2:** This alternative included an alignment south of Option 1, with a ventilation shaft site on a property occupied by a commercial office building and parking lot north of 19th Street near JFK Boulevard East in Weehawken.
- **Alignment Option 3:** This alternative included a tunnel alignment south of Option 2, with a ventilation shaft site south of 19th Street near the Hudson-Bergen Light Rail (HBLR) in Weehawken.
- **Alignment Option 4:** This alternative included a tunnel alignment south of Option 3, with a shaft site south of 18th Street in Hoboken, New Jersey.⁷

Alternatives Suggested at the Green Acres Scoping Hearing

No new alternatives were suggested at the Green Acres Scoping Hearing on June 2, 2022.

Alternatives Suggested during Green Acres Scoping Hearing Comment Period

No new alternatives were suggested by the public during the Green Acres Scoping Hearing comment period, which concluded on June 16, 2022.

Alternative of constructing the proposed project on the proposed replacement land

The new Hudson River Tunnel must connect to the NEC in New Jersey in a way that allows for operational flexibility for trains between the NEC and the new Hudson River Tunnel. The new tunnel must also be south of the existing North River Tunnel in order to connect to PSNY. This connection to PSNY can only be made at the southwestern end of the PSNY approach tracks because areas farther north are occupied by the existing tracks from the North River Tunnel, Amtrak's Empire Line (which heads north to Albany), and tracks connecting to the West Side Yard. The connection point on the southern end of the approach tracks would make use of the Hudson Yards Right-of-Way Preservation Project being constructed by Amtrak underneath the West Side Yard. The Hudson Yards Right-of-Way Preservation Project preserves a rail right-of-way beneath the extensive overbuild project that is planned to be constructed on a platform above the rail complex. Any other connection point would conflict not only with the existing rail infrastructure but also with the foundations and supports for this platform.

New approach tracks to the tunnel on the south side of the NEC in New Jersey would avoid the need for tunneling beneath or flying over the NEC to connect to the tunnel, and therefore would have fewer potential environmental impacts than new approach tracks on the north.⁸

Since there are no potential replacement lands in close proximity to the NEC and south of the existing North River Tunnel, it would not be feasible to construct the proposed project on potential replacement lands. As demonstrated herein, other than Alignment Option 4, there are no feasible, reasonable, and available alternative alignments in accordance with N.J.A.C. 7:36-26.9 that would fulfill the compelling public need for or yield the significant public benefit to

⁷ Since the time of the FEIS publication, Alignment Option #4 has been refined based on constructability and advanced engineering. The refined alignment was analyzed in NEPA Re-Evaluation #9, <https://www.hudsonstunnelproject.com/Library/>. Accessed September 2025.

⁸ Hudson Tunnel Project Final EIS, Chapter 2, "Alternatives and Preferred Alternative," May 28, 2021, <https://www.hudsonstunnelproject.com/FEIS/>. (Page 2-7). Accessed September 2025.

be derived for the purpose for which this application is submitted. For a detailed description of each alternative, see Volume 1, Appendix A.

A “No Build” or “No Action” Alternative

As is evident by this application, the “No Action” Alternative is not viable. The No Action Alternative would not strengthen the NEC’s resiliency to support reliable passenger rail service by providing redundant capability under the Hudson River. With the No Action Alternative, the existing maintenance regimen for the North River Tunnel would continue. However, this maintenance would not address the damage to the ballast and bench walls in the tunnel, which require full removal of the tracks, ties, and bench walls. The damage to the North River Tunnel caused by Superstorm Sandy would continue to degrade systems in the tunnel. This deterioration combined with the tunnel’s age and intensity of use would likely lead to increasing instability of rail operations in the tunnel and may lead to its eventual closure. If the single remaining available track were forced to be close for an emergency repair, all trans-Hudson passenger rail service would have to be suspended for the duration of the emergency closure. Although the No Action Alternative would not require disposal or diversion of Green Acres parkland, it would not meet the public need for the Project and was therefore eliminated from further consideration.

Any alternative involving private lands or other public lands

Considering the limited number of location options for the new tunnel described in this application, no feasible alternatives involving private or other public lands have been identified.

A description of the methods used by the applicant to identify alternatives to the proposed disposal or diversion (N.J.A.C. 7:36-26.9(d)2iii)

The initial step in the development and evaluation of alternatives during the development of the FEIS for the Project was to compile an initial list of preliminary Build Alternatives, or possible means of providing a Hudson River rail crossing. Build Alternatives were compiled based on prior studies for a new Hudson River rail crossing, including the ARC Project’s Major Investment Study (MIS), Draft Environmental Impact Statement (DEIS), 2017 Hudson Tunnel Project Alternatives Development Report, Supplemental DEIS, and FEIS; possible alternatives presented in the Hudson Tunnel Project’s Scoping Document; and input received during the Project’s NEPA scoping period.

Preliminary alternatives were evaluated during the development of the FEIS against a two-tiered set of criteria:

- Each alternative was assessed for its ability to meet purpose and need, including Project goals and objectives as well as established design criteria.
- Alternatives that were found to meet purpose and need were then assessed in terms of feasibility and reasonableness.

Describe each alternative in detail and, for each, provide the following (N.J.A.C. 7:36-26.9(d)2ii, N.J.A.C. 7:36-26.9(e))

- A detailed description of the environmental impact of the alternative;
- A listing of all Department permits to construct or utilize the alternative;
- Information on whether the alternative involves any areas mapped as endangered or threatened species habitat, including a review of the Department's Landscape Project Mapping (www.nj.gov/dep/fgw/ensp/landscape/index.htm) and a response from or evidence that a request for information has been filed with the Department's Natural Heritage Database (c/o Office of Natural Lands Management, Mail Code 501-04, P.O. Box 420, Trenton, New Jersey 08625-0420);
- An analysis of the overall cost of the alternative;
- A description of the timetable or schedule necessary to implement the alternative to the proposed disposal or diversion;
- If applicable, the estimated land acquisition or lease cost of the alternative;
- Identification of any other zoning, land use, environmental or other constraints associated with the alternative and a description of all attempts undertaken to remove or adapt to such constraints;
- An explanation of the reasons for rejecting each alternative.

As demonstrated herein, other than Alignment Option 4, there are no feasible, reasonable, and available alternative alignments in accordance with N.J.A.C. 7:36-26.9 that would fulfill the compelling public need for or yield the significant public benefit to be derived for the purpose for which this application is submitted. For a detailed description of each alternative, see Volume 1, Appendix A.

Four alignment options were comparatively evaluated during the development of the EIS using a series of screening criteria developed to identify which alignment option best met the Project goals and objectives, while minimizing impacts on the environment. The EIS included a summary matrix with the results of the alternatives analysis (see Attachment 1, "FEIS Appendix 2 Table 2: Alignment Options – Screening Results").

Alignment Option 1: This alternative included a tunnel alignment just south of the existing North River Tunnel that would pass to the south of the Lincoln Tunnel Helix and beneath the Lincoln Harbor Marina on the Weehawken waterfront in New Jersey. Alignment Option 1 was eliminated during the planning phase and was not advanced to a level for which detailed environmental, permitting, cost, and scheduling impacts could be developed. However, several major impacts and disadvantages were identified. This alignment option would have a construction staging site within the Lincoln Tunnel Helix (the curving approach ramp to the Lincoln Tunnel), which would require displacement of NJ TRANSIT's existing Weehawken bus parking and staging site currently located there. Alignment Option 1's shaft site and staging area would also have the potential for major conflicts with future Lincoln Tunnel Helix reconstruction being planned by the PANYNJ. It was also determined that Alignment Option 1 would introduce delays to the Project schedule associated with the need to acquire new property for the shaft site, staging area, and area for other pre-construction activity. For these reasons, Alignment Option 1 was eliminated from further consideration.

Alignment Option 2: This alternative included an alignment south of Option 1, with a ventilation shaft site on a property occupied by a commercial office building and parking lot north of 19th Street near JFK Boulevard East in Weehawken. Alignment Option 2 was eliminated during the planning phase and was not advanced to a level for which detailed environmental, permitting, cost, and scheduling impacts could be developed. However, several major impacts and disadvantages were identified. This alignment option would require the acquisition and demolition of an existing, occupied, multi-story office building for its shaft site and staging area, an adverse impact that would be avoided by Alignment Option 4. In addition, Alignment Option 2 would introduce delays to the Project schedule associated with the need to acquire new property for the shaft site, staging area, and area for other pre-construction activity. Alignment Option 2 has no substantial advantages over Alignment Option 4 and would not reduce potential environmental impacts relative to Alignment Option 4. For these reasons, Alignment Option 2 was eliminated from further consideration.

Alignment Option 3: This alternative included a tunnel alignment south of Option 2, with a ventilation shaft site south of 19th Street near the Hudson-Bergen Light Rail (HBLR) in Weehawken. Alignment Option 3 was eliminated during the planning phase and was not advanced to a level for which detailed environmental, permitting, cost, and scheduling impacts could be developed. However, several major impacts and disadvantages were identified. This alignment option was eliminated from further consideration because it would require the use of a site along Harbor Boulevard for a shaft site, which would interfere with a new residential development at 800 Harbor Boulevard (a development that at the time of the evaluation was under construction, which was since completed in Spring 2020). This was an adverse impact that would be avoided by Alignment Option 4. Alignment Option 3 would also have the potential to introduce delays to the Project schedule associated with the need to acquire new property for the shaft site, staging area, and area for other pre-construction activity. Alignment Option 3 has no substantial advantages over Alignment Option 4. Therefore, Alignment Option 3 was eliminated from further consideration.

While Alignment Options 1 through 3 would avoid the proposed subsurface Green Acres diversions, they were eliminated from further consideration based on the reasons described above. Alignment Options 1 through 3 were not pursued further during the development of the EIS as they were found to have one or more substantial disadvantages:

- It was determined that Alignment Option 4 best met the Project goals and objectives. Despite Alignment Option 4 requiring two major diversions of Green Acres encumbered parklands (1600 Park and Harborside Park), overall, it had the following advantages:
 - Least impact related to displacement of active uses (residential, Business, and future residential), since NJ TRANSIT has already acquired the properties needed for the New Jersey shaft site and staging areas;
 - Least potential for delays to the Project schedule, because of the property acquisition, investigation, and remediation already conducted for the Access to the Region's Core (ARC) Project; and
 - Minimal impacts to existing transit and other transportation services.
- FRA selected the Preferred Alternative (Alignment Option 4) as the Selected Alternative based on a thorough and careful consideration of the potential short-term and long-term benefits and impacts, mitigation of those impacts, and public and agency comments.

ENVIRONMENTAL ASSESSMENT REPORT (N.J.A.C. 7:36-26.9(d)3)

An Environmental Assessment Report is included as Volume I, Appendix B of this pre-application.

LAND VALUATION FORMS (N.J.A.C. 7:36-26.9(d)4)

Pursuant to N.J.A.C. 7:36-26.10(f)2, the market value of the proposed parkland to be diverted may be determined by using either the tax assessor's certification or an appraisal performed in accordance with Green Acres standards. The Applicant has elected to obtain a formal appraisal to determine the market value of the diversion area.

In accordance with Table 1 at N.J.A.C. 7:36-26.10(g), compensation will be made to the Garden State Preservation Trust in the amount of two times the appraised value of the proposed diversion area.

PRELIMINARY COMPENSATION PROPOSAL

In accordance with NJDEP's Green Acres regulations, two separate appraisers prepared separate appraisal reports for 1600 Park and Harborside Park. After review, NJDEP issued a Certification of Market Value for Harborside Park on July 6, 2026. This certification was based on the June 30, 2026 Appraisal Report prepared by Sterling DiSanto & Associates (see Volume II Attachment A). NJDEP concluded the market value of proposed diversion area at Harborside Park is \$483,500.

NJDEP issued an Average of Appraisal Values on July 15, 2026 for 1600 Park, based on the June 30, 2026 Appraisal Report prepared by Sterling DiSanto & Associates and the June 4, 2026 Appraisal Report prepared by McHale & Associates (see Volume II Attachment A). NJDEP concluded the average of the appraised values for the proposed diversion area at 1600 Park is \$460,000.

Based on the Certification of Market Value and the Average of Appraisal Values issued by NJDEP, the combined value of the proposed diversion areas at Harborside Park and 1600 Park is \$943,500 ($\$483,500 + \$460,000 = \$943,500$). A Preliminary Compensation Proposal based on the requirements of N.J.A.C. 7:36-26.10 is included as Volume I, Appendix D.

A DESCRIPTION OF HOW THE PROPOSED PROJECT FOR WHICH THE DIVERSION OR DISPOSAL OF PARKLAND IS PROPOSED, AND THE PROPOSED COMPENSATION, WILL SUPPORT THE STATE DEVELOPMENT AND REDEVELOPMENT PLAN GOALS, AND WILL BE CONSISTENT WITH THE STATE DEVELOPMENT AND REDEVELOPMENT PLAN'S POLICY MAP AND THE STATEWIDE POLICIES (N.J.A.C. 7:36-26.9(d)6)

A description of the proposed diversion's compliance with State Development and Redevelopment Plans is included as Volume I, Appendix E.

A LISTING OF ANY OTHER FEDERAL, INTERSTATE, STATE, COUNTY, AND LOCAL APPROVALS OR PERMITS REQUIRED FOR THE PROJECT (N.J.A.C. 7:36-26.9(d)7)

A list of permits and approvals required for the project are shown in Volume I, Appendix F of this pre-application.

A COPY OF THE DEED FOR THE PARKLAND PROPOSED TO BE DISPOSED OR DIVERTED (N.J.A.C. 7:36-26.9(d)8)

A copy of the deed for the Parkland is included in Volume I, Appendix G.

MAPS (N.J.A.C. 7:36-26.9(d)9)

The map requirements are included as Volume I, Appendix H of this pre-application.

PROOF OF PROPER NOTICE OF THE SCOPING HEARING (N.J.A.C. 7:36-26.9(d)10)

Proof of scoping hearing and notifications are included in Volume I, Appendix J.

A RESOLUTION OF THE GOVERNING BODY OF THE APPLICANT ENDORSING THE PROPOSAL TO DISPOSE OF OR DIVERT PARKLAND (N.J.A.C. 7:36-26.9(d)11)

Resolution of the City Council of the City of Hoboken dated June 15, 2022 is included as Volume I, Appendix K.

COVER SHEET AND CHECKLISTS

The required coversheet and checklists are included in Volume I, Appendix L.

PROVIDE THE FOLLOWING COPIES:

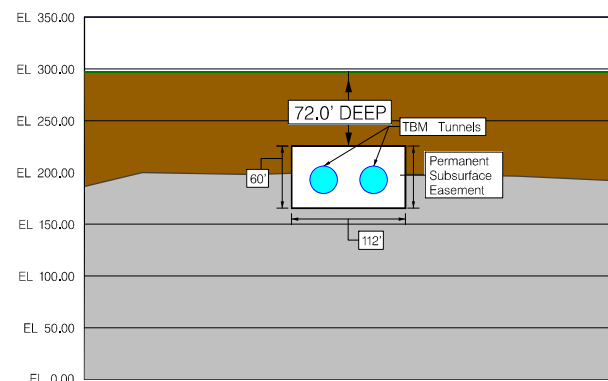
- Two printed copies of the entire application including maps
- Items 1-3, 5, and 6 in Microsoft Word format
- Maps submitted under Item 9 in PDF format
- All other application material in PDF format
- Digital copies may be submitted on a Standard CD-R or on a USB Flash Drive.

ANY OTHER INFORMATION REQUESTED BY THE DEPARTMENT TO CLARIFY THE PRE-APPLICATION REQUIREMENTS (N.J.A.C. 7:36-26.9(d)12)

No other information has been requested at the time of this submittal.

CITY OF HOBOKEN
COUNTY OF HUDSON

Figure 1



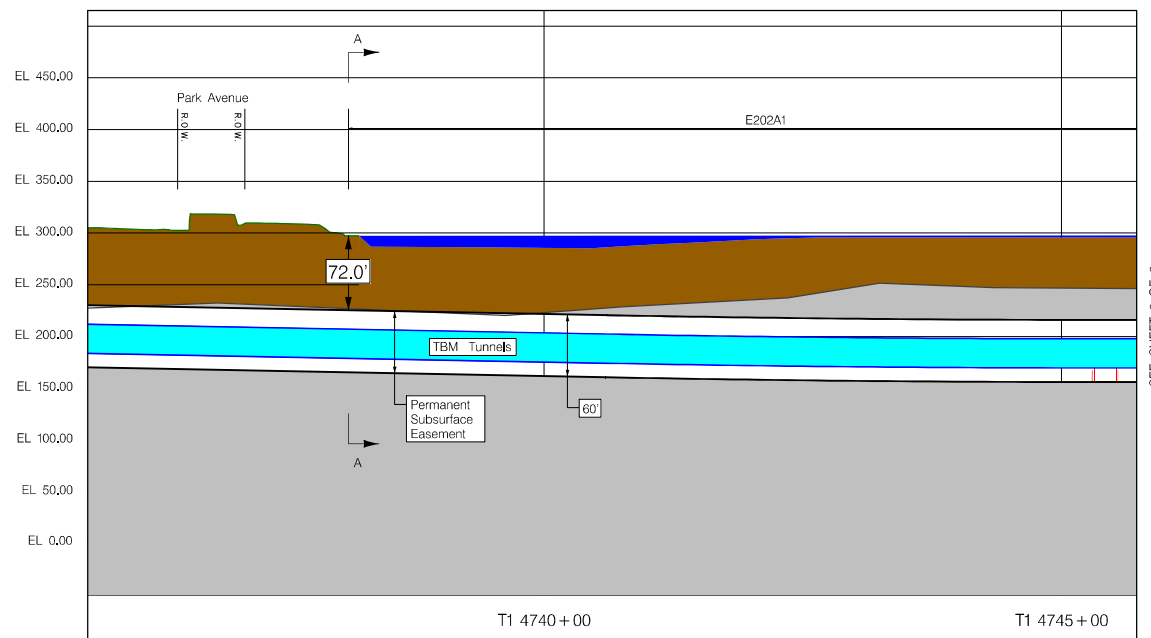
CROSS SECTION A-A

COLOR CODE

WATER
SOIL
ROCK
TUNNEL
PERMANENT SUBSURFACE EASEMENT

NOTES:

1. LOCATION OF THE TUNNEL WITHIN THE EASEMENT IS FOR ILLUSTRATION PURPOSE ONLY.
2. THIS EXHIBIT IS INTENDED TO BE ILLUSTRATIVE OF THE ATTACHED DESCRIPTIONS (ATTACHED "A"). HOWEVER, WHERE A CONFLICT MAY EXIST BETWEEN THE DESCRIPTION AND DIAGRAM, THE DESCRIPTION IS TO CONTROL. MOREOVER THE DEPICTION OF THE REPLACEMENT OF THE TUNNEL ITSELF IS APPROXIMATE. ITS ACTUAL PLACEMENT IN THE FIELD MAY VARY WITHIN THE LIMITS OF THE DESCRIPTION OF THE EASEMENT AS SET FORTH IN THE ATTACHED EXHIBIT.
3. ELEVATIONS SHOWN ON THIS MAP AND OR DESCRIPTION REFER TO THE PENNSYLVANIA RAILROAD VERTICAL DATUM. THE VERTICAL VALUES WERE CONVERTED FROM NAVD 88 TO NGVD 1929 THEN ADDED 297.275 FEET TO ESTABLISH PENNSYLVANIA RAILROAD DATUM ELEVATIONS.



PROFILE

SCALE IN FEET

A horizontal scale bar with a black and white alternating pattern. It is labeled "SCALE IN FEET" at the top. Below the bar, there are markings at 60', 30', 0, 60', and 120'. The 0 is in the center, with 30' on either side, and 60' further out. The total length is 120'.

PRELIMINARY ENGINEERING
INDIVIDUAL PROPERTY PARCEL MAP

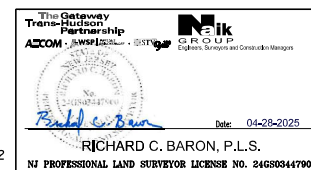
HUDSON TUNNEL PROJECT
PARCEL: E202A1 & E202A2

BLOCK: 265 LOT: 1
267

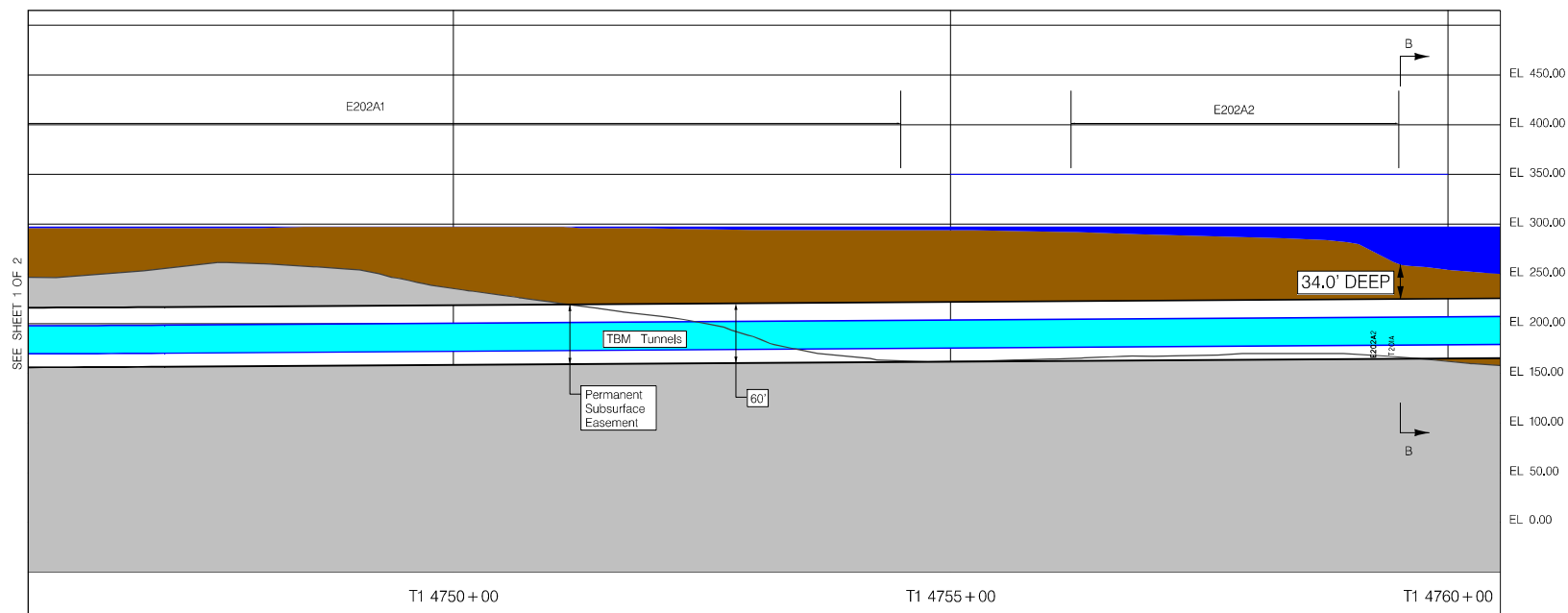
OWNER: CITY OF HOBOKEN

CITY OF HOBOKEN
APRIL 2025

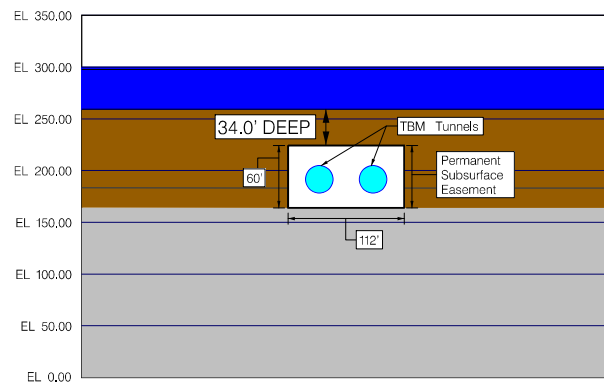
THIS DRAWING CORRESPONDS TO GPPM SHEETS 28-32



CITY OF HOBOKEN
COUNTY OF HUDSON



PROFILE

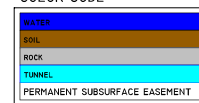


CROSS SECTION B-B

NOTES:

1. LOCATION OF THE TUNNEL WITHIN THE EASEMENT IS FOR ILLUSTRATION PURPOSE ONLY.
2. THIS EXHIBIT IS INTENDED TO BE ILLUSTRATIVE OF THE ATTACHED DESCRIPTIONS (ATTACHED "A"). HOWEVER, WHERE A CONFLICT MAY EXIST BETWEEN THE DESCRIPTION AND DIAGRAM, THE DESCRIPTION IS TO CONTROL. MOREOVER THE POSITION OF THE REPLACEMENT OF THE TUNNEL ITSELF IS APPROXIMATE. ITS ACTUAL PLACEMENT IN THE FIELD MAY VARY WITHIN THE LIMITS OF THE DESCRIPTION OF THE EASEMENT AS SET FORTH IN THE ATTACHED EXHIBIT.
3. ELEVATIONS SHOWN ON THIS MAP AND OR DESCRIPTION REFER TO THE PENNSYLVANIA RAILROAD VERIFICATION OF THE VERTICAL VALUES HEREON. THE DATA IS BASED UPON A NGVD 1929 THEN ADDED 29.725 FEET TO ESTABLISH PENNSYLVANIA RAILROAD DATUM ELEVATIONS.

COLOR CODE



SCALE IN FEET



60' 30' 0 60' 120'

PRELIMINARY ENGINEERING
INDIVIDUAL PROPERTY PARCEL MAP

NJ TRANSIT
HUDSON TUNNEL PROJECT
PARCEL: E202A1 & E202A2
BLOCK: 265 LOT: 1
267

OWNER: CITY OF HOBOKEN
CITY OF HOBOKEN COUNTY
APRIL 2025 STATE OF

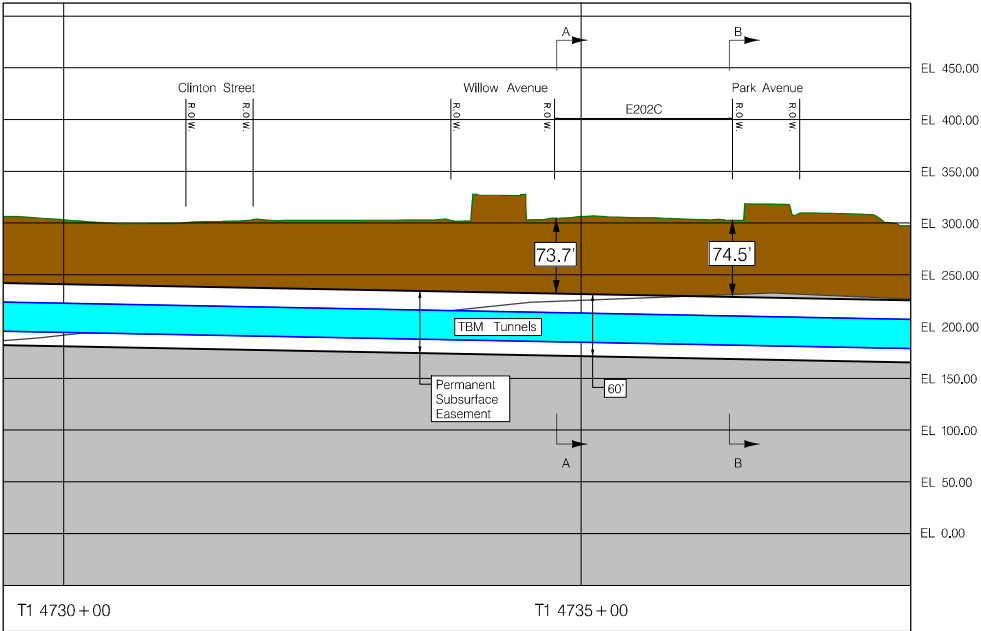
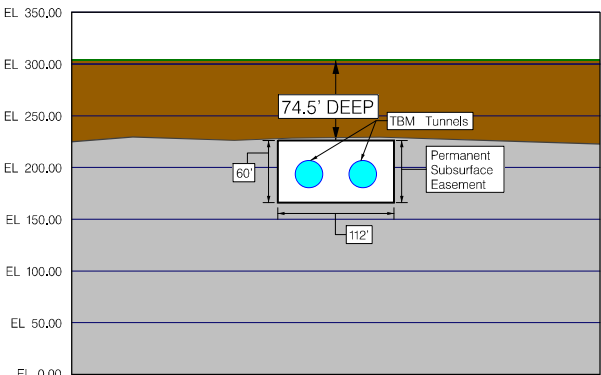
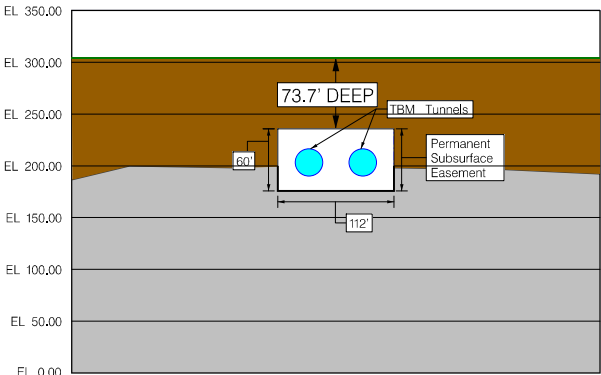
The Gateway
Trans-Hudson
Partnership
AECOM |  |  |  |  |  |  | 
N&K
GROUP
Engineers, Surveyors and Construction Managers


Richard C. Baron
Date: 04-28-2025

RICHARD C. BARON, P.E.
NJ PROFESSIONAL LAND SURVEYOR LICENSE NO. 24608434700

THIS DRAWING CORRESPONDS TO GPPM SHEETS 28-32

Figure 2



NOTES:

1. LOCATION OF THE TUNNEL WITHIN THE EASEMENT IS FOR ILLUSTRATION PURPOSE ONLY.
2. THIS EXHIBIT IS INTENDED TO BE ILLUSTRATIVE OF THE ATTACHED DESCRIPTIONS (ATTACHED "A"), HOWEVER, WHERE A CONFLICT MAY EXIST BETWEEN THE DESCRIPTION AND DIAGRAM, THE DESCRIPTION IS TO CONTROL. MOREOVER THE DEPICTION OF THE REPLACEMENT OF THE TUNNEL ITSELF IS APPROXIMATE. ITS ACTUAL PLACEMENT IN THE FIELD MAY VARY WITHIN THE LIMITS OF THE DESCRIPTION OF THE EASEMENT AS SET FORTH IN THE ATTACHED EXHIBIT.
3. ELEVATIONS SHOWN ON THIS MAP AND OR DESCRIPTION REFER TO THE PENNSYLVANIA RAILROAD VERTICAL DATUM. THE VERTICAL VALUES WERE CONVERTED FROM NAVD 88 TO NGVD 1929 THEN ADDED 297.275 FEET TO ESTABLISH PENNSYLVANIA RAILROAD DATUM ELEVATIONS.

COLOR CODE

WATER
SOIL
ROCK
TUNNEL
PERMANENT SUBSURFACE EASEMENT

THIS DRAWING CORRESPONDS TO GPPM SHEET 28

The Gateway
Trans-Hudson
Partnership
ASCOM, JAWO, JBS & JCP
CR & C.U.P.
Engineers, Surveyors and Construction Managers

Richard C. Baron, P.L.S.
NJ PROFESSIONAL LAND SURVEYOR LICENSE NO. 246503447900

Date: 04-04-2025

PRELIMINARY ENGINEERING
INDIVIDUAL PROPERTY PARCEL MAP

HUDSON TUNNEL PROJECT
PARCEL: E202C
BLOCK: II, 256 LOT: I & 2, I.OI
OWNER: CITY OF HOBOKEN

TOWNSHIP OF WEEHAWKEN
CITY OF HOBOKEN
NOVEMBER 2017

COUNTY OF HUDSON
STATE OF NEW JERSEY

Attachment 1 - FEIS Appendix 2, Table 2

Table 2
Alignment Options - Screening Results

Project Goal	Evaluation Criteria	Option 1	Option 2	Option 3	Option 4
1: Improve service reliability and upgrade existing tunnel infrastructure in a cost-effective manner.	1A. Rehabilitate the North River Tunnel to modern system standards and improve its resilience to future storm damage.				
	1 Option should meet design criteria.	All options are assumed to meet the Project's design criteria			
	1B. Minimize capital cost for new crossing.				
	1 Option should minimize the cost of acquisition to the extent practicable.	Partial acquisition of parking lot associated with office building: \$1.2 M based on fraction of 2017 assessed value proportional to size of property needed	Full acquisition of office building and parking: \$23.9M assessed value for property in 2017	Assuming full acquisition of parking lot now under construction: \$18.7M assessed value (or, alternatively, \$2.85M if Dykes Lumber site) in 2017	No acquisition required for shaft site and staging area (or small acquisition, assessed value \$871,000, could occur depending on truck access route used)
		Cost for tunnel construction was compared between each tunnel alignment. The cost is affected by tunnel length and also by schedule, since delays to the construction start would result in cost escalation (assumed to be 3.5% per year)			
		11,532 feet (5,850 Palisades; 5,682 River)	11,538 feet (5,767 Palisades; 5,771 River)	11,756 feet (5,955 Palisades; 5,801 River)	12,365 feet (5,099 Palisades; 7,266 River)
	2 Option should minimize construction cost to the extent practicable.	Option 1 has the lowest tunneling cost	Tunneling 1% more than Option 1	Tunneling 2% more than Option 1	Tunneling 8% more than Option 1
		Option 1 has the lowest tunneling cost	Tunneling 1% more than Option 1	Tunneling 2% more than Option 1	Tunneling 4% more than Option 1
		Option 1 has the lowest tunneling cost	Tunneling 1% more than Option 1	Tunneling 2% more than Option 1	Tunneling 1% more than Option 1
2: Maintain uninterrupted existing NEC service, capacity, and functionality by ensuring North River Tunnel rehabilitation occurs as soon as possible.	2A. Develop the project as rapidly as possible, minimizing delays.				
	1 Option should minimize time required for property acquisition.	Portions of five properties	Full acquisition of one property	Full acquisition of one property	No acquisition required (or small acquisition could occur depending on truck access route used)
	2 Option should minimize time required for easement acquisition.	211 easements	246 easements	189 easements	147 easements
	3 Option should minimize time required for permitting.	All options assumed to require similar amount of time for permitting. Option 4 may have simplified permitting in NJ by modifying ARC permits			
	4 Option should minimize time required for new riparian rights acquisition.	No riparian rights have been acquired			
	5 Option should minimize time required for remediating hazardous materials.	Contaminated historic fill likely based on a review of past uses; could require approx. 1 year for remediation (time would vary depending on specific contamination identified)			
	6 Option should minimize pre-construction schedule risk.	Risk associated with availability of key properties (NJ TRANSIT bus layover area must be relocated, marina riparian rights)	Risk associated with availability of key properties		Lower pre-construction schedule risk because some key planning work already complete and shaft site has already been acquired and is vacant
	7 Option should minimize construction duration.	2,563 days (7 years) for construction between portal and bulkhead	2,563 days (7 years) for construction between portal and bulkhead	2,577 days (7 years, 1 month) for construction between portal and bulkhead	2,623 days (7 years, 2.5 months) for construction between portal and bulkhead
	8 Option should optimize use of existing infrastructure.	All options would connect to existing infrastructure in the same way, minimizing the length of new track			
3: Strengthen the NEC's resiliency to provide reliable service across the Hudson River crossing, facilitating long-term infrastructure maintenance and enhancing operational flexibility.	3A. Maximize NEC service reliability and redundancy.				
	1 Option should minimize travel time between Allied Interlocking (Secaucus) and A Interlocking (PSNY).	Slightly shorter travel time than Option 4: savings of 16 seconds EB/11 seconds WB (EB and WB average 13.5 seconds)	Slightly shorter travel time than Option 4: savings of 16 seconds EB/12 seconds WB (EB and WB average 14 seconds)	Slightly shorter travel time than Option 4: savings of 13 seconds EB/9 seconds WB (EB and WB average 8 seconds)	—
	2 Option should minimize the cost to operate and maintain the new tunnel.	Shorter tunnel length results in savings of up to \$100,000 per year vs. Option 4			
	3B. Design new Hudson Tunnel to modern system standards and ensure its resilience to future storm damage.				
	1 Option should meet design criteria.	All options are assumed to meet the Project's design criteria			
4: Do not preclude future trans-Hudson rail capacity expansion projects.	4A. Option should not preclude future trans-Hudson rail capacity expansion projects.				
	1 Option should allow for connections to Secaucus Junction Station and through to the Portal Bridge.	All options are assumed to allow for these connections			
	2 Option should allow for connections to station expansion projects in the area of PSNY.	All options are assumed to allow for these connections			

Table 2
Alignment Options - Screening Results

Project Goal	Evaluation Criteria	Option 1	Option 2	Option 3	Option 4
5: Minimize impacts on the natural and built environment (construction-period impacts).	5A. Avoid disruptions to transit services.				
	1 Option should avoid construction impacts to Hudson-Bergen Light Rail (HBLR) system.	Requires small area of underpinning	Requires small area of underpinning	Requires small area of underpinning	Underpinning; construction and haul routes adjacent to HBLR ROW
	2 Option should avoid construction impacts to trans-Hudson bus operations.	Displacement of bus staging area within Lincoln Tunnel Helix would result in unacceptable impact to NJ TRANSIT trans-Hudson bus operations serving the Port Authority Bus Terminal, affecting approximately 7,500 daily trans-Hudson commuters	No impacts	No impacts	No impacts
	5B. Minimize neighborhood construction impacts.				
	1 Option should avoid construction activities near sensitive land uses where possible.	Near residential areas atop the Palisades; residential buildings on Waterfront Blvd; office at 300 JFK Blvd East	Near residential areas atop the Palisades; office at 300 JFK Blvd East	Near residential areas atop the Palisades; office at 1000 Harbor Blvd; Sheraton Hotel	Immediately adjacent to residential uses
	2 Option should minimize the number of truck trips during construction.	78,300 total trips	78,900 total trips	81,300 total trips	89,900 total trips
	3 Option should avoid traffic conflicts related to haul routes.	Difficult left turn across JFK Blvd East (requires NJDOT and Weehawken approvals)	Difficult left turn across Lincoln Harbor Rd or 19th St (requires NJDOT and Weehawken approvals)	Utilizes normal traffic patterns	Utilizes normal traffic patterns; requires removal of dog park and sidewalk OR possible corner of building
	4 Option should minimize adverse construction effects relative to future plans.	Would likely conflict with reconstruction of Lincoln Tunnel Helix	No conflicts	Likely to conflict with construction at 800 Harbor Blvd	No conflicts
	5C. Minimize impacts to environmental justice communities.				
	1 Option should avoid construction activities near environmental justice communities.	EJ communities in Weehawken (near staging area) and atop the Palisades	EJ communities in Weehawken (near staging area) and atop the Palisades	EJ communities in Weehawken (near staging area) and atop the Palisades	EJ communities in Weehawken (near staging area) and atop the Palisades
	5D. Minimize impacts to Waters of the United States.				
	1 Option should minimize construction impacts to Waters of the United States.	Impacts to Hudson River bed, Meadowlands, New York Hudson River bulkhead	Impacts to Hudson River bed, Meadowlands, New York Hudson River bulkhead	Impacts to Hudson River bed, Meadowlands, New York Hudson River bulkhead	Impacts to Hudson River bed, Meadowlands, New York Hudson River bulkhead
5: Minimize impacts on the natural and built environment (permanent / operational impacts).	5E. Minimize need for permanent displacement of active uses.				
	1 Option should minimize displacement of active residential uses.	No displacement	No displacement	Displaces new building currently being constructed	No displacement
	2 Option should minimize displacement of active non-residential uses.	Displaces portion of parking lot at 300 JFK Blvd East	Displaces existing occupied office building	One shaft site option displaces building under construction at 800 Harbor Blvd; the other displaces active existing business at Dykes Lumber	No displacement
	3 Option should minimize adverse effects to future plans (be consistent with local plans and policies).	Fan plant location may interfere with Lincoln Tunnel Helix location	No conflicts	One shaft site option precludes majority of a planned residential development at 800 Harbor Blvd (construction at this site has begun)	No conflicts
	5F. Avoid permanent disruptions to transit services.				
	1 Option should avoid impacts to HBLR.	No impacts	No impacts	No impacts	No impacts
	2 Option should avoid impacts to trans-Hudson bus operations.	No impacts	No impacts	No impacts	No impacts
	5G. Minimize environmental impacts related to project's above-ground structures.				
	1 Option should minimize number of adjacent historic structures.	1 adjacent historic structure: NJ 495 approach to Lincoln Tunnel Historic District (which includes Helix and Lincoln Tunnel entrance)	No listed historic structures adjacent	No listed historic structures adjacent	No listed historic structures adjacent
	5H. Minimize impacts to environmental justice communities.				
	1 Option should avoid permanent above-ground structures near environmental justice communities.	EJ communities in Weehawken (near staging area) and atop the Palisades	EJ communities in Weehawken (near staging area) and atop the Palisades	EJ communities in Weehawken (near staging area) and atop the Palisades	EJ communities in Weehawken (near staging area) and atop the Palisades
	5I. Minimize impacts to Waters of the United States.				
	1 Option should minimize permanent impacts to Waters of the United States.	Impacts to Hudson River bed, Meadowlands	Impacts to Hudson River bed, Meadowlands	Impacts to Hudson River bed, Meadowlands	Impacts to Hudson River bed, Meadowlands

	Option meets criterion well.
	Option somewhat meets criterion.
	Option performs least well and may fail to meet criterion.
	Option fails to meet criterion with major negative issue; if other options are available, they should be pursued instead.