

HUDSON TUNNEL PROJECT

NEPA RE-EVALUATION #10

**NEW JERSEY SURFACE ALIGNMENT
PROPOSED RIGHT-OF-WAY MODIFICATIONS**

May 16, 2025

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1 INTRODUCTION

This National Environmental Policy Act (“NEPA”) re-evaluation assesses proposed modifications to the Hudson Tunnel Project (“HTP” or “the Project”) 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 focuses on the following proposed modifications to the right-of-way (“ROW”) acquisition along the New Jersey surface alignment portion of the study area reviewed in the FEIS/ROD (collectively the “Proposed Project Modifications”). The Proposed Project Modifications include the following:

- an expansion of temporary construction easements at Block 44, Lot 5.04 (901 Penhorn Avenue) and Block 47, Lot 2.01 (201 Penhorn Avenue), which are both warehouse properties in Secaucus, New Jersey;
- minor modifications and expansions of the permanent construction and maintenance easements at Block 44, Lot 5.04 (901 Penhorn Avenue) and Block 47, Lot 2.01 (201 Penhorn Avenue);
- an additional fee acquisition at 901 Penhorn Avenue; and
- updates to background conditions since the FEIS/ROD.

The Proposed Project Modifications are designed to improve constructability of the New Jersey surface alignment while reducing construction risk and promoting cost and schedule certainty. The Proposed Project Modifications were developed based on the advancement of design, construction industry feedback, and planning discussions with property owners and tenants and are designed to avoid material and unacceptable delays to the overall Project schedule. The Proposed Project Modifications are critical to facilitating the construction and operation of the New Jersey surface alignment portion of the HTP and are designed to enable continuity of operations and mitigate impacts for the property owners and tenants currently occupying these warehouse properties during HTP construction activities (see **Appendix A, Figure 1** for a map).

Since permanent operational conditions were analyzed in the FEIS/ROD, and the Proposed Project Modifications 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 Federal Railroad Administration (“FRA”) was the lead Federal agency for the HTP’s environmental review, 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 at the time that the FEIS/ROD was issued. On October 21, 2022, PANYNJ and the Gateway Development Commission (“GDC”) formally notified FRA and FTA that GDC was assuming the role of NEPA Project Sponsor.

2 CONDITIONS INCLUDED AS PART OF THE PUBLISHED FEIS/ROD

2.1 FEIS/ROD: Chapter 3: Construction Methods and Activities

As described in the FEIS/ROD (Section 3.3.1), the New Jersey surface alignment portion of the HTP would construct two new tracks from approximately Allied Interlocking in Secaucus, New Jersey (located east of Secaucus Junction Station near County Road) to the new tunnel portal in North Bergen, New Jersey. This would include construction of the new raised ROW, including segments of retained fill, viaducts, sloped embankments, open cuts and retained cuts; an adjacent access road; installation of new tracks and modifications of existing tracks; installation of drainage systems; and installation of signals, power supply and other related rail infrastructure. Construction of this segment of the HTP would require temporary construction staging areas and temporary construction access roads.

The new ROW would be built on an embankment of retained fill adjacent to the warehouses located at 901 Penhorn Avenue and 201 Penhorn Avenue. Precast retaining walls would be set on concrete pile caps that are cast in place, involving pile driving, concrete deliveries, delivery and setting of precast wall sections, installation of access stairs, installation of a signal bungalow, and earthmoving and grading.

As described in the FEIS/ROD (Section 3.3.1.1), access to this construction site would be made from the existing parking areas and driveways of adjacent warehouse businesses. This access would be provided via Penhorn Avenue, necessitating temporary construction easements for the planned construction.

As described in the FEIS/ROD, easements were proposed on the northern edge of the lots at 901 Penhorn Avenue and 201 Penhorn Avenue for construction and access along the NEC. In addition to the retained embankment and walls, the Project as described in the FEIS/ROD would also install new drainage infrastructure, such as culverts and storm sewers, which would include a new 36-inch storm sewer installed beneath the parking areas of the warehouse properties adjacent to the NEC ROW. Permanent easements would be required for this new drainage infrastructure.

As described in the FEIS/ROD (Section 3.3.1.8), work along the NJ surface alignment from Allied Interlocking to the new tunnel portal would typically occur between 7 AM and 11 PM on weekdays. However, work in close proximity to the existing NEC would be conducted primarily during nights and weekends to avoid disruptions to daytime train service. These activities were anticipated to disrupt operations of the warehouse properties on these lots, as further described herein.

2.2 FEIS/ROD: Chapter 6B: Property Acquisition

FEIS/ROD Chapter 6B: Property Acquisition, identifies the temporary and permanent property acquisition requirements of the New Jersey surface alignment portion of the HTP, both for its construction and operation. These property acquisition requirements were based on preliminary design completed at the time the FEIS/ROD was published.

As contemplated in the FEIS/ROD, operation of the Project along the New Jersey surface alignment portion of the HTP in the Meadowlands would not result in any displacement to business activity (e.g., parking spaces, loading areas, or business operations). However, the FEIS/ROD did identify the potential for displacement to business activities during construction.

As shown in **Table 1**, the FEIS/ROD identified the acquisition needs for the warehouse properties located at 201 and 901 Penhorn Avenue.

Table 1: Surface Property Acquisition Requirements as per FEIS/ROD

Address	Block/Lot	Acquisition	Size (acres)
201 Penhorn Avenue, Secaucus, NJ	Block 47, Lot 2.01	Temporary easement for construction access and site mitigation easements	0.3
		Permanent easements for access points to new track and for below-grade drainage beneath paved area with parking spaces and truck maneuvering area for loading docks	1.2
801 Penhorn Avenue, Secaucus, NJ	Block 44, Lot 5.04	Temporary easement for construction access and site mitigation easements	0.3
		Permanent easements for access points to new track and for below-grade drainage beneath paved area that provides access to warehouse loading docks	2.2

Source: FEIS/ROD Table 6B-1

Note: FEIS/ROD Table 6B-1 incorrectly identified this property address as “801 Penhorn Avenue.” Block 44, Lot 5.04 contains both 801 Penhorn Avenue and 901 Penhorn Avenue, and the building relevant building address related to the acquisition is 901 Penhorn Avenue.

2.3 FEIS/ROD: Chapter 7 Socioeconomics

As described in the FEIS/ROD, construction activities were assumed to have some impact on property owners and tenants at warehouse properties located at 801 and 201 Penhorn Avenue. In the Socioeconomic Conditions Chapter of the FEIS/ROD, the following impacts were identified (Section 7.6.3.1.1):¹

Access to the loading docks of the warehouse at 801 Penhorn Avenue (Block 44, Lot 5.04) in Secaucus would be obstructed while crews install a retaining wall, an overhead platform for communications equipment, and an underground storm sewer. Over a period of five years, there would be intermittent periods totaling approximately 12 months when occupants of this building would not have use of some of the loading bays on that side of the building. Six parking spaces on the east side of the building would also need to be removed. Work would be staged so that access to some loading docks would be available while others were closed. Specific access requirements will be coordinated with the property owner and building tenants to minimize the disruption that would occur to business activities, where possible.

¹ FEIS/ROD Section 7.6.3.1.1. incorrectly identified this property address as “801 Penhorn Avenue.” Block 44, Lot 5.04 contains both 801 Penhorn Avenue and 901 Penhorn Avenue, and the building relevant building address related to the acquisition is 901 Penhorn Avenue. 801 Penhorn Avenue LLC is the owner of 901 Penhorn Avenue.

This construction would adversely affect tenants in the building, which currently include the following tenants: Caligor Rx, Paperback Shop, Windy City Wire, Tylie Jones Vault Office, A.J. Worldwide Services Inc., Bhasin Enterprises Inc., Bhasin Properties DDMG Inc., European Fishing Equipment, Japna Inc., Nationwide Wholesale Video, and Us Crystals. The Project Sponsor will fully restore the property once construction is complete; the Project Sponsor will develop specific information about the scope and timing of restoration in coordination with the affected property owners as the design advances.

Approximately 30 parking spaces (about half) at 201 Penhorn Avenue (Block 47 Lot 2.01) in Secaucus would be required for the installation of the retaining wall and drainage system for a total of approximately five months periodically over a five-year period. Use of this portion of the parking area could adversely affect truck access to the building's loading docks, which is essential to the building's utility. Specific access requirements will be coordinated with the property owner and building tenants to minimize the disruption that would occur to business activities, where possible. Tenants include: Mavi Jeans Men's Clothing; CBS USA; and NJ Shipping Agents. The Project Sponsor will fully restore the property once construction is complete; the Project Sponsor will develop specific information about the scope and timing of restoration in coordination with the affected property owners as the design advances.

3 CHANGES SINCE PUBLICATION OF FEIS/ROD – NEED FOR ROW ACQUISITION MODIFICATIONS

Subsequent to the FEIS/ROD, the advanced design of the HTP and construction industry feedback provided more information about how the New Jersey surface alignment portion of the HTP would be constructed. As a result, the temporary easements and work zones initially contemplated at 201 Penhorn Avenue and 901 Penhorn Avenue have been determined to be insufficient in size to facilitate construction staging and access to the NEC and, if not increased, would pose risks to construction of the HTP.

Specifically, the ROW acquisition assumed in the FEIS/ROD includes inadequate space for access, large construction equipment, laydown, and parking areas for construction personnel to maintain safety and operational efficiency on-site. Further, the proximity of construction to the warehouses at these parcels would also limit construction hours to a greater degree than initially contemplated in the FEIS/ROD. Several virtual and in-person meetings have been held with owners of each property since the issuance of the FEIS/ROD, as detailed in **Table 2**. Property owners expressed concern about impacts during construction, including their tenants' ability to utilize their leased property, particularly the rear loading docks.

Table 2: Communications with Property Owners: 201 and 901 Penhorn Avenue

Date	Subject
2/16/2023	Meeting with 801 Penhorn Ave LLC (901 Penhorn Ave) for project and individual parcel map (“IPM”) review. Owner expressed concerns over the permanent construction and maintenance easements and the impact on the tenant’s ability to conduct business; access to the loading docks; and impacts on the property.
2/24/2023	Meeting with Pantheon JH- Properties II LLC (201 Penhorn Ave) for project and IPM review. Owner expressed concerns over the permanent construction and maintenance easement, which he believed would interfere with tenants’ access to loading docks, post-construction parking across the back of the property, and flooding around the property.
Various	Meetings with owners of both properties to review IPMs and gathered information about the tenants and their operations. Reiterated their concerns about the impact on the tenants’ access to the loading docks during business hours and requested clarification on the time frames for the easements, replacement parking, and truck circulation around the property.

Source: NJ TRANSIT

Based on these discussions with the property owners, a review of the acquisition requirements was performed to ascertain whether there are feasible and practicable design and construction changes that would alleviate their concerns and minimize impacts to their tenants’ operations. This review determined that changes to the construction staging within the temporary easement identified in the FEIS/ROD are not feasible as the area adjacent to the NEC is already spatially restricted. Therefore, NJ TRANSIT recommended that all tenants be temporarily relocated to continue their normal operations during construction.

Current tenants in need of relocation would continue their operations at another suitable location, to be determined, where material disruptions are not anticipated. There is a possibility that some tenants may choose to remain on site for the duration of construction and operate with the loss of access to loading docks and parking spaces. These tenants would be accommodated as deemed practicable. All relocations would be conducted in conformance with the with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”), as described in the FEIS/ROD.

The temporary relocation of tenants would allow work along the NJ surface alignment to occur between 7 AM and 11 PM on weekdays consistent with the FEIS/ROD and would minimize impacts to the tenants that use the loading docks and ancillary parking spaces. Immediately adjacent to the NEC, work would be restricted to evenings and weekends to avoid impacts to train service.

Review of the current temporary easement areas also showed that obtaining expanded temporary easement areas would reduce the risk of project schedule delays and increased costs. Acquiring a larger temporary easement for these properties for construction staging and laydown would allow for optimizing the work sequence as there would not be a need to coordinate or stage tenant operations and would provide opportunities for establishing a field office that would otherwise need to occupy valuable construction staging space. It would also provide the contractor flexibility

in coordinating work with Amtrak and NJ TRANSIT to minimize services disruptions during peak commuter periods.

Expanding temporary and permanent easements would enable efficient construction operations, mitigate the risk of prolonged schedules, and minimize disruptions to nearby tenants, as well as Amtrak and NJ TRANSIT operations. Relocating impacted tenants and leasing the properties is therefore deemed a Project risk mitigation.

A comparison of required easements outlined the FEIS/ROD with the Proposed Project Modifications is provided in **Table 3** for 901 Penhorn Avenue and in **Table 4** for 201 Penhorn Avenue in, as well as shown on **Figure 2 and Figure 3** in **Appendix A**.

Table 3: Summary of Changes: 901 Penhorn Avenue, Secaucus (Block 44, Lot 5.04)

FEIS/ROD Assumption	FEIS/ROD Total Size (Acres)	Proposed Change	Proposed Total Size (Acres)
Temporary easement for construction access and site mitigation easements	0.3	Expansion of work areas and relocation of tenants unable to continue operations to a suitable location	3.5
Permanent easement for access point to new tracks and for below-grade drainage beneath paved area that provides access to warehouse loading docks	2.2	Additional area required for permanent access	2.3 (0.1 for access road change)
Fee Parcel	N/A	Extension of existing culvert to allow for emergency and maintenance vehicle access over Penhorn Creek adjacent to retaining wall	0.01

Source: FEIS/ROD Table 6B-1 and NJ TRANSIT

Table 4: Summary of Changes 201 Penhorn Avenue, Secaucus (Block 47, Lot 3.01)

Source: FEIS/ROD Table 6B-1 and NJ TRANSIT

FEIS/ROD Assumption	FEIS/ROD Total Size (Acres)	Proposed Change	Proposed Total Size (Acres)
Temporary easement for construction access and site mitigation easements	0.3	Expansion of work areas and relocation of tenants unable to continue operations to a suitable location	1.7
Permanent easement for access point to new tracks and to accommodate below-grade drainage beneath paved area with parking spaces and truck maneuvering area for loading docks	1.2	Additional area required access	1.3 (0.1 for access road change)

4 AFFECTED ENVIRONMENT: “NO ACTION” CONDITIONS

As described in the FEIS/ROD (Chapter 6A), the area in the vicinity of the Proposed Project Modifications contains little in the way of ongoing or planned projects that would have a cumulative impact with construction of the New Jersey surface alignment section of the HTP. These conditions have not changed since the publication of the FEIS/ROD.

5 CONSTRUCTION-RELATED IMPACTS

The FEIS/ROD considered 23 technical areas for both final operational conditions and temporary construction-period conditions. Because the Proposed Project Modification would not change the permanent operational conditions; this re-evaluation focuses on construction-period effects and mitigation. A re-analysis of these 23 technical areas to identify any new or additional construction-period impacts and required mitigation not previously documented in the FEIS/ROD is provided below.

It is anticipated that the Proposed Project Modifications would not change the following FEIS/ROD technical analyses relating to construction, and therefore, no additional analysis is required:

- Traffic and Pedestrians
- Zoning and Public Policy
- Open Space and Recreational Resources
- Historic and Archaeological Resources
- Visual and Aesthetic Resources
- Noise
- Vibration
- Air Quality
- Greenhouse Gas Emissions and Resilience

- Geology and Soils
- Contaminated Materials
- Utilities and Energy
- Public Health and Electromagnetic Fields
- Indirect and Cumulative Effects
- Coastal Zone Consistency
- Environmental Justice
- Commitment of Resources and Section 4(f) Resources

5.1 Transportation Services (FEIS Chapter 5B)

As described in the FEIS/ROD Section 5B.6.2.1, without the Proposed Project Modifications, careful staging would be necessary during construction activities to reduce potential impacts to transportation services, namely Amtrak and NJ TRANSIT's train operations along the NEC near the Allied Interlocking portion adjacent to Secaucus Junction. Most construction work immediately adjacent to the NEC would occur during nights and weekends to avoid disruptions to daytime train service. However, without the Proposed Project Modifications, there may be some disruptions to train service or schedules because of construction activities and the corresponding safety measures that would be in place during construction (e.g., slower speeds along segments of the existing NEC surface alignment to accommodate construction safely).

The Proposed Project Modifications would provide space for construction staging and laydown activities on these sites, which will give the contractor additional flexibility in coordinating work with Amtrak and NJ TRANSIT train operations, allowing, for example, more work completed in the overnight hours and on weekends to avoid or minimize service disruption during peak commuter periods. Therefore, the Proposed Project Modifications would not result in any additional adverse impacts to transportation services.

5.2 Land Use (FEIS Chapter 6A)

As described in the FEIS/ROD (Section 6A.6.2.1.1), for neighboring properties that are proximate to construction activities, the noise, truck activity, and other construction would be discernible. However, any disruption would be unlikely to adversely affect functions at nearby industrial, warehousing, and trucking businesses.

Without the Proposed Project Modifications, some private property would need to be acquired to facilitate construction (temporary construction easements) and for the permanent location of the Project's rail right-of-way (permanent easements and/or acquisitions). The acquisitions contemplated in the FEIS/ROD would consist of narrow strips of land at the northern edge of larger properties that are occupied by warehousing and trucking businesses.

Similar to the FEIS/ROD, the Proposed Project Modifications would require temporary use of warehouse properties to allow access to the construction zone. This would consist of construction workers and trucks using driveways and paved areas of 201 Penhorn Avenue and 901 Penhorn Avenue to access the construction zone. As in the FEIS/ROD, the Project Sponsor would enter

into agreements with private property owners regarding how this access would occur to minimize adverse impacts on business activities.

As with the FEIS/ROD, temporary construction activities have the potential to adversely affect the land use on certain affected properties, which is summarized in section 5.4 below.

The Proposed Project Modifications are not anticipated to result in new adverse impacts to surrounding land uses as further described in section 5.4 below.

5.3 Property Acquisition/Easements (FEIS Chapter 6B)

A comparison of required easements and property acquisition between the FEIS/ROD and the Proposed Project Modifications is provided in section 3 above.

As with the FEIS/ROD, these property acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”). Accordingly, although the Proposed Project Modifications involve expanding the temporary and permanent acquisitions/easements at 201 and 901 Penhorn Avenue, the Proposed Project Modifications are not anticipated to result in new adverse impacts with respect to property acquisition or easements.

5.4 Socioeconomic Conditions (FEIS Chapter 7)

As described above in Section 2.3, the FEIS/ROD assumed that construction of the HTP would have some adverse impact on existing owners and tenants at 201 Penhorn Avenue and 901 Penhorn Avenue, resulting in the temporary loss of approximately 40 parking spaces (at 201 Penhorn Avenue and at 901 Penhorn Avenue), as well as intermittent loss of access to loading docks during the duration of construction activities. The FEIS/ROD provided that these properties would be fully restored following completion of construction activities.

As described in the FEIS/ROD (Section 7.6.3.1.1), the Project Sponsor and contractor would coordinate closely with property owners and building tenants to minimize disruption to business activities, where possible.

As detailed in Section 3, as coordination with property owners has proceeded and design has progressed further, it was determined that any restrictions on construction access would pose significant logistical challenges, potentially resulting in safety risks, schedule delays, and increased costs.

Therefore, to reduce impacts on tenants and property owners, and ensure schedule certainty, while also enabling more efficient construction operations, NJ TRANSIT recommended that all tenants unable to continue normal operations during construction be temporarily relocated.

Current tenants in need of relocation would continue their operations at another suitable location, to be determined, where material disruptions are not anticipated. There is a possibility that some tenants may choose to remain on site for the duration of construction and operate with the loss of access to loading docks and parking spaces. These tenants would be accommodated as deemed practicable. All relocations would be conducted in conformance with the Uniform Act, as described in the original FEIS/ROD.

The temporary relocation of tenants would allow work along the NJ surface alignment to occur between 7 AM and 11 PM on weekdays which would minimize impacts to the tenants that use the loading docks and ancillary parking spaces. Immediately adjacent to the NEC, work would be restricted to evenings and weekends to avoid impacts to train service.

The Proposed Project Modifications would reduce disruption to tenants and owners at 201 Penhorn Avenue and 901 Penhorn Avenue. Therefore, the Proposed Project Modifications would not result in new adverse impacts to socioeconomic conditions.

5.5 Natural Resources (FEIS Chapter 11)

As described in the FEIS/ROD (Section 11.6.2.5.1), construction activities would result in disturbance to trees and vegetation.

The expanded areas of temporary and permanent easements have the potential to remove approximately 15 trees and vegetation within the parking lot areas of the warehouse properties. Trees would be protected where practicable. As per the FEIS/ROD, the removal of trees and vegetation would be performed between October 1 and March 14 to minimize potential impacts to breeding birds protected under the Migratory Bird Treaty Act.

The potential removal of trees and vegetation as part of the expanded easements is not anticipated to result in adverse impacts to ecological resources as there is available habitat for wildlife in the area.

GDC will restore these areas affected by construction activities in coordination with the property owners.

5.6 Safety and Security (FEIS Chapter 18)

As described in the FEIS/ROD (Section 18.6), measures would be implemented by contractors 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. This would include procedural security measures, including entry protocols into construction sites and inspection of materials.

The Proposed Project Modifications would adhere to these same safety requirements identified in the FEIS/ROD. In addition, the Proposed Project Modifications would not create new conditions that would adversely affect the safety and security of residents, workers, or construction areas and would improve the safety and security of workers and adjacent tenants by controlling access to an active construction work zone.

Accordingly, the Proposed Project Modifications would not result in new adverse impacts to safety and security.

6 CHANGE IN PERMIT REQUIREMENTS

The Proposed Project Modifications would not require any additional permits.

7 PUBLIC AND STAKEHOLDER OUTREACH

As described in Section 3, above, NJ TRANSIT has held several meetings with the property owners of 201 Penhorn Avenue and 901 Penhorn Avenue. Meetings were held on February 16,

2023, February 24, 2023, and April 14, 2024, to discuss the work activities along the New Jersey surface alignment near their respective properties. NJ TRANSIT will continue coordinating with these property owners prior to and during construction activities.

8 CONCLUSION

Given the measures developed to ensure reduced operational impacts on the tenants and owners at 201 Penhorn Avenue and 901 Penhorn Avenue, including relocation of impacted tenants, the Proposed Project Modifications would not result in new significant adverse effects beyond those identified in the FEIS/ROD.

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

NEPA RE-EVALUATION #10

APPENDIX A

FIGURES



FIGURE 1
OVERVIEW MAP
 Gateway Development Commission
 Hudson Tunnel Project
 Secaucus and North Bergen, Hudson County, New Jersey

Legend
 Tax Parcels (Block/Lot)

Notes:
 1. Aerial imagery provided by ESRI World Imagery Basemap Server (2024).
 2. Transportation Layers provided by the ESRI Hybrid Reference Layer (2024).
 3. Property address provided by Hudson County Records.



GATEWAY DEVELOPMENT COMMISSION

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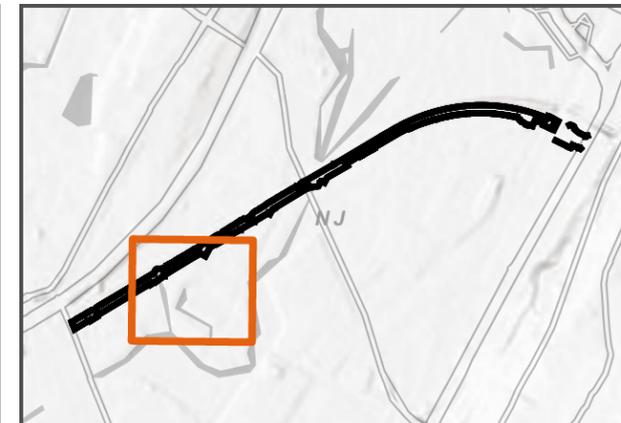
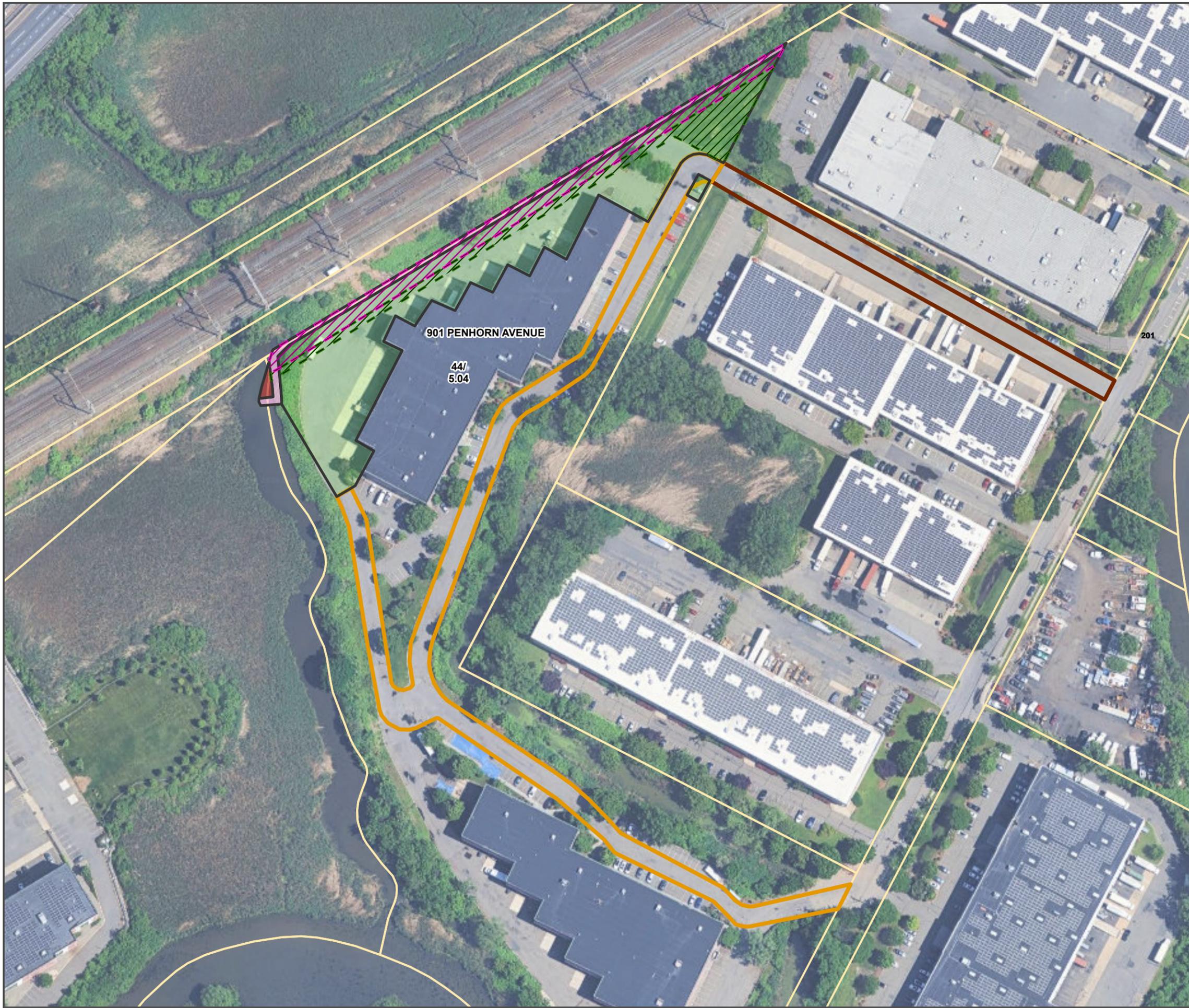


FIGURE 2
901 PENHORN AVENUE CONSTRUCTION EASEMENT
 Gateway Development Commission
 Hudson Tunnel Project

- Legend**
- Tax Parcels (Block/Lot)
- FEIS/ROD
- Temporary Construction Easement (TCE)
 - Permanent Construction and Maintenance Easement
- Proposed
- Temporary Construction Easement (TCE)
 - Fee Parcel
 - Permanent Construction and Maintenance Easement*
 - Temporary Construction Access Easement (TCAE)
 - Dominant Estate (DE)
- FEIS/ROD
- Temporary Construction Easement (TCE)
 - Permanent Construction and Maintenance Easement

*Proposed Permanent Construction and Maintenance Easement is approximately 0.1 acres larger to accommodate access road.

- Notes:
1. Aerial imagery provided by ESRI World Imagery Basemap Server (2024).
 2. Transportation Layers provided by the ESRI Hybrid Reference Layer (2024)
 3. Property address provided by Hudson County Records.



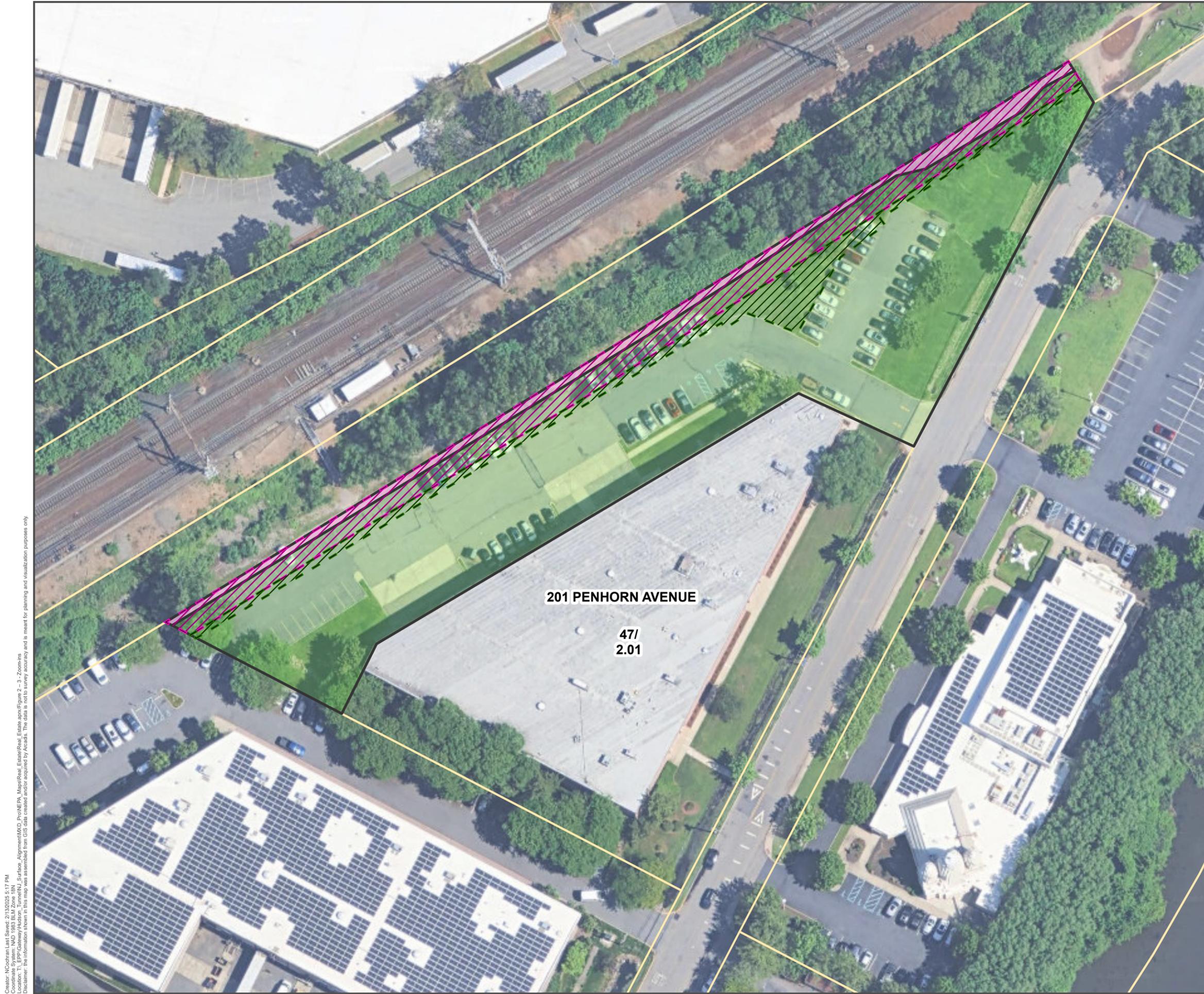
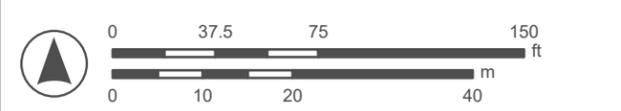


FIGURE 3
201 PENHORN AVENUE CONSTRUCTION EASEMENT
 Gateway Development Commission
 Hudson Tunnel Project

- Legend**
- Tax Parcels (Block/Lot)
 - FEIS/ROD
 - Temporary Construction Easement (TCE)
 - Permanent Construction and Maintenance Easement
 - Proposed
 - Temporary Construction Easement (TCE)
 - Fee Parcel
 - Permanent Construction and Maintenance Easement*
 - Temporary Construction Access Easement (TCAE)
 - Dominant Estate (DE)
 - FEIS/ROD
 - Temporary Construction Easement (TCE)
 - Permanent Construction and Maintenance Easement

*Proposed Permanent Construction and Maintenance Easement is approximately 0.1 acres larger to accommodate access road.

Notes:
 1. Aerial imagery provided by ESRI World Imagery Basemap Server (2024).
 2. Transportation Layers provided by the ESRI Hybrid Reference Layer (2024)
 3. Property address provided by Hudson County Records.



GATEWAY DEVELOPMENT COMMISSION

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