

From: [Tabachnick, Alan](#)
To: [Emily Choi](#); [ACHP Notifications](#):
Cc: [jloichinger@achp.gov](#); [Kelly Fanizzo \(kfanizzo@achp.gov\)](#); [Gosselin, Danielle](#); [Rosenthal, Michael](#); [pap@sloverandloftus.com](#)
Subject: Executed MOA - Harsimus Abandonment (AB 167 (Sub. No 1189X)), ACHP # 001682
Date: Monday, November 4, 2024 1:51:00 PM
Attachments: [ACHP Notification of Executed MOA \(Harsimus\) 11-4-24.pdf](#)
[Harsimus Executed MOA for Distribution 11-24.pdf](#)

Attached please find the executed Memorandum of Agreement for the Harsimus Branch Abandonment, AB 167 (Sub-No. 1189X), located in Jersey City, Hudson County, New Jersey. We will be sending copies of the executed MOA to all of the Section 106 consulting parties this afternoon.

If you have any questions, please contact me.

Thank you very much.

Alan Tabachnick

Federal Preservation Officer
Surface Transportation Board
Office of Environmental Analysis
395 E St SW
Washington, DC 20423

202-245-0367 (o)
202-934-8469 (c)
alan.tabachnick@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

November 4, 2024

Reid Nelson
Executive Director
Advisory Council on Historic Preservation
401 F Street NW, Suite 308
Washington, DC 20001-2637

**RE: Docket No. AB 167 (Sub-No. 1189X)—Consolidated Rail Corporation—
Abandonment Exemption—In City of Jersey City, Hudson County, NJ;
Notification of Executed Memorandum of Agreement**

Dear Mr. Nelson:

On January 6, 2009, Consolidated Rail Corporation (Conrail) filed a verified notice of exemption with the Surface Transportation Board (Board) seeking to abandon a line of railroad located in Jersey City, Hudson County, New Jersey. The rail line proposed for abandonment extends approximately 1.36 miles from Milepost 0.00 and Milepost 1.36 and is known as the Harsimus Branch (the Line). The Board's approval of this abandonment is considered an undertaking under Section 106 of the National Historic Preservation Act (NHPA) and is thus covered under its provisions.

The Board's Office of Environmental Analysis (OEA) is responsible for ensuring the agency's compliance with the National Environmental Policy Act and NHPA. In consultation with the New Jersey Historic Preservation Office (SHPO), OEA identified 19 historic properties within the Area of Potential Effects (APE), including part of the Line from Control Point Waldo to Marin Boulevard, that are eligible for listing on the National Register of Historic Places and determined that the undertaking could have an adverse effect on those historic properties.

OEA circulated a Memorandum of Agreement (MOA) to the Section 106 consulting parties on March 5, 2024, pursuant to 36 C.F.R. § 800.6(b)(i)(vi) of NHPA's implementing regulations. The SHPO declined to sign the MOA and terminated consultation in a letter dated April 12, 2024. After SHPO terminated consultation, OEA and the Advisory Council on Historic Preservation (ACHP) further consulted on the terms of the MOA and agreed to execute a two-party MOA. In August, OEA and ACHP executed the attached MOA, and Conrail signed as an invited signatory on October 31, 2024. Along with the rest of the record in this proceeding, the MOA is posted on the Board's web site at <https://www.stb.gov>.

If you have any questions, please do not hesitate to contact me or Alan Tabachnick, the

Board's Federal Preservation Officer, by telephone at (202) 934-8469 or email at Alan.Tabachnick@stb.gov. Thank you for your assistance throughout this proceeding.

Sincerely,

A handwritten signature in black ink, appearing to read "Danielle Gosselin".

Danielle Gosselin
Director
Office of Environmental Analysis

Attachment: Executed Memorandum of Agreement

MEMORANDUM OF AGREEMENT
AMONG THE SURFACE TRANSPORTATION BOARD,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION, AND
CONSOLIDATED RAIL CORPORATION
REGARDING AB 167 (SUB-NO. 1189X),
ABANDONMENT EXEMPTION, IN CITY OF JERSEY CITY,
HUDSON COUNTY, NEW JERSEY
(The Pennsylvania Railroad Harsimus Branch and Embankment)

WHEREAS, on January 6, 2009, Consolidated Rail Corporation (Conrail), CSX Transportation, Inc. (CSXT), and Norfolk Southern Railway Company (NSR) jointly filed a verified notice of exemption with the Surface Transportation Board (Board) under 49 C.F.R. § 1152.50 seeking exemption from the requirements of 49 U.S.C. § 10903 for Conrail to abandon and for CSXT and NSR to discontinue service over an approximately 1.36-mile portion of a railroad known as the Harsimus Branch between Milepost 0.00 and Milepost 1.36 in Hudson County, New Jersey; and

WHEREAS, the abandonment of the Harsimus Branch constitutes an Undertaking under Section 106 of the National Historic Preservation Act (NHPA), 54 U.S.C. § 306108, and as defined in 36 C.F.R. § 800.3(a) (the Undertaking); and

WHEREAS, unless otherwise defined in this Memorandum of Agreement (MOA), all terms are used in accordance with those set forth in 36 C.F.R. § 800.16; and

WHEREAS, the Director of the Board's Office of Environmental Analysis (OEA) has been delegated the authority (49 C.F.R. § 1105.2) to sign, on behalf of the Board, memoranda of agreement entered into pursuant to 36 C.F.R. § 800.6(e) regarding historic preservation matters; and

WHEREAS, OEA issued a Final Environmental Assessment (Final EA) on September 23, 2021, that evaluated the potential environmental impacts of the proposed abandonment and that included consideration of potential effects on historic resources listed in or eligible for listing in the National Register of Historic Places (National Register), pursuant to 36 C.F.R. § 800.8(a); and

WHEREAS, OEA recommended that the Board impose a condition barring Conrail from consummating the proposed abandonment until the Section 106 process is complete; and

WHEREAS, OEA, in consultation with the New Jersey Historic Preservation Office (the State Historic Preservation Officer or SHPO), began the Section 106 process by delineating the Undertaking's Area of Potential Effects (APE), defined at 36 C.F.R. § 800.16(d), as centered on the rail right-of-way, but extending outward to include potential

visual impacts (as shown in the map in **Appendix A**); and

WHEREAS, OEA notified and invited the Advisory Council on Historic Preservation (ACHP) to participate early in consultation and, by letter dated April 10, 2009, the ACHP chose to participate in the consultation pursuant to C.F.R. § 800.2(b)(1); and

WHEREAS, the following agencies, organizations, and legal entities have accepted OEA's invitation to participate in OEA's Section 106 process as consulting parties, in addition to the SHPO, ACHP, and Conrail: Bergen Arches Preservation Coalition; Bike JC; the City of Jersey City, New Jersey; Civic Jersey City; Donna Dorgan (property owner); East Coast Greenway; Friends of Liberty State Park; Hamilton Park Neighborhood Association; Harsimus Cove Association; Historic Paulus Hook Association; Historic Jersey City & Harsimus Cemetery; Hudson County Office of Cultural & Heritage Affairs; Hudson County Division of Planning; Jersey City Landmarks Conservancy; Jersey City Parks Coalition; National Trust for Historic Preservation; Marin Boulevard LLC (property owner);¹ New York/New Jersey Baykeeper; Newport Neighborhood Association; the Pennsylvania Railroad Harsimus Stem Embankment Preservation Coalition; Pennsylvania Railroad Technical & Historical Society; Powerhouse Arts District Neighborhood Association; Preservation New Jersey; Rails-to-Trails Conservancy; the Van Vorst Neighborhood Association, and the Village Neighborhood Association; and

WHEREAS, OEA, in consultation with the Section 106 consulting parties, identified 19 historic properties within the APE that are listed in or eligible for listing in the National Register, as described in OEA's Cultural Resources Identification Report (May 5, 2017) and Cultural Resources Identification Report Addendum (October 16, 2018); and

WHEREAS, OEA determined, in consultation with the Section 106 consulting parties, that the portion of the Harsimus Branch from Control Point Waldo (CP Waldo) to Marin Boulevard, is eligible for listing in the National Register as the Pennsylvania Railroad Harsimus Right-of-Way Historic District; and

WHEREAS, the Pennsylvania Railroad Harsimus Right-of-Way Historic District includes the Pennsylvania Railroad Harsimus Branch Embankment (Embankment), which received a Determination of Eligibility from the Keeper of the National Register in 2000 but was not listed due to objections to National Register listing, and is a key contributing element that is also individually eligible for listing in the National Register; and

WHEREAS, OEA, working with the consulting parties, identified three possible scenarios that could occur if abandonment authority were granted, and assessed the effects of those scenarios on historic properties in a Cultural Resources Effects Assessment Report (issued March 29, 2019) and an Effects Assessment Report Addendum (issued November 12, 2019); and

¹ Marin Boulevard LLC consists of: 212 Marin Boulevard, LLC (property owner); 247 Manila Avenue, LLC (property owner); 280 Erie Street, LLC (property owner); 389 Monmouth Street, LLC (property owner); 354 Cole Street, LLC (property owner); 317 Jersey Avenue, LLC (property owner); 415 Brunswick Street, LLC (property owner); 446 Newark Avenue, LLC (property owner); NZ Funding, LLC (property owner).

WHEREAS, the three scenarios are not alternatives under Section 106 because the Board has no jurisdiction or regulatory authority over post-abandonment uses of the Harsimus Branch and cannot determine which, if any, of these scenarios would occur if the proposed abandonment were to be authorized and consummated; however, the scenarios include reasonably foreseeable effects of abandonment authority here and therefore OEA is including those potential effects on historic properties in its Section 106 review in this case; and

WHEREAS, the only alternative to abandonment in this Undertaking is the No-Action Alternative, which would occur if the Board were to deny abandonment authority; and

WHEREAS, OEA has determined that the Undertaking could have an adverse effect on the Pennsylvania Railroad (New York to Philadelphia) Historic District; the New Jersey Railroad Bergen Cut Historic District; the Pennsylvania Railroad Harsimus Branch Embankment; St. Anthony's Polish Roman Catholic Church and School Complex; St. Anthony of Padua Roman Catholic Church; Hamilton Park Historic District and Extension; the Harsimus Cove Historic District; the Alaniel Dye & Chemical Co./Thomas J. Stewart Co. Building; the Holy Rosary Roman Catholic Church Complex; the Immigrant Roman Catholic Church Historic District; the Pennsylvania Railroad Harsimus Right-of-Way Historic District; and the Italian Village Historic District, which are listed in, or eligible for listing in, the National Register, and has consulted with the SHPO pursuant to 36 C.F.R. Part 800, the regulations implementing Section 106 (historic properties shown on mapping in **Appendix B**); and

WHEREAS, this MOA was developed to address adverse effects to historic properties located within the APE for the Undertaking; and

WHEREAS, pursuant to 36 C.F.R. § 800.6, OEA has consulted with SHPO and the other consulting parties regarding ways to avoid, minimize, or mitigate potential effects to the historic properties that may result from an abandonment; and

WHEREAS, OEA has consulted with Conrail, pursuant to 36 C.F.R. § 800.6(c)(2)(iii) and has invited it to be an invited signatory in this MOA; and

WHEREAS, OEA has consulted with the other Section 106 consulting parties regarding the effects of the Undertaking on historic properties and invited them to sign this MOA as concurring parties pursuant to 36 C.F.R. § 800.6(c)(3); and

WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), OEA notified ACHP of its adverse effect determination with specified documentation, and ACHP has chosen to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii); and

WHEREAS, OEA's ability to control post-abandonment uses of historic properties in a railroad abandonment case is limited; however, STB considered the potential direct and indirect effects of the undertaking, including reasonably foreseeable effects, and proposed the mitigation included herein; and

WHEREAS, OEA paused the Section 106 process as per the Board's decision on May

19, 2021 in order for the Board to evaluate allegations of a potential Section 110(k) of the NHPA violation resulting from actions taken by Conrail prior to requesting abandonment authority, including the sale of the Embankment, and on August 22, 2022, the Board, after providing the opportunity for public comment, issued a decision finding that there was no violation of Section 110(k); and

WHEREAS, following the Board's decision that there was no Section 110(k) violation, OEA resumed the Section 106 process and is utilizing this MOA to resolve adverse effects to historic properties; and

WHEREAS, OEA has engaged in continued and extensive meetings and communication with the consulting parties as part of the Section 106 process, including meetings with all consulting parties and meetings with ACHP and SHPO; conducted significant public outreach, including a public meeting on September 28, 2023; and has made all project documents relevant to the historic review process publicly available on the Board's website; and

WHEREAS OEA circulated a Final MOA to the Section 106 consulting parties on March 5, 2024, for signature and execution; and

WHEREAS, the following Section 106 consulting parties declined to sign the MOA: City of Jersey City, Donna Dorgan, East Coast Greenway, Embankment Preservation Coalition, Friends of Liberty State Park, Hamilton Park Neighborhood Association, Harsimus Cove Association, Rails-to- Trails Conservancy, and the NY/NJ Baykeeper; and

WHEREAS, SHPO declined to sign the MOA and terminated consultation (in accordance with 36 CFR § 800.7(a)), in a letter to OEA dated April 12, 2024; and

WHEREAS, after SHPO terminated consultation, OEA and ACHP further consulted on the terms of the MOA, and ACHP agreed to execute a two-party MOA.

NOW, THEREFORE, OEA and ACHP agree that the Undertaking shall be implemented in accordance with the following stipulations to take into account the effects of the Undertaking on historic properties.

STIPULATIONS

OEA, with the assistance of Conrail, shall ensure that the following measures are carried out:

I. MITIGATION

Conrail shall retain a historic preservation/cultural resource contractor(s) of its choice (Contractor) with personnel that meet one or more of the appropriate standards in the applicable disciplines (History, Archeology, Architectural History, Historic Architecture) as outlined in the *Secretary of the Interior's Professional Qualifications Standards* (SOI PQS) (48 Fed. Reg. 44716, 44738 (Sept. 29, 1983)) to complete the measures described below. Prior to the expiration of this MOA, Conrail shall ensure, and provide written

notice to OEA and ACHP, that the following recordation, documentation, and interpretation has been completed by the Contractor. The Contractor must consult with OEA prior to the initiation of the work to ensure that expectations and requirements for these mitigation measures are understood.

A. Recordation

1. Documentation of Pennsylvania Railroad Harsimus Branch Right-of-Way Historic District (CP Waldo to Marin Boulevard) and the Pennsylvania Railroad Harsimus Branch Embankment.
 - i. Conrail shall consolidate all of the previous data and documentation (prepared as part of OEA's Section 106 documentation process) and, in consultation with OEA, conduct any necessary additional archival research on the history of the Harsimus Branch, to supplement the extensive materials already gathered as part of the Section 106 process. The documentation effort shall be coordinated with ACHP to ensure the product being developed is comprehensive and prepared in accordance with the relevant federal and state standards (Level I Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards as specified in 68 F.R. 43159). In addition, Conrail shall notify the appropriate National Park Service's regional National Register Historian that the documentation effort has begun.
 - ii. Conrail shall undertake additional field documentation, including photography depicting all the remaining built elements of the Harsimus Branch rail line within the right-of-way, including embankments, piers, footers, drainage features, ballast, signal, and electrical features, etc.
 - iii. Copies of any relevant historical documents found pursuant to the archival research, as well as available maps of the rail line in its local context, shall be included in the documentation package.
 - iv. The document shall include a thorough and detailed historic context (minimum of 150 pages of text) and include a minimum of seventy-five (75) illustrations (photographs/maps/engineering drawings, etc.).
 - v. Upon completion of the draft documentation and archival research, Conrail shall submit one digital copy and two hard copies of the document to OEA, and one digital copy to ACHP for review. OEA and ACHP shall have 45 days to review and comment on the draft document. At the end of the 45-day period, Conrail shall prepare a final version of the document, taking into consideration any comments received, and submit the digital and hard copies of the final document, along with an additional document summarizing and responding to any comments received to OEA and ACHP. Copies of the final report (digital and one hard copy) shall also be provided to local libraries, schools, historical societies, and

other organizations (**Appendix C – Organizations**). Conrail shall provide two (2) hard copies of the final document to SHPO to be archived at SHPO's office.

B. Additional Documentation and Interpretation

1. Interpretive Signage

- i. Conrail shall produce interpretive signage documenting the history of the rail line and associated historic properties. Signage may include, but not be limited to, the following:
 - a) Historic images of the Harsimus Branch, including captions detailing each image.
 - b) A narrative detailing the historic significance of the rail line and associated historic properties and how the rail line fits into the historic context of Jersey City's development during the late 19th through the mid-20th century as a shipping hub.
 - c) Educational panels illustrating the history and development of immigrant communities in Jersey City, with reference to the Harsimus Cove Historic District, the Hamilton Park Historic District, and/or the Italian Village Historic District, and tied to important themes (identified in the Cultural Resources Identification Report and the Cultural Resources Identification Report Addendum, or others identified through the Section 106 consultation process).
 - d) A narrative detailing the historic significance of the War of 1812 context in specific relation to the Jersey City and Harsimus Cemetery Historic District.
- ii. Conrail shall produce a minimum of six (6) educational panels, with content reviewed and approved by OEA and ACHP. The panels and signs should be fabricated for outdoor display use, unless directed otherwise by OEA or ACHP. Each panel should be a minimum of 24" by 36", or to a size agreed upon by OEA, ACHP, and Conrail. All proposed signage must comply with City of Jersey City's Design and Zoning Standards (Standards) and ordinances.
- iii. Conrail shall consult with OEA and ACHP on probable/potential sign locations prior to the development of the signs to ensure the content of each sign is appropriate for its location. Locations must also be approved by the City of Jersey City to be consistent with their Standards.
- iv. Upon completion of the draft signage, Conrail shall submit the materials to OEA and ACHP for review. OEA and ACHP will have 45 days to review and comment on the materials. At the end of the 45-day period, Conrail shall prepare

a final version of the materials, taking into consideration any comments received, and submit the final materials to OEA and ACHP.

- v. Upon final approval from OEA and ACHP, Conrail will fabricate a minimum of six (6) interpretive sign panels, to appropriate specifications for outdoor display (as determined through consultation between the signatories). Once the fabricated panels have been reviewed and approved, appropriate locations for the panels will be identified by OEA and ACHP. Conrail will be responsible for storing and securing the sign panels until ready for installation. Conrail will also be responsible for erecting the sign panels if determined to be on property owned by Conrail or paying for the erection of the sign panels if on property owned by others. All locations for the signage will be identified through consultation between Conrail and OEA. Installation of signage shall be in accordance with the City of Jersey City's Standards and ordinances.

2. Webpage Design and Content/Historic Digital Video

- i. Conrail shall develop historical and educational materials and utilize those materials to prepare a fully developed webpage, to be hosted on an agreed-upon website (either hosted on the Conrail website or Conrail agrees to pay for it to be hosted on another approved site). The webpage should, at a minimum, include:
 - a) A written summary of the history and significance of the Harsimus Branch, including historical images.
 - b) A digital video explaining the history and significance of the Harsimus Branch, including the Pennsylvania Railroad Harsimus Branch Embankment. This should be a minimum of twenty (20) minutes in length and in a format that can be distributed for viewing in addition to being available on the webpage. Organizations and/or locations that would receive digital copies of the video are identified in **Appendix C**.
 - c) Information on the history and significance of immigrant communities in Jersey City with specific references to the surrounding historic districts and other landmarks.
 - d) Information on the National Register eligible and/or listed historic properties within the APE for the project, abstracted from the Section 106 documentation. Historic images, maps, and text should be prepared to illustrate these resources and their importance in the history of the area.
 - e) Upon completion of the draft webpage, Conrail shall submit the materials to OEA and ACHP for review.
 - f) OEA and ACHP shall have 45 days to review and comment on the draft webpage. At the end of the 45-day period, Conrail shall prepare a final version of the materials, taking into consideration any comments received.

Conrail shall be responsible for hosting the webpage for a period not to exceed 5 years after the completion date of all of the mitigation items in this MOA. OEA shall track compliance with the mitigation requirements and will notify Conrail and ACHP after all stipulations have been met.

- g) Conrail shall ensure that the webpage is fully functional and publicly accessible and will provide usage statistics as part of annual reporting.
- h) After the webpage hosting period has been completed, Conrail shall submit all digital files associated with the webpage to OEA. OEA shall provide a courtesy copy of all materials to SHPO.

II. REVIEW PROCESS OF MITIGATION ITEMS

- A. OEA and ACHP shall have 45 days to review Conrail's documentation to provide input on the designs, content, etc.
- B. Conrail shall provide a document to the OEA and ACHP summarizing all the comments it received on the draft and final deliverables and explain how it responded to these comments.
- C. Subsequent reviews, if necessary, shall also be completed by OEA and ACHP within 45 days of receipt of the requested revisions.

III. RESTRICTION RELATED TO SIGNAGE UPON SALE OF CONRAIL-OWNED PROPERTY WITHIN THE HARSIMUS BRANCH RIGHT-OF-WAY

Conrail has voluntarily agreed that any future agreement of sale between Conrail and any purchaser of the property within the right-of-way underlying the Harsimus Branch (property currently owned by Conrail) shall contain a provision requiring that such purchaser agree to leave the signage Conrail erects (if any, and in compliance with the requirements and stipulations of this MOA) on said property within the Harsimus Branch right-of-way.

IV. DURATION

This MOA will expire three (3) years from the date of its execution. Prior to such time, OEA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation IX below.

V. MONITORING AND REPORTING

Conrail, following the execution of this MOA until it expires or is terminated, shall provide bi-annual reports to OEA on the progress and implementation of the terms of this MOA. In addition, Conrail shall provide all parties to this MOA and ACHP an annual

summary report detailing work undertaken pursuant to its terms. Such reports shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received regarding Conrail's efforts to carry out the terms of this MOA.

VI. DISPUTE RESOLUTION

Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, OEA shall consult with such party to resolve the objection. If OEA determines that such objection cannot be resolved, OEA will:

- A. Forward all documentation relevant to the dispute, including OEA's resolution, to ACHP. The ACHP shall provide OEA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, OEA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from ACHP, signatories, and concurring parties, and provide them with a copy of this written response. OEA will then proceed according to its final decision.
- B. If ACHP does not provide its advice regarding the dispute within the thirty (30) day period, OEA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, OEA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA and provide them and ACHP with a copy of such written response.
- C. OEA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

VII. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with ACHP.

VIII. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation IX, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the Undertaking, OEA must either (a) execute a MOA pursuant to 36 C.F.R. § 800.6 or (b) request, take into account, and respond to the comments of ACHP under 36 C.F.R. § 800.7. OEA shall notify the signatories as to the course of action it will pursue.

IX. COUNTERPARTS; FACSIMILE OR .PDF SIGNATURES

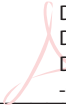
This MOA may be executed in counterparts, of which shall be considered an original and together shall be one and the same MOA. A facsimile or .pdf copy of this MOA and any signatures thereon will be considered for all purposes as an original.

Execution of this MOA by OEA and ACHP, and implementation of its terms evidence that OEA has taken into account the effects of this Undertaking on historic properties and afforded ACHP an opportunity to comment.

SIGNATORY PAGE

**MEMORANDUM OF AGREEMENT
BETWEEN
THE SURFACE TRANSPORTATION BOARD,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND
CONSOLIDATED RAIL CORPORATION
REGARDING
AB-167 (SUB-NO. 1189X),
ABANDONMENT EXEMPTION, IN CITY OF JERSEY CITY,
HUDSON COUNTY, NEW JERSEY
(The Pennsylvania Railroad Harsimus Branch and Embankment)**

Surface Transportation Board

By: **DANIELLE
GOSSELIN**  Digitally signed by
DANIELLE GOSSELIN
Date: 2024.07.26 09:10:41
-04'00' Date: _____

Danielle Gosselin, Director, Office of Environmental Analysis

SIGNATORY PAGE

**MEMORANDUM OF AGREEMENT
AMONG
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HUDSON COUNTY, NEW JERSEY
(The Pennsylvania Railroad Harsimus Branch and Embankment)**

Advisory Council on Historic Preservation

By:  Date: August 1, 2024

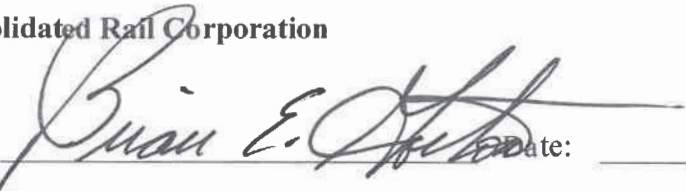
Reid Nelson, Executive Director

INVITED SIGNATORY PAGE

**MEMORANDUM OF AGREEMENT
AMONG
THE SURFACE TRANSPORTATION BOARD,
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ABANDONMENT EXEMPTION, IN CITY OF JERSEY CITY,
HUDSON COUNTY, NEW JERSEY
(The Pennsylvania Railroad Harsimus Branch and Embankment)**

Consolidated Rail Corporation

By:

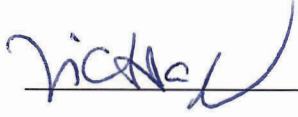
 Date: 10/31/2024

Brian E. Gorton, President & Chief Operating Officer

CONCURRING PARTY PAGE
MEMORANDUM OF AGREEMENT
AMONG
THE SURFACE TRANSPORTATION BOARD,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND
CONSOLIDATED RAIL CORPORATION
REGARDING
AB-167 (SUB-NO. 1189X),
ABANDONMENT EXEMPTION, IN CITY OF JERSEY CITY,
HUDSON COUNTY, NEW JERSEY
(The Pennsylvania Railroad Harsimus Branch and Embankment)

Marin Boulevard LLCs (Property Owner)

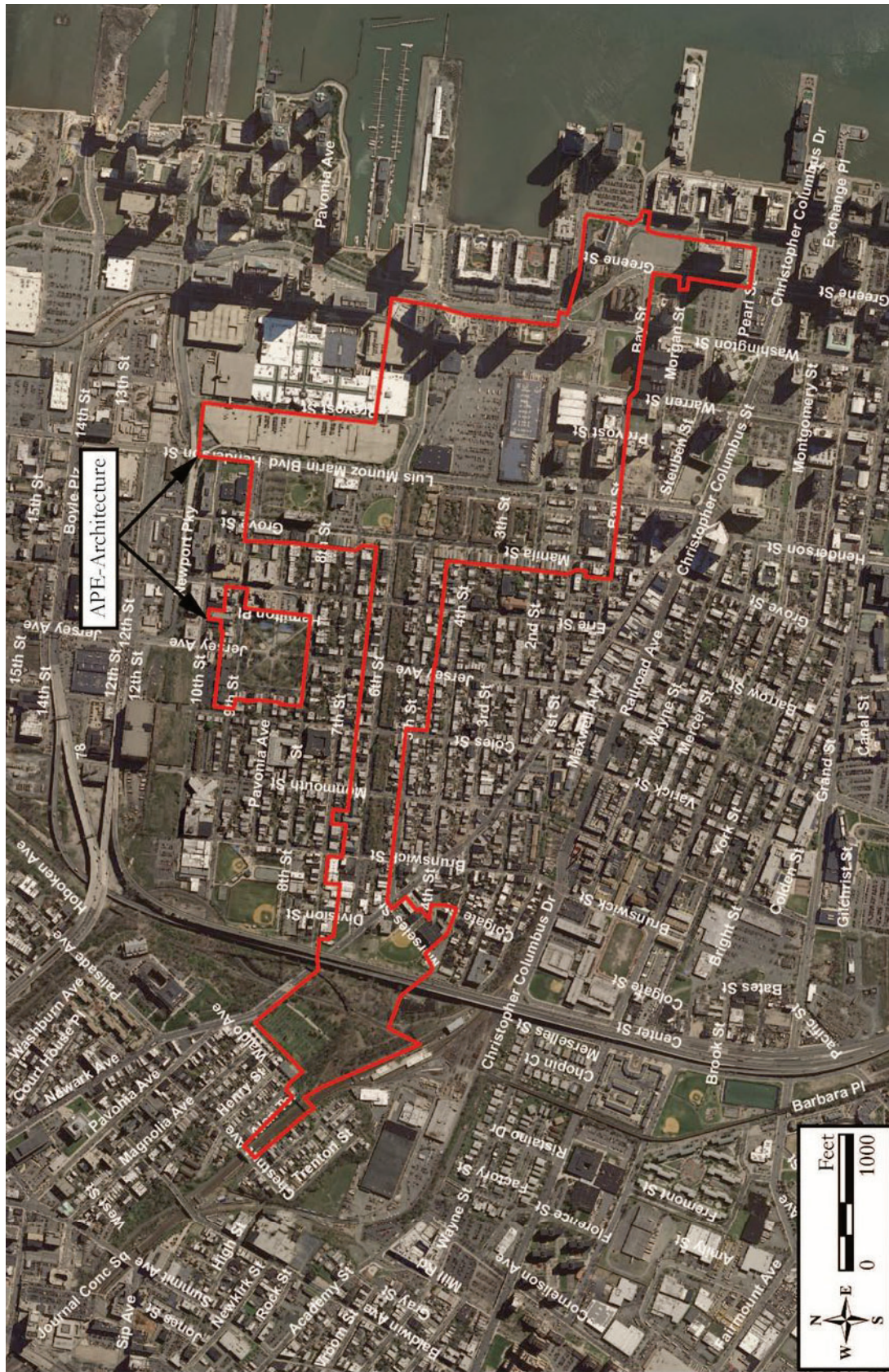
415 Brunswick Street, LLC
446 Newark Avenue, LLC
389 Monmouth Street, LLC
354 Cole Street, LLC
317 Jersey Avenue, LLC
280 Erie Street, LLC
247 Manila Avenue, LLC and
212 Marin Boulevard, LLC, each a New Jersey limited liability company

By:  Date: 8/7/24
Victoria Hyman, Member

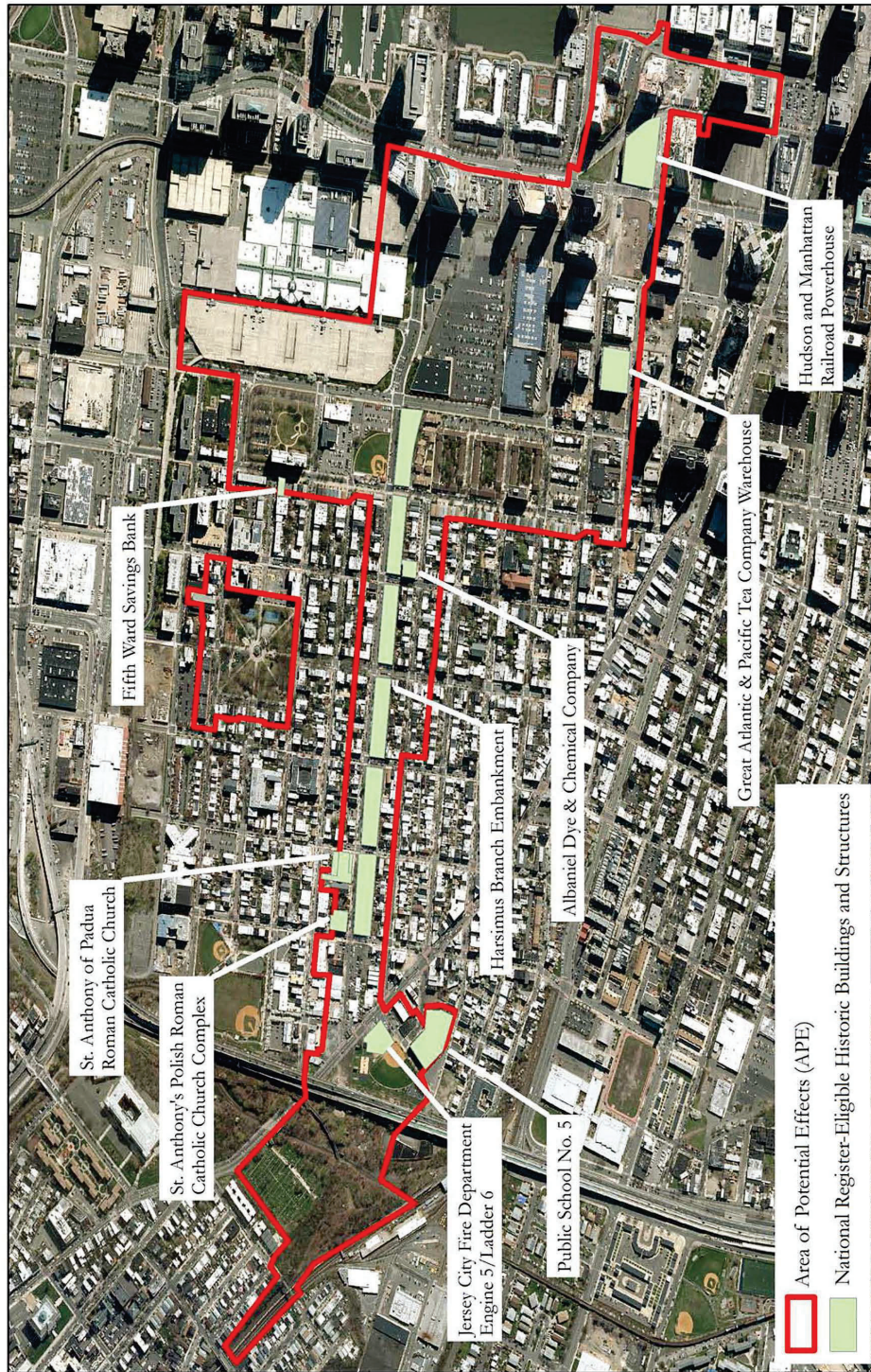
NZ Funding, LLC
A New Jersey limited liability company

By:  Date: 8/7/24
Victoria Hyman, Managing Member

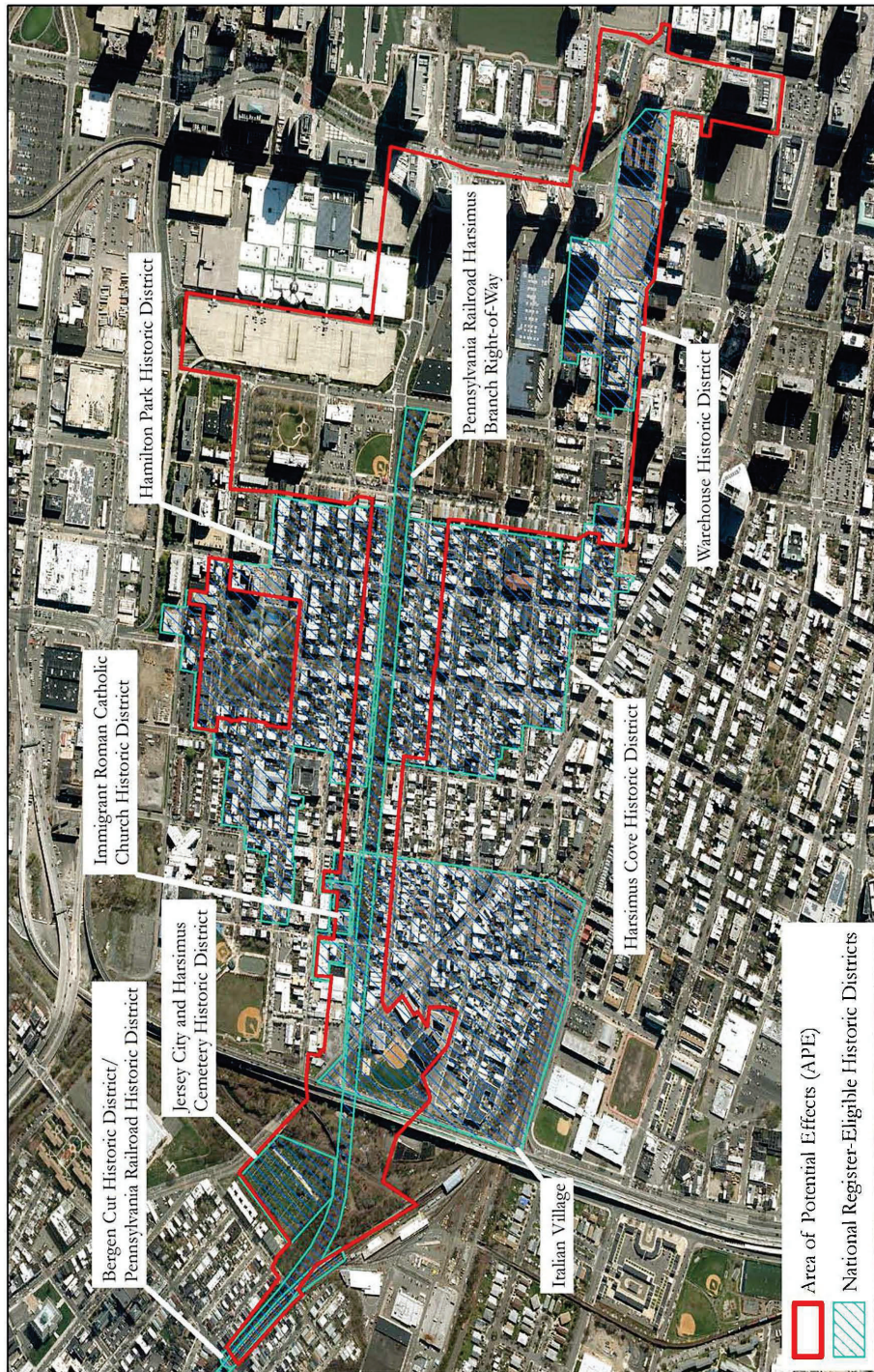
APPENDIX A – AREA OF POTENTIAL EFFECTS MAPPING



APPENDIX B – HISTORIC PROPERTY LOCATION MAPS



Individual Historic Properties within the APE



Historic Districts within the APE

APPENDIX C – CONSULTING PARTIES and ORGANIZATIONS TO RECEIVE THE DOCUMENTATION PACKAGE

CONSULTING PARTIES

Advisory Council on Historic Preservation	Hudson County Office of Cultural & Heritage Affairs
Bergen Arches Preservation Coalition	Jersey City Landmarks Conservancy
Bike JC	Jersey City Parks Coalition
City of Jersey City	Marin Boulevard LLC, et al.
Civic Jersey City	National Trust for Historic Preservation
Conrail	New Jersey State Historic Preservation Office
Donna Dorgan	New York/New Jersey Baykeeper
East Coast Greenway	Pennsylvania Railroad Technical & Historical Society
Embankment Preservation Coalition	Powerhouse Arts District Neighborhood Association
Friends of Liberty State Park	Preservation New Jersey
Hamilton Park Neighborhood Association	Rails-to-Trails Conservancy
Harsimus Cove Association	The Van Vorst Neighborhood Association
Historic Jersey City & Harsimus Cemetery	The Village Neighborhood Association
Historic Paulus Hook Association	
Hudson County Division of Planning	

OTHER ORGANIZATIONS

Jersey City Free Public Library	Roebling Chapter, Society for Industrial Archaeology
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Harsimus Final Memorandum of Agreement