

## **MEMORANDUM OF AGREEMENT**

### **AMONG THE SURFACE TRANSPORTATION BOARD, THE ADVISORY COUNCIL ON HISTORIC PRESERVATION, THE NEW JERSEY HISTORIC PRESERVATION OFFICE, 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 Board's Office of Environmental Analysis (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**, the Board 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 the Board'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);<sup>1</sup> 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, 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 typically does not consider the effects of potential post-abandonment activities on historic properties as part of the Section 106 process for proposed railroad abandonments but has included some limited consideration of such potential future activities in its Section 106 review for the proposed Harsimus Branch abandonment due to the unique circumstances of this case; 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

**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

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<sup>1</sup> 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**, 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 Albaniel 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 the 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 has 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 the ACHP of its adverse effect determination with specified documentation, and the ACHP has chosen to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii); and

**WHEREAS**, certain parties, including Conrail, other owners of the Harsimus Branch right-of-way, Jersey City, the Embankment Preservation Coalition, and the Rails-to-Trails Conservancy, have discussed potential plans for future reuse or redevelopment of the Harsimus Branch that could take place following an abandonment, including a possible settlement agreement. These future development plans could potentially include partial preservation of the Pennsylvania Railroad Harsimus Right-of-Way Historic District and the Pennsylvania Railroad Harsimus Branch Embankment but, if they occur, they would take place outside of the jurisdiction of the Board and outside the scope of this MOA. This MOA presents measures that the Board can ensure are carried out to avoid, minimize or mitigate the adverse effects of this Undertaking regardless of future reuse or redevelopment of the Harsimus Branch; and

**WHEREAS**, the Board's ability to impose involuntary mitigation to resolve adverse effects to historic properties in railroad abandonment cases is generally limited to the documentation of historic properties because railroad rights-of-way are private property and the Board's jurisdiction over those rights-of-way ends with the consummation of abandonment authority; and

**WHEREAS**, the Board paused the Section 106 process as per its decision on May 19, 2021 in order to evaluate whether there was a Section 110(k) of the NHPA violation, and on August 22, 2022 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.

**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 the 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.

**NOW, THEREFORE**, the Board (through OEA), the SHPO, and the 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**

**The Board**, 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 Secretary of the Interior's Professional Qualification Standards (History, Archeology, Architectural History, Historic Architecture), (36 C.F.R. Part 61, [https://www.nps.gov/history/local-law/arch\\_stnds\\_9.htm](https://www.nps.gov/history/local-law/arch_stnds_9.htm)) to complete the measures described below. Prior to the expiration of this MOA, Conrail shall ensure, and provide written notice to the Board and the SHPO, that the following recordation, documentation, and interpretation has been completed by the Contractor. The Contractor must consult with the SHPO 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 the Board's Section 106 documentation process) and, in consultation with the SHPO and 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 the SHPO 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).
  - 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 the document (one digital copy and two hard copies) to OEA, ACHP, the SHPO, and the Section 106 consulting parties for review. OEA, ACHP, the SHPO, and the Section 106 consulting parties 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, ACHP, the SHPO, and the consulting parties. Copies of the report (digital and one hard copy) shall also be provided to local libraries, schools, historical societies, and other organizations (the list to be developed by the consulting parties, **Appendix C** (draft list)). Conrail shall also submit two (2) additional hard copies of the final document to the SHPO to be archived at the 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 19<sup>th</sup> through the mid-20<sup>th</sup> 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 the SHPO. The panels and signs should be fabricated for outdoor display use, unless directed otherwise by OEA or the SHPO. Each panel should be a minimum of 24" by 36", or to a size agreed upon by OEA, the SHPO, 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 SHPO 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, ACHP, the SHPO, and the other Section 106 consulting parties for review. OEA, ACHP, the SHPO, and the other Section 106 consulting parties 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, ACHP, the SHPO, and the other Section 106 consulting parties.
- v. Upon final approval from OEA, ACHP, and the SHPO, 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 through consultation with the Section 106 consulting parties. 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. 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 will be identified through consultation.
  - 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, ACHP, the SHPO, and the other Section 106 consulting parties for review.
- f) OEA, ACHP, the SHPO, and the other Section 106 consulting parties 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 the Section 106 consulting parties 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 copy of all materials to the SHPO.

## **II. REVIEW PROCESS OF MITIGATION ITEMS**

- A. OEA, ACHP, the SHPO and other Section 106 consulting parties 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, ACHP, SHPO and consulting parties 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, ACHP, the SHPO and other Section 106 consulting parties 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 seven (7) years from the date of its execution or upon completion of all of its terms, whichever occurs earlier. Prior to such time, the Board may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation IX below.

## **V. POST-REVIEW DISCOVERIES**

If the Board authorizes the proposed abandonment, and OEA subsequently determines that the

Undertaking would affect a previously unidentified property that may be eligible for inclusion in the National Register, OEA will address the discovery in accordance with 36 C.F.R. § 800.13(b)(3). OEA may assume the discovered property to be eligible for the National Register in accordance with 36 C.F.R. § 800.13(c).

## **VI. UNANTICIPATED DISCOVERY OF HUMAN REMAINS**

If human remains are discovered during post-review salvage activities related to the proposed abandonment or other activities covered under this MOA (such as the installation of signage), Conrail shall immediately stop work and shall not disturb or remove the human remains or any associated artifacts until appropriate consultation has taken place and a plan of action has been developed. Within two (2) hours of any discovery of human remains, Conrail shall notify OEA, the SHPO, and the local Coroner, who will determine if the nature of the human remains is a recent forensic case or pre-contact/historic human remains. OEA, the SHPO, and Conrail will consult to determine the appropriate course of action in accordance with federal, tribal, state, and local laws. If it is determined that the remains are pre-contact, the appropriate federally-recognized Tribes (as per – <https://egis.hud.gov/TDAT/>) will be notified (within 24 hrs. of the determination), and formal government-to-government consultation initiated. This consultation shall continue until a resolution has been reached on an appropriate treatment measure for the pre-contact human remains. Conrail shall not resume work until the requirements of 36 C.F.R. § 800.13(b)(3) have been met.

## **VII. MONITORING AND REPORTING**

Conrail, following the execution of this MOA until it expires or is terminated, shall provide monthly 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 the ACHP an annual summary report detailing work undertaken pursuant to its terms. Such report 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.

## **VIII. 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 the 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 the 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 the 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 the ACHP with a copy of such written response.



- C. The Board'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.

## **IX. 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 the ACHP.

## **X. 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 the ACHP under 36 C.F.R. § 800.7. OEA shall notify the signatories as to the course of action it will pursue.

## **XI. COUNTERPARTS; FACSIMILE OR .PDF SIGNATURES**

This MOA may be executed in counterparts, each 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 the Board, the SHPO, and ACHP, and implementation of its terms evidence that the Board has taken into account the effects of this Undertaking on historic properties and afforded the ACHP an opportunity to comment.

**SIGNATORY PAGE**

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REGARDING  
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ABANDONMENT EXEMPTION, IN CITY OF JERSEY CITY,  
HUDSON COUNTY, NEW JERSEY  
(The Pennsylvania Railroad Harsimus Branch and Embankment)**

**Surface Transportation Board**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Danielle Gosselin, Director, Office of Environmental Analysis

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**New Jersey Historic Preservation Office**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Katherine Marcopul, Administrator and Deputy State Historic Preservation Officer

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**Advisory Council on Historic Preservation**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Reid Nelson, Executive Director

**INVITED SIGNATORY PAGE**

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**Consolidated Rail Corporation**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Jocelyn Gabrynowicz Hill, General Counsel

**CONCURRING PARTY PAGE**

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**City of Jersey City**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Peter Baker, Corporation Counsel

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**Embankment Preservation Coalition**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Stephen Gucciardo, President

**CONCURRING PARTY PAGE**

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**Rails-to-Trails Conservancy**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Andrea Ferster, General Counsel



**CONCURRING PARTY PAGE**

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**Civic Jersey City**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Esther Wintner, President

**CONCURRING PARTY PAGE**

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**Friends of Liberty State Park**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Sam Pesin, President

**CONCURRING PARTY PAGE**

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**Hamilton Park Neighborhood Association**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Aaron Underwood, President

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ABANDONMENT EXEMPTION, IN CITY OF JERSEY CITY,  
HUDSON COUNTY, NEW JERSEY  
(The Pennsylvania Railroad Harsimus Branch and Embankment)**

**Harsimus Cove Association**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Tom Monahan, President

**CONCURRING PARTY PAGE**

**MEMORANDUM OF AGREEMENT  
AMONG  
THE SURFACE TRANSPORTATION BOARD,  
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,  
THE NEW JERSEY HISTORIC PRESERVATION OFFICE, 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)**

**Historic Paulus Hook Association**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Diane Kaese, President

**CONCURRING PARTY PAGE**

**MEMORANDUM OF AGREEMENT  
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AB-167 (SUB-NO. 1189X),  
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HUDSON COUNTY, NEW JERSEY  
(The Pennsylvania Railroad Harsimus Branch and Embankment)**

**Hudson County Office of Cultural & Heritage Affairs**

**By:** \_\_\_\_\_ **Date:** \_\_\_\_\_

Gina Hulings, Director

**CONCURRING PARTY PAGE**

**MEMORANDUM OF AGREEMENT  
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THE SURFACE TRANSPORTATION BOARD,  
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AB-167 (SUB-NO. 1189X),  
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HUDSON COUNTY, NEW JERSEY  
(The Pennsylvania Railroad Harsimus Branch and Embankment)**

**Hudson County Division of Planning**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Francesca Giarratana, Department Deputy Director

**CONCURRING PARTY PAGE**

**MEMORANDUM OF AGREEMENT  
AMONG  
THE SURFACE TRANSPORTATION BOARD,  
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THE NEW JERSEY HISTORIC PRESERVATION OFFICE, AND  
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AB-167 (SUB-NO. 1189X),  
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HUDSON COUNTY, NEW JERSEY  
(The Pennsylvania Railroad Harsimus Branch and Embankment)**

**Jersey City Landmarks Conservancy**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Christopher Perez, President



**CONCURRING PARTY PAGE**

**MEMORANDUM OF AGREEMENT  
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THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,  
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(The Pennsylvania Railroad Harsimus Branch and Embankment)**

**Jersey City Parks Coalition**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Paula Mahayosnand, President

**CONCURRING PARTY PAGE**

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

**East Coast Greenway**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Bruce Donald, Tri-State Coordinator

**CONCURRING PARTY PAGE**

**MEMORANDUM OF AGREEMENT  
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**New York/New Jersey Baykeeper**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Gregory A. Remaud, Baykeeper and Chief Executive Officer

**CONCURRING PARTY PAGE**

**MEMORANDUM OF AGREEMENT  
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(The Pennsylvania Railroad Harsimus Branch and Embankment)**

**Pennsylvania Railroad Technical & Historical Society**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Dave Evans, President

**CONCURRING PARTY PAGE**

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

**Powerhouse Arts District Neighborhood Association**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Kathryn Moore, President

**CONCURRING PARTY PAGE**

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

**Preservation New Jersey**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Emily Manz, Director

**CONCURRING PARTY PAGE**

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HUDSON COUNTY, NEW JERSEY  
(The Pennsylvania Railroad Harsimus Branch and Embankment)**

**Van Vorst Neighborhood Association**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Benjamin Bernouy, President

Cc: to Gerry Bakirtjy

**CONCURRING PARTY PAGE**

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

**Village Neighborhood Association**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Eric Hofmann, President



**CONCURRING PARTY PAGE**

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HUDSON COUNTY, NEW JERSEY  
(The Pennsylvania Railroad Harsimus Branch and Embankment)**

**Marin Boulevard LLCs (Property Owner)**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Peter Pfohl, Counsel

**CONCURRING PARTY PAGE**

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

**Donna Dorgan (Property Owner)**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Donna Dorgan

**CONCURRING PARTY PAGE**

**MEMORANDUM OF AGREEMENT  
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HUDSON COUNTY, NEW JERSEY  
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**Bergen Arches Preservation Coalition**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Rahid Cornejo, Director

**CONCURRING PARTY PAGE**

**MEMORANDUM OF AGREEMENT  
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HUDSON COUNTY, NEW JERSEY  
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**Bike JC**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Ayla Schermer, President

**CONCURRING PARTY PAGE**

**MEMORANDUM OF AGREEMENT  
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HUDSON COUNTY, NEW JERSEY  
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**National Trust for Historic Preservation**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Elizabeth Merritt, Deputy General Counsel

**CONCURRING PARTY PAGE**

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

**Historic Jersey City & Harsimus Cemetery**

By: \_\_\_\_\_ Date: \_\_\_\_\_

Aart Markenstein, President

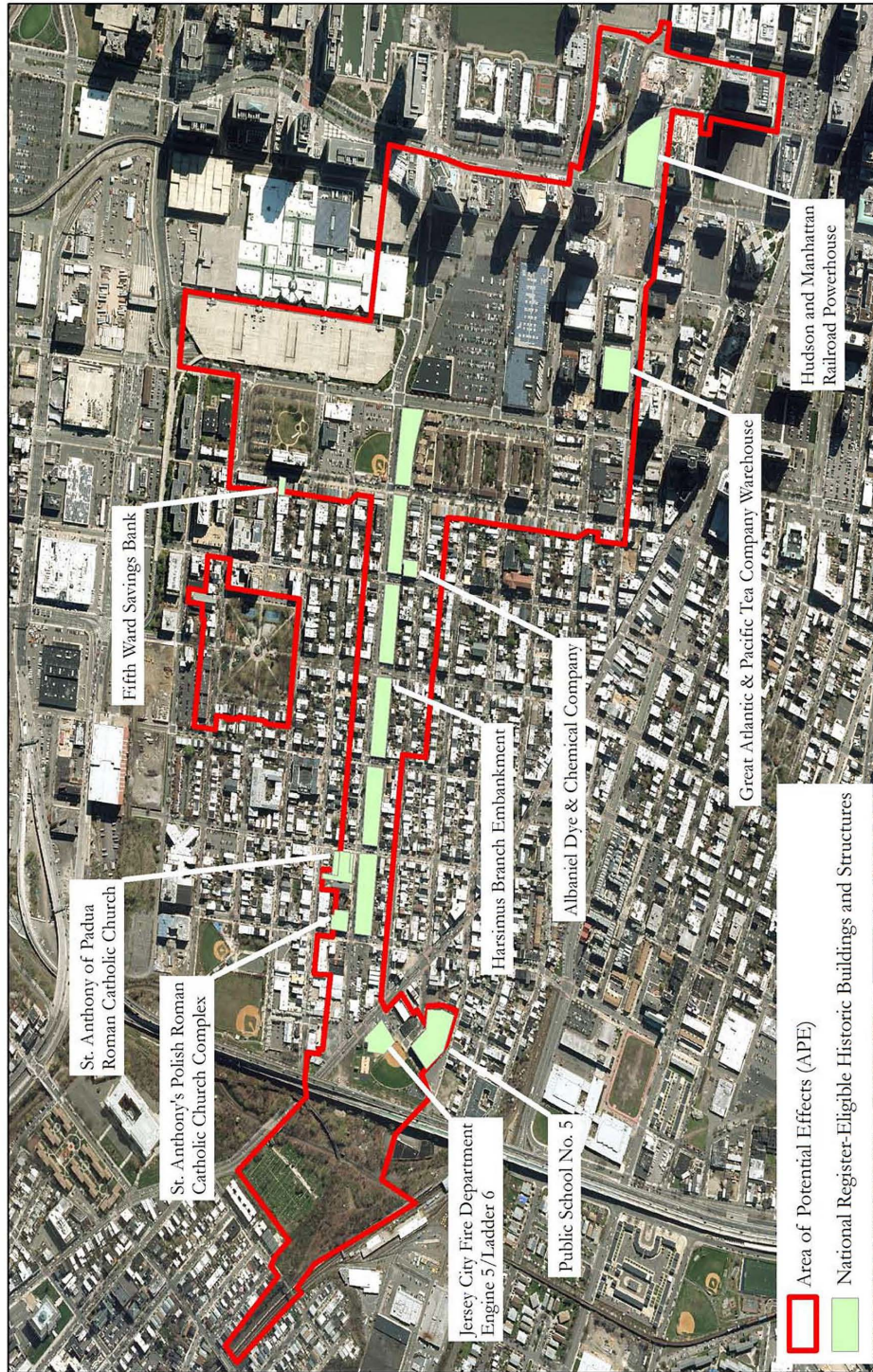
Cc: Michele La-Monica, Director

## **APPENDIX A – AREA OF POTENTIAL EFFECTS MAPPING**



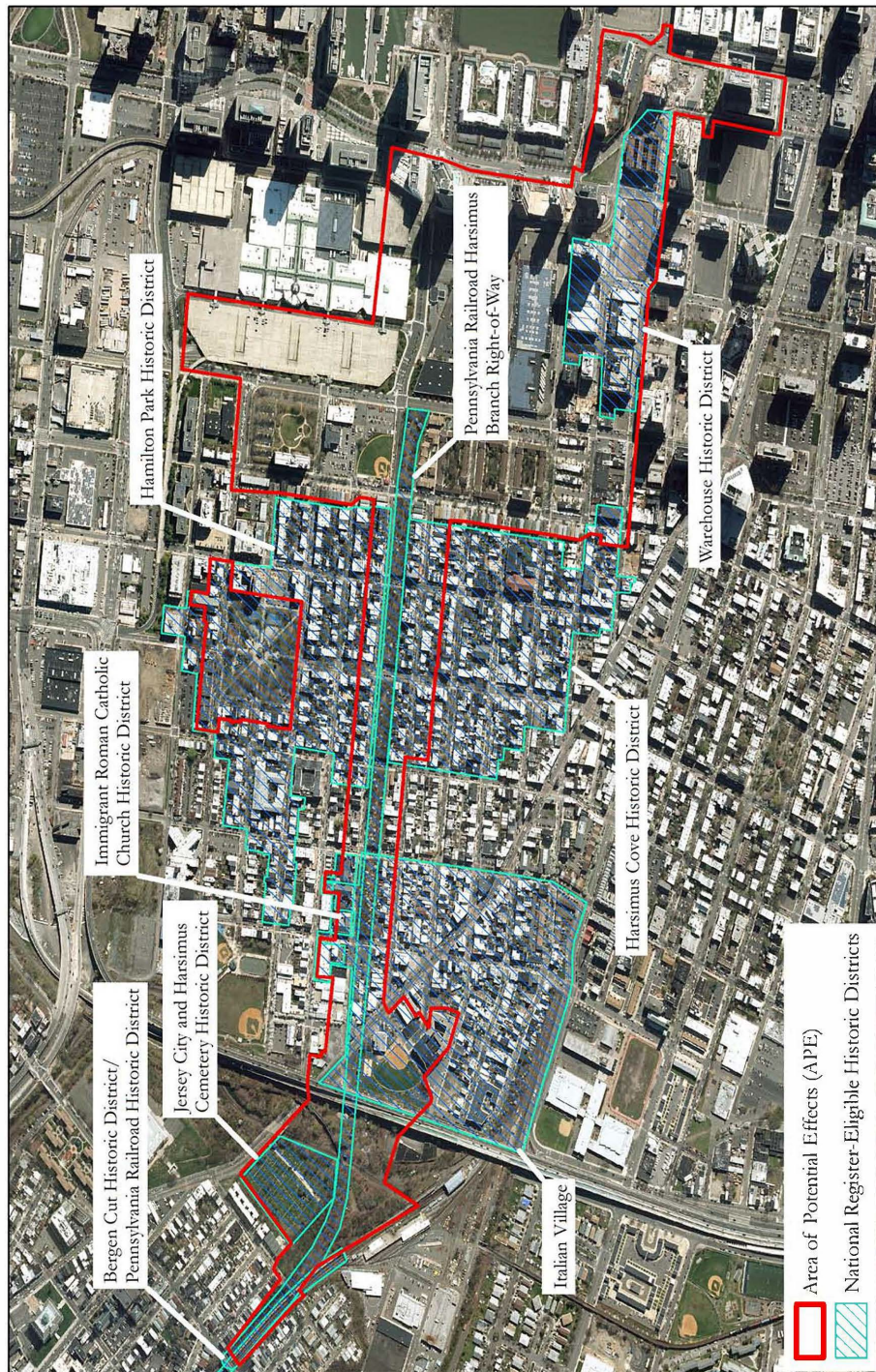


## **APPENDIX B – HISTORIC PROPERTY LOCATION MAPS**



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

### **OTHER ORGANIZATIONS**

Jersey City Free Public Library	Roebing Chapter, Society for Industrial Archaeology
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